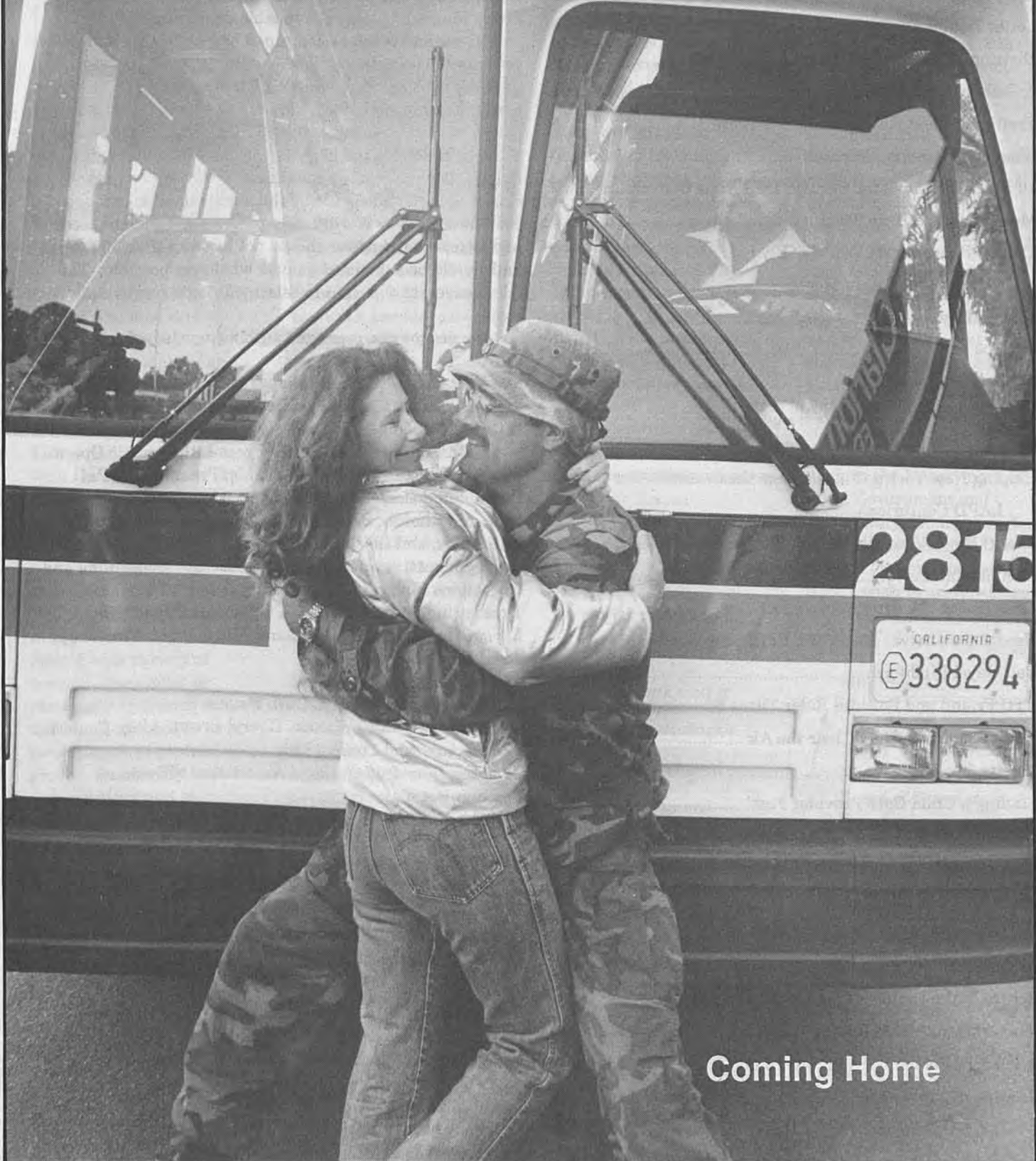


HEADWAY



Coming Home

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The Headway . . .

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Typesetting, design, and make-up: Scheduling and Operations Planning's Typesetting & Layout Section--Typesetting Supervisor Susan Chapman, Typesetting & Layout Operators Jean Williams, Michael Laichareonsup, and Julie Ortiz.

Editor: Mary E. Reyna

Business Manager: Ruth Nagao

Contributing Editors: Cheryl Brown, Mary Conforti, Sue Harvey, and Luanna Urie.

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Letter from the President



Dear RTD Employees:

On a given day, RTD public affairs reps may find themselves sitting on the floor in the middle of an elementary school classroom, talking about bus safety to young children. Later, they may be meeting with the mayor of one of Los Angeles County's 88 cities to talk about transit system funding.

Public affairs representatives at the RTD often find themselves responding to requests for information from a wide variety of sources. They must be responsive to elected and appointed officials in local government, to professional groups, community-based organizations and to individuals. The department is the primary conduit for information between the District and hundreds of organizations in the RTD service area, which embraces 1,442 square miles.

Meet the RTD's Local Government and Community Affairs Department which I salute this month. This unit implements initiatives by the Board of Directors such as the RTD

Citizens' Advisory Committee, the Ambassador Program, corridor transit summits, corridor newsletters, special projects, and conferences.

It also provides support to other RTD departments in developing and implementing local government and community relations strategies, action plans and outreach activities. There is a potential need to respond to as many as 150 cities in five counties: Los Angeles, Orange, Riverside, San Bernardino and Ventura.

The municipal officials from those areas can have a great deal of impact on the ability of the District to perform its mission and successfully provide quality public transit services.

Our Local Government and Community Affairs Department strives to establish positive relations and a genuine dialogue with civic and government leaders. It is important to understand the public participation process. When the District's policies, services, capabilities and programs are the subject of discussion, public affairs representatives make per-

sonal contacts, attend community meetings, participate in corridor transit summits, make speeches before community groups and conduct other types of outreach. Information goes to chambers of commerce, civic organizations, community-based organizations, churches, schools, professional organizations, business and labor organizations and other interested community groups. Local Government and Community Affairs also provides back-up for other RTD departments in the public participation process, including public hearings, environmental impact studies and assessments, and others.

In-depth analyses of local legislative initiatives--

*"Local
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government
leaders."*

particularly city ordinances and regulations--are conducted by Local Government and Community Affairs representatives to determine the impact of such proposals on the District. It is the department's job to keep District management and the Board informed about potential

local legislative and policy proposals.

In the months to come, this department will be making major contributions to the District by undertaking a safety campaign up and down both sides of the 22-mile Blue Line corridor between Los Angeles and Long Beach.

In addition, they conduct tours for the public of RTD facilities under the program, L.A.'s Newest Attraction, provide in-service sessions with junior high and high school teachers for our new Clean Air Curriculum for schools, and focus on different specific aspects of the RTD Transit Rider Bill of Rights.

If all of the above seems like a big package, it is. But the persons who work in the Department of Local Government and Community Affairs provide still another example that the RTD is equal to the task. I wish to acknowledge their leadership and service on behalf of the District.

Sincerely,

Nick Patsouras
Board of Directors
President

Be Back in August

Headway Editor Mary Reyna will be taking a 3-month leave of absence from the RTD commencing May 3, 1991. She will be replaced by Andrea Greene during that period. Please welcome Andrea and make her feel at home.

Division 12 Selected Division of the Month

Division 12 was chosen the Division of the Month for February 1991, announced General Manager Alan Pegg and RTD Board President Nick Patsouras on the early, rainy morning of March 27.

"It is my pleasure on behalf of the RTD and our customers to confer this honor of Division of the Month on you. Not only do we sense that things are improving at the RTD but we receive many letters from our customers to confirm this. We hear again and again unsolicited comments about the timely performance of our operators and the cleanliness of our buses," said Patsouras.

"I've seen a great change at the RTD and the credit belongs here."

"The press also has documented actual statistics of our improvement. This is totally attributable to you. Now I think we've developed a spirit of cooperation, a sense of family here. That's what makes or breaks a corporation," he concluded.

General Manager Alan Pegg told the operators and mechanics assembled in the train room that it was a pleasure to see the people who really make the RTD run. "We couldn't run this organization without you on the streets and in the shops. I'm very proud to be

general manager of this group. I am proud of the product and service that you all deliver. I've seen a great change at the RTD and the credit belongs here. I congratulate you on that accomplishment," he said.

President Patsouras and General Manager Pegg presented awards of service excellence to Transportation Manager Jim Lukens and Maintenance Manager Larry Lenihan.



Division 12 personnel proudly display the Outstanding Division flag and point to their standing Districtwide.

A flag was unfurled and presented to the Maintenance and Transportation employees. The outstanding division flag will fly for a month on the division's flagpole below the flag of California.

Selection was determined by division-wide performance comparisons of criteria applicable to both Transportation and Maintenance. For Transportation these indicators included: total days of absenteeism for January 1991 as against January 1990, traffic accident frequency rate per 100,000 hub miles for

January 1991, occupational injuries per 100,000 hours of exposure for January 1991, the number of canceled transportation and late transportation assignments for January 1991, and the number of bus-related customer complaints registered for January 1991 as opposed to January 1990.

The performance criteria for Equipment Maintenance included: improvement of miles

cancellations for January 1991.

"Division 12 has earned the nomination for February for achieving the top composite score for Transportation criteria, along with a dramatic improvement in Equipment Maintenance criteria," said Director of Transportation Leilia Bailey.

"Division 12's Transportation and Equipment Maintenance management teams and personnel demonstrated a division-wide determination, perseverance, and focus on operational improvements and delivery of quality service to the riding public," she concluded.

Following the ceremony, coffee and donuts were available for the division personnel and a barbecue was held from 10 a.m. till 2 p.m.

Kalasnik Heads Division 11 Maintenance

David Kalasnik was appointed to the position of Rail Equipment Maintenance Manager at Blue Line Division 11 effective March 1, it was announced by Equipment Maintenance Director Rich Davis on March 15. Mr. Kalasnik was formerly the senior supervisor at that division.

Mr. Kalasnik played a pivotal role in the successful launch of the Blue Line last year, and brings to his new position over 14 years of rail experience obtained at rail transit systems in Washington, D.C. and Baltimore, Maryland.

A Call for Immediate Funding to Ease Overcrowding

Citing a real and urgent need to combat overcrowding on District buses, RTD Board President Nick Patsaouras recently called for an additional \$15 million in funding to add up to 125 buses on lines throughout the region.

"Service quality is a top priority at the District and people are entitled to convenient and reliable public transportation, including access to transit," said Patsaouras.

"Last year county voters put their money where their mouth is by approving a series of propositions that will fund mass transit improvements throughout the Southland," added Patsaouras. "These funds are desperately needed to ease overcrowding currently being experienced by RTD riders."

RTD's loading standard during the peak period of operation calls for 45 percent of its riders on lines with 10 minutes or better headways to stand instead of getting a seat.

As an example, on Line 204 along Vermont Avenue beginning in Hollywood, by the time the bus gets to Wilshire Blvd., under present loading standards, there should be only 20 standees. Instead, this line is experiencing peak loads of 73 per trip, of which 30 are standees.

Three to five additional buses on this line are needed to eliminate overcrowding.

Presently, RTD is operating 18 Lines that bring commuters into downtown Los Angeles that

are experiencing the same overcrowded conditions. Those include lines operating on Central Avenue, Olympic, Venice and Wilshire Boulevards, Valley Blvd. in the San Gabriel Valley as well as San Fernando Road in the San Fernando Valley.

In addition, 25 local lines throughout the District that travel to points other than downtown Los Angeles also experience overcrowding. They include lines operating along Sepulveda in the South Bay; Florence, Imperial, in the Mid Cities/South Central areas; Vermont, Western, and La Brea, in West Los Angeles; Sherman Way in the San Fernando Valley and Foothill Blvd. in the San Gabriel Valley.

Thirteen RTD Express Lines into downtown Los Angeles from the San Fernando Valley, San Gabriel Valley, South Bay, and the Westside are overcrowded as well. An express line traveling from the San Fernando Valley to the Westwood/LAX area also suffers from overcrowding.

"RTD has the highest loading standards in the nation, meaning that we schedule for higher passenger loads than any other carrier, and we do so because of a lack of funding to adequately meet the needs of the public," said Patsaouras.

"RTD is ready to meet those needs by implementing changes and adding buses to combat overcrowding to improve the quality of service now being

offered," noted Patsaouras. "Transportation monies need to be allocated now to relieve overcrowding on board RTD buses and fulfill the wishes of the voters by improving existing modes of

transportation." said Patsaouras.

With funding, RTD could deploy the additional buses to ease overcrowding within two to four months.

Traffic Accident Rate Is Lowest in 7 Years

by Greg Davy, Press Relations Representative

Traffic accidents involving RTD buses are at the lowest rate in seven years, continuing a downward trend that has seen a six percent overall drop in accidents, reported General Manager Alan Pegg on March 14.

"RTD has implemented a number of intensive safety programs and has enforced the nation's most rigorous drug abuse policy among transit agencies," said Pegg. "The goal of a safer bus system obviously is being achieved."

After two quarters of fiscal year 1991, the District's annual rate of accidents is 3.90 accidents per 100,000 miles. This is the lowest second-quarter rate since fiscal year 1984.

The annual rate for incidents per 100,000 miles traveled by RTD's fleet of 2,500 buses has fallen from 4.55 in fiscal year 1987 to 4.29 in fiscal year 1990, a six percent reduction.

"I credit these notable improvements to our operators, training personnel, division managers, and RTD's excellent bus operator safety programs," Pegg said. "They also can be

attributed to aggressive enforcement of our drug and alcohol abuse policy," Pegg said.

