

# Season's Greetings

As RTD prepares to enter the 1980's, we are looking toward what promises to be one of the most exciting periods in our history as a public agency. In ever increasing numbers, members of the community are turning to us to meet their transportation needs. Working together we can meet the challenge presented by the growing energy crisis.

We will be modernizing our fleet with nearly 1200 new buses that will take us from being one of the oldest fleets in the nation to one of the newest. An extension of the El Monte Busway into Union Station, new busways on the planned Century Freeway and the Santa Ana Freeway and, of course, the Wilshire Corridor subway will all help to improve the Southern California public transit picture in the decade to come.

During the next year, each of us will have a chance to prove to the public that we deserve their support as we work to meet the increased demand for public transit. On behalf of the Board of Directors and the entire Executive Staff of the Southern California Rapid Transit District, I would like to express my sincere appreciation to all who have worked so hard this past year — often under trying condi-

tions — to bring us this far and who have helped to set the trend for the future.

To you and yours, best wishes for a very happy holiday season and a joyous, prosperous new year.



Jack R. Gilstrap  
General Manager

Southern California Rapid Transit District



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FOR \$5.2 MILLION

## District buys 20 new double deckers

The RTD Board of Directors awarded a contract in late October to Neoplan of Stuttgart, West Germany, for 20 new double deck buses to be delivered by late 1980, at a cost of \$5.2 million.

Federal funds will provide 80 per cent of the purchase price, with the District paying the remainder.

Neoplan Company, which also made the two double deck buses currently operated by the District, was the sole bidder on the buses, which have 28 seats on the lower level and 57 seats on the upper level. No American manufacturers

offer a double deck bus. The new air-conditioned buses will be virtual duplicates in appearance to the pair already in operation.

"These double deck buses are highly cost effective to operate and will result in greatly increased productivity, as well as enhance our capability to carry long-distance riders more comfortably and conveniently," said Marvin Hohen, RTD board president. "These new buses will be used primarily on our El Monte-Los Angeles busway and our commuter express and park-and-ride lines."

The total cost of the contract is \$5,220,258, or \$261,012 per bus. District officials, while noting the unit cost of the vehicles, point out that the price of double deck buses has not increased at the same rate as standard 40-foot buses, which presently cost nearly \$150,000 each and carry 50 passengers seated.

"The greatest cost in operating a bus is the salary paid to the operator," said Jack R. Gilstrap, RTD general manager. "Because these buses provide approximately 35

additional seats compared to the standard size bus, they will help us lower our operating costs on some lines and provide us with a way to use tax dollars more efficiently."

## Red Cross needs you

The holiday season is traditionally the time of year when the spirit of giving is alive in the land. That spirit will be put to the test among RTD employees on Friday, December 14, when the Red Cross Bloodmobile makes its annual visit to District headquarters.

All administration building personnel between the ages of 17 and 66 who are in good health and weigh at least 110 pounds can donate a pint of blood. Simply see your department coordinator to make a 20-minute appointment.

The Bloodmobile will be set up on the Third Floor, north of the Employee Cafeteria, from 11:20 a.m. until 4:30 p.m.

"Since 1977 the use of commercial blood has been prohibited in California," explains Ralph Cady, a personnel analyst with the District and coordinator of the RTD Blood Bank. "Now the Red Cross, which provides 95 per cent of all blood used in Los Angeles and Orange counties, must replenish its constantly dwindling blood supply entirely through voluntary contributions."

"Last year our effort was discouragingly low, with only 50 pints of usable blood collected," Cady explains. "This year our goal is 85 pints. The Red Cross and the thousands who need blood every day need our help. In return, you will get a unique sense of satisfaction."



**DOUBLING UP** — A contract has been awarded to Neoplan for the purchase of 20 new double decker

buses, like the one pictured here which is currently in service. The buses are due in late 1980.

## Short Lines

### BLUE SHARKS

In an unprecedented action, the Division 6 Sharks have been forced to forfeit their 1979 RTD Softball League Championship. According to Employee Activities Coordinator Diane Delaney, it was discovered that the team from the Venice operating division had a member on their squad who was not an RTD employee. Delaney said the league title will be bestowed upon the Mainliners from Headquarters, runners-up to the Sharks in the nine-team league. The Mainliners, who have now been RTD Softball League champs for three out of the past four seasons, will have their team name engraved on the five-foot tall perennial league trophy. The trophy will be on display in the headquarters building at 425 S. Main Street, Los Angeles.

### HEADWAY WANTS YOU!

If you have ever longed to see your name in print, this could be the big break you've been waiting for. A team of reporters is presently being sought to cover the news at each of the RTD's operating facilities and the South Park Shops. Headway is looking for a reliable representative from each division to submit reports on such items as promotions, births, graduations, anniversaries, special awards and other such milestones in the lives of RTD employees and their family. Forms will be provided to each reporter so a journalistic background is not required. What will count will be reliability in turning in such reports. You can't get your division in the news if you don't file the reports. If you are interested, please contact Headway Editor David Himmel at extension 6680.

### THE GRADUATES

Four more members of the Southern California Rapid Transit District's Security Department have completed the grueling Basic Police Recruit Academy training at Rio Hondo College. Receiving graduation certificates along with 75 other officers and pre-service students were RTD's Dennis Flowers, Nicholas Granados, Richard L. Isaacs and David M. Leverick. The four are now fully qualified as peace officers.

Completion of the recruit academy training, a 15-week program which provides 608 hours of instruction covering most major areas of law enforcement, will be required of all District Special Agents as the Security Department upgrades itself to Peace Officer status. The course is certified by the California Commission on Peace Officer Standards and Training. In addition to the quartet from RTD, officers from 20 other area law enforcement agencies were honored at the graduation ceremony.

### PASS PRIVILEGES

Have you ever worried about being stranded in Orange County? Well, worry no more. The new Inter-County Contract recently

(Please turn to page 10)



*BEFORE* — With both local and Busway-bound buses stopping at the same place, the City Hall stop on Spring Street's contra-flow lane was the busiest of the District's 30,000 stops.

## CONTRA-FLOW GROWS

# Planners disperse City Hall mob

There are approximately 30,000 bus stops throughout the area served by the RTD, but by far the most heavily used stop in the entire service area is the one located on the Spring Street side of Los Angeles City Hall.

According to Principal Planner Ben Urban, more than 1,100 passengers use the stop during the three hour afternoon peak. The result has been a daily crush of buses and passengers heading north on the Spring Street contra-flow lane.

It is an imposing sight for potential passengers when they see several hundred people standing on the sidewalk waiting for buses.

To solve the problem the District's Planning Department, working closely with the city's transportation department, developed a double-width contra-flow lane on Spring Street between First Street and Sunset Boulevard.

The plan went into operation on November 19.

"This type of configuration will enable the District to split its stop operation between El Monte Busway lines and local lines not destined for the Busway," explains Urban.

Urban notes that the city was instrumental in helping to expedite

the establishment of the double-width lane by giving preferential treatment to the project, particularly toward giving up one of the southbound lanes on the one-way street and getting the restriping done.

