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A Health and Safety Fair held Feb. 16 at Central City Division 1 was planned and coordinated by Division 1's Safety Committee, which includes bus operators, mechanics, service attendants and managers at the division.

## Division 1 Puts An Emphasis on Health

By DAVE HERSHENSON

(March 1, 2005) Over 60 employees participated in a Health and Safety Fair conducted on February 16 at Central City Division 1. The event was planned and coordinated by Division 1's Safety Committee, which includes bus operators, mechanics, service attendants and managers at the division.

Some of the key members of Division 1's Safety Advisory Committee included Assistant Transportation Manager Beth Kranda, Mechanic Tom Singh, Service Attendant Angela Heard, Transportation Manager Sonja Owens, Assistant Maintenance Manager Bruce Crum and Supervisor Steve Conlee.

### A Variety of Medical Information Offered

Health and Safety Fair participants included two chiropractors, an acupuncturist, and representatives from a dental company (the Smile Network, who raffled off an electric toothbrush), the Boyle Heights Medical Clinic, Com Psyche and Curves Health Club. Employees could have their blood pressure taken, receive a vision test, get a quick spinal alignment check, and learn about the type of services each of the exhibitors offered.

Kranda was happy to see so many people participate, stating "Mechanics, Operators and others have been coming in all morning and seem to be interested in the safety and health information." Owens added, "Our Safety Advisory Committee wanted to have a wide range of exhibitors because we're concerned with our employee's health –mentally and physically – and want to do whatever we can to help them be as healthy as possible."

### Other Health Programs offered at Division 1

Kranda recently worked with the Safety Advisory Committee to invite a member of the American Heart Association's Speakers Bureau to give a seminar to Division 1 employees about heart disease, hypertension,

healthy dieting and other health risk factors. Employees were told about the importance of a healthy diet, including daily portions of fibers, fruits and vegetables, and regular exercising.

Next up on the Safety Advisory Committee's agenda is to provide Cardiopulmonary Resuscitation (CPR) training for employees. "We want to do everything we can to keep our employees from getting hurt or sick," said Kranda. " The CPR training will teach interested employees how to help other workers, family members, or anyone else that may be in need of CPR, and could even end up saving someone's life."

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## Memorial Service to be Held Saturday for Joan Wood, Transportation Planning Manager

(March 1, 2005) A memorial service will be held Saturday for Joan Wood, who died Feb. 22 at age 55.

The service is scheduled for 2 p.m., March 5, at Hill Avenue Grace Lutheran Church, 73 North Hill Avenue in Pasadena.

A former employee of CalTrans, Wood joined Metro in January 2000 and was a Transportation Planning Manager (IV) on the San Gabriel Valley Area team.

Wood earned a degree in civil engineering from San Diego State University, and, at age 50, added an MBA to her list of accomplishments.

A resident of Pasadena, Wood is survived by her daughter and son-in-law, Oriana and Matt Chase, and grandchild Maura Oriana Dorothy Chase, and a brother, Bill Grigg, and sister Barbara Flanigan.



Joan Wood


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## Governance Council Meetings, Public Hearing Set for March

By RICK JAGER

(March 1, 2005) Metro's service sector governance councils will hold public meetings in March to discuss various transit issues and to receive public input on proposed Metro Bus service modifications planned for implementation in June.

In addition, the San Fernando Valley sector has scheduled a public hearing for 6:30 p.m., Wednesday, March 2, at the Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd. in Van Nuys.

The following is a list of governance council meeting times and locations.

- Westside/Central Service Sector, 3 p.m., Thursday, March 3, La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd., Beverly Hills.
- San Gabriel Valley Service Sector, 5 p.m., Wednesday, March 9, San Gabriel Sector Office, 3369 Santa Anita Avenue, El Monte.
- Gateway Cities Service Sector, 2 p.m., Thursday, March 10, The Gas Company, 9240 Firestone Blvd., Downey.
- South Bay Service Sector, 9:30 a.m., Friday, March 11, Carson Division 18, 450 West Griffith Street, Carson.
- San Fernando Valley Service Sector, 6:30 p.m., Wednesday, March 23, Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd., Van Nuys.


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## Record Number of Angelinos Use Metro Online Trip Planner

CHECK IT OUT> [Metro Trip Planner](#)

By DAVE SOTERO

(March 1, 2005) New features, county-to-county functionality make online transit planning an invaluable tool for getting around Southern California by bus and/or rail.

A record number of Angelinos are using Metro's online Trip Planner at metro.net to chart their public transit trips in Los Angeles County and beyond.

Online transit trip planning has grown exponentially in the last five years, from 3,100 requests per day in 2000 to more than 35,000 per day in 2005.

That growth is due in part to the growing number of Los Angeles residents who now have access to the Internet, according to a 2004 Metro customer survey. The survey found that approximately 76% of all L.A. County residents have Internet access, which constitutes more than a two-fold increase from 36% in 1996.

## Easy to follow

Metro Trip Planner's easy to follow, point-by-point transit plans are another reason for the system's strong usage. The web site contains many of the useful features found on popular automobile trip planning web sites such as Mapquest®.

The strong public demand for online transit information and trip planning has led Metro to build and operate its own, robust trip planning system, enabling the transit authority to save \$200,000 a year in third-party software licensing fees. It also enables the agency to make ongoing improvements more easily.

"When we first introduced the Metro Trip Planner on our web site in 1999, it was a proprietary, third-party software that was, at the time, the best transit trip planning technology we could find," said Warren Morse, Metro's Deputy Executive Officer of Marketing. "Advances in technology and investment in our own system has enabled us, today, to offer a far more robust transit planning tool that not only saves money but provides flexibility to residents and out-of-town visitors alike who want to avoid the hassles of driving by using the region's extensive public transit network."

## Step by step

The Metro Trip Planner, available from the metro.net homepage, allows users to enter their starting and ending destinations, date and time of travel and fare type. The site then returns step-by-step transit itinerary information, including bus and rail line numbers, departure times, costs, and estimated travel times.

Users can zoom in and out of all travel points using an interactive map generated by Thomas Bros. data. An advanced search feature allows users to select destination landmarks including beaches, airports, parks and shopping centers, and indicate their preference for a particular mode of transit such as rail service. Users can easily get reverse trip directions with the touch of a button.

### **County to county**

Search results are not limited to Los Angeles County. The database has been updated to include transit information for all five counties of Southern California, making county-to-county transit planning easy.

The system utilizes the same trip planning database that Metro's telephone operators use to field 1-800-COMMUTE inquiries. Members of the public with special transit itinerary needs should, however, call 1-800-COMMUTE and speak with a live operator.

Metro Trip Planner is also a key function of the recently announced [www.commutesmart.info](http://www.commutesmart.info) rideshare web site, sponsored by the region's five transportation agencies, and [experiencela.com](http://experiencela.com), the region's cultural destinations and transit web site.

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They're doin' great! Arthur Winston Division teammates Tony Mundy, left, and Vernon Jackson. Photo by Rich Morallo.



### Arthur Winston Division Maintenance Team Earns "How You Doin'?" Award for December

By RICH MORALLO

(March 2, 2005) Hardworking team member Vernon Jackson represents the calibre of maintenance staff at Arthur Winston Division.

"I work well with the other mechanics and I love my job," remarked the 22-year Metro employee at the Chesterfield Square bus division that earned the "How You Doin'?" award in maintenance for December 2004.

"When our buses roll out early in the morning we all work hard and closely together to resolve any problems, from wheel chair lifts and tire air pressure to engine malfunctions and headlights," said Jackson, yard master for the past year at the bus division which first opened as a rail facility in 1911.

The "How You Doin'?" award, which is handed out monthly, is an incentive program based on work performance evaluations in relation to other Metro divisions. Typically each maintenance division is graded on attendance, mean miles between chargeable mechanical failures, bus cleanliness and workers' compensation.

"Through hard work and dedication to the mission, this outstanding crew pulled together to win the award," said Alex DiNuzzo, manager

who oversees the daily maintenance of the 207 buses that service 13 lines from Marine Del Ray and LAX in the west to Whittwood Center in the east.

The division, which has 130 maintenance mechanics, service attendants, office staff and supervisors, won the same award in May 2001.

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Work underway in the shop at Division 7 to replace the hoists.



## Division 7: Getting Better in West Hollywood

By JODY LITVAK

(March 2, 2005) West Hollywood Division 7 is undergoing a major facelift. In December, work began on improvements to the transportation building and the maintenance yard.

The transportation building will be updated and the space made more functional. This includes new interior layouts for operator and administration areas, along with new ceiling, flooring and lighting.

"We really need this," commented Division Transportation Manager Yvonne Brewer-Smith. "The last time this facility had major renovations was over 25 years ago. It's time."



Crew digs up the old pavement in the Division 7 yard.

During part of the work, temporary trailers will be set-up for operators in the surface parking lot at the division.

"It will be difficult for a while but we'll get through it with everyone's cooperation, and a little good humor" said Brewer-Smith.

Many aspects of the shop and yard are outdated and in need of modernization. Work has already begun to replace the hoists in the shop.

Pavement in the yard is being torn-up and replaced and there will also be a new tire shop, installation of a modular office building, improvements to fencing around the CNG compound and conversion and expansion of service bays to accommodate articulated buses.

Maintenance Manager Ron Whitney will have to keep the work flowing at the division while the construction work takes place in phases.

"It's a challenge but we are all looking forward to the end product," he said.

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# Metro Gold Line Eastside Extension

Photos by Ned Racine

Senior Community Relations Officer Ned Racine is on the scene at the Eastside Extension of the Metro Gold Line, where construction is underway near the future Mariachi Plaza Station. Photos were taken March 2, 2005.

Click on images below to view



The sound wall rises at 1<sup>st</sup> Street and Bayley. The wall's beams and plywood covering have been installed. The sound blankets (seen in the lower right corner) await installation.



