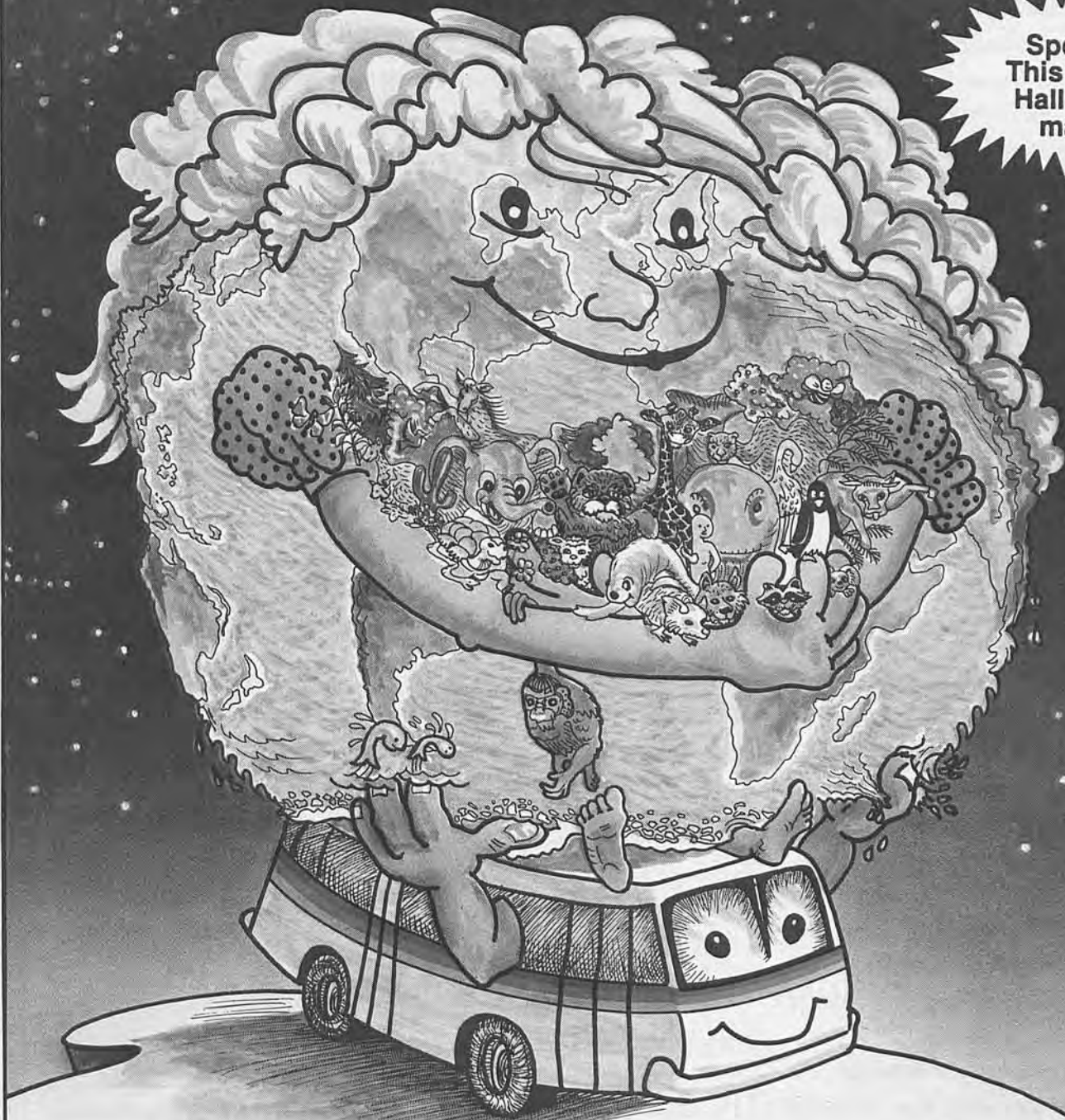


HEADWAY

Special!
This Issue -
Halloween
masks



The Wellness of the Earth
Is Riding on the RTD

Fred J. Yeaker

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The Headway . . .

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Blue Line Long Beach Loop Opens

RTD officials joined with Los Angeles County Transportation Commission members and local business and community groups on September 1 to celebrate the opening of the Long Beach "Loop."

The celebration consisted of a nostalgic trip back in time to pay homage to the by-gone days of the Red Cars. The grand finale brought the audience up to date with the arrival of the first Blue Line train carrying a diverse group of passengers representing the citizens and visitors of Long Beach.



The Red Cars were put out of service during the sixties. As the audience said good-bye to the Red Car they also said hello to the Blue Line.

Blue Line has 21 miles and 21 stations. the downtown Los Angeles 1-mile extension to Seventh and Flower streets will be completed in early 1991.

The Long Beach Loop adds two miles of track to the Metro Blue Line route and four stations around the city's civic center.

A permanent transportation information center is located near the Transit Mall Station (Pine Avenue and First Street) where rail/bus route maps and schedules are available.



RTD Board President Nick Patsaouras and LACTC Executive Director Neil Peterson, along with Supervisor Deane Dana and Congressman Glenn Anderson and their families enjoy the musical extravaganza that was a prelude to the opening of the Loop.

Master of Ceremonies for the event was Long Beach Councilman Ray Grabinski, vice chairman of the LACTC. Speakers included Congressman Glenn Anderson (D-Long Beach), Supervisor Deane Dana, Assemblyman Dave Elder, and RTD Board President Nick Patsaouras.

Following the musical extravaganza, Councilman Grabinski then declared the

Long Beach Loop of the Metro Blue Line officially opened.

The Loop's four new stations are located at Fifth Street and Long Beach Boulevard, First Street and Long Beach Boulevard, Pine Avenue and First Street, and the terminus at Pacific Avenue and Fifth Street. The route then loops back to Anaheim Station. With the opening of the Loop, the



Rail Operator David Jourdan drove the train on the official opening of the loop.



Actor and environmentalist Ed Begley Jr. (far right) joined from left to right, Assistant General Managers Art Leahy and Gary Spivack, Abby D. Spivack, Sonja Davis, and RTD Board President Nick Patsaouras, for the maiden voyage of the Blue Line around the Loop on September 1.

Senator Cranston Holds UMTA Hearing at RTD

At a Senate Subcommittee on Housing and Urban Affairs hearing held at the RTD headquarters on August 7, Senator Alan Cranston (D-Calif.), chair of that subcommittee, urged the U.S. to play a larger role in mass transit.

Saying, "not only does mass transit improve the quality of life of the people who use it, it also improves the quality of the air we breathe. Everyone knows that our dependence on automobiles is a major cause of the smog that affects the LA area and the intolerable traffic congestion that is choking the state." Sen. Cranston convened the hearing held to gather information he will need when next year's formal reauthorization of the Urban Mass Transportation Act gets under way. Among the factors the subcommittee will consider are the nation's changing transit needs; the role of federal, state, and local governments in meeting these needs; the impact of the Clean Air Act on mass transit; and the potential impact of the Americans with Disabilities Act.

"We hope to use the Urban Mass Transportation Act as the basis for shaping the nation's mass transit policy over the next decade. It is unrealistic to expect state and local governments to shoulder the full costs of our public transportation needs," said Cranston.

Damage caused by automobile air pollution and economic losses caused by traffic congestion are local problems, "but they

have a national impact," he said.

Transit agencies from Los Angeles and Orange County, and other public and private organizations in Southern California testified at the hearing regarding the federal government's role in congestion relief, project

23 percent or a greater than 10 percent service reduction. We are grateful, Mr. Chairman, that RTD is still a vital solution to the Los Angeles region's congestion and air quality woes."

Judith Weiss, LACTC deputy director, drew the senator's attention to a map pinpointing the eight most



Sen. Alan Cranston listens to the testimony of LACTC Deputy Director Judith Weiss at the Senate Subcommittee on Housing and Urban Affairs hearing on transportation policy and congestion management held at the RTD on August 7.

oversight, and grant administration. Among them were the RTD and the Los Angeles County Transportation Commission.

RTD Board President Nick Patsouras thanked Cranston and his committee for restoring Section 9 operating funds to the federal 1990 budget. "The Administration's proposed elimination of these operating funds of nearly \$48 million to Los Angeles County, would result in a nearly eight percent reduction in RTD's annual operating budget. Loss of these funds would translate into a fare increase of over

congested corridors in Los Angeles County. To qualify, these freeways in these areas must have traffic slower than 30 miles per hour for a minimum of five to six hours daily, bus route boardings are in excess of 20,000 a day, "and local arterial intersections are defined as Level F--which typically requires cars to wait through at least two signal cycles," she said.

While the picture looks grim, Ms. Weiss assured Cranston that it wasn't hopeless. She cited passage this past summer of a major gas tax increase, Proposition 111, and AB 1791, a bill which mandates

the development and implementation of a Congestion Management Program in all of California's urbanized areas. The program ties land use to transportation planning and it recognizes the need to plan on a regional basis. The LACTC will be assuming the role of the county's congestion management agency.

Foster Moves on to APTA

Bill Foster, a former RTD director of transportation in the early eighties and more recently the superintendent of transportation at Orange County Transit District (OCTD), is leaving southern California to join the American Public Transportation Association (APTA) in Washington, D.C.

Foster was given a farewell dinner on July 26 at the Buena Park Hotel before departing to take his new position as assistant to APTA's Executive Vice President Jack Gilstrap and a former general manager at the RTD.

Working as an aide to Gilstrap is not unfamiliar to Foster. In the early seventies at the RTD he served as Gilstrap's staff aide. In 1977 Foster was promoted to the position of deputy manager of operations and by the early eighties rose to become the RTD's director of transportation. During the last decade he headed up the number one transportation position for OCTD headquartered in Garden Grove.

RTD Board of Directors Accepts 2 New Members

The composition of the RTD Board of Directors changed this summer when Mayor Bradley replaced incumbent Directors Larry Gonzalez and Joseph Dunning and appointed Los Angeles City Councilman Richard Alatorre and James L. Tolbert in their stead. The new appointees were sworn in by District Secretary Helen Bolen at the August 2 Board of Directors meeting.

Council's Budget and Finance Committee, and is a member of the Grants Committee.

Councilman Alatorre, 46, graduated from Garfield High School. In 1965 he earned a bachelors degree in sociology from Cal State-Los Angeles, and later a masters in public administration from USC.

A member of numerous civic and community organization, Alatorre

In coming to grips with the transit and mobility issues facing the region, Alatorre brings a sense of zeal and optimism. He believes "the RTD has gotten a bad rap from the public."

"I think the people need to look at the facts. The RTD is the most cost-effective system in the U.S. It is just that the message hasn't gotten to the general public," Alatorre said.

In his tenure Alatorre is committed to seeing that the word gets out and that good service remains paramount. "Service is the main thing. I want to make sure that the minority communities that are transit dependent get that

service. The best service is the kind delivered on time and courteously."

In addition, Alatorre will ensure that the District's Affirmative Action program is effectively increasing the participation of women and minorities at all levels of employment at the RTD. "I am also interested in seeing that minorities and women are well represented with regard to the contracts that the organization lets," he said.

The Councilman lives in Monterey Hills. He has two sons, Derrick, 24, a student at Cal State-Los Angeles, and Darrell, 23, a student at USC.



Los Angeles City Councilman Richard Alatorre is sworn in as an RTD Board Director by District Secretary Helen Bolen on August 2.

As the 14th council district representative, Alatorre serves residents in the northeast section of Los Angeles, including the communities of Boyle Heights, Eagle Rock, El Sereno, Glassell Park, Highland Park, Monterey Hills, Montecito Heights, and Mt. Washington.

He gave up his State Assembly seat of 13 years to return full time to Los Angeles, where he was born and raised, to join the 15-person governing body of the city. Alatorre is chair of the City's Police, Fire, and Public Safety Committee, serves as vice chair of the

serves as member of the Board of Directors of the National Association of Latino Elected and Appointed Officials (NALEO), is a member of Hispanic American Democrats (HAD), Native Sons of the Golden West, and the Countywide Criminal Justice Coordination Committee.

In 1981, Alatorre was the first recipient of the new Presidential Medallion Award from Cal State-Los Angeles in recognition of his dedication to the university, the community it serves, and the special needs of higher education.



James Tolbert is sworn in as an RTD Board Director by District Secretary Helen Bolen on August 2.

James L. Tolbert, 64, a practicing attorney, shares Alatorre's perception of the RTD but from a different vantage point--a rider's. "I am a long-time rider of the RTD [25 years]. And, the crying need I see is that this organization needs much better PR than it

enjoys. The public is woefully uninformed as to the tremendous job this organization has been performing and the caliber of its employees," said Tolbert.

Both Alatorre and Tolbert serve as directors on the boards of the Los

Two New Board Members

... continued from page 6
Angeles County Transportation Commission and the RTD, along with Nick Patsouras, Don Knabe, Marvin Holen, and Mas Fukai.

A graduate of East Los Angeles College and Los Angeles City College, Tolbert received his law degree from Loyola University Law School. He is a partner with the firm of Tolbert & Wooden in Hollywood.

Previously, he has been a county deputy probation officer in Los Angeles and at one time published the *California Eagle* newspaper.

He has served as the past president of the NAACP-Beverly Hills/Hollywood Branch and the Juvenile Justice Connection Project. He is the treasurer of the San Fernando Valley Juvenile Court Bar Association, and is a member of the County and State Bar Associations. He currently serves as president of the San Fernando Valley Arts Council.

His law practice is divided between representing personalities in the entertainment industry and defending juveniles. He said his greatest rewards have come with working with juveniles. He has had previous experience working in camps with delinquent children.

"I am glad I was appointed by the mayor to this board," he said. "I know how good this organization is and the good that it does. For instance, my main office is in Hollywood, but I do most of my work at

the county courthouse downtown. I just hop on the bus to get downtown. That one decision gives me two more hours of reading time a day.

"It just kills me to think of paying the ransom parking lots charge just to park that hunk of junk I call a car."

Tolbert acknowledges a primary responsibility to the people who avail themselves of RTD service, but intends to speak for non-patrons as well. "I live in the San Fernando Valley. Getting in and out of there is impactful on everyone, not just our riders," he said.

Tolbert and his wife Marie have three grown children.

Knabe Elected Board VP

RTD Board Director Don Knabe was elected and sworn in as Board vice president on August 23. Knabe is Supervisor Deane Dana's chief of staff and replaced Long Beach City Councilwoman Jan Hall when she resigned from the board in January 1990.

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

The Rock Island, Ill. native received his bachelor of arts degree in business administration from Graceland College in Lamoni, Iowa.

Knabe was governor of Optimist International from

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.

Former owner/operator of an association management consulting firm, Knabe is a member of the Santa Monica Mountains Conservancy.

He and his wife, Julie, and their two teen-age sons live in Cerritos.

Filipino Assoc. Seeks Funds for Earthquake Victims

The SCRTD Filipino Employees Association is soliciting voluntary donations for the victims devastated by the 7.7 earthquake which hit the city of Baguio, Philippines in July.

The collected donations will be used to procure food stuffs, clothing, medical supplies, and other emergency needs. These supplies will be turned over to the Girl Scout Council, Baguio Chapter, and the local Jaycees and Lions International for packaging and distribution.

The distribution process will be monitored by a representative of the association. Please make your check payable to: SCRTD Filipino Employees Association. If you have any questions please contact Joe Vicente at extension 4513 or Emilio Estepa at extension 6884.



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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.

RTD Calls for Cap on Personal Injury Claims Payouts

by Anthony Greno, Press Relations

RTD Board President Nick Patsaouras on August 24 called for state legislation to set a cap on accident claims payouts for all public agencies, including transit districts.

California has no legislation setting a limit on settlement of claims and law suits against government agencies and entities where personal injury is alleged. Patsaouras said a limit on payments in personal injury judgments or settlements could reduce RTD's insurance and legal expenditures by \$6.4 million per year.

"With the \$6.4 freed up by the legislation we are seeking, the RTD could put 50 additional buses on the streets to improve its quality of service and reduce overcrowding as well as create new limited-stop lines that would take passengers to their destinations faster," Patsaouras said.

State Sen. Alan Robbins (D-Van Nuys) representing the 20th Senatorial District, has agreed to author insurance reform legislation and introduce a bill in 1991 to establish a cap on tort liability settlements.

"We are in the deplorable situation of being a deep pocket like many other government agencies," Patsaouras said. "What we need is legislation like that of other states that would place reasonable limits on liability. The taxpayer is being taken for a ride for



Director of Risk Management Barbara Anderson and General Manager Alan Pegg joined RTD President Nick Patsaouras at a press conference calling for a cap on personal injury claim payouts by local governments. Ms. Anderson noted that the RTD pays out \$35 million in accident payments per year, a good \$15 million is used in defense fees paid to attorneys which comes out of the RTD's general operating fund.

millions of dollars in tort law suits."

A tort is defined as a wrongful act for which an injured party can recover damages in a civil action.

"During fiscal year 1991, which began last July 1, it will cost the District approximately \$15 million to defend claims against it," Patsaouras said. "In addition, the District pays \$2.4 million for excess insurance because there is no limit on liability."

Patsaouras noted that a cap on personal injury payouts would benefit legitimate claimants.

"Those injured in accidents stand to benefit

continued on page 9 . . .

15-Minute Warranty Program Approved

The Board of Directors on August 23 approved implementation plans for the District's 15-minute warranty program, set in place on September 1. Under the program approved by the Board, cash patrons whose bus arrives 15 minutes or more late at a scheduled stop are allowed to ride free. The warranty applies to the base fare only; patrons requiring a transfer are required to pay 25 cents, the regular cost of a transfer.

Patrons riding on a bus that becomes late en route to their destination are not entitled to reimbursement or a free ride. Patrons boarding with a transfer on a late bus receive, on request, either a special warranty information card

redeemable by mail for a discounted half-fare ticket, or can elect to receive from the bus operator a free transfer for continued riding. The warranty information card must be punched by the operator before redemption by mail.

Pass patrons obtain a validation card on purchase of their monthly pass that is punched by an operator when they board a late bus. At the end of the month, the patron should send the warranty card and expired pass or discount stamp to: SCRTRD, P.O. Box 2290, Los Angeles, CA 90051-2290. The refund is processed and sent by return mail.

"This program will provide us added information on the impact of service delays on our riders. We will use this data to seek

funding to provide more service where necessary, and to manage our operations better," said General Manager Alan F. Pegg.

Pegg noted current statistics show that no more than 2.5 percent of the District's fleet is 15 minutes or more late.

Of those late buses, the reason for the lateness is beyond the control of the District three times in four, Pegg said. He added that he believed the public would cooperate with District bus operators who determine when their bus is more than 15 minutes late. He added that if reports develop of serious passenger-operator disputes, the program could be discontinued.

Cap on Personal Injury Payouts

... continued from page 8

from a ceiling on liability because the existence of a cap would speed up payment of claims, thus cutting off as much as three to five years of court time that plaintiffs now must suffer through until they split an award with their attorneys," Patsouras said.

The RTD Board of Directors president cited legislation in other states that places a cap on liability payouts. He said Florida, Georgia, Indiana, New Jersey, Oregon, Pennsylvania, Texas, and Wisconsin have legislation that sets limits on payments.

