

Bus-wise Ms. RTD is going places

A 21-year-old Los Angeles resident has been named Ms. RTD for Winter 1978-79 in the first competition of its kind for Southern California Rapid Transit District patrons.

Sherrie Tucker was selected from among more than 75 applicants who ran the gamut from nun to senior citizen. Several men also sent in applications.

As the first winner of what is hoped will be a seasonal competition, Ms. Tucker will have her portrait taken free of charge by a professional photographer. She will receive a copy of the picture selected for display on all RTD buses operating on major routes during the season of her reign, according to William Reason of Marketing and Planning.

In addition, Ms. Tucker will

receive a three-month pass good for unlimited free transportation on all RTD routes. That prize should be especially useful to Ms. Tucker, who considers herself "bus-wise."

"I've been relying on the RTD to carry me through my busy schedule for the past three years, says this California native who was born in Humboldt County and moved to L.A. three years ago. "I am a retail clerk in Glendale, I live in Los Angeles and I attend acting classes in Eagle Rock and Hollywood. And all of this traveling is done daily by bus. Some of my friends refer to me as Bus-wise Tucker."

On the application for the title, Ms. Tucker said she wanted to be selected as Ms. RTD because "I'd like to repre-
(Please turn to page 7)



SHERRIE TUCKER

Southern California Rapid Transit District



HEADWAY

Volume 6, Number 2 February 1979

Hotline puts employees in touch with management at the touch of a button

Do you have a suggestion, comment, question or concern that you want to express directly to RTD management? If you do, remember this number: 972-6683.

That's the number of the employee Hotline and it can be called any hour of the day or night, seven days a week.

Started in April, 1973, the Hotline is designed to improve

communications between employees and management, to learn what questions employees have on their minds and what their needs are for specific types of information. It has also proven to be a useful tool in making management more aware of employees' suggestions and criticisms.

Using the Hotline is about as easy as leaving a recorded telephone message.

An employee with a question, suggestion or constructive criticism simply dials 972-6683 (within the District the last four digits are adequate). A recorded voice informs the caller that they are in touch with the RTD Hotline and to leave their suggestion or comment at the tone.

According to John Wilkens, Manager of Employee Relations, personnel wishing a reply to their question or suggestion can leave their name, work location and extension, if any.

However, identifying yourself is not required.

Wilkens explained that every call will be treated confidentially and every message will receive the same careful consideration whether employees identify themselves or not.

Messages are received and transcribed daily with personal questions and messages passed on to management for the development of replies.

According to Wilkens, the Hotline is not intended to replace any of several other methods of communication presently available to employees and is simply an added convenience.

It is intended to serve employees who feel their subject matter requires immediate atten-

tion, who prefer to remain anonymous because of the delicacy of the subject, or who just feel more comfortable and spontaneous using the telephone rather than putting their ideas into a memo or discussing it with their supervisor, he explained.

Mike Pearce, personnel analyst in charge of the day-to-day operation of the Hotline, said the program has not met with the kind of response from employees that District officials had hoped for when they initiated the Hotline.

"Since the program's inception the calls received break down into about 75 per cent complaints and 25 per cent suggestions."

But, Pearce points out that this type of electronic suggestion box has been beneficial to both employees and management on a districtwide basis in several instances.

"We have received a lot of good ideas over the Hotline," she says, "simple suggestions, but helpful and effective."

Most of the complaints come from employees who see something wrong with the way the company is doing something or operating the buses. There are also complaints from employees who do not think they have been treated fairly by their supervisors, but not as many of these as was first anticipated.

Most of the people using the Hotline (and leaving their names) are operators concerned with service shortages.

And, for some, the Hotline simply serves as an avenue for airing a gripe.

"Sometimes it makes you feel better just to get it off your chest," said Pearce.



CLOSE CALL—Via the Employee Hotline, District management is just a telephone call away.

"Significant Success" highlights GM's State of the District message

An all-time high in Los Angeles daily bus ridership in 1978 highlighted a "year of significant success" at the RTD, according to Jack R. Gilstrap, RTD general manager.

Gilstrap, in presenting his annual "State of the District" message at a meeting of the RTD board of directors, noted that in October of last year the District recorded 1,150,000 average weekday passenger boardings — an increase of about 1,200 busloads of people a day on top of passenger counts in May, which were also a record.

"District farebox revenues also climbed to new peaks," Gilstrap said. "Revenues of \$82.6 million were up nearly \$20 million from the year before, meaning passengers paid 45 per cent of the District's operating costs."

The RTD general manager said that the RTD thus compares favorably with transit operations in other comparable cities where the rider pays a smaller percentage including Boston at 25 per cent, Denver at 26 per cent, Atlanta at 20 per cent, and Seattle at 28 per cent.

"In the face of continuing high inflation, we have made important advancements in productivity," Gilstrap continued. "Our cost per passenger trip is now running at 63.4 cents, compared to figures in immediately preceding years of 63.3 and 64.9."

Gilstrap pointed out that even one-tenth or a few tenths of a cent variation is highly significant when multiplied by the 315,000,000 passengers the District's buses carried last year.

The accomplishments of the District, Gilstrap said, are even more remarkable in light of several factors which occurred last year.

"Our county subsidy was eliminated as a result of Proposition 13," he said. "Also, it was necessary to raise fares in midyear."

And, unfortunately, he continued, RTD passengers continue to ride on the oldest buses in any metropolitan area — average age of RTD's 2,600-bus fleet is 12 years.

"Aging equipment is more prone to mechanical failure, which alienates customers, increases costs, causes freeway traffic jams, and harms our reputation," Gilstrap said.

"Funding is available to help us buy some new buses this coming year," he said, "but the federal government has recently notified us that the money they are planning to supply Los Angeles for new buses is far short of what is needed."

Despite the age of the fleet and overcrowding that exists on some RTD lines, Gilstrap said that the District was able to put 95 additional buses on the streets late last year to partially relieve overcrowded conditions.

"During 1979 we hope to restore some night and weekend service that was taken off the streets recently," Gilstrap said, noting that last year saw RTD buses record 101 million miles, 12 percent lower than the District's peak in 1976.

Gilstrap said this year the District will be working on improving bus service in the central Los Angeles area and moving forward with rapid transit planning.

"A strong local consensus favors a downtown-Wilshire-Hollywood-San Fernando Valley rail rapid transit starter line," Gilstrap said. The RTD board gave preliminary endorsement to such a plan last October.

Other challenges the District will face this year include labor negotiations. "Contracts with our three unions expire in May," he said.

Gilstrap warned that a fare increase may be needed later this year if new tax sources are not forthcoming.

"We are presently passing up riders on corners because the buses are full," Gilstrap said. "We will want to consider if it is appropriate to raise our fares in order to put more service on the streets."