Excavation of the installed soldier piles (also known as H-rail, because of their shape) along the south side of Mariachi Plaza. Dirt




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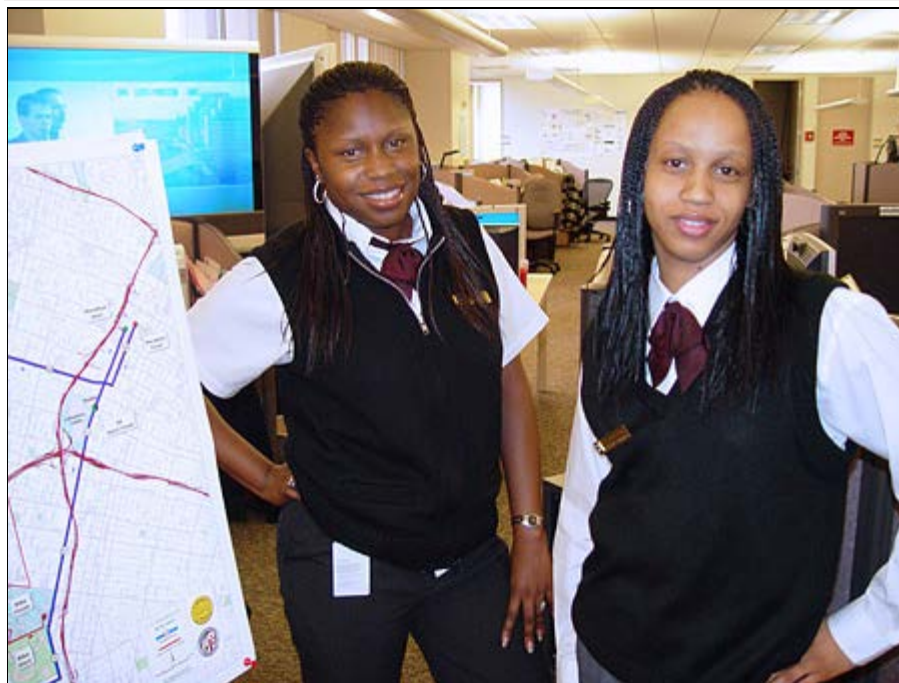
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**Marathon Line-up** - TOS Patrice Hill, left, heads up Marathon station in Bus Operations Control. On Marathon Day, she partners with TOS Trenisha Dorsey, right, to relay street re-openings and other Marathon news to bus operators. Photo by Gayle Anderson.



## Ready to Roll: BOC Takes on 20<sup>th</sup> L.A. Marathon

By GAYLE ANDERSON

(March 3, 2005) Bus Operations Control doesn't get a medal at the end of Sunday's 20<sup>th</sup> Los Angeles Marathon. And even though BOC has been running the streets of all 20 of the marathons, marathon officials have never bestowed any special honors.

And, BOC are participants in *all* of the events, not just the marathon. There's also the Acura Bike Tour, the Wheelchair Race, don't forget, the Emerald Nuts 5/K Run/Walk.



On this special day, one Marathon route equals 100,000 service change notices, 50 detours, 900 bus stop postings, 50 TOSs and four field technicians.

Consider this: (from BOC reports)

- Three months are spent on planning and preparation for the Los Angeles Marathon.
- Approximately 50 Transit Operations Supervisors and four Field Equipment Technicians are assigned at various points along the route and at the Command Post to ensure smooth and safe operation.
- Operations personnel join representatives from LAPD, LAFD, LADOT, Street Services, and Marathon organizers at a unified command post.
- Approximately 50 Metro lines and routes are detoured, many at multiple locations. LADOT, Santa Monica and other Municipal lines also detour during the Marathon.
- It takes four days to post signs at approximately 900 bus stops. Signs are in both English and Spanish, and include a Marathon route map as well as information regarding the nearest alternate boarding location for each line that normally services the stop. Signs must all be in place by Friday, and removed on Sunday as streets reopen.
- Over 100,000 Service Change Notices were distributed through Bus and Rail Divisions, Customer Service Centers, Downtown BID, and Marathon organizers. Detour information is provided to LAPD and Traffic Control Officers to help them answer questions from the public during the event.
- Each affected Division receives an oversized map of the Marathon route and copies of applicable detours two weeks in advance of the event, in order to provide Operators with advance knowledge concerning changes in routing, and other items. These materials are posted on a dedicated bulletin board, along with information concerning changes to Operators' regular assignments (adjusted sign-on times, starting service at temporary terminals and so forth). Each Division has an Instructor on duty at the window the morning of the Marathon to assist Operators when they sign on.
- Marathon officials have chartered two buses to transport athletes who participate in both the Acura Bike Tour and the Marathon. After completing the bike tour, the biker-runners will be transported from the bike finish area to the Marathon start location. The buses, both wrapped in Marathon ads, are currently in service, advertising the event in advance of their special Marathon day assignment.
- At the request of the Los Angeles Fire Department, Metro will position four buses adjacent to the finish line to house participants who may need medical help or just a cool dry place to recuperate following the race.

If there's such a thing as a normal day in BOC, controllers can average about 3,000 calls a day. But on Marathon day, says Tom Jasmin, Bus Operations Control director, the number soars upward by about 350-400 calls.

"It's the busiest day of the year," he says.

Although the 2-year-old L.A. Triathlon is gaining ground on the running event for the number of street closures and route changes, it doesn't quite measure up to the Marathon. "The triathlon is over by 1 p.m. but the marathon goes on past 6 o'clock," noted Jasmin.

Jasmin, along with police and fire officials, gives the runners a 90 minute lead before he tailgates the route in a special vehicle to officially re-open streets closed by the 26-mile race.

Following Jasmin's lead, TOSs will relay street re-openings directly to TOS Patrice Hill in Bus Operations Control, who, along with TOS Trenisha Dorsey, will work a dedicated post, fielding all calls related to the Marathon.

Meanwhile, TOS Luis Alcantar will be stationed at the unified command post at Fire Station #3 in downtown Los Angeles. And, the more than 50 TOSs at the ready will line the famous 26-mile route.

Although BOC is up for the game and in perfect condition for Sunday's race, they're not into carbo-loading. "We just want to keep our passengers moving, and do a good job of it," says Jasmin.

With Marathon XX out of the way, there's only one thing left to do. Get ready for Marathon XXI.

Maybe they'll get a medal next year.

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Transportation Manager Scott Greene briefs South Bay community on proposed service changes at public hearing.



### Rain doesn't cancel attendance, participation at Metro South Bay Public Hearing

By RICH MORALLO

- Rain didn't cancel attendance, participation

(March 3, 2003) Bus riders, workers, residents and city officials braved a wet evening to attend the Metro South Bay public hearing on proposed service changes Tuesday at the Carson Community Center.

"A stormy, rainy night did not hold anyone back from participating," said San Pedro resident June Saleman, one of about 80 attendees.

The hearing, which gathered public input on possible changes on 13 Metro lines, started at 6 p.m. with a welcome by South Bay Governance Council Chair Terisa Price and General Manager Dana M. Coffey. Transportation Manager Scott Greene then gave a Power Point presentation outlining the various lines under study.

Greene also shared with the audience the plan to improve Line 711, the Florence Avenue Rapid Bus. "We're looking at extending some or all trips from the Inglewood Transit Center to the LAX Transit Center via Century Boulevard," said Greene.

### Public comments

El Segundo Mayor Kelly McDowell, the first of 50 attendees who spoke during the public comment period, spoke in support of Line 439, the express that services Los Angeles, LAX, and Redondo Beach. "We need this line to pick up the elderly and bring our students to school," the mayor said.

Throughout the three-hour hearing other speakers came forward to thank the council for asking for community input, and to also comment on Lines 107, 115, 202, 205, 207/357, 211/215, 225/226,

305, 357, 442, and 757. These remarks , along with correspondence, will be summarized and presented to the South Bay Council at the March 11 meeting, which will be held at Carson Division 18.

Staff will present their responses to comments and give final recommendations for changes at that meeting where the council will discuss the proposals and decide about the service changes which will be implemented on June 26, 2005 or later.

" As we continue to reevaluate the lines that operate out of Metro South Bay, we thank the community and our customers for their comments and recommendations," said Coffey. "Their input will assist us as we work towards improving bus service."

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Metro Orange Line COUNTDOWN

Metro Orange Line  
COUNTDOWN

- Photos by Ned Racine

Senior Community Relations Officer Ned Racine is on the scene at the Metro Orange Line, rain or shine. Photos of the station platform work were taken at the Tampa Station at Topham. Raindrops kept falling on Feb. 23 when these rain scenes were taken near the De Soto Station.



De Soto Station, looking west.



Here we are at the Topham intersection of the Tampa Station. Looking northeast.



Pillars west of Lindley Avenue reflect in the rainfall. Looking northwest.




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## PHOTO OP for Metro Marathon Runners and Bikers

Congratulations on biking and/or running the L.A. Marathon XX. We'd like to celebrate your great achievement. Choose one or more of the photo options listed below.

- Group photo opportunity in the Gateway plaza lobby, Wednesday, at 10 a.m. and at 4 p.m. - please bring your medal and your smile, OR
- 2) e-mail photo taken at the Marathon, if you have one, OR
- 3) make special arrangements with us for a photo on Wednesday, all day, or Thursday morning - bring your medal and we'll take your picture whenever it works, whatever it takes, OR
- 4) get your group together and have someone take a great photo of you with your medal (medals) and send it to us in an e-mail.
- e-mail to [andersonga@metro.net](mailto:andersonga@metro.net)

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San Gabriel Valley  
General Manager  
Jack Gabig presents  
a Certificate of  
Appreciation to  
Division 9 Operator  
Gilberto Vazquez.

## Division 9 Operator Gilberto Vazquez Helps Catch Tagger

By MIKE GREENWOOD

(March 8, 2005) San Gabriel Valley Division 9 Operator Gilberto Vazquez was finishing up his last morning trip on Line 70, Feb. 11, when he noticed several teenagers who seemed to be up to something in the back of his bus.

After alighting the last of his passengers at El Monte Station, one of his regular riders alerted him to the problem. The two juveniles had been tagging inside the bus.

Vazquez approached a deputy at the nearby Sheriff's Substation and the chase was on.

Deputy Tom Rodriguez and Vazquez drove through the neighborhood in the squad car looking for the juveniles. They backtracked down Santa Anita Avenue with no luck.

## Classroom by classroom

Then the men went to the local continuation high school and checked classroom by classroom. Finally, Vazquez recognized one of the boys.

Before long, the tagger admitted responsibility for the vandalism – later estimated at \$7,600 in damage – and apologized to the operator. The suspect was photographed and charged.

Without the immediate attention and cooperation of the bus operator, says Rodriguez, the suspects would not have been apprehended.

Sector General Manager Jack Gabig last week presented a commendation to Vazquez, thanking the operator for his alertness and cooperation with law enforcement in locating the suspect.




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## SGV Sector Employees Trained in Life-Saving Procedures

By ELIZABETH ARMIJO-HOLBROOK

The American Red Cross recently certified 16 volunteers from the San Gabriel Valley Service Sector in life-saving skills and techniques.

Students were trained in the "Check-Call-Care" steps of emergency assistance:

- **Check** the scene for safety,
- **Call** 911 or the workplace emergency number, and
- **Care** for life-threatening conditions.

The course included instruction in the proper methods for assisting someone who appears to be unconscious, a choking victim or someone in cardiac distress.

The employees also received training in the use of the latest in life saving devices, the Automated External Defibrillation (AED). AED units are located in many Metro work areas.

## 70 percent chance

Before the development of the AED, victims of cardiac arrest only stood a 40 percent chance of survival through Cardio Pulmonary Resuscitation (CPR). Metro trains about 400 employees each year in CPR and the use of AEDs.

Today, victim survival rates have increased to more than 70 percent. Currently, Metro has 47 AEDs at Metro Headquarters and at most bus and rail transportation and maintenance locations. Eventually a total of 75, will be placed at all locations, once personnel are trained to use the defibrillators.

