

# Funds arrive, bids go out for new buses

Secretary of Transportation Neil Goldschmidt visited the Los Angeles area early in October and brought with him a federal grant for the RTD that will enable the District to purchase more than 900 new buses beginning almost immediately.

On Monday, October 15, just three days after the Transportation Secretary made the announce-

ment of the nearly \$200 million grant, the District sent specifications and invitations to bid to more than 60 bus manufacturers worldwide.

November 29 has been set as the date for opening of the bids.

RTD officials had been notified last April by the Urban Mass Transportation Administration that the District's request for funding for

1,200 new buses had been approved.

The application to UMTA had been for funds to purchase some 940 standard 40-foot coaches, a combined total of 260 other types of buses including articulated, double deck and intermediate coaches, as well as the funds to build operating facilities to support the buses.

The largest all bus operation in the nation, the District's fleet of 2,600 buses has an average age of 12 years, making it one of the oldest fleets in the country.

Goldschmidt's announcement was the first official word the District had received as to when it could start ordering new equipment. No time was wasted in doing so.

Southern California Rapid Transit District



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## Board of Directors adopt 18-mile route for Los Angeles rail rapid transit line

After more than two years of studies on where the route of the subway should go, the RTD Board of Directors made its final recommendation September 20 on a plan calling for construction of an 18-mile rail rapid transit starter line.

"This is the beginning of a new era for public transportation in Los Angeles," said Marvin Holen, President of the RTD board following the selection of Alternative II. "Our decision today is another major milestone leading to the construction of a \$2 billion project that will serve hundreds of thousands of people."

The board's action came virtually on the heels of votes in the California legislature that almost

unanimously approved a bill to provide the \$300 million state share of funding for the subway project. An additional \$100 million in regional funds has already been committed to the subway and will come from local gasoline sales taxes.

Together these actions are expected to provide, for the first time in more than a decade of mass transit planning in Los Angeles, the means for attracting the \$1.6 billion in federal construction grants essential for the completion of the project. (Transit planners must demonstrate that the 20 per cent local financing is available before federal funds will be committed).

The District is now submitting an application to the Urban Mass

Transportation Administration for preliminary engineering grants. Chief Engineer, Rapid Transit Richard Gallagher estimates that preliminary engineering studies will take two years with construction set to begin in 1982.

Meanwhile, a state-mandated review of the District's route selection process is being conducted by the California Transportation Commission and the Los Angeles County Transportation Commission. The review was added as an amendment to the state funding bill, which passed the Senate 27-1 and the Assembly 79-0.

"Federal state, county, and Los Angeles City officials, as well as RTD engineers and planners, were involved in the two-year study, called an Alternatives Analysis and Environmental Impact Statement," explained General Manager Jack Gilstrap. "The report spelled out 11 different plans for improving mass transit in the regional core, a 55-square mile area encompassing downtown Los Angeles, the Wilshire area, Hollywood and North Hollywood."

The fact that no tax increase or new tax will be required to finance the subway plan has gained it endorsements from Los Angeles Mayor Tom Bradley, the Los Angeles City Council and the Los Angeles County Board of Supervisors.

Alternative II, the route formally adopted by the District's board, calls for construction of a subway running from Union Station south beneath Broadway, west on Wilshire Boulevard to Fairfax Avenue, then north through Hollywood terminating at Lankershim and Chandler Boulevards in the San Fernando Valley.

The board also called for establishment of subway stations at the following locations: Union Station, Civic Center, 5th Street and Broadway, 7th and Flower Streets and then along Wilshire Boulevard at Alvarado Street, Vermont, Normandie, and Western Avenues, at Crenshaw Boulevard, La Brea and Fairfax Avenues.

The line will then travel north on Fairfax with stations at Beverly and Santa Monica Boulevards. From

there the route will pass through central Hollywood into the San Fernando Valley with stations at Hollywood Boulevard, Cahuenga Boulevard, the Hollywood Bowl, Universal City and on Chandler Boulevard west of Lankershim Boulevard.

The RTD board held six public hearings throughout the regional core area July 9, 10, and 11. Over 400 interested citizens and civic groups attended the hearings, with more than 100 different letters also received. The great majority recommended adoption of the route approved by the RTD board.

### Subway may be time tunnel

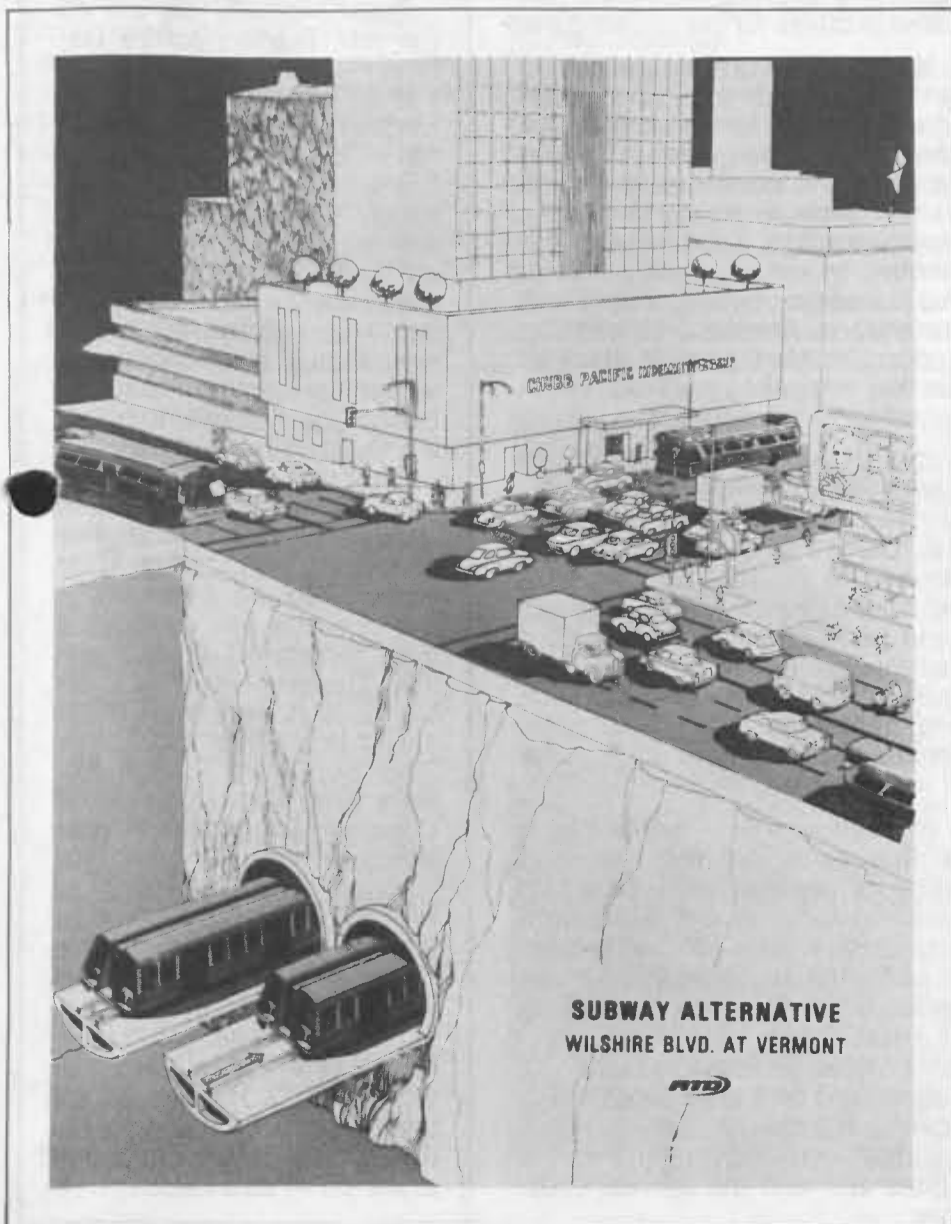
When the official groundbreaking ceremony for the Regional Core Subway takes place a couple of years hence, most people present will be looking toward a transit system for the future of Los Angeles.

