



# HEADWAY

Volume 8, Number 2

February 1981

## Grumman begins repairs on Flexibles

The Grumman Flexible Corporation (GFC) has begun repairing defects in its model 870 buses, but District officials say it will still be several months before all 230 of the vehicles are back in revenue service.

The \$130,000 buses, which represent more than 10 per cent of the District's peak-hour fleet, were

pulled out of service December 13 due to an increasing number of cracks which had developed in the A-frame on the undercarriage of 131 of the buses.

According to Acting General Manager Richard Powers, Grumman has leased an unused maintenance facility at RTD's Terminal 13 in Riverside and will do the re-

pair and replacement work there and at a nearby facility in Tulare.

Plans call for GFC personnel to replace damaged A-frames and reinforce the remainder. At the same time, Powers said, GFC has also agreed to reinforce engine cradles and forward suspensions, which had begun to show signs of weakness when the A-frame de-

fects were detected.

All of the work on the buses, bought and placed in service last May, is being done under warranty and Grumman officials have said the company will extend the warranty on the A-frames and the retrofit parts from three years to six years or 300,000 miles.

"The District will have inspectors at both repair sites monitoring the repair and retrofit programs," explained Powers. "Furthermore, UMTA has designated Chicago's RTA to inspect the repairs. We are doing everything in our power to insure these buses are properly repaired and that the safety of our operators and passengers is assured. We will not put them back into service until they are fully inspected and safe."

The nature of the repairs was described by Robert G. Landon, president of the bus manufacturing firm, at an APTA-sponsored meeting between Grumman officials and transit operators who have had trouble with their 870s.

Landon said that 13 specially designed reinforcing members will be welded to the structure to increase the strength of the A-frame "at least 10 times." He added that the company intends to add the reinforcements on every bus in the field as well as on those now in production or on order.

Landon blamed the cracks on a variety of factors, including operating stresses greater than anticipated, welding procedures in manufacture that could have weakened the structural members and metal fatigue.

(Please turn to page 2)



**FIXABLE** - Repairs are currently underway at Terminal 13 in Riverside to defects in the Grumman Flexible 870 buses. The

manufacturer is making the repairs and District officials hope to have all 230 back in service by the end of March.

## Undercover cops on buses arrest nearly 700

RTD transit police have made 681 arrests in the first three months of intensified undercover police work aboard District buses, according to Transit Police Chief Jim Burgess.

Burgess said that 94 of the arrests were for felony violations, 545 for misdemeanors and 42 were warrant arrests for amounts totalling \$40,000. Of those arrested, 604 were adults and 77 were juveniles.

The concentration of undercover officers aboard District buses began October 13, financed by a \$150,000 grant from Los Angeles County. The grant is being used to pay salaries of part time officers from local law enforcement agencies working undercover shifts with the District's transit police.

Burgess said he has expended about half the county grant, and obtained approval from the District's Board of Directors to finance the operation with salary funds from unfilled fulltime transit officer positions.

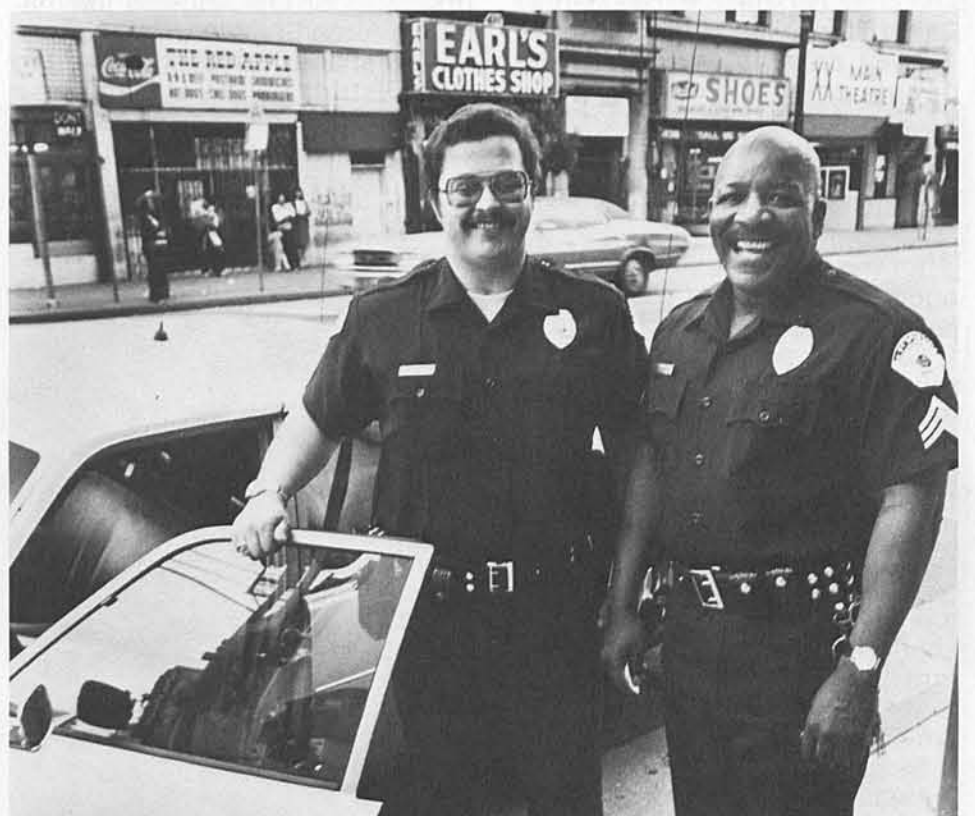
"I am recruiting for 30 transit police officers now," Burgess explains, "but with local police agencies also recruiting, I am struggling to fill the positions."

Burgess said he has plans for a higher level of visibility for his in-uniform officers.

As of January 1, RTD transit officers began wearing navy blue police uniforms with RTD Transit Police shoulder patches. Later this spring they will begin patrolling bus routes in specially marked radio cars bearing the District's new color scheme and logo.

"We are getting a tremendous favorable response from the bus riding public," Burgess said. "They like seeing transit police come aboard their buses. By switching our uniforms to traditional blues and putting our officers in specially marked cars, we think they will be more readily identifiable as police officers."

RTD Transit Police carry California Peace Officer status and are graduates of the Police Academy at Rio Hondo.



**NEW LOOK** — Transit police have new uniforms for the new year as seen on Officer Michael Hendrix (left) and Sgt. Floyd Shaw.



## TRIPPERS

### New Year brings new baby . . .

RTD's family has its first new arrival of the new year. In fact, 1981 was less than one day old when Andrew Paul Zaragosa checked into the world.

The proud parents are both employees of the District. Father Manuel Ismael Zaragosa, Jr. is a mechanic-C at Division 2 and a recent graduate of the District's Mechanic Training Program. The mother is Rose Zaragosa, who works as a keypunch operator in the Data Processing Center at RTD headquarters.

Born January 1, Andrew tipped the scales at a hefty nine (9) pounds, 6½ ounces and was 22 inches long. The couples first son, he joins sister Suzie, now six.

### The right track . . .

Those who enjoy betting on the ponies or just like to watch the exciting sport of thoroughbred horse

racing can once again relax and figure the odds at ease aboard an RTD bus as they travel to Santa Anita or Los Alamitos via the District's popular Line 57.

Service to Santa Anita is being provided from the RTD bus station at 6th and Los Angeles streets and from Hollywood and La Brea through the close of the winter meet on April 22. You can take Line 57 to Los Alamitos through the end of this month from the downtown bus station.

For those who are subject to streaks of bad luck, it might be advisable to hide a couple bucks in your shoe. The one-way fares aboard the "Gambler's Special" are \$1.75 to Santa Anita and \$2.25 to Los Alamitos. Or, better still, use a bus pass.

### In training . . .

There are still a few employees at RTD who remember Charles Ditlefsen, a transportation planner for the District in the early seventies. Today, Ditlefsen is pursuing an artistic career and lives in Mill Valley, just north of San Francisco. But, he hasn't lost his interest in transportation.

He is currently producing an art calendar based on rail-roading. Called "Those Magnificent Trains," the calendar features 12 full-color photos of current and not-so-current railroading. Sold in stores for \$5.95 plus tax, Ditlefsen is making the calendars available to District employees for only \$5, which includes sales tax and postage.

If you are interested, you can order your calendar by sending a check or money order to Charles Ditlefsen, 81 California Avenue, Mill Valley, CA 94911.



Ditlefsen's calendar

### This is a recording . . .

As part of its communications improvement program, the District has announced it will install sophisticated electronic recording equipment in the Central Dispatch Center downtown. The new equipment, purchased on a federal grant, will tape record all telephone and radio communications between bus drivers and dispatchers.

The 20-channel recording equipment, manufactured by Magnasync/Moviola, cost \$20,000, of which 80 per cent was funded by UMTA. The grant application was filed more than 18 months ago.

Acting General Manager Richard Powers explained that the District decided to add the recording equipment because of the size of the RTD service area and the need to document and provide after-the-fact data on incidents that occur on buses and the times they occur to assist local police agencies in law enforcement activities.

# GFC agrees to repair cracks, extends warranty

## (Continued from page 1)

What all that meant for RTD patrons was an abnormally high number of service cancellations the Monday after the 230 GFC buses were grounded.

The worst situation occurred on Monday, December 15, when 72 bus assignments from the normal total of 1,929 were held due to a lack of equipment. Those cancellations represented less than four per cent of the scheduled service for an A.M. pull-out, but affected an estimated 40,000 riders.

During each succeeding day, the total number of A.M. and P.M. cancellations dropped dramatically from a Monday high of 148 to a return to normal service levels on Monday, December 22.

"Through the efforts of the

Schedules and Operations Departments, we were able to greatly minimize the negative impact on our passengers," said Powers. "The number of complaints received was minimal under the circumstances and is a credit to those who worked so hard to serve the riding public."

One way in which major delays were avoided was by the use of new GMC RTS-II buses which were pressed into service as fast as they arrived and by transferring reserve buses to the affected divisions.