According to the American Red Cross, if a victim stops breathing for more than four minutes, irreversible brain damage may occur.

Scott Boim, San Gabriel Valley's senior s specialist says the sector is now equipped to provide emergency medical assistance in almost all medical emergencies on a 24/7 basis.


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Division 9 Operator Carlos Rodriguez returns a lost wallet containing nearly \$1,200 to patron, Mrs. Cheng.

Photo by Mike Greenwood

## Bus Operator Rescues Small Fortune for Patron

By MIKE GREENWOOD

(March 9, 2005) Imagine leaving your wallet on a bus with nearly \$1,200 inside. What are the chances of getting the wallet back? What are the chances of getting the money back?

Well, if it's a San Gabriel Valley Division 9 bus, your chances are very good. Thanks to Metro Bus operators like Carlos Rodriguez, integrity is alive and well at Metro.

On Feb. 15, while driving Line 76, Rodriguez, who joined Metro in 1998, discovered a black wallet a patron had left onboard. At the end of his shift, he turned the wallet in to the Division 9 Dispatcher Carole Gordan and together they inventoried its contents.

To their amazement, it contained \$1,190. They secured the wallet and money and notified Metro's Lost and Found. A letter was sent to the address found in the patron's wallet.

## Returned the money

On Feb. 25, Operator Rodriguez got to meet the grateful patron, Mrs. Cheng of Los Angeles, and return the money to her.

The 80-year old native of Taiwan and her daughter, who drove her to the division, were amazed at her good fortune. They explained that she had been on her way to the bank to make a deposit and had left the wallet behind.

Bus operators are required to walk through the bus after every trip to search for lost items and other conditions that may affect their passengers.

On this day, Operator Carlos Rodriguez performed his duty flawlessly.

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Metro Bus Operator Eric Smith welcomes aboard a "Seniors on the Move" participant during a tour in San Pedro.



## South Bay Sector Helps Seniors Find Their Way on Metro

By RICH MORALLO

(March 9, 2005) Korean War veteran and senior citizen Don Harmon already knows how to use public transportation. "I take Metro Line 42 and then either Line 96, 91 or 92 to get from San Pedro to the Veterans Affairs Hospital in Long Beach."

Nonetheless, Harmon showed up at the recent "Seniors on the Move" transit workshop held at the Anderson Memorial Center in San Pedro.

"I heard that Metro was processing fare media and stickers for senior bus passes," the 10-year resident of San Pedro said.

Harmon and 120 other senior citizens participated in the four-hour program that included a welcome by Supervisor Don Knabe, followed by briefings and displays on transit procedures and programs.

### 'Shown what to do'

"The seniors were shown what to do and how to do it when using Metro Bus, Metro Rail or other transit services," said Jovanne Napaleton, a recreational assistant at the center.

The participants were split into two groups. While one group sat



Supervisor Don Knabe greets South Bay resident Lutgardo Lopez during a "Seniors on the Move" transit workshop.

through transit videos and presentations, and applied for bus passes, the other group boarded Metro Rapid buses to travel to the Metro Blue Line. The workshop topics presented at the center included transit options, safety tips and trip planning.

Lutgardo Lopez, in his motorized wheelchair, found himself busy that morning at the workshops. After sitting in on some presentations he posed for a picture with Knabe.

Then, Lopez motored toward a waiting Metro bus, used the lift at the door to enter the bus, and looked forward to seeing how bus lines connect to Metro Rail lines in Los Angeles.

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Last year's vendor fair drew 1,400 attendees. Photo by Dave Sotero



## Metro to Participate in 12th Annual Greater LA Vendor Fair

By DAVE SOTERO

(March 9, 2005) Businesses interested in contracting with Metro will be invited to the 12th Annual Greater Los Angeles Vendor Fair, April 27, at the Los Angeles Convention Center.

Metro and other major city and county agencies will provide all of the "how-to" information needed for business to compete for agency contracts collectively worth billions of dollars.

The day-long event will include a trade show comprising a variety of vendors that provide specialized products and services for businesses working with public agencies.

Since last year's vendor fair, Metro has awarded more than 20,000 purchase orders and contracts worth in excess of \$500 million. In the current year, the agency will again have a significant impact on the local economy.

Metro is working to include more disadvantaged businesses (DBEs). In the 2003 fiscal year alone, Metro awarded \$74.6 million in contracts to DBE firms.

Vendor fair sponsors include Metro, Metropolitan Water District of Southern California, L.A. Unified School District, and the City and County of Los Angeles.

For more information about the Greater Los Angeles Vendor Fair or to obtain a schedule of workshops, visit [www.lavendorfair.com](http://www.lavendorfair.com).




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The Division 1 Transportation team celebrates winning Outstanding Transportation Division for January. Photo: Dave Hershenson



## Division 1 Transportation is 'Outstanding Division' for January

By DAVID HERSHENSON

(March 10, 2005) Central City Division 1 started off the new year with a bang by winning the "How You Doin'?" award for Outstanding Transportation Division for the month of January 2005.

Gateway Cities General Manager Alex Clifford and Division 1 Transportation Manager Sonja Owens thanked employees at the division for the part they all played in helping to claim the prize.

Owens ceremoniously handed off The "How You Doin'?" trophy to one of the Operators in the audience, and said "You are the ones responsible for us being recognized as the Number One division in the agency and you deserve recognition for a job well done!"

Clifford also thanked Division 1 Transportation employees, and noted that the division achieved the highest possible scores in the categories of In-Service On-Time Performance (running on time) and New Workers Comp Claims (low number of new claims), both very important indicators.

The "How You Doin'?" program evaluates all Metro divisions in a number of categories and determines ranking throughout the agency each month.

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PHOTOS BY GAYLE ANDERSON



- See [Slide Show](#): Go Metro! L.A. Marathon Winners  
*A Pictorial Review of Race Day Achievements*

- PLUS! [Who we missed](#). (oops)

## L.A. Marathon Not a Typical Event for Metro's Runners, Bikers

By BILL HEARD, Editor

(March 10, 2005) Apparently, there's no such thing as a typical L.A. Marathon – at least not for the Metro employees who participated in last Sunday's 20th annual event.

Ethics Officer Mayumi Lyon, a first-time runner, twisted her ankle at the 16th mile, but managed to limp to the finish line in six hours, 22 minutes. "I just wanted to do the whole 26.2 miles."

Public Relations Secretary Luis Inzunza and his 11-year-old son, Daniel, rode a tandem bike. Dad rode in front as "captain" and Daniel took the second seat "stoker" position.

"We rode around our block about 10 times to train," says Daniel, who got a little tired when the pair not only had to bike the Marathon, but had to pedal more than nine miles each way between home and the starting line.

Division 1 Mechanic James Wilson rode first in the bike tour. Then, he zipped back to his division, threw his bike in his car, and a friend drove him to the Marathon starting line. He arrived 10 minutes after the starting gun, but within several miles had managed to catch up with some other Metro runners.

### 'Hit the wall hard'

Things went smoothly until Mile 23 when his legs began to lock up. "I hit the wall hard," he says. "I hadn't trained as well as I had intended because of the rain."

Wilson finished in something over five hours, ahead of his coworkers. "I still have bragging rights here at Division 1."

Ron Stamm, principal deputy county counsel, is a Marathon veteran, but he found this event a bit difficult, mostly because of the warmer temperatures. He saw a lot of runners walking in the latter stages of the race.

"The sun was out and at times I didn't feel a breeze," he recalls. "I felt very hot." His 5 hour, 7 minute finish time was his worst of his Marathon experience.

### A slower pace

Mike Payne, a mechanic leader at Central City Division 1 and his colleague, Mechanic Saul Audelo, biked the course. They were impressed with the organization of the event, but were somewhat frustrated by a pace slower than they normally ride on their own.

"This is a tour, not a race," says Payne. "They don't allow you to do more than 18 miles an hour."

"You can't really open up on this race, it's too crowded" adds Audelo, who noted that, when the bikers thinned out a little, "I got really motivated and I wanted to get my heart pumped up a little."

Senior Security Officer Luis Medrano, a veteran runner, was most impressed by the support of people in the neighborhoods along the course. They gave the runners orange slices, bananas, candy, bagels and even impromptu massages.

"The support of the community was fabulous," he says. "That support takes you to the finish line."



What they look like.



Who we missed>

- For sure, Division 8. Asst. Mgr. Ralph Gray sent us photos we just couldn't retrieve off of the e-mail. Not pictured are: Ralph Gray, Don Dell, Robert Bennett and Russell Modell. All polished off the Acura Bike Tour in about an hour and a half and then polished off breakfast at Denny's. They were back home by noon.
- Division 5 - But not for long. We'll run Rich Morallo's report on Marco Pedemonte's Marathon run and on James Everett, who came in THIRD in the Marathon's 5K race. Stay tuned.
- Anybody else? Let us know. --from Gayle Anderson

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#### Two Westside/Central Governance Council Members Named



PHOTO BY BILL HEARD

Westside/Central General Manager David Armijo, center, welcomes two new members of the sector Governance Council. From left are Greg Fischer of Westwood, a deputy to Los Angeles Councilmember Jan Perry; and Carlos Collard of West Los Angeles, an analyst for the Big Blue Bus. Both are appointees of Mayor James Hahn. With the two appointments, the Governance Council is now at its full nine-member strength. (3/10/05)

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Inglewood Mayor Roosevelt F. Dorn presents MTA Board Member and County Supervisor Yvonne B. Burke with resolution at dedication of the Inglewood Bus and Information Center.



## Inglewood Celebrates New Bus and Information Center

By RICH MORALLO

Senior citizen Russel rode his bike to the new Inglewood Bus and Information Center on Market Street last March 2nd and waited for the dedication ceremony that would officially open the transit facility.



Inglewood resident Russel, above, and Junior ROTC Cadet take part in revitalization ceremony.

"I use public transit whenever I go downtown," explained Russel who likes the frequency of Metro Line 40. "This new information center will help a lot of people who need bus schedules and other transportation information to travel around."

That morning Russel joined 60 other residents and civic leaders in celebrating the \$1.7 million bus center, part of the revitalization of downtown Inglewood. The transit center includes an already operating bus depot, restrooms, seating area and bulletin boards.

Supervisor Yvonne Burke,  
Inglewood Mayor Roosevelt



Photos by Rich Morallo

Dorn and Metro South Bay General Manager Dana M. Coffey delivered remarks praising the facility that was funded by the City Redevelopment Agency, the Federal Transit Administration and Metro.

invaluable link to employment and recreation locations in the South Bay and locations north of the city.

Currently, more than 400 Metro buses from six lines already use the adjacent bus depot, an

Ms Mitchell, a retired teacher, attended the ceremony to get acquainted with the services offered at the facility. "I'm planning to go back to school and will be using this center to catch the bus for downtown for my train connection to Claremont," she said.

