



HEADWAY

Volume 7, Number 7

July 1980

Last minute court decision halts fare increase; District presents its case at July 10 hearing

A temporary restraining order issued June 27 by a Los Angeles Superior Court judge halted a planned RTD fare increase scheduled to be implemented July 1.

Judge Leon Savitch issued the order following a one-hour hearing in a civil suit filed against the District by a coalition of riders who claim the new fares would disproportionately impact the poor, the elderly and the handicapped in violation of federal and state laws.

Savitch scheduled a preliminary injunction hearing on the matter for July 10.

At a special meeting of the RTD

Board of Directors on June 30 the directors voted to take no actions until after the District had presented its arguments at the injunction hearing and the judge had made a decision. The District loses \$100,000 in anticipated revenues for every day the fare increase is postponed.

"We will comply with the court order and delay any action until after the hearing," said Board President Thomas Neusom at the special session. "We will present all available information to the court at that time. In arriving at the fare structure we took into consid-

eration and applied all revenues available to us, we considered all evidence available to us — including the sentiments of the public expressed at our public hearing, made all findings and came to all conclusions required by both state and federal law and established an equitable fare structure giving special consideration to the different needs of all classes of riders, including the elderly, the handicapped and students."

Regardless of the outcome of the July 10 hearing, the District has been dealt a severe financial blow due to the delaying of the

planned fare increase, according to General Manager Jack Gilstrap.

"The action by Judge Savitch directly interferes in the fiscal affairs of a public agency struggling with limited financial support," explained Gilstrap. "If the judge's decision is upheld the District could lose \$30 million in expected revenue for this fiscal year. That means across-the-board service cuts and layoffs."

For example, to make up a \$1 million deficit the District would need to pull seven buses out of service and layoff 2½ persons per

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\$12 MILLION GRANT

Feds fund subway preliminary engineering

Some called it a red letter day. Others referred to it as a Golden Day in the history of Los Angeles. The reason for all of this colorful optimism was the announcement by Urban Mass Transportation Administration (UMTA) head Ted Lutz of a \$12 million grant to begin preliminary engineering on the Wilshire subway.

When combined with previously awarded state and local matching funds, the federal grant will form a financing package of nearly \$16 million to cover first-year design and engineering for the proposed rail rapid transit starter line stretching from Union Station in Los Angeles to North Hollywood.

In addition to the federal funds, \$2.9 million has been received from the California Transportation Commission, while the Los Angeles County Transportation Commission allocated \$1 million.

While he described the subway proposal as "a careful, highly professional job," Lutz cautioned that the grant was not a guarantee that future federal funding would be forthcoming. According to District estimates, preliminary engineering will take two years and require a total funding of approximately \$45 million. At that time, the United States Department of Transportation will decide whether or not to fund the subway project. The federal share of the project would be \$1.6 billion.

Richard Gallagher, manager and chief engineer of the District's Rapid Transit Department, described the grant as a milestone in the development of a high speed, high capacity "metro rail system" in Los Angeles.

"Without these funds we couldn't have proceeded, we would have been stopped," Gallagher said.

At a City Hall press conference held to announce award of the grant, Mayor Tom Bradley said, "This is a golden day in Los Angeles history. Our long-held dream of rail rapid transit is beginning to

come true. . . . This grant opens the door."

The grant does represent unprecedented federal support after nearly two decades of rapid transit planning in this city.

Preliminary engineering, which will produce drawings and specifications for the rail system, including its exact route, location of stations, their design and vehicle technology, should be completed by late 1982. Actual construction should begin in 1983 with a tentative completion date in 1989 or

1990.

The 18.6-mile route will go from Union Station, south on Broadway, west on Seventh to Wilshire, west on Wilshire, north on Fairfax, across the Cahuenga Pass to Lankershim in North Hollywood, terminating at Chandler.

The proposed route, which will have some 17 stations along it, was one of 11 alternatives studied during some 70 hearings and meetings between District planners, the general public and interested community groups.

Gallagher, who joined the District in 1967 and has guided the Rapid Transit Department since 1975, said preliminary engineering is the final phase before awarding construction monies.

Among the tasks to be accomplished during the preliminary engineering phase are aerial surveys, topographic studies and geological studies of the substrata along the route, finalization of design criteria, development and study of alternative subway profiles, station layouts and design and the development of a detailed Environmental Impact Report (EIR).

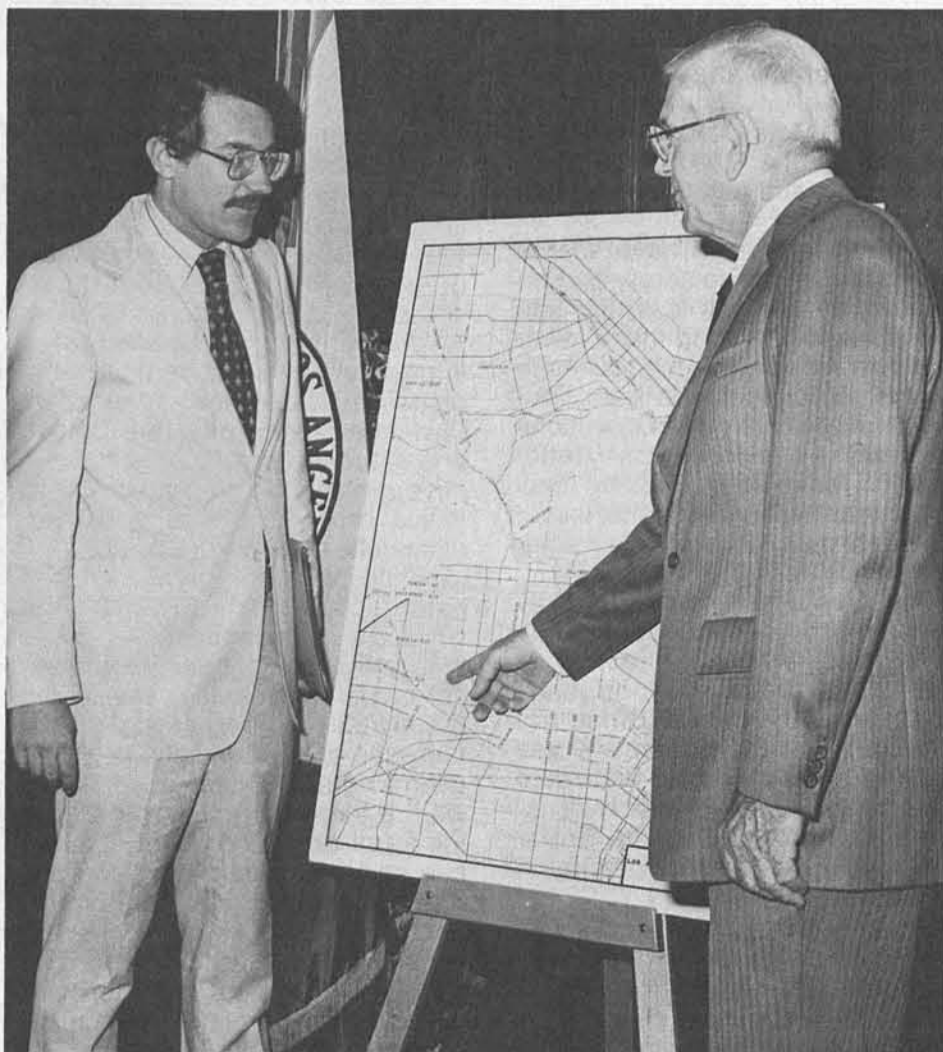
Gallagher said that the EIR will pay particular attention to land use in designing the subway, evaluating joint development opportunities in and around the stations.