"Simply put, we've trained our operators more thoroughly, stiffened penalties for drug abuse and gotten rid of bad operators."

Since RTD imple-

*This is the lowest
second-quarter
rate since fiscal
year 1984.*

mented a tough new drug and alcohol abuse policy in 1986, positive drug tests have been reduced from a high of 20.5 percent of those tested to 1.96 percent in 1990.

"RTD has always been statistically one of the safest bus systems in the nation," said Board President Nick Patsaouras. "But our operators and safety instructors have worked hard together during these past four years to make a safe system even better."

"I salute them and encourage everyone to keep up the good work."

Electrified Busway Proposed

by Rick Jager, Press
Relations Representative

Local elected officials joined RTD on March 7 in calling for the construction of an east-west busway to parallel Venice and Exposition boulevards.

Previous drafts of the Los Angeles County Transportation Commission's (LACTC) 30-year plan do not include a rail line along Exposition right-of-way. RTD proposes an electrified busway that would provide major traffic relief to the Santa Monica Freeway, one of the busiest freeways in the United States.

"This busway would alleviate congestion throughout the Westside, provide a major transit system that would speed trips for thousands of commuters--and reduce pollution in the process," said RTD Board President Nick Patsaouras.

The cost to construct the project is estimated at \$250 million, plus \$50 million for the electrification of the buses. The project would be operational within three years.

"This busway would be an excellent low-tech traffic reduction solution," said General Manager Alan Pegg. "It will demonstrate that transit improvements can be developed quickly and inexpensively resulting in reasonable costs for new passenger trips."

"It would be the third busway in the county," said Pegg, noting the El Monte Busway and another under



RTD Board President Nick Patsaouras (left) joined local elected officials March 7 in calling for the construction of an east-west busway to parallel Venice and Exposition Boulevards. Shown near USC holding the map of the proposed route along Exposition Boulevard are, from left to right: Patsaouras, General Manager Alan Pegg, Assistant General Manager for Planning Gary Spivack, Assistant General Manager for Operations Art Leahy, and Assistant General Manager for Transit Systems Development Albert Perdon.

construction on the Harbor Freeway.

The busway would begin in Santa Monica at Pacific Avenue traveling east on Venice Boulevard. At Exposition Boulevard buses would travel at ground-level on a bus-only thoroughfare along Exposition using the Southern Pacific right-of-way between Figueroa and Venice Boulevard.

At Figueroa, surface streets would be used to complete the route into downtown Los Angeles.

"An integrated mass transit system for Los Angeles County is imperative if we are to improve mobility and ease traffic congestion," said Los Angeles County Supervisor Kenneth Hahn.

"The success of the Long Beach to Los Angeles

Blue Line is evidence enough for the growing need for more and more mass transit projects," added Hahn. "An electrified busway from Santa Monica via Exposition Boulevard will not only ease traffic congestion but will improve the air quality."

The plan also calls for "greenbelts," along the transit way financed under the Environmental Enhancement and Mitigation Program approved in Proposition 108.

"This would be an additional piece of the county's overall regional mass transit network and would tie into the Blue Line, the Red Line, and the Harbor Freeway transit way," added Patsaouras.

Fourteen bus stations and transfer points along

the transit way are included in the plan, with stations at Exposition/Figueroa, Vermont, Normandie, Western, Van Ness, Crenshaw, La Brea, La Cienega, RTD's West L.A. Transit Center, Venice Boulevard, and four additional stations on Venice Boulevard.

The busway would serve RTD and Santa Monica Municipal Bus Line and Commuter Express buses operated by Los Angeles' Department of Transportation.

"The benefit of a busway is that you can operate local service or a variety of express lines that fan out to serve surrounding communities such as Century City, UCLA, Westwood, Santa Monica, and LAX," said Pegg.

"This also will enable RTD and other transit agencies to provide more reliable and faster bus service than now exists along the Santa Monica Freeway."

The proposal calls for additional bus-only lanes in the Central Business District utilizing Flower and Figueroa streets. These lanes would tie in with the Blue and Red Rail Lines.

"I believe the project is well worth considering, since the busway could be built for a third of the cost of a rail system serving the same route," Patsaouras said.

Martin Wachs, a UCLA urban planning professor,

continued on page 8 . . .

10 Lines Identified for Electric Trolleybus Conversion

Rick Jager, Press Relations

The RTD Board of Directors gave the green light to a staff proposal on March 28 calling for the preliminary engineering, design, and environmental analysis to begin on the proposed conversion of 10 existing RTD bus lines to electric trolleybus lines.

Following the upcoming analysis, actual conversion of the bus lines will require final Board approval in July.

"Upon approval of the Board, RTD will review the lines with community groups in public meetings and the cities these lines serve to determine their support and participation," said General Manager Alan Pegg.

"The findings so far clearly show that the electric trolleybus is a viable technology for achieving transportation and air quality improvements throughout the region," added Pegg.

Phase one of the proposal also calls for the RTD to enter into an agreement with the Los Angeles County Transportation Commission (LACTC) for FY 1992 funding that will include consultation services in order to complete the project development.

The study on electric trolleybus use in Los Angeles County is a joint project of the LACTC and the RTD. The current \$750,000 study is funded by the LACTC.

The 10 RTD bus lines to be considered for possible electrification serve ap-



The RTD Board of Directors gave a green light to the initial phase of engineering, design, and environmental analysis for the proposed conversion of 10 RTD bus lines to electric trolleybus lines. The notion of trolleybuses, which are powered by poles connected to overhead wires, has so far been warmly received by numerous Los Angeles county communities. Several cities already use trolleybuses successfully, including Seattle, San Francisco, and Vancouver, B.C. In this photo, a Vancouver, B.C. trolleybus serves a residential neighborhood.

proximately 150 miles and carry 250,000 daily boarding passengers.

The lines serve 20 cities, including portions of East Los Angeles, West Los Angeles, South Central Los Angeles, the San Gabriel Valley, the San Fernando Valley as well as the cities of Pasadena, Glendale, Burbank, Hawthorne, Lawndale, and Torrance.

"This plan further demonstrates the District's commitment to provide clean and efficient bus

service and explore all viable alternatives to reduce emissions and improve the air quality in the L.A. basin," said Board President Nick Patsouras.

"This is a positive step in the right direction if we are to meet tough air quality measures as well as provide greater mobility to our riding passengers well into the 21st century and beyond."

Results of the District's current five-month study include:

- The electric trolleybus is a proven reliable and cost effective transit mode.
- In other cities across the nation, electric trolleybuses enjoy considerable popularity and public support.
- The trolleybus requires less maintenance and lower spare rations than normal buses.
- The trolleybus has no tailpipe emissions. The 10 RTD bus line system could reduce emissions by 800 tons annually.
- The reduction in noise from trolleybuses relative to diesel and alternative fuel coaches ranges from 10 to 20 decibels.
- Bus lines converted to trolleybus service in other cities have experienced a 10 to 15 percent increase in ridership.
- The power needs of the trolleybus system are so small that no significant impacts on electric usage or availability are anticipated.

The capital costs of the proposed 10 line conversion to electric trolleybuses over

the next seven years is estimated at \$570 million.

The first three to five bus lines could be operational by the year 1995, if funding is available and if the project development work begins in July.

The following is a list of the 10 RTD lines considered for possible conversion to electric trolleybuses.

Line 16 (West Third Street) From downtown Los Angeles, west on 3rd Street to La Cienega Blvd.

Line 18 (West Sixth Street/Whittier Blvd.) From Wilton and 6th Streets in West Los Angeles to downtown, then to East Los Angeles via Whittier Blvd. to Garfield Avenue.

Line 30 (West Pico Blvd./East First Street-Floral Drive) From Pico and Rimpau into downtown Los Angeles, then to East L.A. on First Street, Floral Street to Atlantic Blvd.

Line 33 (Venice Blvd.) From downtown Los Angeles, west along Venice Blvd. to Venice, then north on Main Street and Ocean Ave. to Santa Monica, terminating at Santa Monica Blvd. This line would be modified if the Exposition Blvd busway project is approved.

Line 40 (Hawthorne-Union Station-L.A. County Jail) From Los Angeles south on Broadway to King Jr. Blvd., then south on Crenshaw and Hawthorne to the South Bay Galleria in Redondo Beach.

Line 45 (Broadway-Mercury Ave.) From Los Angeles northeast along

continued on page 8 . . .

More Buses Put Into Service

by Greg Davy, Press Relations Representative

Fifteen additional buses on eight lines were deployed in March, using funds approved by the joint Los Angeles County Transportation Commission (LACTC)/RTD board to help alleviate bus overcrowding.

"We're moving in the right direction, but we can't stop here."

"I join RTD's 1.4 million daily riders in expressing my gratitude to the joint board for approving the funds to put 15 more buses into service," said RTD Board President Nick Patsouras.

"One of the key ele-

ments to the Transit Rider Bill of Rights is quality service, and this is another positive step toward that goal," he said.

Last November, RTD added 20 buses to seven lines countywide in response to increasing ridership demands due largely to the Persian Gulf War. The latest addition will bring the total number of buses added since November to 35.

"We're moving in the right direction, but we can't stop here," said General Manager Alan F. Pegg.

"One of our most important long-term goals is to add enough buses to our fleet so that the ever-increasing number of transit users is adequately served."

Eight heavily used bus lines in the western, southern, and eastern portions of Los Angeles received the 15 extra buses.

Electric Busway Proposal

... continued from page 6

said he believed the busway would do much to relieve congested Westside streets and the Santa Monica Freeway, as well as substantially improve transportation and reduce air pollution.

He added it was his belief that Westside residents would be more receptive to a busway than a rail line, and that the busway was more cost effective.

The Los Angeles County Transportation Commission (LACTC) recently purchased from the

Southern Pacific Railroad Company the right-of-way along Exposition Boulevard.

"We welcome innovative ideas on how to improve mobility, especially ones that make maximum utilization of rights-of-way," said LACTC Executive Director Neil Peterson. "This is one step in a multimodal approach to developing Los Angeles County's integrated transportation system."

The system could benefit as many as 100,000 current bus riders in the corridor.

10 Lines Identified for Trolleybus

continued from page 7...



In this photo, a trio of Vancouver, B.C. trolleybuses serve Vancouver's central business district.

North Broadway to serve Lincoln Heights and El Sereno, and south along Broadway to Rosecrans in Compton.

Line 76 (Los Angeles-El Monte-Valley Blvd.) From Los Angeles east into the San Gabriel Valley along Valley Blvd. to the El Monte Bus Station at Santa Anita Ave. in El Monte.

Line 92/93 (Los Angeles-Glendale-Burbank-San Fernando) From Los Angeles north to Glendale along Glendale Blvd., then along Glenoaks Blvd. through Burbank and Sun

Valley terminating in the San Fernando Valley at Hubbard St. in Sylmar.

Line 180/181 (Hollywood-Glendale-Pasadena-Altadena) East-west service connecting Pasadena, Eagle Rock, Glendale, and then south to Hollywood.

Line 42-/424 (Los Angeles/San Fernando Valley Express) Ventura and Van Nuys Blvds. to the Universal Metro Red Line Station. Routes will be modified to terminate at Universal City upon completion of the Metro Rail Project.

Tax Tips

The IRS calls it the "bandage." What happens if, after mailing your tax return, you find an extra W-2 or uncover receipts for medical expenses? Use the IRS "fix-it" form! Form 1040X, "Amended U.S. Individual Income Tax Return," can correct a previously filed return. Form 1040X is available by calling the IRS toll free at 800-829-3676.

How would you like an extra \$569 for shopping or paying bills? That's the average amount owed to the 72,000 taxpayers who haven't yet claimed their 1989 federal income tax refunds.

If you were due a refund and believe you haven't gotten it, contact the IRS at 800-TAX-1040.

Transit Police Patrol Whittier Boulevard

Foot patrols by uniformed RTD police officers started on Whittier Boulevard in one of the main business sections of East Los Angeles, RTD Board President Nick Patsouras announced March 5.

"We are instituting foot patrols at RTD bus stops where large numbers of passengers congregate," Patsouras said. "This deployment of Transit Police is in response to requests from banks and merchants as well as from patrons who have been victimized by pickpockets and other offenders."

The foot patrols along Whittier Boulevard range north to Brooklyn Avenue, west to Soto Street and east to Lorena Street. Patrols are conducted in a sporadic and intermittent fashion without prior warning, according to Transit Police Chief Sharon Papa.

"Our uniformed officers are assigned to bus and passenger zones and make routine contacts with business people up and down both sides of Whittier Boulevard," Papa said.

Citing a "highly

successful" Transit Police presence in foot patrols on Broadway in downtown Los Angeles, Patsouras said: "Our job is to protect RTD bus patrons from harassment. We hope to enlist the support of local businesses in the Whittier Boulevard corridor, too. We have been highly successful in doing this on Broadway and we can do it here in East Los Angeles."

Papa reported that in the six-month period from August through last January, Transit Police officers on Broadway made 473 arrests, of which 250

were for drinking in public, 23 for narcotics violations, 97 for illegal sales of transfers, 10 for petty theft, 12 for armed robbery, and 37 for winning by fraudulent means.

RTD announced last summer it had started foot patrols of Transit Police along Broadway between First and 11th streets in downtown Los Angeles. At the same time, "flying brigade" patrols by Transit Police officers aboard RTD buses in different parts of the county were instituted. The program continues on a rotating basis.

RTD Marks Rail Safety Month

by Jennifer Elliott, Press Relations Representative

Pedestrians and motorists who ignore crucial warnings at rail crossings may become involved in very one-sided races... and the train always wins.