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Artists to Showcase Six New Public Art Projects on Metro Rail System

- Meet the Artists' Metro Art Tour and Reception: Meet the artists of six new projects on the Metro Rail system Sunday afternoon, March 13, from 2 to 3 p.m.
- A reception follows at 4 p.m. at the First and Hill streets entrance to the Civic Center Metro Rail Station. The public is invited.

Featured artworks and artists:

<a href="#">In the Living Rock</a> by Samm Kunce	<a href="#">Civic Center Benches</a> by Peter Reiquam	<a href="#">No Title</a> by Bob Zoell
<a href="#">Photographs on the DC Subway</a> by Andrew Z. Glickman	<a href="#">A Florence Moment</a> by Ricardo Duffy	<a href="#">The Will to Progress</a> by Ricardo Mendoza

Six new and engaging public artworks will be unveiled in Metro Rail stations this Sunday to celebrate new artworks in the Metro Rail System.

These new artworks create a vibrant artistic environment that transports passengers' imaginations, bringing a touch of humanity to rail riders' commute. This 'underground art gallery' will be showcased by the artists themselves and Metro Art docents at five Metro Rail Stations, followed by a public reception at the Civic Center Metro Red Line Station in downtown Los Angeles.

The featured artists have produced glass and granite tile murals and benches at Civic Center Station, ceramic tile murals at the Wilshire/Vermont Red Line Station, illuminated photo panels at Wilshire/Normandie Red Line Station, ceramic artwork panels at the Florence Metro Blue Line Station, and ceramic artwork on columns at Firestone Metro Blue Line Station.

The featured artists and artworks are:

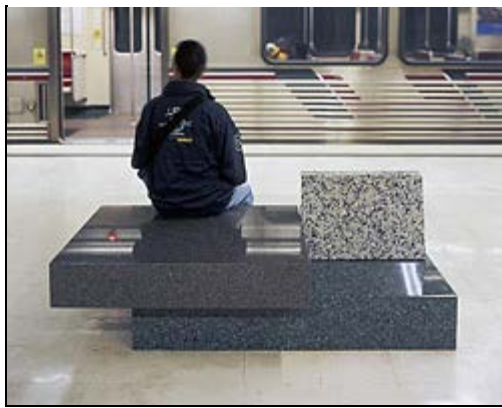
**"In the Living Rock" by Samm Kunce**, in the First Street Plaza of the Civic Center Station.



Samm Kunce's artwork "In the Living Rock" explores ideas gathered from science and literature. A recurrent theme in her work is the celebration of inherent beauty of natural materials. The tile mural runs the length of the curved planter bed wall and a hanging garden exquisitely executed in Venetian cake glass mosaic supported by an expanse of striated sand colored granite.

**"Civic Center Benches" by Peter Reiquam**, platform of the Civic Center Station.

Artist Peter Reiquam specializes in the design and fabrication of public furnishings that are both fun and utilitarian. His recent work, a sleek series of four contemporary subway 'sofas,' provide a



seating area where commuters may comfortably sit and talk to one another while waiting for the train.

**"No Title" by Bob Zoell**, platforms of Wilshire/Vermont Metro Rail Station.



Artist Bob Zoell has abstracted the appearance and arrangement of typographic design symbols to create a bold and graphic series of ceramic tile murals. The artwork covers four columns at station platforms: two on the upper level and two in the lower. The artist worked carefully to establish an animated and playful dynamic between his characters. Text appears to dance at it's own happy pace, while other figures run off kilter as if ready to jump off the columns to greet commuters.

**"Photographs on the DC Subway" by Andrew Z. Glickman**: Seven illuminated photo panels on the mezzanine level of the Wilshire/Normandie Station.



Andrew Z. Glickman uses photography to document how subway passengers behave among total strangers. In train cars with ample space, passengers position themselves at carefully calibrated distances from their neighbors. However, once that space has been established they begin to relax and act as they might do in the privacy of home. Glickman prefers to work unnoticed using a 35mm rangefinder camera with a silent shutter and without a flash.

**"A Florence Moment" by Ricardo Duffy**: Platform of the Florence Station of the Metro Blue Line.

Artist Ricardo Duffy, after visiting the neighborhood along Florence Avenue, was inspired to create tile images depicting lively local storefronts, dynamic pedestrian traffic and area landmarks by the dynamic foot traffic along the storefront-filled street. Lively and colorful, the immediate community is primarily a mix of new immigrants from Mexico and Central America along with long-standing African American and Anglo residents. The Metro



Florence Station is a narrow center platform rail station that sits in the center of this bustling community. Four large-scale steel sign posts on the platform house seating for the rail customers. The artist attached eight whimsical ceramic artwork panels to the top of the seating structures.

**"The Will to Progress" by Ricardo Mendoza:** street-level entrance of the Firestone Station of the Metro Blue Line.



Artist Ricardo Mendoza designed a brightly energetic ceramic artwork at the existing concrete columns at the lower level of Florence Station in the area where passengers make bus/rail connections. The imagery consists of larger than life figures appearing to hold up the railway. The hand painted ceramic tile, both flat and relief, gives the columns a vibrant and unique look that transforms a predominantly hard-edged environment into one of inspiration and color.

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Bus Operator Sunday Hollis picks up tickets for Metro Family Day from Administrative Aide Alicia Morales-Rodriguez at Venice Division. Metro Store is setting up shop at most operating divisions, giving employees the opportunity to buy tickets directly.



PHOTO: JENNIFER SALAMANCA

## Hot Tickets: Metro Family Day at Universal Studios

- Ticket sales end Friday, April 1

(March 15, 2005) Enthusiasm runs high and ticket sales are brisk as Metro Store makes the rounds at operating divisions selling tickets for Metro Family Day, scheduled Saturday, April 16, from 11 a.m. to 1 p.m., at Universal Studios.

The Universal City Concourse is a picnic area and grounds that precedes the Universal Amphitheatre. The catered barbecue will feature a picnic-style menu of hamburgers, hot dogs, veggie burgers, chicken, salads and desserts.

Entertainment includes face-painting for the kids and shoulder-rubbing with costumed characters (maybe Shrek himself will show) plus photo ops and, yes, prizes, all to the beat of music lined up by a professional deejay.

The \$25 tickets, on sale through April 1, will cover the buffet lunch, entertainment, a private party at the Universal Amphitheater Concourse and admission to the Universal Studios Theme Park, which is open from 9 a.m. to 6 p.m. on the day of the event.

Employees are encouraged to take the convenient Metro Red Line to the Universal City Station on the day of the event. Tickets do not include the cost of parking, which costs \$10 at the Universal Studios/City Walk structure.

Tickets are sold at the Metro Store in the Gateway Building through April 1. Store hours are 9 a.m. to 12:30 p.m. and 1:30 p.m. to 3 p.m. Monday through Friday. No tickets will be sold on the day of the

event.

Ticket sales are scheduled at the following divisions:

- Division 9, Wednesday, March 16, 11 a.m. – 2 p.m.
- Division 5, Monday, March 25, 11 a.m. – 2 p.m.
- Division 22, Monday, March 28, 11 a.m. – 2 p.m.

Questions? Stop by the Metro Family Day table in the 3rd floor lobby of the Gateway Building this Thursday for a St. Patrick's Day treat and information on the event.

For more information: Call the Metro Store at 922.4740.

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**Faces of Transit** - Metro CEO Roger Snoble, left, addresses news conference on benefits of public transit. Strategies to beat spiraling gas prices were presented by, from left, Jack Kyser, Chief Economist, L.A. County Economic Development Corporation; Steve Finnegan, Automobile Club of Southern California; Metrolink CEO David Solow, and Jackie Carter, a manager for Van Pool Services Inc. (VPSI).

## Metro, Automobile Club of Southern California, Metrolink team up to help consumers beat high gasoline prices

By DAVE SOTERO

(March 16, 2005) CEO Roger Snoble and Deputy CEO John Catoe offered strategies aimed at beating the spiraling cost of gasoline at a news conference held today on the Metro Gold Line platform at Union Station.

Metro and its partners - the Automobile Club of Southern California and Metrolink - are recommending five easy ways to beat escalating gas prices that are expected to reach three dollars a gallon by summer.

- **Go Metro** -For much less than a tank of gasoline, commuters can travel throughout Los Angeles County and beyond using the Metro and Metrolink systems. Metro has extra capacity, with 200 Metro Local and Metro Rapid Bus lines and 73 miles Metro Rail service throughout L.A. County. The agency has added service to more than 60 bus lines and is likewise expanding the Metro Rapid Bus network. New 45-foot and 60-foot buses will be able to carry more



**Getting the word out** - Deputy CEO John Catoe unveils strategies, above. Below, CEO Roger Snoble answers questions from media.

passengers. Bus service in the San Fernando Valley will be improved with the opening of the 14-mile Metro Orange Line later this year. Metrolink connects seamlessly with the Metro system, extending commuter rail service 500 miles through the five county area of Southern California.



- **Share the Ride** – Southland carpoolers save an average of 36 minutes per day by using the region's more than 455 miles of freeway carpool lanes. Additionally, car and vanpoolers share driving costs, which can be reduced 50% or more depending on the number of rideshare participants. Drivers throughout Southern California can find a rideshare partner at [Commutesmart.info](http://Commutesmart.info).
- **Split Your Trip** – Board Express Buses to major employment centers from one of 146 convenient Park & Ride lots around the county or bicycle to nearby bus or rail stations.
- **Bug Your Boss** – Metro business pass programs and vanpools make it easy for businesses to offer the benefits of public transit to employees.
- **Start Online** –Visit [www.metro.net](http://www.metro.net) to plan bus or rail trips, join a carpool, find a Park & Ride lot, and purchase monthly Metro passes. 1-800-COMMUTE is also available for transit and rideshare information.

PHOTOS: GAYLE ANDERSON



Los Angeles Times, La Opinión, KFWB, KFI, and KPCC Radio, Channels 2-9, 4, 7, 11, 18, 34, 52 and 62, KTAN Korean TV, Korea Daily, Asian Pacific News, Chinese Daily News, Sing Tao Newspaper, China Press and Korea Times covered today's media event at Union Station on the Metro Gold Line platform at which Metro, AAA and Metrolink discussed five easy steps to beat rising gas prices.

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Marco Pedemonte, equipment maintenance supervisor, and son Daniel, hoist Marathon gold. At left, Operator James Everett with 5-K award - With a time of 20:38 minutes, Everett earned a third place finish in the 50-54 age division. *Photos by Rich Morallo.*

## Metro South Bay Operators Bag Race Medal, 5-K Trophy at L.A. Marathon

By RICH MORALLO

Marco Pedemonte's strategy in running the L.A. Marathon was simple. " I decided to stay in the middle of the pack, run a mile, stop to hydrate at the water stops, walk a minute, and then resume running, " remarked the equipment maintenance supervisor from the Arthur Winston Division.

His plan gave Pedemonte a finish time of four hours, 49 minutes and 15 seconds for his 19th L.A. Marathon.