In Texas, for example, regional transit agencies and other political subdivisions since 1985 have had a cap of \$100,000 per person and \$300,000 per occurrence.

In explaining the

change of approach being sought by the RTD to the handling of injury claims, Patsouras noted:

"We believe that the injured party will obtain a fair settlement in much less time and without the added expense of hiring attorneys and sharing an award with them."

Patsouras said the bill he will seek during the next session of the Legislature would establish a limit on personal injury damages of \$250,000 per person and \$500,000 per occurrence, with no punitive or exemplary damages to be assessed. Municipal as well as regional transit operators, along with school districts, water districts, state, county, and city governments would be put under a uniform cap on tort liability settlements.

Commuters Urged To Use Bus in Wake of Middle East Crisis

Challenging everyone to ride the bus at least once a week to reduce our dependency on foreign oil, RTD Board President Nick Patsouras on August 9 launched an energy-saving program to help Southern California commuters cope with skyrocketing gasoline prices.

"The policies of the Reagan administration now continued by Bush show the effect of the lack of a consistent energy policy. This kind of crisis has loomed twice before and a national policy should have been put in place. The effect of it is that we are spending billions to defend our interests in the Middle East while the federal government wants to cut \$49 million of the RTD's funding," said Patsouras.

Patsouras noted that if Americans expect their

sons and daughters to fight in the Middle East, the least we can do in supporting them is to take the bus or train once a week in order to conserve the oil supply.

"To beat the absurd price at the pump, it is critical that we use and demonstrate the effectiveness of public transportation. I'm committed to showing that RTD's buses and trains can be the solution to thousands of commuting men and women who are, in effect, being held hostage at the pump."

Patsouras stated he had authorized General Manager Alan Pegg to hire 135 new bus drivers and purchase 55 new buses for the anticipated increase in ridership and that he was ready to deploy 60 additional buses on an emergency basis.

General Manager Alan Pegg said the price of oil would have to double before the District would consider hiking up the fares. Currently, the District pays 58 cents a gallon for its fuel.

In a radio spot unveiled at a morning press conference held at District headquarters, Patsouras urged that motorists ride the bus of the Blue Line at least once a week.

"I appeal to every leader in this community whether he or she be elected, business, labor, or self-appointed, to take the bus once a week to set an example. If each one of them takes the bus or train once a week, we could reduce traffic congestion by 20 percent."

C PUBLIC COMMENDATIONS

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Aitken, Terri D.*
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Lopez, Gilbert*
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Division 3215
Coleman, Connie A.
Johnson, Ursula

Division 3218
Reamer, Robert L.

Alan Pegg, General
Manager

Dear Alan:

I would like to commend and congratulate all of the employees of the Southern California Rapid Transit District who volunteered their personal time to help handle the large crowds at the grand opening of the Metro Blue Line.

This generous act on their part helped to make the Blue Line a great success, and the SCRTD employees deserve special praise.

Sincerely yours,
Kenneth Hahn
Supervisor, Second District

RTD Ridesharing: The Way

"Why are we doing this?" Supervising Planner Teresa Moren answers the question incredulously with a question. Why would anyone ever have to ask why the RTD or any organization is implementing a Rideshare Program when the news media broadcast nationwide what we residents have known for quite some time: Los Angeles has the poorest air quality in the country.

The primary contributor to this problem is the automobile. Far too many of us choose to drive alone which exponentially exacerbates the problem. The reactive hydrocarbons emitted into the air each month equal the amount contained in Exxon's Valdez oil spill.

"As a region we have fallen behind in meeting the scheduled federal deadlines for cleaning up the air. As a result we are forced to address it now. The South Coast Air Quality Management District (AQMD) has implemented stringent regulations that require every employer with 100 or more employees to develop and offer those employees a Rideshare program and other incentives," said Ms. Moren. By offering employees alternatives to the private automobile, Rideshare Program coordinators hope to lure drivers out of their cars and reduce the number of drive-alone trips. The AQMD's objective is to increase the Average Vehicle Ridership (AVR) or the number of people in cars in each region. For instance, around the

downtown area the AVR is 1.75, that is approximately 1-3/4 persons per car per trip. The AQMD arrives at this figure by dividing the total number of employee arrivals by the total number of employee vehicles.

The program, coordinated by Ms. Moren, is staffed at the headquarters and each division by Employee Transportation Coordinators (ETCs). Each



RTD's Rideshare coordinators meet at District headquarters to commence their task. Front row, from left to right: Dan Ruiz, Lorene Yanuzzi, Mike Ortega, Esther Cabison, and Tony Sandoval. Back row, from left to right: Teresa Moren, Byron Lee, Michelle Berry, Joe Quintero, Russell Meeks, Steve Crawford, Juanita Wright, Morton Freeman, Jay Fuhrman, and Maureen Michelin.

ETC, in addition to his or her regular District job, will now take on the added responsibility of assisting people in meeting their transportation needs. The ETCs received 24 hours of training from instructors certified by the AQMD. Each year they are required to receive an additional 8 hours of continuing education to stay current with the latest transportation planning trends. "The

ETCs are the people who have really put out the most effort," said Ms. Moren. "Their participation is above and beyond the call of duty. Their enthusiasm is infectious. Here they are facing not only the day-to-day operating challenges but now they've been given a new task of getting people out of their cars. They deserve a lot of credit and need the support of their superiors."

The Rideshare Program which kicked off this month with Rideshare Week includes a host of alternatives to driving solo and incentives for following the crowd. Topping the list is, of course, using the RTD bus pass that is given as a benefit to each employee and his or her dependents. Other options:

- Car-pooling. All sites, except the Headquarters will be restriped to

provide preferred parking spots for those who car-pool.

- Vanpool Pilot Program. Providing seed money to start a vanpool.
- Telecommuting (See story on page 12.)
- Compressed Work weeks like the 4/10 or 9/80 plans.
- Personalized bus itineraries
- Intra-agency and inter-agency ridesharing
- Bicycling program.

Bicycle racks will be installed and future installation of employee showers will be explored. The program will also reward those who bicycle by providing bicycle equipment rewards on an annual basis.

- Walking program. For employees who can walk to work the program will reward those who walk to work by providing walkman radios, walking shoes, and related gifts.

- Bus Stop Shuttle Service. For employees at only those sites which are too far from bus stops.

- Guaranteed Ride Home Program. The District will ensure that any person who car-pools and needs to leave on an emergency or misses the car-pool due to unforeseen circumstances will be given a ride home.

- "Meet Your Match" parties. Mixers enabling employees to meet people not only in their department or division but also in the workplace neighborhood. Identifying information on name tags detailing the freeways you take and the zip code you live in

To Clean the Air and Save the Planet



Vanpooling is an option for these employees.

helps pair employees up with a perfect rideshare match.

"Our program will be educational to start with," said Ms. Moren. "We want to emphasize the positive aspects that reducing solitary trips can bring," she said. Not only does some form of ridesharing help clear the air for ourselves but it helps save the planet for our children she noted. "After all, they'll have to clean up the mess we are leaving them. We aren't asking that people use the bus or another option everyday for the rest of their lives. Once or twice a week is enough to make a difference."

Other personal values of ridesharing include saving money and saving jangled nerves. "Think of it as another stress-management technique. It is one less hassle you have to deal with in a very complex world," she said. Additionally, ridesharing creates social opportunities in a city where it is hard to meet people.

"Throughout the year we will produce air-saving facts through a newsletter and disseminate those to employees," she said.

The kickoff held during the first week of October throughout California attracted RTD employees' attention with free promotional items encouraging ridesharing, information packets stressing the RTD's program and how to start your own car-pool, and free food.

Those who make their contribution toward saving the air by reducing solo trips will be eligible for monthly raffles, receive preferential parking, and other rewards. "Some of the ETCs have suggested rewards such as free fillups for car-pools, time off, and 15 minutes off earlier for car-poolers. We will structure the rewards around things that are important to the employees so we can gain maximum participation and continuity," said Ms. Moren.

A measurement of success for the program requires increased partici-

pation. "The key to the success of this depends on a commitment by management," said Ms. Moren. "Mr. Pegg has already assured us that we have his support."

Throughout the Los Angeles basin there appears a move on the part of companies to offer employees a variety of transportation options. Already companies are calling the

RTD desperate for information and bus service, Ms. Moren sees the demands becoming greater. "We have a dual role here. Not only do we do our part under the AQMD regulations, but we offer other people the wherewithal to do their part. I think we can do something really great and be a shining example to other agencies," she said.



Another approach to ridesharing is the dependable RTD bus made more environmentally sound with its clean-burning alternate fuels like methanol or compressed natural gas.



Walking isn't such a bad idea. Think of all the cellulite you're getting rid of.

Telecommuting--Soon to Come to a Location Near You

Barbara Olson, Human Resources Analyst

Although many employees have looked forward to the time when they would not have to travel to work and could stay at home, most people have a fairly limited idea of what telecommuting is and how it works. In actuality, telecommuting is working at any location other than the primary work site. This place may be one's home, or a work site close to home. Telecommuting involves moving work to the workers instead of moving workers to work.

In the near future, the District will be developing a telecommuting program to meet AQMD requirements to reduce employee commute trips. Telecommuting will be one of many incentives offered to encourage employees to reduce car trips to work.

The Planning Department is developing a pilot project to explore the feasibility of telecommuting. They will consider which types of jobs would be best suited to work away from the office, how many hours an employee should work away from the office, and how to manage an employee's work productivity. They will also consider such administrative or operational decisions as equipment purchase and repair, telephone service, insurance, and supervision.

The pilot project will start this fall, an evaluation will be completed next

spring. Final development of a policy and District-wide implementation will occur in the following six months.

People often assume that telecommuting is an opportunity to resolve dependent care problems. In fact, successful telecommuters require a separate, dedicated work space which is free of distractions. Most companies which have implemented such a program have found they need to design telecommuting around the work



Maureen Michelin adapts easily to telecommuting.

requirements of a job, not the personal needs of the employee. However, telecommuting can be designed to be flexible and customized to a wide variety of work scenarios and employee circumstances.

People also assume telecommuting requires a home computer. Not true. In developing a telecommuting program for the District, all types of jobs will be considered. A telephone for communica-

tion with the main office will probably be the only standard equipment. Successful telecommuting work requires a task or group of tasks which one can do away from the office.

Except in a few extreme situations, telecommuting does not permanently remove an employee from the office. Most successful programs bring the employee to the office at least once a week. By coming to the office some days, the employee does not suffer isolation, maintains work contacts and the social interaction of the office environment.

Although the primary goal of telecommuting is environmental, it greatly aids other areas of concern at the District. Telecommuting reduces congestion at the primary work site. This can ease demand on office equipment and provide opportunities to save space with shared work stations. This can also reduce noise and disturbances caused with many people working in open office spaces.

Companies which have already implemented telecommuting, including the County of Los Angeles, have found many additional benefits for the employee, such as decreased sick leave use and absenteeism, and improved employee morale. People also avoid the stress of commuting.

Managers also derive benefits from telecommuting.

The increased employee satisfaction decreases turnover. Also, the personal control of one's working conditions has resulted in employees becoming more productive in their home work environment. Managers can use telecommuting as a tool to maximize the traits and abilities of each employee. Managers in these programs now focus on guiding and evaluating an employee's work products rather than on timekeeping, thereby deriving more satisfaction from their own jobs as well.

Many employees may be curious to know if they will be eligible to participate in this project. After the pilot program has been completed, the method of selecting people for telecommuting will be established, as well as program rules and procedures. People interested in participating in the program should contact their supervisor once the program has been established.

Memorabilia?

WANTED: Cash offers for Safety Awards and Cap Badges from Los Angeles Transit Lines, Metropolitan Transit Authority, and Pacific Electric Railway. Please call or write: Roy Fizer, 1254 West 36th Street, Los Angeles, CA 90007. (213) 735-9145.

Honoring the Millionth Blue Line Rider

by Jim Smart, Press Relations Manager

RTD officials honored a Long Beach resident as the millionth Metro Rail Blue Line rider on August 21 with a drum roll and gifts presented during a morning ceremony at Del Amo station.

"It took only 40 days to reach this milestone and we are six months ahead of original projections in ridership," said RTD Board President Nick Patsouras.

Honored while preparing to board a northbound train at 9:30 a.m. was Jon Stringer, 52. Stringer is a seventh grade health instructor at Steven White Junior High School in Carson. He was headed for downtown Los Angeles to shop and sightsee.

Stringer told reporters he was a rail enthusiast.

"When I was a youth, my family used to live in Hollywood and I rode the Hollywood line, of the Pacific Electric Red Cars.

Later, we lived in Glendale and I used to ride to downtown Los Angeles to the Subway Terminal Building," he said.

Stringer cut a cake presented to him by Patsouras and General Manager Alan F. Pegg. Joining in the ceremony were Burke Roche, representing Supervisor Kenneth Hahn, and Carson Mayor Vera Robles DeWitt. The drum roll was provided by City of Carson Queenettes, a drill team contingent of 40 elementary school age children.

Nearly 670,000 persons took advantage of the free rides offered on the Blue Line system during the opening two weeks of operation.

"Since the end of the free-fare period, we have been averaging 15,000 riders a day," Patsouras said. "On Sundays, we are carrying nearly 20,000 riders."

Four more stations opened for operation on

September 1, when the RTD and Los Angeles County Transportation Commission opened the downtown Long Beach Loop. The four stations are situated at Fifth Street and Long Beach Boulevard, First Street and Long Beach Boulevard, Pine Avenue and First Street, and Pacific Avenue and Fifth Street. Until September 1, the temporary southern terminus of the line was at Anaheim Street and Long Beach Boulevard.

One additional station remains under construction at Seventh and Flower Streets in downtown Los Angeles. Scheduled to be opened next year, it

eventually will provide easy transfer to the Metro Red Line, also under construction.

RTD officials also presented Stringer a gift certificate for one night aboard the Queen Mary for two with dinner at Sir Winston's restaurant, as well as Blue Line leisure gear.

"We are pleased to honor Stringer as a symbol of the good will and trust the public has displayed toward the new system," added Pegg.

"It is our commitment to keep providing quality, safe service to him, and to the millions more who will use the system in coming years."



John Stringer of Long Beach, second from left, receives a piece of cake from RTD Board President Nick Patsouras while being honored as the one-millionth rider on the Metro Blue Line on August 21 at Del Amo Station. Pictured at far left is General Manager Alan F. Pegg.

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Sen. Wilson Rides Blue Line

When you've got the best ride in town word gets out quickly. Sen. Pete Wilson (R-Calif.) was as anxious as anyone else to take his turn in early August as he joined General Manager Alan Pegg for a no-fuss, no-frills ride on the alignment.



Sen. Wilson sits with rapt attention as General Manager Alan Pegg tells him about the impressive capabilities of the RTD's Blue Line.

Reaching the platform at approximately 4:00 p.m., Wilson got in line behind riders queuing up to purchase fare tickets. Light Rail Information Specialist Marian Bennett showed him how to get started and from that point



Sen. Pete Wilson gets his Blue Line ticket while Light Rail Information Specialist Marian Bennett stands by just in case.

on the Senator was on his own. RTD employees waited patiently and a little smugly knowing that with their employee transit passes they could bypass the need for ticket vending machines. Ticket in hand, Wilson joined Pegg and

Assistant General Manager for Operations Art Leahy, and LACTC's Rail Construction Corp. CEO Ed McSpedon for an earlybird, rush-hour trip that proved to be comfortable for daily rider and senator alike.



As a vet of many rides on the Blue Line, General Manager Alan Pegg (right) volunteered to serve as Sen. Wilson's guide.

Neeson Heads Employee Relations

Dedicated to her department, Ann Neeson, the director of the Employee Relations Department is a woman hard to catch up with. *Headway* was finally able to meet up with her in August. Appointed to her position on November 27, 1989, Ms. Neeson replaced Roger Kundert.

Responsible for the negotiation and administration of all the collective bargaining agreements maintained by the District, Ms. Neeson also interprets the respective labor contracts ensuring that the terms of each contract are followed by the RTD and that conflict is resolved through the grievance process provided in those contracts. Additionally, the department is charged with facilitating dispute resolution and training supervisors. Ms. Neeson believes that the Employee Relations department should be dedicated to ensuring that the District's labor policies and practices are applied in an equitable manner in compliance with the federal and state law. "We are looking out for the welfare of the RTD and its employees," said Ms. Neeson. "We are striving always to safeguard the interest of the District and ensure that our employees have fair wages and good working conditions."

"We negotiate in the best interest of the District but never ignore the interest of the employees. We look for terms that are fair and equitable to the employee but are also fiscally sound to the



Ann Neeson, RTD director of Employee Relations.

District ensuring that it can operate efficiently." She stated the RTD is looking for reasonable agreements that will help the District transition into the '90s and beyond in view of changing technologies and economic conditions.

"I do believe people can sit down with conflicting views and work hard to reach a common goal with an approach that is satisfactory to both," she said. "The company and the unions may seem at odds at various times, but in actuality we are co-dependent. We really depend on each other for our economic well being."

Previously the employee relations manager of Orange County Transit District, Ms. Neeson is absorbed in her work. "You never leave it," she said. "Especially when you're in negotiations. You're always thinking about how you can come to some equitable, happy ending."

The Fresno native received her bachelor's in sociology from UCLA.

Rodeo Banquet Honors Maintenance and Transportation

The tension, sweat, and anxiety from the dog days at the Santa Anita Race-track going through all the hoops set up for the Maintenance and Transportation Rodeos paid off for those who dared measure themselves against the best. Both those who placed at the top of the pyramid and those who found themselves on the lower finalist levels were rewarded at the First Annual Transportation and Maintenance Awards Banquet held at Almansor Court in Alhambra on August 3, 1990.

Director of Transportation Leilia Bailey welcomed all the operators and mechanics and their families to the joint event. "Both Maintenance and Transportation have tried since 1987 to come together and put out a better product and service to the public. Tonight represents a fun event for us," she said.

General Manager Alan Pegg was invited to the stage to offer a few remarks. Pegg admitted he liked coming to the Rodeo Banquet. "This was the first thing I attended when I came to Los Angeles. I like it because we are here to honor the best. You people establish peer leadership at the RTD which I would hope everyone follows. Beyond a shadow of a doubt...you are the best there is."

Ms. Bailey introduced Vicki Varga, the Transportation Bus Rodeo Coordinator. Ms. Varga acknowledged the novelty of the combined dinner and said



Division 10's Maintenance Rodeo Champs receive recognition plaques from General Manager Alan Pegg at the Rodeo Banquet. From left to right: Ray Kunkle, Michael Junyk, Marco Pedemonte, Michael Leahy, Tony Chavira, Miquel Enriquez, and Pegg.

she looks forward to next year's. "This is a first for us in a number of ways. Over 188 operators competed in the semifinals. With the help of all the volunteer judges and instructors like Frank Cecere we were able to manage all those people. The contestants were trimmed down to these 30 finalists in the audience tonight." Ms. Varga introduced her co-coordinator for the Maintenance Rodeo, Ray Kunkle.

"It gives me a warm feeling to see Maintenance and Transportation here together," said Kunkle. "It's been exciting for our department. I'm grateful to all those on the Maintenance side who gave up their free time to help out. Next year it will be bigger and better."