Gilstrap also told RTD directors that the erosion of authority of the Board continues.

"We are operating more and more in an environment that can only be described as an institutional morass," Gilstrap said, noting the many delays in bus programs that are occurring because a growing number of other public agencies feel they should have a role in the transit decision-making process.

"We cannot continue to operate effectively in such a fragmented environment," the general manager said.

Gilstrap also urged the board to scrutinize District policies involving transportation of the handicapped, noting that the federal government has raised many questions recently about the nature and type of service necessary to serve this community.

EIGHT UP FOR BID

District auction lets you really take the bus

Have you ever wanted to buy an old bus and convert it into a luxurious recreational vehicle? Or, are you looking for a real good deal on a real-used car? Or, perhaps you are in the market for a forklift or an old typewriter.

If so, does RTD have a sale for you.

On Saturday, February 3, the Southern California Rapid Transit District Purchasing Department will be auctioning off — to the highest bidder — some 91 used company cars, eight buses, a half dozen trucks and miscellaneous and sundry other items.

The auction, which will be open to the public and conducted under the auspices of the Ken Porter Auction Company, will begin at 10:30 a.m. in the District's Vernon Yard, located at the corner of Vernon and Pacific avenues.

According to Russ Becker of Purchasing, the District will auction off the buses because they are the last eight gasoline-powered coaches in the fleet. The coaches are street legal and are ideal for converting into campers or RVs. The buses, of the 1300 series purchased in 1952-53, have rebuilt engines and Cadillac

automatic transmissions.

The company cars that will go on the block are, for the most part, Ford Mavericks, Plymouth Furys and AMC Hornets dating from 1968-72.

Also available will be some seven large trucks ranging in age from 1949 to 1961. The newest of these trucks has 163,000 miles on it. While Becker was reluctant

to call them run down, he did say they "had really been used."

The District also will be offering a variety of used equipment ranging from old forklifts to parking lot sweepers to floor jacks to miscellaneous items such as office equipment, fire extinguishers and typewriters.

All will be sold to the highest bidder and some of the bids may

not be too high. An advertisement for the auction was scheduled to be run in local papers and Becker said that the price items will go for generally depends on how many people show up to bid on them.

"If the crowds are not too large," he said, "those buses could go for anywhere from \$500 to \$1,000."



ON THE BLOCK—Russ Becker of Purchasing February 3. A yearly affair, the auction also offered takes a last look at some of the eight gasoline-powered coaches the District was to auction off used company cars and equipment.

At last!

The long-awaited children's RTD tee-shirts have arrived at last. They are now available for \$2 each by stopping by or calling the Recreation Office (extension 6580). The shirts are solid yellow with a brown RTD logo on the chest and are available in all children's sizes.

SHE'S DOING VERY WELL

What's a nice girl doing in a job like this?

The first question that generally crosses your mind when you meet security agent Kathleen Skellie is: What's a nice girl from a rural mill town in upstate New York doing in a job like this? However, after getting to know her, you wonder how one person has been able to accomplish so much in such a short period of time.

In her day, Kathie has been part owner of a beauty salon, was in the Marine Corps, has done undercover military intelligence work, has operated her own private investigation business, been a bill collector and the manager of an Okinawan restaurant among other things.

Today, Skellie is the only female on the 48-member Southern California Rapid Transit District security force and is one of the few female security agents in the country qualified to carry and use a firearm.

The punchline is that Skellie is only 30 years old. Asked if people find it hard to believe that she has covered so much ground, Kathie simply laughs and says, "I'm just getting started. There's a lot more I want to do."

Surprisingly, the Women's Liberation Movement has had very little to do with the goals Skellie has pursued. She does not consider herself a feminist. On the contrary, she says that the feminist movement has actually hindered her.

"I've always had the attitude that I could do anything I wanted," says this native of Hudson Falls, New York. "If anything I think it (women's liberation) has hurt me because now there is more competition. Not that I'm afraid of competition, but it used to be relatively easy to get into the fields I wanted. Now there are people out there with Masters degrees and Ph.ds"



ON GUARD—Being female has not stopped RTD security agent Kathie Skellie from succeeding in a traditionally male occupation, but it has caused some unusual moments for the former Marine, restaurant manager and beauty salon owner.

Admittedly, it's a long way from cutting hair to carrying a .38 calibre Smith and Wesson Police Special on your hip. For Kathie, that trip began when she was 17 years old. Not interested in attending college right out of high school, she went to beautician's school and bought into her own beauty shop.

Her parents, who operated a dairy farm, wanted her to continue her education. But, like many small town girls, Kathie wanted to see the world. Military service seemed to provide the answer.

"I eventually found out that many women enter the service because they have problems they are running from or they just have nothing else going for them," she recalls. "But I figured the military would pay for my food, clothing and rent while I got a basic intelligence education. Then, when I got out, I would be able to use the GI Bill benefits to further my education."

She decided on the Marines because, "They were the hardest to get into and all the other service recruiters tried to talk me out of it. The recruiters told me I was crazy and once I was in basic training I began to think they might be right," Skellie says.

How tough was it? Well, of the 58 who started with Skellie's platoon, only 27 graduated.

Wanting to go into the field of military intelligence, Kathie was disappointed to find they were not taking women into the field at that time. Undaunted, she opted to be a radio operator ("That would at least get me a security

clearance," she explains) and started a long series of events that eventually led her to an assignment with the military intelligence division on Okinawa Island in the Pacific.

From there she was able to travel throughout southeast Asia and the Pacific, sometimes on business and sometimes on pleasure, often working in an undercover capacity.

Having satisfied her goals to travel and work in intelligence, Skellie left the military when her tour of duty was up and moved to the west coast to pursue her education. She entered Golden West College as a police science major and began a string of part-time jobs in the security field that eventually led her to the RTD.

She says the most interesting of those was as a Private Contract Investigator, often referred to as Private Eyes. Unlike her fictional counterparts Phillip Marlow and Sam Spade, Skellie shunned the seedy, mid-town office and operated from her home while going to school. Like Marlow and Spade, however, she did not handle divorces.

Some of these investigations

(Please turn to page 4)

Death claims little boy RTD helped

A young English boy, who once realized a dream come true with a little help from a group of RTD drivers, has died following a prolonged illness.

Regular readers of *Headway* may remember the story about the Harris family of Hertfordshire, England, which appeared in the May, 1977, issue. The father, Sean, was a driver for London Country Buses, Ltd. His son, Steve, had been afflicted with muscular dystrophy and confined to a wheelchair for most of his young life.

Steve's fondest dream had always been to take a trip to America and visit that international land of enchantment—Disneyland. Operators at the London bus company scraped together \$1,500 to send the Harris clan to the land of Steve's dreams.