"The only year I missed running was in 1990 - for health reasons, and my best time ever was 3:19:00 in 1986," said Pedemonte who prepared for the marathon by logging 25 miles a week throughout the

year on the outskirts of the Rose Bowl in Pasadena.

After Pedemonte and the 25000 other marathoners cleared the start of the route along the Los Angeles downtown streets, James Everett took off on the 5-K run.

Like Pedemonte, Everett, a bus operator out of Carson Division 18, had trained year round by participating in monthly 5-K runs in the area. "Last Sunday I took off fast, maintained my speed, got a little tired later but by the grace of God, I finished," James said.

Everett, who has been running since he was an All-American at Hutchinson Junior College in Kansas, finished 49th out of 2100 runners. With a time of 20:38 minutes, Everett earned a third place finish in the 50-54 age division.

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### Metro Café: Starbucks returns to counter left empty by errant brewing machine.



It's no big deal, except for those who missed their morning coffee and daily pick-me-up at Metro Café, where the Starbucks brewing machine has been out of commission since Friday. Café manager Bruce Ueno made amends Wednesday morning: Free coffee for Rosa Gonzales, pictured at left, and all whose gaze at the empty counter was rewarded with the shiny vision of a new machine.

-- from Gayle Anderson


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## Services Tuesday for Bus Operator Beverly Brown

(March 18, 2005) A funeral service will be held Tuesday in Compton for Bus Operator Beverly Brown, who died March 10 at age 49.

Ms. Brown was born in Los Angeles May 26, 1955. She joined Metro as a bus operator on April 8, 1984, and worked out of Division 18 for her entire career.

A resident of Compton, Ms. Brown is survived by her husband and three children.

The service is scheduled for Tuesday, March 22, 2005, at 11 a.m., at Angeles Abby Memorial Park, 1515 E. Compton Blvd. in Compton. Information: (310) 631-1141.



Beverly Brown



Beverly Brown, pictured at left with two of her three children, loved PT Cruisers, helping passengers who boarded her bus, digital photography and Division 18. Beverly wasn't a drinker, yet she loved the aroma of Cognac, and named her three children after the libation - Remy, Courvassier and Hennessy. "She will be missed at Division 18," said friends there who mourn her passing. -- from Yvon Davis-Carter, Division 18.

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## Just say Go!

"This new concept is truly a win-win for K-12 students and Metro. We're confident that streamlining the Student Fare Card process will increase student ridership."

--Gail M. Harvey, executive manager of customer and vendor services.

< Students from North Hollywood High School on a TCAP field trip used Metro Day Passes last year for a "\$3 Vacation"

## Metro to Launch New Photo-Less Student Fare Card Program

- New Program Eliminates Application, Spells Convenience For Students

By ED SCANNELL

In an effort to cut red tape and increase convenience, Metro will launch a new photo-less Student Fare Card program March 21, 2005 for K-12 students. The new streamlined process eliminates the need for an application and the taking of a special photo to obtain the fare card.

"The new program makes obtaining the Student Fare Card quick and simple," said Vanessa Smith, Metro communications manager and program designer. "We've eliminated the wait time, which had been two to three weeks to process an application, and under the new program a student can use their discounted fare the same day."

Students may obtain the Student Fare Card free at all Metro Customer Centers, participating Los Angeles Unified School District (LAUSD) schools and all schools in the Pasadena Unified School District.

A monthly Student Stamp, which then must be affixed to the Student Fare Card for valid use, can be purchased for \$20 at Metro Customer Centers, participating LAUSD schools and any of the more than 800 outlets in the Metro vendor network including Community Check Cashing, Cash It Here, Ralph's, Jon's Market, Pavilions, Nix Check Cashing and Popular Cash Express.

The Student Fare Card, combined with a current Student Stamp, entitles the student to unlimited use of all Metro buses and trains.

No ID is required for K-8 students to obtain the Student Fare Card; however, parents obtaining a card without the student present must provide proof of student eligibility such as a recent report card or school ID.

Students in grades 9-12 who obtain a Student Fare Card from a Metro Customer Center may be asked to present an existing photo ID or current school ID to demonstrate eligibility.

All students are required to print their name on the front of the Student Fare Card and sign the back of the card to acknowledge acceptance of the conditions for use of the card. Card holders must show a photo ID if requested by an operator, law enforcement officer or fare inspector.

"This new concept is truly a win-win for K-12 students and Metro," said Gail M. Harvey, executive manager of customer and vendor services. "We're confident that streamlining the Student Fare Card process will increase student ridership."

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From left, Buffalo Soldiers Trooper Lennister Williams, Arthur Winston, Metro South Bay GM Dana Coffey and Trooper Ronald Jones. *Photo by Rich Morallo.*



## Friends, Family and Media: Arthur Winston Marks 99th Birthday at Arthur Winston Division Celebration

By RICH MORALLO

It was almost another typical Arthur Winston birthday - balloons, birthday cake and speakers lined up to wish the 99-year-old service attendant crew leader congratulations and best wishes.

But Metro Director Pam O'Connor showed why today's celebration at the Arthur Winston Division in Chesterfield Square was a special event when she started the countdown. "I'm coming back here next year for your 100th birthday," proclaimed O'Connor.



Maintenance Manager Alex DiNuzzo reads a birthday message from Governor Arnold Schwarzenegger at Arthur Winston Division celebration. *Photo by Rich Morallo.*

Amid shouts and applause, Arthur simply stood beside the program's emcee, Metro South Bay General Manager Dana M. Coffey, and smiled before his fellow-workers, family members and guests. Earlier he remembered how this day had started. "My great granddaughter Brandy wished me Happy Birthday at home," Arthur said, adding , "I don't feel older."

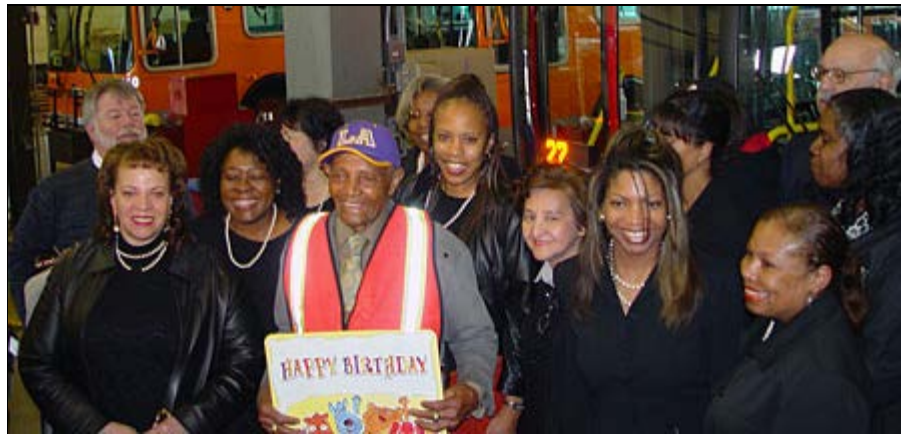


Photo op - Metro Choir delivered a musical birthday wish to celebrant Arthur Winston. At left, Metro choir Director Renee Willis. *Photo by Luis Inzunza.*

The Metro Choir honored Arthur with a medley and a birthday song, representatives from his division and Carson Division 18 delivered messages, and maintenance manager Alex DiNuzzo read a message from Governor Schwarzenegger. Special guest speakers included the pastor of the Crenshaw United Methodist Church, a representative of the Amalgamated Transit Union, and O'Connor, currently mayor of Santa Monica.

"From now on we'll be addressing Arthur as Trooper Arthur," proclaimed Lennister Williams with the Buffalo Soldiers, as he made the Metro staffer an honorary member of the Ninth and Tenth (Horse) Cavalry Association.

Several media reporters and broadcasters



shadowed Arthur, conducting interviews and photographing him at work. "What was his best birthday gift ever?" Arthur said, "It was a huge Metro plaque with several transit decals and logos on it."

Arthur, first employed by the Pacific Electric Railway Company in 1924, has worked for the agency for 71 consecutive years. He is a recipient of a Congressional Citation as "Employee of the Century" in 1997 from then President Clinton.

Channels 2/9, 5, 7, and 18 (Korean TV), Daily News, L.A. Times, Associated Press, KNX radio, and the LA Watts Times covered today's birthday celebration for Arthur Winston.

*Photo by Rich Morallo.*

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**From the Archives of the Dorothy Peyton Gray Transportation Library:** In honor of both Black History month of February and Women's History month of March, Library Administrator Matthew Barrett and Archivist Jim Walker of the Dorothy Peyton Gray Transportation Library went digging through the archives searching for the names and photos of Los Angeles' first women and African American bus and rail operators. "We felt it was important to recall the part our own local history played in the national workplace and civil rights movements," said Barrett. ([Sources](#)) If you have more to add to this material, or have photos, facts, or family histories to share, please contact Matthew Barrett or Jim Walker in the Dorothy Peyton Gray Library and Archives.

[Part II:](#) The first African-American Motormen. PLUS! The first African-American Motorman was a woman!



Chief Instructor Elrod in 1942 with Motormanettes Irene Stevens, Helen Blevins, Lorena Weaver, Joan English and others.

## A Piece of History of Transit in Los Angeles: First Women Operators were called *Motormanettes*

- aka: *Conductorettes*, *Coachettes* and *Driverettes*

By MATTHEW BARRETT

(March 23, 2005) The first reported instance of a woman working on Los Angeles streetcars occurred during World War I, in May of 1918. She was recruited from the Los Angeles Railway's office help. She worked as a conductor collecting fares and making change.

At that time, both a motorman and a conductor staffed streetcars. The experiment of a female conductor was short-lived. Privately run electric railway companies across the country adopted "only as a last resort" or "emergency only" policies when it came to hiring women.

The Amalgamated Association of Street and Electric Railway Employees of America openly stated that "it wasn't time yet" and "streetcars were no place for women." However, union policy noted that if it did become necessary to hire women to replace men drafted into the military, women working on streetcars must have exactly the same entitlements, pay and treatment as the men they replaced.

### Women on board

It took until World War II for the door that opened just a crack in 1918 to finally open wide. Beginning in September 1942, the privately owned and operated Los Angeles Railway (1911-1945) began hiring women as streetcar and bus operators on a trial basis.