Ms. Bailey introduced members of the executive staff who attended. They included General Counsel Suzanne Gifford, Inspector General Ernesto Fuentes,

Assistant General Manager for Transit Systems Development Al Perdon, and Controller Tom Rubin. Other invited guests included Director of Employee Relations Ann Neeson, Director of Risk Management Barbara Anderson, Director of Facilities Maintenance Ed Walsh, Assistant Directors of Transportation Ralph Wilson and Leo Bevon, and the respective division managers.

Speaking for Maintenance, Assistant Director Mike Leahy acknowledged the staff members who helped make the Rodeo a reality and a successful one at that. "Mike Stange is the person who got the Rodeo started a few years ago. Mike Bottone devised all the bugs that were placed in the buses and equipment. John McBryan worked with the Instruction staff, and Annie Zavala, well, she does everything that makes things come together," said Leahy. He

also thanked the crews from Facilities Maintenance who set up all the stands.

Assistant General Manager for Operations Art Leahy said: "Everyone here works for a great organization--no fooling." Meanwhile he was taking his bus pass out of his wallet. Raising it to show the audience, he said: "This used to be a bus pass, now it's a transit pass. Now we have a rail system. We operate buses, a rail system, and we have great employees. A lot of people in this room supported that system to make it a success. A lot of you drove the buses that bailed out that system. If we had 8,000 employees as good as the employees in this room we'd have no problems."

Maintenance presented their first-place team from Division 10: Miguel Enriquez, Marco Pedemonte, and Michael Junyk. The Maintenance champions each won \$1,000 and the opportunity to compete in the nationals held in Cleveland, Ohio in August. The second-place and third-place teams were also introduced. They included Division 9's Jesse Estrada, Rene Martinez, and Jaime Lozano; and the CMF's Charles Judson, Javier Castro, and Sal Bottonico.

Division 6 Mechanic Joe Medrano was given special recognition for submitting the winning Rodeo pin design.

Transportation's Rodeo Champ for the fifth time was Division 12's

continued on page 16 . . .

Roadeo Banquet

... continued from page 15

Howard Brenchley. Second-place and third-place winners were from Division 9. They included Robert Jackson and Robert Apodaca, respectively. Fourth-place honors went to Candelario Gomez from Division 8. Brenchley received \$1,000 for his feat and an all-expense paid trip

to compete in the International Roadeo held in Houston, Texas in September.

Following the dinner and awards ceremony, the evening's entertainment offered a dance with music provided by the Nightriders.



Transportation Roadeo Champ, Division 12 Operator Howard Brenchley, received \$1,000 and a clock plaque from Director of Transportation Leilia Bailey (left) and General Manager Alan Pegg (right).



Division 6 Mechanic A Jose Medrano received recognition for designing the pin worn at the Maintenance Roadeo. From left to right: Ray Kunkle, Jose Medrano, and Alan Pegg.

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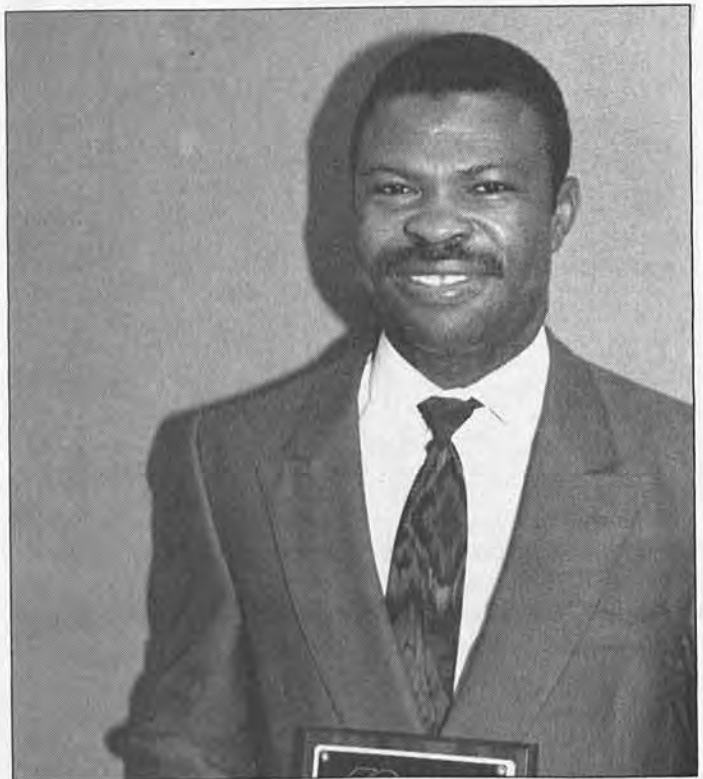
Division 2 Electrician Helper David Burke was selected the Facilities Maintenance Employee of the Month for July. With the District since October 1989, Burke is responsible for the repairs and preventive maintenance at Divisions 1, 2, 3, 4, and 7. His supervisor states that he is an excellent employee who is always trying to help out on any project where needed. He has been a tremendous help to both the electricians and property maintainers on their assigned work projects. He has also received commendations from fellow workers and personnel at the divisions in helping to solve problems with their equipment. During personnel shortages in July, Burke made extra efforts to fill in the gaps and keep up with all the work assignments. He is an asset to his department and the District.



Division 15 Operator Percy Rhodes was chosen Operator of the Month for July. Rhodes has been with the District since 1982. Previous to the District, he worked for Associated Business Company driving school buses. He started as a part-time operator and became a full-time operator in 1983. Rhodes has a 6-Year Safe Driving Award and an Outstanding Operator Award. He received another Outstanding Operator Award for this past year. He has received several letters of commendation from his passengers, and for the past 7 years he has received letters from his managers for his excellent record. He only missed-out twice in his career and has never been sick. He has attained 90 merits since 1985 and has never had any demerits. Rhodes and his wife, Manuela, have one child, a daughter who just graduated from kindergarten. His hobbies include motorcycle riding, playing baseball and golf. He really enjoys his job and says this is the best job he has ever had. When he goes on vacation, he rides buses on other transit systems throughout the country, and he says that we are still the best!



Scheduling Planner Joe Gay was selected Scheduling and Operations Planning's Employee of the Quarter for the fourth quarter of 1990. Gay has been with the District for 37 years starting as a streetcar motorman with Los Angeles Transit Lines and graduating to buses. He started in the Scheduling Department in 1957 first as a Schedule Maker and moved up through the ranks. His supervisors and peers proclaim him as a tireless worker, putting in long hours to accomplish the task at hand. He is considered a major resource to his department with his vast historical knowledge of the Los Angeles transit system with regard to bus routings, schedules, operating rules and regulations. He conducts many training sessions for the Scheduling staff so that they may build more effective schedules. Gay was given a trophy in recognition of his endeavors by Director of Scheduling and Operations Steve Parry (right) and Scheduling Manager Frank Schroder (left).



Industrial Hygienist Ugbu Kalu was chosen Employee of the Quarter for the fourth quarter of 1990 because of his outstanding accomplishments during the past quarter. His achievements include completing the AQMD annual emissions inventory for 18 District facilities, prevention of a chemical explosion hazard from a leaky acetylene cylinder, developing four occupational health programs, developing a training program for the Maintenance employees on hazardous material handling, and completing a laboratory analysis of contaminated soil which saved the District \$63,000 in avoided disposal costs.

Commendations

... continued from page 18



Telephone Information Operator Gloria Flucas was named Operator of the Month for July. Ms. Flucas has been with the District since December 1987. She has established herself as a courteous and conscientious employee; a definite asset to the District as well as the Information Department. Her selection comes as a result of hard work, diligence, and a commitment to excellence.



August 7 started off at Division 8 with coffee and donuts compliments of the Risk Management Department. The occasion being: Division 8 won the Target Line Accident Reduction award with an 84 percent reduction for the previous quarter on the 165 line. Twenty of the 165 line operators were recipients of an attractive lapel or tie-tac pin and the division was presented with a beautiful plaque. Congratulations to all the operators who made the winning of the award a reality. It doesn't just happen; it is the result of a lot of extra effort on the part of a lot of operators and that old cooperative spirit called "Teamwork."



The Charitable Giving Campaign 1990 of the United Way / Brotherhood Crusade honored those department coordinators who were able to effect the highest level of donations in their particular department category. Those recognized included, front row, from left to right: Transportation Division 8 Operator Vester Grayson, for departments of 80 or more employees; and TOS Cherri Williams (presently Ms. Williams is in the Transportation Department, she received the award for her campaign work when she was an office supervisor in the Planning Department), for departments of 150 or more employees. Back row, from left to right: Maintenance Division 3 Manager Dieter Hemsing, for departments of 150 employees or more; and Customer Relations Technician Jon Grace, for departments of 150 employees or more.



Juanita Cook, United Way / Brotherhood Crusade coordinator (left) and Telephone Information Manager Elfriede Becker received recognition from the Charitable Giving Campaign 1990 at the RTD for the highest level of donations per capita in a department of 100 or more employees.



Division 9316 received the 1990 Equipment Maintenance Recognition Program award for Most Improved Coach Cleanliness in the first quarter of 1990. Equipment Maintenance Supervisor Joe Quintero (left) received the plaque from Assistant General Manager for Equipment and Facilities John W. Richeson (center) and Assistant Director of Equipment Maintenance Tony Chavira.



Duplicating Operator Lim Volkeang was chosen the Printing Services Section's Employee of the Quarter for the fourth quarter of 1990. Lim has been with the District since 1989 as a Photo Copy Machine Operator. During this period he has achieved outstanding performance and excellent attendance. Lim attends Cal State LA where he has two new quarters to complete his degree in Printing Management.



Division 9318 for the third quarter in a row received the 1990 Equipment Maintenance Recognition Program award for Most Improved Roadcall Performance for the first quarter of 1990. Division Manager Max Martinez was given a commemorative plaque on behalf of the employees by Assistant Director Equipment Maintenance Mike Leahy. Martinez was also a guest of honor at a farewell potluck. After three years at 9318, he was transferred to Division 9309.



Division 9301 received the 1990 Equipment Maintenance Recognition Program award for Most Improved Occupational Injuries and Wheelchair Performance for the first quarter of 1990. Assistant Directors of Equipment Maintenance Tony Chavira (left) and Mike Leahy presented Division 9301 Manager John Adams (center) with a plaque on behalf of the employees at the division.

SCHEDULE CHANGES



Abeyta, Martin A., from Mechanic C to Mechanic B.

Anderson, Scott C., from Transit Police Officer (trainee) to Transit Police Officer.

Banta, Stephen R., from Rail Equipment Maintenance Specialist to Rail Equipment Maintenance Supervisor.

Berry, Robert E., from Schedule Supervisor to Scheduling Systems Analyst.

Brand, Larry, from Mechanic A to Mechanic A Leader.

Chavez, Vicente, from Cash Clerk/Relief Vault Truck Driver to Service Attendant.

Chit, Reginald D., from Electrician Helper to Electrician.

Chu, Wilson Wai, from Programmer Assistant to Maintenance Systems Support Analyst.

Derian, Aram, from Programmer Analyst to Senior Programmer Analyst.

Flores, Nadine F., from Mechanic C to Mechanic B.

Garcia, Victor A., from Bus Operator to Bus Operator/Ex-Schedule Checker.

Guillemet, Bruno, from Program Control Analyst to Administrative Analyst.

Haag, Rory R., from Service Attendant to Mechanic C.

Hayes, Mwikali B., from Customer Relations Technician to Administrative Analyst.

Heller, Axel C., from Electronic Communication Technician to Rail Electronic Communication Inspector.

Henderson, Geraldine L., from Utility A to Utility A Leader.

Herrera, Daniel T., from Service Attendant to Roving Janitor.

Huerta, Ofelia, from Security Recorder to Division Stenographer.

Hunter, Phillip A., from Mechanic C to Mechanic B.

Jackson, Edwin C., from Bus Operator to Train Operator.

James, Francis M., from Bus Operator to Train Operator.

Johnson, Ruby L., from Secretary to Senior Secretary.

Lane, Pamela M., from Transit Police Officer (trainee) to Transit Police Officer.

Merhoff, Margaret E., from Contract Administrator to Senior Contract Administrator.

Miranda-Roberts, Jacquelyn A., from Information Clerk to CCTV Observer.

Monarrez, Arthur F., from Buyer to Senior Buyer.

Oropeza Jr., Gasper, from Electronic Maint Supervisor I to Facilities Maintenance Manager.

Perius, Kenneth F., from Rail Systems Electronic Inspector to Rail Electronic Communication Inspector.

Pinkett, Charles K., from Data Processor Operator I to Information Clerk.

Robertson, Charleene, from Mechanic C to Mechanic B.

Robins, Daniel W., from Transit Police Officer (trainee) to Transit Police Officer.

Saint-Cyr, Frederick G., from Computer Systems Engineer to Senior Programmer Analyst.

Sandoval, Rogelio, from Mechanic C to Mechanic B.

Shay, Robert S., from Schedule Checker to Schedule Checker Supervisor.

Simpson, Bernadette H., from Storekeeper to Materials Management Systems Support Analyst.

Soto, Patrick J., from Programmer to Programmer Analyst.

Square, Sandra J., from Mechanic B to Mechanic A.

Stevenson, Leon, from Senior Transit Operations Supervisor to Radio Dispatch Manager.

Tainter, Leland B., from Transit Police Officer (trainee) to Transit Police Officer.

Trachter, Ira, from Senior Program Control Project Analyst to Management & Budget Analyst.

Valdes, Ramon N., from Configuration Control Analyst to Administrative Analyst.

Villicana, Sergio P., from Stock Clerk to Storekeeper.

Yassan, Behzad, from Transit Operations Supervisor to Schedule Maker II.

IN MEMORIAM

Acosta, Antonio, began with the District as a Bus Operator on August 10, 1973, passed away on July 25, 1990.

Brown, Perry, began with the District as a Bus Operator on June 13, 1947, passed away on July 19, 1990.

Fletcher, Raymond W., began with the District as a Bus Operator on September 22, 1952, passed away on June 30, 1990.

Greasby, Jack W., began with the District as a Transportation Superintendent on April 3, 1947, passed away on July 6, 1990.

continued on page 22 . . .

SHIFTING GEARS



Alexander, Louvenia K., began with the District on February 28, 1979, retired as a Bus Operator on July 31, 1990.

Byerley, James W., began with the District on June 24, 1974, retired as a Bus Operator on July 5, 1990.

Demery, Joseph M., began with the District on May 12, 1980, retired as a Mechanic B on July 15, 1990.

Gilley, Ward T., began with the District on August 25, 1975, retired as a Bus Operator on August 3, 1990.

Hall, Robert G., began with the District on February 4, 1967, retired as a Bus Operator on August 17, 1990.

Harris, Alvin, began with the District on October 29, 1966, retired as a Mechanic A on August 3, 1990.

Harrison, Leon, began with the District on July 22, 1967, retired as a Bus Operator on July 31, 1990.

Hubbard, Jimmie, began with the District on May 11, 1965, retired as a Mechanic A on July 31, 1990.

Johnson, Joseph H., began with the District on February 13, 1990, retired as a Bus Operator on August 17, 1990.

Larson, Frank C., began with the District on May 14, 1990, retired as a Safety Specialist on June 1, 1990.

Low, Douglas A., began with the District on December 1, 1979, retired as an Architectural Services Manager on July 30, 1990.

O'Guyen, Donna E., began with the District on March 28, 1979, retired as a Bus Operator on February 22, 1990.

Reddick, William D., began with the District on April 8, 1967, retired as a Bus Operator on July 30, 1990.

Remond, David J., began with the District on February 5, 1966, retired as a Bus Operator on August 11, 1990.

Smith, Van, began with the District on November 6, 1984, retired as a Project Engineer on July 30, 1990.

Vardanian, Albert, began with the District on November 12, 1984, retired as a Project Engineer on August 20, 1990.

Williams, Van B., began with the District on July 22, 1967, retired as a Bus Operator on July 31, 1990.

IN MEMORIAM

... continued from page 21

Harris, Linda A., began with the District as a Bus Operator/Ex Schedule Checker on June 18, 1979, passed away on August 16, 1990.

Long, Edna Joyce, began with the District as a Bus Operator on January 18, 1979, passed away on July 31, 1990.

Marty, August R., began with the District as a Bus Operator on September 22, 1972, passed away on June 30, 1990.

Mendoza, Guillermo A., began with the District as a Service Attendant on February 20, 1983, passed away on July 23, 1990.

Nott, Franklin W., began with the District as a Bus Operator on October 6, 1946, passed away on July 21, 1990.

Reeves, Joseph H., began with the District as a Radio Dispatch Manager on July 22, 1953, passed away on August 11, 1990.

Ross, Shelton, began with the District as a Security Guard II on January 3, 1983, passed away on August 15, 1990.

Sidels, Leo H., began with the District as a Bus Operator on April 28, 1948, passed away on July 21, 1990.

Watley, Milas Y., began with the District as a Bus Operator on July 22, 1967, passed away on August 17, 1990.



Fire Safety on the Bus

by Robert Torres, Manager of Occupational Safety and Health

Transporting District passengers is a demanding job requiring constant skill and attention. Rarely are more demands made of an operator than when a fire threatens the safety of those on his or her bus. An operator may work for years, or an entire career, without experiencing a bus

fire; however, each operator needs to be prepared to deal with such a serious event.

Vehicle fires can spread very quickly and require immediate and decisive action on the part of the operator--the smoke generated can quickly incapacitate individuals.

The following guidelines are provided to help reduce the risk to persons and equipment.

continued on page 53

ESP Awards Over \$4,000 for Suggestions

by Denise Findlay, Human Resources Asst.

At a ceremony held at the Central Maintenance Facility in August, six Maintenance employees received over \$4,000 as a reward for their cost-saving suggestions submitted to the District's Employee Suggestion Program.

Human Resources Analyst Barbara Olson made the presentations to each of the Maintenance idea people. Those rewarded and their suggestions follow.

**Division 9316 Mechanic
David Payton**

Mr. Payton recommended rewiring the control box for the Grumman 870 air conditioner. His idea was officially adopted by the Equipment Maintenance Department for all 200+ coaches. Savings per coach is estimated between \$1,000 and \$2,000. Mr. Payton received an award of \$1,000.00.

**Central Maintenance
Facility Mechanic
Sam Yi**

Mr. Yi recommended a suggestion similar to Mr. Payton's. His idea was implemented in 25 coaches but was not the final solution chosen for District wide use. However, based on the merit of his idea and the evidence of cost savings for the coaches that were modified Mr. Yi was awarded \$100.



CMF Employees received recognition and cash for their ideas. They included, front row, from left to right: EMS John McBryan, Aleksander Afthanas, Sam Yi, Jose Torres, and CMF Superintendent Ken Miller. Back row, from left to right, Frank Humberstone, Dave Lane, and Norm Boucher.

**Central Maintenance
Facility Mechanic
Jose Torres**

Mr. Torres suggested a remedy for the worn upper control arms of the RTS suspension. He recommended installing the king pin housing bolt correctly and adding a bushing to prevent wear on the control arm. This solution was approved by Equipment Engineering and implemented at CMF. First year cost savings are expected to exceed \$25,000. Mr. Torres was awarded \$1000.