However, there will probably be a small contingent in attendance who will be looking toward the Southern California area's distant past.

The Director of the Los Angeles County Museum of Natural History recently told Supervisor Kenneth Hahn that excavation for the subway may give a rare opportunity to study fossil remains of animals that lived in the area thousands of years ago.

Recent subway construction projects in Atlanta and Boston have yielded interesting archeological discoveries.

Hahn has recommended that, when subway excavation begins, scientists should be alongside construction workers to search out significant remains of ancient animals.





During the dark days of 1977, when financial austerity required that the Southern California Rapid Transit District trim numerous programs and cutback drastically on personnel, one of the programs to fall by the wayside was the Management Trainee Program.

However, times — and financing — have changed. The public transit picture in Los Angeles is bright and the Management Trainee Program is again part of that picture.

Originally established in 1974 and reinstated last May after a hiatus of more than two years, the program has a two-fold purpose, according to Bill Dutton, Senior Training Analyst and coordinator of the program for the Employee Education, Development and Training Department.

"First, it develops personnel from within the District and from the outside to become potential managers," Dutton explains. "Secondly, it helps to meet Equal Employment Opportunity and Affirmative Action guidelines to which the District adheres."

Dutton adds that, since its inception, the program has been viewed by District management as having a great deal of merit.

"We're growing, and with the environmental and social problems of air pollution, energy conservation and skyrocketing gasoline prices all pointing toward mass rapid transit as a partial solution, we envision many years of continued growth and challenging opportunities," says General Manager Jack Gilstrap. "I see the Management Trainee Program as one source of managerial talent to help us solve the problems that increased growth and new challenges bring."

The program is usually limited to six participants, known as Management Assistants. They must be college educated and are rotated through ten key departments at three month intervals.

"The purpose is to give each management assistant a comprehensive knowledge of District function that will be valuable to them, no matter which department they eventually work in," Dutton says.

The departments involved in the rotation are Maintenance and Equipment, Transportation, Administration, Employee Development and Personnel, Accounting and Fiscal, Planning, Marketing and Communications, Operations, Customer Relations and Bus Facilities Engineering.

While the program is designed to last for ten rotations or 30 months, the participants are encouraged to begin looking for a permanent staff position after 15 to 18 months, Dutton explains.

"Since each District promotion is the result of a competitive selection process and cannot be prede-



CONFABULATION — General Manager Jack Gilstrap (left) holds an informal meeting with members of the Management Trainee Program (from left to right) Bob Torrez, Carol Dedeaux, program coordi-

nator Bill Dutton, Helen Miller, Haim Geffen, Bob Torres and Nancy Leon. Program is designed to train potential managers, giving them a broad knowledge of RTD operations.

## Program teaches potential managers nuts and bolts of bus operations

signed, the participants must apply for positions in their targeted departments and go through the District's selection procedure," he says. "As a result, some management assistants may promote out of the program before the end of 30 months, while others may be in the program the entire 30 months."

Dutton stresses the point that the jobs performed by the management assistants in each department are not "make work" assignments, but tasks that need to be done.

"Management assistants have two tasks in the departments they rotate through," says Dutton. "They learn how that department functions and its role in the District's overall operation, and they perform meaningful tasks in that department."

The following is a brief introduction of the half dozen management assistants currently participating in the program, where they came from and some of what they have done so far.

*Nancy Leon* came to the District from the City of Pasadena where she was a planner. In the Transportation Department she worked on a feasibility study of providing bus service down the Los Angeles Riverbed and is currently working on a BRAC manual for the Personnel Department and a compilation of transit jargon — explaining transit-related terminology — which

Employee Development will give to new employees.

*Robert Torres* has been with the District since 1975, having worked as an operator, transportation service analyst, division dispatcher and instructor. He is assigned to Fiscal and Accounting at the moment and is working to develop a system to speed the handling of invoices.

*Haim Geffen* was a transportation planner for the Southern California Association of Governments (SCAG) before joining the RTD. In the Operations Department for his first rotation, Geffen has worked on a variety of tasks including evaluation of new electronic headsigns, and studying the feasibility of mounting bicycle racks on the backs of buses for our passengers.

*Helen Miller* is just completing her first year with the District. After operating a bus for six months, she joined the Management Trainee Program and since has worked on such projects as an analysis of the energy savings resulting from the number of people riding District buses instead of using cars. She is currently in her second rotation, working for Management Services Section evaluating methods of responding to interrogatories.

*Carol Dedeaux* was an American Airlines flight attendant prior to joining RTD. Still in her first rotation, Carol has worked on several surveys in the Marketing Department, including a proposal to expand sale of Tourist Passes on a nationwide basis. She has also worked on the Ms. RTD program and helped to develop a questionnaire to survey rider acceptance of electronic headsigns.

*Bob Torrez* was — and still is — a student at Cal Poly Pomona going for his Masters in Business Administration. In the Administration Department, Bob worked on an UMTA project relating to absenteeism and helped prepare a study of Print Shop capital expenditures. Now in Transportation, he has worked with road supervisors, spent a full day as a division dispatcher, worked in Stops and Zones and with the service direc-

### Where are they now?

Since its inception in 1974, the Management Trainee Program has had some 20 participants pass through it. For a variety of reasons, many are no longer with the District, but seven still remain. Following is a quick look at who they are, where they came from and where they are today.