Some of the potential benefits expected from implementation of the skip-stop operation include:

— The high number of boarding passengers at City Hall will be split into two groups, reducing the number of buses at each stop and lessening the confusion and visual impact to patrons waiting for a bus, or contemplating waiting for a bus at this stop.

— Passenger loading and unloading at the City Hall stop will be much smoother. "It has been consistently observed that when more than three buses simultaneously arrive to load and discharge passengers, many passengers will virtually run to board their bus beyond the normal loading position," Urban says. "Buses queued beyond the normal loading position will, in many cases, not make a follow-up stop, which creates a mini-panic situation among passengers who fear being passed up." (Traffic Loaders have recently been pressed into service at City Hall to help alleviate this problem, also).

— Buses not bound for the Busway should now not experience delays when there is an incident on the outbound Santa Ana Freeway since they would have bypass capacity.

— San Gabriel Valley local buses that travel to the north end of the contra-flow lane should not be delayed on days when buses making a left turn onto Sunset find this movement impaired because of congestion at Broadway and Sunset.

— In the event of a breakdown, bypass capability is provided through this reach of the contra-flow lane.

On the downside, Urban points out two distinct disadvantages that will occur as a result of the changeover.

The weaving movement between buses could increase the potential for a collision, he says. However, he notes that the number of movements that will occur here are small and less hazardous than situations where buses weave in and out of regular traffic on heavily congested streets.

Urban also says the new configuration will mean that passengers transferring from local to Busway buses will have to walk 100 yards.



*AFTER* — Addition of extra lane, combined with splitting of busway and local stops, should alleviate crowding and give buses bypass capability in the event of breakdowns or traffic congestion.

# Board approves 3-year ATU labor agreement

The RTD Board of Directors has ratified a three-year labor agreement with the Amalgamated Transit Union (ATU), part of which allows the District to sub-contract for maintenance work.

The District plans to call for bids for sub-contracting the overhaul of 150 diesel bus engines, the District's bus glass replacement needs and crankcase drain plug bushings. It is estimated that cost savings on these three items will amount to some \$590,000 over the next three years.

"Establishment of this sub-contracting process will result in improved bus service to the public," said Marvin L. Holen, RTD board president. "As a result of this limited sub-contracting, our buses will be less likely to break down, sparing the public enormous inconvenience, as well as reducing the District's maintenance costs."

Holen pointed out that the ATU

settlement, as well as settlements with the United Transportation Union and the Brotherhood of Railway and Airline Clerks, protects District employees from the "ravages of inflation" while establishing work rule changes that will be more cost effective and result in more efficient use of tax dollars.

"Management certainly did not get everything we wanted in this agreement," said General Manager Jack Gilstrap, "but we are pleased we can project direct cash savings on these three sub-contracting items."

Gilstrap pointed out that the agreement with ATU meant the District had achieved a critical goal with all three of its unions — cost savings with each group.

"These cost savings and resulting productivity increases were arrived at with no detriment to any of our employees," Gilstrap noted.

"Indeed, the employees benefit-

ted — some of the savings were channeled back to them in the form of wages."

In addition to the sub-contracting agreements with ATU, the District should realize considerable savings over the next three years from the introduction of part-time drivers and the re-structuring of wage rates with the District's clerks.

"We have an obligation to increase productivity and reduce costs," Gilstrap explained. "Since labor costs make up 75 to 80 per cent of our annual budget, it's the only area where we can find economies."

Manager of Employee Relations John Wilkens, the District's chief negotiator with all three unions, said the ATU settlement will cost the District an approximate eight per cent a year, an amount similar to settlements with UTU and BRAC.

When the 23-day strike was en-

ded by a moratorium while ATU members voted on the District's proposal, RTD made a little public transit history. Within 12 hours after the Board ratified the moratorium agreement the District was able to resume service.

"For an agency as large and as complex as ours, this was an exceptional accomplishment and every one who had a part in this return to service is to be commended for a job well done," said Gilstrap.

And, there was more good news. In the past, ridership figures have declined dramatically in periods following a strike. However, on Wednesday, September 19, the first day of full operation, RTD buses registered 1,010,000 boardings. The pre-strike average was 1,250,000 boardings.

Gilstrap said this rapid bounce back was an indication of how important the RTD has become to the people of Southern California.

## Rec Dept. offers festive slate of holiday activities

'Tis the season to be jolly and the RTD Recreation Department has a crowded slate of year-end activities to help put you in the festive mood if you aren't already there.

A Christmas season classic, "Nutcracker" is a ballet that can captivate audiences young and old. Performed by the Los Angeles Ballet Company, the matinee performance on Sunday, December 30, at the Music Center will find RTD employees and retirees sitting in the \$12.50 Orchestra seats for the low price of only \$10.

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Also in December, a musical review — "Let's Call the Whole Thing Gershwin" — will be presented on Sunday, the 9th at the Westwood Playhouse. Tickets will be discounted from the usual \$12.50 to \$11.25 for District personnel. More than 40 musical numbers from the works of George and Ira Gershwin will be performed, including "I Got Rhythm," "The Man I Love," "S Wonderful" and selections from Porgy and Bess.

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The Rec Department is offering you a chance to make everything come up roses on the first day of the New Year by offering excellent seating at the annual Tournament of Roses Parade in Pasadena. Seats at the beginning of the para-

de route on Orange Grove Avenue, facing away from the sun, can be reserved for \$14 each. You can also ride one of the many RTD bus lines that will be providing special service to the parade on New Year's Day.

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Tickets are still available for three Lakers games. Normally \$7.50, the tickets are going for \$5.50 each to the December 23 game against the Seattle Super-sonics, the December 30 game with the Phoenix Suns and January 25 game with the Philadelphia 76ers.

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By next February, you may be ready for more partying and, if you've ever wanted to take a trip to the Mardi Gras in New Orleans, here is the trip of a lifetime. You cruise down the Mississippi River on a magnificent steamboat, stopping along the way at St. Francisville, Vicksburg, Natchez, Baton Rouge, and winding up in New Orleans. You will spend two full days at Mardi Gras. The trip includes all meals aboard the steamboat, round trip air transportation to New Orleans, hotel while at the Mardi Gras and much more. This weeklong adventure, from February 8 to the 17th, costs from \$925 to \$1,352 per person based on double occupancy and cabin choice. Act now, a \$400 deposit is due by December 16 with final payment due on January 4, 1980.



*HAUTE COUTURE* — No well-dressed young executive will want to be without one of the new, fashionable RTD T-shirts, modeled here by (from left) Secretary III Edith Goff, Real Estate Manager Michael Annis and Interviewer Rachel Suarez.

## The perfect gift!

Ever been stumped about what to get that special someone who seems to have just about everything. Well, the RTD Recreation Department has the perfect solution to your gift giving dilemma, and just in time for Christmas, too.

An all-new version of the popular RTD t-shirt, in five sensational colors, is now on sale through the Recreation Department. You can be the first person on your block to own one of these colorfully decorated shirts for the low, low price of only \$3.

Simply fill out the adjacent coupon and return it to the Recreation Department, Location 32 via the company mail or 425 S. Main St., Los Angeles, Ca. 90013 via the U.S. Postal Service.