**Central Maintenance
Facility Equipment
Maintenance Supervisor
Frank Humberstone**

Mr. Humberstone suggested that the District discontinue using the RTS stock engine door spring and replace it with those used on the Flexible coach. The flexible part is half the price, allows the engine door to be raised with less

effort and to be held in the raised position without retaining pins. This suggestion has already been implemented and by eliminating the RTS part the estimated first year savings are between \$25,000 and \$50,000. Mr. Humberstone was awarded \$1000.

**Central Maintenance
Facility Equipment
Maintenance Supervisor
Norm Boucher**

**Central Maintenance
Facility Mechanic
Aleksander Afthanas**

Mr. Boucher and Mr. Afthanas recommended using the newer TMC ring and pinion differential for all GM coaches. The District has nearly 1,000 older GM coaches (RTS) which are sister designs to the TMC, therefore, the newer configuration works better than the original differential. The idea has been implemented at CMF.

Mr. Boucher and Mr. Afthanas split a \$50.00 award.

**Facilities Maintenance
Electrician (retired)
Guido Ditto**

Mr. Ditto suggested a substitute bus lift master control panel. The substitute panel can be used any time the bus lift malfunctions. Additionally, it can be hooked into the bus lift control panel to override the malfunction. This allows the lift to continue to work instead of waiting days for repair. By fabricating, instead of purchasing this panel, the District was able to save \$9,600 off the cost of the four units already in use. Mr. Ditto received an award of \$960.

Don't miss your opportunity to make extra money for your good ideas. If you've got a sure-fire winner send it in to the Employee Suggestion Program. Suggestion boxes and applications are located at every worksite.

For Sale

Million Dollar View. Desert Hot Springs. New 3-bedroom home with view of entire valley from living room and dining room. Also room for pool. \$105,900. Ask for Anthony Jefferson (714) 875-6411.

EAP

Help Yourself

Help a Loved One

Call (800) 221-0942

Your Employee Assistance Program

Saving Our Planet-- An RTD Primer for Children

Illustrated by Ferrol Yeakle

All living matter that is known to exist is found on one planet, the Earth. From microscopic cells too small to see to the giant redwoods in Sequoia and African elephants, these living things share this planet. All the living and non-living things that surround such cells, plants, or animals are called the environment. The environment includes the air, the water, the soil, and the nutrients in the soil. Plants or animals in the environment are affected by the rainfall or temperature. These plants and animals compete for the available water and food in the environment. An environment is a delicate system. Our environment is most threatened by one of humankind's own creations--the automobile.

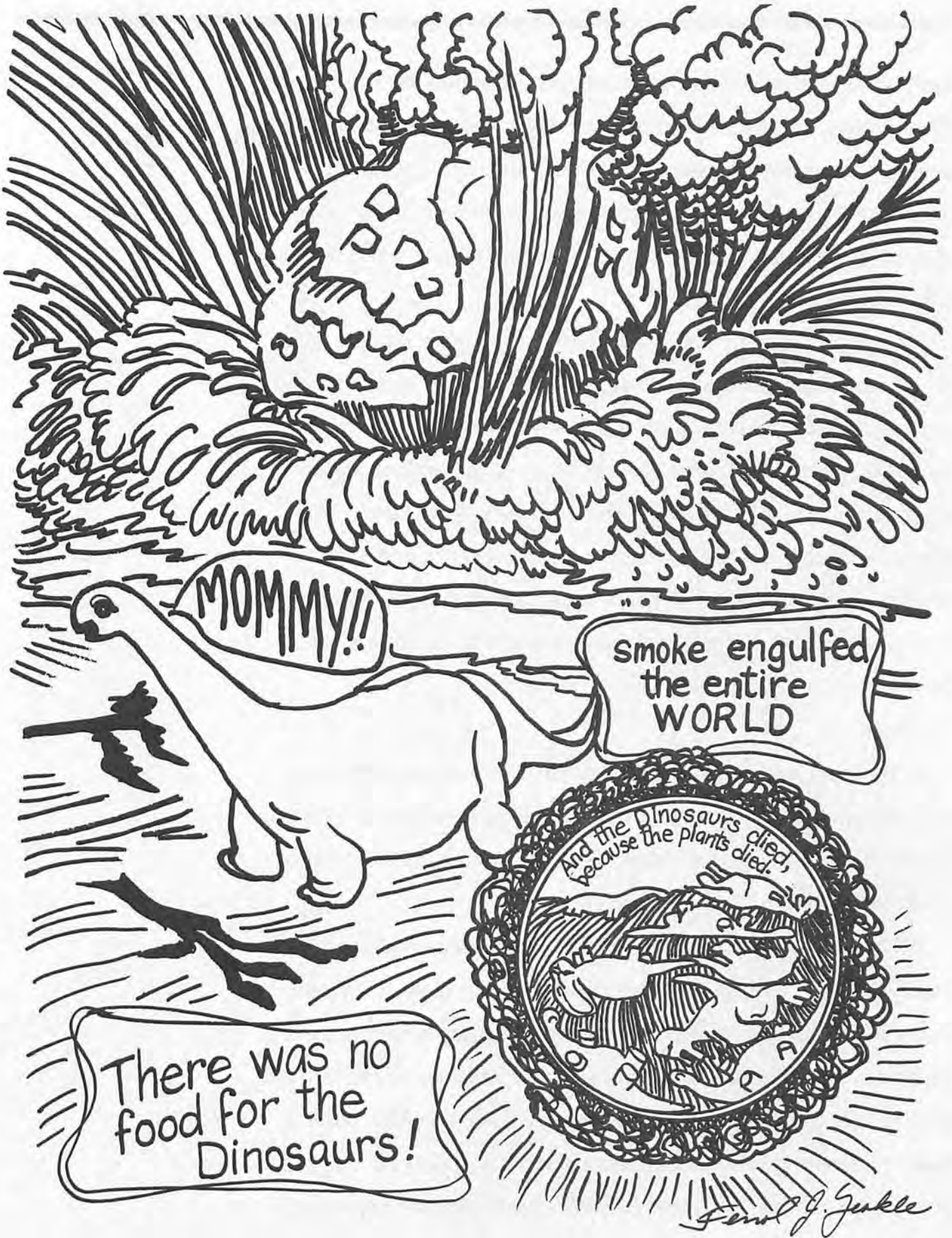
The RTD is proud of the efforts it is making to clean the air in our environment. Many of you already know of ways to save the Earth that you may have learned from television or school. This primer will be a review for those of you who already know. But for both those new to the subject and those "old-hands" we wanted to present the topic in a fun way. All the pictures were drawn with the idea that you could color them as you read along. The following guide is presented to you so that you can help us save our environment.

Air

Air is vital to all living things. Without it you would suffocate in minutes.

Millions of years ago, dinosaurs roamed the earth. They ruled the

All rights reserved on all drawings by Ferrol J. Yeakle. NOTICE: Copies of animal masks may be reproduced by any photocopy process to enable a child to construct a mask for Halloween. No other part of the drawings, in part or in whole, by Ferrol J. Yeakle may be reproduced or used in any form by any means--electronic, mechanical, scanning, photocopy, stored in information retrieval systems, video, and other methods, without prior written permission of Ferrol J. Yeakle.



Earth for 130 million years. Dinosaurs breathed air just the way you do today. In fact, the oxygen you breathe today is the same oxygen the dinosaurs breathed! Dinosaurs used to rule the Earth, but some scientists say that they all died off when the Earth grew real hot then cooled off quickly. This was an event known as *global warming* which we will talk more about later.

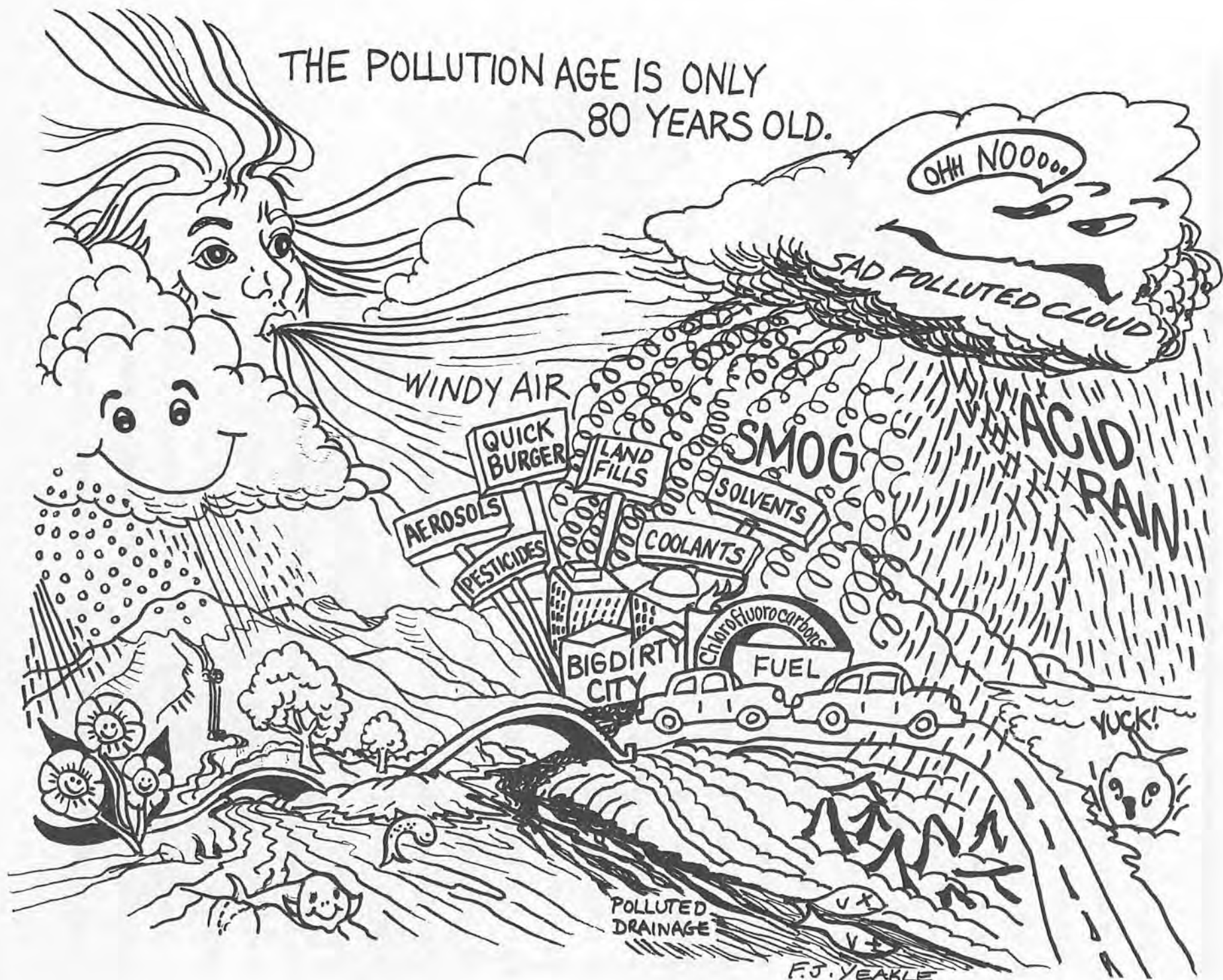
Air is a mixture of invisible gases--including nitrogen, oxygen, and carbon dioxide. Air is polluted when burning fossil fuels give off gases and particles that poison it. Oil and coal are rich in sulfur. When they burn they give off a gas called sulfur dioxide. In Los Angeles the worst culprits are all the vehicles driving on the freeways and streets. The exhaust from all the vehicles produces a gas called nitrogen oxide. When the sunlight acts on this gas, it cooks it forming a yellow-brown haze we call smog. What is so scary is that this combination creates the worst pollutant: *ozone*.

Ozone

In the upper atmosphere, more than 10 miles from the Earth's surface, a layer of the invisible gas ozone shields us from the Sun's harmful ultraviolet rays. Without that protective layer of ozone, all living things would suffer and die.

Scientists are afraid that we are damaging the ozone layer in many ways. The main dangers come from exhaust gases given off by cars, trucks, buses, and planes and the fluorocarbons used in spray cans and refrigerators. Only a small portion of all ozone has been lost so far. It is good to have it up there, but not so good to have to breathe it down here. If we were to breathe that ozone it would be just as harmful to our lungs as the ozone in the cities. Scientists have not found any way to

THE POLLUTION AGE IS ONLY
80 YEARS OLD.



take the ground-level ozone and use it to repair the upper atmosphere ozone layer. Scientists believe that the answer is to reduce the amount of exhaust from our vehicles that we produce down here so that we don't damage it up there.

Acid Rain

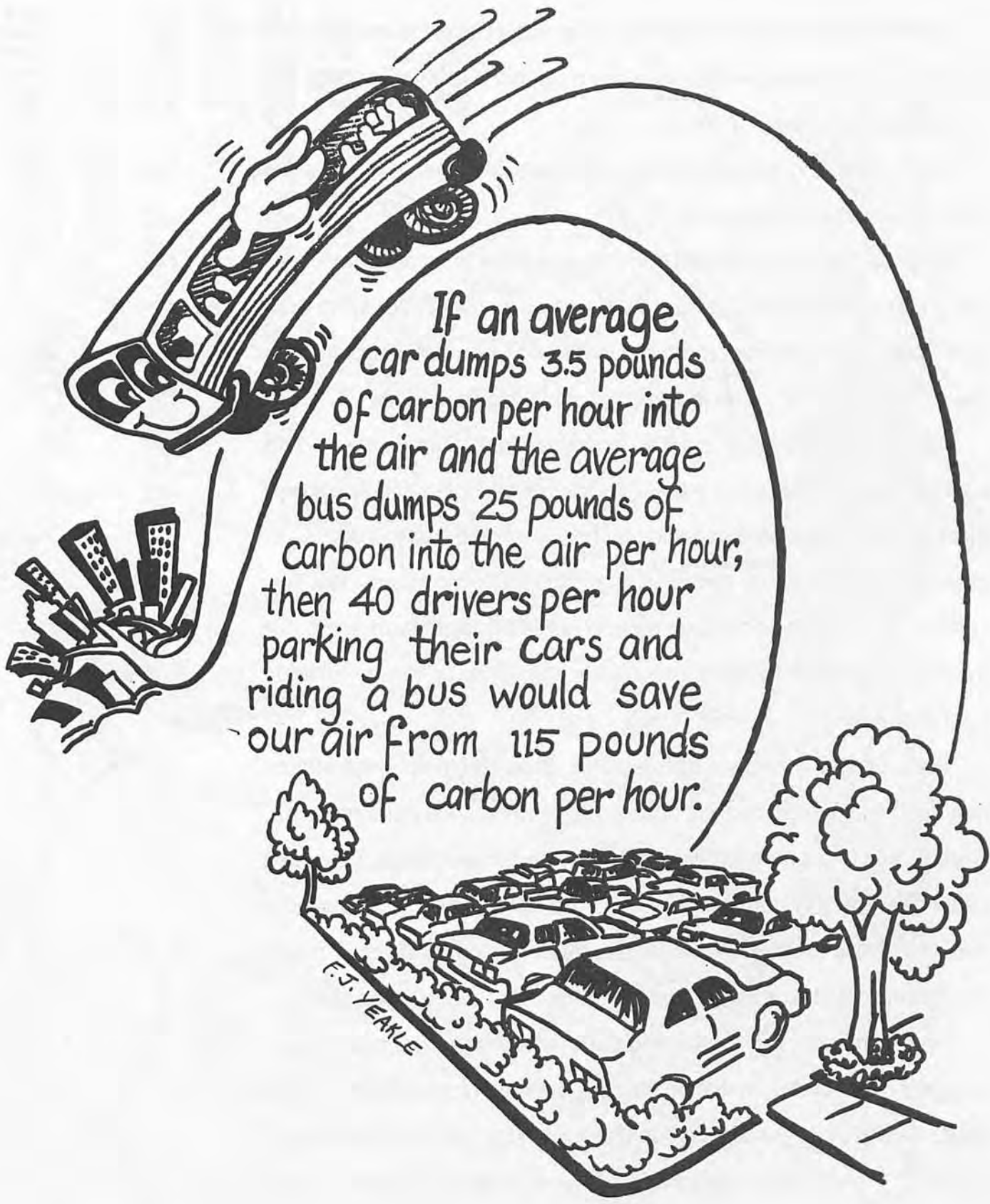
Gases emitted from our factories and cars such as sulfur dioxide and nitrogen oxide are carried by the wind and this causes problems for our neighbors far away in places like Canada. The gases pollute water drops in the air, making them into an acid. When it falls to the Earth as rain, it falls as acid rain. When it falls it kills off plants and eats away deeply into many of our most treasured historic buildings.

Global Warming

When we were talking about dinosaurs earlier we told you that they all died off millions of years ago. Scientists theorize that they became extinct when the Earth suffered its first global warming. They don't know for certain, but guess that an asteroid, perhaps a second moon lost its orbit and plunged through the Earth's atmosphere.

As it circled the Earth it left behind huge clouds of smoke. This so upset the Earth's balance that it caused earthquakes and volcanoes to become active. These volcanoes spewed clouds of smoke and gas into the atmosphere. When the fiery asteroid hit the Earth, the explosion filled the sky with clouds of smoke so dense that sunshine could not shine through to the plants below.

Soon the plants died, leaving the vegetarian dinosaurs with nothing to eat. After the vegetarian dinosaurs starved to death, the meat-eating dinosaurs were left without food to eat. All the dinosaurs died quickly.



If an average car dumps 3.5 pounds of carbon per hour into the air and the average bus dumps 25 pounds of carbon into the air per hour, then 40 drivers per hour parking their cars and riding a bus would save our air from 115 pounds of carbon per hour.

By the middle of the next century scientists predict the most dramatic change in our weather will be a warming up, but this time warming *will be caused by people not nature.*

Heat is entering the atmosphere from cars, factories, power stations, and homes around the world.

Each day billions of people burn big quantities of wood, coal, oil, and gas. This burning produces carbon dioxide gas. So do decaying roots in chopped down forests. More carbon dioxide is entering the atmosphere than plants are able to take out for making foods.

All that carbon dioxide is collecting in the Earth's atmosphere. The concentration of it acts like a greenhouse ceiling. It lets the Sun's rays pass through to heat the soil and plants. Once on Earth the light changes to *heat energy* that tries to escape back into space. But the "greenhouse ceiling" or carbon dioxide reflects it back down again. So the heat from all that solar energy builds and builds up to warm the air near the ground.

The warming process is accelerating. Scientists predict the effects may be devastating. Deserts could migrate toward the polar regions. Crops could fail across the great plains of the United States, but wheat could grow in chilly northern Sweden. The world's great ice caps would begin to melt and the sea level to rise. After a hundred years or more, the oceans could overflow, drowning many of the world's great cities.

We can prevent this by planting trees wherever forests have been chopped down and by reducing the exhaust from motor vehicles. Trees would help absorb enough carbon dioxide to slow down the warming process. Trees breathe carbon dioxide and exhale oxygen which helps cool the planet.

Planting trees with
friends is...
a great way to have
fun. Trees are your
friends also because
they clean the
air you
breathe.



Each Sunday, one edition of the *Los Angeles Times* requires six acres of trees. Multiply that many times over for the production of all the daily newspapers, magazines, books, business forms in the world and you may get some idea of how many trees are cut. Perhaps more than 10,000 acres of trees are cut daily just to satisfy the needs of the world wide paper market.