Three "charter members" of the original half dozen Management Assistants in the inaugural program are still on the job. Diane (Moran) Delaney came to RTD from Pacific Telephone and is now Employee Activities Coordinator for the District. Mike Leahy, who was with the Marketing Department when he entered the program, is now an Operations Analyst. Paul Sun, now an Assistant Planner, was a financial analyst specializing in business development with the Pasadena Urban Coalition prior to entering the program.

The remaining Management Trainee Program alumni were all with the District prior to entering the program. They include Richard Anderson, a bus operator and currently a Staff Assistant I in the Planning Department; Pete Serdientis, who went from scheduling to a Stops and Zones Representative; Evelyn Frizielle, who was an Assistant Customer Information Representative in the Marketing Department and is presently a Personnel Analyst; and Andi McFall, who moved up the ladder from Schedule Analyst to Operations Analyst.

There is one other ex-Management Assistant still with the RTD. Richard Au left the program to return to his mechanical duties. He works at Division 1 as a Mechanic B.

## New ad contract provides unprecedented guarantee

The RTD Board of Directors has approved a new contract for advertising displayed on and in District buses that will guarantee the District an unprecedented \$1.4 million in its first year.

The contract, with Transit Ads, Inc. of La Mirada, will represent a 65 per cent increase in advertising revenue during calendar 1980 over the last year of the expiring contract, which was also with Transit Ads. In dollars and cents, this figure to be approximately \$550,000 in additional revenue from advertising on District buses. In recommending approval of

the three-year pact to the board, Director of Marketing and Communication Tony Fortuno said the contract represents one of the best such arrangements from the transit operator's standpoint in the entire transit industry.

During the course of the new contract, which will run from January 1, 1980 through December 31, 1982, the total minimum guarantee will be more than \$4.5 million.

As with previous contracts, RTD retains approval rights over the content, quality and placement of all advertising on its buses.



## REVISED PROPOSAL

# Sector improvement plan faces final review

Following an unprecedented four-month public review of the initial proposal for the 1980 Sector Improvement Program and subsequent analysis of public comments by an interdepartmental Task Force, a Revised Proposal for the 1980 Sector Improvement has been prepared and submitted to the RTD Board of Directors.

The board set 10 a.m. Saturday, November 17, as the date for a federally-mandated public hearing and review of the environmental, social and economic impact of the proposal.

At the same time, RTD Principal Planner Steve Parry anticipates the board will approve the revised plan, thus setting in motion the mechanism for implementation of the massive service improvement by September of 1980.

"The revised proposal that went to the board in early October is about 90 per cent the same as the initial proposal," Parry explains. "We had to delete some new service on streets where buses had not run before because of requests from local residents and we restored some service deletions or route modifications as a result of passenger requests. There has also been a substantial revision in the Glendale-Montrose area to better meet the needs of local riders. But, the majority of the plan is intact."

A copy of the revised proposal and map was to be distributed to District employees with their October 19 paychecks.

The scope of the public review process and analysis of comments on the initial proposal was in keeping with the magnitude of the sector improvement itself, the largest and most ambitious in RTD history and the final phase of the Transit Improvement Program begun in 1975.

"Since March 1 of this year we distributed more than 30,000 copies of the initial proposal to District employees, governmental agencies, public institutions and the general public," comments Director of Bus Planning Paul Taylor. "We received more than 2,100 comments on the proposal and staff members responded to each."

Parry adds that an opinion sur-

vey also was conducted with more than 1,700 responses received.

"Of those responding to the survey, about 78 per cent were favorable toward the initial proposal, 10 per cent were unfavorable and 12 per cent said they were undecided," Parry says.

This in depth review of public opinion about the proposal had a three-fold purpose, according to George McDonald, Manager of Planning and Marketing for the District.

— To receive comments on the economic, social and environmental impacts of the proposed service changes and their effect on energy conservation,

— To gauge public opinion concerning the public's support for the initial proposal,

— To obtain public suggestions for improvements and revisions to the initial proposal.

"The District has, for some time, followed a policy of informing the public of proposed major changes to service," McDonald says. "Because of the extensive changes involved, we felt it was necessary to allow for a comprehensive review period."

The review process lasted five months and the proposal was introduced to the public via the use of print and broadcast media, direct mailings and meetings with groups.

District riders learned of the proposal through 270,000 rider bulletins distributed on buses and at Customer Service Centers, and also got word through 2,000 placards posted on buses and 5,000 bus stop sign covers in areas effected by the proposal.

Ads in 22 newspapers, announcements on 41 radio stations and news releases sent to 100 electronic and print media announced the proposal to the public and invited them to offer input on the plan at a series of community meetings.

In addition, members of the Planning Department, Community Relations and the News Bureau briefed radio and television stations and appeared on 15 radio and six TV programs.

The District held 25 formal community meetings throughout the area covered by the proposal. Staff also briefed District bus operators

at meetings in each of the 11 operating divisions. Civic groups received news of the initial proposal at 51 meetings as did involved government officials in 31 briefings.

Special attention was paid to working closely with municipal operators, keeping them informed of the proposal and involved in joint planning as appropriate.

From the middle of July, when the public review ended, until early in September, the Task Force worked on analyzing and responding to public comments and sug-

gestions. The revised proposal now before the board incorporates all valid suggestions received during this review period, Parry says.

New federal regulations regarding major service changes require a public hearing before the board can adopt the revised proposal. Once the board approves the plan, however, the District will step up internal preparations to insure implementation of the 1980 Sector Improvement by September, 1980.

Several of those internal activities are currently underway.

## Mechanism now in motion for implementing proposal

For the past year, an interdepartmental Task Force, formed by General Manager Jack Gilstrap, has guided the course of the 1980 Sector Improvement Program. By far the largest bus service change ever undertaken by the District, it will affect upwards of a half million RTD passengers in the North, West, South Central and Central City areas.

One of the Task Force's primary objectives has been to develop an implementation timetable that will bring together all elements of the plan in the minimum amount of time. Due to the critical nature of several activities, the Task Force has determined that date to be September 14, 1980.

Activities critical to the implementation of the 1980 Sector Improvement include schedule preparation, headsign preparation and driver training and orientation.

Schedule preparation has already begun on those bus lines which met with no controversy during the public review process. For the 1980 Sector Improvement, the Schedule Department will have to prepare 320 new bus schedules. By comparison, the sector improvement programs in 1974, 1975 and 1976 involved preparation of some 400 schedules over a two and one-half year period. And, the department still must perform its regular assignment of maintaining the system's schedules.

Headsigns, which designate where each bus is traveling, are one of the most critical aspects of the service change. The District has applied for a federal grant to retrofit about half of the existing fleet with new electronic headsigns, which offer flexibility in specifying or changing route designations. All new buses, including the 230 new buses due early next year, will have electronic headsigns. However, since the retrofit grant may not be approved in time for purchasing the signs by September 1980, production of the standard Mylar headsigns is progressing at full speed since they will be needed for at least half of the fleet in any event.