When Eugene Villacorta, an extra division dispatcher working at Division 8 in Van Nuys, learned of the Harris's trip through the Knights of Columbus (a catholic men's organization) he decided to help. Villacorta, his family, and several of his fellow operators at Division 8 got together to officially welcome the Harris family to Los Angeles when their plane arrived at LAX. They also helped show the visitors around town and took them on a trip to Universal City to meet some movie stars.

Little Steve, who had suffered from the disabling disease since birth and been confined to a wheelchair since the age of six, passed away September 2 of last year at the age of 14. In a letter to the District, Steve's father said his son was only in the hospital for a few hours before he peacefully passed away.

"His mother and I miss him so much, but we would not wish to see him suffer," Harris wrote. "We are thankful to you for the warm welcome we received in Los Angeles and we think of you often."

What's happening!

What's happening in your corner of the company? Are you or your fellow employees engaged in some activity that would be of interest to others? District employees with an unusual or interesting hobby or skill—whether it is raising snakes or collecting stamps—are invited to fill out the card below and return it to Headway, Location 32, via company mail for possible future feature story coverage.

Name: _____
 Badge No.: _____ Work location: _____
 Home phone: _____ Work phone: _____
 My hobby is: _____

RESERVATIONS, DEPOSITS DUE

Deadline approaching for vacation trips



Out of the past

Rides on the Yellow Car (above) and a look at a fully-restored and operational 99-ton steam locomotive are only two of the hundreds of exhibits and attractions at the Orange Empire Railway Museum in Riverside. District employees can take advantage of a special trip to the historic transit site tentatively scheduled by the recreation office for March 10.

I've never had an incident where I've needed to draw my gun — Kathie Skellie

(Continued from page 3)

would take her out of town for months at a time, which made living a normal life and going to school impossible. Seeking some normalcy in her life she applied to the RTD and was hired in July, 1976, along with another woman who did not last out her probationary period.

In addition to a knowledge of martial arts and an ability to use a gun that she learned in the military, Kathie brought several other qualities to the position.

"I think this field requires good public relations traits and an ability to assess a situation quickly, to know whether you are dealing with a person who is just mischievous, an aggravated person or someone with criminal intent," explains Skellie, who is presently pursuing a bachelor's degree in criminal justice at Cal State L.A.

"Pure physical strength only enters into enforcing what you want people to do about 10 per cent of the time and, in that 10 per cent, anyone can get beat. I think 75 per cent of the job is just knowing how to assess a situation.

"During the time I've been with the district, I've never seen an incident where I've needed to draw my gun, but I've had to use my night stick more than once," she says.

Security personnel are called on to perform a potpourri of assignments that include clock runs checking security at District headquarters after hours, riding the armored truck that goes from division to division collecting the day's receipts, doing night security patrols at divisions, accompanying headquarters employees to their cars after hours or taking rowdy passengers off a bus.

At times, Skellie has found being a female means she has to approach a situation differently than her male counterparts. "Sometimes I have to be a little more boisterous and authoritative than the guys might need to be," she explains.

"Where they might get by with a few words, I have to really lay it on the line about what I want a person to do."

No peace keeping job is without its memorable moments and Skellie has her share of war stories.

On her very first day with the District, before she had even gotten a gun she was called on to remove a man from one of the buses at the RTD-Greyhound depot downtown.

"It seemed like everyone in the place stopped what they were doing to see how I would handle the situation," Kathie recalls. "Actually, they were just being over-protective of me, but it got to the point where they were interfering with what I had to do so I told them so."

Another incident, about one year later, proved to everyone that she could take care of herself.

"People had never really seen me do anything until one morning this guy came in the (headquarters) building with a grudge and said he was going to do something and I said he wasn't and literally threw him out of the building while all these people were standing around waiting for elevators," she says. "And just as I was throwing him out, my boss pulls up at the curb."

Proving that was no fluke, Skellie later stopped a man entering the building, who turned out to be fleeing the police. Kathie forced him from the building and, when he took a swing at her outside, she dropped him to the sidewalk with a blow to the legs with her nightstick.

"I knew when he got up he was going to try and kill me and the cops were still way across the street. So, I did the only thing I could think of . . . I dropped with all my weight onto the middle of his back and knocked the wind out of him," she says. "When the cops arrived they laughed and kidded me about my technique, but it served the purpose."

While Skellie has impressed

the downtown street people, District employees and anyone else who has pressed the issue that she can take care of herself, she has also impressed her superiors.

"I've been here 32 years and I never thought I'd see the day when we'd hire a woman security agent," says Chief Special Agent Dick Kelso, "And I was a little skeptical at first when they hired Kathie. But she has done an excellent job. What she may lack in physical strength, she makes up for with other persuasive talents."

According to Director of Security Jim Burgess, Skellie has helped pave the way for other females on the District's security force. "Kathie has worked out very well and we will be actively recruiting qualified females in the future," Burgess says.

While the feminist movement has opened a lot of doors for women in this country, Kathleen Skellie—whether she wanted to or not—has been one of those helping to open doors for others.

Printer pens District history

An interest in the company he works for has prompted an RTD employee to compile a history of the District that is, in fact, a brief history of mass transit in Southern California.

Lester W. Johnson, Jr., acting assistant supervisor and printer at the headquarters print shop, spent four months researching and editing material for his history. He obtained information by rummaging through old bookstores, scouring libraries and availing himself of District information.

The result is a chronology dating from the creation of the Spring and West Sixth Railroad in 1874 to the establishing of the Rapid Transit District in 1964. Copies of Johnson's work are available to District employees through the library on the fifth floor of the Headquarters

Building, 425 S. Main Street.

"I think a lot of employees, both new and old, do not really know about the company they work for," explains Johnson. "And there really wasn't anyplace they could go to get their questions answered. I think people want to know this sort of thing or I wouldn't have written the book."

The deadline is fast approaching for getting your deposits in for several of the vacation trips that are planned. So you won't miss out on the fun, here's a breakdown of upcoming trips and their payment schedule.

—The Mexican Riviera Cruise, May 6-13, \$703 to \$763 depending on choice of accommodations. Visit the exciting ports of Mazatlan, Puerto Vallarta, Manzanillo and then Acapulco. Return to Los Angeles by air. Money for this exciting trip is due February 27. Act now so you won't miss out on all the excitement.

—For those of you with a little less time and money to spend there is the Party Cruise set for April 19-22. \$236.55 to \$313.50 per person. Three days and three nights of fun cruising around Guadalupe Island. Enjoy dancing, entertainment, movies, cocktail parties and continental dining. Deadline for reservations and money is March 1.

—Now that we've gone to Waikiki, Hawaii, for two years it is time to branch out and see more of the beautiful Hawaiian Islands. June 4 marks the start of a 12 days, four island tour that features stays on Oahu, Hawaii, Maui and Kauai. \$639 will get you there in style. A \$25 deposit, due March 1, will reserve a place in the sun for you. The balance is due six weeks prior to departure.