Water

Without water we would die of thirst in days. Fresh water, on which we depend for drinking and irrigation accounts for only 3 percent of the total amount of water on Earth. Three-fourths of this fresh water is frozen in the North and South Poles. Now this doesn't help us in southern California where because we haven't had enough rainfall for the last four years we are having what is known as a drought.

In 1985 Californians used approximately 18,250 billion gallons of water from reservoirs, streams, and other sources. If we keep using up water at that rate the demand for tap water alone could increase by 500 billion gallons a year in the next 30 years. Because southern California is naturally a desert, all our water is imported from northern California and out of state. We need to learn to save water. More about this later.

What's Going To Happen To Us?

So far, has what you've read scared you about your future as well as the future of the planet? Do you think that humans beings will go the way of the dinosaurs? There are some important differences between us and dinosaurs besides size. Perhaps the most important is that human beings have larger brains than any of them ever had. If we start using our larger brains then we won't have to end up like the dinosaurs

By turning the water
off when you brush
your teeth, you could
save as much as 3
gallons of water.



Fernand J. Guille

and we'll be able to save our planet.

Tremendous supplies of energy support our way of life. We need energy to cook food, to heat or cool our homes, to grow and harvest crops, to manufacture goods, and to transport goods and people. Yet those supplies are running out. By the year 2000 we will need even more energy than we do today.

If nothing takes the place of disappearing fuels, our homes will be hard to run, crop yields will slump, factories and vehicles will become idle. Millions of people will lose work, warmth and food, and die of cold and hunger. But it need not happen. As the old fossil fuels vanish, new energy sources are being discovered. These include solar energy and devices that can harness winds, waves, and plants.

While scientists refine these sources for our use we can conserve the existing energy sources we have.

One of the solutions to these complex problems of pollution and energy depletion is the system your parents are a part of--the RTD. The RTD can maintain life by helping people out of their cars and on to trains and buses. Fewer cars on the road will mean less pollution in the air. As a child of an RTD employee you have the privilege of a free RTD bus pass. Use it and cut down on pollution!

Alternate Fuels

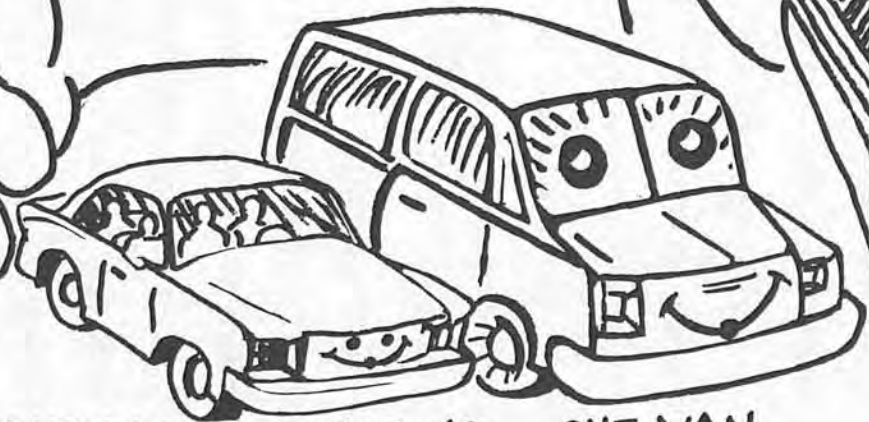
The RTD is also a leader among transit systems in the nation in trying to reduce both bus diesel exhaust and the testing of alternate-fueled buses in order to clean the polluted air.

The RTD has a fleet of 30 buses that run on methanol fuel. Methanol is a liquid fuel made from natural gas that does not emit as much exhaust as gasoline or diesel fuels do. The RTD is testing these buses on the streets of Los Angeles. This is the largest program of its kind in

LA MOVERS

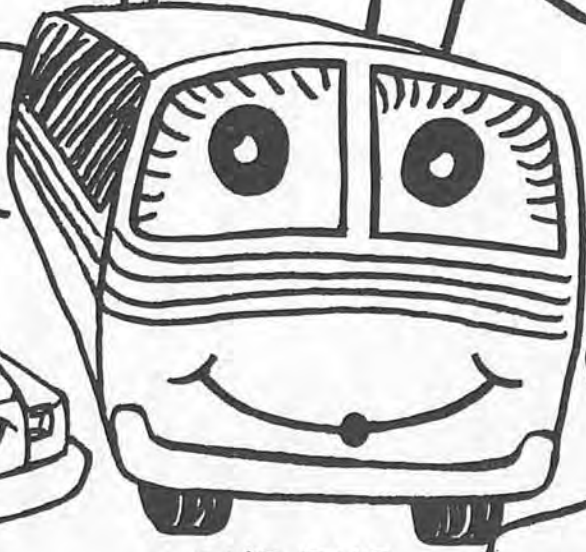


ONE METRO
BLUELINE RAIL,
RIDESHARING,
REPLACES
1000'S OF CARS.



ONE CAR, RIDESHARING,
CAN REPLACE 3 TO 4 CARS.

ONE VAN,
RIDESHARING,
CAN REPLACE
6 TO 8 CARS.



ONE BUS,
RIDESHARING,
REPLACES 50 TO
100 CARS.

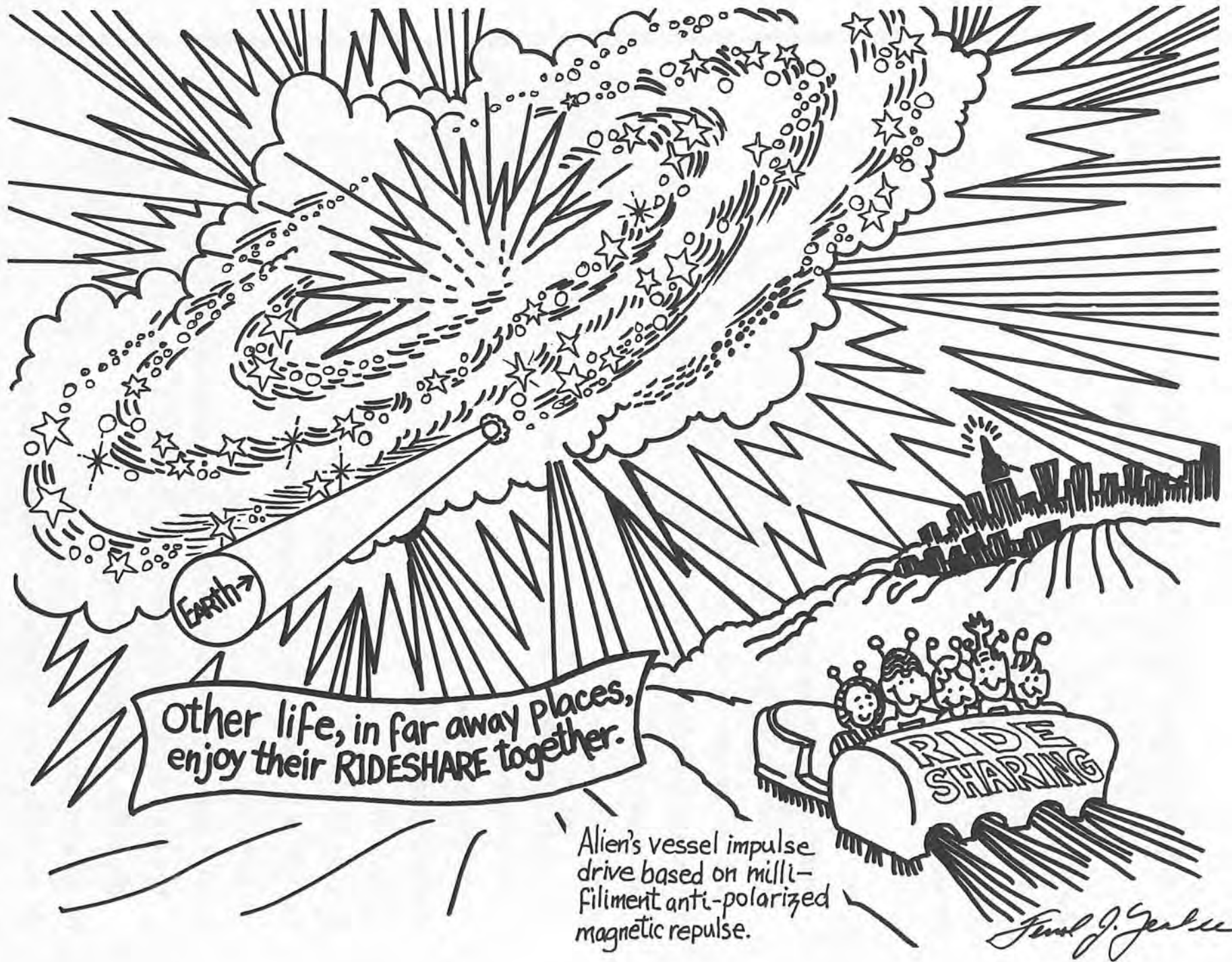
Fenol J. Jenkins

the world. Also, the RTD is testing 10 buses fueled with compressed natural gas (CNG). Other experimental programs include use of the diesel additive Avocet, and the use of special particulate traps in diesel exhaust systems. Researchers are also testing the use of ethanol as a fuel for buses. Ethanol, which can be made from corn, will be tested this year.

Ridesharing

If it isn't practical for you or your parents to use the bus or train everyday, the RTD also encourages other ridesharing opportunities. This means carpooling, vanpooling, walking, biking, or skate boarding to your destination. Your mother or father may be asked to participate in an experimental program known as telecommuting. This means your mother or father can work at home with a computer or other device that is linked to a main office. Other measures that are being used to help the environment include alternate work schedules. Some RTD employees work a 4/10 week--10 hours a day, four days a week; or some work 9/80--9 hours a day, 5 days a week with 1 short day during a week, followed by a 4-day week

The RTD is performing a key role in cleaning up the air in Los Angeles. We need your help and we need you to encourage your parents to participate in this effort. We do want to leave you a healthy, happy planet but sometimes we all forget to do what we should so we need a loving person to remind us. You be that person! Remember the wellness of Earth is riding on it.



Other life, in far away places,
enjoy their RIDESHARE together.

Alien's vessel impulse
drive based on milli-
filiment anti-polarized
magnetic repulse.

Frank J. Yerkes

45 Things You Can Do To Clean the Air and Save Your Planet

Transportation

1. Walk or ride your bike or skate-board for short errands.
2. Use the bus or car pool.
3. Ride the Blue Line.

Energy

4. Replace incandescent light bulbs with compact fluorescent bulbs that screw into standard sockets. They burn ten times as long and use only one quarter of the energy.
5. When buying appliances or toys buy the products that use the least energy.

Water

6. Shorten your shower. Even one or two minutes can save up to 700 gallons a month.
7. Use low-flow shower heads.
8. Put bathroom trash in the wastebasket instead of flushing it down the toilet.
9. Put a brick in your toilet tank and use less water for flushing.
10. Turn off the water while brushing your teeth. (Saves 3 gallons each day.)
11. While you wait for hot water to come down the pipes, catch the flow in a watering can to use later on house plants or a garden. (Saves 100-300 gallons a month).
12. Fix leaking faucets.
13. Run only full loads in the washer, dishwasher, and dryer.



-
14. Keep a bottle in the refrigerator for drinking instead of running the tap for cold water.
 15. Use the garbage disposal less and the garbage can more.
 16. When washing dishes by hand, use a spray device or short blasts instead of letting the water run for rinsing.
 17. Sweep driveways, patios, and sidewalks instead of using the hose every time you clean them.
 18. Don't play with the hose.
 19. If you play with the sprinkler, make sure it is also watering the grass and not the cement.

Air

20. Plant more trees in your back yard and on public properties to break down pollutants and reduce dust. A total of 300 trees can counterbalance the amount of air pollution one person produces in a lifetime
21. Stop using aerosol propellants. The propellants used in aerosol cans of hairspray, deodorants, and household products contribute to smog.
22. Ride the bus, train, or walk, bike ride, or skate-board, or carpool.
23. Select products with less packaging. Packaging consumes energy when its made, creates harmful pollutants (called volatile organic compounds [VOCs]) when its printed, and produces carbon dioxide when it's burned. Carbon dioxide is one of the greenhouse gases. Those pretty packages represent half of the nation's costs of waste disposal.
24. Go solar for home and water heating.
25. Combine errands into one trip.



In the future, your mother or father may work at home with a computer linked to the main office.

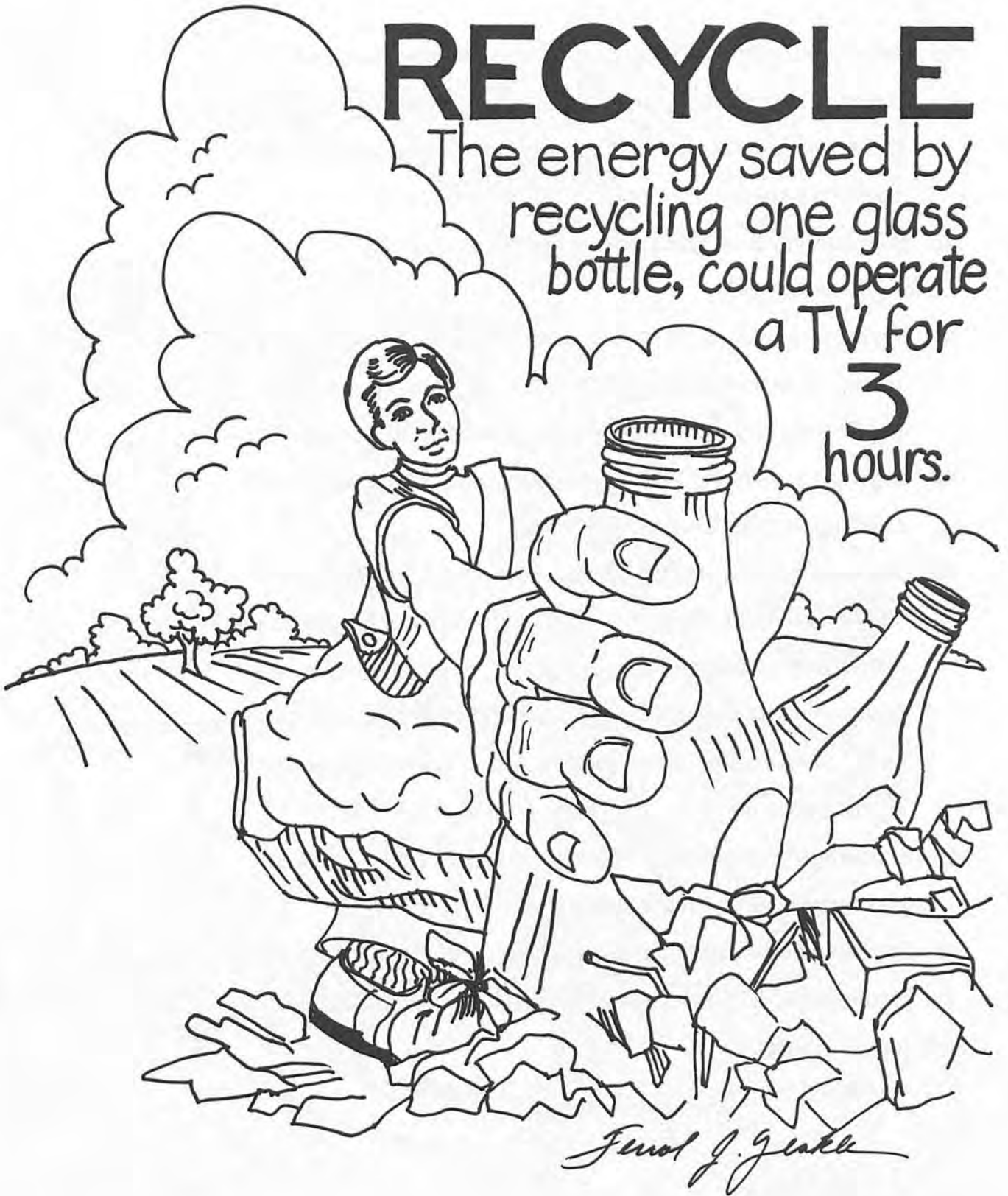
-
26. Report smoking vehicles by calling 1-800- CUT-SMOG.
 27. Tell your parents to paint with water-based paints. Oil-based paints contain three to five times more toxic solvents than water-based, latex paints.
 28. Paint with brushes or rollers. Spray paints from cans are double trouble. The gas that propels the spray and any paint that dries before impact or misses its target create pollution.
 29. Have your parents fire up your barbeque in a different way. The typical lighter fluid used to start backyard barbecues adds up to four tons of pollutants to our skies on a single day.
 30. Conserve energy.
 31. Have your parents insulate your home.
 32. Have your parents keep their car engine well-tuned.
 33. Tell your parents to drive on radial tires. They produce less air-damaging particulate matter per mile traveled than bias-ply tires do.
 34. Cooperate with the state's smog-check program.

Toxics

35. Check your supply of cleaning supplies to see which ones might contain toxic ingredients. Have your parents replace them with non-toxic alternatives like baking soda, phosphate-free detergents, borax, natural soap, washing soda, and white vinegar.
36. Think before you throw it away. Before disposing of a container, use up the entire product.
37. Try to avoid unnecessary plastic products and containers
38. If you are unable to completely use or recycle a hazardous product take it to a hazardous waste disposal facility.

RECYCLE

The energy saved by recycling one glass bottle, could operate a TV for **3** hours.



39. Remind your mom or dad not to drain automotive fluids into the sewer. Oil, antifreeze, and batteries can be recycled at some gas stations and brake fluid and transmission fluid should be taken to a special hazardous waste disposal facility.
40. Stop treating your lawn and plants with pesticides.

Solid Waste/Recycling

41. Separate your cans, bottles, plastic containers, and bags, and newspapers and recycle them. Some recycling centers offer redemption rates that will make this effort pay off for you.
42. Organize a recycling program at your school, office, apartment, building, or place of worship.
43. Use cloth napkins and towels instead of the paper variety; canvas grocery bags rather than plastic and paper ones; permanent dishes and silverware instead of plastic, paper, and styrofoam replacements. Use cloth diapers instead of disposable plastic ones. Take your mug to school instead of buying a beverage in styrofoam.
44. Encourage your school to use recycled paper for its stationary, photocopier, and printing needs.
45. Educate yourself and your family about air pollution. Phone the South Coast Air Quality Management District at (818)572-6283 for information.