Driver training and orientation speaks for itself. An entirely new bus system must be learned by each and every operator next year between the time assignments are bid in May or June and the September 14 implementation date.

Other activities relating to a timely implementation of the 1980 Sector Improvement Program which have begun or will begin in the coming months include printing of timetables in the District's print shop; determining locations and obtaining new bus stop signs; developing, preparing and installing a temporary bus stop information sign program; developing a public information program; familiarizing District dispatchers, road supervisors, instructors and telephone information operators with the new system. (For a period of time new information operators will have to learn both the old and the new bus systems to enable them to inform the public).

## On the road again

Mac H. Baldrige, who retired from RTD just last July, became the first part-time operator for the District when he pulled out of Division 2 at 2:21 p.m. on Monday, October 15. Baldrige, who was part of the first group of 20 part-timers hired, was the first to get an assignment since it was not necessary for him to complete the entire training program. Thousands of applications have been received for the 450 part-time positions available. RTD hopes to bring the part-timers into service at the rate of 24 per week.



## Board approves fare increase

By an 8-2 vote, the RTD Board of Directors approved a 10-cent basic cash fare increase at a special board session on Monday, October 22. By law, a revision in the fare structure requires eight affirmative votes from the 11-member board.

At the same time, the board voted to lower the cost of a transfer five cents to a nickel, raise the 15-cent elderly and handicapped fare to 20 cents, and expand the number of children under five years of age that can ride for free with a guardian to an unlimited number.

Board President Marvin Holen stressed that the increase was for cash fares only. All pass fares and rates remain the same.

The new fares were set to go into effect on November 1.





## Scoring frenzy nets Sharks RTD softball title



Just when they thought it was safe to go back onto the baseball diamond, the Mainliners softball team from Headquarters found themselves torn to shreds by the Sharks of Division 6, the new champions of the Southern California Rapid Transit District Softball League.

Fighting their way back from the losers' bracket of the double elimination tournament after being upended in the opening round of the playoffs, the Sharks soundly defeated the defending champion Mainliners two straight games, 17-3 and 9-1.

The decisive victory in the Fourth Annual Softball Championship marked the first league title for the batmen of the Venice operating division. Headquarters had captured the first and third crowns, with Division 3 donning the diadem in 1977.

The smallest of RTD's 11 operating facilities in terms of manpower and equipment, Division 6's big win over the Mainliners was something they had been looking forward to all season.

Both the Sharks and the Mainliners had finished the regular season tied for second place with 6-1-1 records, behind the first place Division 9-operators, who compiled an 8-1-0 record. The regular season confrontation between the Sharks and Mainliners had been postponed due to a scheduling conflict.

"We'd been waiting on them all year," said Division 6 player-coach Thomas Hill, who went on to say that he was not surprised by the overwhelming margins of victory. "We went into both of those games feeling like we were gonna beat 'em that badly, we were really fired up."

Since the Sharks were playing essentially the same personnel they had in the past, how did they manage to go all the way this season?

"I think we played much better defensively this year," Hill said. "We had always hit the ball well, but our fielding had not been what it should be in the past."

Hill had nothing but praise for the pitching of Adrian Mott, whose strong arm had kept the Sharks in contention all season. Keying the Sharks' defensive efforts during the playoffs was third basemen Harold Kenneybrew, who, Hill said, "made some spectacular defensive plays." Sparking the Shark attack at the plate was catcher Noah Jackson, whose five-for-five effort in the final game set the pace for his teammates.

Members of the 1979 RTD Softball Champions included R.B. Thomas, catcher; Noah Jackson, catcher; Harold Kenneybrew, third base; Oliver Matthews, second base; Northless Brooks, first base; C.C. Thompson, center field; W.D. Smith, left field; Tony Braxton, utility; Adrian Mott, pitcher; Tody Hammond, shortstop; Al Coleman, infielder; Louis Williams, outfield; James Lawson, utility; Cornell Rycraw, right field, and Thomas Hill, outfield.

The Sharks' hopes for a league title suffered something of a setback when they were defeated 10-7 in the first round of the playoff tourney by the league-leading Division 9-operators. In their first losers' bracket encounter, the Sharks eliminated Division 2, the fourth place finisher in regular season play and a 5-2 loser to the Mainliners in that playoff opener.

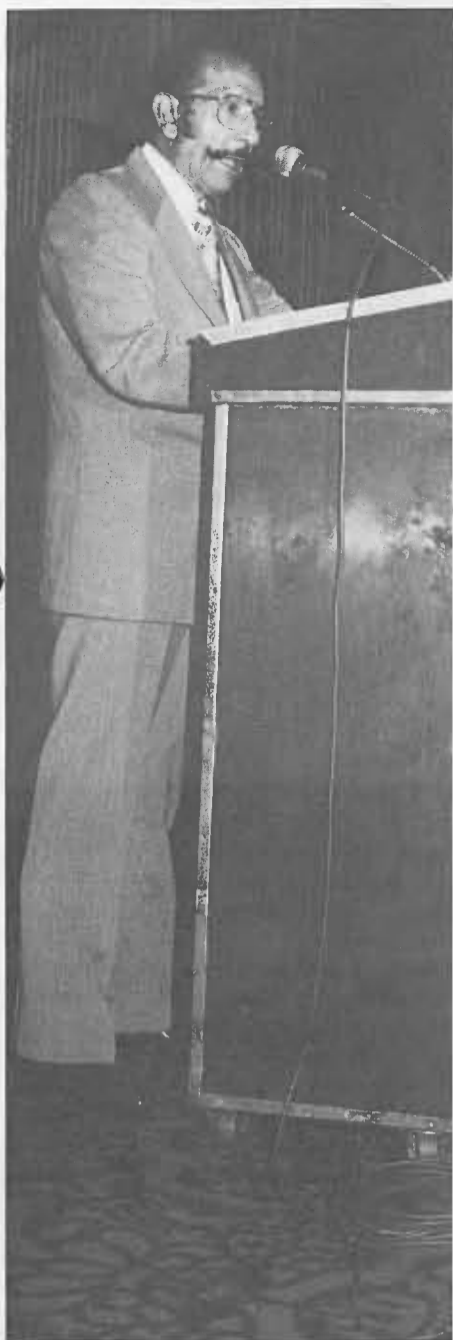
Meanwhile, the Headquarters' batmen defeated Division 9-operators 13-9 to qualify for the finals and send the El Monte diamond corps into the losers' bracket where the Sharks were waiting. Division 6 ended the season for Division 9 on a 9-5 decision that set up their long-awaited meeting with the Mainliners.

In the consolation playoffs, held for the first time this year to determine the top team among those who finish out of playoff contention, Division 18 won by forfeit over Division 12. Division 18 had a 3-6-0 season slate, while 12 sported a 4-5-0 record.