"We think we'll be able to continue without the Grumman Flexibles at normal service levels," said Rich Davis, General Superintendent of Maintenance and Equipment, "but we're anxious to get the older buses back into storage."

Davis said he is hopeful all 230 Grummans will be back on the streets by the end of March.

Meanwhile, the District can take some small consolation in the fact that RTD is not alone in its 870 dilemma. There are reportedly some 2,600 model 870 buses in service in 23 cities around the country.

In addition to Los Angeles, cracked frame problems have surfaced in New York (where they grounded more than 630 Grumman 870s), Kansas City, Louisville, Norfolk, Santa Monica and Chicago.

In Chicago, transit officials pressed school buses and other vehicles into service for thousands of suburban commuters after sidelining their fleet of 205 GFC 870s.

New York's Metropolitan Transit

Authority rented 99 buses from Washington, D.C.'s mothball fleet at a cost of \$20 per day per bus to help fill the gap. MTA spent \$100,000 to convoy the aged vehicles to New York with a National Guard escort and two dump trucks carrying spare parts.

According to Grumman officials, the worst that can happen when an A-frame completely cracks while a bus is in service is that the weight of the engine and air conditioning, which do not rest on the A-frame but are hung from the body, pull the rear of the bus down about six inches. Braking, electrical, steering and fuel systems retain their integrity.

Nationwide, about 12 of the 870s now in service have failed in this manner, according to reports in Passenger Transport.

# Rapid Transit selects three for key assignments

Selection of three executives for major assignments in the design of the rail rapid transit system for Los Angeles has been announced by Richard Gallagher, manager and chief engineer in the District's Rapid Transit Department.

They are James E. Crawley, deputy chief engineer for ways and structures; Russell K. McFarland, acting manager of systems engineering analysts; and Jeffrey C. Christiansen, manager of program control.

All three have extensive management experience on large projects, Gallagher said.

Crawley and McFarland will bring to the SCRTD Metro Rail project their knowledge and experience gained in design and construction of America's newest rail rapid transit systems in cities such as Washington D.C., Atlanta and Baltimore. Christiansen has considerable experience in implementing and managing cost and schedule control systems for projects in the multi-million dollar range for the Air Force and private firms.

Before joining the District, Crawley was a principal engineer in the Pasadena offices of De Leuw, Cather and Company, an international engineering and design firm

specializing in large transportation projects. His most recent project at De Leuw, Cather was as deputy project manager for the design of the \$100 million second level roadway for Los Angeles International Airport.

McFarland has been loaned to the District by the Urban Mass Transportation Administration (UMTA), an arm of the U.S. De-

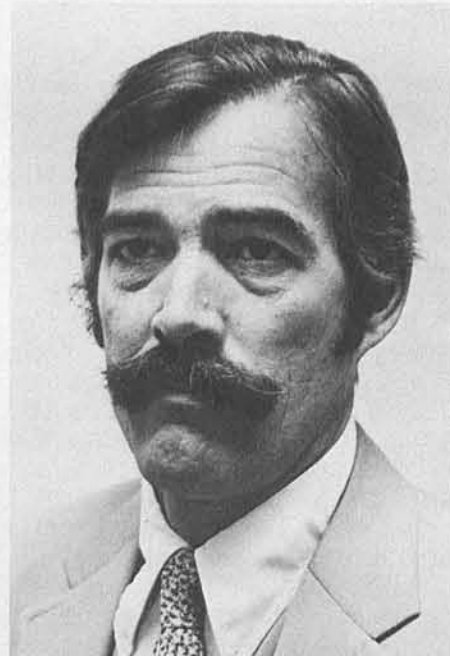
partment of Transportation, for a two-year period. At UMTA, McFarland was chief of the project review division and director of the office of rail technology. He was actively involved in the development of new construction technology utilizing segmented concrete tunnel liners, instead of more expensive steel, for subway tunnels. McFarland administered the appli-

cation of this new technology in the Baltimore subway system.

Christiansen previously was manager of project planning with WED Enterprises, Burbank, where he directed the staff which developed the project schedule and budget control plan for the Walt Disney organization's massive EPCOT Center, now under construction in Orlando, Florida.



Crawley

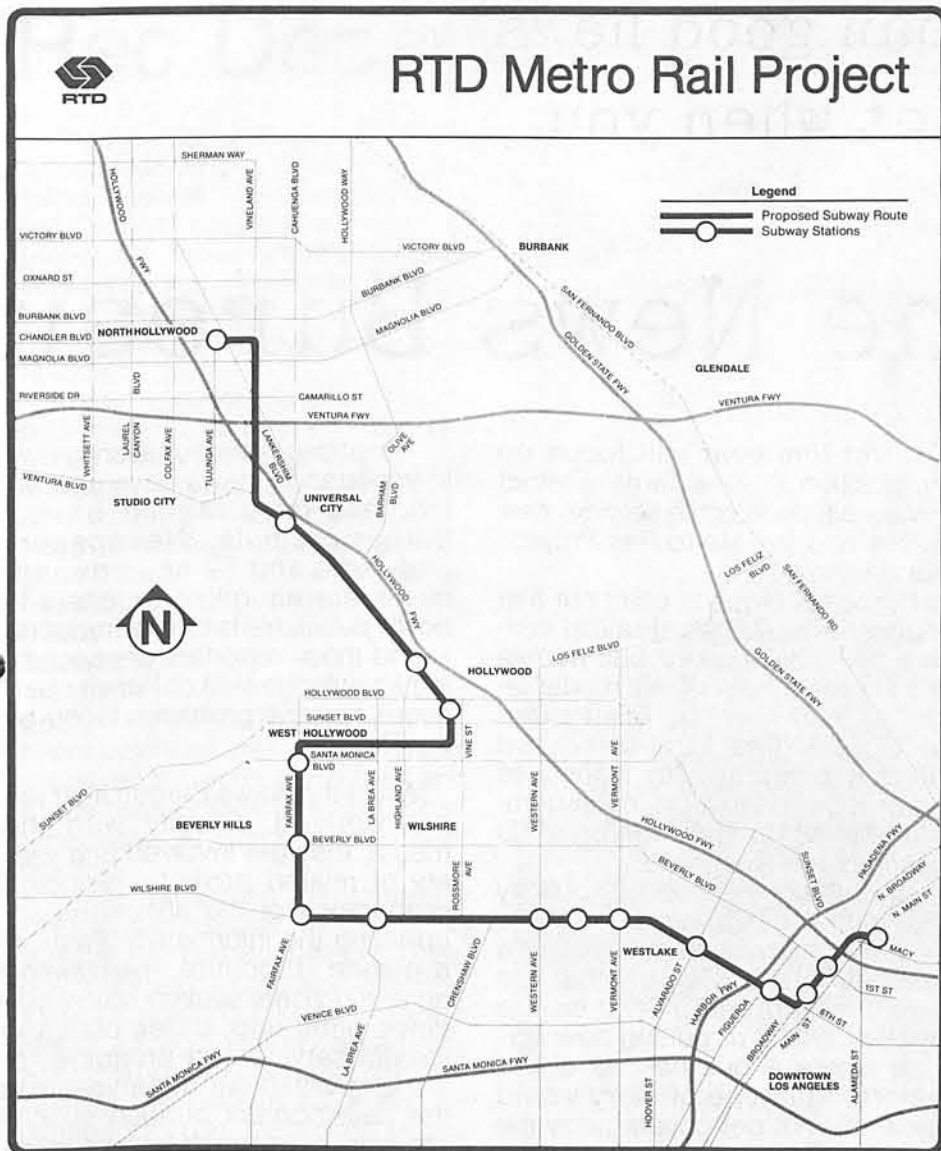


McFarland



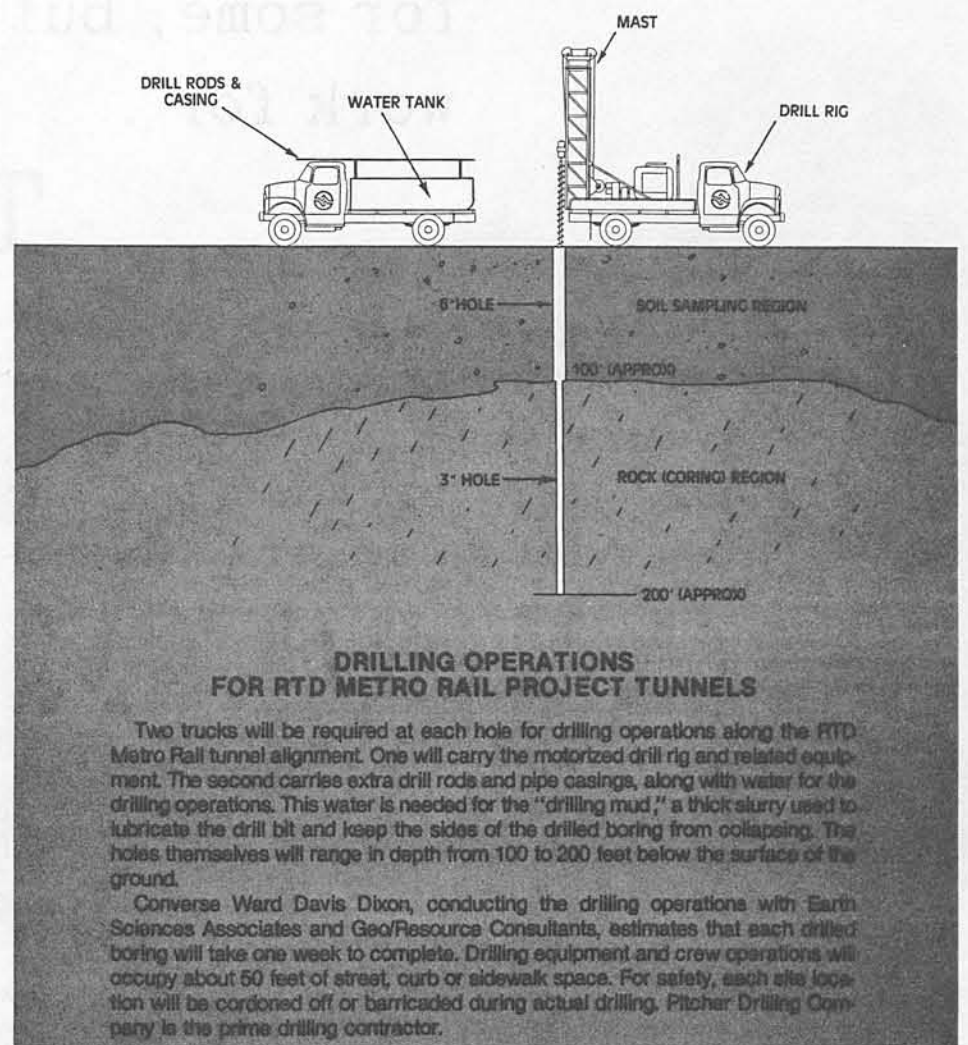
Christiansen





**RTD METRO RAIL**

**Core Sampling**



**Preliminary engineering gets off drawing board**

While it has been in the planning stages for years, the physical start of preliminary engineering on the SCRTD Metro Rail Project got underway in late December with the taking of the first core samples along the tunnel alignment.