The shirts are available in eight sizes ranging from small child to extra large adult, with available colors including red, sand, yellow, light blue and white. (However, the white shirts are only available in the four adult sizes: S, M, L, and XL).

Each shirt is gaily decorated with a four-color silk screen design of a bus, loaded with passengers, making its way down the highway under a smiling sun.

Be sure to indicate on your orders your first and second color choice for each size in the event the color you prefer is sold out.

For active employees, the shirts you order will be returned via company mail to your work location. For retired employees, orders will be returned to your home.

Act now as supplies are dwindling fast.

(For you traditionalists, a limited supply of the ever-popular white or yellow t-shirts with the RTD logo emblazoned on the chest is still available and priced to sell at only \$1.50 each).

### RTD T-shirt order coupon

Name \_\_\_\_\_ Work location \_\_\_\_\_ Badge No. \_\_\_\_\_

Home phone \_\_\_\_\_ Work phone \_\_\_\_\_

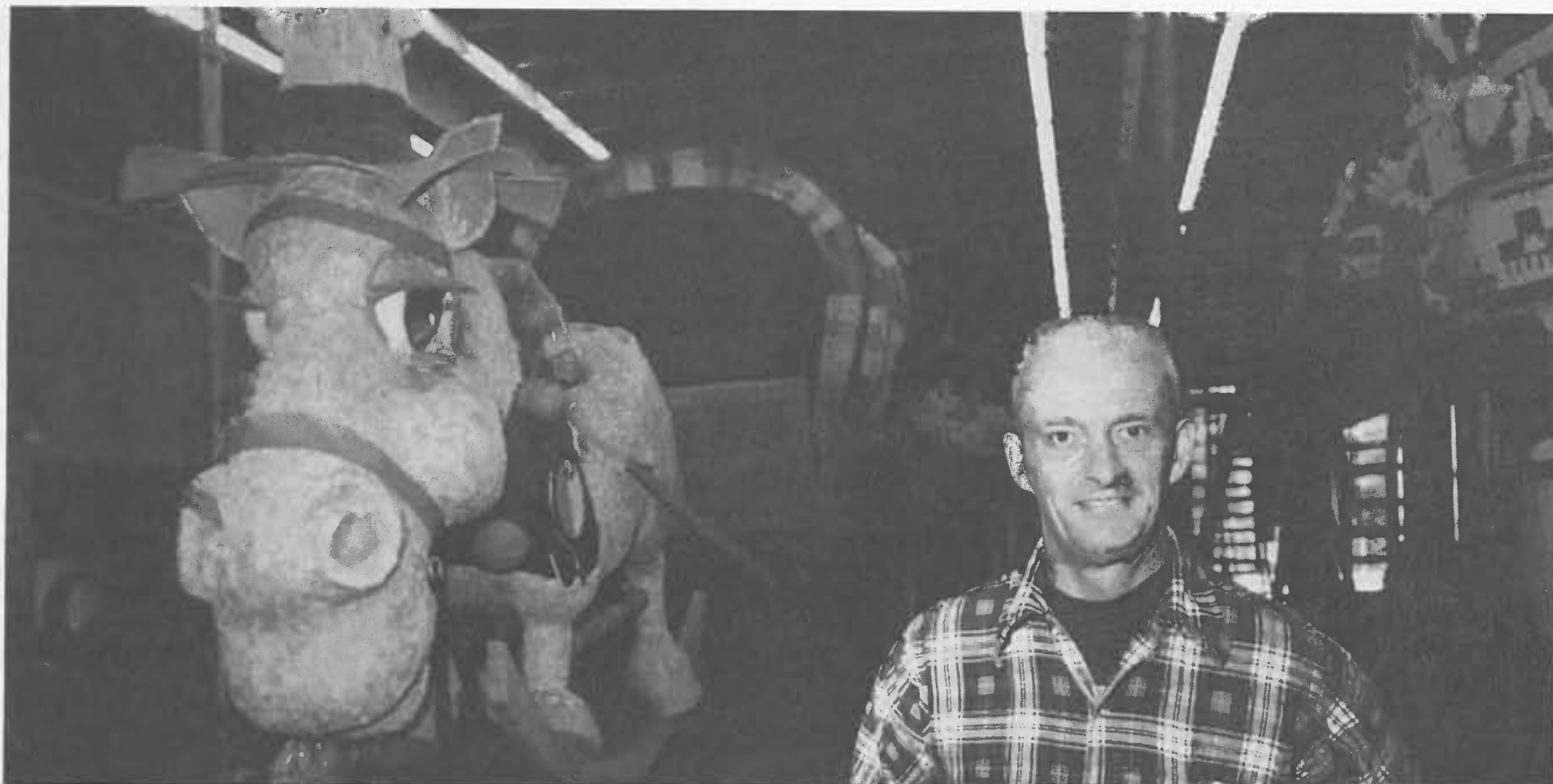
Home address (for retirees only) \_\_\_\_\_

Size(s) and quantity desired (indicate child or adult): \_\_\_\_\_

First color choice: \_\_\_\_\_ Second color choice: \_\_\_\_\_

Amount enclosed for \_\_\_\_\_ t-shirts at \$3 each: \$ \_\_\_\_\_

Make check or money order payable to RTD and send to Recreation Department, (Location 32) 425 S. Main St., Los Angeles, CA 90013.



## Just floating along: Russ Wilson moves into the driver's seat

When the gaily decorated floats of the Pasadena Tournament of Roses Parade make their way down Orange Grove Boulevard on New Year's Day, RTD employees might want to pay particular attention to the entry sponsored by Sunkist Growers, Inc.

Russ Wilson, a 21-year veteran with the District, will be at the helm of the large float, steering it through the two-and-a-half mile parade route. Like all float drivers, Wilson will be hidden from view so you won't be able to wave to him from the stands or see him on television.

But, you can still admire his handiwork. For, in addition to driving the float, Wilson helped to piece it together, literally from the ground up. The Sunkist float, a humorous entry with a large donkey covered in tiny bits of corn husk pulling an enormous mum-covered Conestoga wagon, is one of three

that Wilson has worked on this year.

Since 1973, Wilson has annually disappeared from his job as an Associate Planner around the middle of December for a two-week vacation which features 16-hour days spent meticulously placing flowers one petal at a time on huge floats, and culminates with an all-night session of final preparation, judging, moving the floats to the parade line on time and — this year — actually driving a float along the parade route to the display area in Victory Park.

Like many family men, Wilson's involvement with the parade grew out of a project he started with his son and daughter.

His son, Ray, is a member of the Sumola Demolay; while his daughter, Leslie, belongs to Bethel 96 Job's Daughters. Both Masonic youth groups are based in Tujunga, where the Wilson's make their home.

In 1973, Ray had just joined Demolay and a group of Jobies needed help on a float project they had volunteered to do in order to raise money for their chapter. The Demolay chapter pitched in and Russ went along as an adult adviser. He had been active already as an adviser in the group's athletic programs.

"The kids run and support their own organizations, with adults merely acting in an advisory capacity," Wilson explains. "The kids can earn quite a bit of money working on the floats. Last year they earned \$2,700 which went to cover the cost of group trips, events and programs and even helped to pay the rent on their meeting hall."