Rail operators throughout the state, including the RTD, sought to prevent avoidable accidents by emphasizing safety during the month of March.

The kickoff of California's "Rail Safety Month" began March 11 with joint ceremonies in San Diego and Los Angeles as part of a coordinated rail safety campaign that included public awareness and education activities.

"Southern California will face a dramatic increase in rail traffic in the coming years as passenger rail service is expanded," said RTD Board President

Nick Patsouras. "We will make every effort to keep our public tuned into the proper safety channels."

Union Station events included proclamations of support from mayors, continuous screenings of a Disney-produced rail safety film entitled "I'm No Fool," informational booths and exhibits from various transportation agencies, and RTD's "Wheel of Fortune" game.

Since the Blue Line's opening last July, the RTD has adopted the phrase, "Stop, Look, and Listen" to advise motorists and pedestrians to exercise caution when crossing railroad tracks along the Blue Line corridor.

Among the safety-related tips:

- Observe all railroad signals and lowered crossing gates.
- Be aware of trains

approaching in either direction. Watch for headlights and listen for the trains' horns and clanging bells.

- Always look both ways before crossing a set of tracks.

- Never stop a vehicle on top of railroad tracks.

"Rail is one of the safest, most efficient systems of mass transit in the world--but everyone has to be vigilant to reduce accidents," said RTD General Manager Alan F. Pegg. "We urge the public to please stay alert and not become an accident statistic."

Rail Safety Month was the brainchild of the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) and transportation agencies throughout the region. Participants include RTD, Caltrans, Amtrak, Santa Fe Railway Company, Orange

County Transportation Commission, LACTC/RCC, North County Transit District, Metropolitan Transit Development Board/San Diego Trolley, San Diego Railroad Museum, California Public Utilities Commission, and the Federal Railroad Administration.

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All in a Day's Work

Harrowing experiences don't seem to faze Division 12 Operator Eddie Goss. As a matter of fact, he admits that he always seems to be able to react quickly to emergency situations. As he simply puts it, "Working for the RTD you see accidents all the time." For the two Safety Police officers that Goss rescued on the evening of March 24 it was anything but business as usual.

The 8-year RTD veteran was northbound on the Harbor Freeway between Rosecrans and El Segundo Boulevard exits at 7:40 p.m. From a distance he saw a stalled vehicle in the #2 lane. The Safety Police officers were traveling behind the stalled car and were preparing to get in the #1 lane to avoid the car. The stalled vehicle started and moved into the #1 lane. In order to avoid hitting the car, the police

officers swerved and hit the center divider wall.

"The front of their car immediately caught fire," said Goss. "I immediately pulled my bus over to the right shoulder. I took my fire extinguisher off the bus and raced across the freeway to put out the fire."

A truck driver came along to assist Goss and the officers. While Goss was putting out the fire, the truck driver helped the officers out of the car. One was dazed and the other suffered a deep gash to his head. The officer with the head injury became faint. Seconds later a police unit on the southbound side of the freeway stopped to give assistance. "We picked up the officer who had fainted and carried him over the center divider so the police could rush him to the hospital," said Goss.

After the first police rescue happened by the fire



Division 12 Operator Eddie Goss.

started up again and the other officer became faint. "So I put out the fire again, but by this time the paramedics and the fire department had arrived. After a while it seemed like there were 12 LAPD units on the scene."

Goss said it had been dark that evening, and luckily, there was little traffic on the Harbor Freeway when he had to

cross. "I just reacted. I didn't think about it until it was over." For Goss it was the second fire he had put out in the same month. "Earlier in March I put out a VW that was on fire on the Long Beach Freeway. I'd do it again."

Goss, his wife and their 5 children live in Long Beach. "That'll be six now, since we've got one on the way." With four active sons Goss said the sight of blood has ceased to scare him. "With four sons you see too many busted heads."

Perhaps the scouting days of his youth prepared him for quick reactions, but Goss prefers to believe that being a Christian is the greatest preparation for life's emergencies. When not driving the bus, Goss is the pastor of the Household of Faith Fellowship Church in Long Beach.

Cyclops Lights

All Blue Line trains will have "cyclops" headlights installed on both ends of the trains by this summer.

The lights, designed to illuminate up to 800 feet in front of the train to enhance visibility and safety, cost approximately \$500,000 for 108 (two for each of the 54 trains). The lights are being installed by Equipment Maintenance personnel at the rate of about one a day.

"We continue to ask motorists and pedestrians alike to heed lowered safety

gates at Blue Line crossings, and to watch for this very bright light," said General Manager Alan Pegg.



"Cyclops" lights are being installed on all Blue Line trains.

Carrying the Ridesharing Message

Telephone Information Operator Susan Carter is shown here answering questions and providing transit route information to McDonnell Douglas employees at a recent Rideshare Fair at McDonnell Douglas Corporation in Cypress.





PUBLIC COMMENDATIONS

Thanks for a Job Well Done!

Division 3201
Gonzalez, Paul N.

Division 3205
Holliman, Leroy
Howell, Bridget L.

Division 3207
Canela, Nancy D.
Kinkade, Dale E.
Kleven, Kathleen
Lopez, Richard*
Zebrowski, Gerald A.

Division 3208
Churchill, Steven R.
Ford, Lillian M.
Howell, Vance

Division 3209
Montelongo, Ernesto S.

Division 3212
Guinan, P.J.

Division 3215
Alarcon, Ramon L.
Busby, Larry
Coleman, Curtis,
Latanya L.
Kemp, John W.
Mott, Adrian
Robinson, Frank E.

Division 3218
Crudup, Sandra A.
Guzman, John H.

Department 3900
Mlandinich, Phil

* Received more than 1
commendation

Dear RTD:

I rarely write letters of commendation for anyone, but you have an employee that I think should be recognized for his exemplary attitude each time I see him. His name is Richard Lopez and he works at the Pico Station on the morning shift.

I ride the Blue Line each day to the Pico Station and look forward to Richard's smile and "hello." He has been very helpful whenever I have had a question about the service and his cheerfulness is a rarity in Los Angeles.

I know a lot of the people I ride with feel the same way about Richard and I just thought you should be aware of what a good representative of your company he is. Employees like Richard should be recognized as the assets they are.

Sincerely,

Julia A. Courcier
YMCA of Metropolitan
Los Angeles

Dear RTD:

Operator Leroy Holliman is very nice and always on time. He makes it a pleasure to ride with him. This driver is what a lot of the other drivers should strive to be like, it's nice to know there are people who

do appreciate what they are doing. I just wanted to thank you for hiring such a wonderful person who is

good at his job as well as kind.

Sincerely,

Teneatha L. Funa

SHIFTING GEARS



Arguelles, Heriberto A., began with the District on December 4, 1973, as a Mopper-Waxer, retired as a Utility "A" Leader on February 28, 1991.

Jeans, Winfield, began with the District on August 5, 1967, retired as a Bus Operator on March 9, 1991.

King, Arthur L., began with the District on June 9, 1975, retired as a Bus Operator on February 28, 1991.

Mims, Charles Edward, began with the District on August 29, 1960, retired as a Senior Transit Operations Supervisor on March 1, 1991.

Morgan, Robert H., began with the District on November 28, 1958, retired as a Bus Operator on March 4, 1991.

Peppers, Lee M., began with the District on October 28, 1967, retired as a Bus Operator on March 1, 1991.

Ravens, Charles E., began with the District on September 17, 1957, retired as a Bus Operator on February 23, 1991.

Steele, Ronald L., began with the District on November 3, 1972, retired as a Bus Operator on February 7, 1991.

Sullivan, J.C., began with the District on December 22, 1980, retired as a Security Guard I on February 22, 1991.

Notice:

RTD Operator uniforms will be undergoing redesign in the next few months. Before operators buy any new uniforms they should check with Division Managers for a status report on the new uniforms.

SCHEDULE CHANGES



Aguilar, Lilia S., from Secretary to Senior Secretary.

Alcantar, Luis F., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Archuleta, Frank J., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Au-Duong, Di K., from Mechanic "B" to Mechanic "A."

Bendijo-Wong, Lourdes S. from Senior Secretary to Staff Aide.

Burke, Paul J., Planning Systems Technician to Planning Systems Assistant.

Celestino, Thelma A., from Janitor to Mopper Waxer.

Chu, Jose, from Accounts Payable Specialist to Assistant Accounts Payable Supervisor.

Cruz, Rudy E., from Schedule Maker I to Schedule Maker II.

Curiel, Ricardo S., from Transit Police Officer (Trainee) to Transit Police Officer.

Davenport-Waldon, Beverly D., from Supervising Data Entry Operator to Data Processing Document Clerk.

Dayhaw, Patricia L., from Revenue Clerk to Equipment Records Specialist.

De Alba, Alfonso, from Mechanic "B" to Mechanic "A."

Dear, Marsha A., from Typist Clerk to General Clerk.

Gerardo, Ernest, from Mechanic "A" to Field Equipment Technician.

Gillen, John, from Mechanic "B" to Mechanic "A."

Gonzalez, Jesus M., from Mechanic "C" to Mechanic "B."

Goytia, Guillermo V., from Information Clerk to Passenger Service Representative.

Grimes, James A., from Transit Police Officer (Trainee) to Transit Police Officer.

Guerrero, Georgina, from Typist Clerk to General Clerk II.

Howey, Donald W., from Planning Assistant to Planner.

Johnson, Robert F., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Juarez, Madecadel H., from Storekeeper to Materials Management Systems Support Analyst.

Kalasnik, David W., from Senior Rail Equipment Maintenance Supervisor to Rail Equipment Maintenance Manager.

Lago, Albert, from Data Processor Operator I to Data Processor Operator II.

Lim, Isaac Seung, from Schedule Maker I to Schedule Maker II.

Lofing, Steven B., from Mechanic "B" to Mechanic "A."

Mardikian, Harout, from Mechanic "C" to Mechanic "B."

McCrae, James, from Electrician to Electrician Leader.

Montiel, Blanca E., from Electronic Communications Technician to Electronic Communications Technician Leader.

Morales, Edgar O., from Mechanic "C" to Mechanic "B."

Morales-Rodriguez, Alicia, from Information Clerk to Customer Information Supervisor.

Nelson, Arthur J., from Property Maintainer "A" to Property Maintainer "A" Leader.

Newman, James D., from Mechanic "C" to Mechanic "B."

Ortiz, Michael E., from Schedule Maker I to Schedule Maker II.

Pellegrin, Vincent D., from Equipment Engineering Manager to Senior Engineer.

Retamosa, Georgina, from Electronic Communications Technician to Electronic Communications Technician Leader.

Riley, Harold D., from Computer Operations Supervisor to Senior Computer Operations Supervisor.

Roberts, James, from Schedule Maker I to Schedule Maker II.

Robinson, James E., from Mechanic "B" to Mechanic "A."

Rodriguez, Johnny, from Mechanic "B" to Mechanic "A."

Ros, Mina, from Mechanic "C" to Mechanic "B."

Scales, Phyllis P., Typist Clerk to Revenue Clerk

Tapia, Armando, from Mechanic "B" to Mechanic "A."

Terriquez, Alberto E., from Mechanic "C" to Mechanic "B."

Texada, Steven K., from Information Clerk to Ticket/Information Clerk.

continued on page 13 . . .

Helping New York's "Finest" Face the LAPD Centurions

Several years ago, Rail TOS Henry Casteneda decided that even after putting in a full day's work he still had a lot of energy he wanted to put to some good use. Sitting at home in front of the boob tube on his own time just wasn't for him.

A real challenge came up four years ago--joining the Los Angeles Police Force as a Reserve Officer. Just the opportunity an energetic guy like Henry was looking for. He definitely isn't in it for the pay, since most reserve officers only receive \$15 a month for services rendered.

Recently Casteneda had an opportunity to combine his RTD experience with his police job. He was alerted to the fact that he would be posted as security for a special football game, a game played by cops. For the past 13 years the Los Angeles Police Department has matched itself up against the New York Police Department in a "friendly" game of football. LAPD bears the Centurions banner while NYPD calls itself the "Finest." Billed as the Super Police Bowl II, the purpose of the game is to raise funds for the Blind Childrens Center in Los Angeles. Not only do all the proceeds raised from the game go to the center, but many LAPD officers have volunteered their off-duty time in helping the center maintain its facility. All services offered to blind children and their families are free. The police/football players managed to raise

over \$30,000 that afternoon. Oh yeah, LAPD beat NYPD 17-7.

In order to help this worthy cause, Casteneda made sure the players made it to the playing field at East Los Angeles College on March 9 by requesting 3 RTD buses transport the NYPD players and their families. With true RTD efficiency, NYPD's "Finest" and their families were transported from the airport to their hotel and to the college and back by Division 1 Operators Jesse A. Alaya, Maria T. Avila, and Elizabeth Arellano.

Schedule Changes

... continued from page 12

Turk, Michael R., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Williams, Alonzo, from Information Clerk to Customer Information Supervisor.

Williams, Desmond, from Mechanic "B" to Mechanic "A."

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

Zaharia, Randall L., from Financial Analyst to Investment Analyst.

Zepeda, Joe P., from Utility "A" to Utility "A" Leader.



Rail TOS Henry Casteneda in his second job as a reserve LAPD officer. Officer Casteneda served as security for the LAPD-NYPD Super Police Bowl II held March 9 at East Los Angeles College.

Sheriff Block Visits U.S.S. Enterprise



OCS Superintendent Dan Ibarra briefs Sheriff Block on the SCADA program used by rail controllers at the Blue Line Central Control Facility to monitor the system.