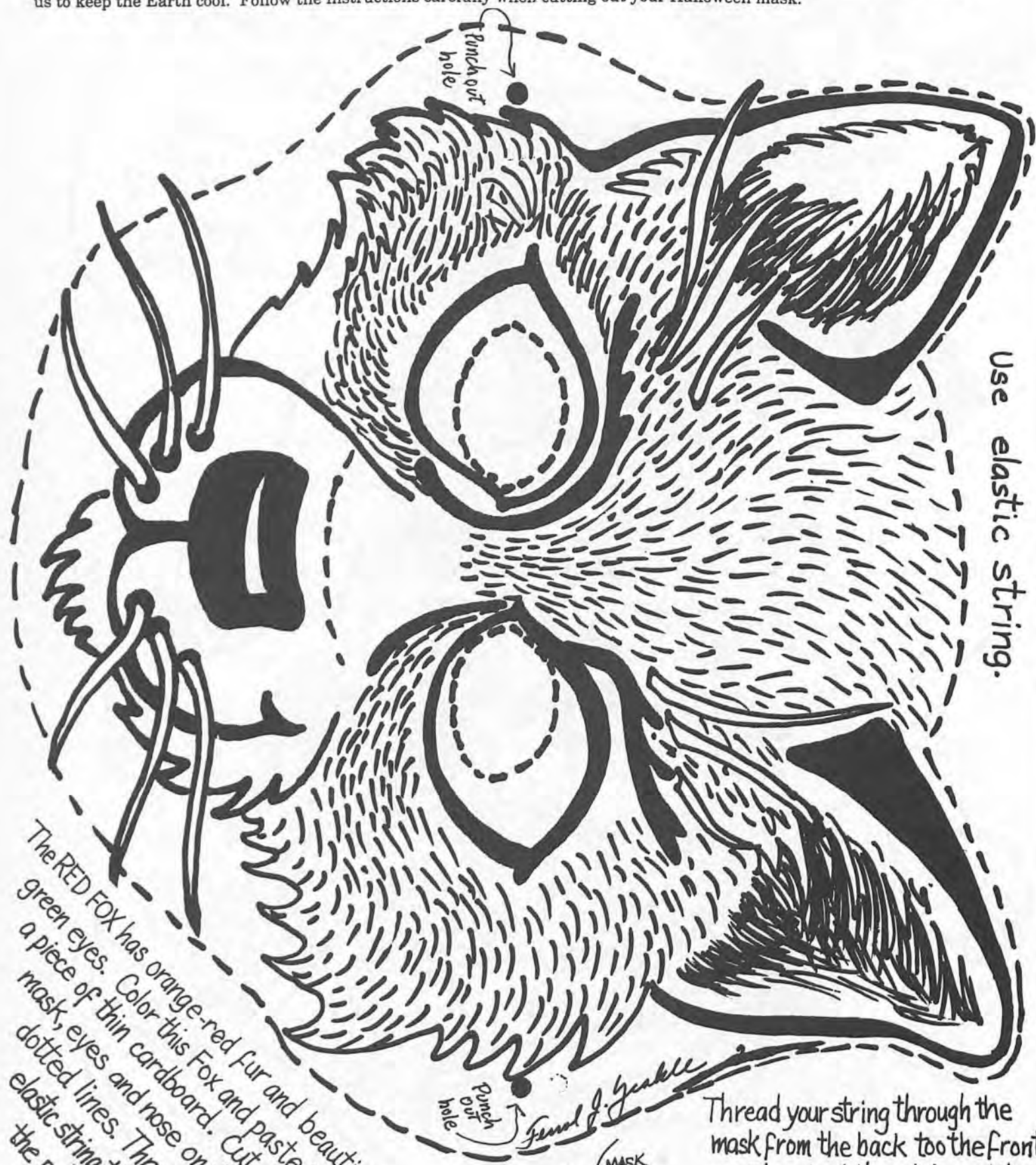


Let's all work together to keep our **EARTH COOL!**



Halloween Masks

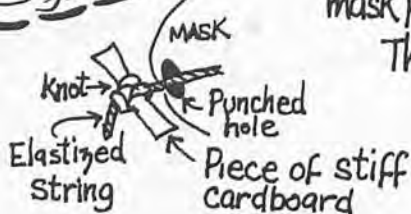
October is the month of Halloween. We thought it might be a fun idea to include masks of some the animals that need for us to keep the Earth cool. Follow the instructions carefully when cutting out your Halloween mask.

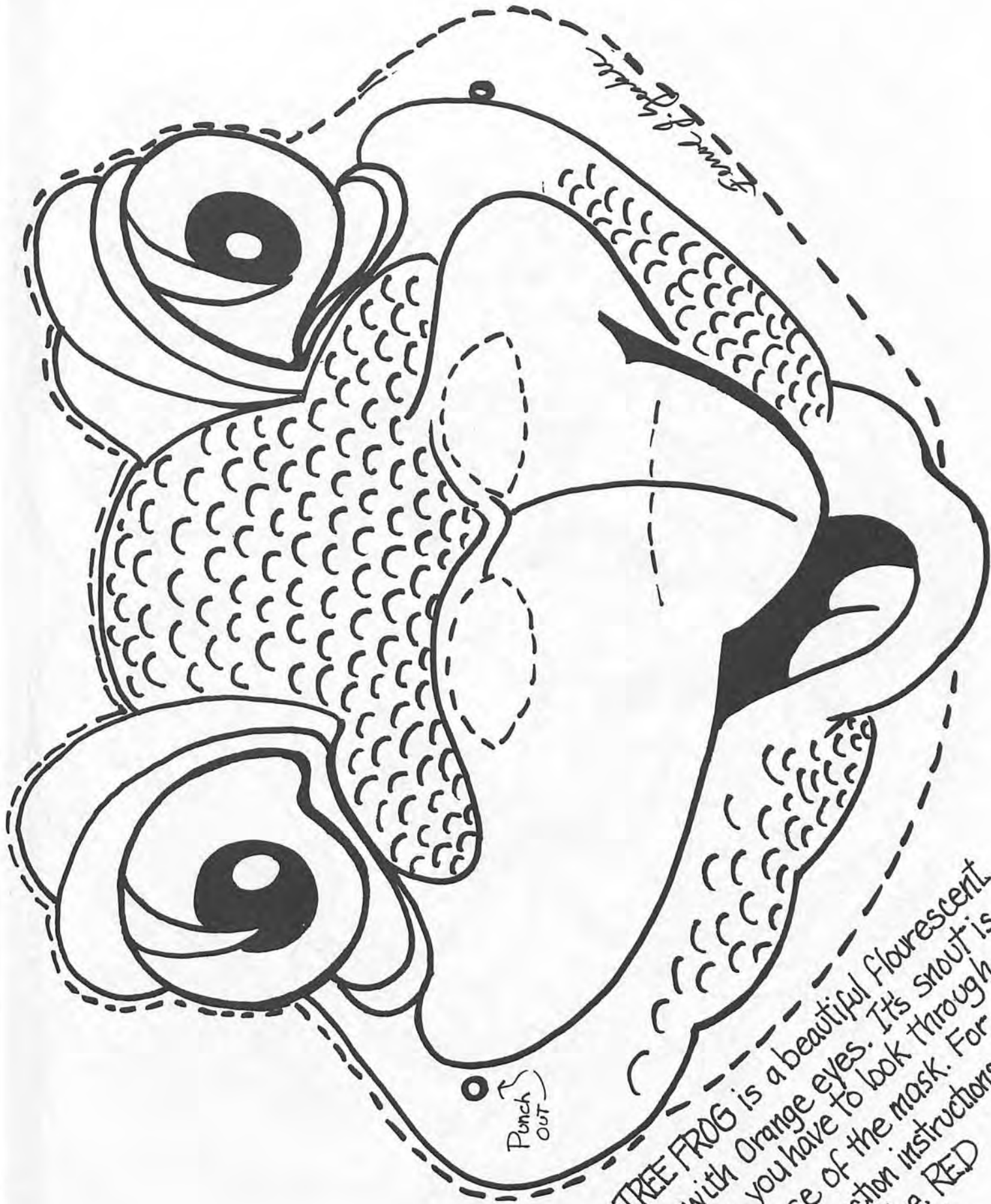


Use elastic string.

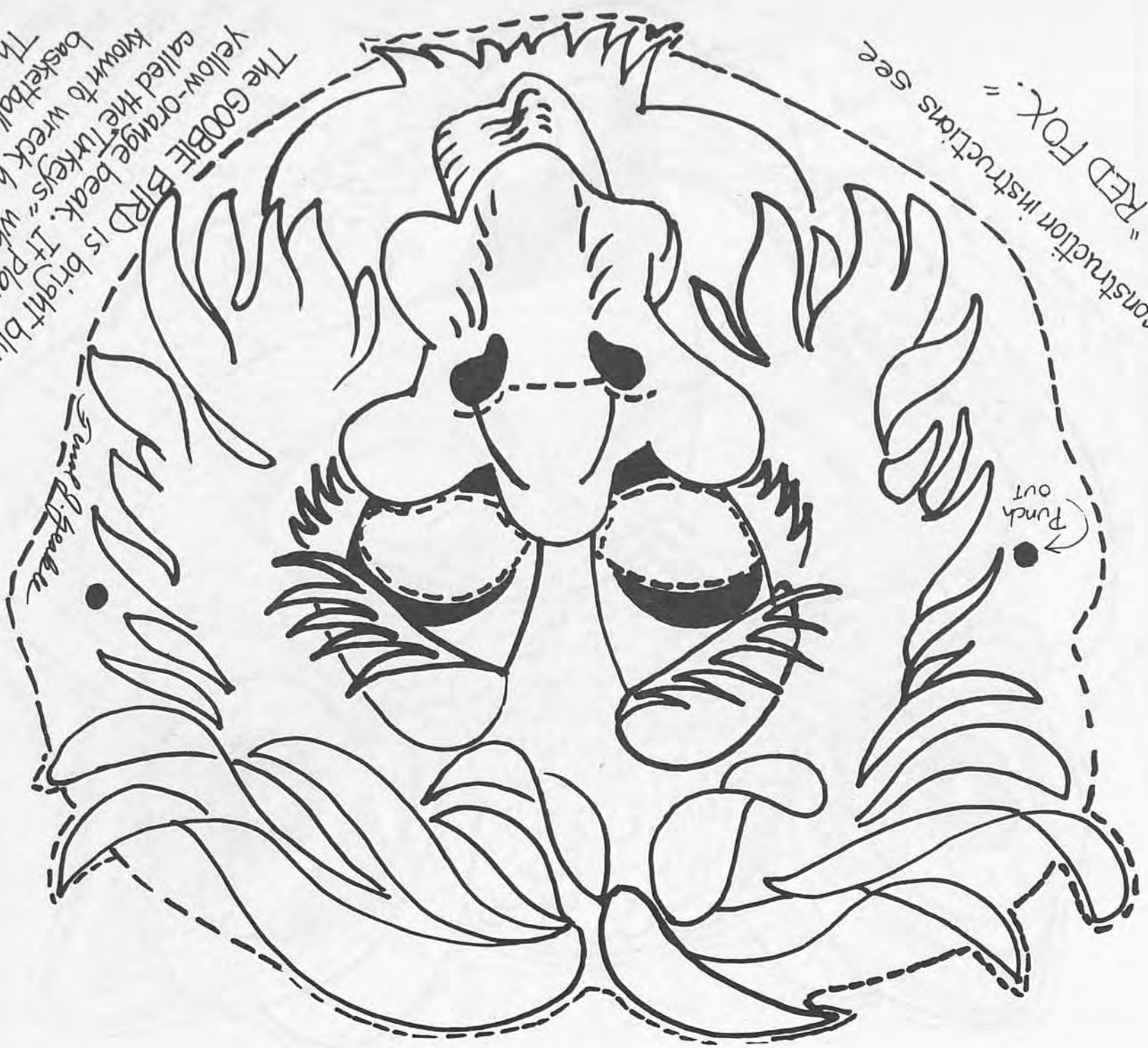
The RED FOX has orange-red fur and beautiful green eyes. Color this Fox and paste it onto a piece of thin cardboard. Cut-out the mask, eyes and nose on the dotted lines. Thread the elastic string through the punched holes.

Thread your string through the mask from the back to the front. Then knot the string with a stiff piece of cardboard inside the knot.





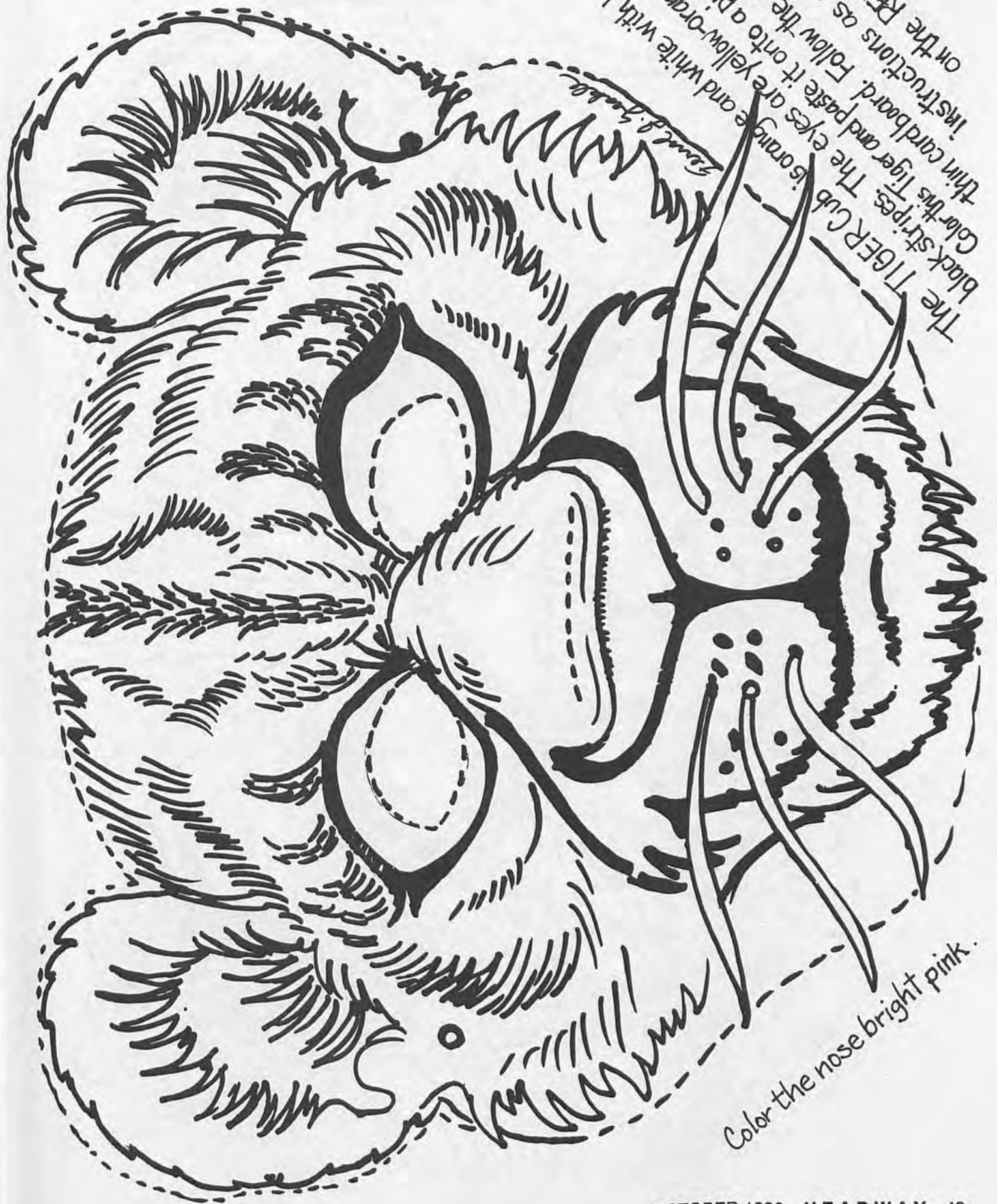
The TREE FROG is a beautiful fluorescent green with orange eyes. Its snout is so big, you have to look through its nose of the mask. For construction instructions see the RED FOX.



For construction instructions see the "RED FOX."

The GOOBLE BIRD is bright blue with a yellow-orange beak. It plays on a team known to wreck havoc on a basketball court during Thanksgiving.