Local public officials and members of the RTD Board of Directors officiated at the event at First and Broadway in downtown Los Angeles, site of the first of what will eventually be 60 sample borings.

"This soil testing marks a great day for Los Angeles because it is a preview of our future," commented RTD Board President Thomas Neusom the day of the event. "We stand here together, anticipating the day that SCRTD Metro Rail will serve the transit needs of Los Angeles."

The 18-mile starter line will run between downtown Los Angeles and North Hollywood via the heavily-traveled Wilshire Corridor and Fairfax Avenue. Present plans call for Metro Rail to open for passenger service in 1990.

"Although we cannot foresee

every obstacle, we are intent on adhering to this schedule to the best of our ability," said Carl Meseck, chairman of the Board's Rapid Transit Committee and a Glendale city councilman.

Core sampling is part of the District's three-year program of preliminary engineering for the SCRTD Metro Rail starter line. This phase has been funded by a \$12 million grant from the Urban Mass Transportation Administration, an arm of the U.S. Department of Transportation, and \$3 million in local matching funds. Once the preliminary engineering phase is complete, the District will apply for additional funds for final design and construction of the starter line.

As part of the comprehensive geological analysis of the tunnel alignment, core sampling to depths of from 100 to 200 feet will be conducted at 38 locations along the route. Soil and bedrock samples obtained at these locations will be tested to define

subsurface soil and rock conditions.

"Soil samples will be tested for moisture content, compressibility and other engineering properties," explains Richard Gallagher, SCRTD Metro Rail project manager and chief engineer. "Selected rock samples are tested for hardness and strength. These evaluations will aid District engineers and consultants in anticipating tunneling conditions and refining the design of the subway tunnel."

RTD's general geotechnical consultants, Converse Ward Davis Dixon of Pasadena, are prime contractors for the geological analysis along the subway route. Also involved in the project are Earth Sciences Associates of Palo Alto and Geo-Resources Consultants of San Francisco. The drilling contractor, a minority business enterprise, is Pitcher Drilling Company of Palo Alto.

The total geotechnical drilling and testing contract was bid and awarded at \$950,000.

While a total of 60 borings will be made along the subway route, only 38 are classified as "geology holes" from which dirt and rock samples will be taken for laboratory testing.

The remaining holes are "supplemental borings" for on-site testing only. Drilling and boring techniques are identical for both types of holes.

Working with its board of special geotechnical consultants, Lidvall-Richter and Associates of Pasadena, the SCRTD Metro Rail project staff has planned the boring locations and drilling schedules to minimize traffic and pedestrian inconvenience as much as possible.

Drilling equipment and crew operations will occupy about 50 feet of street, curb or sidewalk for about one week at each location. For safety, each site will be cordoned off or barricaded during actual drilling, which should be completed by March 31, 1981.

**What's in a name?**

That which we call a rose by any other name would smell as sweet, Shakespeare tells us, but a subway is another matter. That's why the RTD Board of Directors considered several alternatives before deciding on an official name for the planned 18-mile Wilshire Corridor rail rapid transit starter line project.

Henceforth and from now on the project and, eventually, the system itself, will be referred to as SCRTD Metro Rail. Some of the alternatives considered and cast aside included Los Angeles Regional Metro Rail System, the Rail Rapid Transit System, the Subway and the Underground.

So, the next time someone asks how things are going with the Wilshire Corridor subway, tell them "You mean the SCRTD Metro Rail project."



**CORE SAMPLE** — Board President Thomas Neusom, at microphone, opens a press briefing on the first physical stages

of preliminary engineering for the SCRTD Metro Rail project. A soil and bedrock core sample was extracted at the site.



No news may mean good news for some, but not when you work for . . .

## The News Bureau

It's getting to the point where you can't pick up a newspaper or tune in your favorite television news program these days without being confronted by an article dealing with some facet of RTD operations.

This publicity ranges from such unpleasant topics as fare increases or cracks in new bus frames to brighter items about progress on the SCRTD Metro Rail Project or preventative measures the District is using to successfully combat crime on buses.

All of this increased attention on public transportation by the Southern California news media has created a tremendous work load for the six members of the RTD News Bureau, a major arm of the District's Marketing and Communications Department.

"Our basic goal is really quite simple," explains Mike Barnes, News Bureau Manager since 1978 and a District employee since

The News Bureau is most visible — and most vulnerable to lack of media coverage — when they set up press conferences. However, the increased attention focused on public transportation by the media has resulted in a greater success rate for press conferences, says Barnes.

"For example, during a six-day period just prior to Christmas, we held three press conferences and each was well attended," Barnes says. "On a Sunday, we met with members of the media to explain the circumstances behind our pulling the 230 Grumman Flxible 870 buses out of service. The next day we held a press conference in Downey, detailing how the new General Motors buses were being processed and placed into service. Then, late Friday, we held a press event built around the core sampling being done along the route of the subway.

"While that is not a typical week

District this year will focus on Proposition A, new fares, District revenues, accessible service, new buses and the Metro Rail Project, Fortuno says.

Barnes is quick to point out that major news stories dealing with fare hikes or cracked bus frames will always attract heavy media attention. However, the District also receives a great deal of positive press that improves its identity as a service organization in the community, while publicizing RTD services and programs.

And, that's the kind of publicity that money can't buy.

"Anytime you see a positive story about the RTD, whether it is dealing with bike racks on the back of buses or putting new service where a bus has never run before, that type of story would generally not get coverage by the media unless we sent them the information, provided photo coverage or set up a press event to make their job a little easier," explains Barnes.

The News Bureau Manager says he tries to maximize television coverage of District events because, "TV coverage is immediate and more people watch TV news than read newspapers."

Immediacy is also a key word in why the News Bureau regularly faces tight deadlines.

For example, if a fare increase is planned the Marketing Department normally publishes rider bulletins, car cards and brochures to inform the riding public of the changes.

But, when a judge overrules the proposed fare increase two days before it is to take effect, only the News Bureau, through the media, can inform the people in time.

"As public transportation grows in importance, news coverage will increase on a regular basis," Barnes predicts. "Newspapers and radio and TV news departments are assigning reporters to cover public transit more frequently and those reporters are becoming knowledgeable of transit operations and the problems faced by the District."

When the News Bureau staff are not working directly with the media, they get involved in a variety of related projects, including preparation of the annual report, updating the informative "Facts at a glance" brochure, maintaining an audio-visual section which provides films and slides outlining District service and programs, or working with other departments in the development of such special projects as a brochure about the El Monte Busway.

Barnes and his staff are constantly on the lookout for areas that offer an opportunity to get positive media coverage, also.

For example, last year the bureau began a series of feature articles about RTD employees who do unusual or interesting things when they were off-duty. These articles were geared for the community newspapers where those employees live.

Famed humorist Will Rogers once observed that he only knew what he read in the newspapers. RTD's News Bureau is doing everything it can to make sure the people of Southern California know what is happening at the Southern California Rapid Transit District. And, the busier they are, the better they are doing that job.

1980 was a banner year for the News Bureau, and I don't think things are going to subside

1973. "We generate and cover news items about the District and make these available to the mass media."

Barnes is the first to admit that is an oversimplification of the overall task facing the News Bureau.

During the course of a year, Barnes and his staff — which consists of News Bureau Representatives Kathleen McCoy and Jim Smart, Communications Representatives Raul Garcia and Bill Reason and secretary Lorene Kelley — deal with a wide variety of activities. These include:

— Generating up to 250 press releases that are often mailed to more than 200 newspapers within the District's service area on such topics as new bus stop sign programs, feature stories on interesting operators and other employees, presentation of a free bus pass to a 100-year-old passenger on his birthday, proposed fare increases, cancelled fare increases, new pass procedures for senior citizens and students or the birth of a baby on the back seat of a bus on the El Monte Busway.

— Answering as many as 200 telephone calls each month requesting information about District services or problems, asking for interviews with management or wanting to do special features on District operations. (Each member of the News Bureau is authorized to act as a spokesman for the District. When you see a newspaper story refer to an RTD spokesman, that's a member of the News Bureau who is passing along information).

— Arranging for press events or press conferences for items of special interest, such as the establishment of a No-Dollar Bill policy on buses or the District joining We-Tip to help fight crime on buses.

in the News Bureau, it is not all that a typical," says Barnes, who adds that the News Bureau has never really experienced a lack of activity.

"1980 was a banner year for the News Bureau," says Tony Fortuno, director of marketing and communications. "The District received more media coverage than in any previous year without a work-stoppage. And, I don't think things are going to subside in 1981."

Major news stories involving the



NEWS CREW — Keeping up with the frantic pace in the News Bureau are (from left) manager Mike Barnes, Raul Garcia, Bill

Reason, Jim Smart and Kathleen McCoy surrounding secretary Lorene Kelley.



# Rec Department announces travel plans for '81

The Recreation Department has announced what it thinks is an exciting year of trips and activities for District employees and retirees. But, Betty Sconce, Temporary Employee Activities Coordinator, wants to encourage everyone to add to the events with their favorites.