The Sheriff of Los Angeles County Sherman Block was given a complete tour of the Blue Line system on March 18. OCS Superintendent Dan Ibarra met with the

Sheriff at the Central Control Facility to brief him on RTD rail operations and the SCADA system which the rail controllers use to monitor the entire line.

COMMENDATIONS



Division 6 Operator Reginald Ables was named the Operator of the Month for February. Mr. Ables began working for the District in 1980 and since that time has established and maintained a very good operating record. He has accumulated the maximum allowable 90 merits. He has also received numerous commendations from his passengers as well as his manager. He has not had one avoidable accident since 1982. He has not had any missouts since 1988 and has had no occasions of lost days due to illness since 1985.

Mr. Ables works the extra board and performs periodically as a Line Instructor and a TOS. "It's a challenge for me to train student Operators. I take great satisfaction in helping them."

He participated in the Bus Rodeo for the last eight years. He came in second place two years ago.

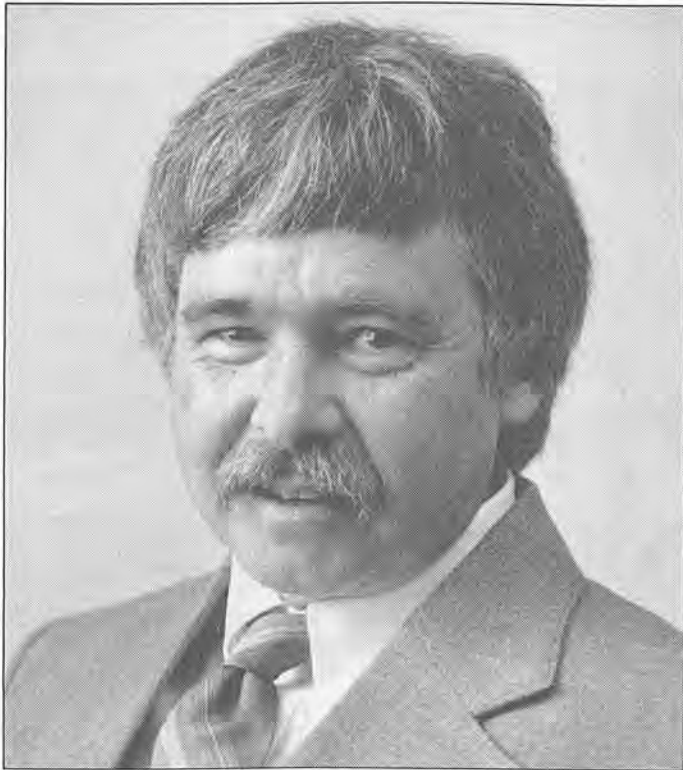
His hobbies include chess and pool. He enjoys spending time with his two boys, George and Reggie. He is involved in community support work and has transported homeless people for the Hurting and Hungry Project.



Operator Warren Stockton was chosen the Rail Operator of the Quarter for the third quarter of 1990. Operator Stockton has been with the District for 20 years. He had been a Bus Operator during this entire time until he transferred to the Rail Division 11 in March 1990. He is currently an Acting Rail TOS.

A native of Dallas, Texas, Mr. Stockton served 3 years in the U.S. Army before being employed by the RTD. He has not had a chargeable accident since 1984. He has maintained the maximum of merits with no minor rule violations within the last three years.

He and his wife have three children and live in Los Angeles. Mr. Stockton is an avid model train hobbyist.



Division 1 Mechanic A Gary Albertson was selected the Maintenance Employee of the Month for February. Mr. Albertson has been with the District for 11 years, the last 18 months as part of the Alternate Fuels Section of Equipment Engineering. His responsibility has been the thirty bus methanol fleet at Division 1. He has consistently shown a dedication and enthusiasm for his job that is unparalleled. The demands of his project have required him to work various shifts and long hours. Even though these requirements have placed undo demand on his personal life, his attendance is exemplary.

He works virtually without direct supervision, undertaking any and all tasks he is assigned. Many times the requirements of his position have involved him in the department decision-making process. His decisions and suggestions consistently reflect his knowledge and dedication to his project and to the District. His attitude has gained him the respect of the entire Alternate Fuels staff, as well as the vendors and manufacturers with whom he deals.

He has recently been involved with Detroit Diesel Corporations in the production of the Methanol Engine Maintenance Manual, as well as assisting the Instruction Department in compilation of a Methanol Maintenance Training Program. Mr. Albertson has also been an excellent liaison between the Alternate Fuels Section and Division 1 Maintenance and is well liked by all of his fellow employees.

Operator Thurmon Green was named Rail Operator of the Quarter for the fourth quarter of 1990. Operator Green has been with the District for 19 years. He operated a bus at Division 5 until March 1990, when he transferred to Rail Division 11 and has been a Train Operator since that time. Mr. Green came to California from Mississippi and Memphis, Tennessee. He worked in the aerospace industry for two years as a draftsman where he worked on the 10-11 Tri-Star among other projects. He drove for Associated a year before joining RTD in 1972.

Mr. Green has an excellent record. He has no avoidable accidents, no unexcused absences, sick or missouts in eight years and he has received numerous commendations. Mr. Green and his wife of 8 years, Kim, live in Los Angeles and have 3 children.



Property Maintainer William Dellosa was selected as the Facilities Maintenance Employee of the Month for February. Assigned to the Vernon Farebox Maintenance Facility, Mr. Dellosa's ability to repair the receiver vaults has significantly contributed to alleviating the many trouble calls for receiver vaults. His ingenuity in developing an alternate method to repair the damaged slide block components in the receiver vaults has reduced the down time for these units from days to hours and has resulted in a significant improvement in the reliability of the vaults. His performance excellence enhances this department's ability to provide service to the District.



Equipment Maintenance Supervisor Rudy Melendez from the Paint Shop was chosen a CMF Employee of the Month for February because he is a conscientious and dedicated supervisor with a "can-do" attitude. He was presented with a certificate of appreciation and a \$100 U.S. Savings Bond by CMF Superintendent Ken Miller.



Rail Operator Narciso Polanco was named the Rail Operator of the Second Quarter for 1990. Mr. Polanco has been with the District for 15 years. Except for brief stints as a Service Attendant and as an Extra Division TOS, he has operated a bus at Division 12 until transferring to Rail Division 11 in May 1990.

Operator Polanco was born in Mercedes, Texas. He attended school there and started a career as a meat cutter there. He also attended junior college in his hometown. After a three-year stint in the U.S. Army and after finding working conditions not to his liking in Texas, he moved to California.

While raising five children, he managed to attend Orange Coast Junior College and Trade Tech in Los Angeles where he received a degree in computer technology while serving as the student council president and making the Dean's List twice. He actively participated in his children's school programs and his church. Mr. Polanco and his wife Felipi have been married 24 years and reside in Huntington Beach.



MIS Tape Librarian Mattie Jones was chosen the MIS Department's Employee of the Quarter for Winter 1990 quarter in its inauguration of the recognition program. Her selection was based on a committee's assessment of her performance and major contributions during the period. She was highly lauded for performing as the acting Computer Operations Supervisor on the first shift while continuing to administer the magnetic tape library and the CA-1 software. She demonstrated personal initiative in developing or revising several procedures that enhanced the performance of Computer Operations that resolved contract issues and expanded the Help Desk functions. She maintained exceptional personal relations with the staff she supervised, her peers, and managers. In addition to carrying the burden of two jobs, at the same time she managed to receive honors in the PACE college program. As the department's first recipient, Ms. Jones sets a very high standard of excellence and makes a wonderful ambassador for the MIS Department.

Sandra Woods was chosen Operator of the Month for February by the Telephone Information Department. Ms. Woods has been with the District since 1989 as an Information Clerk. She is a very conscientious worker who goes the extra mile for her callers, receiving numerous commendations for her outstanding service. This energetic young lady, having been married for 20 years, enjoys spending time with her family taking short trips to the mountains and beach resorts. She is an avid gardener and also serves as an athletic coordinator for her daughter's booster club.





In a special ceremony held at the headquarters building on March 28, 1991, RTD Retirees were recognized by the RTD Board of Directors. Those retirees included, from left to right: Sr. TOS Charles Mims, Division 3 Operator Clifton D. Owens, Division 10 Operator Winfield Jeans, and Division 8 Operator Robert H. Morgan. Back row, from left to right: RTD Board President Nick Patsouras and General Manager Alan Pegg.



Schedule Checker Robert H. Lewis was selected the Scheduling and Operations Planning Department's Employee of the Quarter. The work Mr. Lewis has done throughout the last 18 years as a Schedule Checker has been consistently accurate, clear, and timely. In 29 years Mr. Lewis has created an unblemished attendance record. He is respected by his fellow workers and the public. His appearance on the job is always above any standard the District requires. It would have been difficult to provide the continuing support of Rail Start-Up without Mr. Lewis' constant support. Mr. Lewis seems to have an unlimited amount of energy and holds firmly to the conviction that if it is worth doing, it is worth doing it right. It is fair to say without employees like him the District's data collection system would not be nearly as successful as it is. Mr. Lewis, center, was presented with a check and trophy by his supervisors. From left to right: Schedule Checking Manager Ashok Kumar, Lewis, and Director of Scheduling Stephen Parry. Back row, Senior Schedule Checking Supervisor Walter Seiler.



Printer II Roberto Arrivillaga was chosen the Printing Services Section Employee of the Quarter. Mr. Arrivillaga has been with the RTD for two years. He is a conscientious worker who always gives 110 percent to make sure that all the jobs he completes are done in a timely and professional manner. During his tenure he has maintained excellent attendance. He was presented a check by Printing Manager Al Moore. From left to right: Printing Supervisor Michael Benninghoven, Moore, Roberto Arrivillaga, and Director of Scheduling Stephen Parry.



CMF Typist Clerk Deserie Cargill was chosen Employee of the Month for January 1991 because she is highly skilled in her job duties, pleasant to work with, and a dedicated worker. She was presented with a certificate of appreciation and a \$100 U.S. Savings Bond by CMF Superintendent Ken Miller.



Mechanic A Robert Pfile in Equipment Maintenance at CMF's Running Repair was chosen the Employee of the Month for January because he is an excellent employee and accepts job assignments willingly and works well with others. He was presented with a certificate of appreciation and a \$100 U.S. Savings Bond by CMF Superintendent Ken Miller.



Mechanic A Daniel Soria from the CMF Mechanical Section was chosen Employee of the Month for January because of his rapid transition from a non-mechanical job to a mechanical position within a two-week period. Mr. Soria's and another employee's suggestion improved the engine blower holding fixture which, in turn, decreased occupational injuries.



Mechanic A Welder Manuel Ramos from the CMF Frame Shop was chosen Employee of the Month for January because he is a dedicated and conscientious employee who performs his tasks in a timely manner with minimal supervision. He was presented with a certificate of appreciation and a \$100 U.S. Savings Bond by CMF Superintendent Ken Miller.



CMF Employees of the Month for February included Section Leader Horton Thomas, Mechanic A David Ivy, and Mechanic A Harvey Robles. Horton Thomas was selected because he is an exemplary employee, has excellent attendance, and wholeheartedly supports his section. David Ivy works in the Engine Tear Down Section. He was selected because of his positive, friendly attitude and superb work habits. Harvey Robles of the Midlife Section was chosen because of his excellent attitude and his ability to diagnose and repair any system on a bus. From left to right: Labor Manager Robert Parreco, Section Leader Horton Thomas, Mechanic A David Ivy, Mechanic A Harvey Robles, and CMF Superintendent Ken Miller. Each honored employee was presented with a certificate of appreciation and a \$100 U.S. Savings Bond.

Coming Home

by Dan Cowden, Local Government and Community Affairs Representative

There were hugs, kisses, tears of joy, and a tumultuous welcome home for more than 200 Desert Storm troops at Norton Air Force Base early Friday morning at 5 a.m. on March 15, and the RTD was there and proud to participate.

The previous day, the RTD received a call from the U.S. Naval Reserve Readiness Center in Long Beach, requesting a bus be provided to assist in the transportation of family members and troops returning from the recent victory in the Persian Gulf War. The RTD sprang into action, with several departments participating to make sure that this RTD bus ride would be one that these sailors would not soon forget.

The ex-Commanding Officer, Tom McCabe, of the Navy's Mobile In-Shore Underwater Warfare Unit 105 (MIUWU 105) called RTD's Human Resources Director Gayel Pitchford, also an officer in the U.S. Naval Reserve, to ask if the RTD might be able to provide transportation for a group of family members from Long Beach to Norton Air Force Base in San Bernardino and to pick up unit personnel returning from the Gulf War.

"I knew Gayel was with the RTD," said McCabe, "so we contacted her to help us. McCabe was tasked to make all the arrangements for the families and for the



God! I'm glad to see you!

transportation home.

"All are Naval reservists. They were deployed in September and left to the Gulf on September 24, 1990," he said.

The MIUWU 105 is responsible for harbor defense. They have sonar and radar tracking capability to monitor harbors for ships, swimmers, and terrorist threats. While in the Gulf, the Unit worked closely with the U.S. Army and the U.S. Coast Guard. Their primary mission was to secure the Port of Dhrahan, the U.S. military's most important logistics facility in the region.

"They were stationed at a site between Iraq and Dhrahan, Saudi Arabia," said McCabe. "The noisiest action they saw was the interception of several SCUD missiles overhead. They returned exactly six months after being called to active duty."