### Shark attack

Championship action on the basepaths included (top of page) Jon Hilmer beating the tag of Shark third basemen Harold Kenneybrew, HQ catcher Danny Merkle surviving a collision with Oliver Matthews and hanging onto the ball for the out, pitcher Adrian Mott (above right) firing off one of his patented fastballs, while first basemen Northless Brooks uses a little tongue-action at the plate, HQ shortstop Dave Edwards (at right) makes the play at second on an unsuccessful steal attempt by Oliver Matthews.





*RTD garners  
Safety Council  
awards*

Six RTD operating divisions received awards at the Greater Los Angeles Chapter of the National Safety Council's 35th Annual Fleet Safety Awards dinner. The award categories were for perfect record, first, second and third place, based on accident frequency rates. In the over 500,000 miles of operation per month category, Division 8 took first place, Division 9 was second and Division 2 was third. In the under 500,000 miles of operation per month category, Division 6 was first, Division 18 was second and Division 3 was third. Displaying the awards above are (from left to right) Director of Safety Joe Reyes, Superintendent of Divisions Ted Brennen, Division 2's Paul Mahoney, Division 9's Tommy Walker, Division 18's J. J. McCullough, Division 8's Gerry Woods, Division 6's Larry Johnson, acting General Superintendent of Transportation Roland Krafft and Manager of Operations Sam Black. Division 2 operator Gilbert Moncivias (at left) took part in the dinner's Theme Session. Moncivias was selected to participate because in his 23 years with the District he has driven more than two million miles without involvement in a preventable accident. He has been an Operator of the Month and is an Instructor.

**Nothing magical about 'now you see it, now you don't'**

*Published at the request of the Safety Department*

Have you ever stopped at an intersection, looked both directions and then pulled out in front of a vehicle that you simply did not see? Or, have you ever stopped at an intersection, looked left and right, only to look in the rearview mirror to see a vehicle behind you that "wasn't there before?"

If the answer to either question is yes then you probably were the victim of your Blind Spot.

Everyone has a blind spot. Actually two. If you have a normal complement of two good eyes you have a blind spot in each. This peculiarity is caused by a hole in our vision where the optic nerve

attaches to the retina at the back of the eyeball. At that point, there is no vision.

You don't normally notice this hole in your vision because vision from one eye overlaps the other and the brain completes the picture for us.

However, even with both eyes open it is possible that your nose can block the vision in your left or right eye, thus giving the same effect as closing one eye. Thousands of motorists have ex-

perienced this phenomenon at one time or another without realizing what has happened to them.

There are two simple ways to avoid being trapped by your blind spot, particularly when driving.

First, at intersections, you should turn your head left and right sufficiently to insure your vision if either eye is blocked. Second, always look twice in both directions. By doing this, a vehicle or person that might have been in your blind spot will have moved by the second look.



*Safe passage*

Director Charles Storing (left) presents Second Quarter Safe Performance Award for maintenance to Division 18 Maintenance Manager Arthur Howard, and for transportation to Division 6's Larry Johnson. Division 18 employees completed the second quarter without a lost time injury, which represents more than 43,000 work hours without a lost time injury. At Division 6, there was a 97 per cent increase in mileage between accidents when compared to the first quarter, which translates to more than 12,000 miles of operations between accidents.

**Classified**

- Conn organ. 2-manual, all percussion keys and pedals. Apartment-sized, good condition, birch wood. \$275. Call anytime, 255-9164.
- Samoyed/Husky puppies. Free to good home. Call for first pick of litter, (714) 829-2752.
- Diamond bracelet. 18 brilliant diamonds set in swirl design in 14 carat gold. One large center diamond, 1/3 carat. Call between 8 a.m. and 4 p.m., 620-4960.
- 1979 Oldsmobile Cutlass Diesel. Excellent condition. Full power, AM/FM stereo cassette. 21,000 miles. \$8,000. Call anytime (213) 326-8096.

**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: \_\_\_\_\_





## Division 8 gets preview of accessible training

The first operational test of RTD's proposed accessible bus service got underway earlier this month on Line 88, which operates from Lakeview Terrace in the northeast San Fernando Valley to Los Angeles International Airport, stopping at UCLA on the way.

The test project, which was slated to begin November 4, will run for two months.

"From this test, on a single bus line, we expect to gain operational experience and information which will aid us in the eventual implementation of accessible service," explained Manager of Operations Sam Black.

Line 88, one of 23 District lines targeted for accessible bus service, was the first choice for the test by the Planning Department, the Operations Department and Dennis Cannon, a consultant with the District on Transportation for the Elderly and Handicapped.

Black said that the line was selected for several reasons, including having the highest potential for ridership, having transfer possibilities from local dial-a-ride services and being operated from one division (an important consideration in minimizing training expense).

Training of Division 8's operators, which began almost two months prior to the start of the test, was more or less a preview of the system-wide training that District operators will go through prior to initiation of a completely accessible system.

A part of the training program includes showing operators "The New Mobility," an award-winning film produced by the District and designed to introduce operators,

as well as the community RTD serves, to the how and why of accessible bus service.

Narrated by RTD Director George Takei, a well-known actor who is perhaps best remembered for his role as Mr. Sulu on the popular "Star Trek" television series, the film received a Golden Eagle award from the Council on International Non-theatrical Events. It has been selected for its excellence to represent the United States in international motion picture events.

Operator training also includes actual hands-on operation of the lift equipment. Once they learn how to operate the lift, each operator is asked to take a turn getting on and off the bus in a wheelchair by using the lift.

"We would like our operators to know from experience some of the fears and trauma that our handicapped passengers may experience in using these lifts for the first time," said Black.

Fourteen of the 16 bus runs operated on Line 88 during the test will be lift-equipped buses. Hourly service to LAX will be accessible, while accessible service will be provided at 15 minute intervals on the northern portion of the line.

To help make the program a success, Black said the District has been working with three dial-a-ride operators serving areas adjacent to the route of Line 88 and with organizations serving the handicapped in those areas.

All promotion of the test project and passenger training was done through these organizations.

An agreement has also been reached with the Westside Community for Independent Living to dispatch one of their two lift-equipped vans to the site of a disabled bus carrying handicapped passengers when requested by an RTD dispatcher.

This is an exception to their usual requirement of several days advance notice and should minimize inconvenience to our riders in wheelchairs, Black said.



*Instructor Andy Soto (at left in top photo) describes safety steps handicapped passengers should take to group of Division 8 operators. Above, actual lift operation is practiced before each operator takes a turn at experiencing what the wheelchair passenger will feel.*



Classy exit



After more than 38 years of coming to work day in and day out, quietly doing his job, Whitey Knollmiller spent his last day on the job as a celebrity. Brought to work in a chauffeur-driven limousine, Whitey was greeted at the door by some 50 of his co-workers. Later in the day, at the third floor Employee Cafeteria, a large throng gathered to wish the Transportation Office Supervisor a happy retirement.