"We plan to conduct an extensive community relations program to make sure that all concerns regarding station designs and their impact on neighborhoods will be fully aired and discussed," Gallagher said.

During the preliminary engineering phase, Gallagher and his 10-member staff will be involved in evaluating alternative locations for a rail yard and maintenance facility, as well as studying such subsystems as type of vehicles to use, vehicle controls, propulsion power system, communication systems, fare collection system and subway ventilation system, to name but a few.

At the end of this phase, preliminary plans will be prepared along with a detailed estimate of construction costs.

But, don't expect to see a lot of new faces around the District during this period. Gallagher said most of the work would be done by outside consultants specializing in various aspects of rail rapid transit system development. The Rapid Transit Department will serve mainly in the capacity of contract administration and project control.



GRANTED — RTD Chief Engineer, Rapid Transit, Dick Gallagher (right) reviews proposed Wilshire Subway route with UMTA administrator Ted Lutz, who brought the District a \$12 million grant to begin preliminary engineering on the project.

TRIPPERS

FORE THE UNION

The 8th annual UTU Valley Invitational Golf Tournament was held recently with the top prize, a color television set, going to Bill Palmer. Second prize was won by Pat Keily, who took home a portable radio-tape player. Third prize of a new golf bag was won by Bill Thomas. In the team competition, first place went to Division 3 Transportation Manager Gerry Woods and his partner, Ed White, a driver at Division 8. They both won Weber Kettle barbecues. The second place team consisted of Bob Baker and Ray Koons (who also won the closest to the hole competition) and they each received fishing poles. The third place team of Big Mac McEvoy and Jocko Campisi each won Polaroid cameras.

CONGRADUATIONS

John Lowrie, senior schedule maker in the Service Analysis and Schedules Department, recently earned his Master's degree in Public Administration through California State University, Los Angeles. With a previously earned Bachelor's degree in Criminal Justice, Lowrie has spent the past five years attending classes on a part-time basis to attain his Master's. Lowrie, an RTD employee for the last six years, said that most of the courses he took were covered under the District's Tuition Reimbursement Program, which partially covers the expense of many graduate and post-graduate courses. "It's a marvelous program and I encourage everyone to take advantage of it," Lowrie says.

NEW ARRIVALS

Several new persons have checked into Hotel California in recent weeks.

Division 1 operator Adam Gandara and his wife, Yolanda, welcomed their third child, April Aliza, on May 9. She weighed in at 7 pounds, 12½ ounces and was 21 inches long. Also welcoming the new baby sister were Ginger (age 9) and Michael Arron (3½).

Easter Sunday was a very special day for Herbert and Brenda Oros. At 11:03 a.m. their second son was born, tipping the scales at 7 pounds, 4 ounces and stretching 20 inches long. Named Jermia August Oros, the new arrival's father is an operator at Division 18.

The stork also visited another Division 18 operator recently, leaving John Lacey and his wife, Hitomi, with an 8 pound, 8 ounce baby girl named Marico.

WEDDING BELLS

Mr. and Mrs. Richard Porter (Harriet), he's a Mechanic-B and she's a Utility-B at Division 2, are pleased to announce the marriage of their daughter Sharon to Bernard Maloney last May 31. The wedding was held in the Porter's home with a garden reception following the ceremony.

LINK UP

Los Angeles bound commuters arriving at Union Station via Amtrak's "San Diegan" at 7:50 a.m. Mondays through Fridays now have the added convenience of door-to-door service. They can exit the train, walk a few feet on the station platform, and step aboard an RTD "Amtram" shuttle bus. Caltrans is funding the six-month test program that provides two buses to meet morning commuters delivering them to three locations in the Central Business District. Free shuttle bus tickets are available to commuters at Amtrak stations.

Part mother, part student or part driver, part-timers are now part of the program

By Kathleen McCoy

News Bureau Representative

Debbie Flores of East Los Angeles is a full-time mother who squeezes in a little part-time bus driving on the side. Robert Bush studies air conditioning and refrigerator repair at L.A. Trade Tech when he isn't behind the wheel of a Line 9 bus headed through downtown and Southeast Los Angeles. Mack Baldrige drove full-time for the District more than 30 years and now supplements his retirement income working part-time for RTD.

Flores, Bush and Baldrige are just the kind of drivers the District had in mind when it created a new position for bus operators — part-time.

Establishing the concept of part-time drivers was a major element in last year's contract negotiations between RTD management and the United Transportation Union, which represents the District's drivers. Since October 1, RTD has hired about 300 part-timers and plans to fill the quota allowed under the present contract of 10 per cent of the driver work force, or about 450 part-timers.

The contract limits part-time drivers to a 25-hour work week, Monday through Friday, with single daily shifts no less than 2½ hours and no more than five hours. The District figured these limitations would suit people like Flores and Bush — housewives and students who want to make some money in their spare time.

But, surprisingly, that has not been the case. Of the 300 part-timers hired thus far, the majority report they would rather work for the District on a full-time basis and view their part-time positions as a foot-in-the-door that will improve their chances of being hired full time.