Pitchford contacted the Transportation Department and plans were immediately made to meet the request. Division 12

Operator Anthony Zaragoza and TOS-VO Ben Brazelle met Local Government Director Manny Hernandez and Dan Cowden at Division 12 at 2:30 a.m. Boarding the special bus, RTD personnel traveled to the Clarion Hotel in Long Beach and picked up family members of the MIUWU personnel. At 3:30 a.m. the bus and the road supervisor vehicle departed for Norton Air Force Base. Meanwhile back at the Dispatch Center, TOS-Comm. Charlie Jenkins kept contact with both vehicles, relaying messages of road conditions.

On the way to Norton, the RTD staff aboard the bus and the Navy families all chipped in to decorate the bus with American flags and the now familiar yellow ribbons. Once at Norton,

Shortly after 5:00 a.m. the giant Lockheed L1011 touched down on American soil after a 27-hour plane ride from Dhrahan. The plane made intermediate stops in Cairo, Egypt and Gander, Canada. Returning troops reported a whooping cheer and a sigh of relief as soon as the plane landed in the USA.

There were several hundred people--families, military personnel, civic leaders, and citizens--on hand at Norton's Military Airlift Command terminal to greet the troops. Men and women from all the services were aboard the chartered aircraft when it arrived. It was a heart-wrenching experience to watch and be a part of this emotional and enthusiastic welcome home for these



"Just let me touch you to know it's really you."

the weather turned inhospitable, it was cold and rainy. This did not deter RTD and the families from decorating the outside of the bus with two large American flags and a banner which read: "Welcome Home and God Bless You."

brave young Americans.

About 10 members of the unit returned to Long Beach with their families aboard the RTD bus. The ride back to Long Beach was a joyous time for the troops and something that the RTD staff will not soon



All smiles on the western front.

forget. TOS-Comm. Georgina Cervantes in the Dispatch Center and TOS-VO Mary Wells helped guide the vehicles to their destination without a hitch. Upon arriving in Long



Welcome home honey!

Beach, another large crowd greeted the troops. Navy officials, community leaders, citizens, and more RTD personnel were on hand to make this homecoming very special for the sailors. Reporters for KABC-Channel 7 were ready with their cameras to run a live feed into the "AM Los Angeles" program with Steve Edwards and Tawny Little.

In all, 53 returning

Navy personnel spent the weekend at the hotel--many with spouses and family--before returning home to points as far as Arizona, Idaho, Oregon, and Washington as well as Southern California.

All RTD staff participating in this short notice mission said that it was a privilege to be able to contribute in some small way to making the homecoming for our troops special. Of the 1.7 billion boardings that the RTD experiences each year, it seemed like there were none more important than those at Norton Air Force Base on that cold morning in March.



There's no place like home.



Division 12 Operator Anthony Zaragoza presented a returning sailor with a free "Welcome Home" t-shirt made available by RTD Human Resources Employee Activities Section.



A heroes welcome.

Women: Know Your Retirement Benefits

Women who leave the workforce for even a few years can lose as much as 50 percent of their potential retirement benefits. To protect yourself, the American Association of Retired Persons (AARP) says you should:

- Learn what you can

do about defined contribution plans.

- Educate yourself about current plan protections, particularly break-in-service rules such as those for maternity leave.

- Maintain a personal savings account and add to it regularly.

Need a Bus Driver Hired or a Battleship Repaired? Call

by Greg Davy, Press Relations Representative
When Gayel Pitchford was 5 years old, she asked her father if she could have a small patch of his Yakima, Wash., farmland. The youngster, already possessing a sense for good business that would eventually help her become RTD's first female department head, surprised everyone by growing corn on the patch for the next 13 years, harvesting the crop each summer and selling it to neighbors for a nickel an ear.

Nearly every penny of the "corn money," as Pitchford now calls it, went to pay for her college education at Cal State -- Los Angeles and the University of Redlands.

"You know how a lot of people are said to be born with a silver spoon in their mouth?" Pitchford says. "I was born with a fishing pole in my hand. We were relatively poor, and it was the only life I knew."

Her willingness to forge ahead in situations where others may balk has resulted in interests and talents that, like the quilts she makes in her spare time, comprise a colorful patchwork that depends on organization.

During the week, the Hermosa Beach resident directs the recruitment, hiring, training and all other human resource programs for RTD employees, a position she has held since 1980.

On weekends, her subordinates know her as Commander Gayel Pitch-



The woman RTD employees know as Human Resources Director Gayel A. Pitchford during the work week is USNR Commander Pitchford on weekends. At the Long Beach Naval Shipyards she oversees the repair of Naval ships. Here she consults with a Naval machine repairman.

ford, U.S. Naval Reserve, who oversees the repair of Navy ships.

Friends who spend time with her as she relaxes know her as an expert quilter, accomplished folk guitarist and singer, violinist, songwriter and a reorganizer of the Pasadena Community Orchestra.

An unusual collection of talents? Not to Pitchford, whose goal in pursuing her various interests is singular: organize it, make it work better, enjoy it.

That is the simple reason she joined the Naval Reserve 15 years ago, she admits -- she wanted some excitement in a life that consisted largely of many

years of work as a personnel officer for the cities of Culver City and Santa Monica, and the L.A. Unified School District.

"I got kind of bored with it," says the 44-year-old, who speaks in the direct, no-frills cadence of a military commander but is equally quick with a smile. "You go out to dinner with personnel people, you go to parties with personnel people. Personnel people are very nice, but I felt I had to do something else with my life. That's why I'm in the Reserve."

The fact that Pitchford knew nothing about ships, guns, missiles and other military paraphernalia that she now teaches others

about didn't faze her as she contacted her local recruiting office. Her evaluators noted her exemplary leadership skills and granted her a commission immediately.

Since joining up, Pitchford has taught sailors about combat systems, repaired ordnance, served as officer recruiter to staff Long Beach-based Navy ships and learned how to run wartime convoys of merchant ships. Her current command is overseeing the repair of seagoing military vessels, some of which were used in the Persian Gulf War.

"If you were to wander around our Long Beach ship repairing facility, a lot of the equipment we use looks remarkably like what RTD has at our Central Maintenance Facility," Pitchford notes. "We do pretty much the same thing. Buses don't have missiles, bombs and bullets, but other than that the two are quite similar mechanically."

Pitchford believes her most satisfying accomplishment at RTD has been implementing RTD's drug and alcohol abuse policy that went into effect in 1985.

"We have one of the strictest drug and alcohol policies in the country, and the results from it have been impressive," Pitchford says.

Positive drug tests among District employees tested have dropped dramatically from a high of 20 percent in 1985 to under 2 percent today.

"Others in the transit

Gayel Pitchford

industry are now coming to us to help them set up their programs," Pitchford says.

She also obtained for RTD a \$1 million state grant to train prospective female bus mechanics, a first in the nation among transit agencies. "Many of the women who work for us as mechanics never thought of it as an option that was open to them," Pitchford says. "The program opened a whole new field of opportunity for a lot of talented women. Our women are *good* mechanics."

The consummate professional, Pitchford knows when to give orders and when to make music. At Christmastime, Pitchford sets aside her role of Human Resources Director, takes her beloved guitar out of its case and becomes minstrel.

Several of her staff gather around to sing Christmas carols and listen as their boss displays her artistic side. The person who just moments before

has discussed how to improve testing procedures for bus operators and ways to recruit more minorities gives way to the soothing sounds of folk music.

Pitchford taught herself to play the guitar -- not surprising from someone with perfect pitch, coupled with her drive to succeed. She also dusted off her violin after an 18-year hiatus, performing occasionally with a local string quartet. A staunch supporter of classical music, she takes pride in telling how she helped revitalize the struggling Pasadena Community Orchestra from 1982 to 1989, putting the group back into business.

At the end of the caroling session, the guitar is put away for another year and Gayel Pitchford dons her Human Resources Director's hat once more. But there is one clue in her RTD headquarters office year-round that clearly indicates her domain.

Hers is the only office with a piano in it.

RTD Friend and Faithful Rider Turns 80



RTD Director Charles Storing celebrates the 80th birthday of long-time RTD patron Muriel Norship.

by Marta Maestas, Local Government and Community Relations Representative

It was difficult to believe that the woman wearing the corsage, sitting in the gilded chair was indeed the honoree. Her youthful appearance and lively spirit belonged to a woman half her 80 years. Yet, Muriel Norship was celebrating her 80th birthday with her co-workers at Bullocks Department Store in West Covina on March 21.

RTD Director Charles Storing attended on behalf of the District to honor Ms. Norship for her 25 years of RTD patronage. Ms. Norship has been riding Line 480 from her home in Temple City to West Covina, faithfully throughout her 24-year tenure of perfect attendance at Bullocks. Director Storing commented that there could be no better testimony to the benefits of daily

ridership than that of this delightful lady. "If you ever want to know just how good riding the bus can be, just ask the person who rides on a daily basis," said Storing as he presented Ms. Norship with a certificate of appreciation and an official 25-year RTD lapel pin, along with a bag of assorted RTD logo gifts.

Director Storing expressed his admiration for this truly special lady. Ms. Norship has worked full time in fashion accessories and knows all of her regular customers and

"The District will continue to seek out and honor those patrons who support the goals of the RTD to clean our environment and alleviate gridlock."

fellow employees by name and product preference. She was widowed early in her life and raised a daughter on her own while working at Bullocks.

"The District will continue to seek out and honor those patrons who support the goals of RTD to help clean our environment and alleviate gridlock. We warmly congratulate Muriel Norship on her special day and wish her a long and healthy life as an RTD bus patron," concluded Storing.



Human Resources Director Gayel Pitchford presents TP Officer Daniel Robins with a check for \$500 for recruiting a qualified candidate into the ranks of the Transit Police.

He's Working To Help Clear the Air

by Greg Davy, Press Relations Representative

George "Skip" Karbowski first heard the word "methanol" as an 11-year-old growing up in Detroit.

Thirty years later, it is providing the one-time bus mechanic a new career at RTD. And some of the work being done is drawing world attention.

Not bad for a kid who lived, breathed and dreamed race cars for most of his formative years. Little did he know that his knowledge of methanol could vault him into supervising one of the most important clean air programs in history.

Since the Karbowskis were a family of car-racing fans, they were always on the cutting edge of fuel technology. Skip eagerly soaked it all in.

"Methanol might be new to Los Angeles, but it's not an exotic fuel to me," says the chunky 42-year-old. "It's been the only thing you can use in car racing since about 1963."

Karbowski admits that if he had spent as much attention to his books as he did to working on cars, "I would have gotten great grades in school." But there were side benefits to his ever-increasing knowledge of how engines work.

"I bought my first car when I was 14 for \$25," Karbowski remembers. "The engine was in the trunk." Undaunted, the teenager worked on the car for a year to get it running, then drove it throughout his

years at Nogales High School in West Covina.

Karbowski never enrolled in the school's auto shop classes since his knowledge already exceeded anything taught in them. In fact, when Karbowski was 16 he was asked to give a presentation himself to another local high school on race car mechanics.

Karbowski sustained his interest in sprint car and go-cart racing through high school, but the realities of earning a living soon loomed. Finding himself continually drawn to mechanics, he took equipment-engineering courses at Mt. San Antonio Junior College in Walnut and Citrus Junior College in Glendora while looking for a place to apply his skill.

The road to RTD's alternative fuels section began with a five-year stint at General Telephone as a mechanic's helper, and another five years at an El Monte manufacturer of industrial staples.

It was in El Monte that Karbowski's knack for creativity in solving mechanical problems surfaced. He began inventing ways to make the staple-manufacturing process more efficient. This would foreshadow one of his key RTD responsibilities: finding ways to make RTD's 30 methanol-powered buses run more efficiently.

"I took a job in 1978 as an RTD bus mechanic from an ad in the paper," Karbowski said. "I felt I had plenty of knowledge already, and working on buses sounded like fun."

Karbowski steadily worked his way up the ranks, but saw his golden opportunity when RTD formed its alternative fuels section two years ago. He replaced David Meyers, who started the methanol program before leaving the District, and has never looked back.

"I wake up in the morning and pinch myself -- I can't believe this is happening . . . One day I was a mechanic, now I'm in a position where I can influence how much of the world approaches emissions control to help clean the air."

RTD created the section to help meet Southern California Air Quality Management District (AQMD) requirements for cleaning the air. The District is studying several alternative fuels, methanol among them. Karbowski was a natural to be in charge of the methanol project. Not only does he come to work eagerly every day, he relishes the

thought that the work he and his fellow fuel experts are performing could have a monumental impact on the quality of the environment.

"I wake up in the morning and I pinch myself -- I can't believe this is happening," Karbowski says. "One day I was a mechanic, now I'm in a position where I could influence how much of the world approaches emissions control to help clean the air."

"We're having an international impact with our methanol reports," he says. "People around the world already are using our reports as the bible on alternative fuels."

RTD's methanol bus demonstration project, begun in June of 1989, will be completed this June, when Karbowski and his team will issue a full report of their findings. Karbowski is proud that RTD has been able not only to keep the fleet running -- more than other experimenters have been able to do -- but improve their performance as well.

No standard guidelines existed for the testing of methanol bus engines, so Karbowski invented some. He created a test form that asks for every kind of emissions data and engine performance criteria Karbowski could think of from his 30 years of experience with methanol.

The data collected over 20 months has proven invaluable to the task of improving engine performance. Karbowski's team of mechanics, headed by Karbowski's right-hand



George Karbowski, 42, who heads RTD's methanol demonstration program, inspects a beaker of methanol fuel for purity.

man Gary Albertson, has tried 30 different engine configurations, resulting in a 10 percent improvement in fuel efficiency.

Karbowski also has been largely responsible for creating new safer methanol fueling procedures and has suggested alterations to a number of bus parts that have resulted in fewer breakdowns.

Karbowski's team is assembling a technical manual on methanol buses incorporating their findings that will probably become an important industry reference tool for years to come.

