

Board moves to 'beef up' bus security

In response to an increase in the number of attacks on bus drivers, the RTD Board of Directors has moved to strengthen security patrols and is taking a look at long term safety measures such as possible use of television cameras on buses.

According to District statistics, so far this year there have been 79 assaults on drivers, including 13 involving weapons and injuries, compared to 61 last year at this time, 11 involving weapons and injuries.

In addition to violence, there is a growing problem on the bus in terms of violation of no smoking laws, use of marijuana, eating and drinking on buses, loud radio playing and rowdiness among some riders, all of which are trou-

ble for driver and passenger alike.

To combat this increase in crime the board unanimously passed a resolution seeking additional assistance from the Los Angeles Police Department and the Los Angeles County Sheriff's Department to beef-up the undercover ride-along program, to examine the possibility of expanding RTD's own security force and to participate in a special task force with city and county law enforcement officials to find practical solutions to transit security problems.

The Board's actions came in the wake of warnings from Earl Clark, General Chairman of the local United Transportation Union, which represents the District's 4,600 operators, that the union

would shut down service on those lines with the highest incidence of crime unless drivers are given additional protection.

Troublesome lines cited by Clark included Lines 2, 3, 5, 92, 834 and 836, mostly in the South Central Los Angeles area.

"We have worked closely with local law enforcement agencies and acknowledge their assistance," said Board President Thomas Neusom, "but we must ask them to do more, to do everything they can, to give more priority to public transit safety."

General Manager Jack Gilstrap pointed out that the District would prefer additional assistance from local law enforcement agencies, but if this support were not avail-

able because of other law enforcement priorities, the RTD would have to shoulder the burden for increased security — this in spite of an already seriously limited financial situation.

"Unless additional tax help is provided by local government or federal sources, we must finance an expanded security force through farebox revenue or by diverting operational funds," Gilstrap said.

Other highlights of the resolution adopted by the Board included attempting to obtain funds for a special program to place cameras on buses (like those used in banks and department stores), and looking into the possibility of employing off-duty police officers to enhance the District's own security force.

Southern California Rapid Transit District



HEADWAY

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30-YEAR VETERAN

● Thompson chosen first Operator of the Year

Marie Grace Thompson, an operator at Division 15 in Sun Valley, has been selected as RTD's first Operator of the Year. General Manager Jack Gilstrap made the announcement at a special Transportation Department luncheon honoring all 1979 Operators of the Month.

Thompson, who has nearly 30

years on the property, was chosen from among the 1979 Operators of the Month by a selection committee which reviewed employment and operating records to determine the overall best operator.

"We paid particular attention to records from previous years since each candidate had such excellent recent records," explained Pat

Coble, a Senior Staff Assistant in Transportation and a committee member. "Marie was everyone's first choice."

Other committee members were Operations Analyst Alan Styffe, Employee Activities Coordinator Diane Delaney and Supervisor of Promotions Alice Tolbert-Wiggins.

Now number 82 on the operator's seniority roster, Thompson joined Los Angeles Transit Lines in May, 1951, and spent the next three years operating a streetcar on Broadway in downtown Los Angeles. Still, she doesn't have the nostalgia that some from the track and wheel era have.

"They were nice, but they were very cold," Thompson says of the streetcars. "In the winter I always had to wear long underwear. And it seems we worked a lot harder in those days. We sold tokens, collected fares, punched tickets, made change and still had to operate the cars. I remember my shoulder would get sore from operating those big old changers."

In today's feminist-oriented society, it may seem unusual for a woman to become a streetcar operator three decades ago, but Thompson recalls that it really raised very few eyebrows. Due to the Korean conflict, large numbers of women were entering the workforce with the same philosophy that sent them into the factories during World War II.

She has stayed an operator all these years because, she says, "I just like people." Her enthusiasm for the job is reflected in her record. She has had only one miss-out since 1960, has a 23-year Safety Award, has the maximum of 70 merits for observance of minor rules and regulations and has maintained the maximum number of merits for as long as anyone can remember.

She has worked out of the Sun Valley operating facility since 1975. Her husband, Bivin Thompson, also worked for the District 31 years and retired from Division 15 in January of 1979. He was an Operator of the Month in December, 1978.

George Marsala, Transportation Manager at 15, says of Marie "She is one of the most pleasant, personable and patient people in the District and she is always ready to assist a new employee."

As Operator of the Year, Thompson receives a special plaque, a newly-designed shoulder patch proclaiming her Operator of the Year for 1980, a bonus check for \$250 and free tickets to two Recreation Department events of her choice.

In accepting the honor, Marie told the gathering, "I really don't know what to tell you except that I have always believed in treating everyone — my friends at work, the passengers I carry, my family — the way I would like to be treated."

The remaining operators each received a special shoulder patch indicating the month in which they were Operator of the Month plus two free tickets to two Recreation Department events of their choice.

"I know the selection committee had a very difficult choice because I also examined each of your records," Manager of Operations Sam Black told the group. "Each of you has an excellent record with the company and each was deserving of this award."

Gilstrap added, "This is just a modest way of telling you thanks. There's no way we could fully express our appreciation and pride in the work you are doing. I want you to know there's not a better group running a transit system anywhere in the country."



PROUD MARIE — Operator Marie Thompson of Division 15 is flanked by General Manager Jack Gilstrap (left) and Manager of Operations Sam Black after being named Operator of the Year.

TRIPPERS

ALL-TIME HIGH

If things have seemed a little busier than usual around the District lately, well no wonder! Recent ridership aboard RTD buses has approached the all-time records set during last year's gasoline crisis. According to newly-compiled statistics, twice in recent months the District carried 1,430,000 boarding passengers, only slightly less than the record of 1,470,000 set May 14, 1979.

At the same time, weekend ridership is establishing new records. On Saturday, March 1, the District logged 950,000 boardings.

Average weekday ridership is fast approaching last May's record levels with 1,390,000 boardings recorded during the week of April 14-18. During a comparable week in April, 1979, average boardings were 1,180,000.

TRANSIT TRAINING

RTD and the University of Southern California will jointly administer a federally-funded regional training program for public transit employees, executives and policy makers from 12 western states.

"Training and employee development in public transit has become critical as a result of retirement of senior transit experts, rapidly changing technology and increased demand for service," explained RTD General Manager Jack Gilstrap in announcing the program.

The program will be developed by a 15 to 20 member advisory committee, comprised of public transit officials, who will determine specific training needs within the region. USC will be responsible for curriculum development, presentation of the program and final evaluation.

The Regional Training Center is funded by a one-year, \$274,000 Urban Mass Transportation Administration demonstration grant. The District will provide technical assistance, facilities as needed and overall administration of the grant.

FORWARD PASSES

One program that is more or less an offshoot of the current energy situation has been the growing numbers of employers who are paying for all or part of their employees' bus passes.

Companies such as the Los Angeles Times, ARCO, Rocketdyne and local Hilton Hotels are making bus passes available to their workers at reduced rates. For example, the University Hilton recently began a program to pay 75 per cent of an employee's bus pass. On the first day of the program, more than 50 per cent of the employees took advantage of the offer.

Officials from companies involved in such programs view the passes as an added benefit offered to employees, while employees get reduced transportation seven days a week — not just to and from work.

IT'S A BUS WORLD

If there's one thing we see a lot of and think a lot about at RTD, it's buses. Now, there's a new magazine designed for the transit professional. It's Bus World, a new photo-feature magazine filled with photos and articles about buses and bus operators.

The magazine has articles about transit systems, bus manufacturers, and photos of all kinds of bus-

(Please turn to Page 8)

Lost and Found finds strange assortment of items left on buses

By Sandra Morris

News Bureau Student Intern

False teeth, umbrellas, crutches, wallets . . . they sound like the ingredients of a swap meet, but in reality they are the contents of RTD's Lost and Found Department, temporary home for the wide variety of items left behind by District Passengers.

Each week about 500 such items are turned in to the department, but only about 30 per cent are ever claimed. The reason for the small percentage of returns, according to Lost and Found Clerk Josephina Abeyta, is that few riders know how to go about finding lost articles.

Many are not even aware that there is an RTD Lost and Found Department. However, there are exceptions.