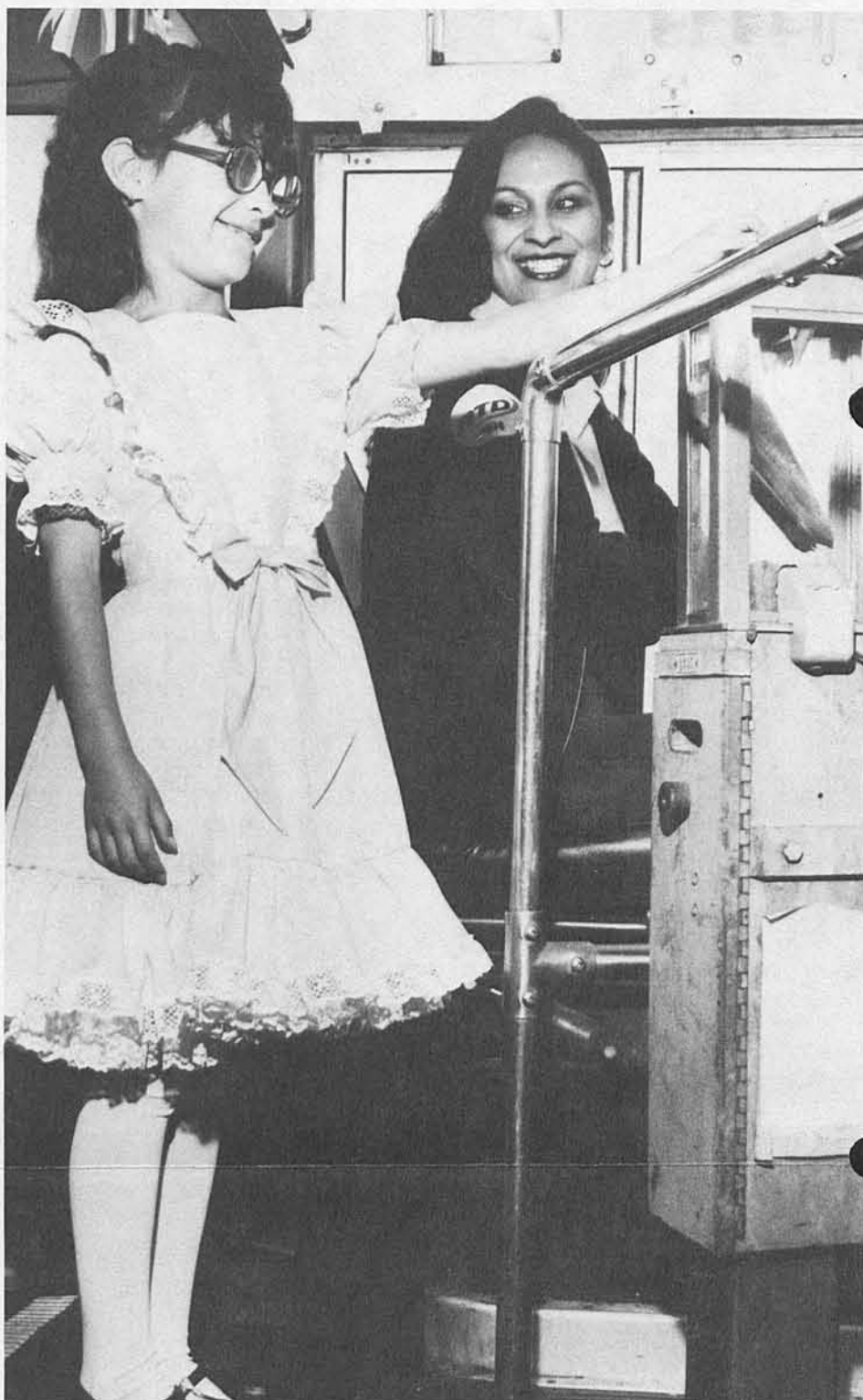
According to District officials, it will.

"Ideally, the best of the part-timers will fill the available full-time driving positions as they open up," says General Manager Jack Gilstrap. "Using drivers on a part-time basis really lets us see how they respond on the job, how their attendance is and how they deal with the public."

So far, part-timers have scored high in performance safety and attitude. They are sick less, are late to work less often and make fewer requests for time off than full-time drivers, according to William Foster, Deputy Manager of Operations and Acting General Superintendent of Transportation. Since they do not earn vacation or sick leave, they only get paid when they actually work.

Part-time drivers qualify on only one bus line, as opposed to a full-time driver who qualifies on all lines out of his division, as many as 25 in some cases. Since the part-timers are locked into a single route, they get to know that route very well and help to improve customer relations since the driver sees many of the same people on his bus every day.

"That is a situation we like, and our passengers like," comments Manager of Operations Sam Black. "It is an ideal situation to hire drivers for each line and let them drive at the same time on the same line every day. Unfortunately, that's just not practical, except for part-timers."



HI MOM — It's not often that Debbie Flores' two occupations — mother and part-time bus operator — overlap, but she likes it when they do. So does her daughter, Sandra, a second grader who sometimes rides on mom's bus on the 91 line.

But the main value of part-time drivers for the District is in terms of cost effectiveness, according to Gilstrap.

"Eighty per cent of our costs are labor-related," he says. "Our more than 6,000 contract workers get quarterly cost-of-living adjustments tied to the rate of inflation. Anybody living in Los Angeles knows by now we have one of the highest inflation rates in the nation. Part-time drivers offer the District one of the few chances we have to save money on labor costs. It is a critical fiscal advantage for us and, ultimately, our riders."

While the part-timers earn the same starting salary as full-time regular drivers (more than \$7 per hour), they do not qualify for medical or dental benefits, saving the District \$3 per hour, or \$3,760 per part-time driver annually. In a situation where a full-time driver would work a three-hour shift to get paid for a full day's work, the District can now use a part-timer and pay him for exactly the number of hours he puts behind the wheel.

Foster says that the transportation managers at the District's operating divisions have seen firsthand the advantages of using part-time drivers. "It's taking a load off our extra board, the pool of drivers maintained to fill vacancies caused by sickness, vacations, leaves and

the like," he explains.

And, the job is working out well for the part-timers, also.

Baldrige, who has the distinction of being the first part-timer to pull out of a division on a work assignment, finds the situation offers him just the added income he needs. Besides, Baldrige says he was "lonely for the buses. Just a short trip makes me feel like I've worked all day."

Flores loves to drive because she still gets home in time to dress her two youngsters for school. "They keep asking me when I'm going to bring the bus home," she says.

For part-timer Philip Morris, who's been interested in being a full-time driver since 1974, driving the RTD's Line 9 from 3 p.m. to 8 p.m. Monday through Friday is just the opportunity he's been waiting for. With a wife and three small children, he hopes to go full time as soon as possible.

Patty Barber, another working mother, says if she gets the chance to go full time, she'll take it, adding her mother can help with the children.

The bottom line for the part-timers seems to be what goes into the wallet, and most are pleased with their hourly wage. As Bush says, "You just can't beat it for part-time."

Bond drive urges employees to Save

It seems that everyone these days is looking for a sure thing financially. Unfortunately, too often so-called investments, like pyramid games and soybean futures, are nothing more than gambles.

However, more than 9½ million Americans have discovered an investment that can yield seven per cent and involves absolutely no gamble — United States Savings Bonds purchased through the Payroll Savings Plan.