Wilson, who gets no reimbursement other than the good feeling he receives from helping the kids, signs the contracts with the float building companies, organizes work crews and keeps things flowing smoothly and on time.

Each year has seen Wilson and his crew of young people given progressively more responsible jobs in the construction of the color floats. Up until 1976 they worked primarily as painters and on the prep crew pasting flowers on the week prior to the parade.

In 1977 they were given their first float — one from Sunkist, ironically — and were solely responsible for supplying the people to do the painting and decorating. That float took first in its class.

The following year, 1978, they again got the Sunkist float and their efforts were rewarded when the entry captured the Judges Award for Humor, one of the 16 major prizes presented to parade participants.

This year, working for Festival Artists Incorporated, a company that specializes in float design and construction, Wilson is again working on the Sunkist-sponsored entry in addition to helping out on entries sponsored by Arco and Lawry's.

While much of the work the public sees is done during the hectic week prior to the parade, Wilson says preparation of the floats is becoming a year-long endeavor. The parade's theme is announced in February, and float designs are submitted to sponsors in the spring. Then, companies like Festival Artists Inc. bid on construction of the designs. Actual work on the

float, such as mechanical engineering of moving parts and the chicken-wire framing for the flowers, begins in August.

In early October Wilson and his crews enter the picture, spending their Saturdays through November doing the dry work, painting and prep work with materials such as bark, moss or corn husk that does not need to be done the last minute. Then there is a lull in the activity until the week between Christmas and New Year's Day.

"That week is our busiest time of the year," says Wilson. "We build to 14- and 16-hour days as we begin placing the flowers and roses on the floats."

Each phase of this operation is supervised by parade committee officials. There are three or four visits from the judges and a trial run around the barn to make sure the floats mechanical features work properly and safely.

On New Year's Eve floats are taken from the construction hangars and towed to their place in the parade staging area. Final touch-ups are performed before the judges take a last look at each entry, usually around 3 a.m. One important judging criteria is whether the float is in place on time. Wilson is proud of the fact that last year his float was the first out of the barn.

And this year Russ will be able to take his participation one step further as he actually gets to drive the float for the first time. He hopes to take his son Ray, now 19, along to handle the float's animation, in addition to another crew member who assists the driver.

Oddly enough, the fact that Russ drove a bus for nearly nine years was no help in his landing the driver's job.

"I'll have to attend a special class to learn how to operate the hydraulics that operate the float. Hydrostat is completely different from everything else," he says.

So, while you're out celebrating on New Year's Eve or snuggled warmly in your home the next morning watching the glamour and pageantry of the Rose Parade, take a moment to think of Russ Wilson and his all-night struggle to present a fresh, colorful float to viewers. But don't waste any time feeling sorry for him. This is strictly a labor of love and Russ is enjoying every minute of it.



### New Year's resolution

If all goes well, on New Year's Day, Russ Wilson (top photo) will be driving the float he is standing in front of in the Tournament of Roses Parade. Each year, Wilson helps to create the colorful floats that dazzle the nation. Above, he checks the progress on an Arco-sponsored float and (at left) helps his 16-year-old daughter Leslie (rear) and friend Lori Beene with some detail work. An Associate Planner, Wilson has worked for the District 21 years.



## Star's trek leads to RTD

*Whether he's acting in a Shakespearean play, inaugurating a new shuttle bus service or beaming back on board the Enterprise, George Takei feels right at home in the director's chair.*

Just about everyone who works for the Southern California Rapid Transit District is aware that a member of the Board of Directors — George Takei — is a well-known star of stage and screen. In a city like Los Angeles, actors are not exactly a rare breed and their involvement in civic affairs is not uncommon.

But those who know Takei only as a member of the board, or as a television actor, see only a small facet of a very complicated and involved man. Like the films he works in, there is much more that goes on behind the scenes than the audience ever sees.

Takei's acting career is currently in the limelight due to the release this month of "Star Trek, the Motion Picture," the long-awaited feature film follow-up to the popular television series of the late sixties, which is still running in syndication. Takei recreates the role of Mr. Sulu, helmsman of the Starship

Enterprise, in the science-fiction, fantasy thriller.

At the same time, Takei is actively involved in the transportation industry, both in Los Angeles and nationwide. As a member of the board, he is presently "shepherding" such projects as the Hollywood Shuttle Bus service which is planned to begin this month, and a program whereby merchants in Little Tokyo will offer free bus ride coupons to customers making a minimum purchase. His role as Vice-President, Human Resources, of the American Public Transportation Association (APTA) calls him to conferences around the nation.

December also marks the debut of Takei's first published novel, a science-fiction adventure story that he wrote almost a year ago. Co-authored with noted sci-fi writer Robert Asprin, the book is called "Mirror Friend, Mirror Foe" and is being published by Playboy Press.

"I guess my life has been a long series of trying to squeeze in as many different activities as I can," says Takei, relaxing in his comfortable Wilshire District home. He has long since grown accustomed to the hectic pace of trying to combine career, civic activities and personal recreation.

He recalls that he has been involved both politically and theatrically for just about as long as he can remember.

"The two are inseparably entwined," he says. "My mother always told me that the day I made my debut in the hospital maternity ward I had great stentorian projection. Acting and the theatre have been a love of mine from way back when I was putting on backyard theatricals as a kid."

However, in classic Hollywood movie style, Takei had serious family hurdles to overcome before he could pursue the career he desired.

"Acting has never run in my family and it was somewhat disapproved," he says. "My father wanted me to be an architect. He would leave architectural magazines lying in conspicuous places around the house and take me downtown to act as sidewalk superintendent whenever an unusual or interesting building was going up. I got the message and, being a good Japanese son, my high school and early college days were directed toward architecture. Still, I continued to dabble in drama club and participated in school productions."

At the same time, his father, Norman Takekuma, who Takei describes as "civic minded and a political activist," recruited young George to do volunteer work in a number of political campaigns. And he wasn't even old enough to vote.

(Please turn to page 6)



Welcome aboard

RTD Board of Directors member George Takei (inset) will be beaming back aboard the Enterprise for "Star Trek, the motion picture" after a 10-year hiatus. He will join original crew members above, left to right (front row) Nichelle Nichols, Leonard Nimoy, William Shatner, De Forest Kelley, Takei; (back row) Walter Koenig, Majel Barrett, Grace Lee Whitney and James Doohan.

# George Takei . . .

(Continued from page 5)

Takei started as an architectural student at UC Berkeley, but after two years realized he would never be happy with himself unless he at least tried to become an actor. He explained his feelings to his father, who had anticipated the confrontation and had prepared an unusual compromise. Takei wanted to go to New York and study at the Actor's Studio, but his father offered to pay all expenses if Takei would attend UCLA instead. It was an offer he couldn't refuse.

"He wanted me to get that legitimate degree and I have to admit that father knew best," Takei confesses. "Getting my Bachelors and Masters degrees at UCLA introduced me to another area of the theatre — its history, esthetics and philosophy — that I may not have been exposed to otherwise."