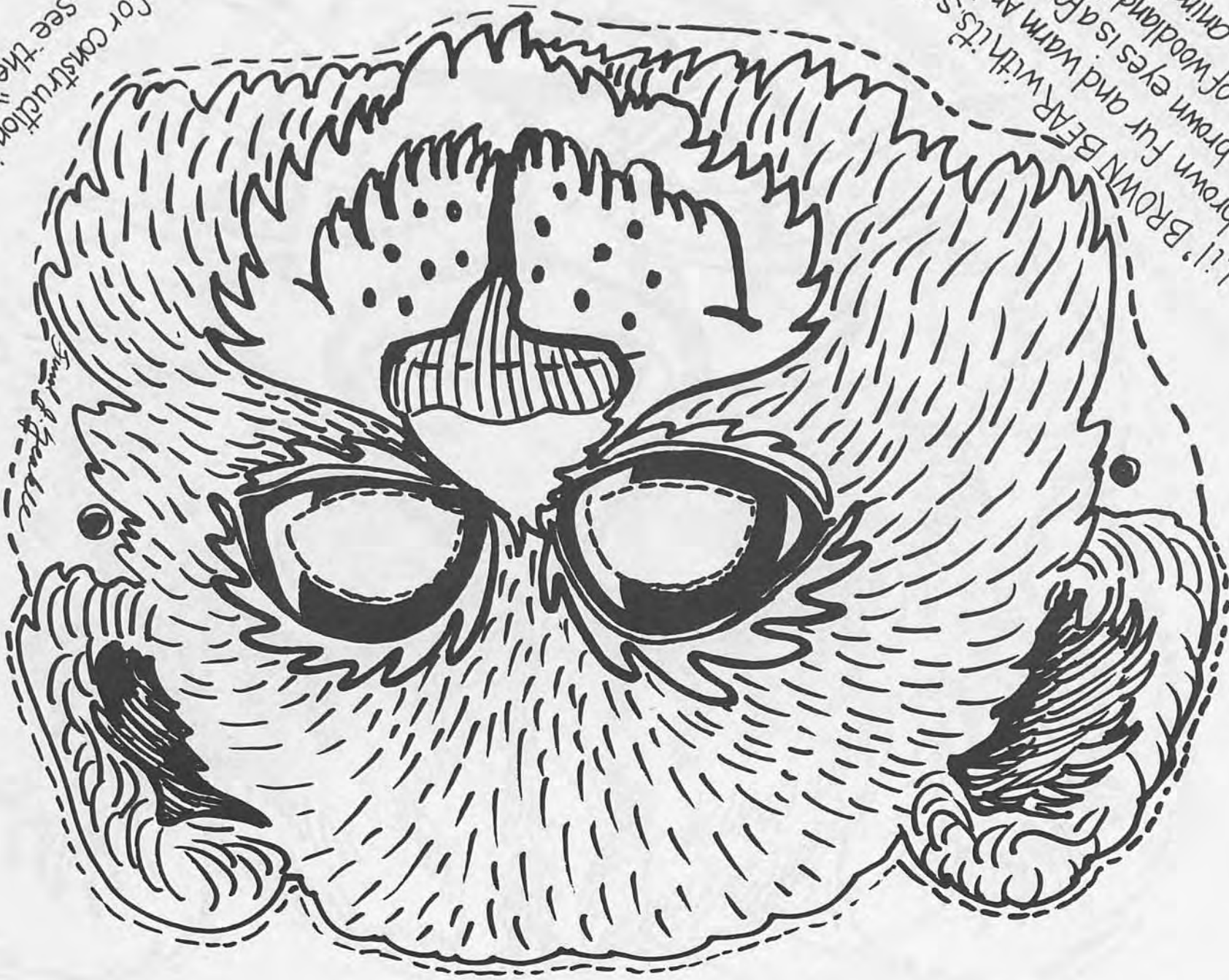
Frank P. Beak



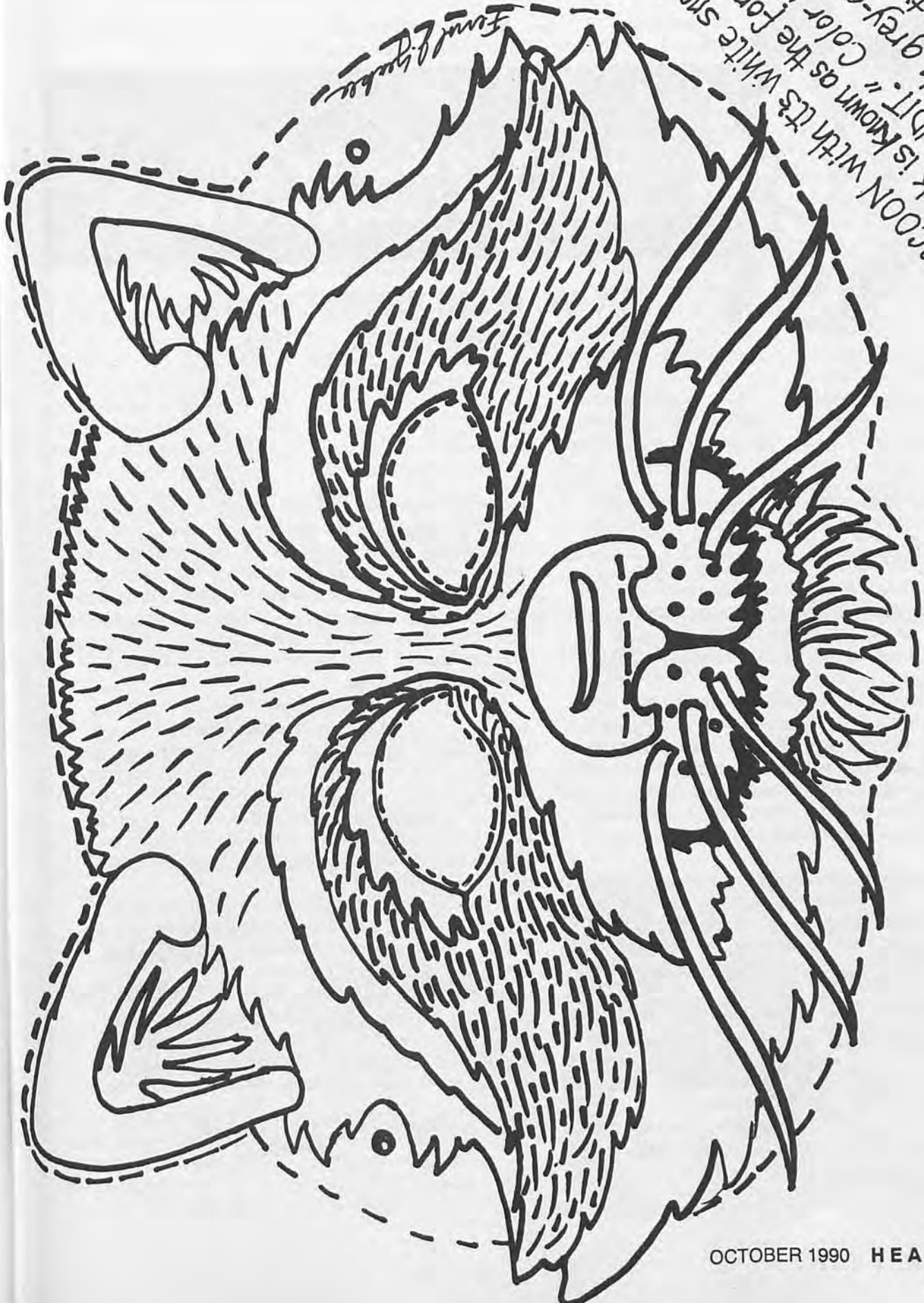
The TIGER Cub is orange and white with bold black stripes. The eyes are yellow-orange. Color this Tiger and paste it onto a piece of thin cardboard. Follow the same instructions as seen on the RED FOX.

Color the nose bright pink.

For construction instructions
see the "RED FOX!"



L! BROWN BEAR with its sable
brown fur and warm amber
brown eyes is a favorite
of woodland baby
animals.



Frank & Debbie

The RACCOON with its white snout and black mask is known as the forestlands "LIL BANDIT." Color it blue-grey with grey-green eyes. For construction instrucs. RED FOX. tions, see the



Line Up to Sign Up For America's Drug Free Decade

**National Red Ribbon Campaign
October 20-28, 1990**

The national epidemic of drug and alcohol abuse continues to rage. What can you do to help stem the tide?

On October 1, billboards all across America will be unveiled urging citizens to Line Up to Sign Up for America's Drug Free Decade. President and Mrs. George Bush are Honorary Chairs for the National Red Ribbon Campaign sponsored by the National Federation of Parents for Drug Free Youth. Pledge to be drug free. Petitions can be found in classrooms, hospitals, police stations, supermarkets, shoe stores, and churches.

But don't stop with just your signature. Start with yourself. Begin by taking good care of your own body, before and after you become a parent. Do you really need a drink or cigarette to calm your nerves? Are you aware of the effects of alcohol or nicotine, as well as illegal drugs, on the unborn? Read the labels.

When your personal house is in order, you're ready to work toward drug abuse prevention within your family. Become an informed parent. Find out all you can about how parents (and other important adults) influence children's lives. What are the long-range results of different parenting styles?

Set a good example for your own children and others in your family or neighborhood. Treat children from babies through teens with respect, and they'll respect themselves and you. Instill healthy habits, such as buckling up, so children know ways to take care of themselves.

Use positive discipline techniques. Children who feel confident and competent are far less likely to turn to drugs to

escape life's inevitable obstacles. Nurture children's ability to solve their own problems. Develop their sense of responsibility to self and others by making sure they experience real consequences for their actions whenever it's appropriate. Set reasonable rules and expectations, and stick to them. Provide information about drugs so children are informed about what drugs do to minds and bodies, but avoid scare tactics that may backfire. Build up the children in your family, don't break them down.

After your home act is together, volunteer in schools, churches, youth organizations, community coalitions. All kids need grownups they can trust. Listen to the younger generation, but resist the temptation to lecture. Remember how you closed your ears to scoldings? Help select or design appropriate recreational and learning activities for all ages. Boost kids' inner strengths so they can comfortably say no. Offer face-saving strategies to resist peer pressure. Enjoy good times together.

At the same time, learn all you can about the signs of drug abuse. Locate local resource groups to turn to immediately if you spot signs that kids need help. Rally your community in support of its youth.

And remember: Constructive efforts such as these are far more likely to create a drug-free atmosphere than worksheets, destructive criticism, threats of punishment, and tension-filled encounters. A warm heart and an engaging mind are much more likely to be imitated by people of all ages.

Let's celebrate America's drug-free youth!



American Cancer Society Bumpersticker Contest

by Luanna Urie

Each year the American Cancer Society sponsors a bumpersticker contest through the schools to publicize the Great American SmokeOut day, a day where smoking adults volunteer to not smoke for 24 hours in honor of the idea of freedom from smoking. This year the Great American SmokeOut day is November 15, the Thursday before Thanksgiving. Some adults who refuse to smoke for 24 hours on this day, actually quit smoking for good. So children, encourage your parents and other family members to refuse to smoke on this day, and enter the bumper sticker contest for yourself. If you are in

grades 3 to 6 and you wish to enter this contest, and you have not already done so, RTD is giving you a chance to enter its contest. Think of a design for a bumpersticker using the theme of the Great American SmokeOut Day (GAS day), and submit your design in color to Mary Reyna, the editor of the *Headway*. You may submit your design in English or in Spanish. There will be a winner in each category. Submit your design by November 2, 1990.

Great American SmokeOut Bumpersticker Contest Rules

1. The theme is "The Great American Smoke-out."

2. Entries may be submitted in English and Spanish.

3. All work must be ORIGINAL and not copied from photographs or the work of another artist.

4. All colors and any medium except photography and collages may be used.

5. Entries may incorporate words and artwork. All writing must be legible. The bumperstickers must be legible from a distance.

6. The deadline is November 2 for the RTD contest. (For the American Cancer Society Contest, the deadline is October 5, 1990.)

7. Entries must be on the printed form on the reverse side of this page, which may be copied.

8. The original will become the property of the RTD and may be reproduced and displayed throughout the District.

9. One winner and two semi-finalists will be selected on the basis of originality, visual impact of the design, quality of the work, and appropriateness for display.

10. A picture of the winner and of the winning design will be reproduced in the *Headway*. There will be a small prize awarded to each of the semi-finalists, as well as to the winner. So have fun and enter this contest for saving our loved ones and our environment.

See the application on page 54.

Fires on Buses

... continued from page 22

- Should a bus fire occur, immediately stop the bus in a safe location, place shift selector in neutral, activate the emergency parking brake, open the front and rear doors if it is safe to do so, and turn the engine off.

- Quickly evacuate all passengers from the bus. Remember to use emergency exits as necessary.

- Make sure all passengers have alighted the bus and are at a safe location away from the vehicle.

- Without taking undue risks, attempt to put out the fire using the bus' fire extinguisher.

- Remove the extin-

guisher from the bracket, pull the pin, aim the extinguisher at the base of the fire and use a side to side sweeping motion to extinguish the fire.

- If it is safe to do so, use the bus radio to call the radio dispatcher; otherwise, use a telephone.

It is important that operators check the fire extinguisher during the pre-trip safety inspection to ensure that it is adequately charged and not out of date.

Hopefully, you'll never have a fire on your bus, but if you do, using these techniques can help you respond quickly and effectively.

Wedding

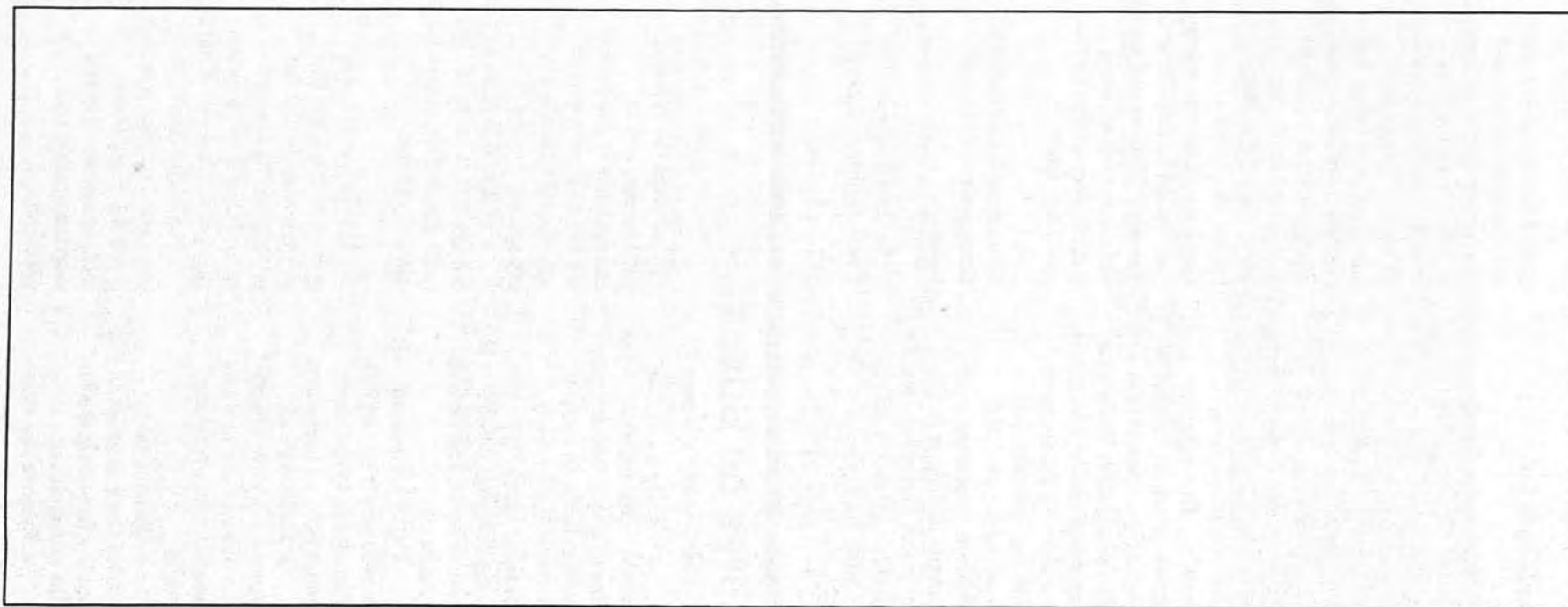
CMF Mechanic A John Hughes, 28, married Kim Caldwell, 26, on June 9, 1990 in Las Vegas at the Chapel of the Fountain in Circus Circus. John works in the Mid-Life Shop and Kim is an auditor with a medical clinic in Covina. The new couple makes their home in West Covina.



NAME _____ AGE _____
PARENT'S NAME _____
BADGE # _____
DIVISION _____

DIRECTIONS

1. Create a bumpersticker design for the 1990 Great American Smokeout.
2. Draw or write your design in the box below.
3. All colors and any materials except collage and photography may be used.
4. Entries may include words and artwork. All words must be printed clearly.



A Lifetime in Transit? 44 Years May Be Enough for Deem



Stops and Zones Representative Jim Deem winding down his career in transit after serving 44 years.

"When I hired on we had rapid transit but I guess we just didn't know it," said Stops and Zones Representative Jim Deem who started his transit career 44 years ago this month, and is number one in seniority among noncontract employees.

Deem broke into the system as a conductor on the Red Cars in 1946. Then, the RTD's predecessor, Pacific Electric Railway, ran over 1,100 miles of interurban service running from San Bernardino to Los Angeles down to Venice Beach and Long Beach. Deem had just mustered out of the U.S. Navy where he served in the Pacific Theatre as an air crewman on a torpedo bomber which flew off the the U.S.S. *Lexington*.

"There were six people in my training class back then. Five went to the western district after basic, I went to the northern. The system was split up that way, into the four regions. I don't think there are any ex-Pacific Electric people left in this entire

company....I worked with Earl Clark [UTU General Chairman] at El Monte way back when. He was a year or two behind me," said Deem. His starting salary was \$1.01 an hour while break-in pay was a mere 65 cents an hour.

Deem conducted on the Huntington Drive route for many years. It was the main artery through the northern district. The outer track was the local line and the inner track was the main line. "Picture this, these rattley old cars running up Oak Knoll Avenue past these wonderful old mansions, then onto Lake Avenue to Colorado Boulevard west to Fair Oaks Boulevard and, finally, to the the car barn at Fair Oaks and Walnut in Pasadena. There's not a trace of any of it left."

Wistful with his memories of the late '40s and early '50s, Deem commented that the attitudes of people seemed to have changed over the last 40 years. "In the '50s we didn't have the vandalism you have today. The

Red Cars had plush seats and they didn't dare cut them all up like bus seats are today. We didn't have too much trouble with kids back then."

Despite the gentler times, change was in the air. Passenger levels began to drop off in the post-war decade and automobile became king. "In the '50s they started dismantling the rail and used more buses. The existing rail lines were converted from locals to short-line routes and became one-man car operations. That's when I qualified for front-end work. That means I became a motorman. As a conductor I collected the fares while the motorman drove. But by that time they were already beginning to compress the workloads." To promote from any grade required qualification time. An employee put in this time on his own with no pay. "For example, if you wanted to go from conductor to motorman, it took you about one week on each line to qualify with hours needed driving. The driving was done on your off time."

The extra board in the '40s and '50s was seven days a week with no assigned days off. Overtime was over eight hours on any given day. Regular assignments had one day off, that is, all contract employees worked a 6-day week.

The fare in the early '50s was 23 cents from downtown Los Angeles to Pasadena. Simple enough to keep track of unless you

drove the Los Angeles to San Bernardino line which contained 23 different fare breaks of which a conductor had keep track. All operating revenue came out of the farebox. There was no such thing as a government subsidy, yet.

"Originally, as a private industry we operated out of the farebox. So, we offered the service that would create the revenue. Now we don't do that because we are subsidized. I doubt any lines pay their own way."

In 1953, the Pacific Electric Railway was sold to Jesse Haugh and became known as the Metropolitan Coach Lines. "We had our reorganizations back then, too," said Deem. "They started centralizing the areas. We used to have terminals in Alhambra, Baldwin Park, Rosemead, and in Pomona. By the mid-50s they built Division 9 and brought all the equipment there. Before [the merger] all the buses had to be fueled in Los Angeles at 6th and Main Streets. But at Division 9 they could be cleaned and fueled ready for the morning shift."

In 1958 the Los Angeles Metropolitan Transit Authority was established by State legislation. This state action merged Metropolitan Coach Lines with the Los Angeles Transit Lines, which ran the Yellow Cars in the Los Angeles urban area.

"Out of 200 drivers I was one-quarter from the

continued on page 56 . . .

44 Years in Transit May Be Enough

... continued from page 55

top of the list in seniority. When they merged, 100 drivers came in ahead of me." He doesn't recall being affected personally by the merger. "It doesn't matter who you drive for as long as you get your pay. It was a meaningful merger in 1958. The creation of the RTD in 1964 was primarily a name change. But, the biggest merger may be coming down the road," he said referring to the inevitable reorganization between the Los Angeles County Transportation Commission and the RTD.

Deem remained at Division 9 until 1969. His last few years were spent working as a Division Clerk assigning runs and han-

dling all the cash fares turned in by operators. Leaving the division, he worked as a Passenger Agent, ordering the design of the monthly pass, and supplies of transfers and tickets until 1975 when he started with the Stops and Zones Department.

"Originally, as a representative I was assigned to the San Gabriel Valley territory which ran from Glendale to Riverside and San Bernardino, but now, with the loss of so many lines it doesn't extend that far. My territory stops at Ontario Airport and the Montclair Park-n-Ride." He keeps track of the nearly 4500+ bus stops in that region making sure they are in good repair, meeting

with city officials who request the establishment of new bus stops, and relocating old stops.

From the perspective of nearly half a century in transit, Deem sees a devolution of the system. "In 1958, when the MTA took over service all these little municipals like Asbury and Alhambra were absorbed because they couldn't make it. Now it looks like they are breaking it up again and going back to the way it was. I think it's detrimental to service. They are supposed to be charging less, but are they [Foothill Transit] getting a larger subsidy to make up for it? How cost-efficient a method is this?" As far as the new rail systems that

RTD is and will operate, what does the future hold? "It's a step in the right direction but your main problem is getting people out of those cars. I have no idea how to get them out."

In a few months getting people out of their cars and into buses and light rail isn't going to be one of Deem's problems anymore. He plans to retire from the RTD in January 1991. "A lot of people would complain about working 44 years, but transit has provided me with a comfortable living." He said he had no definite plans after leaving the RTD other than "to sleep in and do whatever I want to do."

Deem and his wife, Ruby, reside in Alhambra.

Cypress Park Makes a Showing in Summer Meets

by Richard Presnell,
Division 3

During the month of July, members of the Cypress Park Judo Club, who are coached by Division 3 Operator Lou Trammell, competed in the U.S. National Judo Championships at Cypress College in Orange County.