"One man lost his wallet over a year ago and has come in everyday since to see if it's been turned in," recalls Abeyta. "Some people even call trying to locate missing persons or lost pets."

But most of those who check with RTD's Lost and Found office are relieved — and pleasantly surprised — to find that there are still honest people in the world.

"A lady from New York came in looking for a purse she'd left on the bus during the weekend. We were able to return it to her with everything inside," says Abeyta.

But, what happens to the other 70 per cent of the items that are never reunited with the absent-minded owners?

"When an article is turned in by a bus operator, a utility person or a passenger, it is tagged to identify the bus line, day found, time, description and name of the finder. At the end of 30 days, if the item has not been claimed, it is returned to the finder," explains Abeyta.

"Wallets containing money receive special treatment," she adds. "Any amount more than \$20 is kept for six months. At the end of that time, the person finding the wallet or purse gets the money. I think the possibility of collecting valuables, such as money, at the end of 30 days accounts for the high rate of honesty in turning in lost items."

Many unclaimed articles, such as crutches or eyeglasses, which even the finder does not want, are donated to charitable organizations like Goodwill Industries. Canes for the blind are sent to the Braille Institute. Unclaimed library books or textbooks are deposited



ABANDONED — Lost and Found Department officials Josephina Abeyta and Boyd Emrick examine a pair of false teeth, one of thousands of items left on District buses.

with the Los Angeles Unified School District, after the 30-day waiting period.

Experience has proven to be a good teacher when it comes to handling lost items. Over the years, the department has improved its procedures . . . usually after learning the hard way.

"At the end of each day all the items found on our buses are sealed in a bag and sent to Lost and Found," says Boyd Emrick, supervisor of stations and agencies. "We used to empty the bags' contents onto the floor for inventory until one day a can of paint, pink in color, was included. The lid was loose and, needless to say, paint went everywhere."

Also, special care is now taken to check incoming items for things that might spoil.

"Once a box of perishable goods

slipped through," Emrick recalls, "and by the time we discovered it, due to its smell, it was crawling with cockroaches."

The department recently moved from its location adjacent to District Headquarters in downtown Los Angeles to larger quarters at 5738 Wilshire Boulevard Customer Service Center. Emrick says that the new location, in addition to being more accessible to District passengers, will give the department more room to store lost items until they are found.

So, if you find a set of teeth on a bus seat, or a pair of crutches that someone has miraculously walked away without, turn them in to Lost and Found. Someone may be looking for them.

Ms. Morris is a senior communications major at Pepperdine University in Malibu.

Singing Sims soothes dispatcher dad

When Eugene H. Sims wants to unwind from a hectic day as a Dispatcher at Division 5 in South Central Los Angeles, he finds listening to opera a very effective means of doing this. But, Sims does not have to buy a lot of record albums or expensive theatre tickets to hear an opera. He listens to his daughter.

Shalonda Alfreda Sims, a recent high school graduate and offspring of proud parents Eugene and Nancy Sims, is fast establishing herself in a musical career.

Her parents now have the opportunity of hearing Shalonda perform in professional productions of classic operas. A stu-

dent of voice coach Jacquelyn Sponseller, Shalonda recently signed a one-year contract with the Los Angeles Opera Company, becoming the youngest member of the troupe.

Her most recent appearance was in the company's production of Giacomo Puccini's "La Boheme" which was performed May 2 and 4 at the Shrine Auditorium.

As is the case with most artists, Miss Sims is not an overnight success. According to her father, she became interested in music at an early age because of her exposure to gospel music at church.

At Emerson Junior High School she began to develop her talent and, as a ninth grader, had the role of the Mother Abbess in the school's production of Rogers and Hammerstein's "The Sound of Music."

During her three years at University High School, Shalonda has been involved in numerous drama department productions, in addition to her involvement in extracurricular activities such as senior council, Madrigals, Jazz Band and the Ebony Awareness Club. She was voted most talented in the senior class and took first place in the senior talent show.

Partial SIP implementation set for June 15

Portions of RTD's ambitious 1980 Sector Improvement Plan were scheduled to be put into effect June 15, beginning the final phase of a nearly two-year process of planning, review and revision.

Earlier this year it looked like the plan was in serious trouble. Like other businesses, the District is beset by runaway inflation, fuel costs that have doubled in the past year and soaring costs for public liability and property damage settlements, all of which took large, unanticipated bites out of the operating budget.

Against this backdrop, implementing the most massive service improvement program in RTD history seemed totally out of the question. Of the six geographic service improvement programs the District has embarked on over the past 10 years, the 1980 Sector Improvement is by far the most extensive and far-reaching. When fully implemented it will establish a north-south, east-west bus grid from Downtown Los Angeles to the San Diego Freeway and from Hollywood Hills to Century Boulevard

and affect some 800,000 riders daily.

But, for the moment, the money to do all this is just not there.

As they say, however, every cloud has a silver lining and, after evaluating the situation the Planning Department came up with a proposal that would put in service certain "no-cost" elements of the plan well ahead of schedule.

"Once the board adopted a final version of the 1980 plan, staff proceeded to finalize routes and schedules and establish an implementation date of September, 1980," explained Manager of Planning and Marketing George McDonald. "Only after these actions could we project closely the cost and estimated revenues for the program and we found that the program as envisioned could not be implemented without a significant additional source of revenue."

Nonetheless, the District's Board of Directors recognized the need for additional service to alleviate overcrowding on many lines and the importance of implementing the program. Because of strong support for the plan the

public had shown throughout the public review process, the board determined to find some means of implementing the entire plan.

While the District continues to search for the estimated \$45 million needed to implement the program in its entirety, it was recommended to the board — and the board approved — that the plan be put into effect in a three-phased operation with Phase I to be installed this month.

According to Paul Taylor, Director of Bus Planning, the first phase would install 10 percent of the lines contained in the 1980 plan at no additional cost to the District, while Phase II would affect five per cent of the revised lines and cost about \$2.5 million to implement. Funds still need to be located before the District can install Phase II.

"We experienced considerable difficulty in attempting to isolate those items which could stand alone and not adversely affect either service continuity or operation costs," Taylor told the board.

He explained that Phase I would not have an overall net cost for three reasons: 1. Utilizing savings

accrued through fine tuning some existing service, reducing service levels to conform to demand; 2. Eliminating portions of two routes in favor of municipal bus lines resulting in significant improvements in cost-effectiveness; and 3. combining, retying and modifying selected routes.

Some of the immediate benefits the District and its patrons will realize as a result of Phase I include:

— Lifting of passenger restrictions on Line 83 service on Wilshire Boulevard west of Federal Avenue, long a source of frustration to RTD customers.

— Reconfiguring some services in the San Fernando Valley, Hollywood and Central City areas to eliminate some present U-shaped routes which are generally inefficient and expensive due to the need to overservice one portion of the route.

— Establishing through service on some major thoroughfares (Fourth Street in East Los Angeles, La Brea Avenue from Hollywood to Inglewood).



The new "get-ready" facility in Downey, now officially known as Division 4, began living up to its name early last month as a steady stream of Grumman-Flexible 870 buses began flowing through it on their way to RTD operating divisions.

Arriving at a rate of six to ten per day, the buses are being prepared for service by a small army of District maintenance personnel. Division 4 has become a beehive of activity.

A team of two dozen District inspectors have been overseeing production of the 870's at Grumman's Delaware, Ohio, plant to determine that the buses meet District specifications. However,

once they are in Los Angeles, they must be inspected from headlight to taillight for any problems or damage that might have developed while they were being driven across country.

"When we get them to the divisions, we want them to be ready to go," says equipment specialist Glen Werdon.

Once in the hands of the get-ready facility team, the new equipment is washed, fueled and weighed. Fare boxes are installed as are the interior information decals. The Radio Department installs the two-way radios and all interior systems are checked out for bugs. After the equipment is road tested, it will be taken around to

the divisions for operator familiarization training.

The Operations Department has targeted Divisions 1, 3, 5, and 15 to receive the 230 Grumman buses that comprise the order.

Werdon pointed out several features the buses have that should make them popular among District employees.