The District will be conducting its annual drive to enroll employees in the U.S. Savings Bond Payroll Savings Plan this year during the week of July 28 to August 1. Volunteer canvassers in each department or division will contact employees during that period to answer questions and provide an opportunity for interested persons to sign up.

"Savings Bonds purchased through payroll deductions provide employees with a convenient, secure and thrifty way of saving for the future,

something few of us are doing as much of as we'd like to," explains Personnel Analyst Ralph Cady, who is spearheading the drive.

"It also gives us a chance to fight inflation while helping to fortify the financial strength of our country at the same time," he adds.

Also, Cady points out that the Treasury Department has recently introduced a successor to the familiar Series E Savings Bond. The new bond, Series EE, will receive an extra half per cent interest over the current rate of 6.5 per cent if they are held to full maturity of 11 years.

Most people find it hard to save money, what with all the bills there are to pay each month. What the Payroll Savings Plan does is save the money first, off the top, and then you pay your bills.

If you have any questions, contact the volunteer in your work location during the enrollment period, and then "take stock in America."



MORE MONEY FOR SECURITY

Board adopts \$334 million operating budget

The RTD Board of Directors adopted a \$334 million budget on June 12 for fiscal 1981 (July 1, 1980 to June 30, 1981) designed to maintain District bus service near present levels provided the current slowing trend in the inflationary spiral continues.

A key element of the new budget was an expenditure of an additional \$1.2 million for added safety officers to improve security for District drivers and passengers.

"To meet the safety needs of our patrons, the budget calls for hiring additional 45 officers," General Manager Jack Gilstrap said. "This will allow us to greatly increase the number of security personnel we have in the field and provide better protection for our riders and oper-

ators in some of the high crime areas in which our buses operate."

Gilstrap also pointed out that the budget provides for the hiring of some 40 additional mechanics to maintain the District's older buses and keep the new ones in service, and for the District's central maintenance facility at South Park to go to a seven-day work week.

"The new buses, including some 940 standard-size buses and 20 double deck buses we will receive during the year, all come equipped with air conditioning and wheelchair lifts," Gilstrap said. "We know from experience that we must have more mechanics to keep these buses in service due to the sophisticated nature of their added features."

In addition to the budget, the Board authorized a \$204 million capital improvement program, funded entirely by state, federal and other capital grants, for the purchase of 1,200 new buses, construction work on two new bus operating divisions and preliminary engineering work on the planned Wilshire subway.

Approximately 42 per cent of the \$334 million operating budget is

expected to come from farebox revenues, with 38 per cent coming from state sales taxes and 18 per cent from federal operating subsidies. The remaining two per cent comes from other sources.

"This budget, although fiscally sound assuming inflation does not continue to soar, unfortunately does not provide for any added bus service," said Board President Thomas Neusom.

Judge postpones fare hike

(Continued from page 1)
bus. To make up the anticipated \$30 million deficit by cutting service the District would have to pull 210 buses from peak-hour service and layoff more than 500 employees.

Gilstrap pointed out that, ironically, the majority of persons who testified at the recent public hearing on fare increases were virtually unanimous in their opinions that fares should be raised instead of service cutback.

Even if the judge at the injunction hearing finds in favor of the District and allows the fare increases to be implemented, RTD still comes up more than \$1.5 million short for the 80-81 Fiscal Year because of the delay.

"RTD's deficit will increase by \$100,000 per day for every day the fare increase is delayed," Gilstrap said.

The General Manager also expressed dismay at the confusion the judge's action has had for District customers as well as employees.

The eleventh-hour delay in implementing the fare increase meant District employees had to put in a lot of extra time over the weekend of June 28-29 removing bulkhead notices and "take-one" rider bulletins announcing the new fare structure from more than 2,600 buses.

All of the District's more than 300 pass sales outlets had to be notified of the fare increase postponement and told what to do with monthly passes already being sold under the new structure. Since these outlets had been selling passes at the new rate for three days when the restraining order was issued, a refund plan will have to be devised.

Ads in local newspapers announcing and explaining the new

fare had to be canceled and public meetings had to be set up to explain to community groups what was happening.

Gilstrap pointed out that this was the second time in as many months that a planned fare increase had been postponed at the last minute. A proposed fare increase for May 1 was canceled when the Los Angeles County Transportation Commission unexpectedly gave the District \$4.6 million (from funds set aside for future use) to offset a deficit in the 79-80 Fiscal Year budget caused by inflation.

However, a similar bail out is not likely this time, according to Gilstrap.

Gilstrap said the District has asked government officials at every level — city, county, state and federal — for more money and the answer is always the same — no.

As approved by the Board, the new fare structure planned to take effect July 1 would raise the monthly pass from \$20 to \$26, increase the basic cash fare a dime to 65 cents and charge 20 cents for transfers each time they are used, with a limit of two extra rides.

Monthly passes for senior citizens and handicapped persons would increase from \$4 to \$6, with their cash fare raised a dime to 30 cents. Their transfer would cost 10 cents with the same restrictions as for regular riders.

Express bus prices went from \$6 to \$8 for each increment of freeway travel for monthly pass holders and from 20 cents to 30 cents per increment for cash riders.

Student passes were divided into two categories, with one pass for students 19 years of age and younger (\$16, up \$2) and one for college students regardless of age (\$20).



Sports wrap up

KABC and Transit Ads, Incorporated have wrapped Dodger fever around an entire bus. Parked in Dodger Stadium's centerfield is the first of 25 such buses promoting Dodger games and the radio station that covers them. The free form ads, which wrap entirely around the bus, were produced and installed by Transit Ads, the firm that handles all advertising on District buses. Admiring the handiwork are (from left) catcher Steve Yeager, first baseman Steve Garvey, KABC General Manager George Green, Dodger Manager Tommy Lasorda, sportscaster Geoff Witcher and pitcher Burt Hooton. Buses with the bright yellow ads will travel major routes throughout the county and transport fans to and from Dodger home games.

It's Employee Picnic time!

If a full day of fun and games and food is your idea of a good time, the Recreation Department has an offer you can't refuse.

It seems you hear a lot these days about how little you get for your money. And it's true. A dollar doesn't go as far as it used to. Well, the Recreation Department has a deal that is guaranteed to take you back to the good old days!

For only three bucks you can get a hamburger and hot dog picnic lunch to enjoy amidst 40 acres of grass and shade trees, plus a day full of lounging around a huge swimming pool that has its own wave-making machine, fishing in a lake stocked with trout or enjoying a plethora of rides and games to rival any carnival. As if that weren't enough, your money will get you lots of sno-cones, popcorn, pretzels, soft drinks and prizes to enjoy while listening to a dance band.