When Takei received his Bachelors Degree, his father's graduation present was to send his son to the summer session of the Shakespeare Institute at Stratford-upon-Avon in England.

"I thought that was a wonderfully symbolic way of his telling me, 'I am behind you 100 percent, do the best you can'," Takei says.

It was while acting in a UCLA Theatre Arts Department production that Takei was noticed by a casting director from Warner Brothers Studios. He was given a role in "Ice Palace," a big-budget production of the Edna Ferber novel and starring Richard Burton.

## 'By their programming, NBC helped to kill Star Trek as a first-run TV series'

Takei's work in the film resulted in his receiving a rather unique contract with Warner Bros. that allowed him to continue his education while doing bit parts in such popular Warner television series of the day as "77 Sunset Strip," "Hawaiian Eye" and "Surfside Six."

"I often tell people that I acted my way through college in more ways than one," says Takei, who has a well-developed sense of humor that is complemented by a readily available laugh.

In 1965, Takei's agent sent him to an interview with a producer

named Gene Roddenberry, who was attempting to cast a new television show to be called "Star Trek." Takei recalls that it was an unusual interview by Hollywood standards.

"We talked about current events, the theatre, what I liked about it, what he liked about it, but nothing about my previous credits. I got the idea he wasn't interested in me and was just being polite," Takei remembers. "But, I got the part. I realize now that Roddenberry assumed that the people he interviewed were all competent actors, and he was looking for people who could bring a certain sense of involvement to the roles from their private lives. If you look at the cast, I think this interest in arenas beyond the theatrical is evident in all of us and this adds an additional dimension to the show."

The series began its three-season run in 1966 and Takei says each season was like the Perils of Pauline as to whether the network would renew the show.

"We all felt like we were hanging on by our fingernails. This was because NBC did not know how to deal with a show like "Star Trek" that had a good deal of message to it," Takei says. The network's discomfort resulted in the show being scheduled in a 10 p.m. Friday night slot that Takei says is known in the business as the Morgue Hour.

"By their programming, NBC helped to kill "Star Trek" as a first run TV series," he says. "It was not until the show went into syndication that it was programmed at a more accessible time for our audience. (The show currently airs Saturdays and Sundays at 5 p.m. on KTLA Channel 5).

Takei does not think the program was ahead of its time, even though it preceded the current wave of interest in science fiction that has generated or been generated by such films as "Star Wars" or "Close Encounters of the Third Kind."

"I think our audience existed when the show was first aired," Takei says. "I have always considered "Star Trek" an intelligent, with it and hip show. That kind of an audience, on Friday nights at 10 p.m., is out somewhere being intelligent, with it and hip. Syndication put us in touch with them and I credit this return, the making of the motion picture, solely to that audience following."

Takei had expected a sense of Deja vu, the feeling of having been somewhere before, when the movie started filming, but found that not to be the case.

"It was more like coming back after a long hiatus," he explains. "It has been nine years since the last TV filming, but several of the cast members are personal friends of mine. Plus, there have been any number of Trekkie conventions over the years that have caused our paths to cross."

"So, getting back on the circular bridge set (which is entirely new, by the way, since the original was accidentally destroyed) amid all the confusion and paraphernalia of motion picture production, really didn't give us an opportunity to enjoy much nostalgia."

On the heels of his role in "Star Trek," Takei was offered the part of a Japanese lord in "Shogun," a multi-part novel-for-television being jointly produced by Paramount and several other companies. The part fell through, however, due to the insistence on the part of the Japanese company involved in the production that only Japanese actors portray the Japanese roles. The irony of the situation did not lessen the sting.

Nonetheless, Takei has several other irons in the fire but prefers to wait until contracts are signed before mentioning them. He is also working, when time permits, on another novel. This one would be a three-generation saga of a Japanese family's emigration to America.

Against this backdrop, Takei has served as a member of the RTD Board of Directors since November, 1973, one of two appointees to the board by Los Angeles City Mayor Tom Bradley.

Takei, who worked on Bradley's three mayoral campaigns and was a supporter of Bradley's when the mayor was on the city council, readily admits that his background and education were not geared toward transit.

"When he appointed me to the board, Mayor Bradley said he felt the public needed a greater awareness of the role public transit can and should play in the development of the city," Takei explains. "He felt my show business visibility, combined with my past record in the political arena, gave me the contacts and ability to articulate some of the concerns of public transit to a large constituency."

Takei finds his involvement with the District to be challenging, demanding, but also enormously satisfying. He sees Los Angeles as a city still on the ascendency and

believes public transit to be one of the keys to defining the nature and quality of life in any urban area.

"In many respects, Los Angeles is at a point similar to that of New York at the turn of this century — a definer of the major urban metropolis of its time," Takei says. "New York, in the early years of this century, set the tone for major metropolitan development for years to come."

"I think Los Angeles is going to

## 'Los Angeles is going to be the definitive late 20th century urban metropolis'

be the definitive late 20th century urban metropolis. Here the problems are different, the solutions are different, the look, the shape, the feel, the style are all totally different. We are now emerging from merely being a big city to becoming a major, post-industrial international urban center."

Takei is excited about the role the District has played and will play in that development. He points with pride to the part he has played in helping to bring the District to the threshold of finally realizing the Wilshire corridor subway, and in obtaining the funding for the 1200 new buses that will help revamp RTD's aging fleet over the next several years.

On a smaller scale, he is also pleased with his efforts to develop new bus stops in the Little Tokyo area, to promote a program with merchants in Little Tokyo offering free bus ride coupons to customers making minimum purchases, and the development of the Hollywood Shuttle Bus, scheduled to be implemented by Christmas and designed to connect the Hollywood Bowl's ample parking lot with the Hollywood business district.

"Some people may consider these goals or accomplishments as minor," Takei says of the latter group, "but I see them as little pieces that come together to help build a system and develop a sense of partnership between private enterprise and public transit."

But perhaps the definitive, albeit tongue-in-cheek, description of Takei's ability to cope with his duties as a member of the board was expressed several years ago by broadcaster Ralph Story when he said, "If a man has spent a significant portion of his career transporting people from galaxy to galaxy, he must be able to help people get from Downtown to Vernon."

## Collector's items

Takei's leisure pursuits include jogging and collecting such items as primitive masks and baskets and scrimshaw, delicately engraved whale ivory. As a member of the RTD board, Takei is immediate past Vice-President, presently serves as Chairman of the Personnel Committee, Vice-chairman of the Advance Planning Committee and sits on the Facilities and Construction Committee, the Rapid Transit Committee and the Administration, Efficiency and Economy Committee. Active politically, he is a member of the Democratic State Central Committee and was a delegate to the Democratic National Convention at Miami Beach in 1972.



TWO-DAY CLASS

# CPR course could save someone's life

There's an old saying which contends that an ounce of prevention is worth a pound of cure. Nowhere is that more evident than in the case of Cardio Pulmonary Resuscitation (CPR) training.

Knowing what steps to take during those vitally important moments between an accident or heart attack occurring and the arrival of professional help can, and has, saved thousands of lives.