The passenger seats are cantilevered from the sidewalls for easy cleaning underneath the seats, there is power steering that requires only seven turns of the steering wheel from full right to full left, they have electronic head-signs with digital readouts, there is a sturdy plastic shield behind the

operator's chair and that chair is a comfortable air-ride seat. The bus also has a fuel gauge, something other District buses do not have.

A special feature of the buses will be sensor strips the passengers press to indicate they want off, as opposed to the present pull-cord. Once the strip is touched, a bell sounds by the driver and an indicator lights up on the driver's panel to remind him someone wants off. If other passengers signal they want off at the same stop, the bell does not ring again.

The buses are all fully accessible, with front door wheelchair lifts, a kneeling feature and shorter steps.



THEY'RE HERE — Hundreds of new Grumman-Flexible 870 buses, fresh from the factory, await processing (top photo) at RTD's Division 4 in Downey. Service bays at the get-ready facility are rarely empty (above) as mechanics prepare the new equipment for line

service. Making sure everything is in proper working order are (above left) Mechanic-B Ron Bustamante and Mechanic-B Victor Armador. The new equipment will be going to Divisions 1, 3, 5 and 15.

Familiar faces in unfamiliar places

There are some familiar faces in unfamiliar places within RTD's Transportation Department these days. What with retirements and promotions in recent months, several openings were created at the various operating facilities. Acting General Superintendent of Transportation William Foster announced the new assignments early last month.

Newly appointed to the post of Division Transportation Manager were John Adams, Don Grayson and Ralph Wilson, while former Division Transportation Manager Wes McCarns was promoted to Transportation Superintendent.

These men have had long, distinguished careers with the District and are undoubtedly well-known to a large segment of the employee population due to the wide variety of positions each has held. Following is a brief look at their careers with the company and what they hope to accomplish in their new positions.

WES McCARNNS

For Wes, the Transportation Superintendent position is "a dream job, something I have been shooting for all my life." The District has only four transportation superintendents. One works with labor relations, two supervise operating divisions and the other, the position Wes now holds, handles the administrative functions of the Transportation Department.

McCarns began his career with Los Angeles Transit Lines in 1958 as an operator working out of the old Division 4 at Pico and Vineyard. He began moving into the administrative side of operations 10 years later when he became an operator/extra division dispatcher.

Between 1970 and '71, McCarns became progressively more involved in and responsible for department operations, serving as a Transportation Planning Analyst in the Planning Department, a Staff Assistant 1 in Transportation, a Transportation Administrative Analyst, an Assistant Division Manager and wound up the year on special assignment to the General Superintendent.

In 1972 he received his first division manager assignment at Division 6 and, in the ensuing years, has held the same position at Divisions 7, 2, 3, and 5.

McCarns says he has always enjoyed working with the operators and feels his new position will not diminish that contact.

As a Transportation Superintendent, McCarns hopes to achieve better continuity within the organization and between departments and wants to continue his efforts at building employee morale.

"I am also particularly interested in helping to develop training classes for lower echelon administrative personnel to help them move into higher positions," McCarns says. "That's how I got my degree, through RTD-sponsored programs."

McCarns was referring to his participation in a two-year certificate training program in Business Management at UCLA, which helped him to get his BA degree in Business Administration from Antioch College in 1976.

By the way, if you do not know Wes, perhaps you know another McCarns. Wes' brother James is an operator at Division 5, his cousin Earnest McCarns also operates out of Division 5 and his other cousin, William McCarns, is a Road Supervisor working out of, you guessed it, Division 5.

JOHN ADAMS

As the new Transportation Manager at Division 9 in El Monte, Adams brings to the job an unusual knowledge of the area for he is that rare breed known as a native Californian. He was born and raised in the El Sereno-Eagle Rock area and has attended Pasadena City College and Cal State, Los Angeles.

The only time Adams, the father of five and already a grandfather, has been away from the Southland was during a six-year stint in the Merchant Marines that took him up and down the West Coast and throughout the Pacific.

Once back on dry land, Adams joined the RTD as an operator in 1966 working out of Division 2. Adams recalls that he really had no plans to try and climb the ladder of success until he applied for and got a job as operator/extra division dispatcher in 1971. At that point, he decided that the Division Manager's job was not outside his grasp.

In 1974 he became a regular division dispatcher, was made an extra assistant division transportation manager in 1976 and spent the last 2½ years as the assistant manager at Division 8 in Van Nuys before being selected as Division Manager.

"This is a smooth-running division with a lot of senior operators," Adams says of his new assignment, "and I just want to keep that organization going by taking care of everyday problems that may arise."

Adams says he welcomes the challenges that he will face as division manager.

"Everyday there's something new and you are the one that has to make the decisions. You couldn't do that as an assistant manager," he says.

DON GRAYSON

If you don't know Don Grayson already, it's certainly not because he hasn't been around. Don came on the property in 1943 as a trainman for the Pacific Electric Company and today is sitting in the Division Manager's chair at Division 1 in Los Angeles.

He put in 30 years as an operator before deciding to enter management, which he did as an extra division dispatcher. If there was a turning point in Grayson's career, however, it would have to be 1976.

That was the year he received his law degree from the University of West Los Angeles School of Law, capping four long years of study. He is now a certified member of the California State Bar.

That same year, Don was put on special assignment in the Transportation Department, was made a Staff Assistant 1, was borrowed by the District's Legal Department for a special assignment and was promoted to extra Assistant Manager. In January of this year he was made a fulltime Assistant Manager at Division 5.

In his new position, Grayson says he simply wants to help streamline the operation.

"I have no magic pill that will cure the sick list or missout problem," he says, "but I don't think you need to come into a job like this with a big broom and clean house. It's taking care of tiny details that makes the big things fall into place."

RALPH WILSON

When Ralph Wilson interviewed for one of the Transportation Manager openings, he asked to be assigned to a challenging division. He got what he asked for.

As the new manager at Division 7 in West Los Angeles, Wilson is in charge of the District's newest, showcase operating facility. And also one of its largest with some 400 operators assigned to it.

He joined the District in 1967 after a two-year stint in the Army, spent for the most part in Europe. He began as an operator, working out of the old Division 4, and followed more or less the same path as Adams and Grayson.

In the last decade, Wilson has served the District as an extra Division Dispatcher, Staff Assistant I, Transportation Administrative Analyst, Staff Assistant II, extra Assistant Division Manager, Assistant Division Manager at Division 3 and was serving as Acting Transportation Manager at Division 6 at the time of his promotion.



Wilson says that coming up through the system has given him an opportunity to see what works and what doesn't. He has plans for some changes he'd like to make, but says he won't make changes just for the sake of changing something.

"I would like to pay particular attention to the proper use of manpower at the division," Wilson comments. "I want to avoid excessive overtime, voluntary call backs and ordered call backs, otherwise costs get way out of line."

Who's who & where

Division 1: Manager Don Grayson, assistants Tomm Walker and Walter Bables.

Division 2: Manager Larry Johnson, assistants Al Taylor and J.P. Farley.

Division 3: Manager Gerry Woods, assistants Marcus Johnson and F. "Jan" Janulewicz.

Division 5: Manager Ben Lynum, assistants E.R. Hamilton and Harry McGuire.

Division 6: Manager Ernie Giaquinto.

Division 7: Manager Ralph Wilson, assistant John Tincher.

Division 8: Manager Leilia Bailey, assistant Harry Forrest.

Division 9: Manager John Adams, assistants J.F. Cenderelli and Earl Rollins.

Division 12: Manager J.J. McCullough, assistant Mark Drumright.

Division 15: Manager George Marsala, assistant Ken Wilson.

Division 18: Manager Paul J. Mahoney, assistant Joe Bukowski.

Moving up

Assuming new positions in the Transportation Department are (top of page) Transportation Superintendent Wes McCarns with steno Rebecca King and (from left to right below) new Division 1 Manager Don Grayson, new Division 7 Manager Ralph Wilson and new Division 9 Manager John Adams. The new Division Manager positions were made available by the retirements of George Michaels and Gus Lopez, and by McCarns' promotion.