To make the deal even sweeter, if you happen to be between the ages of five and 10 years of age, the Recreation Department will provide you with all of this for only two bucks!

In case you haven't figured it out yet, the "deal" is the 1980 RTD Employee Picnic, slated to be held on Sunday, August 17, from 10 a.m. to 5 p.m. at Silverlake Picnic Grounds in Norco, nestled between the Pomona and Artesia freeways in San Bernardino County.

Ticket prices for the annual day-long event have been set at \$3 for adults, \$2 for children five to 10 years of age with kids under five admitted free of charge. There will be absolutely no tickets sold at the park. All tickets must be purchased in advance through the Recreation

Department. You may use the attached coupon, or stop by the department in person on the sixth floor of RTD headquarters, 425 S. Main Street, Los Angeles.

The picnic is intended solely for RTD employees, their immediate family and District retirees. According to Employee Activities Coordinator Diane Delaney, the reason for this is because the Recreation Department heavily underwrites the cost of the picnic.

"The Employee Picnic is the Recreation Department's premier event of the year and a lot of the revenue we receive from electronic games, pool tables and the like at the divisions goes toward covering part of the estimated \$26,000 cost of the picnic," Delaney says. "Because of this, only District employees, retirees and their immediate family are included. The only exception we'll make is for single employees, who may bring a companion."

Based on past attendance figures, Delaney anticipates some 3,000 people will attend this year's event and some of the facilities

and events they will be able to enjoy include:

— The park: Silverlake has 40 acres of grass and shade trees with picnic tables located in the shade, a kitchen on the premises, large open grassy areas, parking for 2,000 cars, permanent restrooms, a lake stocked with trout (fishing poles are available there) and a swimming pool with a wave-making machine, dressing rooms, lockers and shower.

— Food: Lunch will be served for a three-hour period from 11:30 a.m. until 2:30 p.m. and will include grilled burgers, all-beef hot dogs, tacos, baked beans, potato salad, condiments, iced fresh fruit, cookies and coffee. In addition, ice cream bars, sno-cones, popcorn, pretzels and soft drinks will be served all day long (or at least for as long as they last).

— Games for kids: There will be a bunch of special rides and attractions for the youngsters, including a small ferris wheel, merry-go-

round, chair swings, pony cart ride and pony ring. Three circus clowns will be on hand to keep things lively and amusing.

— Games for grown-ups: There will be a "midway" with 12 game booths featuring such games as a color match, gift car and six-ball roll that will be staffed by attendants and there will be stuffed animal prizes for the winners. There will be a Bingo game, lawn bowling tournament with trophies for the victors, a softball game, volleyball tournament with medals for the winning team, a dance band and dancing, lawn darts and a giant moon bounce.

The park also features a public address system that plays taped music and is used to let picnic-ers know when and where the various events are taking place. There are uniformed attendants to keep an eye on the parking lots and to maintain order in the park.

And all of this is included in the price of admission! If you don't know where Norco is, don't worry about it. A map and directions will be provided with the tickets.



Kids will like the candy scramble

Lots of food, friendship and fresh air

There'll be something for everyone



Order your tickets by mail!

EMPLOYEE PICNIC TICKET ORDER FORM

Name: _____ Badge No.: _____
Work Location: _____ Extension: _____
Home address: _____ Home Telephone: _____

Please send me:
_____ Adult tickets @ \$3 each. Total \$ _____
_____ Child tickets @ \$2 each. Total \$ _____

I have enclosed Total \$ _____

PLEASE, DO NOT SEND CASH! Make check or money order payable to RTD. Send to Recreation Department, Location 32, via company mail; or to Diane Delaney, 425 S. Main Street, Los Angeles, CA 90013. Tickets may also be purchased directly from Betty Sconce in the Employee Recreation Department on the sixth floor of the administration building. Remember, tickets will not be available at the park.

SCHEDULE CHANGES

Moving Up

Abeyta, Josephine, from ticket clerk to ticket off/rpts clerk.
Adams, John I., from asst. div. transp. mgr. to div. transp. mgr.
Arana, Jorge, from mopper-waxer to svc. attendant.
Arvizo, Ralph, from mechanic "C" to mechanic "B."
Belleville, Leonard, from mechanic to mechanic "B."
Bixler, John L., from mechanic "B" to mechanic "A."
Brame, Milton, from info clerk to planning analyst.
Brinkley, William, from operator to oper/ex. div. disp.
Carrillo, Armando, from elec. maint. supvs. to act. elect. superintendent.
Clark, Janet L., from secretary III to administrative asst.
Cohen, Michael, from information clk. to supvr. tel. info.
Collins, Jr., Louis, from mechanic "B" to mechanic "A."
Corvera, Richard, from mechanic "B" to mechanic "A."
De La Cruz, Louis, from rel. eq. rec. specialist to eq. rec. specialist.
Dell, Donald E., from opr/extra div. disp. to div. disp.
Devers, James H., from inst. of V.O. to senior Inst. of V.O.
Downer, Lora, from info. clerk to janitor.
Edwards, Jr., Ed, from mes. clk/rel. carrier to mail carrier.

Flock, Linda, from ticket clerk to ticket office & rpts. clerk.
Fogelman, Robert, from operator to operator-extra radio disp.
Ford, Lillian, from operator to oper/ex. div. disp.
Garcia, Fred, from data proc. opr. to lead DP opr.
Garcia, Henry, from mechanic "B" to mechanic "A."
Grayson, Don, from asst. div. transp. mgr., to div. transp. mgr.
Green, Janet, from opr/extra div. disp. to div. disp.
Griffin Jr., William, from operator to oper/ex. div. disp.
Haertel, Steve, from mechanic "C" to mechanic "B."
Hinrichsen, Norma, from schedule clerk to clerk typist.
Hughes, Santos F., from ticket off/rpts clerk to ticket clerk.
Kakazu, Paul T., from information clk. to supvr. tel. info.
Keyes Eugene, from operator to oper/ex. div. disp.
Lawson, Frashier, from operator to oper./ex. div. disp.
Malone, Rita, from operator to oper/ex. div. disp.
Martin, Karen L., from storekeeper (relief) to equip. record spec.
Mayer, Rosemary, from temp. typist clk to order typist.
Melanson, Cecilia, from secretary III to real estate assistant.
Miller, Jan T., from order typist to punch/inventory asst.
Molinar, Jose, from mechanic "C" to mechanic "B."