"Skip" sees plenty more alternative fuel experiments to try in the future. He considers himself blessed to be in a job he loves and surrounded by team players who work together to solve problems.

"I think our team of mechanics proves once again the old adage about the meeting of the minds,"

Karbowski says. "New challenges seem much easier when all of us contribute valuable ideas."

When not tinkering with methanol bus engines, Karbowski spends much of his leisure time coaching kids ages 8 to 14 in football. "I enjoy working with children," he says. "Their perspective is the same as mine: They'll say the truth whether or not it hurts.

"I have never done anything that has the significance of this methanol project," he says. "It doesn't matter if my name is associated with it in the future. What I would like is my grandchildren to be able to say, 'My grandfather worked to help clean our air.' That's why I'm totally dedicated to it."

"Skip" is father to six children, including a son Kris, 21, who was stationed in Saudi Arabia, four stepchildren and one foster child. He and his wife, Norma, live in Azusa.

" Pretty Bus Driver"

Editor's Note: The following song was written by retired Bus Operator Renato Medina.

Pretty Bus Driver

*Intro: On the downtown bus stop
with bus pass in hand,
This RTD bus is too crowded...*

*1. I have no choice, so I
have to stand,
I notice closely,
She's a pretty bus
driver,*

*Her face is sweet and
lovely,
Her voice speaks to my
heart,
She smiled at me and
said "hi,"*

*I can see you just got
into town,
You look kind of
scared...*

*(CHORUS): PRETTY
BUS DRIVER,
Your lovely face
Makes me believe in
myself,
Someday I'll take you to
Malibu shore,
PRETTY BUS
DRIVER,
PRETTY BUS
DRIVER,
I just found something
worth living for...*

*2. I confessed I want to
be a star,
You're never going to
make it,
She said it's too hard,
Take my advice, be an
RTD mechanic
And soon you'll have
your own Cadillac,
Maybe what you just
said is true,*

*But I already put my
mind to it
And I've got something
to prove...*

(CHORUS): same

*(BRIDGE): When I
become a big star,
I'll come back and ask
you
To ride on your bus
with me
To the altar...*

(CHORUS): same

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*All loans are made subject to credit approval under our Preferred Lending Policy.

Finding a Child Care Provider Fast!

by Cheryl Brown, RTD
Dependent Care
Coordinator

About a year ago, Burud & Associates provided the RTD with a dependent care needs assessment including recommendations and an economic impact report.

Not surprisingly, the results from the assessment revealed that substantial numbers of RTD employees could gain from a comprehensive dependent care program which could assist them to obtain child care, and elder care. Furthermore, the study showed that RTD parents' most critical dependent care needs were child-care related.



Dependent Care Coordinator

Within four months after the needs assessment data was submitted the District took aggressive action to respond to employees' dependent care needs. In September 1990, a Dependent Care Coordinator was hired (see *Headway*, November 1990) to develop a comprehensive Dependent Care Assistance Program (DCAP), including further promotion of the District's Flexible Spending Account program which allows employees (Non-Contract and TCU only) to

save a lot of money on Federal and State income taxes.

Cheryl Brown is the District's Dependent Care Coordinator. Her office is located on the 2nd floor of the Headquarters Building in the Human Resources Department. She can be reached M - F from 8:00 a.m. - 4:30 p.m. at (213) 972-7155.

L.A. Parent Magazine

Beginning in October 1990, and on an ongoing monthly basis, free copies of *L.A. Parent* are made available to RTD parents. These magazines are delivered to the operating divisions, as well as to the Headquarters building. So far, this magazine has provided articles on pertinent parenting issues such as: "Protecting Our Kids From Cancer"; "Talking to Kids About the War"; "1991 Family Car Guide"; and, "Which Sport For Your Child?". The March 1991 issue of *L.A. Parent* was the "Annual Summer Camp Issue" and included a 1991 Day and Resident Camp Directory. Magazines are delivered on or about the 20th of each month and are available on a first come, first served basis.

Alliance of Businesses for Childcare Development (ABCD) Scholarship Fund

An ABCD scholarship, valued at about \$1,600, was awarded to help one of RTD's part-time bus operators to offset his costs for child care for two



children!!! The scholarship was made possible because during November 1990, RTD became an Associate Member of The Alliance of Businesses For Childcare Development (ABCD). As an Associate Member within the Alliance, "qualified" RTD employees have access to a scholarship fund. Basically, a family qualifies for the scholarship if:

- The parent(s) are working. (Both parents must be employed if it is a two-parent family.)
- The family has chosen to use a center that is affiliated with ABCD.
 - Total gross family income does not exceed the 1989 median family income for California.
- The fees required by the child care center exceed a specified percentage of gross family income.

Once a family has qualified, the scholarship assistance is available for a year at a time unless the parent withdraws from the ABCD affiliated center. Each year families must submit a new income verification in order to re-establish their eligibility. There are 11 ABCD affili-

ated centers located in various cities including: Los Angeles, Long Beach, Santa Monica, and Alhambra. If you are interested in the ABCD Scholarship Program, please call the ABCD Scholarship Office at (213) 624-7018.

Childcare Referral Information Bank (CRIB) Program

"The referrals and the Child Care Resource Packet were helpful. The resource packet helped me to investigate and ask the right questions. I'm confident in the Family Day Care Provider I've selected. They're friendly, dependable, and my son is always clean." -- *Teresa Javier, Div. 7. She has a 5-month old son.*

"I had a child care crisis, and I needed a new child care provider fast! I contacted the Dependent Care Office and received a wide range of referrals. I recommend this service to all District employees that find themselves in need of childcare services." -- *Cookie Roberson, Human Resources Department. She has a 3-year old son.*



The District's CRIB program was launched on January 25, 1991. This service is designed to help RTD employees find

childcare in areas where they need it. The CRIB is a computerized database of over 15,000 licensed childcare centers, family day care homes, infant care centers, and/or school-age day care centers within specific zip code areas. CRIB services are available, free, to all of RTD's working parents.

Responding to an employee's request for childcare information involves the following steps: searching through our CRIB database to find out what is available; personally contacting each of the licensed facilities to determine costs of services, and verifying that vacancies actually exist. While our goal is to mail the referral

information to the employee within 3 - 5 working days, our response time is directly related to the volume of requests we receive. In most cases, we have helped employees to find care, however, due to the very unique circumstances of some employees (i.e. needs care during non-traditional hours, or resides in a remote area) we are unable to find available care. In these instances, the employee is encouraged to contact one of the state-funded resource and referral agencies.

A "Childcare Resource Packet" is mailed along with the childcare referrals. This packet includes consumer information to

help parents select a quality child care provider.

Please Note: RTD does not endorse or make recommendations regarding the quality of any child care provider and/or program. Parents are responsible for making all final decisions.

There are a variety of services and activities that are "in the works" to further the District's goals of establishing a comprehensive program.

• The Dependent Care Care Coordinator is currently working with a newly established Joint Labor-Management Work/Family Task Force to develop a District-wide Dependent Care Policy.

• Approval for a *Dependent Care Resource Library* has been granted. A variety of books and other reading materials have been ordered and will be available to all RTD employees on a two-week loan basis.

• Look for announcements regarding upcoming workshops and lunch time seminars on a wide range of parenting/family topics.

Our goal is to provide quality service to employees. If you have any comments, or suggestions regarding the activities of the Dependent Care Program, call Cheryl Brown at (213) 972-7155. Your input is welcomed!

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Diabetes Checkup

by Mary Conforti, Human Resources Assistant

Take the following "pop quiz" and see how you rate in a Diabetes check:

- Family history of diabetes?
- 40 years of age or older?
- Female? Women are more likely than men to develop diabetes
- Overweight?
- Black? Blacks have a 33 percent higher chance of developing non-insulin type diabetes (information following)
- Hispanic? Hispanics have a more than 300 percent higher chance of developing non-insulin type diabetes
- Native American? Native Americans have a 33 to 50 percent higher chance of also developing the same.

Well, how did you score? Keep reading if you answered yes to more than one statement.

Diabetes is a leading cause of death by disease in the United States, killing more than 150,000 people each year. And there are numerous health complications from diabetes.

- Blindness- Diabetic eye disease is the number one cause of new blindness in people between the ages of 20 and 74.
- Kidney disease- Ten percent of all people with diabetes develop kidney disease.
- Amputations- About 45 percent of all non-



Operator Raul Villegas winces as the Kaiser health worker pricks his finger for a blood sample at the free Diabetes Screening held at the Headquarters Building on March 19. Kaiser Permanente's Wellness Care-A-Van in conjunction with the American Diabetes Association sponsored the free screening from 9:00 a.m. to 11:00 a.m.

traumatic leg and foot amputations in the U.S. are caused by diabetes.

- Heart Disease- People with diabetes are two to six times more likely to have heart disease or a stroke.
- Birth defects- Diabetes can lessen the chance of a successful pregnancy and can increase the risk of birth defects.

Now that you have heard all the negative points on diabetes keep reading to find out what it is and how you can maintain a pre-diabetes life style and career.

Diabetes affects the way your body turns food into energy. Your body needs energy for everything you do from running to sleeping. Normally, your body changes sugars, starches and other foods you eat into "fuel." This fuel is a form of sugar called glucose. Your bloodstream carries

glucose to your body's cells. Insulin (a hormone made by your pancreas) helps the glucose to enter the cells. Once inside the cells, glucose is changed into energy and used, or stored for your body to use later. With diabetes, something goes wrong with this process-either your body does not make enough insulin or your body cannot use the insulin correctly. When glucose is unable to enter the cells, it builds up in the bloodstream. Eventually, some of the excess glucose is passed out of the body through the urine. High blood sugar is thought to cause serious damage to all organs of the body including the eyes, kidneys, and blood vessels as described previously. There are two major types of diabetes.

Insulin-dependent diabetes (type I) is found most often in children and young adults. It usually appears suddenly and

progresses quickly. The pancreas makes little or no insulin so this must be supplemented with daily injections of insulin and careful eating habits. This type diabetes accounts for about ten percent of all known cases.

Non-insulin-dependent diabetes (type II) usually occurs in adults over 40 who are overweight. About 90 percent of all people with the disease have type II. Treatment usually includes following a careful food plan and exercise. These steps should improve your body's ability to produce insulin. If together they do not help, they will be used in conjunction with pills and/or insulin.

The DMV will not allow anyone with insulin dependent diabetes (daily injections) to obtain a class A/B license. This affects many of our drivers and mechanics. If the disease can be prevented or from becoming worse at this early stage, then we need to take advantage of those preventative methods. It is crucial for your health and your children's health that today must be the day to mend your exercise and eating habits. Speak with your doctor, health care practitioner or dietician before making any of these changes. Make them aware of your job functions, hours on duty (food and exercise availability), family situation (stress, meal preparations), and sleep
continued on page 29 . . .

Going the Distance in the Marathon

At the time the *Headway* went to press only 2 employees had confirmed that they ran in the 6th Los Angeles Marathon held March 3.

Division 18 Mechanic A Juan Marquez ran the 26-mile course in 3 hours, 26 minutes. This was the fifth Los Angeles marathon for the Pico Rivera resident. Marquez trains at a local high school track for several months, running 10 miles every other day.

He modifies his diet by eating more fruits and vegetables. Every three miles he will drink a glass of water to replace lost fluids. He sticks to his schedule running one day on, and off the next but exercising on a life cycle.

His personal best on a 5K run is a 20-minute finish time; for a 10K, 39 minutes. He can finish one mile in a little under 6 minutes.

He started running in 1987 after being asked to participate in the Transit Police 5K walk-run. "I just kept it up after that," said Marquez. He is looking to



Jose Marquez shows his medals from all the marathons he has run.

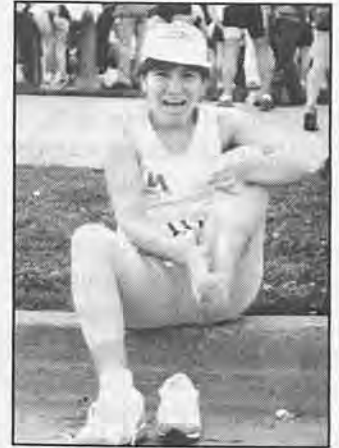
join a running club now and requests that any RTD employees also interested contact him.

Marquez' leadman, Lisandro Martinez, describes Marquez as an excellent mechanic. "I think his athletic skills help his job performance. He is a hard worker. I wish I had 30 more like him. The amazing thing was that the day after the marathon he came into work like nothing had happened."

Marquez has been with the RTD since 1981.



Before the race Marta Fuentes is ready to show LA her personal best.



Twenty-six miles later Marta's ready to go home and soak those sore tootsies.

Mail Room Clerk Marta Fuentes once again participated in the marathon. This year she completed the race in 3 hours, 46 minutes, and 12 seconds.

Diabetes Checkup

... continued from page 28

schedule. Together a diet and exercise program can be developed to fit your job restrictions and lifestyle. Remember any exercise program is easier with a partner and when its considered fun and not exercise. The American Diabetes Association (ADA) is an excellent reference source for materials, information and emotional support. The Los Angeles

chapter is at 3460 Wilshire Blvd. Suite 900, Los Angeles, CA 90010 and the inside California toll-free number is (800) 828-8293.

Diet Suggestion

The following list of seasonings are from the ADA's exchange list book. These will make your food taste wonderful without added fats or sodium.

BON APPETIT!!!