—For those of you with weekdays off, plan to go to Las Vegas on April 24-26. Three days and two nights at the Golden Nugget with plenty of bonus meals and chips. \$62 per person will get you there.

—A tentative trip to the Orange Empire Rail Museum is set for March 10. If you would be interested in seeing a trip of this type carried out, please let us hear from you.

—For the horsey set, a day at the races (the thoroughbred kind) has been scheduled for Sunday, April 22, at the Hollywood Park Turf Club. The \$8 cost gets you into the club and includes a ticket of your choice at the \$2 window.

For more information or reservations on these or any of the posted recreation events, please call the Recreation Office at extension 6580.

Oops!

The dates and prices for the Caribbean Cruise announced in *Headway* last month have been changed. The 15-day cruise, which includes a week in Miami Beach and stops at three ports, departs September 15. Price is \$759. For more information call Betty at extension 6580.



The memory lingers on . . .

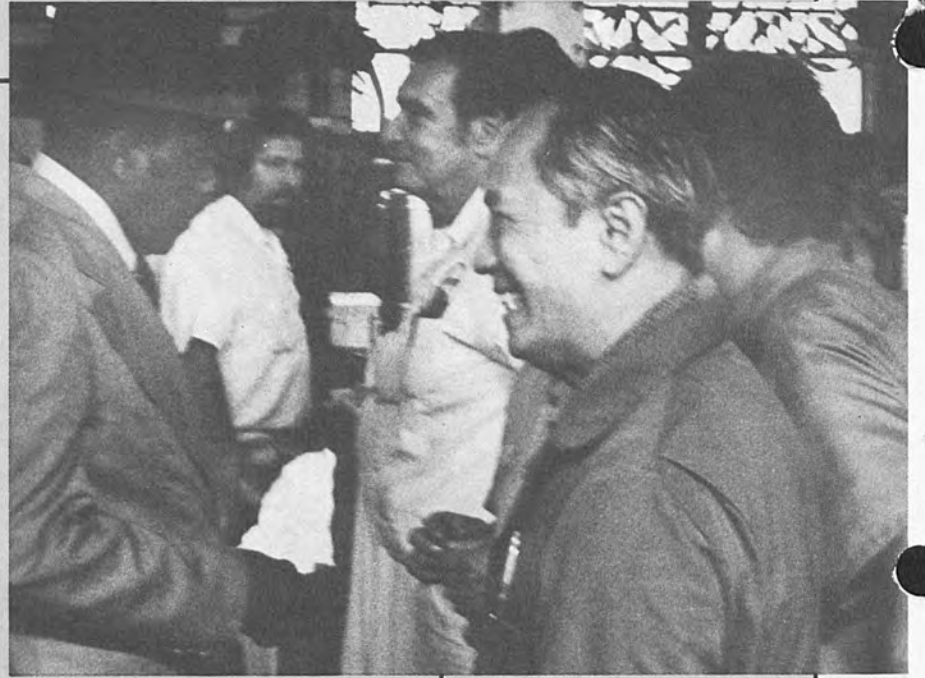
Time flies when you're having fun and, for most of us, Christmas is already a distant memory. But, before getting totally wrapped up in the work-a-day world, take a few moments to remember the good time that was enjoyed throughout the District. Remember all of the gaily decorated cakes (below) that were consumed at divisional parties. Remember the look of joy on young faces waiting to share their heart's desire with Santa (left). And there was no shortage of Santa's helpers. From left below we find Division 15's Dale Sholley with a lapful of double trouble, Allan Styffe handing out goodie-filled stockings at the Headquarters party and Billy Thomas getting an earful of Christmas wishes from little Walter Burns, Jr. at the Division 2 gathering. Bottom, young musicians entertain at the Headquarters celebration. For more, turn the page.





Food, fun, frolic

Sampling the cook's goodies (left) at the Division 2 funfest are Tracie Pace (left), Wanda McDonald (second from left) and Billie Daniels (far right). These ladies not only prepared the tantalizing delights, they doled them out. Employees at South Park Shops (below) paused from their varied activities to share in the spirit of the season.



They may be the smallest, but Division 6 got into the swing in a big way. Waiting to get into the cake (above) are (from left) Sylvanus Williams, Millie and George Michaels (he's the Transportation Manager), steno Pat Keck, Maintenance Manager Gus Powell, and operators James Moore, Bob Higbee and Tim Villarreal. That's 10-year-old James Moore, Jr. waiting to dig in. At right, Division 15's Theodore Benedict keeps the party jumping with a friend at the keyboards, while (at left) Betty "Mrs. Santa Claus" Sconce presents Ralph the Dog to lucky little lady prior to the Headquarters Christmas fete.



Bus-wise student wins 1st Ms. RTD title

(Continued from page 1)

sent all the active, responsible people who would rather ride RTD than drive."

Occupying her spare time by painting and writing (she is working on a novel), Ms. Tucker finds commuting around the city by bus a simple task and maintains that anyone can be bus-wise if they think ahead and get information before they go. She can most often be seen riding lines 91,

95 and 456.

"Also, I've found the drivers to be very helpful and, if I'm confused, I ask them for help. I like people and I really like to sit back and relax on my way to work or class instead of developing a case of nerve-eating freeway tension," Ms. Tucker says of her reasons for riding the RTD.

Since the contest was passenger oriented, RTD employees and their families were not eligible to enter.

Top employees for November honored

A high standard of performance in providing service to the Rapid Transit District's customers has earned three frontline employees recognition from the Board of Directors and the distinction of being named Employees of the Month for November.

They are Information Operator Marilyn Boehm, Division 7 Operator William Lasdon and Division 7 Mechanic-A Gene Hardemion.

In introducing Boehm to the directors, Manager of Customer Relations Bob Williams explained that Marilyn had been with the District four years and, throughout that time, she has always been courteous, patient and efficient in her dealings with the public and her co-workers. Qualified to give information to the deaf via the District's Porta-Printer, Marilyn's high standard of accuracy sets an example for others to follow, Williams concluded.

When Operator of the Month Lasdon was a young boy, he rose through the ranks of scouting to attain the Eagle Scout Award, the highest honor in the scouting program. Now a scoutmaster with a Granada Hills troop, Bill continues to apply scouting philosophy in his day-to-day dealings with his passengers, according to District 7 Transportation Manager Gus Lopez, who introduced Lasdon to the board.

His helpfulness, patience and courtesy towards his passengers, particularly the elderly, makes them feel they are really "welcome aboard," Lopez said. Lasdon's skills as an operator during his four years with the District are evidenced by his two-year safety award pin and by the fact that he was Division 7's top scorer in the 1978 Bus Rodeo.