To bid or not to bid

It takes longer than 70 working hours over a 14-day period. It involves more than 4,200 operators. It affects virtually everyone in the Transportation Department, Schedule Department, Planning Department and print shop. And it happens every spring.

It's the annual System Shake-up, a job-bidding procedure that dates back to the days of the Los Angeles Transit Lines. Operators are allowed to select their work assignments, vacation days and floating holidays on the basis of seniority with the company.

This year, as last, the number one man in the system was Henry Morrissey, who started July 5, 1939. Morrissey, to no one's surprise, selected Line 496, which runs between Riverside and Los Angeles, a run he has worked for the past 18 years.

At the other end of the spectrum, the operator with the least seniority was number 4,292 Elmore Tircuit, whose seniority date is November 15, 1979. Tircuit went to Division 5

where he will work Line 832, run 28 down Manchester Blvd.

All assignments chosen by operators during the shake-up go into effect on June 15.

For those who have never been to a shake-up, the best way to describe it is controlled confusion.

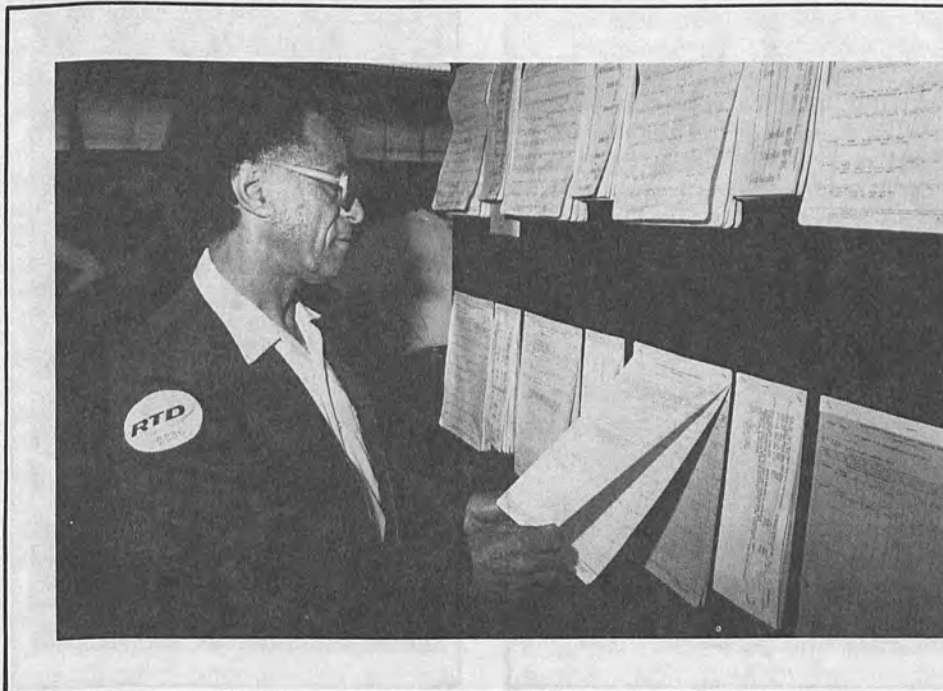
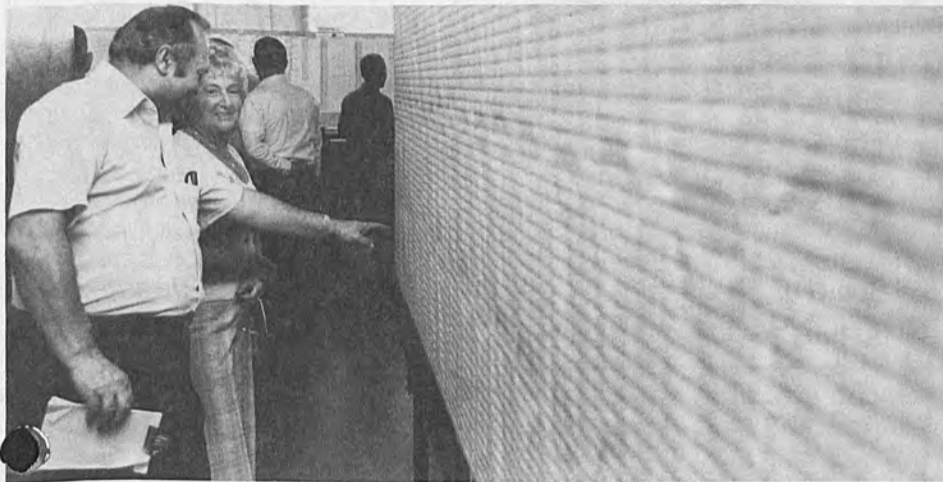
Approximately 70 operators bid each hour during the shake-up, with the operator's names called in order of seniority from a central, head table. When an operator hears his name, he raises his hand to be identified and he goes to the division table of his choice to bid his work assignment, vacation and floating holiday. The division manager, seated at the table, signals to the head table when the operator's bid has been approved and recorded.

Division 9 proved to be the most popular among the operators this year as it closed first among all divisions, filling up by the second Saturday at 9 a.m. Other divisions in order of closure were 15, 12, 3, 8, 2, 7, 6, 1, 18 and 5.



All shook up

The frontline of the shake-up is the division tables where operators select work assignments, vacations and holidays (above) and at best is controlled pandemonium. Helping to control the confusion from the head table were (from left to right at left) Ron Reedy, Ray Turpin, Pat Coble and Tish Namatami. Trying to find himself on the always-changing seniority roster is Fred Strom of Division 8, while Division 8 Transportation Manager Leilia Bailey and assistant Harry Forrest fill in assignments operators bid. At the bottom of the page are senior operator Henry Morrissey (right) with Division 1 assistant manager Tommy Walker and the last man through the shake-up system Elmore Tircuit.



Career success earns kudos for RTD trio

For more than 36 years, Stanley Paris has served the District and its predecessors in the friendly, congenial way that has made him a favorite among his co-workers at Division 6. His pleasant smile and helpfulness make him an excellent ambassador for the District and his 28-year safety award testifies to his expertise behind the wheel. Paris plans to retire soon and Ralph Wilson, the Acting Division 6 Transportation Manager, described the Operator of the Month award as a fitting tribute to cap a long and distinguished career in public transit.

Maintenance Employee of the Month honors went to Division 8's Wray Deitrich, a Mechanic-A with 16 years of service behind him. His excellent work and attendance records are only half of the reason for Wray receiving this honor. He is

also very demanding of himself when it comes to his work. For example, he was recently put in charge of all steering at Division 8 to check the amount of play in the steering wheel. He promptly designed a small tool to measure the amount of free play. Division 8 Maintenance Manager Glenn Powell had the tool duplicated for all shifts at the division. "I have noticed that no matter what job he is assigned, Wray finds a way to make that job simpler and faster," Powell said.

Paul Kakazu received Information Operator of the Month honors for his superior attendance record and his excellent attitude in providing fast, accurate information to District patrons. A member of the Orange Empire Railway Museum and the Motor Bus Society, Paul hopes to make a career in public transit.



HONORED — For their outstanding job performance, employees (front row, left to right) Paul Kakazu, Wray Deitrich and Stanley Paris received certificates from (back row) Bob Williams, Director Ruth Richter, Glenn Powell and Ralph Wilson.