Moore, Gere, from training analyst to trng. center coord.
Moreno, Juan, from mechanic "B" to mechanic "A."
Mullins, Emma J., from general clerk to ticket clerk.
McCracken, Rashie, from rel. st. shop clk. to stock shop clerk.
Nelson, Elaine, from typist-clerk to div. stenographer.
Novak, Ronald J., from special agent to sp. agt. ext-radio disp.
Nunez, Ruben R., from mechanic "B" to mechanic "A."
O'Brien, Charles, from mechanic "A" to equip. maint. supv. I.
O'Donnell, Judith, from div. stenographer to stenographer.
Pace, Eugene, from mechanic "B" to mechanic "A."
Ramos, Robert, from rel/mopper-waxer to sick/vac rel mop-waxer.
Rascon, Gilbert, from scrtly grd III to trans. safety officer.
Reedy, R.A., from staff asst. II to asst. div. transp. mgr.
Reyes, Romulo, from accountant to accounts pay. supvr.
Robles, Jesse, from sick/vac, rel mop-waxer to svc. attendat.
Sandoval, Marco, from laborer "A" to property maintainer "B."
Sandoval, Tony C., from opr./ex. div. disp. to div. disp.
Service, Barbara, from extra radio dispatcher to radio disp.
Shadle, Rodney E., from timetable storekeeper to storekeeper.
Smith, Lee C., from print shop clerk to timetable storekeeper.
Soto, Andre, from Op-Ex Inst of VO to Instr. of VO.
Starks, Roy L., from div. dispatcher to asst. div. transp. mgr.
Stepner, S. Denise, from typist clerk to typist-clerk-extra radio disp.
Stevenson, Leon, from radio dispatcher to asst. chief radio dispatcher.

Sumner, Bernadette, from information clk. to print shop clerk.
Threat, Daniel, from mopper-waxer to rel. vault truck driver.
Tretteen, Irvin, from operator to oper/ex. div. disp.
Truslow, Theodore, from operator to oper. ex. div. disp.
Unger, Jean M., from secretary III to admin. secretary.
VanVolkenburg, M., from ticket clerk to general clerk.
Victoria, Ermilo, from equip. maint. suprv. I to equip. maint. suprv. II.
Ward, Sr., Gary, from utility "A" to mechanic "C."
Walsh, Edward, from elec. superintendent to temp. dir. of telecommunication.
Wang, Alfred S., from schedule maker to computer programmer.
Wilson, Ralph, from asst. div. transp. mgr. to div. transp. mgr.
Werdon, Glen, from equipment specialist to equip. maint. supvr. I.
Woodson, James, from opr./extra div. disp. to div. disp.

Shifting Gears

Willie R. Moore, 28 years. Operator at Division 15.
Vincent T. Morrison, 22 years. Operator at Division 3.
Easton B. Nelms, 20 years. Operator at Division 9.
Jesse Pimentel, 43 years. Property Maintainer "B" at South Park.

In Memoriam

Clif Butler, former operator, passed away February 1. He joined the District in May, 1923 and retired in June of 1955.
Johnny Nevilles, operator at Division 7, passed away May 5. He joined the District in April of 1979.

RECREATION NEWS

Evita, Willie and Barry await concert-goers

RTD will be Las Vegas bound once again as District employees and retirees are invited to participate in a three-day, two-night adventure August 8-10. The Recreation Department-sponsored event, which departs from El Monte Station on Friday, includes accommodations at the Rainbow Vegas Hotel in downtown Las Vegas, free breakfast plus discount on lunch and dinner, free chicken and champagne on the return trip aboard air-conditioned buses and other extras to be announced. The cost is \$58 per person, based on double occupancy. Reservations are limited, so act now to get yours. All money is due by July 25.

After winning a host of Tony Awards, the hit musical "Evita" is back at the Shubert Theatre in Century City. Our discount date is set for Sunday, August 10, at 7:30 p.m. \$20 tickets are available for \$18.

The outdoor summer concert season is in full swing at the Greek Theatre and Universal Amphitheatre and, by now, you have missed such headliners as Ben Vereen, Smokey Robinson, Roberta Flack and Jimmy Buffett. However, there are still a lot of hot acts to come so don't procrastinate. Get your money in now and don't be disappointed. A list of the talent on hand for late July and early August follows along with the discount ticket price.

At the Amphitheatre:
 — Chuck Mangione & orchestra, Sunday, July 20, \$11.50.

- Willie Nelson, Thursday, July 24, \$11.50.
- The Blues Brothers, Sunday, July 27, \$11.50.
- Boz Scaggs, Saturday, August 23, \$12.50.

At the Greek:
 — Spyro-Gyro/Mahatten Transfer, Thursday, July 17, \$11.50.
 — Harry Chapin, Tuesday, July 22, \$11.50.

- The O'Jays, Friday, July 25, \$11.50.
- Al Jareau, Friday, August 9, \$11.50.
- Barry Manilow, Sunday, August 31, \$16.50.

The new neckties, featuring the RTD logo in red over black lettering against a gray background, are here at last and available to those with good taste. The \$7 necktie is

an excellent way to show off the new logo. In addition to the new neckties, a complete line of logo items, including caps, sunvisors, t-shirts and golf shirts are available through the Recreation Department.

For more information about these or any recreation event, check the rec board at your work location or call extension 6580.



Retiree recognition

Bidding adieu to careers in the transit industry last month were (from left) Edward Deardoff, 15 years of service; Director Jay Price, who presented the retirees with commemorative plaques; Albert McKnight, the senior retiring employee last month with 34 years of service; Claude Harris, 23 years of service, and Alphonse Brown, who showed up late for his own retirement after 29 years of service and got a photo of his own. Unable to attend the ceremony were retirees Willie R. Moore (28 years), Nicholas Ross (27 years), Charles J. Murrell (34 years), and Rayford Chapman (22 years).



Friendship Day:

At Division 1, they're bridging the gap between the train room and the garage.

They may work together at the same division for years. They depend on each other to successfully perform their duties. But, there is very little contact between maintenance and operations employees. At Division 1, however, they are trying to do something to bridge the gap.

Under the direction of Division Dispatcher David Young, donations were collected over a period of time from employees at the division to fund a first annual Friendship Day. The money raised was used to buy a variety of foods

— hot dogs, chickens and ribs to barbecue, baked beans, salads, cakes, punch and lots of fun.

From early morning to late afternoons volunteers staffed outdoor tables, barbecue grills and punch bowls serving food to operators, mechanics, utilities and managers.

Some of the people who helped make the day a success are pictured on this page, counter-clockwise from above.

Getting into the spirit of Friendship Day were (left to right) Division 1 Transportation Manager Don Grayson, Alzie Jones, Manager of Operations Sam Black, Anna Foster, Connie Johnson (holding half a barbecued chicken), Joe Oliver, Eugene Williams, Mary Hudnall (trying to get Connie's chicken) and David Young.