Maintenance Employee of the Month Gene Hardemion is a true RTD success story. Hired as a Utility-A in 1960, Hardemion took advantage of the District's Mechanic Training Program when it was started in 1971 and became one of that program's first graduates. Promoted to a Mechanic-C upon completion of the weeks-long training course, Hardemion rose to a Mechanic-A within two years.

An all-around mechanic, Gene has been keeping equipment ranging from bus engines to bus washers in good operating order. As Division 7 Maintenance Manager Donald Waite expressed it when he introduced Hardemion to the board members, "Gene is dedicated to his work, loyal to the company and extremely conscientious."

Director Byron E. Cook, himself a former bus operator, made the presentations on behalf of the board, presenting each of the honorees with a check for \$50 and a framed Certificate of Appreciation.



CONGRATULATIONS—Director Byron Cook presents awards to (front row, left to right) Gene Hardemion, William Lasdon, and Marilyn Boehm. Looking on are (from left) Donald Waite, Gus Lopez and Bob Williams.



KEYS TO THE KINGDOM—As publicity photographers record the event, RTD General Manager Jack Gilstrap (center) presents the first Ms. RTD with one of her prizes—a free, three-month bus pass.

NEW PROGRAM

District to honor retirees

Like birth and marriage, retirement is a milestone in a person's life that should not pass unnoticed or unheralded.

SCRTD management recently proposed and the Board of Directors last month approved a program designed to honor employees, who have devoted a good part of their lives to the District, when they retire.

The monthly recognition of retirees is scheduled to begin with the first Board meeting in February, at which time retirees for January, February and March will be honored.

As planned, the program will begin with members of the Executive Staff introducing the retirees under their jurisdiction. After the introduction, a member of the Board will present the honoree with a special plaque commemorating the occasion. A

photographic record of the event also will be given to each participant.

On the average, 22 persons retire from the District each month. When possible, retirees will be honored prior to or during the month in which they are planning to retire. They will be given time off from their duties to enable them to attend the ceremony.

If, due to insufficient notice, a retiree cannot be honored before he retires, he or she will be invited to attend the following month's ceremony.

Classified

• For sale. 1978 Wurlitzer Spinnet Piano. Colonial Pine finish. Excellent condition. \$1,000. Call (714) 622-3979 between 8-10 p.m.

Best bargain in town!

St. Bernard puppies in need of a good home? A 1965 Chevrolet being replaced by a newer model? A four-poster bed tucked away in the garage? Whatever you want to sell, trade or give away, let fellow RTD employees have the first chance and advertise it in Headway at no cost. Just fill out the coupon below and return it to Headway, RTD, 6th Floor, 425 So. Main St., Los Angeles, CA 90013. (Please include home telephone numbers only.)

Name: _____

Work location: _____

Description of item: _____

Price: _____ Hours to call: _____

Area code: _____ Telephone no.: _____

Schedule changes

Welcome aboard

Name	Div./ Dept.	Classification	Hired
Alvarez, Jr., Felix	3305	Mechanic "C"	12-26-78
Alvarez, Jr., J. J.	3295	Operator Trainee	12-19-78
Arch, Cathy Yvonne	3309	Svc. Attendant	12-11-78
Arredondo, George Z.	3305	Mechanic "B"	12-04-78
Arroyo, Annadean NMN	9100	Secretary II	11-27-78
Austin, Barbara J.	3295	Operator Trainee	12-18-78
Banks, Jean Francis	3307	Service Attendant	11-27-78
Barocca, John H.	3301	Mechanic "C"	12-11-78
Bolden, Glenda	3295	Operator Trainee	11-16-78
Bonilla, Miguel A.	3295	Operator Trainee	12-18-78
Burke, Michael L.	3301	Mechanic "C"	12-11-78
Caffery, Willie A.	3295	Operator Trainee	12-18-78
Carillo, Albert NMN	3295	Operator Trainee	12-18-78
Carillo, Robert L.	3295	Operator Trainee	12-18-78
Cassese, David S.	3295	Operator Trainee	12-18-78
Childs, Jr., D. M.	3303	Mechanic "C"	12-11-78
Cincotta, Jr., J.	3303	Mechanic "C"	12-11-78
Crise, Jr., W. K.	3399	Svc. Attendant	12-11-78
Croomes, Denise E.	3295	Operator Trainee	11-16-78
Dasalla, Steve A.	3305	Mechanic "C"	12-18-78
Deuser, Marvin J.	3295	Operator Trainee	12-18-78
Deynes, Rene William	3295	Operator Trainee	12-18-78
Dickinson, C. E.	3303	Mechanic "C"	12-11-78
Eley, Patricia K.	3309	Svc. Attendant	12-11-78
Ellis, Julie L.	7300	Typist-Clerk	12-06-78
Engelberg, Barry L.	9100	Fed. Leg. Anal.	12-04-78
Estrella, Glen M.	3301	Mechanic "C"	12-18-78
Fanelli, Joseph M.	9200	Security Guard I.	12-27-78
Felts, Jr., Henry H.	3295	Operator Trainee	12-18-78
Gerrits, Peter M.	3295	Operator Trainee	12-18-78
Gleason, Jack A.	3305	Mechanic "C"	12-18-78
Goff, Edith Alberta	6200	Secretary II	11-27-78
Graef, Shirley M.	7100	Typist-Clerk	12-18-78
Graham, Minnie NMN	3301	Service Attendant	11-24-78
Gross, Richard NMN	3295	Operator Trainee	12-18-78
Hardeman, James A.	3295	Operator Trainee	12-18-78
Harris, Daniel	3295	Operator Trainee	11-16-78
Harris, Essie Dean	3302	Service Attendant	11-24-78
Harris, Wilbert L.	3301	Mechanic "C"	12-11-78
Hays, John F.	3301	Mechanic "C"	12-04-78
Hemsing, Dieter K.	3307	Mechanic "C"	12-11-78
Hernandez, Ernest NMN	3295	Operator Trainee	12-18-78
Heston, Guy B.	4410	News Bureau Rep.	11-27-78
Himmel, David M.	6099	House Organ Editor	11-27-78
Hizo, Edmundo G.	9300	Eng. Techn.	12-18-78
Hobart, Charles A.	3301	Mechanic "C"	12-18-78
Ingram, Monica Aleciall	9100	Secretary II	11-20-78
Jones, Toni M.	3399	Serv. Attendant	12-04-78
Keller, Donald E.	3305	Mechanic "C"	12-18-78
Klee, Karl Alva	3307	Mechanic "C"	11-20-78
Kosky, M. L.	3295	Operator Trainee	12-18-78
Leal, Aurora NMN	3295	Operator Trainee	12-18-78
Lee, Aaron NMN	3399	Svc. Attendant	12-11-78
Li, Mary Lee	7100	Accountant	11-20-78
Lima, Glenn Bryan	3295	Operator Trainee	12-18-78
Loprieto, N. A.	3305	Mechanic "C"	12-15-78
McCombie, Joseph H.	3303	Mechanic "B"	12-11-78
McDaniel, James W.	3307	Service Attendant	11-24-78
Martinez, Thomas C.	3303	Mechanic "C"	12-11-78
Melendez, Lorraine Mary	9100	Secretary II	12-04-78
Morales, Jr., M. NMN	3295	Operator Trainee	12-18-78
Munoz, Dean Robert	3305	Mechanic "C"	12-18-78
Nichols, Jerri J.	3302	Service Attendant	11-24-78
Nonaka, Alvis T.	3308	Mechanic "C"	12-26-78
Prizzi, Cataldo F.	3307	Mechanic "B"	12-04-78
Quezada, Carlos NMN	3295	Operator Trainee	12-18-78
Randolph, Richard K.	3399	Svc. Attendant	12-26-78
Remata, Lawrence G.	3308	Mechanic "C"	12-26-78
Reyes, David R.	3295	Operator Trainee	12-18-78
Rico, Jo Ann Yvone	6200	Secretary II (temp)	11-27-78
Rivas, DeZerry S.	3295	Operator Trainee	12-18-78
Robinson, Lloyd E.	3399	Svc. Attendant	12-11-78
Rogers, Ronald Wayne	3295	Operator Trainee	11-16-78
Romo, Sergio NMN	3307	Mechanic "C"	12-11-78
Rutter, Jr., F. R.	3295	Operator Trainee	12-18-78
Salcido, Juan NMN	3295	Operator Trainee	12-18-78
Schuster, Z. W.	3295	Operator Trainee	12-18-78
Smart, James R.	3295	News Bureau Rep.	11-27-78
Smith, Gary Leon	3399	Svc. Attendant	12-11-78
Solorzano, Cirilda Lila	3301	Service Attendant	11-10-78
Stevens, Kathi Ann	7300	Secretary II	11-27-78
Steward, Leo S.	3305	Mechanic "C"	12-18-78
Sweeny, James Robert	3295	Operator Trainee	11-16-78
Tate, Nancy Jo	3295	Operator Trainee	12-18-78
Thomas, George A.	3295	Operator Trainee	12-18-78
Travis, Lee Otie	3295	Operator Trainee	11-16-78
Vance, Jack	3295	Operator Trainee	11-16-78
Walker, Carrie	3295	Operator Trainee	11-16-78
Wallace, Myrna E.	3295	Operator Trainee	12-18-78
Walsh, Harriet	3295	Operator Trainee	11-16-78
Webster, William G.		Mechanic "C"	12-04-78