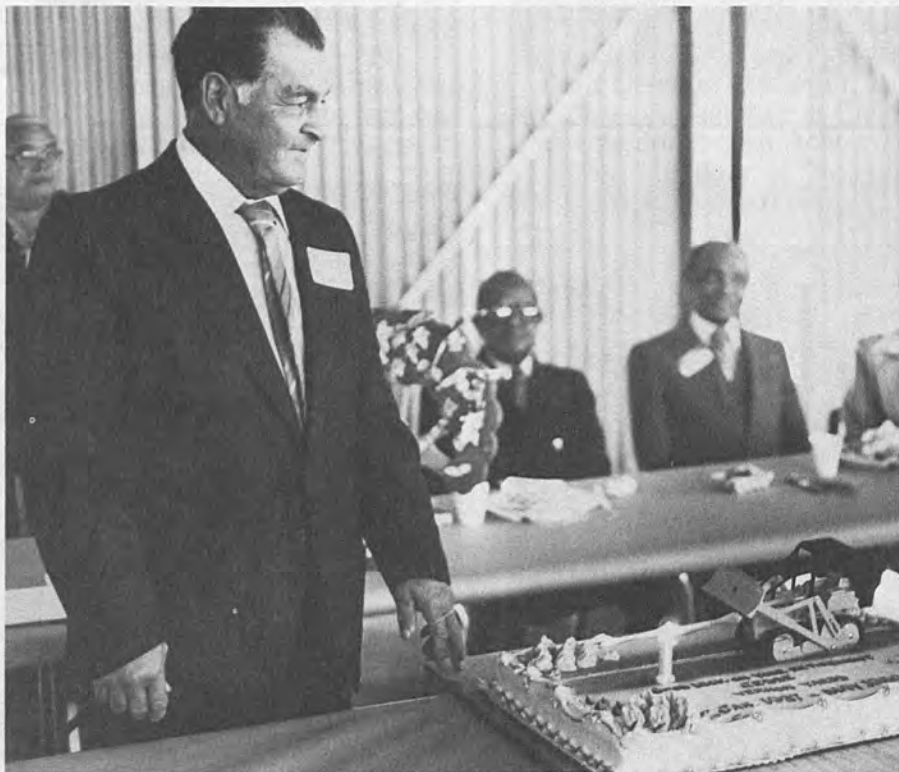


Retiree recognition

Director George Takei (front row, at left) presented commemorative plaques to several District employees as they shifted gears into retirement. Front row from left were Robert Coble, Vincent Morrison, George Michaels and Jesse Pimentel. Back row, left to right, Rodney Robinson, Easton Nelms, Walter Ashton, Norman Brooks and Gustavo Lopez. Unable to attend the Board of Directors ceremony were Alexander Drazin, Ludwig Hartman and Harry Zipper.

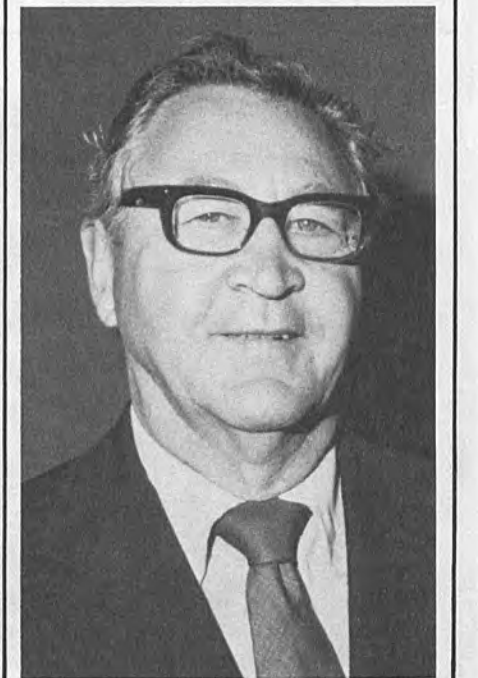
The long good-bye

In 42 years and eight months on the property, Jesse Pimentel has made a lot of friends. A large number of them turned out for a farewell BBQ at Vernon Yards to honor the property maintainer on the occasion of his retirement. Pimentel, who was number three man on the District seniority roster has lost only 58 hours to sick time in 42 years, a monumental accomplishment. It is interesting to note that when Jesse started work in 1938 he earned 33 cents an hour. With Jesse, but slightly out of focus, are Carl Johnson, Benney Mathis and Arthur Winston. Winston and Mathis are the only ones with more seniority than Jesse.



Before and after

On March 19, 1939 young George Michaels posed for the employment photo above with the Los Angeles Railway Company. 41 years and two months later, Michaels (below), now Division Manager of Division 12 in Long Beach, decided he had had enough and retired. Friends and co-workers took advantage of the opportunity to honor Michaels with a farewell dinner at the New Otani Hotel downtown Los Angeles.



SCHEDULE CHANGES

Moving Up

Shamseddin Azbi, from Mopper/waxer to Temp. Cash Clerk.
Michael Baca, from stock shop clerk to mechanic "B" (Spray painter).
George E. Barrett, from mopper/waxer to jr. stock clerk.
Peter S. Behrman, from operator to asst. schedule maker.
James L. Bennett, from schedule analyst to asst. schedule maker.
Alejandro Bigno, from elec. comm. tech. to elec. comm. tech.
Donald Bishelli, from mechanic "B" to mechanic "A".
Cisco Brown, from utility "A" to mechanic "B".
Jules Brown Jr., from operator to mechanic "C".
Money Brown, from Mechanic "B" to mechanic "A".
Noreen Brown, from typist clerk to general clerk II.
Antonio Chavira Jr., from equip. maint. instructor to Sr. equip. maint. instr.
Joseph Coleman III, from janitor supv. to temp bldg. services supvr.
A. J. Contarino, from schedule analyst to asst. schedule maker.
Martin C. Conway, from sr. systems anal. to supv. sys. anal.
Gregory Croxen, from mechanic "C" to mechanic "B".
Darrance A. Curry, from schedule analyst to asst. schedule maker.
Robert Davis, from elec. comm. tech. to elec. comm. tech. LD.
Raul Diaz, from mechanic "B" to mechanic "A".
Sandra Dorsey, from typist-clerk to keypunch opr.
James A. Falcon, from schedule analyst to asst. schedule maker.
Bob L. Falvey, from div. maint. mgr to supt. of central maint.
Warren H. C. Fu, from civil engineer to sr. engineer.
Rocque R. Garcia, from schedule analyst to asst. schedule maker.
John D. Greene, from schedule

analyst to asst. schedule maker.
Gladys Gunels, from keypunch opr to data ctl. specialist.
Eddie Hardimon, from mechanic "B" to mechanic "A".
Robert L. Hillard, from mechanic "B" to mechanic "A".
Theodore Hustava, from svc. attendant to mechanic "C".
Samuel Johnson, from equip. serv. supervisor to utility "A".
Karl D. Keen, from equip. maint. suprv III to suprv equip. insptr.
Robert Ketring, from mopper/waxer/rel mes. clk. to temp. Janitor Supv.
Karl A. Klee, from mechanic "C" to mechanic "B".
Rinda L. Komora, from ticket clerk to temp. asst. supv. stations and agencies.
William R. Kreski, from schedule analyst to asst. schedule maker.
Scott L. Lanski, from mechanic "C" to mechanic "B".
Steven Lightner, from mechanic "C" to mechanic "B".
John R. Lowrie, from schedule maker to sr. schedule maker.
Larry Mansker, from mechanic "B" to mechanic "A".
Larry Mansker, from mechanic "A" to equip. maint. supv 11 (rel. div. maint. mgr.)
Brian Markey, from mechanic "B" to mechanic "A".
Louis A. Maspero, from schedule maker to sr. schedule maker.
Masao Matsunoto, from equip. maint. supv 11/rel. div. mgr to equip. maint. supv II.
Charles J. Mayall, from mechanic "A" to mechanic "A" leadman.
Steven Mitchell, from Svc. attendant to mechanic "C".
Patricia McCracken, from schedule analyst to asst. schedule maker.
James A. Paz, from mechanic "B" to mechanic "A".
Russell Peterson, from equip. maint. instr. to equip. spec.
Richard Presnell, from ticket clerk to ticket off. & rpts clk.

Lawrence Remata, from Mechanic "C" to mechanic "B".
Jesse M. Robles, from janitor to relief mopper/waxer.
A. Sanathara, from mechanic "B" to mechanic "A".
Roger Serrano, from mechanic "C" to mechanic "B".
James D. Sherman, from mechanic "B" to mechanic "A".
Denise B. Shoemaker, from schedule analyst to asst. schedule maker.
Ronald Skale, from mechanic "A" to eq. maint. instructor.
Orville L. Steenbock, from mechanic "C" to mechanic "B".
Robert Stofix, from mechanic "C" to mechanic "B".
Phillip L. Taylor, from mechanic "C" to mechanic "B".
Henry Thomas, from mechanic "B" to mechanic "A".
Martin Walker, from mechanic "B" to mechanic "A".
Jimmy L. Weaver, from mechanic "B" to mechanic "B".
Glen V. Werdon, from mechanic "B" to equipment spec.
George E. Widman, from schedule analyst to asst. schedule maker.