Something to celebrate

And retirement after long and successful careers is certainly something to celebrate. Supervising Accounts Clerk Alice Sahlin (above, center) is surrounded by friends Wanda Amburgey, Florence Miner, Lois Athay, and Sara Bustle as she celebrated 28 years on the job. Above left, Harry Hoegeman is congratulated by former General Superintendent of Maintenance and Equipment George Powell after he pulled the pin following 39 years on the property. With Harry is his wife, Lois, and daughter, Diane Hahn, a General Clerk II with the District. At left, friends stopped by the Greyhound/RTD station to wish Service Director Jasper Morino (center) a long and happy retirement following his 38 years of service.



Retiree recognition

Director Gerald Leonard (far left) passed out commemorative plaques and best wishes to a large group of retirees that included, back row, left to right, operator William V. Graham (28 years), operator Artra Virden (32 years), operator Howard C. Lasher (32 years), electrician leadman Arthur J. Janks, (21 years), Division Maintenance Manager Harry J. Hoegemen (39 years), front row, left to right, utility-A Detroit Wallace (33 years), operator Howard D. Moser (36 years), Supervising Service Director Jasper Morino (38 years), operator Naseab Sleem (33 years), Supervising Accounts Clerk Alice Sahlin (28 years), Chief of Telephone Operations Barbara Hagen (not retiring) and Information Clerk Betty E. Goddard (28 years).





# MAKING HEADWAY



MONTE CRADDOLPH

## Let's hear it!

Employee Name: \_\_\_\_\_  
 Badge No.: \_\_\_\_\_ 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 any such news to David Himmel, Headway Editor, 6th Floor, 425 S. Main Street, Los Angeles, CA. 90013. Or, simply submit your announcement via company mail to Headway Editor (House Organ Editor), Location 32. If you send photographs, black-and-white is preferred.

With the Fall RTD Golf Tournament waiting in the wings, District golfers are already flexing their clubs.

Roy Perry of Division 5 played in the Michelob Mayme Clayton Golf Tournament at Western Avenue on September 8 and tied with his old golf course foe Shooks Overshawn for Low Gross honors. Both shot a 71 with a six handicap. They had a playoff by scorecard and Perry, who had birdied the first hole, got the victory. Congratulations to Division 5.

In the same tourney, Division 12's Tom Pea had a gross score of 73 with a 12 handicap to win his flight hands down. There were a total of 152 players in the tourney, only two R bus operators and both took honors.

\* \* \* \*

Division 12's Murray Kamens is proud to announce the arrival of his and his wife Martha's first child, a little baby girl they will call Norma Elizabeth.

\* \* \* \*

Another Division 12 employee, Robert Nordstrom has announced the arrival of a new baby in his family, also. This

one, however, is his granddaughter, born September 23. Named Celeste Marie, the baby was 19 inches long, weighed six pounds, six ounces and joined a sister, Jennifer, who is now one-and-a half years old.

\* \* \* \*

Division 9 operator Henry Castaneda had his name placed on the Dean's Honor List at East Los Angeles College for high standards of scholastic work, as demonstrated by a semester grade point average of 3.5 or higher in full time enrollment. This was Castaneda's first semester at ELAC, where he is attending night school while working days. He is trying for his A.A. degree in Administration of Justice.

\* \* \* \*

And, if Division 2's Monte Craddolph were to write a report on "What I did with my summer vacation" he would have an exciting new hobby to write about. Craddolph has taken up the sport of Hang Gliding and flew for the first time recently at Playa Del Rey. Look! Up in the sky! It's a bird, it's a plane, no... it's Monte Craddolph.

## RECREATION NEWS

# Start planning now for gala Christmas parties

The Recreation Department gets a lot of requests for activities, but this month, the Recreation Department has a request to make of you. Start planning and scheduling dates and activities now for a really big Christmas Party at your work location.

Since we were unable to have an annual employee picnic this year, the Recreation Department will be able to offer more support than in recent years on a one-time only basis. Details will be available later this month, but start channeling your minds now to thinking about the season to be jolly.

And what better way is there to celebrate the onslaught of another rugged Southern California winter than with the annual Fall RTD Golf Tournament. Duffers, hacker, slicers hookers and big-time swingers should get their clubs dusted off by November 18. The tourney will be held at Burbank's DeBell Golf Club. The \$14 entry fee includes green fees and a golf cart.

And if the annual Fall Classic is come and gone (I'm talking about the World Series now, not the RTD golf tourney) then can the start of the RTD basketball season be far

behind? Of course not. The season will tip off in January, but why wait until the last minute? Start forming your teams now and keep an eye on the Recreation Boards at your work location for further details.

Speaking of basketball, the Recreation Department will be offering discount tickets to three Los Angeles Lakers home games. Dis-

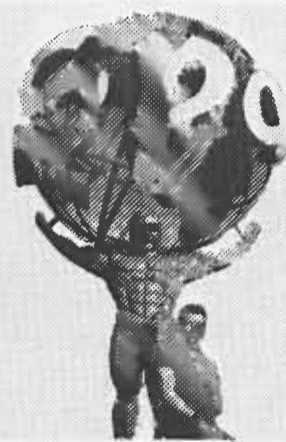
trict employees can enjoy a considerable savings while watching top draft choice Earvin Johnson work his magic.

Slated for the first half of the season, \$7.50 tickets will be going for \$5.50 to the December 23 game against the Seattle Super Sonics, the December 30 contest with the Phoenix Suns and the January 25 roundball tussle with the Philadelphia 76ers.



## New slate

Taking over the reins of RTD Toastmasters Club will be (standing, left to right) Educational Vice-President D. Martin Himmel, Administrative Vice-President William Kreski, President Donald Gardner and Treasurer Ralph Cady. Seated are Sargent-at-arms Max Zollman and Secretary Ricki Vester. The new officers will serve until April, 1980. The club meets on the first and third Wednesday of each month in the fifth floor conference room at 425 S. Main St. Meetings are open to all.



## Jack La Lanne's European Health Spas

### Jack La Lanne's 1/2 Off Employee Discount Membership.

Those employees who have not joined under this special 1/2 off program before and wish to get back into good physical condition, now have the opportunity to use any of Jack La Lanne's 30 European Health Spa facilities for one full year at half off the regular price of \$260. Your total price is \$130. You may put \$40 down and make three easy additional payments of \$30 each without interest or finance charge.

Your spouse can also receive a \$100 discount off our regular price of a two or three year membership providing they join within 30 days of your enrollment date.

You can pick up a FREE trial visit pass and membership application coupon at your employee recreation office or go directly to the spa of your choice to join. For further detailed information, please call our Jack La Lanne representative, Scott McGregor at (213) 861-0708.