Moving up

Name	Div./ Dept.	Classification	Date
Adams, James M.	3299	Op. X. Di. Disp. to Di. Disp.	12-10-78
Baez, Ruben A.	3314	Mechanic "A" to Equip. Supv. I	12-10-78

Bailey, Leilia M.	3205	Di. Dis. X. As. Tr. Mgr. to As. Di. Tr. Mgr.	11-26-78
Barela, James L.	7300	Shppg. Clk. to Stk. Clk.	12-10-78
Baumgartner, D. R.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Bennett, William R.	3299	Oper. Anal. to Supv. Pass. Svcs. & Facil.	12-10-78
Caffery, Willis A.	3295	Svc. Attendant to Op. Trainee	12-17-78
Cain, Nathaniel NMN	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Carapia, Ralph NMN	6100	Personnel Anal. to Labor Rel. Rep.	12-18-78
Chagoya, Gabriel C.	3314	Mechanic "C" to Mechanic "B"	12-17-78
Clarkson, Corey P.	3303	Utility "A" to Mechanic "C"	12-10-78
Cooper, Benjamin F.	3297	Op. X. Instru. of V.O. to Instru. of V.O.	12-10-78
Cooper, Donald R.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Cosner, Laurence NMN	3299	Op. X. Di. Disp. to Di. Disp.	12-10-78
Cure, Eugene A.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Dello, Charles E.	3314	Mechanic "A" to Equip. Maint. Supv. I	12-10-78
Dunlap, Sandra J.	3307	Typist-Clerk to R. St./Sh. C Stkpr. ERS	12-01-78
Finn, Leonard A.	3298	Supv. of V.O. X. Rad. Disp. to Rad. Disp.	12-10-78
Flores, Jeronimo P.	3297	Op. X. Instr. of V.O. X. Rad. Disp. to Instr. of V.O. X. Rad. Disp.	12-10-78
Flynn, Roger J.	3314	Mechanic "A" to Equip. Maint. Supv. I	12-10-78
Fultz, Homer E.	3307	Utility "A" to Mechanic "C"	11-15-78
Gardner, William A.	3207	Op. X. Di. Disp. to Di. Disp.	12-10-78
Gonzalez, R. C.	3314	Eq. Mnt. Supv. I to Eq. Mnt. Supv. II	12-10-78
Gray, Ralph NMN	3299	Op. X. Di. Disp. to Di. Disp.	12-10-78
Grayson, Don C.	3299	Di. Dis. X. As. Tr. Mgr. to As. Di. Tr. Mgr.	11-26-78
Guajardo, Jesus R.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Hale, Johnny J.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Hamilton, Eugene R.	3299	Di. Dis. X. As. Tr. Mgr. to As. Di. Tr. Mgr.	11-26-78
Harris, Billy J.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Haynes, Marie T.	7300	Secretary III to Buyer (MBE)	12-11-78
Henderson, Michael	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Holahan, Michael NMN	5050	Info. Clk. X. Sup. to Sup. Tel. Info.	11-05-78
Ibarra, Jr., Daniel NMN	3296	Op. X. Supv. of V.O. X. Rad. Disp. to Supv. of V.O. X. Rad. Disp.	12-10-78
Johnson, Charles A.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Johnson, Marcus C.	3299	Dis. Disp. to As. Di. Tr. Mgr.	11-26-78
Johnson, Purvis NMN	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Johnson, Robert F.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Johnson, Willie L.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Kelley, Alvin R.	3150	Cash Clk. (Temp.) to Prt. Shp. Clk. (Temp.)	11-27-78
Knox, Paul E.	3298	Supv. of V.O. X. Rad. Disp. to Rad. Disp.	12-10-78
Kosman, John H.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Ledford, Archie R.	3201	Op. X. Di. Disp. to Di. Disp.	12-10-78
Lewis, James C.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Linares, Stalo M.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Lisenby, Robert E.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Lowrie, John R.	4600	Sch. Analyst to Sch. Maker	11-26-78
Lynum, Benjamin T.	3209	Asst. Di. Tr. Mgr. to Di. Tr. Mgr.	11-16-78
Manier, James NMN	3314	Mechanic "B" to Mechanic "A"	12-17-78
Manning, Melvin R.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Martin, Peter W.	3298	Supv. of V.O. X. Rad. Disp. to Rad. Disp.	12-10-78
Maul, Rudolph E.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Maye, Richard C.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Maye, Sam C.	3297	Op. X. Instr. of V.O. to Instru. of V.O.	12-10-78
McFate, Tracy R.	4600	Prt. Shop Clk. to Mileage Calculator	12-11-78
McReynolds, F. S.	3296	Op. X. Supv. of V.O. to Supv. V.O.	12-10-78
Merkle, Dan J.	3206	Op. X. Di. Disp. to Di. Disp.	12-10-78
Miller, Gary L.	9100	Sec. Guard I to Staff Asst. I	12-04-78
Mitchell, Shirley	3302	Info Clerk to R. St./Sh. C.	8-27-78
Neal, Jr., John W.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Nedelcoff, Robert J.	3298	Op. X. Supv. of V.O. X. Rad. Disp. to Rad. Disp.	12-10-78
Powell, Glenn	3306	Equip. Maint. Supv. II to Equip. Maint. Supv. II/Rov. Rel. Di. Mgr.	10-09-78
Powell, Larry M.	3297	Op. X. Instr. of V.O. X. Rad. Disp. to Instr. of V.O. X. Rad. Disp.	12-10-78
Prock, Ruth NMN	3399	Stk/Shp Clk. to Stenographer	12-03-78
Salido, Paula M.	9100	Secretary III to Adm. Secretary	11-27-78
Scott, Luke E.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Serdienis, Peter C.	3291	Sch. Analyst to Stps/Zones Rep.	12-10-78
Smith, Ronald H.	3302	Mechanic "C" to Mechanic "B"	11-12-78
Summers, Richard M.	3297	Op. X. Instr. of V.O. to Instr. of V.O.	12-10-78
Taylor, Alvin J.	3202	Di. Dis. X. As. Di. Tr. Mgr. to As. Di. Tr. Mgr.	11-26-78
Tiek, Harold L.	3298	Instr. of V.O. X. Rad. Disp. to Rad. Disp.	12-10-78
Tincher, John A.	3299	Di. Dis. X. As. Tr. Mgr. to As. Di. Tr. Mgr.	11-26-78
Torres, Joshua C.	3299	Op. X. Di. Disp. to Di. Disp.	12-20-78
Trudeau, George F.	3296	Op. X. Supv. of V.O. to Supv. of V.O.	12-10-78
Villacorta, Egenio L.	3203	Op. X. Di. Disp. to Di. Disp.	12-10-78
Wang, Alfred S.	4600	Sch. Analyst to Sch. Maker	11-26-78
Weger, Joseph S.	3203	Op. X. Di. Disp. to Di. Disp.	12-10-78
Williams, Joe NMN	3306	Utility "A" to Utility "A" Ldm	12-03-78
Williams, Shirley J.	7099	Secretary II to Secretary III (Temp.)	11-27-78
Woods, Jr., Alonzo S.	3299	Op. X. Di. Disp. to Di. Disp.	12-10-78
Wynn, Glenn T.	3298	Supv. of V.O. X. Rad. Disp. Rad. Disp.	12-10-78
Young, David NMN	3201	Op. X. Di. Disp. to Di. Disp.	12-10-78