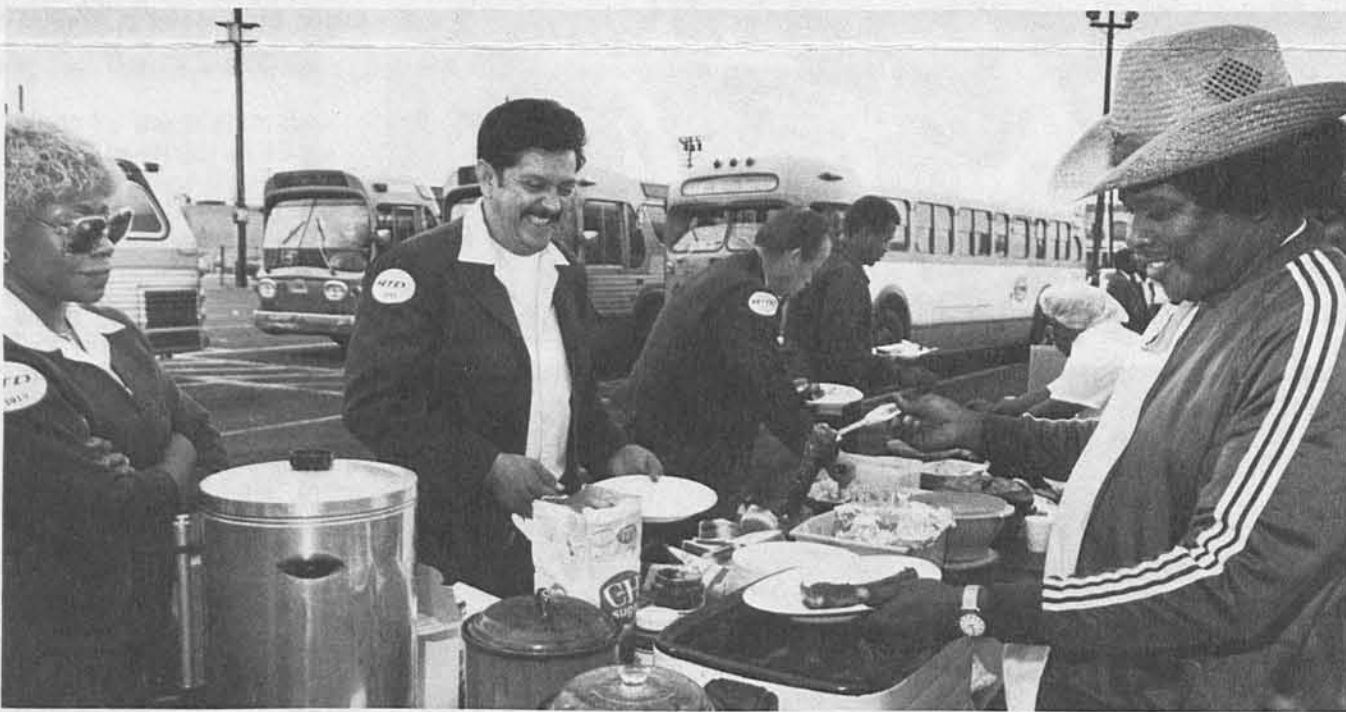
Smoke got in his eyes but that doesn't bother Williams as he keeps an eye on the charcoal, hot dogs, chicken and ribs.

Young dishes up a hefty helping of barbecue ribs and sauce to operator Louis Martinez, who's expression seems to say that the wait in line was worth the prize. Operator Maxine Watson is next in line.

Against the backdrop of the new train room under construction at the division, employees made their way through the line, helping themselves to beans, salads, cakes, bread, punch, soft drinks and all the ingredients that make for a fine feed.

Operators and mechanics, utilities and line instructors, young and old, newcomer and oldtimer, male and female. They all got together to share some food and learn a little more about each other.

Not only was it a great idea, it was great food, too!



District lauds trio

Three more of the District's frontline representatives were honored by the RTD Board of Directors as Employees of the Month, with Board President Thomas Neusom praising them for their high standards of performance in providing service to passengers.

Honored as Operator of the Month was Division 18's Manuel Diaz, who began his career with the District in 1960 and has since built a reputation as the type of person who is always pleasant and friendly toward everyone. He has a first-class driving record that includes a 16-year safety award, no chargeable accidents, only one missout since 1974 and he has not been on the sick list since 1968. His favorite pastimes are traveling (a natural for a bus driver) and dancing.

Joe Nathan Williams, a Utility-A Leadman at Division 6, earned Maintenance Employee of the Month kudos for his excellent attendance record and his dependable nature. He originally joined the District as a bus driver in 1973, joined the Schedule Department two years later and then transferred to the Maintenance Department. He hopes one day to be a mechanic for the District.

For the second time in her 16-year career with the District, Patricia Baker was awarded Information Operator of the Month honors. Lauded by her supervisors and customers alike for her courteous, patient and efficient manner in performing her duties, Patricia's high standards of excellence are an example for younger operators to follow. Pat's husband, Norman, is also a District employee, driving a bus out of Division 9. Her spare time interests include sewing, swimming and tennis.



TOPS — Participants in the Employees of the Month ceremony included (from left) Director David Hayward, Bob Williams, Patricia Baker, Paul Mahoney, Manuel Diaz, Johnny Howard and Joe Nathan Williams.

COMMENDATIONS

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

Thomas Harris, Line 22: (The following is reprinted from an article in the Glendale News-Press). Quick action by an RTD bus driver may have prevented both a house fire and possible injury to the occupant of the house. The driver saw smoke pouring from a window . . . stopped his bus and sprinted to the house, according to a passenger. Harris said it appeared the occupant, a woman, had been cooking and left the kitchen. Whatever was cooking caught fire. Harris located the woman upstairs, found she was unhurt and extinguished the fire.

N.R. Castillo, Line 755: It is not often that the conduct of an employee differs sufficiently from the expected norm to warrant a letter of praise. However, this man is extremely courteous, friendly and is a credit to your organization. I regard it as a pleasant change to ride on his bus.

Michael C. Webb, Line 91: At four separate passengers in the back of the bus were at various times giving offense to a fairly full busload of passengers with loud obscenities, smoking, radio playing and insults to the driver. He reacted with firm, polite and calm requests to stop smoking and playing the radio. He handled a tough situation as well as possible.

Elizabeth Anderson, Line 28: A passenger was playing his radio loudly and our driver requested he turn it off. He started arguing with the driver and said "make me." Obviously he thought she wouldn't. But, when she brought the bus to a halt, he left quickly. Her conduct in handling a rowdy and drunken passenger demonstrates exemplary conduct and deserves praise.