RTD long ago began a program of familiarizing employees in key safety positions with CPR and first aid techniques. In late October

General Manager Jack Gilstrap authorized expansion of such training to virtually all employees.

And the response has been overwhelming.

According to Gere Moore, who is coordinating the training for the District's Department of Employee Education, Training and Development, the two-day classes held on Tuesdays and Wednesdays are booked through the end of this year. Signups for each class range from 12 to 15 people.

However, Moore said a list is currently being compiled and, once

an approximate number of those interested has been established, a new set of classes will be scheduled, probably starting in late January. To signup for the course, Moore recommends contacting your supervisor or department head.

The recent set of classes has been conducted by a Los Angeles firm, Industrial Safety Training, which specializes in certified first aid and CPR training.

According to IST instructor Clinton Haynes, the two-day class is extremely condensed and, thus, requires some at home preparation and study on the part of each participant.

The first day is devoted to first aid training, emphasizing what Haynes refers to as "The three hurry-up cases where time is crucial: bleeding, breathing and poison." It is a multi-media presentation featuring films, workbooks and practical demonstrations.

The second day is spent learning and practicing CPR techniques, the more important of the two in Haynes' view.

Upon completion of the class, participants receive a certificate that is good for one year. The yearly renewal is necessary because the Red Cross updates its CPR and first aid guidelines from time to time, and because of retention loss if the skills are not used during that time.



LIFESAVERS — Instructor Clinton Haynes (center) demonstrates a point for Joe Salazar (left) and Max Zollman during recent CPR training session.



## Fall golf tourney: A slice of life

More than 35 RTD employees and their guests slogged over the rugged terrain of the De Bell Golf Course in the foothills above Burbank during the 1979 Fall Golf Tournament. When all the scores had been tallied, Leon Winston had won the Handicap Flight by shooting a net score of 70 (he plays with a 23-stroke handicap). Winston, at right in photo at top left with Robert Lewis and W.N. Williams, won a trophy and a \$20 cash award. Two-strokes back at 72 was second place finisher Ronald Woods, while Ed Callahan came in third with a 72, also. Callahan, who plays with an eight handicap, covered the hilly 18 holes in only 80 strokes to take a pair of Ram tickets and Low Gross honors, as well.

In the Callaway A Flight, for golfers shooting under 100, Eugene Reid finished first with a net 70, Leslie Price was second at 74 and there was a four-way tie for third as Gil Ochoa, Walter Wadlington, W.N. Williams and Robert Lewis all finished in 75.

In the Callaway B Flight, for golfers shooting over 100, Alan Nishimura took top honors with a 71½. Nishimura, second from left in photo below, won a trophy and \$20. He was in a foursome with (from left) Jack Gerhardt, Richard Gallagher and Art Leahy. Dave Biehn finished second in the flight with a 73½, with James Hall and Gerry Woods tying for third at 74½. Woods, shown teeing off at right, was one of three golfers to win a pair of Ram tickets for hitting their drive closest to the pin. The others were Eugene Reid and Wiley Goins.



# Schedule Changes

## Moving Up

Name	Div./ Dept.	Classification	Date
Anderson, Gaylord M.	3301	Mechanic "A" to Mechanic "A" Leadman	7-16-79
Bates, Patrick K.	3150	Cutter/Folder Opr. to Multilith Opr.	10-01-79
Burns, John	3302	Utility "A" to Mechanic "C"	10-08-79
Castle, Charles T.	3212	Opr. Trainee to Operator	10-08-79
Caudill, Robert E.	3307	Mechanic "B" to Equip. Maint. Supv.	10-07-79
Chavez, Manuel M.	3301	Mechanic "A" to Mechanic "A" Leadman	6-03-79
Cooper, Joseph A.	4600	Oper. Analyst to Assoc. Planner	10-01-79
Gainey, Arnold T.	6200	Typist Clerk to Interviewer (temp)	10-09-79
Hardemion, Gene	3307	Mechanic "A" to Mechanic "A" Insp. Ldr	10-09-79
Hayden, Glen	3315	Stk Shp Clerk to Eq. Rec. Spec.	10-17-79
Howard, John H. Jr.	3302	Shipping Clerk to Equip. Record Spec.	9-23-79
Imhof, Karen	3399	Gen Clerk I to Gen Clerk II	8-13-79
Krafft, Roland	3299	Asst. Gen Supt Trans to Acting Gen Supt Trans	9-23-79
King, Phillis P.	3314	Jr. Price Clerk to Equip. Records Spec.	9-30-79
Landry, Fannie M.	3110	Janitor to Mopper/Waxer	10-22-79
Lau, George	3312	Mechanic "A" to Equip Maint Supr I	10-07-79
Lee, Mary L.	7099	Accountant to Internal Auditor	9-26-79
Long, John W.	3216	Svc Director to Supervising Service Director	10-07-79
Macias, Marie A.	7100	Accounts Clerk to Supv. Accounts Clerk	10-22-79
Martin, Donald	3302	Mechanic "A" to Equip Maint Supr I	10-07-79
Moore, Marjorie	3216	Ticket Clerk Svc. Director	10-07-79
Morales, Juan P.	3308	St. Shop Clerk to Eq. Rec. Spec.	9-19-79
Morris, Lawrence G.	3307	Mechanic "A" to Equip. Main. Supv. I	10-07-79
Padgitt, Terry L.	7200	Inventory Control Analyst to Computer Programmer	10-22-79
Palmer, Jonathan L.	3150	Clerk to Print Shop Clerk	9-24-79
Palmer, La Rue J.	3150	Print Shop Clerk to Cutter/Folder Opr.	10-01-79
Parks, Jesse R.	3209	Info Clerk to Operator	9-30-79
Perez, Jorge	3301	Mechanic "B" to Mechanic "A"	9-30-79
Porter, Harvey	3315	Mechanic "A" to Equip Maint Supr I	10-07-79
Prizzi, Cataldo F.	3308	Mechanic "B" to Mechanic "A"	10-14-79
Reason, William A.	4410	Comm. Rep to Sen Comm. Rep	9-24-79
Reeves, Freddie E.	7200	Keypunch Opr. to Temp. Data Control Coordinator	10-01-79
Salazar, Augustin	3302	Mechanic "C" to Mechanic "B"	9-30-79
Sheppard, Etta D.	3308	Mop-Waxer (relief) to Stk Shop Clerk	9-23-79
Sieckert, Michael R.	4200	Schedule Analyst to Planning Analyst	10-15-79
Stange, Michael L.	3302	Mechanic "A" to Equip Maint Supv I	10-07-79
Terry, Renee	7200	Keypunch Oper to Supvr Keypunch Operator	9-26-79
Urzua, Robert	3301	Mechanic "B" to Mechanic "A"	10-14-79
Varga, Vicki D.	3299	Secretary III to Office Supvr	10-05-79
Yoneyama, Henry	3306	Mechanic "B" to Mechanic "A"	9-24-79