Shifting gears

Name	Div./ Dept.	Classification	Began	Retired
Botkin, Henry W.	3202	Operator	11-21-44	11-25-78
Freeman, Eugene B.	3296	Supervisor of Vehicle Operations	12-03-45	12-04-78
Gappae, Lewis P.	3208	Operator	2-26-42	12-03-78
Gonzales, Cyprien J.	3221	Former Trafficman trans. to Ind. Lve. 1-24-77	9-04-56	12-19-78
Harrison, William E.	3215	Operator	11-22-46	12-03-78
Kirkpatrick, Robert G.	3212	Former Operator Trans. to Ind. Lve. 8-18-78	10-03-46	12-02-78
Mathews, Francis M.	3215	Operator	10-25-57	11-25-78
Peters, Francis A.	3221	Former Traffic Loader Trans. to Ind. Lve. 10-16-78	12-11-39	12-08-78
Russell, Luis Carl	3201	Operator	8-04-62	12-02-78

(Please turn to page 9)



DISGUISE—Looking for all the world like a meek, mild-mannered RTD standard coach, the bus pictured here at Ports O'Call in San Pedro is in reality a Super-Minibus. Painted in the more traditional surrey manner, the new minis are also being pressed into service in downtown Los Angeles.

RIDER SURVEY SHOWS PREFERENCE

● **San Pedro area gets new Super-Minibuses**

Look! There at the corner! Is it a bus? Is it a minibus? No! It's *Super Minibus!*

While they may not be able to leap tall buildings in a single bound or bend steel in their bare hands, RTD's super minibuses went into operation recently on Lines 872 and 874 in San Pedro.

The 33-passenger super minibuses are 30-feet long, about 10 feet shorter than the standard RTD coach, and will replace the 20-foot minibuses, which have proven to be unpopular with riders and difficult to maintain and keep in service, according to Jack R. Gilstrap, District General

Manager.

"More than half of some 300 persons questioned during a recent rider survey in San Pedro told us they considered the minibuses less comfortable than regular coaches," Gilstrap said. "Surveys conducted in Los Angeles showed 85 per cent of those questioned considered the super minibuses more comfortable than minibuses and preferred them to the smaller ones."

The District's Board of Directors approved the use of the super minibuses after considering rider surveys on minibus lines

and studying reports which showed the minibuses consume more gasoline than super minibuses consume diesel fuel.

The reports also showed minibuses were subject to numerous breakdowns and that they cost 53 cents per mile to operate, compared to 20 cents per mile for the super minibuses.

Recent comparisons also showed minibuses need road service approximately every 500 miles, while the average mileage between service for the super minibuses is more than 1,300.

Because of the maintenance problems with the small buses, standard size (40-foot) coaches have been in frequent use on Lines 872, in the downtown San Pedro area, and 874, operating between the downtown area and Ports O' Call.

While the super minibuses have proved more agile than standard coaches when it comes to wending their way through traffic, it should be noted that the super minibus is not more powerful than a locomotive, nor is it faster than a speeding bullet.