25 YEARS AGO THIS MONTH

# Christmas spirit looms large at MCL

*(Editor's note: This is the third in an occasional series of articles looking back at stories of interest in the Los Angeles Transit Industry of 25 years ago. Source: Metro Coach News, Volume 1, Number 6, November, 1954).*

The top story 25 years ago for employees of Metropolitan Coach Lines (MCL) was the settlement of a new labor agreement between the Brotherhood of Railroad Trainmen and MCL management. A basic wage of \$1.91 per hour was assured all Metro and Asbury operators. Another feature of the one-year contract was an increased paid vacation allowance, the improvement being three weeks of vacation after 15 years of service.

Elsewhere, the spirit of Christmas was making itself manifest early as 25 operators of MCL volunteered their time to help remodel the home of one of their fellow operators who was laid up in the hospital with a heart attack. The volunteers tore out old sections of water pipe, tore up concrete walks, laid asphalt tile, removed three truckloads of broken concrete, old plaster and other construction trash, finished off a partially completed chimney and virtually completed an extra room that had been started. The home belonged to operator Homer Rice, who said, "I never knew I had so many friends."

Also in the spirit of giving, a check for \$15,000 was turned over to Community Chests on November 15, 1954, on behalf of the employees of Pacific Electric Railway and MCL. The contribution was collected under a payroll deduction plan administered by employees of the two transportation companies jointly.

Greater convenience to operators and better protection for Metro's coaches were the motives for a change in storage locations for 14 Sunland Line coaches on November 8. Assistant Superintendent Jack Stewart pointed out that the previously used unfenced Montrose lot had no quarters for operators, and no mechanical facilities for maintenance. The new storage point would be the Asbury Ter-

minal in Glendale (MCL had recently bought Asbury Rapid Transit System). An added advantage at Asbury was the walled in lot, which reduced the possibility of vandalism.

Meanwhile, as part of a Christmas shoppers special, refund checks were given to all shoppers riding MCL buses to Van Nuys' business district. The net effect was to give passengers a round trip for the price of a one-way fare. The arrangement, worked out between MCL and the Van Nuys Business Men's Association, allowed shoppers who purchased at least \$2 worth of merchandise to present a cash fare refund check to the store and receive in cash the price of a bus ride back home — up to 30 cents. If the idea caught on, plans were to expand it to other holiday seasons.

Finally, Matthew Bakula, a 73-year-old retired watch inspector, wrote to his fellow co-workers to let them know he had just completed a 2,385 mile trip down the Mississippi River from its headwaters in Bemidji to New Orleans, where he was presented with the keys to the city. Big deal? Well the boat Matthew used was a 12-foot outboard motor boat. But the trip held very few surprises for Matthew during his six weeks on the river. He had taken the same trip the year before in a rowboat.

## Oops!

Regular readers of Headway's 25 Years Ago This Month feature may have noticed references to Metropolitan Coach Lines President J.L. Haugh. Astute readers may have even noticed the time that J.L. Haugh was referred to as Jerry L. Haugh. But only the dedicated transit buffs out there would have known or remembered that J.L. Haugh's first name was Jessie. Not Jerry. And how many people do you think are aware of the fact that Jerry Haugh is currently Executive Vice President and General Manager of Long Beach Transit? Well, obviously the writer of that article did not! Pass the towel, please. We have egg on our face.

# Schedule Changes

## Moving up

Name	Div./ Dept.	Classification	Date
Adams, John	3308	Utility "A" to Eq. Serv. Supvr.	8-19-79
Almaraz, Irene	5050	Mail & Duplicating to Info Clerk	8-27-79
Blaauw, Eddy	3291	Maintainer "B" to Maintainer "A"	9-02-79
Bolen, Helen	2100	Acting Dist. Secretary to District Secretary	9-01-79
Cameron, Johnny	3303	Re. Eq. Rec. Spec. To Stk. Shp Clerk	8-05-79
Chavez, David M.	3291	Maintainer "B" to Maintainer "A"	9-02-79
Crews, Larry	2100	Rel. Stk. Shop Clerk to Secretary III	8-20-79
Elkin, Margie	7200	Data Processor Oper. to Lead Data Processor Operator	8-25-79
DeCrow, Daryl	3308	Mechanic "C" to Mechanic "B"	7-19-79
Fleming, Nathan	8-19-79	Svc. Attend. to Equip. Ser. Supvr.	8-19-79
Fredrick, William	7300	Trk. Dvr. Clerk to Stock Clerk	8-24-79
Gomez, Juan	3307	Utility "A" to Utility "A" Leadman	6-03-79
Grimes, A. Diane	7200	Sup. KP Operator to Data Ctl. Speclst.	8-23-79
Grosz, Mae	5050	Info Clerk to Inf/Sched Rm Clk	7-29-79
Harris, Richard D.	3291	Maintainer "B" to Maintainer "A"	9-02-79
Hernandez, Carlito T.	7300	Jr. Stk. Clerk to Stock Clerk	8-24-79
Huckaby, Clifton H.	3291	Maintainer "B" to Maintainer3 "A"	9-02-79
Hudec, Phillip J.	7300	Stock Clerk to Shipping Clerk	8-23-79
Huffer, Linda G.	4416	Gen. Clerk to Ticket Clerk	8-07-79
Kimble, Marsha	4416	Info/Clk to Ticket Clerk	8-08-79
Lea, Karen A.	4419	Gen. Clerk to Ticket Clerk	8-07-79
Lins, Wayne	7300	Stock Clerk to Shipping Clerk	8-25-79
McClintock, Carol S.	4416	Gen. Clerk to Ticket Clerk	8-07-79
McCracken, Rashiel	3318	Svc. Attendant to Re. Stk. Shp. Clk.	8-26-79
Morales, Jess B.	3291	Maintainer "B" to Maintainer "A"	9-02-79
Mullins, Emma	4480	Ticket Clerk to Gen. Clerk	7-29-79
Murrell, Charles	3314	Mech. "A" to Mechanic "A" Ldmn	8-13-79
Nicasio, Josephine V.	7100	Sr. Int'l Auditor to Chief Accountant	8-20-79
Nieves, Palmira	6200	Interviewer to Snr. Intervwr	9-18-79
O'Regan, Irene	3399	Adm. Asst. to Office Suprv.	9-14-79
Pace, Eugene E.	3314	Utility "A" to Mech "B" Radtr	7-15-79
Palma, Joe	3301	Eqp. Maint. Sup. to Eqp. Maint. Sup. II	9-16-79
Powell, Glenn	3308	Eqp. Maint. Supv. II to Div. Maint. Mgr.	8-19-79
Romero, Carmelita C.	4200	Secretary II to Secretary III	9-03-79
Sampson, Russell	3291	Maintainer "B" to Maintainer "A"	9-02-79
Sarris, Melba J.	4421	Ticket Clerk to Office & Repts. Ticket Clerk	6-25-79
Schricker, John M.	3205	Op. Ex. Div. Disp. to Div. Dispatcher	9-20-79
Schwartz, Ronald E.	9100	Mgmt. Analyst to Sr. Mgmt. Analyst	9-03-79
Smith, Scott	4499	Eq. Rec. Specialist to Pr. Pd. Sales District Supervisor	8-26-79
Van Matre, Patricia	4200	Assist. Planner to Assoc. Planner	9-20-79
Vicente, Joseph T.	7200	Comptr/Prgmr to Prgmr/Analyst	8-27-79
Washington, Patricia	3303	Svc. Attendant to Re. Stk. Shp. Clerk	8-26-79
Watts, Vernon	3305	Mechanic "C" to Mechanic "B"	8-19-79
Weaver, Marietta	4416	Gen. Clerk to Ticket Clerk	8-07-79
Yarbrough, Charles D.	3219	Ticket Clerk to Svc. Director	8-15-79