## Shifting Gears

Name	Div./ Dept.	Classification	Hired	Retired
Goddard, Bette E.	5050	Information Clerk	2-06-51	10-02-79
Knollmiller, Louis C.	3299	Office Manager	9-26-41	10-02-79
Lavelle, Nathan	6200	Employment Supervisor	2-24-56	10-31-79
Marino, Jasper	3216	Supervising Service Director	3-27-41	10-04-79
Pruitt, Robert Lee	3205	Operator-Transferred to Ind. Lve	7-10-47	9-28-79
Sleem, Naseeb J.	3209	Operator	4-23-46	10-02-79
Sloot, Anton G.	3302	Mechanic "A"	3-01-60	10-14-79
Wallace, Detroit	3302	Utility "A"	9-20-46	9-21-79

## In Memoriam

Name	Div./ Dept.	Classification	Deceased
Ghezzi, Alfred W.	3314	Former Mechanic "A"-retired	9-25-71
Hansen, Erland	3314	Former Mechanic "A" Retired	6-1-60
Haining, James B.	3202	Operator	10-01-79
Hufstetler, James Edward	3203	Operator	9-05-79
Johnson, Ronald A.	3205	Operator	9-05-79
Meek, Lewis B.H.	3203	Former Operator-Retired	6-01-70

## Classified

• 18-foot Windrose sailboat with trailer and 6.5 horsepower Evinrude outboard. Extras include compass and portipotti. Sleeps four, has lights \$3,500. Call (714) 628-7241 between 4:30 and 9 p.m.

• 1975 Plymouth Duster,

two-door, V-6, auto, air. Original owner. Excellent body and running condition. Never been in wreck. New tires and battery. Complete diagnostic checkup. 50,500 miles. \$2500 or best offer. Call (213) 284-8745 evenings and weekends.

# Commendations

(Editor's note: Quoted below are excerpts from a few of the hundreds of letters of commendation praising District operators that are received each month by the Customer Relations Department. All such letters are reported to the operator by his division manager and a copy is placed in the operator's personnel file).

*Mervin Taylor, Division 18:* "His attitude towards his job is one of the most delightful. I notice he's always cautious and prompt, checking all his starting points before leaving. He is always prompt about turning on the inside lights when it gets dark, calls out all stops as we approach them and keeps his bus on time."

*Daryle Babcock, Division 15:* "During the year and a half I have ridden RTD buses he has displayed friendliness, courteousness and skill in driving that are exceptional. It is gentlemen like Mr. Babcock who make up for the numerous drivers who become nasty amid the pressures of a demanding public and, of course, heavy traffic."

*James Duke, Division 9:* "I forgot my briefcase at the Normandie stop and he was courteous and concerned enough when he found it at the end of his run to contact me by phone, and I retrieved it about 9:30 a.m. that same day. I have been riding the RTD since 1973 and I must say that with drivers like James Duke you will get many more regular and faithful riders in the future."

*Jos J. Lafond, Division 9:* "I am a regular bus rider. I have the pleasure to inform you that the best driver I have ever met in Los Angeles is Mr. Lafond. He takes care of everyone, he helps children and senior citizens with a special tenderness, he is very polite and very humane. I appreciate specially his amazing correctness in the schedule. He is never late or early. He continuously checks the time and keeps everybody happy."

*J. Sanders, Division 9:* "He observed my dog hanging over a chain link fence by the neck. I had the dog chained on a leash, anchored in the backyard. Mr. Sanders saw the dog's distress and stopped the bus long enough to free the dog. If he had not taken the action he did the dog would have died. The dog is injured as a result of her jumping the fence, but not seriously, thanks to Mr. Sanders. His actions reflect credit on himself as a very humane person and a fine representative of the RTD."

*Ronald E. Blake, Division 8:* "I feel he should be commended on his helpfulness and kindness and his ability to get the job done with the least amount of upset to his passengers. On October 24, there was an overturned truck on the freeway. He took us on an alternate route and still got us to work on time. He is a truly valuable employee."

*Jim Shorters, Jr., Division 7:* "He is simply fantastic in the way he welcomes passengers. He has the most charming smile and it is simply a joy to be lucky enough to catch his bus when one has to travel. I happen to be visiting Los Angeles and I think you could appoint him as a public relations man."

*Marvin E. Wardell, Division 7:* "I have never written to the RTD before, and perhaps that should make my praise for this driver that much more significant. He exhibited several generous, courteous traits rarely seen in drivers. He waited at a green light for a little boy to cross after his red light so that the child would not miss the bus. He came to smooth stops and similarly started smoothly. In addition, he cautioned his passengers, especially the elderly, to wait until the bus had stopped to rise from their seats to exit. He waited until passengers were secure before starting. Particularly helpful was the fact that he announced stops in advance and connecting bus lines as well. While remaining very businesslike, he was courteous, cautious and efficient. It was a pleasure to ride his bus."

*N.A. Green, Jr., Division 7:* "He is one thoughtful driver. Not having too many pick-ups, he drove slower in order not to run ahead of his schedule. I think it is your responsibility to make it mandatory for bus drivers not to run ahead of schedule. Drivers who don't comply should be replaced."

*Aaron Dorsey, Jr., Division 6:* "My wife and I were recently on holiday in Los Angeles and while there we made one or two trips by RTD. The purpose of this letter is to praise the courtesy of one of your drivers, who was especially helpful to us on a journey from Santa Monica to Los Angeles International Airport. Please convey our thanks to this driver."

*Terry L. Whitten, Division 6:* "This is the first time I have written a letter commending an RTD driver. When a driver stands out so exceptionally in every detail, I feel that it is only right to take the time to make this praise known. Her courteous manner to every passenger was most refreshing because it was sincerely given. I was also pleased with the way she called out every stop loudly and clearly. It is heartwarming to know that among your drivers there are some real gems!"

*Line 84, Division 5:* "I am writing this letter of gratitude for the fine bus service I have received. Since the gas crunch situation, I have been riding the RTD to and from work, about three to five times a week. Each and every driver that I have had the pleasure of riding with (on line 84) has been just marvelous. The drivers are always helpful, polite and willing to assist their passengers in any way. I do not know the names of any of the drivers, but I just want to congratulate them all for such a fine job."

*Richard J. Patton, Division 5:* "Our first impression was his pleasant voice and manner. As time went on, we observed how he treated other passengers, especially when a problem arose. He always seemed to have an amicable solution. He is an excellent driver. We have come to look forward to an enjoyable ride if he is the man in charge."

*Angelo J. Arnone, Division 3:* "A young Asian couple carrying a baby got off the bus and one of the baby's booties fell off. I picked it up and called out after them, but they

(Please turn to page 10)





## Retiree Recognition

More than 536 years of service to the RTD and its predecessors was represented by the group that gathered at Walter A. Weberg's house on Sunday, October 7. The group had originally planned to meet at the annual employee picnic, which was canceled. But that didn't stop them. Pictured here by Fred Bader, a 34-year veteran with the District, are Tina and Thomas Watts, Dona and Walter Whiteside, Elaine and John Bulger, Norman L. White, H.J. (Bob) and Laura Hinze, Walter and Lillian Weberg, Helene and Bob Wick, Lois and Harry Hoegeman, Rachel and Hubert Dennis, and Jane and Carl Thurn.