Winston Lee Suggs, 26 years. Operator at Division 9.
Bueford J. Tharp, 24 years. Operator at Division 9.
Robert P. Wade, 29 years. Operator at Division 9.

In Memoriam

Arthur B. Clark, former mechanic "A", passed away April 3. He joined the District in January, 1945 and retired in June of 1978.
Thomas Crouch, former mechanic "A", passed away February 29. He joined the District in May, 1937 and retired in August of 73.
William Harris, former operator, passed away March 16. He joined the district in May, 1910 and retired in January 1933.
John L. Harshbarger, former mechanic "A", passed away March 23. He joined the District in July, 1945 and retired in May, 1963.
Chris P. Henricksen Jr., former operator, passed away March 12. He joined the District in September, 1944 and retired in December 1966.
Walter J. Knittle, former flagman, passed away April 12. He joined the District in December, 1934 and retired March, 1963.
George J. Knopes, former operator, passed away April 14. He joined the District in May 1942, and retired in February 1962.
William H. Lemmert, former operator, passed away March 20. He joined the District in October 1953 and retired in February 1976.
George R. Loveday, former schedule material control analyst, passed away April 2. He joined the District in January 1954 and retired in March 1979.
Fred T. McClendon, former operator, passed away August 10. He joined the District in November 1920 and retired in June 1961.
John T. Pettitt, former operator passed away March 19. He joined the District in September 1923 and retired in November 1958.
Hollie E. Reed, Division 2 operator passed away March 28. He joined the District in November 1959.
Pablo Rosales, former mechanic "C", passed away February 9. He joined the District in January 1932 and retired in June 1960.

Shifting Gears

Ward C. Crabe, 35 years. Operator at Division 6.
Alexander P. Drazin, 27 years. Operator at Division 9.
Oscar Gibson, 24 years. Operator at Division 1.
Charles E. Haudenschild, 36 years. Deputy Administrator. Planning and Real Estate.
Joseph Malue Hiram, 24 years. Operator at Division 6.
Frank K. Lilley, 38 years. Operator at Division 5.
Gustavo Lopez, 33 years. Transportation Manager at Division 6.
Frank Mieczkowski, 28 years. Supervisor of vehicle operations.
Vida Mae Poppleton, 23 years. Information clerk.
Miguel M. Reyes, 35 years. Senior Instructor of Vehicle Operations.
John W. Sampson Jr., 38 years. UTU Local Chairman and former Operator at Division 9.
Rose A. Showers, 33 years. Office Supervisor, Personnel

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).

Gloria J. Hollman, Line 2: "We would like to commend the pleasant attitude and the competence of Gloria. She greeted every passenger with a smile, and answered every question asked promptly and accurately. Most importantly, we were traveling with a wheelchair passenger and the operator worked the ramp competently and directed the other passengers in a way that made our wheelchair passenger feel comfortable and confident. The passenger said Gloria's attitude will help to widen the horizons of wheelchair passengers in the Los Angeles area." (This letter was signed by a group of RTD information operators taking part in a

re-instruction class).

Victor N. Molina, Division 3: "While off-duty and in plainclothes on one of your buses, I observed an older man make a sale of narcotics to two young male juveniles. I advised the bus driver to activate the bus alarm system, which he did. He also used his two-way radio and I noted that he drove slower than I am sure is normal awaiting the uniformed Inglewood Police officers. The suspect was taken into custody, the two boys were released to their parents and evidence including quite a bit of marijuana and possible PCP (Angel Dust) was recovered. Your driver cooperated with me in every way and I would like to thank him." (This letter was from Lieutenant David Garza, Station Commander with the Inglewood Police Department).

Janice Scott, Line 94: "Her helpfulness to passengers was truly remarkable. They were constantly asking for information and this, together with the crowded condition of the bus and the congested traffic was by no means

easy on the driver. But she was never impatient or short-tempered. On the contrary, her directions were always exact and easy to follow, her voice always pleasant and her manner was kind and considerate."

Joseph E. Wise, Division 3: "I'm a new arrival to California and I have to depend on RTD a great deal. I use the 9 a.m. minibus three times a week and it is always on time and always has the same driver. He is dependable person, always pleasant and cheerful to all his passengers. I would like to compliment you for such an outstanding person."

Nick Tummolo, Line 160: "I don't know how the driver of the month is selected, but I'm glad to see that deserving drivers are rewarded in this way. I'm happy to verify that Nick Tummolo is indeed one of RTD's finest. He has gone out of his way to help new riders get the right connections, has honked to hold the bus you're transferring to and even stopped once to warn a rider that he was on the wrong side of the street. He also shows great patience in dealing with people who just seem to want to give the driver a hard time."

Neil A. Webb, Division 1: "Today I had a first hand glimpse of what some of your bus drivers

must put up with — abuse that is neither merited nor excusable. I was shocked. Your operator showed outstanding character, stayed so composed, so polite and calm that I was truly impressed."

David Swinton, Line 88: "It was an unexpected pleasure when the driver called every stop and the connecting buses (even from other bus companies) using the public address system. This extra effort is worthy of note."

Robert L. Foreman, Line 832: "There was a major disturbance in the rear of the bus. The driver acted quickly in handling the situation by emptying the bus. Otherwise, I'm sure someone would have gotten seriously injured. Myself and other passengers were impressed at the efficient manner in which the driver responded in clearing the bus and notifying the police."

Ferdinand F. Foye, Line 10: "He is so pleasant and considerate of his riders. He goes out of his way to give you the right information, always a 'good morning' and always a 'have a good one' when you get off the bus. This gives us, the passengers who ride almost every morning, a good feeling."

Billy J. Evans, Line 827: "He is probably the most accommodating, pleasant and polite driver I have seen in seven years."

BASKETBALL LEAGUE CHAMPS

Division 1 cagers cap perfect season, 55-54

Perfection is not always easy to find, but at RTD one need look no further than Division 1.

The Division 1 Cagers capped an unblemished season by battling their way through the double elimination playoff tournament to capture the 1980 RTD Basketball League Championship with a per-

fect 17-0 record.

The victory marks the first time in the history of the league that a team has not lost a game during the season. But that's not to say they didn't have a few close calls.

Take the championship finale, for example.

Player-coach Willie Kelly's Division 1 hoopsters went head-to-head against coach Carl Jones' roundball tusslers from Division 3 and, after leading 34-30 at the half, barely hung on to the victory, 55-54.

Holding the hot hand for Division 1 in the final was a trio of shooters led by Duane Bonner, who poured in 20 points; Reggie Livingston, who threaded the net for 18 (15 in the first half) and Derrick Wane, who hit a well-balanced 14 points.

Division 3 received well-balanced scoring from a handful of players — just not enough of it — led by Stan Mixon, who tied for

high point honors by dumping in 20 points. Also putting points on the board for the Highland Park hoopsters were Vernon Holloway with 11, Tom Harris with 9 and Al McLin with 8.

Division 1 made its way to the championship by finishing the two-round, 14-game season that began last January with a 14-0 record. In the playoff tournament, they met and defeated fourth place finisher Division 5, 53-48. That set-up a semi-final confrontation between Division 3 and 1 which was won by 1, 48-33.

After being bumped into the consolation bracket, Division 3, first round winners over division 18 (the third place team), again faced Division 18 and won, setting up the final match.

Final league standings, not counting playoffs, were: First Place, Division 1 (14-0); Second Place, Division 3 (10-4); Third

Place, South Park-Division 9 (7-7); Sixth Place, Division 6 (4-10); Seventh Place, Division 2 (3-11).

The first four teams made the playoffs. Division 18 was awarded third place on the strength of their season point total of 596, compared to Division 5's 575 points.

The Roster of the League Champion Division 1 cagers included Vernell Elgin, George McDaniel, Lonnie Carlisle, Craig Johnson, Maurice McGowan, Michael Canales, Roger Thompson, Duane Bonner, Ronnie Steward, Willie Kelly, Robert Squalls, J. Tucker, Roscoe Procter, Reggie Livingston, Leonard Burton, Derrick Wayne.