If you have some activity — a play, a trip or whatever — that you would like to see added to the list of Rec events, call the department at extension 6580. Sconce cautions, however, that you should allow at least six weeks for arranging tickets and promoting the event.

## Athletics . . .

Once again, professional sports action highlights the coming rec event calendar with several dates set aside at Lakers basketball and Kings hockey matches for District employees to purchase discount tickets.

Laker games on the schedule include Wednesday, February 11, against the Boston Celtics; Tuesday, February 17, against the New York Knickerbockers; Friday, March 13, against the Kansas City Kings and Sunday, March 29, against the Denver Nuggets. All games start at 7:30 p.m. in the Forum with the exception of the Nugget game which tips off at 7 p.m. All seats are \$5.50 and, as usual, children's tickets are available for \$3.50.

Only one chance is available for you to see the Kings this month. That's when they take on the Philadelphia Flyers on Saturday, February 21, at 7 p.m. at the Forum. The \$8 seats are available for only \$6.

## The stage . . .

By popular request, the Recreation Department has obtained more tickets to see "The Best Little Whorehouse in Texas," starring Alexis Smith. This makes the third time the District has gone to see the smash musical hit at the Wilshire Theatre, 8440 Wilshire Boulevard in Beverly Hills. Tickets, available on a first come, first served basis, are priced at \$14 for the \$16 seats in the front half of the Orchestra section. The date: Sunday, February 15 at 2:30 p.m.

The legendary Kathryn Hepburn will be starring in the "Westside Waltz" at the Ahmanson Theatre and you can see her perform on Saturday, March 14, at 8:30 p.m. The \$17 seats are available for only \$15.

"I'm Getting My Act Together and Taking It On the Road," which has been drawing rave reviews from the critics and starring Gretchen Cryer, can be seen by District theatregoers at the Huntington Hartford Theatre on Friday,



## Keep on trackin'

February 27. The \$17.50 tickets are going for \$16.

## RTD Basketball League . . .

District cagers are in full gear again with this season's roundball tussles being contested on the court at Ford Park, 800 Scout Avenue in Bell Gardens.

**Wednesday, February 4:** Division 1 vs. Headquarters at 8 p.m., Division 2 vs. Division 5 at 9 p.m.  
**Thursday, February 5:** Division 9 vs. Division 3 at 9 p.m.  
**Wednesday, February 11:** Division 3 vs. Division 2 at 8 p.m., Division 5 vs. Division 1 at 9 p.m.  
**Thursday, February 12:** Headquarters vs. Division 8 at 9 p.m.  
**Wednesday, February 18:** Division 5 vs. Division 3 at 8 p.m., Division 8 vs. Division 2 at 9 p.m.  
**Thursday, March 5:** Headquarters vs. Division 9 at 9 p.m.

## Travel . . .

Well, here it is. The list you've all

Ventura County Railway No. 2 (above, left) is all steamed up for the Third Annual Rail Festival at the Orange Empire Railway Museum. The old-time passenger train will run Saturday and Sunday, April 25 and 26, at the museum, located at 2201 South A Street, Perris. No. 2 and Pacific Electric interurban number 498 are two of the more than 150 trolleys, locomotives and railroad cars on display at the museum. The full-day of family fun, including movies, music and unlimited train rides, is only \$4 for adults, \$2.50 for children 6-11. Tickets, available at the museum, cannot be purchased through the Recreation Department.

been waiting for to make your vacation plans. Just remember, this is a tentative list only. If enough people don't sign up by the reservation deadline, the trip is cancelled.

And, don't wait until the reservation deadline to get your deposit down. Several people missed trips last year because they waited until the last minute and the trip was fully booked by then.

**Las Vegas:** February 27 to March 1, \$59 per person double occupancy at the Bali Hai Motor Hotel.

**Las Vegas: (Again!)** March 20-22. \$75 per person. Deluxe buffet on bus and open bar. Many extras, Royal Americana Hotel. Reservation deadline is February 23.

**La Paz:** Eight days and seven nights at the El Presidente Hotel. Departs May 10, price of \$279 includes roundtrip airfare and hotel accommodations. Deadline for

reservations is February 26.

**Caribbean Cruise:** Eight days aboard the Carnavale. Trip departs August 23 and the price of \$1,043 includes roundtrip airfare to Miami and the cost of the cruise. Reservation deadline is May 23.

**Fall Coastal Cruise:** Departs September 21 for five day, four night cruise up the west coast to Vancouver, B.C. aboard the Odessa. Includes one-day stop in San Francisco. \$695 price includes airfare, cruise and extras. Deadline for reservations is June 21.

**Hawaii:** Eight days, two islands (Oahu and Maui), departing October 6. \$545 per person includes all air fares, hotels plus much more. Signup by July 6 or be left behind.

For more information about the trips, or any recreation events, please call the Recreation Department at (213) 972-6580.

## "LOS ANGELES TRANSIT: YESTERDAY AND TODAY"

Order coupon

Name: \_\_\_\_\_ Work location: \_\_\_\_\_

Home address: \_\_\_\_\_

Home telephone: \_\_\_\_\_

Please send me the transit prints I have indicated below:

1925 Scene: \_\_\_\_\_ at \$4 each (tax included).

1950 Scene: \_\_\_\_\_ at \$4 each (tax included).

1980 Scene: \_\_\_\_\_ at \$4 each (tax included).

I have enclosed a check or money order (payable to RTD) for \$\_\_\_\_\_ to cover my purchase.

(Send this coupon to RTD Recreation Department, location 32, 425 S. Main Street, Los Angeles, CA 90013. Prints will be returned to employees via company mail and to retirees via postal service).

## Transit prints offer peek at past

To celebrate the Los Angeles Bicentennial, the RTD commissioned local artist Stan Cline to produce three nostalgic paintings highlighting the history of public transportation in Los Angeles.

Titled "Los Angeles Transit: Yesterday and Today," the prints depict public transportation vehicles from the early trolley cars to the popular Pacific Electric Red Cars to modern-day equipment like the doubledeck and articulated buses.

The earliest scene is a 1925 setting looking across Pershing Square toward the Biltmore Hotel, which was just built. It shows turn-of-the-century transit vehicles

operating in the downtown area.

The second print is a 1950 scene at the intersection of First and Main Streets with City Hall in the background and transit vehicles of the era — such as the trackless trolley — plying the streets in the foreground.

The last scene is a 1980 rendering of the modern buses which today transport commuters to downtown Los Angeles. The scene is set at 18th Street and Grand Avenue, looking east toward the central city skyline.

So, order your prints today! Just fill in the coupon below and send it via company mail to RTD Recreation Department Location 32.



# Holiday spirit pervades District

*Christmas parties unite employees and families*

## *The true spirit of giving*

CHRISTMAS 1980 already seems like a long time ago, but for operator Danny Riveras of Division 9 the spirit of this last Christmas will be with him every step he takes. Disease resulted in Riveras losing his left leg from the knee down. His medical insurance handled all the hospital and doctor bills, but did not provide coverage for the payment of artificial limbs. Unknown to Riveras, Division 9 operator Jim Santos organized a committee that began collecting donations to cover the \$900 cost of the artificial leg. In addition to employees at Division 9, personnel from Division 1, Terminal 13 and South Park contributed. A surprised Riveras (second from right) was presented the check during the El Monte division's Christmas Party by UTU Local Chairman John Cockburn as Transportation Manager John Adams and Santos looked on. Since it was his left leg, Riveras hopes to return to operating, or could transfer to scheduling or some other related department.



DIVISION 18 capped a good year, which saw their company softball league team win the District championship and plans for a permanent home for them advance, with a bang-up celebration. Built on a former landfill, the leased facility is slowly sinking, but the spirits were high.



CHRISTMAS CAROLING, pitting the men against the women (which isn't much of a contest), highlighted the annual employee Christmas Party at Division 9 in El Monte, but the children politely applauded while they awaited the arrival of Santa.





DIVISION 15's Christmas party was hosted by clerk Jan Green and operator Dale Sholley, who again played Santa and posed for pictures with each youngster. The pictures were then given to the kids. Entertainment was provided by operator Dave Bogenberger and friends, who put on "The Extravaganza," an entertaining combination of song and dance. Featured performers included Larry New, (at left) formerly with the Glenn Miller Orchestra; and operator George Coatsworth on guitar. Also in the show were Reho Blair, Bobbi Tremain, Roy Lomis and actor Dale Lungaro.



AT DIVISION 3, as at most divisional parties, the two most popular attractions were Santa Claus, the little gifts he had for each child and the abundance of food, cakes, cookies and drinks. It was enough to bring smiles to everyone's face.



SOME 300 employees and friends from the maintenance and transportation departments at Division 12 in Long Beach enjoyed a Christmas dinner of baked ham, turkey, baked beans, macaroni salad, cold slaw, rolls, coffee, cakes and jello with whip cream. Then they were entertained by a program consisting of skit and recitations by operator Tom Weiher's daughter and her school friend. The evening culminated with Santa arriving and distributing gifts to the children and door prizes to the adults.





## COMMENDATIONS

**Jacob L. Sanders, Line 488:** I had been admiring the courteous way in which this young man had handled the passengers, answering the many and sometimes monotonous questions, and the way he drove the bus. At 4th and Olive, the driver opened the back door to let passengers off when a young man grabbed a woman's suitcase and ran out of the bus. Realizing the woman could not chase the man, the driver put the bus in park, threw off his sunglasses and gave chase himself. Everyone on the bus was concerned for the driver and wondered whether or not he would get the suitcase back or get back at all. However, soon he and the

woman passenger came walking back down 4th street. They walked on the bus and we all gave a cheer and applauded him for his concern and bravery for we could see he had retrieved the bag. All I can say is please leave this man on my line. He made me feel good and safe riding the bus. These things probably happen every day to you people, but it's a first for me and I'm happy to have experienced knowing someone who goes beyond the call of duty and gets involved.

**Roger Jackson, Division 6:** I accidentally left my briefcase on the bus. It contained my airline ticket back to Baltimore, check-book and other personal papers. I

despaired of ever finding my briefcase or any of its contents. I was thus very happy when I learned that Mr. Jackson had turned in the briefcase. I received it with all its contents intact. His actions certainly reflect great credit on your company and on him.