## Goin' out in style

Retirement comes only once in a lifetime and for most it is a cause for celebration. When Nathan Lavelle (above) retired from the post of Employment Supervisor after 23 years with the company, one of his last official acts was to serve cake to his friends and co-workers at his retirement party. It is not often that a husband and wife retire together, but that's what Ralph and Billie Costello did last month. Ralph was feted at Division 12, where he was manager, and presented with a beautiful portrait (above left) by his co-workers, who then gathered for a group photograph (below, right). Billie had her share of parties, also, as friends gathered at the Headquarter's cafeteria to hear Manager of Operations Sam Black bid his longtime secretary a happy retirement (below, left). At the Board of Director's monthly retiree recognition ceremony, Director Jay Price (at left in middle photo) presented certificates of appreciation and personal congratulations to retirees Billie Costello (27 years), Ralph Costello (40 years), Nathan Lavelle (23 years), back row, left to right, Operator Robert L. Pruitt (32 years) and Operator Henry J. Warrnack (33 years).



# District honors outstanding employees

As most people are already aware, the efficiency and courtesy of many RTD employees are instrumental factors in the District's meeting the needs of its increasing ridership. Three more employees have had their names added to the honor role of District personnel who exemplify those attributes. They are operator Jackson Ridge, information operator James Jernigan, Jr. and Utility-A Albert McKnight.

Jackson Ridge has spent the past 18 years at Division 6 and his record reveals numerous commendations from satisfied passengers. He regularly operates Line 76 and his patrons refer to him as cheerful, accomodating and one even called Larry a rare gem. He has had only one missout during his time at the Venice facility and sports a 19-year safety award.

When James Jernigan, Jr. joined the District in February of this year, he was continuing a family tradition. His father, James Jernigan, Sr. is a radio dispatcher and his step-mother, Dorothy, is an information operator, too. Coincidentally he is a second cousin to Operator of the Month Jackson Ridge. James has been following closely in Dorothy's footsteps. She was an Information Operator of the Month in July of 1976 and March of 1978. He has consistently displayed above average attendance and call counts and is excellent at assisting people who call for information.

Utility-A Leadman at Division 1 Albert McKnight started with the Pacific Electric Railway 33 years ago as a Painter's Assistant, responsible for maintenance of street cars. Today his job is to see that buses are kept clean, but he takes it far beyond that. He is very dependable, getting the job done even if there is a manpower shortage, a fact that has won him the respect of his colleagues. His fair attitude has helped him to train and discipline those under his control.

On the administrative side, McKnight anticipates useage and orders supplies so there is never a shortage. He also tests new soaps and cleaners for their effectiveness and ease of use.



**HONORED** — Director Thomas Neusom (left) passes out Certificates of Merit to Employees of the Month (from left) Albert McKnight, Jackson Ridge and James Jernigan, Jr. Participating in the ceremony was (back row, left to right) Joe Palmer, Larry Johnson and Bob Williams.

## TO AVOID ACCIDENTS

# Happy holidays don't just happen, they're planned

The music starts, the curtain rises and we see the cast assembled for their opening number — the familiar "festive gathering of family and friends."

In a staged performance nothing just happens by chance. Everything is planned with care, just to avoid a problem from turning into a disaster. That's why it is important to plan your holiday festivities

## Commendations

(Continued from page 8)

were too far away to hear me. At this point, the driver took the bootie and ran after the couple to return it. It isn't often that we see such thoughtfulness."

**Robert L. Baxter, Division 2:** "He greeted each of the passengers with a smile and a cheery hello, wished everyone a nice day when they departed, called out each of the main cross streets and braked carefully. When I complimented him on the pleasant ride and his congeniality, he modestly replied, 'I just like people'."

**Helen West, Division 2:** "This lady went out of her way to help when people asked her about bus routes and where to catch their connection. But she doesn't take her good nature too far. When asked by a girl if she would let her out when we were at a red light, the operator graciously explained that she could only let people out at designated stops."

carefully — so you can spot problems and deal with them *before* they become costly mistakes.

RTD's Safety Department would like to assist in helping you to plan a joyous and safe holiday season, by making the following suggestions:

— **Drinking:** Drinking is one of the potential problems that is easily avoided. Of course, you want to be a good host, but don't get heavy-handed with the drinks. Give your guests a pleasant "morning after" instead of a hangover. Or worse. Remember, it takes the body about an hour to rid itself of the alcohol in one drink. You should close the bottles and cover the punchbowl about one hour before everyone is ready to leave. Drinking and driving, as we all should know by now, do not mix.

— **Fires:** Before lighting the fireplace, remove all decorations around the fireplace. Make sure the flue is open, and always keep a screen in front of the fireplace. Never use flammable liquids to start a fire.

— **Trees:** A fresh tree will stay green longer and be less of a fire hazard. Place tree away from fireplaces and other heat sources. Check with your local fire department to get specific fire prevention requirements for your area.

— **Lights:** Use only the correct type of light for each occasion, never use indoor lights outside, and vice versa. Never use electric lights on a metallic tree. Use only

non-combustible or flame retardant materials for trimmings so if they come in contact with the light bulbs they will not cause a fire.

— **Kitchen safety:** When preparing foods, keep tasters, snoopers, sniffers, and toddlers out of the kitchen. Remember, kitchens are for working, not entertaining.

— **Toys:** Make certain toys for infants and young children carry "non-toxic" labels and have all trimmings firmly attached to prevent them from being swallowed. All toys should be selected to fit the age and physical conditions of the user. Bicycles should have all the necessary safety features and should be registered with your local police department.

— **Emergency plan:** No holiday plan is complete unless you have emergency telephone numbers posted by your telephone. Know what numbers to call for police, fire and medical assistance before they are needed. In an emergency, seconds spent looking up the number in the telephone book or getting the number from the operator could mean the difference between life and death.

Also, it is a good idea to keep a stocked first aid kit to handle minor injuries. Investing a few dollars in a reliable fire extinguisher may prove to be a cheap insurance policy, also, not just for the holidays, but throughout the year.

The entire staff of the District's Safety Department — Director Joe Reyes, Bill Kendall, Frank Larson and Edna Wilkerson — offer

these suggestions along with best wishes for a safe and joyous holiday season.

## Short Lines . . .

(Continued from page 2)

agreed upon by the Southern California Rapid Transit District and the Orange County Transit District (OCTD) includes the exchange of pass privileges for employees of both agencies. This means that RTD employee bus passes will be honored on all OCTD buses, and vice versa. The reciprocal agreement is extended to all lines of each District and is good to all destinations on the lines. However, the agreement does not include dependents of employees.

### SMART MONEY

What would you do if someone offered you some money? You'd go for it, right? Well, the Employee Education, Development and Training Department is encouraging all eligible District employees to take advantage of its Tuition Reimbursement Program by taking job-related courses (after working hours) at local accredited colleges or universities. Upon completion of an approved course, you can be reimbursed for tuition, books and registration fees up to \$100 for undergraduate courses and up to \$200 for graduate courses. Courses must be designed to help you in your present job, or prepare you for an appropriate promotional opportunity.

Published monthly for the employees and retirees of the Southern California Rapid Transit District.

Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 14th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

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**David Himmel, Editor**

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