Basil(fresh)
Lemons and lemon juice
Celery seeds
Lemon pepper
Chili powder
Lime and lime juice
Chives
Mint
Cinnamon
Onions and onion powder
Curry
Oregano
Dill
Paprika

Wedding



Division 7 Service Attendant Steve Olavarria married Pamela Quintero on February 8, 1991 in Los Angeles. Steve is the son of Human Resources Micrographics Clerk Shirley Olavarria and Division 10 Operator Hector Olavarria.

Recent Retiree

Geno Thomas

Division 3 TOS Geno Thomas retired March 8, 1991 after 32 years with the District. Mr. Thomas was given a farewell retirement dinner at the Castaways in Burbank by friends and co-workers. Approximately 100 people attended.

Following an invocation, Benefits Technician Andre Hanna sang the "Our Father." Division 3 Transportation Manager Roy Starks opened the celebration with a remembrance of the men and women still serving in the Persian Gulf. In their tribute, a recording of "America, the Beautiful," sung by Ray Charles was played.

Introductions followed, and those in attendance included Director of Transportation Leilia Bailey, Assistant Directors of Transportation Ralph Wilson and Leo Bevon, Managers Bill Griffin, Mike Lensch, Theral Golden, and Assistant Managers Chuck Lerud, Jack Owens, Earl Rollins, Dan Dryden, and Maxine Giles. UTU Local Chairman Charlie Square was introduced.

Retiree guests included James Devers, Robert Greer, Houston Campbell, William Bentley, Randolph Vaughn, and Roy Le Gros.

The entertainment program included selections sung by TOS Larry Smith: "You've Only Just Begun," and Maddie Starks: "I Did It My Way." Together they sang the favorite "Over the Rainbow."

Thomas signed on with the RTD on December 16,

1958. In 1975 he was promoted to Division Clerk. Later in that same year he was appointed a TOS.

"Geno has been known as a controversial TOS, but he knows his job, and does it in a grand fashion," said Roy Starks. The Division 3 staff presented Thomas with a starter bag of golf clubs. Two Division 3 Operators, Precious Cowherd and Beverly Guyton, gave Thomas an etched commemorative crystal plate.

Assistant Director of Transportation Ralph Wilson remarked to the attendees, "I can tell that many of you consider him an unforgettable character. To George Geno Thomas, a long happy retirement."

Following a long line of speakers, finally Thomas had the chance for the last word. "It's a pleasure. I've been friends with you for 32 years. It's nice to have friends for such a long time and not have a harsh word to say about any of you. Thanks for coming out tonight and for having spent the last 32 years with me."



Geno Thomas in 1958 when he joined the District.



Geno Thomas, front row center, poses with his family on the evening of his retirement. His wife, Dorothy, is to his right, and his sisters, to his left.

Thomas and his wife Dorothy will be relocating to their retirement home in Las Vegas, Nevada

Safety Alphabet

Always
Be
Careful
Don't
Ever
Forget, the
Greater the
Hurry, the more
Injuries result.
Just try to
Keep busy;
Let your
Mind be on your job,
Neglect
Often leads to
Permanent disability.
Quit making excuses;
Results
Speak for
Themselves.
Use your head, it's
Very valuable.
When at work
X-ercise due care.
Your injuries will drop to
Zero.

The following safety tip appeared in the Pacific Electric employee magazine, September, 1947. It was sent in by Jack Gerhardt who retired in 1978.

For Sale

Refrigerator for sale. 15 cu. feet for \$400. One year old, almond color. Call C. Nunez at (714) 465-6858.

Wanted

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

She's Got the Makings of an Orator

Kristian Huling, 5, the daughter of Division 15 Operator William Keith Huling, was recently commended for a speech she delivered at the San Fernando Valley Interfaith Council's Commemoration Service for Dr. Martin Luther King, Jr.'s birthday on January 21.

So impressed were the organizers that they asked young Kristian to come back next year. The text of her speech appears below.

"I want to tell you a secret. I have this real good friend. His name is Dr. Martin Luther King, Jr. I have heard about him for a long time, but I have never met him. Do you know him?



Kristian Huling was commended on a speech she read this year on Martin Luther King Jr.'s birthday.

My nanas and papas knew him. He lead them to the Mountain Top. He gave them courage and dignity, and taught them to fight

injustice. He struggled to make America a place for everybody, where we could all be free. But, that was before my time.

My mommy and daddy knew him, because when they were my age, he battled to make sure they would have a better world to live in. He gave them hope and freedom for a better future. But, that was before my time. I don't want to keep my friend Martin a secret anymore. I want my brother Corey, my cousins, my friends, and all the little children everywhere to know about him. I know that his work was not finished, and we will have to finish it for him, no matter how long it takes. Will you help me tell them

about him? You see, now is my time.

When you tell us about Santa Claus, or the Easter bunny, or even the tooth fairy, please tell us about Martin too. You know, the way I see it, those other people belong to everybody, but Martin is our special friend. I want to share my secret, my special friend with everybody. Won't you help me?

Just one more thing. I know that many of you know Martin, but I haven't met him yet. Someday I hope to, so if you see him before I do, please tell him that Kristian Huling is following his footsteps, and really wants to meet him in our time."

BIRTHS



Amber and Tommy Shorters

Unto us is born our child, a beautiful girl with a golden smile...
Amber Breanna Shorters,

born February 10, 1991. Amber is defined as one of nature's most beautiful and mysterious substances, which also provides a golden window on the past.

Amber Shorters holds this golden window to the past. She comes from a long line of the RTD family.

Her 2 grandfathers include Mr. J. Bland who is retired, and Mr. Jimmy Shorters of Division 10 with 16 years. One uncle, Mr. Huie Allen of Division 10 with 15 years, and last but not least, Amber's father, who just made his second-year anniversary date on March 8, Mr. Tommy Ray Shorters of Division 10. P.S. the mother is Donna B. Shorters.

--submitted by Aunt Sally Allen



Born to Typist-Clerk Angie Farias and her husband, Tony, a son Adrian Matthew on Christmas Day, December 25, 1990 at 7:50 p.m. in Bellflower. Adrian weighed 7 lbs. 4 oz. and was 19-1/2 inches at birth. Adrian is their third child and nephew of Division 10 Service Attendant Alex Espinoza.



Born to Division 3 Operator Enrique Velasco and his wife, Sandra, a daughter, Sarah, on February 16, 1991 at 2:50 p.m. Sarah weighed in at 6 lbs. 6 oz. and was 20 inches long.

Return of the Futurliner

by Judy Strawn, special to the Headway

Recently, Division 9 Operator George Pepper had a chance to visit with a man rebuilding a bus. Not much of a story there until you consider the kind of bus Pepper saw.

The story began several years ago when Sherman Oaks hairstylist, Bob Valdez, was puttering around a storage yard and spied an odd sight that seemed to have been a bus in a previous incarnation. Besides its immense size (35-feet long, 10 tons), he was intrigued by the four wheels on its front and what appeared to be center steering. Closer inspection revealed 4 wheels in the rear, too! It was in sad shape with shattered windows, parts falling off, more rust than anything else, and an awkward, odd-looking homemade shell tacked to the back. It looked ancient. Valdez wondered what it was.

"I was kind of in awe when I first saw the bus," Valdez explains, "especially when I stood right next to it. It reminded me of an old dinosaur." It seemed to him that someone had converted the curiosity and had lived in it. Since Valdez had been thinking of converting a bus into a camper, he decided to go ahead and buy the ugly monster and fix it up. Besides, he thought, it was unique!

Valdez tracked down the owner and paid \$2,500 for his prize, then began shopping around for resto-



Photo by Judy Strawn

Operator George Pepper and Bob Valdez pose in front of a nearly refurbished Futurliner.

ration estimates. Reality set in when he found that the lowest it was going to cost to beautify his new pet would conservatively be in the \$250,000 range--a little more than he routinely makes as a hairstylist! So, Valdez decided to do the work himself.

Then, he hit a second snag. He had no idea what he had! There were no identifying logos or brand names on his toy. For all he knew, it was straight out of Buck Rogers! It looked rather Art Deco Futuristic, if there is such a thing.

After a significant amount of cleaning up, Valdez finally came across what appeared to be Fisher Body registration numbers. He lovingly took photos of the bus and sent them

along with the numbers to a friend who worked at General Motors. Luckily, the friend had a newly published historical perspective of GM products to consult. Sure enough, he came across the answer--Valdez' unique toy was an ancient General Motors Futurliner!

Originally built in 1936, precursors of Valdez' Futurliner were outfitted as traveling display rooms to show off GM's very popular 1933 Chicago World's Fair Science and Technology Exhibit to people around the United States who hadn't been able to attend the fair.

General Motors sent the brilliant red and white fleet on the road in a "Parade of Progress" to proclaim new advances in

technology, including microwave ovens and stereophonic sound; and to promote its new cars. Unmarried young GM executives drove their buses into various small towns, set up their traveling exhibits under attractive tent-like affairs arranged as covered walkways between the buses, and did live demonstrations showing, among other delightful things, a marvelous new concept whereby eggs could be fried in an oven that wouldn't burn paper! Late-model GM automobiles were displayed next to old models, including the restored Oldsmobile "Old Scout," powerfully dramatized progressive new automotive design and engineering technologies. The dioramas, demonstrations, and exhibits added up to a lively, festive atmosphere. GM's original idea was to educate people and evoke hope in a bright, new post-Depression future.

By the time World War II started, the Parade had covered 251 cities and more than a million miles. An estimated 12.5 million attended the exhibitions.

Built by Fisher Body's Fleetwood Division, the buses featured GMC gas-powered engines and a 223-inch wheelbase truck chassis. They were accompanied on tour by nine Chevrolet and GMC tractor-trailers which hauled equipment and a 1936 Chevy pressed into service as a mobile office.

In 1942, the original touring buses were replaced by a dozen sleek new

Futurliners (such as Valdez' bus). Boasting newly discovered air conditioning and power steering, they were designed to showcase GM's 1939 New York World's Fair exhibit. Heavier emphasis was placed on the "future" theme with new exhibits touting the "Kitchen of Tomorrow" and "Living Room of Tomorrow" and prototypes of GM autos of the future.

However, a second Parade of Progress was put off by Pearl Harbor and World War II. Resumed in 1953, the new models crisscrossed the United States, Canada, Mexico, and Cuba proclaiming even newer technologies, including atomic power, jet propulsion, and television, which by 1956, rendered the Futurliner fleet obsolete as messengers to the masses when shows began beaming daily to millions. GM quickly took advantage of television's advertising advantages and the Futurliner fleet was put to bed.

After keeping the buses in storage for several years, GM sold them off. For several years after, a Futurliner was seen here or there, serving as campers, touring vehicles for performers, and simply to haul things around. One was even outfitted by an enterprising police department as a mobile theater for educational films primarily of an anti-drunk driving nature.

When Valdez, 49, who had never heard of nor seen the Parades of Progress,



Photo by Judy Straun

Pepper feels dwarfed standing beside the Futurliner.

discovered that what he had was a Futurliner, he scrapped his idea of making it into a motorhome and decided to restore it as closely as possible to an original.

"The whole project has been trial and error," says Valdez. It initially took him about nine months just to get the built-on shell off, and the body and chassis cleaned up so serious rebuilding could begin. He says his biggest hurdle, next to finances, has been teaching himself how to do carpentry, welding, mechanics, and working with sheetmetal, and fiberglass. Valdez receives assistance from volunteers with engine and transmission work while a paid part-timer helps with the carpentry and body work.

Since no diagrams or plans for the bus have been located, they have been working strictly with blown-up photos that they could find in old books and magazines. They learned how to do most steps by doing them wrong several times before getting them

right.

Besides rebuilding a fiberglass and metal body, Valdez has rewired the bus, rebuilt the engine (though he hopes to receive a new 427 truck engine with fuel injection from GM shortly), overhauled the original air brakes and steering and has begun sheet metal work on the sides. Goodyear contributed 10 new tires to the project. So far he has been using a car engine and rear-wheel drive transmission. If he does receive a new truck engine, Valdez will have to build a new transmission and yoke to withstand the changes in weight and power distribution.

Much of this work is done with the bus parked on side streets in Sherman Oak, a somewhat trendy, upwardly mobile neighborhood in the San Fernando Valley. His restoration project has received mixed reviews from his neighbors. Valdez is now working out a plan to store it offroad in a safer location as work nears completion.

The bus has been fully

driveable for some time and Valdez has obtained a motorhome license from the DMV.

"It was hard at first--hard to learn to drive it," Valdez explains. "It is hard to see something right in front of the bus and you can't see well over the sides," he says.

Sixteen-year veteran RTD driver, George Pepper, visited with Valdez recently while work on the bus progressed. He asked Valdez how the bus handles.

"I don't know how to compare its driveability," answered Valdez, "because I haven't driven anything this big before."

He noted to Pepper that one of the Futurliner's unique features is that in order to go uphill, the bus originally had to be stopped and the driver had to get out, go around to the back and manually change the gear; then, go back in, drive uphill, stop the bus, get out, go around to the back of the bus and manually change the gear again.

Valdez also mentioned to Pepper that he has had a number of requests from movie companies to use or rent the bus, but so far he hasn't agreed although he doesn't rule out future possibilities. He mentioned that in any event, he would want to be the person driving the bus and only under conditions where no harm would come to it.