**E.V. Santos, Traffic Loader:** I would like to take a few minutes to let you know about my opinion of one of your employees. He is doing a very good job as a traffic loader at 7th and Maple, Los Angeles. He assists in the loading of the 83 line and keeps the buses moving out. He is also a very good public relations man.

**Mike Nunn, Line 44:** As the bus Mr. Nunn was driving pulled up in front of me, I was juggling a large Christmas present while trying to extract my RTD pass from my purse. As the doors opened, the wind blew the pass out of my hands and into a storm drain under the bus stop. I'm afraid I started to cry. My bus pass is a regular monthly expense and so close to Christmas, with presents still left to buy, all I could think of at that moment was 'Where will I get another bus pass now?' Mr. Nunn saw what had happened, parked the bus and came back to the bus stop. He got down on his hands and knees in the dusty street and pulled the bus pass out of the muck in that storm drain. I couldn't believe that a stranger would go to so much trouble for me. I offered Mr. Nunn a reward but he politely refused. You've got a good man working for you.

**James Shorters, Division 7:** He is an exceptionally good driver, always calls out the streets and greets every guest who boards his bus and bids them farewell when they leave. It is nice to have someone like him greeting the public in such a manner and a delightful change from some drivers who never speak.

**Doris Y. Glover, Division 3:** The ride on the Minibus from city hall to the Broadway Plaza today was smooth, safe and within the speed limit, while her helpful, calm manner with customers gave me confidence in the RTD. Her driving and attitude, I might add, are unfortunately in sharp contrast to the majority of minibus drivers. If RTD's goal is to serve the public, employees like her definitely contribute to that goal.

**O.P. McRiley, Line 485:** I understand our regular driver is

being transferred to another route and want you to know how much he is appreciated. Not only is he an excellent driver, he is a courteous and considerate person whose relationship to passengers does much to upgrade RTD's image. I, for one, am sorry to see him leave our line, but I am certain that he will be equally effective wherever else he may be in contact with passengers.

**Alfred J. Wilson, Line 92:** He is always gracious to assist and answer questions about destinations or transfer points, and is also aware of passengers trying to transfer to his bus from other lines. I ride with him to work most mornings and each Sunday morning it is his bus which takes me to church. I have heard many favorable comments from other passengers and want you to know he is an outstanding driver and an asset to your company.

**Eugene Keyes, Division 2:** On frequent occasions I have had the opportunity to ride on this driver's bus going to work. Each time I have noticed that he calls out every stop on his limited run. This is important because when the bus is crowded, one has a tendency to miss the stop. His mannerism sticks out above most drivers and he is courteous and pleasant.

**S.R. McCullough, Line 91:** He was very polite and kind to everyone and I do mean everyone. No exceptions. He'd hold up for someone that was running for the bus, wait until older people got to their seats before starting up so that they wouldn't lose their balance and stumble. He had the patience of a saint on several occasions, when I honestly don't think I could have kept mine. Some of the people he was dealing with! He didn't sacrifice any necessary authority, but maintained a touch of humanness that made him very likeable and pleasant. It's nice to know you do hire some people that are as motivated and conscientious as this man.

**Clem Williams, Division 2:** I ride your buses a lot and I must say he is a rare experience. He was so positive and happy that he made the ride enjoyable for everyone. He never passed people up at the bus stop the way so many of them do. In fact, he made every effort to accommodate passengers and be helpful with directions. He should train new drivers in how to treat passengers.

## RTD Board honors trio

Three more District employees were honored by the Board of Directors last month for doing more than their fair share in helping to create a favorable public opinion towards the RTD by providing quality service to patrons or by helping to keep things running smoothly behind the scenes. They were Phillis King from South Park Shops, Information Operator Raymond Gomez and Division 5 Operator Robert Foreman.

King, an employee with the District for nine years, has been a vital link in South Park's Automotive Section for the past year. Her typical workday includes processing 200 time cards; keeping track of everyone's days off, holidays, vacations, sick pay, military leave, bereavement, jury duty and so on and all of the accompanying paperwork that entails; typing purchase requisitions and maintaining a variety of records, rosters and logs while answering three telephones and channeling calls from 11 divisions to the proper parties.

"To perform her job effectively, she must not only be aware of what is happening, but where it is happening and who is making it happen," explains Bob Falvey, Superintendent of South Park Shops. "She manages to do this in a most effective manner and usually tosses in a smile for good measure."

In the 15 months that Gomez has been a part of the Telephone Information Department he has consistently proven to be a valuable asset to the department and the District. He has a perfect attendance record and his work exceeds the standards set for the information clerk's job performance. He has a thorough knowledge of all the District's routes, fares and schedules. Ray, whose hobbies include hiking in the mountains and reading the bible, says he would someday like to work in the District's public relations department.

Operator Foreman's record speaks for itself. He has never taken a sick day. Whenever there is extra work, he readily volunteers. He adheres to rules, drives safely and his attendance is exceptional. He is always cooperative and pleasant with his co-workers. He maintains a positive and cheerful attitude while operating his bus and, as a result, receives numerous commendations from the passengers he serves.

Foreman has worked for the District 11 years. Married and the father of a little girl, he spends his spare time tinkering with and repairing old autos. When he wants to get away from it all, he enjoys hunting and fishing.

Through the Marketing Department the Operator of the Month continues to be featured once a month in a full page advertisement in TV Guide.



**MERIT** — Board member David Hayward (left) presents certificates to Employees of the Month Phillis King, Raymond Gomez and Robert Foreman. Participating in the ceremony are Bob Falvey, Bob Williams and Harry McGuire.



## Open house

One of the District's oldest operating facilities has a new look and an open house will be held Sunday, February 15, from noon to 5 p.m. to celebrate the fact. The old train room at Division 1, located at Sixth Street and Central Avenue in Los Angeles, is gone, replaced by a modern new structure. The Open House will officially dedicate the new building. District employees and their family are urged to attend.



# VMS:

## TESTING TOMORROW TODAY

Imagine a computer system that would, at the touch of a button, tell you the day and time that any one of 2,800 buses last had fuel put in it.

Or, at the touch of another button, could tell you what bus every mechanic at a division was working on, what he was doing, when he expected to be finished.

Or, it could tell you when a bus last had its brakes relined and, if it needed a brake job, order a brake kit to be assembled at South Park and delivered to your division virtually overnight.

Well, the future is here today . . . at least at Division 3.

That is where the District's Maintenance Department has spent the last several months testing and evaluating an automated Vehicle Maintenance System (VMS) that does all of the above and more.

Based on the preliminary results of the pilot project at Division 3, it may not be long before such a system is installed and in service Districtwide, according to VMS Project Coordinator Omar Hinkle.

"The ability to effectively manage our large, growing and increasingly complex Maintenance and Equipment Department has long been recognized as a major challenge facing the District," explains Hinkle.

Chicago Transit Authority, the second largest transit operation in the nation, developed a VMS to help its maintenance department face similar problems. CTA offered to give RTD its VMS software (computer programs) and that proved to be an offer we couldn't refuse.

Test funds were obtained through the Urban Mass Transportation Administration and the pilot program was put "on-line" using IBM computers at the McDonnell Douglas Automation Center in Long Beach on a time-sharing basis.

The equipment required at each division will be relatively simple, consisting of two computer terminals linked to the McDonnell Douglas computers, a series of "badge-readers" located throughout the division and a printer for getting printouts of information that is displayed on the screens.

Information is entered into the system through the badge readers or directly through the terminals.

For example, a maintenance supervisor can request data on all buses at the division requiring brake jobs, then call a list of employees scheduled to be on duty that day. The list of employees tells what time they signed on, what job (if any) they have been assigned and when they expect to finish that job. The supervisor can then assign someone to do the needed brake job.

When a mechanic receives a work assignment, he "jobs-on" by inserting a special ID badge into the badge reader. He then key punches the bus number and job code (obtained from a list near the badge reader). When the job is finished he again inserts his ID badge and keys-in a code number that indicates the job is finished.

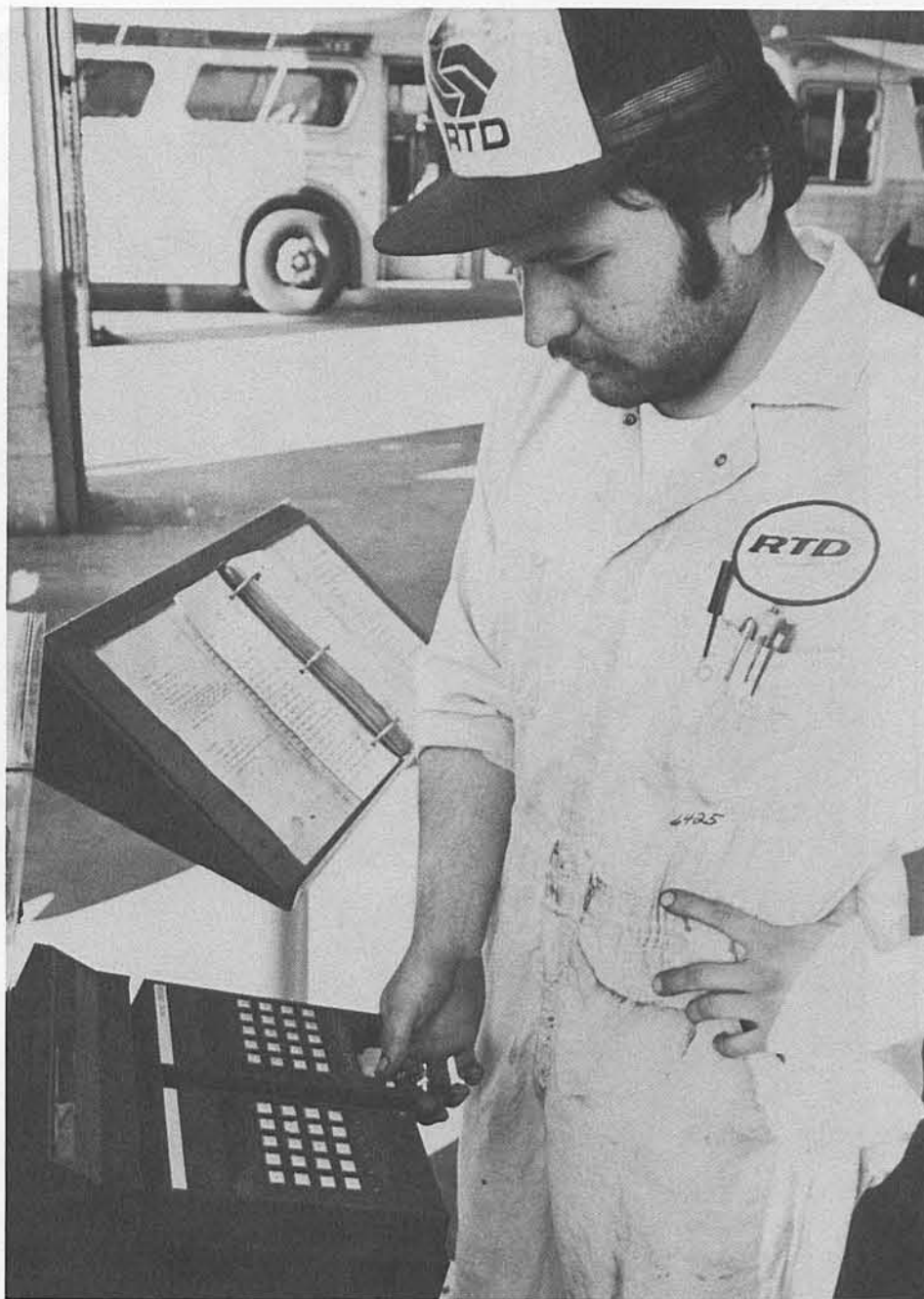
The system is also designed to keep a detailed maintenance record stored in the computer for each of the District's 2,800 buses. VMS updates reports and provides supervisors with up-to-the-minute status reports on all buses and personnel.