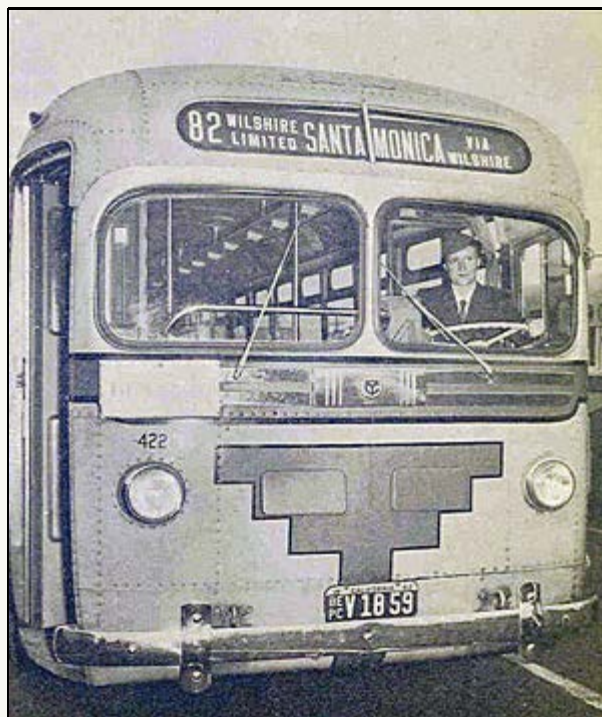
The test turned out to be so successful that they soon hired over 300 women as Motormen, Conductors and Coach Operators to replace men drafted during World War II.

They were called Motormanettes, Conductorettes, Coachettes and Driverettes. The employment requirements: age 21-40, weight 120-140, and height 5'3"-5'10."

Initially, women worked out of just one division. Since women hadn't previously been a regular part of the operating division workforce, restroom facilities were not adequate.



Motormanette Joan English in 1942.



Circa 1942 - Bertha Durborrow, flier and member of the

### Women can drive!

With the success women showed as operators, the situation was quickly remedied. They were trained and evaluated exactly the same as the men they replaced, and California State law was subsequently changed to eliminate certain employment restrictions on women.

Los Angeles Railway was the lead transit agency that hired women as motormen. San Diego Electric Railway followed soon

Forth Fighter Command, Army Air Force, said driving a bus is much harder than flying a plane because you have to depend on the other fellow's tactics. Coming to a stop on a bus has the same feeling as when coming to a landing in a plane.

after as did other transit properties across the country.

They had all been waiting to see how

successful the Los Angeles Railway experiment would be.

C.E. Morgan, manager of Los Angeles Railway operations in 1942, was quoted as saying: "We've been really amazed to see how well most women work into the mechanical phases of the job. Some of them actually master the (streetcar) controls faster than do men. They operate smoothly and, in most cases, they're very good from a safety standpoint."

### Celebrity status

Women operators were featured as interview guests on Hollywood based radio programs with Bing Crosby, Frank Sinatra and other radio entertainers. Performing what had been traditionally men's jobs was a novelty; many also saw working women as good for the country's wartime morale.

The first women hired by Los Angeles Railway were Helen Blevins, Lorena Weaver, Frances Tigert and Irene Stevens. *Two Bells*, the Los Angeles Railway employee magazine, saluted them in 1943 on their one-year anniversary as "pioneers in a brand new field" for women.

A group of Motormanettes pose for this publicity photo in 1943.



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Interviews with Philpott family members

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The Metro Art program has commissioned 13 California artists to design station art for the Metro Orange Line transitway now under construction in the San Fernando Valley. Artists' work will be on exhibit at the Pierce College Art Gallery from March 28 to April 21 between 12 noon and 5 p.m. Monday through Thursday. Pictured below: from left, Valley College Station artist Laura London, lead artist Rene Petropoulos, Van Nuys Station artist Roxene Rockwell, Woodman Station artist Dan Marlos and Sepulveda Station artist Michele Martinez.



Photo by Luis Inzunza

## Artists Transform Metro Orange Line into Work of Art

- New public art exhibit at Pierce College March 28 to April 21 showcases artwork designs for San Fernando Valley transitway now under construction.

By DAVE SOTERO

As construction continues on the 14-mile Metro Orange Line in the San Fernando Valley, a group of California artists is producing a major work of art.

Renee Petropoulos, lead artist for the Metro Orange Line Art Project, envisions the Metro Orange Line — scheduled to open later this year — weaving like a ribbon through the Valley. The stations are uniformly designed, but reveal their unique identity when seen up close. An artist who grew up next to the Orange Line corridor, Petropoulos considers the artwork a tribute to Valley residents.

## Metro Orange Line on exhibit

The works of Petropoulos, landscape artist Jud Fine and 13 other artists will be on exhibit at the Pierce College Art Gallery March 28 to April 21. Gallery hours are from noon to 5 p.m., Mondays through Thursdays. Admission is free.

The exhibit will feature original artwork designs for Metro Orange Line stations, including terrazzo pavings, sculpture, photography, seating

and landscaping. Members of the public will have an excellent opportunity to preview what the transitway will look like as it runs through their communities.

"The artists chosen to design artworks for the Metro Orange Line have made what we believe is a great contribution to our customers' enjoyment of the stations that, while distinctive in their own right, also reference the Valley," said Maya Emsden, Deputy Executive Officer of Creative Services, Metro. "The Metro Art Program has given them an opportunity to leave an indelible mark on the public space while creating a unique sense of place for our future transitway patrons."

### **About the transitway**

The Metro Orange Line will run from the North Hollywood Metro Red Line Station to Warner Center in Woodland Hills. Advanced, 60-foot compressed natural gas buses will run on an exclusive right-of-way through the cities of North Hollywood, Valley Glen, Van Nuys, Reseda, Winnetka, Canoga Park and Woodland Hills.

The transitway will include 12 miles of pedestrian and bike paths, and more than 800,000 new plants and shrubs and 5,000 new trees. Six designated landscape art areas are also planned along the transitway route.

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## First African-American 'Motorman' was a Woman



Arcola Philpott, sociologist and Motormanette. 1944.

Arcola Philpott was born Arcola Ruffins on July 21, 1913. She married Robert Philpott and had two children, Robert Jr. and Ethel. Arcola was an accomplished pianist and spoke several foreign languages. Prior to coming out to Los Angeles from Chicago, she performed welfare work for seven years and also worked in research for the University of Chicago's History Department.

She attended Loyola University studying social science, and attended City College while in Los Angeles. We located her 1945 payroll record in our archives and discovered that she lived near the corner of Adams and Central, at 1119 E. Adams, near the heart of the vibrant Central Avenue jazz district.

Arcola worked out of Arthur Winston Division 5 and drove the "F" line from 116<sup>th</sup>/South Vermont Avenue to Union Station traveling up Vermont to Santa Barbara (now Martin Luther King Boulevard), Grand, Jefferson, Main, Macy (now Cesar Chavez) to the Union Station Passenger terminal. While in Los Angeles, she also worked at the Brown Derby restaurant.

After she returned to Chicago, she worked as a licensed practical nurse as well as a journalist for the Chicago Defender and Pittsburgh Courier. In her later years she worked as a docent for the Museum of

Second in a two-part series.

Back to > Part I: [First Women Conductors were called Motormanettes...](#)

## First African-American Motormen Pioneered Social Justice on the Los Angeles Railway

By MATTHEW BARRETT

(March 24, 2005) Los Angeles Railway was not previously known as a socially progressive organization, nor were many other industries or job markets of the early 1940's.

Hiring women as streetcar and bus operators in 1942 was a small start. Noting the newspaper headlines of the *Los Angeles Sentinel* and *California Eagle* from 1942-1944, racial integration of the ranks of motormen was a major change from past practices, skillfully negotiated by the Rev. Clayton Russell's *Los Angeles Negro Victory Committee*, the AFL-CIO, the NAACP, the Fair Employment Practices Commission and the reform-minded Los Angeles Mayor Fletcher Bowron.

In August of 1944, and without much fanfare, Los Angeles Railway hired its first African-American motorman, a motormanette, Mrs. Arcola Philpott.

Maybe it was Philadelphia's William Barber, or New York's first black motorman William Bath that were her inspiration to walk into the employment office of the L.A. Railway and apply, or maybe it was the community's support, or maybe it was the sight of women all over the U.S. working as streetcar operators and other important jobs.

(See [TIMELINE](#))

Arcola Philpott's employment at the Los Angeles Railway earned her an important place in Los Angeles transportation history. She helped open two doors that had previously been closed.

Arcola Philpott's daughter, Ethel Philpott of Chicago, believes it was the inspiration of other women going to work in what had been known as traditionally men's jobs that inspired her mother to become a streetcar operator.

"My mother was just like that, born in the wrong era for all the things she wanted to do, she was a real go-getter. She was

Science and Industry and the Chicago Public Library. Arcola Philpott passed away on May 14, 1991. She is survived by her daughter, three grandchildren and one great-grandchild. -- from Matt Barrett and Jim Walker

extremely intelligent, courageous, fearless and a life long learner," she said,

Within a few weeks of hiring Mrs. Philpott, Los Angeles Railway hired its first black motormen.



[more photos](#)



Los Angeles Railway F Line, Vermont and 116<sup>th</sup> Station

They were Louis S. Bernard, Hoyt. A. Brown, Percy B. Hill, Roosevelt Mills, Butler James Mitchell, W.B. Jones, E. M. Morris, W.S.A Weary, James Womack and probably more trailblazers whose records have been lost over the ensuing 60 years.

As street railways were increasingly converted to bus lines, Los Angeles Railway sold out to the Los Angeles Transit Lines Company in 1945.

Los Angeles Metropolitan Transit Authority, the first publicly governed transit agency, purchased Los Angeles Transit Lines routes and assets in 1958. That agency became the Southern California Rapid Transit District in 1964 and in 1993, it merged with the Los Angeles County Transportation Commission to form the current Metropolitan Transportation Authority.

Today bus and rail operator workforce of Metro of nearly 5,000 employees includes 32 percent women, 49 percent African-American men, and 23 percent African-American women.

Nathaniel Lewis, third from left, with fellow operators in 1958.

[More photos.](#)





#### TIMELINE

In the early 1940s, the Rev. Clayton Russell's *Los Angeles Negro Victory Committee* and his *People's Independent Church of Christ* was fighting for equal opportunity and social justice in Los Angeles.

This included gaining motormen and conductor opportunities for African Americans on the Los Angeles Railway, and a halt to prejudice by labor unions.

He had a weekly radio address that conveyed his messages of equality loud and clear. He also organized marches and rallies to demand that a fair share of the wartime defense industry jobs go to African Americans.

Rev. Russell strategically formed an alliance with labor and gained sympathy from the greater Los Angeles community through bond sale rallies featuring popular black entertainers such as Ethel Waters, Noble Sissle and Ben Carter that raised hundreds of thousands of dollars for the war effort.

The black population of Los Angeles had more than doubled between 1940 and 1944, from about 60,000 to over 130,000 people.

Los Angeles Railway began feeling the pressure of community and related events happening across the country.

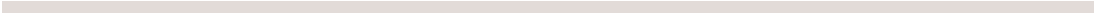
In January of 1943, Los Angeles Railway finally gave its commitment to Rev. Clayton Russell that African Americans would receive motorman job opportunities.

The federal Fair Employment Practices Commission set up by President Roosevelt had previously ordered the nation's transit systems to hire African Americans as streetcar motormen, citing President Roosevelt's wartime Executive Order 8802 which prohibited employment discrimination based on race, color or national origin.