Division 3 included Vernon Holloway, Eric Johnson, Foster Taylor, Stan Mixon, Mike Moore, Tom Harris, Henry Hollis, Al McAlin, Eugene Keys, Mike Batusta, Alvin Autman, M. Excto and S. Jackson.

TRIPPERS

(Continued from Page 2)

es — transit, intercity, trolley, new and old. There are articles about owl service, Greyhound and Trailways, double-deckers and articulated. In addition, there are special features about bus systems in other countries, how old U.S. equipment is doing service in other areas and lots of other interesting items and features.

To order a subscription starting with the current issue, send \$6 for one year (four issues) to Bus World, P.O. Box 39, Woodland Hills, Ca. 91365.

KELLEY, KELLEY EVERYWHERE

Don't look now, but there's soon going to be another Kelley at RTD. Freddie Diana Reeves, a Data Control Specialist with the District, was married to David Lee Kelley on June 7. David is the son of Harold and Ruth Kelley. Harold, who is in charge of General Services, almost has more relatives working at the District than RTD has buses. Now he has a new daughter-in-law working here.

HONOR STUDENT

June is traditionally a time for graduation and Division 15 operator Jan Pecherski was right at the front of the line to receive his Associate in Arts Degree from Mission College in San Fernando. Jan, a social sciences major, also made the Dean's List at the college for maintaining a grade-point average of 3.5 or better. He plans to continue his education at California State University, Los Angeles.

LEADING THE WAY

There's been a lot of talk about the great Cuban exodus, but guess who started the whole thing. Would you believe, a bus driver. According to an article by Carter Harrison, editor of the Sentinel Star in Orlando, Florida, which appeared in a recent Herald-Examiner, that's exactly who started things moving. It all started April 4 when a disgruntled Havana bus driver, who daily drove the route past the Peruvian Embassy, loaded his family and friends on his bus and crashed through the embassy gates. He requested and was granted asylum. When it was learned that the gates were down, a flood of 10,000 men, women and children filled the embassy grounds and started the exodus that is still underway.

NEW ARRIVAL

Some time ago, avid readers of Headway may recall, we ran a photo of a baby shower given for Hortencia Alatorre of the District's Personnel Department's non-contract section. Well, the baby has arrived. Hortencia and her husband, Ramon, are now the proud parents of a 7 pound, 12 ounce baby girl born April 5. It is the couple's first child and they have named her Claudia.

Division 5's Roy Perry finds handicap flight accessible in spring golf tourney

Division 5 operator Roy Perry captured both Low Gross and Low Net honors in the Spring Fling edition of the semi-annual RTD Golf Tournament at the San Dimas Canyon Golf Course in the foothills of the San Gabriel Mountains.



Playing with a seven handicap, the lowest in the tournament, Perry carded a 78 on the 6,337-yard, par-72 course, three strokes ahead of his nearest competitor, Frank Lambert, who was in the same foursome.

Perry's net 71 tied him with W. N. Williams, who fired a round of 84 with a 13 handicap. However, the tiebreaker (a comparison of low scores on early holes) went to Perry, who collected the top prize of a trophy and four new woods. Perry also won a putter for taking Low Gross, while Williams won a new golf bag as runner-up.

In the Peoria Flight, for golfers who do not have a Southern California Golf Association handicap, Karl Keen of the Equipment Engineering Department, took top prize of four woods and a trophy with a gross of 99 and a net of 57.

Second prize, a trophy and a new golf bag, went to Supervisor of Management Services Section Art Leahy, who grossed 121 and netted 58. Sam Olivito, a Legislative Representative in the Government Affairs Section of the Administration Department, took the third prize of a new putter with his gross 113 and net 59.

(The Peoria System, designed to establish an equitable handicap system for players without handicaps, takes a golfer's score on six, predetermined holes that are unknown to the players, multiplies that score by three and then subtracts the course par to obtain a handicap).

Top honors in the Guest Flight went to Keith Keen, brother of Karl, who shot a 107 with a 45 handicap for a net of 62. His prize was a trophy.



FORE PLAY — Handicap winners included (top photo left to right) W.N. Williams and Roy Perry. Peoria Flight victors were (front row) Manual Zaragosa and Mike Hartpence, (back row) Sam Olivito, Karl Keen, Pat Kelley and Art Leahy.

CLASSIFIED

Employees and retirees of RTD may use this column free of charge. Ads will be limited to one per person per month and will not be held over for repeat. Ads should be submitted either typed or printed by the 14th of the month. Include your name, work location, company phone and home telephone numbers.

District policy prohibits ads for commercial ventures and such will not be published or returned. Send ads to Headway, Location 32, if you use company mail; or Headway, 425 S. Main Street, Los Angeles, CA 90013 via U.S. Postal Service.

● 1972 Chev. Cheyenne Super 10 Pick-up, rebuilt engine and transmission, automatic, air, p/s, p/b, heavy duty springs, hitch, camper shell with boat rack. Excellent condition. Must sell. \$2,395. (213) 241-1657.

● For sale. Four (4) lots, Acacia Slope, Inglewood Park Cemetery. \$1,800. (714) 729-3460.

● 1935 Hudson Terraplane Sedan. Black with brown moehair interior. Complete restoration with owner's manual. More than \$7,800 invested, will sell for \$6,500. (213) 241-1657.

● For sale: One slightly marred, used and abused small brown credenza. \$290.

DIVISION 1 OPERATOR

Keeping busy is Meredith Sidney's hobby

If, as they say, happy people are those who are producing something, then Division 1 operator Meredith C. Sidney must be busting with joy.

In addition to his regular run on Line 820, Sidney is a member of a civil engineering unit in the Air Force Reserve; he is a student at California State University, Los Angeles; he is actively involved in volunteer programs to help the community's young people; his hobby is buying old houses, fixing them up and then selling them; and he and wife Alma have raised a family of five youngsters who range in age from 16 to 23.

A big, soft-spoken man with a gentle nature, Sidney says the main driving force in his life has al-

ways been his desire to help others.

For the past 12 years, as a member of the RTD team, he has been transporting people daily, helping them get from one place to another.

About nine years ago, because he "was running out of things to do," Sidney joined the Air Force Reserve. He had served in the USAF from 1961 to 1965.

As a member of the combat-ready 445th Civil Engineering Squadron, Sidney recently took part in operations to help San Diego residents who were the victims of floods caused by heavy rains this winter. The operation was part of the reserve group's one week-end a month Unit Training Assignment.

"It was a lot of hard work, but I met some real nice people and made a lot of friends" Sidney said.

As a result of his actions in San Diego, Sidney was selected Airman of the Quarter in the 445th for the first quarter of 1980. In honoring Sidney, the squadron commander said, "His selection was based on his demonstrated professionalism, enthusiasm and diversified knowledge of the civil engineering field, which is evident by the meticulous and expert manner in which he accomplishes his daily tasks during the UTAs and during the annual tours."

Sidney's skills have served him well at his favorite past-time, also. In recent years he has bought and fixed up some nine houses in the Olympic and Fairfax area.

In his sparetime, and he insists he has some, he is majoring in Business and Mathematics at Cal State and is within 36 units of obtaining his Bachelor's degree. He is continuing his studies in his air force career field (Water and Waste Processing), and hopes to be accepted in Officer's Candidate School.

A member of the Society of Military Engineers, this native from Brookhaven, Mississippi, explains that most of his life he has just tried to live by the Golden Rule.

"I think of people as I wish to be thought of, I speak to people as I would like them to speak to me, I treat people as I wish to be treated and give respect as I would like to be respected," Sidney says.

7-year-old garners top prize in RTD coloring contest

More than a dozen youngsters will enjoy the fruits of their artistic labors this summer at Magic Mountain, Knott's Berry Farm and Dodger Stadium as winners of the Third Annual RTD Color-A-Bus contest, open to the children and grandchildren 14 years of age and under of District employees.

After careful consideration of the more than 100 entries received in the contest, a panel of outside judges selected the entry of 7-year-old Reginald Sample, son of Division 18 operator Walter Sample II, as the Grand Prize winner.