Albert E. Troy, Line 83: He always parks parallel to the curb thus facilitating ascending and descending, he waits for passengers from incoming lines to cross the street and

get on his bus, and he is a careful driver — Such people as Mr. Al Troy, people who enjoy being of service to the public and who take pride in the quality of their work, are real gems and we should honor, appreciate and hold them up as examples to be followed — He's courteous to the passengers, friendly, and always helpful in giving directions and bus information . . . he practically gives a guided tour of the city. (These comments are from three different letters sent in by Albert Troy's passengers).

Michael Esquivel, Line 65: He is invariably courteous and friendly toward all passengers, greeting them as they board and wishing them well as they depart. He seems to have an excellent rapport with almost everyone. I don't know where you found him but you should look in the

same place for more.

George Nahra, Division 18: I was involved in an auto accident and received an excellent response from your employee. Mr. Nahra reacted in a very professional and considerate manner. Luckily, no serious injuries occurred in the accident, but had there been I am sure Mr. Nahra would have controlled the situation with a great deal of care. I am very grateful.

Lester P. Ellis, Line 44: Not only is this gentleman an excellent driver — no sudden stops or starts, always pulls close to the curb — but he is always charming, gracious, and attentive to all the people on the bus. He greets everyone with a smile and never speaks harshly to anyone (including the occasional weirdo).

Peter Cardias, Line 810: Regular riders on the 810 have enjoyed our evening ride home because of Peter "On Time Pete" Cardias. He handles the bus very smoothly, without any roughness or quick stops. You can set your watch by him and he knows his daily regulars' pick-up and departure points.

Harry E. Bailey, Line 838: There are some folks who have a natural sensitiveness to people and their needs. One such person is your driver number 3670. Not only is he pleasant to everyone boarding his bus, but he does maintain a certain element of authority and diplomacy over any attempted loud radios and smoking on his bus. He is always reliably on time and that means so much to the working public's effort to get to work on time. My compliments to this gentleman.

Edward M Cavin, Division 3: I was climbing down the stairs to the bus station at Cal State, L.A. The bus was about to take off and I waved and signaled. I run slowly because of arthritis in my leg, however, I was not forgotten because your driver waited for me. What a relief. It was 8:30 p.m. and it meant I would be able to make my connection downtown for the freeway bus which runs only every half hour. I wouldn't have to wait on that dark corner for 30 minutes and get home late. Such courtesy took only an extra minute of the driver's time, but meant so very much to me.



No one knows exactly how many people have met while working at the District, fallen in love and gotten married, but the most recent couple to do so was Richard B. Morris, Jr. and Marion Sanders. In honor of the occasion their friends in Bus Facilities Engineering and throughout the District took up a collection to get them started on the right foot and presented it in the form of a big check. Richard, on the left of the check, is an Engineering Technician, while Marion is a Staff Assistant I. They split the gift in true married fashion with Richard getting \$20 and Marion getting the rest.

Check it out

Angels given Royal treatment at Division 5

There are a lot of ideas currently circulating throughout the District as to how best to curb or prevent acts of vandalism against District equipment.

But the employees at Division 5 in the South Central Los Angeles area have hit on a novel approach to the problem . . . they are sponsoring a Little League team.

Actually, operator Albert Judson, chairman of the division's Athletic Department, admits that attempting to solve the vandalism problem was not their immediate goal when they decided to sponsor the Angels, a team of 8- to 10-year-old l'il leaguers. The division employees were simply trying to repay a favor the area youngsters had done for them.

Division 5 is located adjacent to Van Ness park at the intersection of Slauson and 54th Street. The division's softball team, the Royals, who compete in the RTD Softball League, practice at the park. So do the Angels. Over a period of time, friendships have developed between the two teams.

The neighborhood around the park and the division is a high crime area and several district employees have had problems with their cars being broken into, personal items stolen and even several auto thefts.

Judson reports that one evening, while the Royals were holding a practice at Van Ness, several members of the Angels witnessed some kids breaking into one of the cars belonging to a member of the Royals. The Little Leaguers followed the kids to find out where



ANGELIC — Operator Albert Judson (wearing jersey number one) stands amidst a band of Angels, a local Little League team sponsored by Division 5 employees as part of a unique program designed to improve relations between RTD and the South Central Los Angeles community.

they lived and then reported this to the operators.

Wishing to return this favor, the Athletic Department offered to sponsor the youths' baseball team.

"This is our first attempt at this sort of thing," says Judson. "In the future we hope to be able to sponsor a youth basketball team and maybe even a flag football team."

What sponsorship entails, basically, is money.

Judson reports that the division's Athletic Department, which consists of the members of the division softball, basketball and table tennis teams, collects donations from its members and seeks contributions from employees at the division to raise funds which are used to support the l'il leaguers.

Judson says that one of the department's most successful fundraising efforts was a recent trip to Las Vegas that they organized and offered for all District employees through the RTD's recreation program.

The trip cost only \$50 per person, but Judson says a lot of money was raised by raffling off two free trips at \$1 per chance.

Judson, who coaches the division basketball team and is a player-coach on the division softball team, said the monies raised are used to purchase equipment and uniforms for the Angels. With whatever funds remain at the end of the season, Judson wants to have a barbeque dinner for the youngsters.

All of which brings us around to a recent Little League Day held on a Saturday afternoon at Division 5.

Following their morning Little League contest, the Angels were invited over to tour the division, get acquainted with the employees working there and take a ride one of the District's new Grumman 870 buses.

While on the bus, the youngsters were given a quick introduction to the new equipment, how it works and its special features. They were also told that keeping the new equipment looking new and on the streets was partly their responsibility.

"Part of our reason for wanting to help these kids was our feeling that if we could do something for them, if we could reach them at this age level, maybe we could have better relations with them in the future and less breaking of windows and writing of graffiti on bus interiors," Judson explains.

Chances are, at their age level, the members of the Angels are not the ones slashing bus seats with knives, or throwing rocks at the windows or expending their felt tips on seat backs and bus walls.

There are no simple solutions to the problems facing the District these days. And, when an attempt at solving a problem is made, no one expects overnight results. Whether or not the program at Division 5 is a success or failure only time will tell. One thing is certain, however . . . it's a step in the right direction.



Safe quarters

Director Charles Storing (left) presents Division 6's Maintenance Manager Johnny Howard and Acting Transportation Manager E.R. Hamilton with First Quarter 1980 Safe Awards while Safety Specialist Frank Larson looks on. The division reduced passenger and traffic accidents by 11 per cent to a rate of nine accidents per 100,000 miles of operation. In addition, lost time industrial injuries were decreased by 31 per cent to a low of eight accidents for each 100,000 work hours. The presentation was the first under the restructured award program, which gives recognition to the single division with the most improved transportation and maintenance safety records.

RTD 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.

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

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