Seventeen students, including several children of District operators took part in the 3-day event held July 5-7. Over 900 athletes from all over the United States, including Guam, Puerto Rico, Alaska, and Hawaii competed in the toughest athletic event this side of the Olympics.

Bianca Moran, the 8-year-old daughter of Terri and Operator Richard

Moran, captured the second place trophy in the 8- and 9-year-old girls' divisions to become a national class champion. David Sanchez, 15, captured third place in the boys open/all comers division, losing to a 345-pound champion from Kern County.

The club members licked their wounds and girded themselves for the Junior Olympics Judo Competition held July 14-15. The club took 12 championship placements in the meet. Junior Olympics champions in the girls' division included: first-place winner Olivia Rivas, daughter of Operator Jose Rivas; and second-place winner Yvonne Carrera, daughter of Renee

and Nancy Carrera. Claudia Gholizadeh, daughter of Operator Randy Gholizadeh won first-place for 12-year-old girls. Eight-year-old, lightweight national champion was Bianca Moran, showing that dynamite does come in small packages. Bianca exploded into third-place in her age classification.

Valerie Trammell, 11, daughter of Operator and Judo Instructor Lou Trammell, and Raquel Moran, daughter of Operator Richard Moran, captured fifth-place in their divisions. Other fifth-place rankers included Christine Carrera, David Sanchez, Frank Ibarra, Tay Hoong, and Rocky Duren. Definitely, the girls walked

away with it. More next month about the Golden State Open held in September.

Div. 5 Bar-B-Que

by Juanita Wright

On June 29, 1990, Division 5 was proud to hold a very successful Bar-B-Que. With the combined assistance of our Maintenance and Transportation Department employees, everyone who cooked, cleaned, and organized were able to enjoy the delicious results! Proceeds of donations received were given to the Jason McKnight Trust Fund.

The Rose Man of Line 212

Division 15 Operator Clayton Penn has gathered a nickname as a result of working at the RTD--the "Rose Man." An apt handle for a man who makes a habit of giving long stem roses to his passengers just because he wants to.

He likes to hand them out to unsuspecting passengers on Friday afternoon because it's the end of the week and it helps people lighten up for the weekends. "Monday mornings are a good time too because most people are grouchy because they don't want to go to work. It just picks them up!"

The operator has been surprising his customers for quite a while and now has it down to an efficient science. "I deal with a florist, Rita Flor on 6th and La Brea, who can get me in and out of her store in 2 minutes or less with 100 roses. When she sees me she drops everything," says Penn.

Penn says he does it because he's Irish. "And I am crazy so that should explain it."



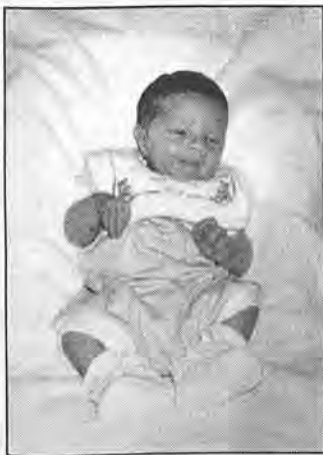
Division 15 Operator Clayton Penn hands a rose to one of his patrons on the 212 line.

BIRTHS



Veteran driver Elmer Paul Lewis Sr. is the proud new grandpa of baby Etu Paul Lewis, born to Division 16 Operator Elmer Paul Lewis Jr. and his wife Sheila.

Baby Etu is E.P. Sr.'s sixth grandson and E.P. Jr.'s fifth child and only son. Born February 18, 1990 in Fontana, Etu weighed in at 9 lbs., 1-1/2 oz. and was 21-1/2 inches long. Etu, pronounced *Ah-too*, is a Native American name which means "the Sun." Said the proud parents: "Etu is a constant joy, he's our personal little solar system, our sunshine, our son."



Born to TOS Wifried Gasser and his wife Wanda, a son, Martin Albert, on August 3, 1990. Martin weighed in at 7 lbs. 3 oz. and was 20 inches long.

Daughter Launches Singing Career

Ebony Anderson, 13, daughter of Division 16 Mechanic A Leadman Harold Anderson, made a debut release of the song "Let Him in Your Heart" on June 1 under the Shining Glory Record label. The song is a varied gospel arrangement.

Ms. Anderson's vocal stylings find their source in the church. She was raised in a family where church and family come first. The eldest of four children, she said: "I love to hear Mahalia Jackson sing. I want to do the best that I can and put God first." She is an 8th grade honors student and member of the community choir at Palomares Junior High School in Pomona.

The making of her first record was a family affair, with Ms. Anderson's three brothers and cousins singing vocal background. She also helped write one of the verses of the song, thus



Ebony Anderson giving her the opportunity to be a part of the American Society of Composers, Authors, and Publishers (ASCAP).

On June 29, Ms. Anderson was selected as the winner of the KMAH-FM, 107.1 1990 Talent Search. She performed her single before a full audience aboard the "California Hornblower" dining yacht on June 30. The grand prize for winning the competition was an opportunity to perform on the nationwide *Bobby Jones Gospel Show*, which is aired on BET.

A Ride to the Circus



Youth center members were greeted by clowns from the circus who escorted them to the show at the Long Beach Convention Center.

How do you get 93 children, ages ranging from 18 months to 15 years to the Ringling Bros., Barnum and Bailey Circus? By the Blue Line, of course. That's what Community Relations Representative Phyllis Tucker did when approached by the Youth Action Center for Positive Change in Compton.

The youth center directors originally told Ms. Tucker that the group would consist of approximately 60 children, but when word got out that the field trip was to the circus, the draw was irresistible.

Ms. Tucker, along with

the youth center program coordinator Joe Story and 5 other adult leaders met at the Compton Station for the express train driven by Division 11 Manager John Byrd at 11 a.m. on July 27.

All 93 children along with their chaperons were safely delivered to Anaheim Station where they disembarked and caught the Long Beach Transit Shuttle to First Street. The children were met at their bus stop by two clowns from the circus who escorted them the rest of the way (2 blocks) to the greatest show on earth.

Friends of Society Come to its Aid

In these uncertain times and around the mean streets surrounding their workplace, Division 5 employees Bruce Williams, Melvin Derden, and Derrick Wayne (Hasan), began to feel that the community and the media were paying too much attention to the negative and diabolical elements of society. Drugs, gangs, and crime were being sensationalized. It seemed like wrong-minded thugs were quickly becoming the role models for youth.

With the belief that Dr. Martin Luther King's dream was still alive and well, Williams, Derden, and Wayne (Hasan) made a commitment that the right-minded people of the community should not go unnoticed and should be rewarded for their good deeds.

In search of people who



Division 5's Friends of Society include, front row, from left to right: Rickey Keeles, Vernell Elgin, and Patrick Mitchell. Back row, from left to right: Bruce Williams, Dwight Allen, Derrick Wayne Hasan, Melvin Derden, and Everett Lomax.

shared their point of view, they found Everett Lomax, Dwight Allen, Patrick Mitchell, Vernell Elgin, and Rickey Keeles were also interested in joining the Friends of Society.

Their first order of business was to sponsor an appreciation dinner for

Division 5 Senior Instructor Dick Smalls. The dinner was a great success. The next venture established a trust fund for former Torrance High School football player, Jason McKnight. Jason's neck was broken while attempting a tackle during a game

in September 1989.

Friends of Society are especially grateful to the Employee Activities Department for donating funds to Division 5 which helped make their Bar-B-Que such a success. Also, a special thanks to Mr. B. J. Harris, Division 5 division manager, for his help and cooperation.

Future endeavors of Friends of Society include establishing a scholarship fund, raising funds for underprivileged children, and rewarding individuals for their contributions to the community.

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Making a Difference in West Hollywood

By day Tad Bright is an employee in the Government and Press Relations Department, but off the job he is a committed activist trying to rid his West Hollywood neighborhood of crime.

Bright is the co-chairperson of Eastend Community Action (ECA), a neighborhood group formed to reduce crime in the West Hollywood area between Fairfax and La Brea avenues. Recently, ECA received the 1989-90 City of West Hollywood Crime Watcher of the Year award from the Los Angeles County Sheriff's Department.

Since its formation over a year ago, ECA has managed to close a fast-food restaurant known as the Oki Dog that was a hangout for drug dealers and street prostitutes. They next targeted Plummer Park which had become a haven for vagrants and drug dealers who caused local residents to shun the park. Drafting a strict no-camping law and demanding enforcement cleared the park of the unwanted drug dealers and vagrants.

Although the organization has managed to reduce the amount of street prostitution, Bright admits that more residents still have to be organized to achieve the goal of eradicating the problem in the community.

ECA joined with Neighborhood Watch Groups throughout West Hollywood on August 7 to celebrate National Night Out, an annual demonstra-

tion by community groups across America to heighten awareness and participation in local crime prevention programs.

This year the celebration was held in Plummer Park and included a concert, strolling musicians, mimes, games, free t-shirts inscribed with the legend: "Local Hero," free food, and soft drinks. A hook-and-ladder fire engine and a sheriff's patrol car were on display. Bright and other ECA members participated. The highlight of the evening was a candlelight march on Santa Monica Boulevard to Poinsettia Street and back to the park. Residents turned on all their outside lights as a symbolic declaration against street crime.

It is not always dramatic events that galvanize a citizen into action noted Bright as he recalled his own experience. "You know



Tad Bright, RTD employee and Eastend Community Action co-chairman, hands out balloons to children and residents of West Hollywood at a celebration held on August 7 in Plummer Park.

the odor we smell out in the alley here [next to the headquarters building], well I smelled it on my block. It scared the hell out of me," he said. "I decided to do something."

He started going to the West Hollywood City Council meetings and participated in demonstrations against prostitution. "Everybody says you can't do anything about prostitution. I don't agree. I can't stop it all over the world, but I can in my own neighborhood. I am not concerned with the moral issues involved here. It represents a more immediate threat to me, with prostitution comes drugs and violence."

Now that Bright has gotten involved he claims the ability to pack any meeting he needs to. "This is the most exciting thing I've ever gotten involved in. I can have coffee with everyone in my neighborhood, now I know everyone. I know most of the deputies at the sheriff's substation...I know my town."

The majority of the population in West Hollywood is senior citizens, for this reason the goal of ECA is to ensure that the community is safe enough for them to come out at night. "We want to make it safe enough for them to be able to go out with their grandchildren. We want to prove all those folks wrong who say you can't change it," said Bright.

Bright contends that anyone who is interested enough can make the same

progress in his neighborhood that ECA has made in theirs. "As a practical matter no one knows what to do. The thing is to just do it."

Nancy Greenstein, public safety coordinator for the City of West Hollywood and staff liaison to all the neighborhood watch programs, said: "Tad is someone who was concerned with the conditions in his neighborhood and decided to make a difference."

A Reminder to all RTD Retirees

It is almost unbelievable that summer is over and fall is in swing. Hope each of you had a marvelous time and did all the things you had planned.

We expect to see many more of our members attend our social meetings in the months ahead. Please come, bring a friend and support your local club.

Most of us retirees spent many years of our lives working for the same company, perhaps not in the same department but as part of a unit doing equally important work so that the RTD and its predecessors could function.

The Retiree clubs are set up for the purpose of trying to unite and bring as many of us as possible together where we can

continued on page 61 . . .

Accounting Takes the Day Off

by Abe Barakat

The Accounting and Fiscal Department held its first Annual Summer Picnic on Sunday, August 19, at the Scholl Canyon Park in the City of Glendale. Around sixty accounting personnel and their family members came to the picnic.

The picnic activities were planned and organized by the Picnic Committee chaired by Abe Barakat with Ha Chau, Regina Chan, Sheila Azbi, Jerry Solomon, and Dominick Nieves as members. Although the picnic activities officially started at 11:00 a.m., the Picnic Committee members were already at the picnic site much earlier arranging, preparing and decorating the place.

As early as 11:30 a.m., you could hear the sizzle of the hamburgers and hot dogs on the grill. After lunch, everybody relaxed to the musical treat rendered

by JeJe Noval, a concert and recording artist and daughter of Tito Novel, an RTD accountant. After the musical respite, the picnickers split into two groups: one group played bingo with Jerry Solomon as the caller; and another group played volleyball with our Controller Tom Rubin.

One of the picnic highlights was the watermelon-eating contests: one for the children and one for the adults. Both generated much excitement from the onlookers. After the watermelon-eating contests, the kids took turns beating the Pinata which refused to break. The water balloon tossing and tug-of-war games completed the recreational activities of the day. Prizes were given to the winners in each game category. At about 4:00 p.m. the picnickers reluctantly left for home having spent an exhausting and entertaining day with the hope of repeating it again next year.



Pam Nieves attempts to coach a child on the technique of breaking an "unbreakable" pinata.



The watermelon-eating contest had competitors going down to the rind before they came up for air.

**A Maintenance
Christmas Party**

is planned for
Sat., December 1, 1990
Radisson Hotel
City of Commerce
6:30 p.m to 1:30 a.m.

For more information, contact: -
Mike Bujosa-5710, Maggie Cook-6000
Alex DiNuzzo-6306, Oscar Gamboa-6310,
Yolanda Perez-5805 or Anne Zavala-5794

Restaurant Review

by Susan Harvey, Div. 15
Asst. Mgr.

Several operators have called to recommend various restaurants that they feel are exceptional. One such restaurant is El Jarrito on Olympic Blvd. This is a family owned restaurant, and they have been at this location since 1950. El Jarrito serves beer and wine, but no hard liquor. They have a nice selection of imported beers, such as Dos Equis and Noche Buena.

The real reason for trying El Jarrito is the food, which is both very good and reasonably priced. They serve the usual tacos, enchiladas, and burritos, and the unusual, such as Birria (goat). This is served Jalisco style, with a spicy barbecue sauce. There are both pork and chicken tamales, and a treat called

Chalupas. This is fried corn masa, shaped like a small canoe and filled with your choice of chicken, beef, pork, or lamb. They also serve not only your regular hard or fried taco, but the soft tacos and for a special treat, try their taquitos. These are not the factory-made variety, but a hearty, meat-filled homemade type. Try them with the thick guacamole.

When you first sit down, they bring you an excellent homemade salsa, with chips and a dish of sour cream. This is different; the sour cream helps to lower the flame from the salsa. For dessert, try the banana sauted in butter with an orange and lime sauce.

El Jarrito is located at 2833 W. Olympic Blvd. in Los Angeles. Their telephone number is (213) 383-7317.

With our friends, Jackie and Joanne Lee (Jackie is a supervisor at Division 3201) we tried a very nice restaurant in the City of Industry.

Luckey is a combination Mandarin and Szechwan style restaurant. Their pot stickers were very good, with a nice pork filling, and their spicy food was not too

spicy. General Tsung's Chicken is a spicy, sweet and sour chicken and very tasty. We would also recommend the Lamb Szechwan style, and the Shrimp with Spiced Salt.

Luckey Restaurant is located at 165 S. Hacienda Blvd. in the City of Industry. Their telephone number is (818) 369-6819.

Retirees

... continued from page 59

socialize and discuss old times. Make an effort to come and support either the "Inland Valley Club" or the "City of Commerce Club." Addresses and directions are printed in the *Headway* each month. Give us a try, who knows, you may like it.

There are changes for the November (Thanksgiving meeting). It will be held November 13 in the Town Hall in Perris. The Inland Valley Club will be host to the City of Commerce Club on that date. There will be *no meeting* in Perris during December. The City of Commerce Club will host the Inland Valley Club on December 13 for a Christmas Social.

I encourage all members and friends to come and support both clubs on these two special occasions. Hope to see you all there. If you have any questions, you can reach me at (714) 929-3598.

Bill McGee
President, Inland
Valley Club

DIRECTIONS

Perris

From north or south on SR215 go west on 4th Street (Hwy 74) and make a left on "A" Street and a left on Mapes Road (the first street south of the museum parking lot) and a left along a private road to the "Town Hall."

Town Hall of Orange Empire Railway Museum, 2201 A Street, Perris, CA.

Commerce

Westbound on the Santa Ana Fwy: Take Washington Blvd. turnoff, then turn right on Telegraph Road, right on Washington Blvd. and at the 3rd traffic light, which is Commerce Way, turn right to the Aquatorium.

Eastbound on the Santa Ana Fwy: Take Washington Blvd. turnoff, then west on Washington Blvd. and at the 2nd traffic light, which is Commerce Way, turn right to the Aquatorium.

Commerce Aquatorium, 2535 Commerce Way, City of Commerce, CA.

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Neighbor islands
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RECREATION NEWS

October

20 - USC vs Arizona - Homecoming \$11.50
 26 - Ice Capades - Forum Special Discount Loge \$16.00
 for \$8.00 Colonnade \$12.00 for \$5.00 7:30 P.M.

November

2 - Roseanne Barr - Universal \$21.00
 3 - Ice Capades - Forum 3:30 P.M.
 \$16.00 for \$13.50 Children \$11.50
 3 - Tito Puente - Universal \$33.00
 9 - Juan Gabriel - Universal \$35.00
 10 - Phantom of the Opera 2:00 P.M. \$50.50
 17 - UCLA vs USC \$25.50
 18 - The O'Jays and Regina Belle - Universal \$20.00
 22 - The Phantom of the Opera 8:00 P.M. \$50.50
 24 - USC - Notre Dame \$25.50
 24 & 25 - Ninja Turtles in Concert at Universal
 Amphitheatre 3:00 P.M. \$16.50

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 IMAX Theatres Adults \$3.50 Children \$2.75
 Magic Mountain Adults \$16.45 Children \$11.00

Discount Movies - Pacific Drive-In \$4.50
 Pacific Walk-In, Manns, Edwards, AMC, AVCO General \$4.00 each

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 (Regular Adult \$14.95 Child \$10.95)

Raging Waters Water Park Adults \$10.00 Child \$8.00
 (Regular Adult \$14.95 Child \$8.50)

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Mobile Unit Schedule

October	Location
1	2
2	11
3	1
4	10
8	CMF
9	9
10	16
11	8
15	3
16	15
17	6
18	5



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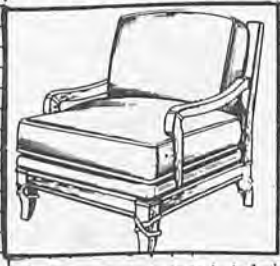
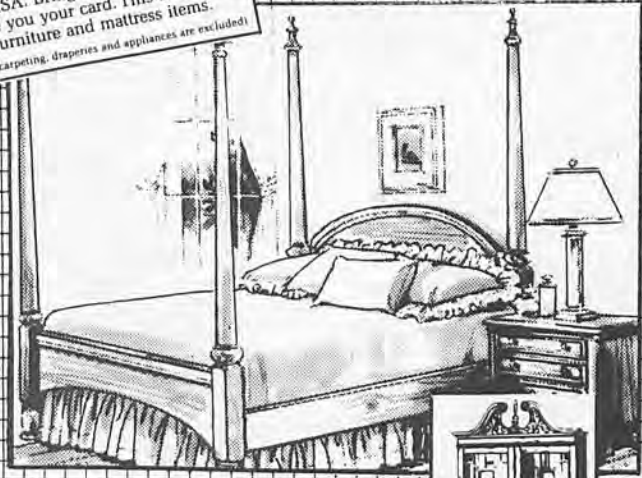
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