## In Memoriam

Name	Div./ Dept.	Classification	Deceased
Campbell, Clyde J.	3314	Former Mechanic "A" Retired 6-1-60	8-26-79
Daerr, Cyril P.	3221	Former Trafficman Retired 2-1-67	7-31-79
Fox, "D" "A"	3299	Former Instructor Retired 4-27-79	8-25-79
Hufstetler, James E.	3203	Former Operator	9-05-79
Jarman, James	3399	Mech. "A" Leadman	8-28-79
Jefsen, Leonard E.	3208	Former Operator Retired 12-27-73	8-24-79
Lohr, Alfonso H.	3303	Former Mechanic "A" Retired 1-1-58	8-29-79
Miller, Earl S.	3209	Operator	8-29-79
Nolan, Daniel Edward	3212	Operator	9-19-79
Stowe, Arthur E.	3208	Former Operator Retired 3-18-63	8-18-79
Waddell, James	3205	Former Operator Retired 6-3-43	7-18-79



## Song and dance

*Birthdays come and birthdays go, but Donna Ness, a Staff Assistant in Marketing and Communications will long remember this year's fete. Her co-workers got together and, in addition to traditional cake, punch and presents, sent her a singing, dancing telegram. You haven't celebrated a birthday until you've had happy birthday sung to you to the tune of the "William Tell Overture."*

It often seems that people will collect anything and everything, whether it is worthless or priceless. Be it bubble gum cards, comic books, bottle caps, rare coins, stamps or works of art, you name it and someone probably has a collection somewhere.

But one RTD employee has become a collector in a field where very few take an interest.

Michael A. Planty collects shirt patches worn by members of law enforcement agencies. As a four-year employee of the District's security department, this Security Guard III's fascination with these colorful and distinctive insignia is understandable. However, it took a trip to New York to get him started.

"Last January I was on vacation in Syracuse, New York, and stopped by a uniform store to buy a jacket," Planty explains. "The proprietor had a patch collection displayed on his wall and I was amazed by the number and variety of them. I had been considering getting into a hobby of some kind and this seemed real interesting and challenging."

Getting the patches, which are predominantly shoulder patches, takes a little leg work. Planty has prepared a form letter explaining who he is and what he is doing, this he sends to the various agencies. He gets names and addresses from the Law Enforcement Agency Job Opportunities yearly catalog.

"Most of the agencies send the patch back with a letter thanking me for my interest in them," Planty says. "A few ask me to pay for the patch first and some tell me where they get theirs so I can order one of my own. There are a few who simply refuse to help at all."

To aid in obtaining patches, Planty joined the 20-member Law Enforcement Badge and Patch Collectors Society. He recently bought out a fellow collector from Modesto. As with all collector's,



**PATCHWORK** — Michael Planty proudly displays his collection of state police patches, mounted in alphabetical order, as he prepares to begin sorting out his county and city insignias.

## Planty's patches present peace officer panorama

members trade patches among themselves.

Most hobbies prove to be educational as well as interesting and Planty finds he now knows quite a lot about the size and jurisdiction of the various agencies he has patches from.

The largest city force represented in his collection is Los Angeles Police Department, which serves an area of 465 square miles with a force of more than 10,000 officers. The smallest

would be from the one-man Sand City Police Department.

With 805 officers patrolling more than 20,000 square miles, the San Bernardino County Sheriff's Department protects the largest county in the nation. By comparison, Los Angeles County is just over 4,000 square miles but has a force of 7,721 officers patrolling it.

Planty has collected patches from 49 of the 50 state police agencies and is now trying to complete his collection of California law

enforcement agencies. If you count university police departments, transit police agencies (he has requested one of the RTD's new Transit Public Safety Officer patches), marshalls, city and county police departments there are more than 400 law enforcement agencies in the state of California alone.

Once his state collection is complete, Planty hopes to be able to display the patches at District headquarters.

## Deferred comp plan enrollment to open

Enrollment will open in the Employee's Deferred Compensation Plan from November 15 through December 17, 1979. For current plan participants, this month also provides the opportunity to increase or decrease the deferred amounts and to change the way the funds are invested.

The Employees' Deferred Compensation Plan permits District employees to set aside a portion of their wages and not pay taxes on that money, or earnings thereon, until their retirement when taxes should be lower.

Additionally, gross wages are reduced by the deferred amount for withholding tax purposes. The minimum amount that can be deferred is \$15 per pay period with the maximum not to exceed 25 percent of your gross pay or \$285, whichever is smaller. The plan has been approved by the Internal Revenue Service.

The deferred funds will be paid to plan participants upon retirement or termination from District service. If the sum accumulated is at least \$10,000, the District will arrange to spread out the payment over a set period of time. Taxes are payable only on amounts received.

If a participant dies, payment will be made to a designated beneficiary(ies). Withdrawals from the plan are not permitted unless a severe financial hardship is proven.

You may, however, discontinue contributions at any time, with previously deferred amounts remaining in the plan until retirement or employment termination.

Deferred wage amounts may be invested in any of the following ways:

- 1 Short-term investments such as federal government securities, issues of U.S. governmental agencies, certificates of deposit, or prime-rated commercial paper. Holdings are restricted to those authorized public fund investments under the State of California Constitution.
- 2 An annuity with a large national life insurance company.
- 3 A no-load or no sales charge mutual stock fund.
- 4 A deposit account with a major savings and loan association.
- 5 Deeds of Trust.

The plan is supervised by the District Treasurer, with individual employee accounts maintained by a specialized outside firm. An administrative charge of 50 cents per pay period is deducted from the amount deferred.

Additional information may be obtained from Mel Marquardt at Extension 6593.

## HEADWAY

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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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