Presently, at least at the District's 10 other maintenance facilities, such information is compiled manually and produces mountains of paperwork daily. As the District's operations have expanded and become more complex, this hand-recorded method of keeping records has become more time-consuming and error-prone.

"The results of the first four months of testing at Division 3 indicate a significant improvement in the availability of timely management information, excellent worker acceptance and a tremendous increase in our ability to manage an operating facility," says Hinkle.

"The mechanics, all of whom must participate in the pilot project, particularly like the features of reducing paperwork while getting the record-keeping done almost automatically," he adds.

While there are still some minor bugs to be worked out of the system, the District Board of Directors was sufficiently impressed with



the initial test results to approve expanded testing of the system at Division 2.

The Board is expected to decide on further implementation of the VMS project sometime in March or April, when more results will be available.

"Basically, about 60 per cent of the total system is now up," Hinkle says. "There are relatively few issues left to resolve, and most of these involve tailoring some of the CTA programs to fit our operations."

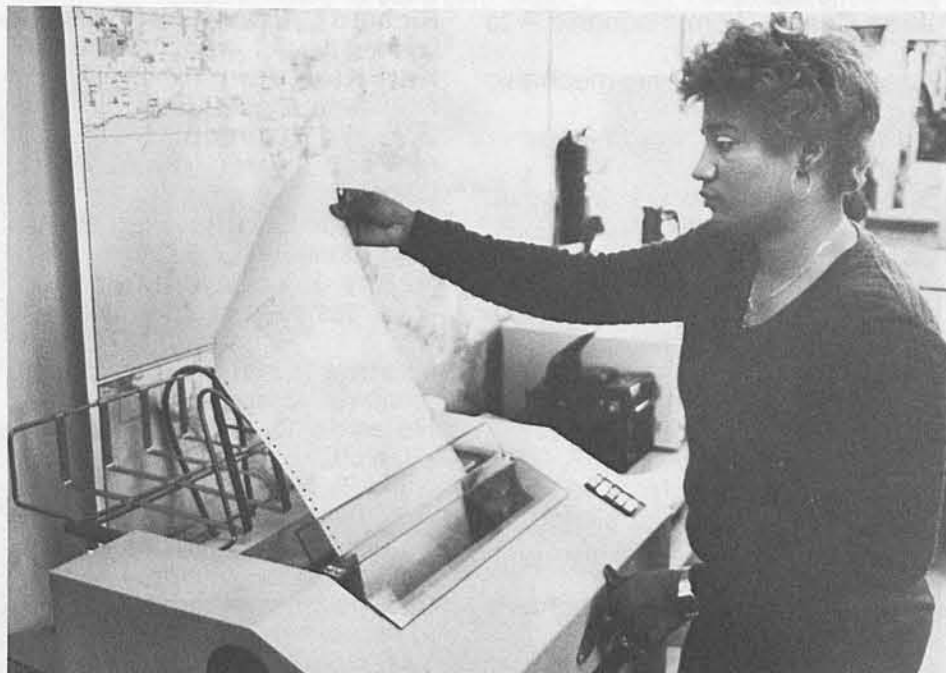
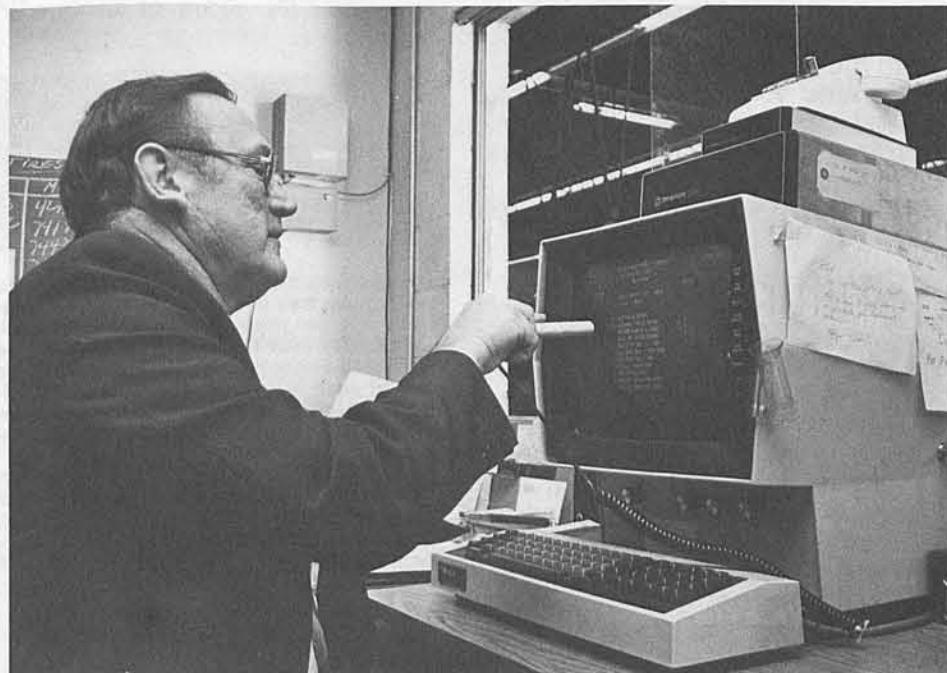
As example, Hinkle cites the fact that the Chicago property handles road calls differently than we do, has a much different maintenance schedule because of the much harsher climate and does not replace brakes as frequently as we do.

During the next three years, Hinkle hopes to see the VMS program expand throughout the District. Eventually, plans call for it to

tie into the computerized inventory control system being developed at South Park and, also, be hooked into the payroll system.

Then, ideally, the badge reader would replace the time clock and keep tabs on what jobs a mechanic performs, since some jobs are paid at different hourly rates than others. Furthermore, if a bus was scheduled for a major maintenance inspection, the division computer could "talk" to the inventory computer and request a "kit" containing everything the mechanics would need to perform the work.

"VMS will not only help us determine and plan our maintenance and manpower needs," Hinkle predicts, "but, it will also tell management how many times a certain bus has been out of service. Now we can pick out repetitive problems that even the most observant foreman might miss."