On August 1, 1944, the motormen of the Philadelphia Transit Company went on strike over the issue.

President Franklin D. Roosevelt ordered a military takeover of the transit system and threatened the strikers, via personal telegrams, with being drafted and sent to the front lines if they didn't return to work by the following Monday. They went back to work immediately but federal troops still had to protect Philadelphia's first black motorman, William Barber.

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## Metro Automates Central Switchboard to Assist Customers 24/7

(March 24, 2005) Metro is expanding the operation of its central telephone switchboard by launching a new "auto attendant" feature.

Starting April 4th, callers to Metro's main number, (213) 922-6000, will reach an automated system that will provide them with a variety of choices. The system will connect them to Metro Information, Passenger Relations or to the Service Sector of their choice.

In addition, if the caller knows the name of the person they wish to reach, they can spell that person's name using the telephone keypad and the system will automatically connect them. The system will still connect callers with a live operator if necessary.

Because the switchboard was staffed previously by Customer Information Agents, it was open only about 8 hours on weekdays. Now it will be available at all times, giving customers an expanded resource for contacting Metro.

The agents who staffed the switchboard will handle customer information calls instead, improving service levels in Metro Information.

## Automate your info here.

To help the new system reach you easily, be sure your personal verification is properly recorded. To do so, simply follow these instructions:

- First, login to your voice mail box.
- Dial 89.
- Dial 5.
- Say your first and last name, your 5-digit extension and possibly your department name.
- Press the # key to end the recording.
- Press 4 to return to the main mailbox menu.


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## Board Approves West Los Angeles Transportation Facility; Certifies Final Environmental Impact Report

By RICK JAGER

(March 24, 2005) The Board of Directors today approved a new Metro bus transportation operating facility planned for West Los Angeles, certifying the project's final environmental impact report (EIR).

The West Los Angeles Transportation Facility will be a modern state-of-the-art Metro Bus operating facility designed for up to 150 clean-fuel, compressed natural gas (CNG) buses that will serve the community as well as other parts of Central and West Los Angeles.

"This will be the first new bus facility we've built in 25 years and replaces an obsolete facility in Venice," said Metro's Deputy CEO John Catoe. "It will allow us to better serve our customers from a modern, more centrally located facility."

## Replaces Venice Division

The location for the new transportation center is a 4.7-acre site in an industrial area on Jefferson Boulevard between Rodeo Road and National Avenue in West Los Angeles. All access to the center will be from Jefferson with the bulk of the traffic in and out of the facility occurring well before and after rush hours to avoid traffic congestion in the area.

The facility will replace Metro's Venice bus operating division.

## Extensive public outreach

The final EIR evaluated a wide range of possible impacts of the proposed facility, which included traffic, noise and air quality issues. No significant unmitigatable impacts were found.

Extensive public outreach and community meetings have been held in the community and responses to concerns have been included into the final document.

Pending approval by the Los Angeles City Council, today's Board action sets the stage for construction to begin on the new facility this summer with completion expected in the summer 2006. The cost of the new transportation facility is estimated at \$20.9 million, plus the cost of a CNG fueling station.


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## Governance Councils set Agenda for April

- Annual Meeting of all Governance Councils is April 11
- Metro South Bay Open House is April 16

By RICK JAGER

Metro's community-based transit service sector governance councils will hold their regular monthly public meetings in April to discuss various transportation issues within their respective service sectors.

In addition, an annual service sector governance council meeting including all five service sectors will be held on Monday, April 11. An open house event is planned following the Metro South Bay Service Sector meeting on Saturday, April 16.

Residents within the San Fernando and San Gabriel Valleys, Gateway Cities of southeast Los Angeles, the South Bay and the Westside/Central area interested in helping to improve Metro Bus service in their communities are encouraged to attend the monthly meetings.

Governance councils continue to work closely with Metro's community-based service sectors in studying and planning service improvements and efficiencies of Metro Bus operations in their respective service sectors.

The following is a list of Metro governance council meeting times and locations for the month of April:

- **Metro San Fernando Valley:** Wednesday, April 6, at 6:30 p.m. at the Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd., in Van Nuys.
- **Metro Westside/Central:** Thursday, April 7, at 3 p.m. at the La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd., in Beverly Hills.
- **Metro Service Sector Governance Council Annual Meeting:** Monday, April 11, at 4 p.m. in the Gateway Building Board Room.
- **Metro San Gabriel Valley:** Tuesday, April 12, at 5 p.m. in the San Gabriel Valley Sector Office, 3369 Santa Anita Avenue, in El Monte.
- **Metro Gateway Cities:** Thursday, April 14, at 2 p.m. at The Gas Company, 9240 Firestone Blvd., in Downey.
- **Metro South Bay:** Saturday, April 16, at 9:30 a.m. at the Arthur

Winston Metro Bus Division, 5425 Van Ness Avenue, in South Los Angeles. A community open house event will be held following the sector meeting at approximately 11 a.m.

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Board Chairman Frank Roberts presents resolution to outgoing Board Member Beatrice Proo.



PHOTO BY GAYLE ANDERSON

Former Board Member Beatrice Proo accepted a resolution from Board Chairman Frank Roberts at the Board of Directors meeting March 24. In his heartfelt remarks, Chairman Roberts lauded the dedicated service of Proo, an active board member who championed regional transportation and transportation programs to improve air quality in the Los Angeles region. "You will be missed," said Roberts. His sentiments were echoed by others on the Board, who were also reassured that the transportation advocate would continue to make a difference in the quality and development of regional transit. The text of the resolution, which details the service of Board Member Proo, is presented here.

**RESOLUTION**

WHEREAS, Beatrice Proo has been committed to enhancing the quality of life for Los Angeles County residents by serving on the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (MTA) since 2001; and

WHEREAS, Director Proo served on the MTA Operations Committee and Chaired the Planning and Programming Committee; and

WHEREAS, Director Proo also represented the MTA on the Regional Transportation Agencies Coalition and LOSSAN and Metrolink Boards; and

WHEREAS, Director Proo has worked diligently to improve the air quality of the Los Angeles basin by supporting local system preservation and enhancement, grade separation projects, freight and passenger movement strategies to reduce congestion on key freeways and opportunities to reduce emissions from Metrolink operations; and

WHEREAS, Director Proo has been committed to MTA's role of planning, funding and ensuring the operation of an integrated multi-modal transportation system that is safe, reliable, convenient, cost effective and user-friendly; and

WHEREAS, Director Proo is concluding her 13-year tenure on the Pico Rivera City Council, having served 3 terms as Mayor, and is now separating from the MTA Board of Directors;

NOW, THEREFORE BE IT RESOLVED that the MTA recognizes and commends Beatrice Proo for her exemplary commitment to the development of regional transportation, and does hereby extend heartfelt appreciation for her dedicated service; and

BE IT FURTHER RESOLVED that the MTA extends its sincere best wishes to Bea for her continued success in future endeavors.

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Transportation Manager Maria Reynolds leads discussion of 'careers in transit' with first and second-graders from Sierra Canyon School in Chatsworth.

*Photos by Eric Rapp.*



### School Visit To Division 8 Lets Kids Experience "How Metro Works"

by ERIC RAPP

(March 25, 2005) Every year, first and second-graders from Sierra Canyon School in Chatsworth visit West Valley Division 8 to see how an operating division works.

Just as in past years, on Thursday the whole division pitched in to help the kids have a good time. Transportation Manager Maria Reynolds and Assistant Manager George Trudeau talked to the students about careers in transportation.

Operators Paul Robinson and Tony Horvitz gave short presentations on safety and how to ride a bus, and operator Darlene Najera helped coordinate the trip and helped with snacks for the kids.

Deputy Martin and Sergeant Willard from the Sheriff's Transit Services Bureau also spoke, explaining to the children what to do if they were to get lost or have a problem on Metro Bus or Rail.

Mechanics Henry Najera, Scott Lanski and Mark



Students board bus for a spin around the yard and two passes through the bus wash.

Lacanilao helped get two buses free to take the first-graders on a spin through the yard.

Lanski and Lacanilao showed off some of the oversized tools that mechanics use on buses, and turned on the vacuum cleaning system so the students could see papers and dust flying out of the bus. As always, the highlight of the yard tour was not one but two passes through the automatic bus wash system.



"We have a lot of fun doing this," says Transportation Manager Maria Reynolds, "and the kids have fun too, but they also learn something about Metro. These are our future passengers and customers."

To cap off their day at Metro, each student received a goodie bag with fold-up Metro buses and safety-themed pencils.


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## Burlington Northern Bringing RR Locomotive Simulator to Metro

(March 29, 2005) Itchin' to drive a choo-choo train? You may get your chance, Thursday, when the Burlington Northern Santa Fe Railroad brings its diesel locomotive simulator to Metro Headquarters.

The Los Angeles Railroad Heritage Foundation is sponsoring the simulator display as one of a series of historical events focused on BNSF and its Atchison Topeka & Santa Fe predecessor.

The simulator gives wannabe engineers a true-to-life sensation of operating a real BNSF engine. Used by the railroad to train its own engineers, the simulator can recreate the feel of pulling a slack train, merchandise cars, piggyback or coal cars.

Technicians will begin setting up the locomotive simulator in the Headquarters lobby on Wednesday afternoon. It will be open to visitors and employees on Thursday from 9:30 a.m. until 4 p.m.

BNSF's vice president of training, John Quilty, and Jeffrey Abbott, general director of the National Academy of Railroad Sciences, will be on hand to help demonstrate the simulator, according to Joe Lesser of the Railroad Heritage Foundation.

Also on Thursday, the Foundation has scheduled a dinner at Philippe's French Dip Restaurant to mark the opening of "Red, Silver, Blue & Yellow," a wide-ranging display of Santa Fe locomotive images and models from the early 1930s through the present.

Other Foundation tours and dinner events are scheduled April 9, 26 and 30. For information about these events, employees can e-mail at [jlatsf@earthlink.net](mailto:jlatsf@earthlink.net) or call 626-458-4449.

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## Get your Metro Family Day tickets here!



**Shrek says:** Last day to buy tickets for Metro Family Day is Friday, April 1. Tickets are available at the Metro Store, which is open 9 a.m. to 12:30 p.m. and 1:30 p.m. to 3 p.m., Monday through Friday. No tickets will be sold on the day of the event. Metro Family Day is scheduled for Saturday, April 16, from 11 a.m. to 1 p.m., at Universal Studios Hollywood. The \$25-per-person tickets include the buffet lunch, entertainment, a private party at the Universal Amphitheater Concourse and admission to the Universal Studios Theme Park, which is open from 9 a.m. to 6 p.m. on the day of the event. Information: Call the Metro Store, 922.4740.


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## VIEW FROM THE 25th FLOOR

### Courage, Dedication and a Happy 99th Birthday Celebration

By CEO ROGER SNOBLE

I want to start this month's column by recognizing the courage and dedication of two Sheriff's deputies assigned to provide security on the Metro Blue Line. Deputies Erik Albano and Scott Harper reacted quickly and decisively when they arrested a robbery suspect, last week, at the Pacific Coast Highway station.