Reginald will receive a pair of custom rollerskates for his efforts. In addition to coloring the picture depicting modes of public transit through the ages, Reggie embellished his version with glitter, cut-out figures, signs and paper grass that gave it the look of a collage.

Coincidentally, last year it was Reginald's older brother, Walter, who was the grand prize winner.

In addition, 12 other prizes were awarded to youngsters who responded to the black-and-white line drawing which appeared in the March issue of Headway. The young artists were not limited to what materials they were allowed to use and materials used ran the

gamut from colored pencils, to water colors to glitter, to felt-tip pens.

The contest was judged on originality, imagination, composition and use of materials by a panel of judges which included high school and junior high school art instructors and a commercial artist.

First, second and third place prizes were awarded in each of the four age divisions. First prize was three tickets to RTD Family Night at Magic Mountain, second prize was three tickets to Knott's Berry Farm and third prize winners won three tickets to a Dodger baseball game.

A complete list of the winners in each age group follows.

12-14 Years Old

First place: Walter A. Sample III, 14, son of Division 18 operator Walter A. Sample II. Second place: Ken Powell, 12, son of Division 6 operator Donald Powell. Third place: Ricky Kingi, 14, son of Division 7 operator Ricardo Kingi.

9-11 Years Old

First place: Cardell Walker, 10, son of Division 1's Delmar Walker. Second place: Jackie San Juan, 11, daughter of Division 3's Carlos O. San Juan. Third place: Kristina Owens, 10, daughter of Division 1 dispatcher Jack L. Owens.

7-8 Years Old

First place: Cassandra J. Van Houtan, 7, daughter of Division 12 mechanic Joseph A. Van Houtan. Second place: Patricia Novak, 7, granddaughter of Division 9 operator Theodore Novak. Third place: Wendi Ann Flathers, 8, granddaughter of Supervisor at Division

7 Harry I. Carlson.

6-and-under

First place: Charlie Baker III, 6, daughter of Division 2's Maria Baker. Second place: Tarisa Ann Matsumoto, 6, granddaughter of Division 1's Masao Matsumoto. Third place: Shani Long, 6, daughter of Division 12's M. J. Long.



DD and the pips

Doris Dozier (center), a Secretary II in the District's Planning Department, took top honors in the Recreation Department's First Annual Backgammon Tournament, held at RTD headquarters on May 3. Flanking Dozier are tourney runner-up Marshall Wingate of Division 6 (right) and Division 9's Kiumars Elhami, who won the consolation bracket. In addition to the trophies they hold, winners had their choice of deluxe Backgammon sets, including one which was computerized.



Refund fun

Ticket Clerks Rhinda Kamora, Diane Bojorquez and Jean Mullins had their hands full May 1 as a large crowd gathered at the ticket office adjacent to District headquarters to get refunds for bus passes sold before a proposed fare increase was deferred. Hundreds of patrons, who had purchased the more expensive passes received refunds. The scene was repeated at the Arco Plaza Ticket Office, the El Monte Station and the Wilshire Customer Service Center.

RECREATION NEWS

Full slate of events kicks off summer season

Topping this month's Recreation Department news is the continuing schedule of concerts available to RTD employees at the Greek Theatre and Universal Amphitheatre. Following is a list of concerts for the remainder of June and July and, as always, prices listed are discounted.

GREEK THEATRE

Tom Jones, Thursday, July 3, \$14.

Chaka Kahn and Rufus with the Brothers Johnson, Thursday, July 10, \$11.50.

Joan Baez, Friday, July 18, \$11.50.

Harry Chapin, Tuesday, July 25, \$11.50.

The O'Jays, Friday, July 25, \$11.50.

AMPHITHEATRE

The Spinners and Phyllis Hyman, Tuesday, June 17, \$11.50.

Captain and Tennille, Thursday, June 19, \$9.50.

The Crusaders, Sunday, June 22, \$11.50.

Jimmy Buffett, Friday, June 27, \$11.50.

Frank Sinatra and Brazil '88, Sunday, July 6, \$19.

Marshall Tucker Band, Friday, July 11, \$9.50.

Chuck Mangione, Sunday, July 20, \$11.50.

Willie Nelson, Thursday, July 24, \$11.50.

The Blues Brothers, Sunday, July 27, \$11.50.

Tickets and more information about the concerts can be obtained by calling 972-6580.

You can take Father out for his day and enjoy all the rides and attractions of Knott's Berry Farm at the same time if you take advantage of RTD Family Fundays at Knott's. Tickets are priced at \$4.50 for employees and \$5.50 for guests. Children under three are free. Admission entitles you to unlimited use of all rides, shows and attractions from 9 a.m. to midnight either Saturday, June 14 or Sunday, June 15. Tickets are not available at Knott's.

In line with the concert season this summer, a special performance will be held at the Hollywood Bowl on Wednesday, July 16, featuring Chick Corea, His Music, Family and Friends. \$10 seats are on sale now for \$7.50.

A must to see is the world famous White Stallions of Vienna, the Royal Lipizzan Stallions, performing their great equine extravaganza at the Forum, July 13. There will be one performance only, at 2:30 p.m. The \$7.50 tickets are available for \$5.50.

The circus is coming to town and

the Rec Department has tickets. On Friday, July 18, you can see more than 100 years of circus experience being presented by the Barnum and Bailey Circus troupe. \$8 seats are going for \$6.

To celebrate America's birthday on July 4th you can see two great, All-American events for the price of one. A California series baseball game between the Los Angeles Dodgers and the San Francisco Giants at Dodger Stadium, plus a great fireworks display. All this for the discounted price of \$3 per ticket. The action gets underway at 7:30 p.m.

There's more family fun in store in the shape of an ocean voyage to scenic, historic Catalina Island on Saturday, July 12. The trip package includes transportation from San Pedro to Catalina Island, a 45-minute coastal tour on the glass bottom boats and the scenic terrace drive around the city by bus. There is ample free time for browsing, shopping or swimming if you bring your suit. All this for \$16.80 per adult, \$10.30 for children five to eleven years old and eighty cents for kids under five.

If you've been thinking about taking advantage of the Hawaiian Vacation trip, the time to act is now. A \$50 deposit is due by June 30 to reserve your space on the November 11-18 trip.

The Big Bands are making a comeback and three of the all-time greats — Ray Anthony, Tex Beneke and the Duke Ellington Orchestra under the direction of Mercer Ellington — will appear in a dance concert at the Forum, Saturday night, June 14, starting at 7 p.m. Cocktails and bar service will be available to go along with the non-stop dancing and continuous stage shows. \$12 tickets available for \$10.

If you're a sports buff you won't want to miss the national mixed pairs gymnastics champions on Sunday, June 15, at 7 p.m. in the Forum. You'll be seeing 24 top performers competing in the exciting finale of this five city tour for the national championship of gymnastics. \$10 tickets are going for \$8.

On Monday, June 16 at 8 p.m. you will have an opportunity to see a once in a lifetime basketball game pitting the United States Olympic basketball team against an NBA All-Star squad. \$10 tickets are available for \$8. The roundball tussle will be taking place at the Forum in Inglewood.

Don't forget to get your hot new

logo items now while supplies last, so you can wear them to all the major Rec events. To refresh your memories, we have T-Shirts, all standard sizes in both children and adults in either red or grey for only \$2.50; Golf shirts in men's sizes either white, beige, blue or yellow for only \$6; One-size-fits-all baseball caps in black and white with the red RTD logo emblazoned on the

front for only \$3 and sun visors in white for only \$2.50. Neckties will be available soon for only \$7.

For more details and information about these and all Recreation Department events, keep an eye on the Rec boards at your work location or call the department, located on the sixth floor of the Headquarters Building, at extension 6580.



There's little difference in the expressions worn by riders on Colossus or its pint-sized counterpart — the Clown Coaster — at Magic Mountain and you can put yourself in the picture by attending RTD Family Days at the park, Saturday or Sunday, July 19 or 20. Regular price \$9.50 tickets are available for only \$5 for employees. The park is open from 10 a.m. to 12 p.m. both days. Tickets must be purchased in advance as they will not be sold at the park.

HEADWAY

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