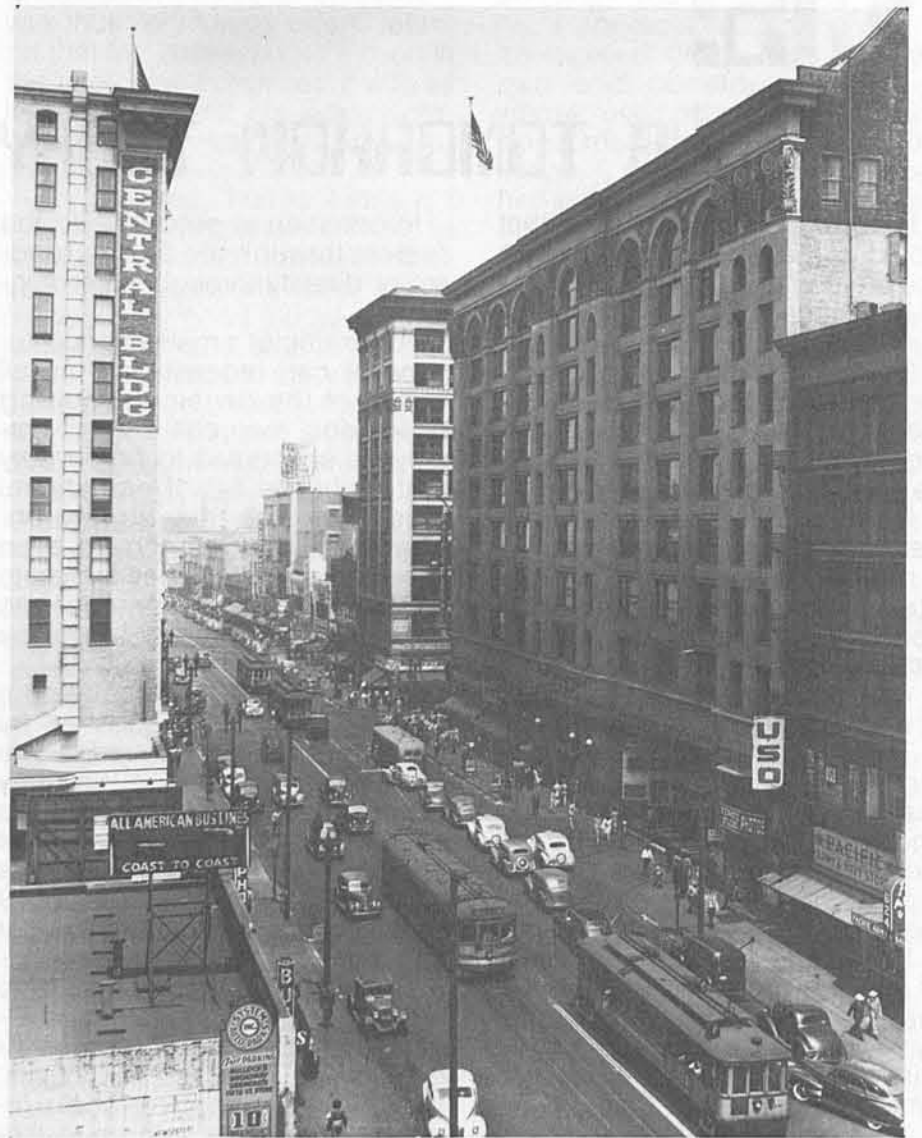


### ON LINE

Computers are being used in an effort to more effectively manage the increasingly complex maintenance of a 2,800-bus fleet in a pilot project at Division 3. The VMS, which can tell supervisors everything from who has a day off to when a bus last had its seat covers replaced, is designed to provide management with more accurate information faster. At top, Mechanic-C Oscar Tostado inserts a special ID card into a Badge Reader and punches in code for work he will do. Info is relayed to computer. VMS Project Coordinator Omar Hinkle (above, left) uses a light wand to request detailed information off a terminal screen. That info is then printed and collected by secretary Eve Scott.

ic-C Oscar Tostado inserts a special ID card into a Badge Reader and punches in code for work he will do. Info is relayed to computer. VMS Project Coordinator Omar Hinkle (above, left) uses a light wand to request detailed information off a terminal screen. That info is then printed and collected by secretary Eve Scott.





Now and then . . .

The Pacific Electric Building on the corner of Sixth and Main streets in downtown Los Angeles was the hub of the local transit industry in the mid-forties when the picture at right was shot. Trolley cars and trolley buses made their way through the crowded street, picking up passengers at safety islands in the middle of the road. Today, Sixth and Main is the gateway to

L.A.'s skidrow, but the street is still a busy one. The PE building still stands, remarkably unchanged when you consider that many other buildings — like the Central Bldg and All-American Buses depot — are now parking lots. Major transit service on Main Street is now provided by RTD lines 2, 39, 49 and 92.

SCHEDULE CHANGES

MOVING UP

**Vincent Amico**, from mechanic C to mechanic B at 3315.  
**Joginder Bhui**, from mechanic C to mechanic B at 3315.  
**Michael Bottone**, from eq. maint. sup. I to equip. specialist.  
**Frank T. Boyer**, from mechanic C to mechanic B at 3308.  
**Jules Brown**, from mechanic C to mechanic B at 3314.  
**Walter Buncom**, from mechanic C to mechanic B at 3305.  
**Elston Burnley**, from trans. policy invest. to act. trans. police sgt.  
**Juan Castro**, from mechanic A to eq. maint. instructor.  
**Gregory Childers**, from mechanic C to mechanic B at 3307.  
**Romulo Climaco**, from mechanic C to mechanic B at 3314.  
**Michael A. Cohen**, from pass. svc. rep to inst. tele info.  
**Joyce E. Cooper**, from info clerk to info clerk/ex. supv. tel. info.  
**Leroy Crawford**, from trans. police invest. to act. trans. police sgt.  
**Sergio Diaz**, from mechanic B to mechanic A at 3314.  
**Melvin Domaloan**, from mechanic B to mechanic A at 3308.  
**Lora L. Downer**, from reg. re. mopper/waxer to typist clerk.  
**Raul A. Estrada**, from jr. stock clerk to stock clerk.  
**Phillip Fleisman**, from mechanic B to mechanic A at 3308.  
**Ines Flores**, svc. attendant to svc. attendant lead.  
**Dennis Flowers**, from trans. police inv. to act. trans. police sgt.  
**Eddie M. Flynn**, from mechanic B to mechanic A at 3308.  
**Roger Flynn**, from eq. maint. sup.

I to act. equip. maint. sup. II.  
**Joe Garcia, Jr.**, from jr. stock clerk to stock clerk.  
**Jose E. Gonzalez**, from mechanic B to mechanic A at 3301.  
**Ruben Goytia**, from mechanic A leadman to eq. maint. instr.  
**Paula Grigsby**, from info clerk to info clerk/ex. supv. tel. info.  
**Drucila Hernandez**, from ticket clerk to ticket office and reports clerk.  
**Louis Hernandez**, from mechanic C to mechanic B at 3314.  
**Sarbdyal Hundal**, from utility A to utility A leadman at 3315.  
**Richard L. Isaacs**, from trans. police inv. to act. trans. police sgt.  
**Karl Klee**, from mechanic B to mechanic A at 3308.  
**Richard Kovach**, from prop. maint. A to prop. maint. A leadman.  
**Sherman Lair**, from mechanic C to mechanic B at 3305.  
**Nancy J. Leon**, from management assistant to operations analyst.  
**Yvonne Lewis**, from division steno rel. to secretary.  
**Rolando D. Munoz**, from mechanic C to mechanic B at 3301.  
**Alvis T. Nonska**, from mechanic B to mechanic A at 3308.  
**Richard Ortiz**, from mechanic C to mechanic B at 3308.  
**George Perez**, from mechanic C to mechanic B at 3307.  
**Yolanda M. Perez**, from typist clerk to pension and insurance clerk.  
**Melvin Purkeypile**, from eq. maint. supervisor II to maintenance manager at 3318.  
**Deborah Pitchford**, from tele.

info. clerk to act. inst. tele clerk.  
**Harry A. Pitford**, from mechanic B to mechanic A at 3301.  
**Johnny R. Pruitt**, from electrician to electrician leadman.  
**Charles Regalado**, from stock clerk to shipping clerk.  
**Robert Rose**, from mechanic C to mechanic B at 3314.  
**Timothy Rushing**, from mechanic C to mechanic B at 3308.  
**Agustin Salazar**, from mechanic B to mechanic A at 3301.  
**Floyd D. Shaw**, from trans. police inv. to act. trans. police sgt.  
**Elizabeth Silva**, from secretary II to senior secretary.  
**Samuel J. Singer**, from equip. maint. sup. II to superintendent of maintenance division.  
**Thomas Styles**, from mechanic C to mechanic B at 3315.  
**Ambrosia Suma**, from schedule analyst to staff assistant I.  
**Hillary Tervalon**, from mechanic C to mechanic B at 3305.  
**Raymond V. Thomas**, from trans. police inv. to act. trans. police sgt.  
**Nadine E. Triche**, from info. clerk to info clerk/ex. supv. tel. info.  
**Charles White**, from instructor of VO to senior inst. of VO.

Shifting Gears

**James M. Banks**, 10 years. Mechanic A at Division 7.  
**Berlie W. Cantrell**, 34 years. Operator at Division 9.  
**Legustus A. Downing**, 38 years. Road Janitor Leadman in property maintenance.  
**Fred R. Sweeney**, 19 years. Radio Dispatcher.  
**Ralph E. Ward, Jr.**, 21 years. Operator at Division 9.

In Memoriam

**Loren L. Atwood**, former Mechanic A Leadman at Division 2, passed away December 6. Mr.

Atwood joined the company in February, 1946, and retired after 32 years of service in July, 1978.

**William K. Bright**, former operator at Division 9, passed away November 22. Mr. Bright joined the company in September, 1946, and retired after 33 years of service in January, 1979.

**Francis J. Maloney**, former Trafficman at Terminal 21, passed away December 21. Mr. Maloney joined the company in December, 1945, and retired after 31 years of service in October, 1976.

**Richard B. Mouton**, an Operator at Division 5, passed away December 22. Mr. Mouton joined the company in September, 1951.

**Joseph Stock**, former Mechanic A at Division 3, passed away November 27. Mr. Stock joined the company in April, 1945, and retired after 21 years of service in June, 1966.

CLASSIFIED

Employees and retirees of RTD may use this column free of charge. Ads will be limited to one per person each month and will not be held over for repeat. Ads should be submitted either typed or printed before the 14th of each month for inclusion in the following month's issue. Include your name, work location, extension and home telephone number.

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 Editor, 425 South Main Street, Los Angeles, CA 90013 via U.S. Postal Service.

• Ski sale. One pair of wooden skis with "bear trap" bindings, suitable for a beginner, plus poles and Reiker brand ski boots (size 7 — ladies) that lace up inside and buckle up outside. Skis and poles, \$50; boots, \$50. Call evenings after 6 p.m. (213) 355-2485.



# 11th class completes mechanic training

Eleven more District employees have been honored for, in the words of one RTD official, "pulling themselves up by their bootstraps," at ceremonies for the graduates of the eleventh class in the Mechanic-C Training Program. Graduation ceremonies were held in Los Angeles with RTD and union official gathering to recognize the accomplishment of the graduates, most of whom were working for the District as service attendants or utility-As prior to beginning the 38 weeks of instruction.

"I am proud to be a part of an organization that has programs like these which allow people to improve themselves," Acting General Manager Richard Powers told the gathering. "It took a lot of effort on the part of each of you to complete this training program, much of it on your own time, and you are to be commended."

Receiving Certificates of Completion along with new jobs as mechanics at the District's various maintenance facilities were Javier Stafford Enriquez, Roger George Gomez, Jose Luis C. Gonzales, Hyok D. Kwon, Aurelia Macklin, Rolando Alfrado Marin, Henry R. Martinez, Gilbert P. Pinto, Jr., Paul Brian Podasky, Jonathan Walker and Manuel Ismael Zaragosa, Jr. Ms. Macklin is the program's first female graduate.