CEO Roger Snoble

Unfortunately, during a scuffle with the suspect, Deputy Albano was wounded. I hope all employees will join me in wishing Deputy Albano a speedy recovery. We look forward to having him back on the job.

When something like this happens, it reminds us how much we depend upon the vigilance and dedication of the men and women of the Sheriff's Transit Services Bureau to keep our system safe. The quick action by Deputies Albano and Harper is an excellent example of what it takes to do that sometimes dangerous job.

On a happier note, I want to congratulate our most senior employee, Arthur Winston, on his 99th birthday. His 71 years at Metro exemplify the highest commitment to service. He's a role model for all of us – truly Metro's "Employee of the Century."

Congratulations also to our Bus Operations Control team for their outstanding work preparing for this year's L.A. Marathon. Three months of planning went into reorganizing some 50 bus lines. The work included posting signs at 900 bus stops, distributing more than 100,000 Service Change Notices and coordinating with law enforcement and other transit properties. The result: smooth, safe operation for our customers.

I'm happy to report that we have passed an important milestone in our effort to build the first new Metro bus facility in 25 years.

Last Thursday, the Board approved the environmental impact report and mitigation plan and formally adopted the West Los Angeles Transportation Facility as a project. This facility, a 4.7-acre site suitable for up to 150 CNG buses, will replace Venice Division 6.

The L.A. City Council still has to approve the project, but the private developer is expected to begin construction this summer, with completion in mid-2006.

Finally, you should know that while we're struggling with this fiscal year's \$42.2 million budget deficit, we're also developing a balanced budget for FY-2006. The big challenges are bus service required by the Consent Decree and the rising price of fuel, along with Worker's

Compensation and health and welfare costs.

There was a ray of sunshine in February, however. Average daily and weekend ridership increased on our bus lines and on most rail lines. We're looking forward to the March numbers, and we're hoping that our improved transit system, along with the rising cost of commuting by car, will bring us more customers and more revenue to help close the budget gap.

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Timikel Sharpe, right, takes over from Bruce Ueno as Metro Café general manager.

*Photo by Gayle Anderson*



### Metro Café's Bruce Ueno Moves to Huntington Library

- Interim Manager Timikel Sharpe Starts Monday

By GAYLE ANDERSON

Things have changed at Metro Café since Bruce Ueno arrived on the scene as general manager in 1999.

The cafeteria has been renovated, brought up to date with new furnishings, equipment and seasonal salad bar. For two summers, employees enjoyed fresh-air Farmer's Markets on the plaza. Of late, there's the new "38<sup>th</sup> Street" sandwich bar, Starbucks coffee, an espresso machine and a once-a-month visit from a gourmet guest chef.

But, now, Ueno is off to greener pastures, selected by parent company Sodexho to manage the upscale Café and Rose Garden Tea Room, as well as catering services, at The Huntington Library, Art Collections, and Botanical Gardens complex in San Marino.

Timikel Sharpe will take over as interim manager on Monday, presiding over the popular "Soul Food Mondays" that she developed for Sodexho three years ago.

#### [Metro Café Menu:](#)

This Thursday,  
Guest Chef Jean  
Luc Chassereau  
presents "Chili  
Rubbed Salmon"  
in a "live  
cooking"  
demonstration.

No stranger to the finer aspects of dining, Sharpe has 27 years in the business, having managed the cafeteria establishments of ABC Studios, DWP and Wells Fargo in downtown Los Angeles as well as a number of restaurants earlier in her career. "You can expect continued quality here at Metro Café," says Sharpe. "Come Monday, it'll be business as usual."

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Division 6 operators Kim Lakey, Brian Pittman and Izetta Gray enjoy a morning snack in celebration of the team's safety achievement.

## Division 6 Operators Go 180 Days without a Lost-Time Injury

(March 30, 2005) Despite dangerous, storm-related road conditions that plagued bus operations, recently, Venice Division 6 operators managed to stay safe – completing 180 days without a single lost-time injury.



Assistant Division Manager Alva Carrasco greeted the transportation team, Wednesday morning, with coffee and pastries in appreciation for their safety achievement.

Over the past year, the transportation division has significantly reduced the number of Worker's Compensation cases and Cal OSHA recordables. In 2003, the division reported 20 Cal OSHA recordables. In 2004, Cal OSHA recordables dropped

Operator Lynette Simpson goes for a coffee fillup before her morning run out of Division 6.

to 6 cases. Recordable injuries are those that require medical treatment.

"I'd like to commend the whole team at Division 6," said sector General Manager David Armijo. "This is a tremendous accomplishment and shows that we really can make a difference, even in some of the most congested areas of Los Angeles."

Division 6's 95 operators are assigned to some of Metro's busiest bus routes, providing service on Wilshire, Venice and Santa Monica boulevards and making the sometimes hazardous runs out Pacific Coast Highway to Malibu and beyond.

So, how did they do it?

"A lot of it is more awareness of safety," says Carrasco. "We hold regular safety rap sessions and monthly meetings where safety is an important topic. We also post a safety 'Quote of the Week.'"

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Division 18 Operator Richelle Rayford greets her brother, Marine Lance Corporal Blanton Holiday on his return from Iraq.



### Division 18's Richelle Rayford Welcomes Brother Home from Iraq

By RICH MORALLO

(March 30, 2005) Carson Division 18 Operator Richelle Rayford had just finished telling students at Leapwood Avenue Elementary School's Career Day about being a Metro operator, recently, when a fourth grader asked, "Is being an operator dangerous?"

Rayford, a Division Ambassador Council member who volunteers to represent Metro at community events, smiled as she explained some of the challenges of driving a bus on Los Angeles streets.

But the seven-year operator all the while was thinking about her brother, Marine Lance Corporal Blanton Holliday.

"Now my baby brother, he has a dangerous job," said Rayford, who had gone to San Diego a few days after the Leapwood speaking engagement to welcome him home from Iraq.

"Blanton told us about all the gun fire and shooting that goes on over there," said Rayford. "When the Marines had rest time my brother spent his on the computer sending emails to his family."



Division 18 DAC member Richelle Rayford and Leapwood Avenue Elementary students following a presentation at the school.

### Three Iraq assignments

Rayford said her brother has served three different assignments in Iraq and has been part of a rescue mission.

"He enlisted right after high school and has about five years' service already," Rayford said. "We would send him boxes of homemade cookies, crackers and Vienna sausages and I would insert a note with 'I love you.'"

"I was so happy when he stepped off that plane in San Diego," she said.

She and other family members had arrived early that day, expecting Blanton's plane to touch down at 5 a.m. But the flight, delayed in Germany, didn't arrive until 7:30 a.m. "His plane finally arrived and in a few minutes Blanton walked right up to us and said 'Hi Sis'. I was so excited."

The last time Rayford was that happy was when she had her first child. "With all the television coverage on the casualties in Iraq," she said, "I was just so thankful that my brother came back alive, safe and with no wounds."

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PHOTOS: RICH MORALLO



Avalon High School Principal Jackie Ayala welcomes Metro South Bay Gm Dana Coffey on campus, where Coffey served as "principal for a day."

## South Bay GM Dana Coffey was Guest Principal at Avalon High

By RICH MORALLO

(March 31, 2005) Dana Coffey went from managing a transit staff and bus operations to handling teachers and students, March 29, during the LA Chamber of Commerce's Principal for a Day program.

"I was a guest principal at Avalon High School, a continuation facility for Banning High School in Wilmington," said Coffey. She was selected for the program through a Chamber solicitation process.

As the South Bay general manager, Coffey oversees the sector's administrative offices in Torrance and bus operations at Carson Division 18 and Arthur Winston Division 5.

Principal Jackie Ayala gave the 29-year Metro veteran an orientation on school procedures before Coffey shadowed her throughout the school day. At Avalon High, at-risk and potential drop-out students can finish high school.

## Alternative education



Metro South Bay Gm Dana Coffey goes over classroom procedures with Avalon High School Principal Jackie Ayala.

"We provide students an alternative educational experience and a second chance to graduate with structured and personalized learning environment," said Ayala.

During her day at Avalon, Coffey attended a staff meeting, visited a classroom and processed the paperwork for a student's class schedule. She also received school briefings on handling absences and tardiness, and what to look for in a classroom.

"When principals visit classrooms they look for spacing of chairs, student projects displayed on walls, teachers working with students, and above all, eager and engaged students and the sounds of ideas being exchanged," explained Coffey.

"I enjoyed my day at Avalon and learned a lot about the big responsibility of teaching and of being a principal," said Coffey. "I now look forward to hosting Principal Ayala during the Executive for a Day program when the principal will shadow me and learn about providing public transit at Metro South Bay."



Metro South Bay GM Dana Coffey learns some of what it takes to be a high school principal from Avalon High School Principal Jackie Ayala.



Avalon High School Principal Jackie Ayala and Metro South Bay Gm Dana Coffey on campus.

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Metro Environmental Specialist Carl Ripaldi examines an exposed section of the Zanja Madre located just north of the Chinatown station. *Photo by Luis Inzunza*



## Workers at Metro Site Uncover Historic LA Waterway

- Zanja Madre served city from 1781 to 1904
- Metro will document and preserve the site

(March 31, 2005) Construction workers preparing the site for an expansion of the Metro Gold Line rail yard, last Friday, partially uncovered a 100-foot section of the Zanja Madre, an historic conduit that once served as the main water supply for Los Angeles.

Work was immediately halted at the site at the foot of a 60-foot slope, located on the west side of the rail tracks just north of the Chinatown station. This section of the Zanja Madre – the Mother Ditch – has probably been buried for at least 100 years below what is now North Broadway.

According to Metro Environmental Specialist Carl Ripaldi, the exposed section has been cordoned off to preserve the brick- and concrete-lined channel.

Metro's archeological consultants, Cogstone Resources of Santa Ana, made a preliminary evaluation of the find and will conduct a more extensive investigation and documentation of the 4-foot wide water line before it is covered over and preserved behind a retaining wall.

## Hazards prevent public access

Although the Zanja Madre segment is located just west of The

Cornfield, currently being developed as a temporary art project and eventually as a park, Ripaldi says it will not be open to the public due to hazards posed by the adjacent Metro Gold Line tracks and the lack of parking or access points.

The first segments of the Zanja Madre were built in 1781 to provide domestic and irrigation water from the Los Angeles River to the early settlers. A total of nine smaller ditches, zanjás, led off the main waterway.

The zanja system, which served the older parts of the city until 1904, was so important that a zanjero – water master – was hired to oversee the system.

Visitors to the Avila Adobe on Olvera Street can see an exhibit on the history of water in Los Angeles that includes an in-ground piece of the Zanja Madre. Museum hours are from 9 a.m. to 5 p.m. daily. Admission is free.

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