Schedule changes

(Continued from page 8)

In memoriam

Name	Div./ Dept.	Classification	Deceased
Collette, Walter I.	3209	Former Operator retired 1-1-68	11-21-78
Curtis, Joseph M.	3314	Mechanic A	12-03-78
Fardyn, Louis	3314	Former Mechanic "A" retired 6-1-62	12-24-78
Hyatt, Hazel B.	5050	Former Information Clerk retired 12-3-71	12-16-78
Kim, In Song	3312	Mechanic "B"	11-26-78
Kingsbury, Thomas W.	3203	Former Operator retired 6-1-66	12-04-78
Kirkpatrick, Robert G.	3212	Former Operator Transferred to Ind. Lve. 8-18-78. retired 12-2-78	12-21-78
Nelson, Harold T.	3307	Former Mechanic "A" retired 3-2-77	11-10-78
Pateman, John C.	3202	Former Operator retired 6-1-67	12-04-78
Rappaport, Alfred	3208	Operator	11-22-78
Schramm, Raymond M.	3209	Former Operator Retired 9-1-70	12-19-78
Smith, Leslie C.	3215	Former Operator retired 6-1-78	12-14-78
Stasher, James T.	3150	Former Print Shop Clerk Transferred to Ind. Lve. 10-26-78	12-19-78
Wine, Paul G.	3201	Former Operator Retired 1-18-75	12-19-78

Search continues for heavy-duty mechanics

If you know someone who is a qualified heavy duty diesel mechanic, the Southern California Rapid Transit District is looking for them.

The District is in the process of trying to hire some 100 journeyman-level mechanics over the next several months, according to Mike Pearce, Personnel Analyst for the District.

For qualified applicants, the job holds several inducements. Salary ranges from \$8.02 per hour to start up to \$9.82 per hour. Benefits include free medical, dental and vision care, life insurance, paid sick leave, paid vacation, 11 paid holidays yearly, excellent retirement plan, uniform and free bus passes.

According to Pearce, qualifications for the job include two years of mechanical repair experience on heavy duty vehicles, or at least three and one-half years of automotive mechanical experience including six months repairing heavy duty vehicles. Applicants must also be able to read and write legibly, have a knowledge of decimals and fractions, be capable of indentifying parts, have a valid Class III California Driver's License and be capable of obtaining a Class II license.

In a nutshell, Pearce said what the District needs is heavy equipment mechanics who can tell what's wrong with a bus and effect the repairs on their own or with assistance from a helper.

Duties for the Mechanic-Bs will include performing all types of automotive inspection, maintenance and repair duties under limited direction; assisting higher level mechanics in performing complex and difficult jobs; working independently on specialty repairs or performing general mechanical repair and inspection work of average difficulty, and performing complete inspections and lubrications work on buses.

Interested applicants should call (213) 972-6217 and ask for a testing appointment for Mechanic-B or stop by the personnel department at 425 S. Main Street, second floor.

RTD MAKING HEADWAY

Lester Clark, a mopper-waxer at Division 9, wrapped up the old year with a fish story. On December 30, Lester won a \$58 pot for catching the biggest fish of the day among the anglers on the fishing boat Estrada out of Oxnard. Lester caught a Rock Cod estimated at three feet long and weighing between 10 and 12 pounds. But the capper is that that was the third time that month that Lester had won the biggest fish pool.

District employees have been celebrating a lot of birthdays recently — the original kind. Division 9 employee Joseph A. Phillips became a proud papa for the second time when his wife, Becki, gave birth to the couples' second son, Caleb Joseph. Little Caleb weighed in at an even seven pounds.

Norman C. Hope, who works traffic at LAX, celebrated the birth of his first grandson on January 8. His oldest daughter, Heidi, and her husband, Chris Terraneau, are the proud parents. After fathering three daughters, Norman finally has a boy in the family.

Billy C. Morton, Jr., an operator at Division 9, celebrated the arrival of his third child and second daughter, Lisa Anna Maria, who checked into the world on October 20, weighing seven pounds, 10 ounces. Lisa joins sister Brandi Ann, who is now 10 months old, and brother David, five years old.



This old photo of the first group of conductorettes to enter the Los Angeles Railway's Conductor School was submitted by M. J. (Tommy) Tomason, who retired from the District in 1970 and now lives in Ventura. Tomason, an inspector-instructor at the time the photo was taken, is second from the left. At left is Chief Instructor O. T. Elrod and on the right is I. C. Acuff, another inspector-instructor. Thomason was a Division Instructor when he retired.

Tickets, please!

The wife of Division 5 operator Emory LeMoine Neal presented her husband with one of his nicest Christmas presents ever. She presented him with a son, Kenneth LeMoine Neal, born at 4:58 p.m. on Christmas Day, December 25.

Division 18 operator George Nahra was honored by the Los Angeles City Council last month for his 15 years work on charity telethons. Beginning his 20th year with the District, Nahra, 45, was again busy behind the scenes at the recent Arthritis Telethon. Last year, George reports, that telethon raised \$548,000. The first one George worked on raised \$48,000. In their commendation certificate, presented during council activities, the council lauded the "untiring efforts of persons such as George Nahra, who work throughout the night to take care of numerous details and errands, and make it possible for the persons appearing on camera to present their appeals in the most effective manner. (We) commend George Nahra for his devotion to and concern for the well-being of his fellow citizens and his outstanding efforts in striving to make the future brighter for them."



GEORGE NAHRA

Joseph J. La Fond, who recently switched from Division 9 where he operated Line 486 to Division 1 to work the Airport Express Line 779, has become something of a legend in his own time. When he left Line 486, several of his passengers wrote and "Ode to Joe" to commemorate his parting. Phyllis Gaman wrote: Joe will get you there on time, with several minutes to spare. You won't have to flag him down or chase his bus — he stops right there! He remembers your stop and pickup point, and looks for you when you are late. He always has a joke or two to

make you smile — He's great! He can talk about anything brought up (in several languages, too). We'll miss him on the 486, but we'll keep in our Who's Who!

Have you ever wanted to retire and send all your former fellow workers a postcard from Hawaii. Well, that's just what Ernie Bliss, who retired recently from Division 6, has done. Ernie sends all his fellow workmates best wishes for a happy new year from the Island of Kauai, where he spends his leisure time. "Aloha to all at RTD," writes a blissful Ernie.

Blow your own horn!

Employee Name: _____
 Badge Number: _____ Work Location: _____
 Home Phone: _____ Work Phone: _____
 Event: _____
 Date Occurred: _____ Place: _____
 Other Facts: _____

"Making Headway" is designed to publicize news about your personal achievements and those of your family, whether it concerns births, graduations, anniversaries, retirements, special awards or other such accomplishments. Please use this card to forward such news to David Himmel, Headway Editor, 6th Floor, 425 S. Main Street, Los Angeles, CA, 90013. Or, simply return the card via company mail to Headway Editor, Location 32. Black-and-white photographs (only) are welcome.

HEADWAY

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.

Mailing address: Headway, 6th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone: 213-972-6680.

David Himmel, Editor

Southern California Rapid Transit District
 425 So. Main St., 6th Floor, Los Angeles, CA 90013

BULK RATE
 U.S. POSTAGE
PAID
 Los Angeles, Ca
 Permit No. 32705