In addition to Powers, officials participating in the ceremony included Jerry Long, President of the Amalgamated Transit Union which represents the District's 1,300 maintenance employees; Sam Black, Manager of Operations; John S. Wilkens, Manager of Employee Relations; L. R. Davis, General Superintendent of Maintenance and Equipment and Richard Au, Equipment Maintenance.

## GRADUATES — District officials gathered recently to honor the graduates of the 11th Mechanic-C Training Program



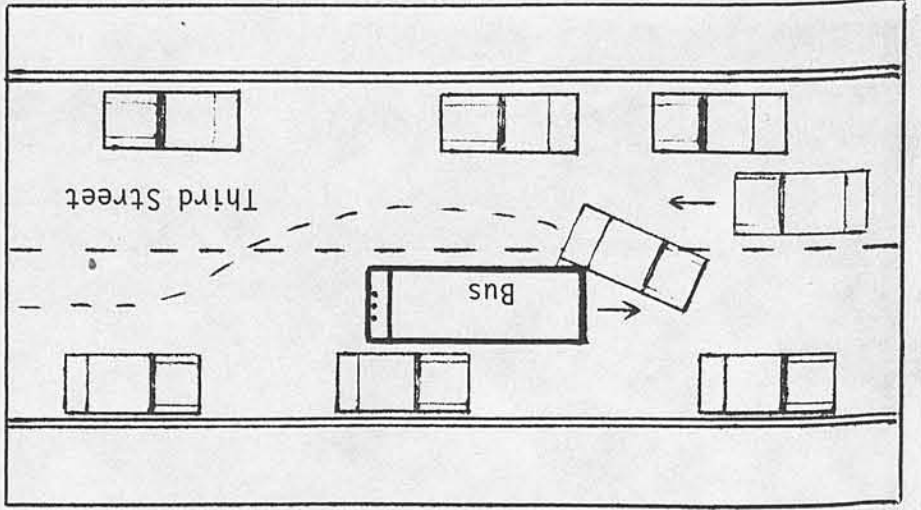
class. Once utilities and service attendants, the eleven members of the class are now assigned to maintenance divisions.

According to Byron Lewis, Ad-  
 ministrador of Employee Educa-  
 tion, Training and Development,  
 the program consists of 22 weeks  
 of classroom instruction combined  
 with 16 weeks of on the job train-  
 ing. Participants attend the twice-  
 a-week, three-hour classes on  
 their own time.

Topics covered in class range  
 from basic mechanical knowledge  
 of arithmetic, identification of tools  
 and comprehension of mainten-  
 ance manuals to studying fuel and  
 electrical systems and obtaining a  
 theoretical knowledge of pneu-  
 matics and hydraulics.

This is the eleventh group to  
 complete the training program  
 since the RTD and ATU agreed to  
 offer the class back in 1971.

## You be the Judge



**Operator's statement:** I was driving westbound on Third Street when a car tried to pass me on my left. Before he could complete his pass, an oncoming car forced him back into my lane. He clipped the left front corner of the bus with the side of his car. Because of the cars parked along the curb on this narrow street, I was unable to swerve to avoid contact. I tried to stop, but it was too late.

**Answer:** A professionally-trained bus operator must anticipate and avoid these hazardous situations. The operator should have noted the presence of the oncoming car and should have slowed to a stop, if necessary, to allow the car to pass. Clearly, the driver of the passing car was "at fault," yet, this was a preventable accident. It is the responsibility of the defensive driver to "see and avoid" the unsafe actions of others, as well as hazardous conditions encountered on the road.

## Retiree recognition



Director Charles Storing above (left) passes out commemorative plaques and kudos to District employees at ceremonies marking the completion of two years of retiree recognition. Shifting gears into retirement after years of dedicated service are (from left) Lowell Feigenbaum, 32 years, with his wife Marion; Louis Luke Furlano, 5½ years; and Delmar Gould, 27½ years. Unable to attend was Howard W. Bryant, 27 years.

Surrounded by his family, friends and co-workers, Division 12 Maintenance Manager Floyd Hughes (below) bid a tearful farewell to the District after nearly 40 years of service. A special surprise farewell party was held at the Long Beach facility for Hughes, who retired January 30. As a parting gift, Hughes' co-workers presented him with a new hunting rifle.





# Mechanical problems curtail accessible service

RTD bus service for persons restricted to wheelchairs has been temporarily reduced from 21 to 10 lines because of mechanical problems with lifts in many of the 200 AM General buses used for wheelchair patrons, according to Richard Powers, Acting General Manager.

Powers said that if the number of buses with mechanical problems increases before a repair program is established, the District may be forced to suspend all accessible service.

The lines chosen for continued service were selected because they are used the most. Currently, however, the District averages only five daily wheelchair boardings on all of its accessible lines.

"Despite the loss of some

wheelchair service, there will be no disruption of regular RTD services," Powers said. "All AM General Buses will remain in service since the lift problems have no affect on providing safe operations."

A total of 240,000 of the District's 1.3 million daily boardings are logged on these lines.

Manager of Operations Sam Black said the reduced level of wheelchair service will continue until repair procedures are established and completed. Meanwhile, the steps, which extend into a platform that allows a rider in a wheelchair to board, will be kept locked in a normal step configuration.

Before the District accepted the buses and lifts, AM General was required to test a prototype of the

lift more than 6,000 times under simulated operating conditions. The tests showed the lift should have been a reliable piece of equipment.

Black said inspections of the buses in early January revealed 59 with total fractures in the support plates of the mechanism. He said a special lift inspection program has been undertaken for the balance of AM General buses, many of which have been noted to have minor fractures, to detect and prevent a failure of a lift in service.

"We will not jeopardize the safety of any of our patrons," Black said, adding that the cost of the repairs will be borne by the lift manufacturer.

In addition to the AM General buses, the District has two other types of accessible equipment, the General Motors RTS-04s and the Grumman Flxible 870s.

The latter are currently inoperable pending repairs by the manufacturer to their undercarriages. The lifts on the General Motors buses are not scheduled to be put into service until summer, pending approval of their use by the RTD Board of Directors and the hiring of mechanics to maintain them.

Lines which will continue to provide accessible service to wheelchair patrons include Lines 44, 83, 88, 93, 204, 423, 440, 456, 480 and 841. The District is disseminating information to those impacted of alternative accessible service in the area.

## District services keep things moving New Year's Day

As it has for the past several years, RTD's special New Year's Day service to the Tournament of Roses Parade and Rose Bowl football game in Pasadena attracted more passengers than ever.

Travel to and from the events and activities in Pasadena increased an average of 12 per cent from the previous year, according to Jeff Diehl, superintendent, transportation services.

Passenger counts, compiled by supervisor reports and schedule checker reports, showed some 8,097 passengers rode 160 buses on 248 trips to the various activities, an increase of 844 over the previous year. RTD carried 7,339 passengers away from the area on 143 buses, an increase of 832 over 1980's figures.

"For the first time, the District was provided with an off-street bus staging area on Rose Bowl property," explained Diehl. "This facility expedited the loading of passengers through special gates.

"In 52 minutes nearly 3,000 passengers boarded our buses. In 1980 it took 70 minutes to load 1,828 passengers at on-street locations under hazardous conditions that were eliminated this year."

The Operations Department beefed up service on 10 of its regular lines into Pasadena from around Los Angeles County, designed to get parade and game spectators to their events on time. An estimated 1.5 million persons saw the parade, while 104,000 attended the Rose Bowl game between Michigan and Washington.

Included among the special services added for New Year's Day was a shuttle bus service between the parade route and the Rose Bowl, and three express lines between Pasadena, the San

Fernando Valley and downtown Los Angeles.

Diehl said that all scheduled headways were maintained on all lines due in part to minimal traffic congestion. There was a significant reduction in vehicles entering and leaving the area for the parade compared with last year, despite ideal weather conditions.

"Pasadena police provided excellent cooperation in citing and impounding vehicles illegally parked in bus storage areas," said Diehl. "In addition, members of my staff, who worked many long hours in preparation for and in personally overseeing the operations are to be complimented. Through their efforts problems were held to a bare minimum,"

Diehl says.

He added that the entire transportation services staff wanted to extend its thanks to the schedule checkers who helped make the operation a success. Those deserving special mention included V. Barta, A. Wilson, B. Harvey, D. Hamilton, G. Sage, A. Kauffman, L. Schimmel and H. Ritch.

## Bicentennial dome shelters RTD information booth

Visitors to the Los Angeles Bicentennial Information and Exhibition Center can not only find out all about how L.A. came to be "the place," they can obtain free information on how to take an RTD bus to anywhere in Los Angeles they might care to go.

The District is operating a special information booth in the Bicentennial Dome structure, located in the center of Pershing Square at 5th and Olive streets. After months of delays, the \$400,000 structure opened December 16.

The RTD information booth will offer free bus information, schedules and brochures. RTD Tourist Passes, which offer unlimited riding on all District lines for only \$1 per day, and the new "Complete RTD Bus System Map and Guide for Los Angeles," available for \$1, will be on sale.

Also available at the booth will be the three historical lithographs created by Los Angeles artist Stan Cline depicting the history of public transit in Los Angeles over the past 80 years. They sell to the public for \$5 plus tax per print, but are available to District employees for only \$4 (tax included) through the Recreation Department.

The booth will keep the same hours as the information center, 8:30 a.m. to 4:30 p.m. Monday through Friday, and 10 a.m. to 3

p.m. Saturday and Sunday. It will be closed holidays.

Designed by famed architect R. Buckminster Fuller, the geodesic dome — which Fuller calls his "fly's eye dome" — houses the information booth in addition to exhibit facilities containing a graphic and audio/visual presentation illustrating significant events in Los Angeles since its founding.

The fiberglass and foam dome structure, which is 36 feet high and 42 feet in diameter at its base, is erected nine feet off the ground on an X-shaped support structure on which is displayed the Los Angeles historical timeline exhibit. 45 round windows in the dome, each measuring 7½ feet in diameter, transmit light into the exhibit space.



**HOME — The Fuller "Fly's-eye" Bicentennial Dome in Pershing Square is home for the newest RTD information outlet.**

### 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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