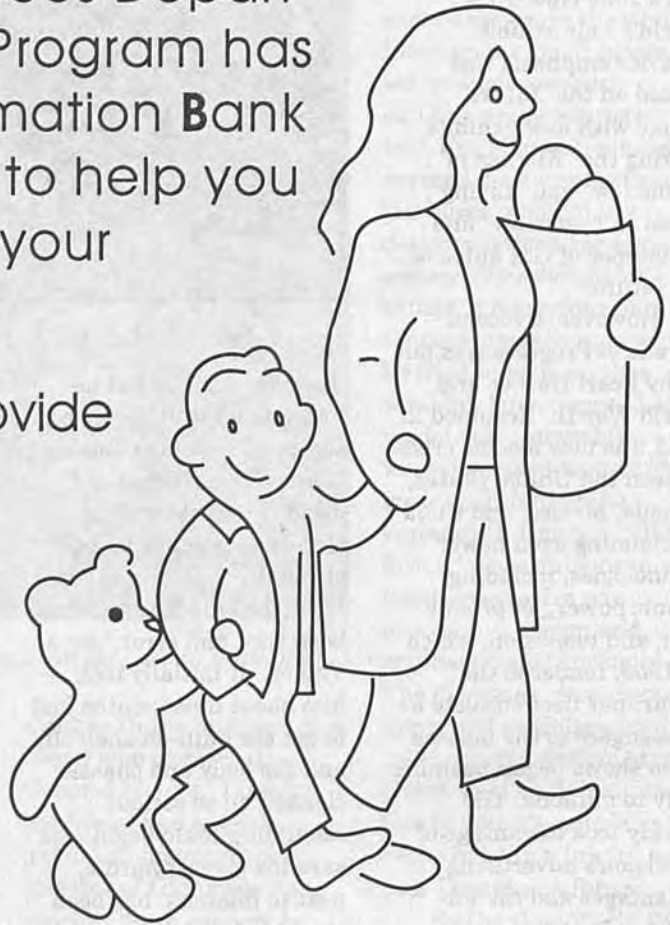
Pepper noted that at the height of 12 feet, "visibility is just great."

Valdez also has no plans to rent the bus out for *continued on page 35 . . .*

LOOKING FOR CHILD CARE?

The SCRTD Human Resources Department's Dependent Care Program has a **Childcare Referral Information Bank (CRIB)** program designed to help you find childcare that meets your needs!!

RTD's **CRIB** program can provide you with information about licensed childcare centers, family day care homes, infant care centers, and/or school-age day care centers, within specific zip code areas.



For information about the **CRIB** program as well as other Dependent Care Services and Benefits provided by RTD, call:

Dependent Care Office at (213) 972-7155

PLEASE NOTE: The RTD does not endorse or make recommendations regarding the quality of any child care provider and/or program. Parents are responsible for making all final selection decisions.

Mother's Day is May 12

Every one of us has someone who mothered us. If not our birth mother, we have an adoptive mother, a foster mother, a mentor, a stepmother, a grandmother, or perhaps some other beloved person who filled those mothering shoes. Mother's Day, May 12, 1991, gives us an opportunity to think about all the things a mother is, or that we aspire to as mothers ourselves.

A Mother is...

The one person we'll always trust. From scares in the night to secrets about a teenage crush, we knew we could count on Mom to be there when we needed her. Her guidance always steered us in the direction best for us. Most of all, she listened and understood. She still does, even if only in our prayers.

Our first teacher. We learned how to talk, how to treat people, what foods were good to eat, to appreciate music and art, and nearly all the other important things in life during those growing up years with Mom. If it weren't for Mom's prodding, we still wouldn't be writing thank-you notes. Thanks, Mom.

Life's primary health-care provider. Mom could tell by the look in our eyes if we didn't feel well. She brought meals to bed to cheer us up when we were sick. She sweetened the icky medicine. And she insisted we brush and floss our teeth. There's still



nothing like Mom's chicken soup.

The most vocal cheerleader. From our mothers, we learned "I can," or "Go for it," or "Try again." "You'll do better next time," she said with confidence when our report card was

disappointing. There she was at every game or recital, urging us to do our best. She drove us to lessons and rehearsals. She pressed our costumes and uniforms. And she washed out the paint and grass stains.

A religious inspiration. Mother made sure we all got to worship service with our shoes shined and our ties on straight. Her grace before meals was a daily reminder of the Higher Power that leads us. From Mom, we learned what matters most.

Our artistic critic. Mom mixed the paints (and wiped them up), listened to our laborious practice sessions, and helped us find just the right word for our poems and stories. She

patiently explained museum exhibits. She made sure we touched, saw, tasted, and heard all the best life has to offer. Favorite drawings or writings were displayed on her refrigerator with pride.

A living example of love. Mom loved each person as an individual. She held our hand tightly when we went somewhere new, she snuggled with us during a bedtime story, and she beamed as we graduated. Family pets always held a soft spot in Mom's heart.

To Mothers everywhere, we salute you for all that you've enabled us to become, for ourselves and for our children.

Return of the Futurliner

continued from page 33 . . .

parties. Too bad, thought Pepper as he noticed the bus would hold approximately 48 passengers.

Inside and out, Valdez plans for the Futurliner to be a plush show-stopper, with a bar and lounge area that will seat several comfortably. His dream is to travel around the United States living in the Futurliner and exhibiting it at car shows and fairs to support himself.

Makes you wonder what will become of some of our RTD buses when they've outlived their usefulness. Could your

favorite RTD bus become tomorrow's diner, camper,

or a lounge lizard's paradise?



Photo by Judy Straun

Operator George Pepper can barely be seen through the Futurliner's window as he indulges in a little nostalgia.

A Time to Remember and Say Thank You

Memorial Day: May 27, 1991

Over the last nine months, many thousands of American men and women have left families, jobs, and homes to serve with the U.S. military in the Persian Gulf. Not all of these brave American will return to the loved ones who are waiting for them.

It is for those who will never return--and for the many thousands before them who also gave their lives for our country--that we pause in gratitude this Memorial Day.

Memorial Day is a time for sober reflection on the high cost of liberty. The freedoms we hold dear did not just happen; they were fought for and defended with courage, faith, and loyalty.

Let Memorial Day become a time when we rededicate ourselves to the values our servicemen and women have defended so well. Here at home we can pledge ourselves to uphold the freedoms for which this country stands. Personal liberty and justice are our birthrights because of the sacrifices of many who have gone before. Let us embody these values in our daily lives.

Personal Liberty. Do you ever see a bully lording it over others at work? In your community? Among kids? Next time you see someone trying to rob another of his or her liberty, take a stand. Speak up for what is right.

Justice. Make sure you are always fair in your



dealings with others. And make sure others deal fairly with you. When you recognize unjust treatment, try to right the situation. Sometimes you may need help from the authorities.

In addition to protecting our American values, let us further honor those who gave the ultimate gift by working to make our country a better place. Volunteer to help an organization that is addressing a problem such as homelessness, pollution, or illiteracy. A committed, involved citizenry is our country's best defense.

Armed Forces Day: May 18, 1991

"Eternal Vigilance: The Price of Liberty" is the theme of this year's Armed Forces Day. May 18, 1991, marks the 42nd observance

of this day of tribute to our men and women in uniform.

Vigilance in the Persian Gulf, in trouble spots around the globe, and here at home is an inescapable cost of liberty.

Members of our nation's military--Army, Marine Corps, Navy, Air Force, National Guard, and Coast Guard--have accepted a great responsibility, one that entails personal risk and sacrifice. Let the rest of us recognize what our servicemen and women are giving and say thank you.

Our People in Saudi Arabia

Reports Clerk Carol McGowin from the Wilshire Ticket Office called the *Headway* to report her son, Sgt. Robert McClintock, is still serving in the region with the 82nd Airborne

Division. "I hope they all come home soon," said Carol.

Tell The Troops We Care

This Memorial Day, remember our troops in the Persian Gulf region. Send a letter!

For members of the Armed Forces serving on land, address your letter to:

Any Service Member
Operation Desert Storm
APO, New York, NY 09848-0006

For military personnel serving aboard ships in the region, write to:

Any Service Member
Operation Desert Storm
FPO, New York, NY 09866-0006.



RECREATION NEWS

May 15 - June 15

- May 15 Dodgers vs Montreal - Fielder's Glove Night \$7.50
 18 Dodgers vs New York
 18 Stylistics/Dramatics/Chi-lites - Greek Theatre \$20.50
 18 Sesame Street "Let's Play School" Long Beach Arena 1:30 p.m. \$10.50 tickets for \$9.00
 25 Reggae Sunsplash 5:00 p.m. Greek Theatre \$24.50
 27 Dodgers vs Houston - Baseball Radio Night
 31 Dodgers vs Cincinnati \$7.50
 31 The Whispers - Greek Theatre \$27.50
 May 1 thru 31 Knotts Berry Farm Special
 Adults \$15.45 Children \$10.45
 May - Sundays May 5, 12, 19 and Monday May 27
 Disneyland Special \$17.00 per person

June

- 2 Dodgers vs Cincinnati Pin Day #4 \$7.50
 4 Corporate Jewelry Show Headquarters Cafeteria 9-2p.m. 40% off retail prices for fine jewelry
 15-16 Playboy Jazz Festival - Hollywood Bowl \$30.50
 16 Dodgers vs St. Louis 1:05p.m. Old Timers Day \$7.50
 16 WWF Wrestling L.A. Sports Arena \$17.50 and \$13.50
 20 Dodgers vs Pittsburgh - Beach Towel Night

Still available - Save over 50% Wild Bills Wild West Dinner extravaganza. The world's most unforgettable hootin, hollerin' dinner show value! A four course dinner with unlimited beer, wine and Coca-Cola. Great performances from the four corners of the globe. Offer Expires June 15
 \$16.50 for adults (reg. \$32.80)
 \$11.50 for children (3-11) (reg. \$21.15)

Wild Rivers is open for the Summer. Discount tickets available \$9.50 General (reg. \$15.95) \$7.50 Juniors (3-11) (reg. \$11.95)

RTD Sports -

The Basketball season is well underway with 10 teams representing just about all sections of the District workforce. Games are played on Tuesday at 6:45, 7:45 and 8:45 p.m. and on Wednesday at 7:30 and 8:30 p.m. All games are played at Crenshaw High School. Come out and cheer for your favorites.



Still the best buy for your RTD and Railroad approved Bulova and Seiko watches - \$68 to \$104 (tax included)

Also many styles of men's and ladies dress watches at wholesale prices. They make excellent Father's Day, Graduation and Wedding gifts.

- Gold earrings and chains in a limited supply.
- Stuffed animals of all types 40 to 50% off retail prices (This includes Disney stuffed animals)
- And of course all the RTD and Metro Rail logo merchandise.
- Good any day tickets available for Universal Studios for \$18.50 Adults and \$14.50 Child
- Good any day tickets also available for Sea World at \$16.25 Adults and \$12.25 Child
- Tickets for movie theatres are as follows: Edwards \$4.25; AVCO General Cinema \$4.50, AMC \$4.00, Pacific Walk-In \$4.00, Pacific Drive-In \$4.50.

The Employee Activities office is open from 10:00 A.M. until 3:00 P.M. Monday through Friday. Second floor of the Headquarters building, telephone 972-4740.

WOMEN, DRINKING & DRUGS

Many people have trouble dealing with alcohol or other drugs. Women can be especially vulnerable to these problems, and feel helpless or reluctant to seek help. They may be either chemically dependent or **codependent**, living their lives in an unhealthy attempt to take care of and control a chemically dependent person. Special programs for codependent and chemically dependent women can help them build happier and more confident lives.

Consequences

Women with dependency problems are often judged much more harshly than men who act the same way. Women may also be less confident and less financially secure than men, and care more about emotional relationships. Unfortunately, abuse of alcohol or other drugs can destroy the very relationships women value most, as family and friends lose love and trust for the abuser. A woman may also lose her job if her work deteriorates. She may also experience health problems, including liver disease and infertility. She may endanger the lives of herself, her family and others, if she drives while intoxicated. And if she uses alcohol or other drugs while pregnant, she may cause permanent health and behavioral problems for her unborn child.

Drugs And Pregnancy

When a pregnant woman drinks or takes other drugs, her baby gets a high dosage of whatever she takes. Alcohol, tobacco, prescription drugs, street drugs and even over-the-counter remedies can all be harmful, even in very small doses. Drugs

may increase the risk of premature delivery, stillbirth, miscarriage, or early death of the infant. They can cause sleeping problems, deformities and mental retardation. They can lead to learning problems, hyperactivity or poor coordination in the growing child. As little as one drink a week has been


shown to increase the risk of stillbirth or miscarriage. There is no known safe dosage of alcohol, and many other drugs are equally dangerous. Even caffeine may be dangerous to unborn children.

Suggestions

If you are able to control your drug and alcohol use, don't use drugs to escape problems or gain confidence. Eat before or during drinking, and be moderate about the amounts of drugs you take.

If you are pregnant or "trying," don't use alcohol or "recreational" drugs. Consult with your doctor before using over-the-counter drugs or prescriptions.

If you have trouble controlling your drug use, or think you might be codependent, seek help from 12-step programs or health professionals who are knowledgeable about women's dependency issues. Your employee assistance program can provide you with referrals.

If you have special needs, such as for childcare, financial assistance, vocational training or emergency shelter, your health care provider, 12-step program office or local women's center can help you find programs that offer what you need. 



If you are pregnant, drinking and drugs can hurt your baby. Abstain from drinking and consult with your doctor about all other drugs.



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RTD Welcomes Home the Troops



Employee Activities

Mobile Unit Schedule

The mobile center will operate Monday through Friday from 9:30 A.M. until 2:00 P.M.

<u>May</u>	<u>Location</u>	<u>June</u>	<u>Location</u>
15	15	3	CMF
16	7	4	9
17	5	5	16
20	6	6	8
21	18	7	15
22	4/Maint. Day	10	7
23	12	11	6
24	2	12	5
27	Holiday	14	18
28	11		
29	1		
30	10		
31	3		

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