



HEADWAY

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Bids opened for West Valley Division

Modernization of RTD's bus operating facilities in the San Fernando Valley will take another step forward next month when construction is scheduled to begin on the new West San Fernando Valley division.

Bids from construction companies interested in the project were opened on June 29, according to Phillip Meyers, chief engineer, Bus Facilities Engineering. Meyers said the low bid will be evaluated for compliance with specifications and then presented to the District's Board of Directors for approval and award of contract.

Once the contract is awarded, construction on the project should begin, possibly as early as August 1. Meyers estimates the project will cost approximately \$10 million and take just over one year to build.

The new facility, which will replace Division 8 in Van Nuys, will be located on an 18-acre, \$3.5 million site at the corner of Nordhoff Street and Canoga Avenue in the Chatsworth area of the valley. Division 8 is currently located at the corner of Sherman Way and Van Nuys Blvd.

With only a few modifications, the West San Fernando Valley division will be similar to the East Valley division which is presently under construction in the Sun Valley area. Design of both facilities was a joint venture of Albert C. Martin and Associates and Deleuw Cather Company.



Artist's concept of new West Valley operating facility.

The major elements of the new facility, which is designed to accommodate 250 buses include a "herringbone" parking system that designates a single stall for each bus and facilitates access and egress, a maintenance building, transportation building, automatic bus washer, a fueling facility and tire repair building.

In addition to sporting such standard features as a TV room, game room, classroom and conference room, the transportation building will feature an open lunch court patio in which the operators

can relax and eat their lunch.

In the maintenance building, a combination of pits and hydraulic lifts will provide space for mechanics to work on nearly two dozen buses at a time.

As for the current Division 8 site, which is owned by the District, the District has included in its master plan for the development of a proposed transportation center on the Division 8 site.

Planning Department and Bus Facilities Engineering staff have determined that, because of the strategic location of Division 8 rel-

atively close to three freeways, adjacent land use, planned development in the immediate vicinity, and the high volume of traffic at the intersection of Van Nuys Blvd. and Sherman Way, it appears to be in the best interests of both the community and the District to develop the site.

Planners estimate such a facility might cost \$3 million and could include a major transportation center at ground level and the development by private interests of commercial, office or residential space above the center.

Swanson elected, Storing re-elected to Board

Gordana Swanson, a member of the city council from Rolling Hills, has been selected by the League of California Cities to serve on the RTD Board of Directors. She will fill the unexpired term of Director from Corridor B, replacing David Hayward, the recently-defeated Mayor of Redondo Beach. Swanson will serve until July, 1982.

Board member Charles Storing was re-elected to a full four-year

term on the District's governing body by the league.

The 11-member Board of Directors, which sets District policy, is appointed by local elected government officials. Five members are appointed by the Los Angeles County Board of Supervisors, two by the Mayor of the City of Los Angeles with the concurrence of the City Council, and four by the League of California Cities, which represents the other 77 cities served by the District.

Swanson's selection by the league actually marks her return to the RTD Board. She served briefly in late 1980, appointed by outgoing Supervisor Yvonne Burke and replaced by newly-elected Supervisor Deane Dana, who appointed Jan Hall to the seat.

A past Mayor of Rolling Hills, Swanson has been a member of that city's council since 1976. She is also Chairwoman of the Palos Verdes Peninsula Transportation Committee, which works with the District to design a more serviceable transportation system for the area.

Last year, Swanson and her committee spearheaded a drive for a Dial-A-Ride service on the

peninsula for seniors and handicapped. She has served on the Rolling Hills Environmental Quality Board.

Born in Ljubljana, Yugoslavia, Swanson emigrated to the United States in 1956 and became a naturalized citizen 10 years later. She majored in psychology at DePaul University in Chicago.

A member of numerous civic and charitable organizations, Swanson is the wife of Dr. Leonard Swanson and the mother of two teenage children. The family has lived in Rolling Hills since 1969.

Storing has been a member of the RTD Board since 1976. His area includes the San Gabriel Valley, from Pasadena to Pomona. Storing has served three times as La Puente's Mayor since first being elected to the city council in 1960. The family, including Storing's wife and three children, have lived in La Puente since 1954.

A native of California, "Charlie" was born in Newport Beach and educated at Whittier College, where he earned a bachelor's degree in Social Science.

He is a member of the executive board of the California Contract Cities Association and serves on the executive board of the Area One Poverty Council, the agency involved with the disbursement of federal anti-poverty funds.

He is a member of the La Puente Optimist Club and the Jaycees. A member of the Sunset Wesleyan Church, he serves on the Board of Directors of the Delhaven Community Center.



Gordana Swanson



Charles Storing

TRIPPERS

Expansion plans . . .

After temporarily suspending all wheelchair service on lines with accessible lifts, the District has restored all 21 lines offering handicapped service. Accessible service was suspended in February after cracks were found in support plates on the lift assemblies in the AM General buses. An expedited repair program to all 200 lift-equipped buses had the service totally restored by mid-May. As of June 1, weekend and holiday service was also being offered on these 21 lines. Lines offering accessible service include 9, 35, 44, 55, 83, 88, 93, 152, 204, 423, 432, 440, 447, 456, 480, 813, 820, 827, 841, 846 and 849. The District plans to expand its accessible service later this year by beginning the operation of rear door wheelchair lifts on the RTS-II buses.

Appointee . . .

The Executive Committee of the Transportation Research Board has appointed Arthur Leahy, the District's acting Principal Administrative Analyst, as a member of the board's Transit Management and Performance committee. The Transportation Research Board is part of the National Research Council, which is the principal operating agency of the National Academy of Sciences and the National Academy of Engineering. It is a private, non-profit corporation, not a government agency. Members of the council's many scientific and technical committees do not serve as representatives of the organizations or agencies which employ them, Leahy explains. Rather, the members act as individual scientists, technologists or researchers to make available their personal knowledge in the national interest.

Going up . . .

According to statistics published in Passenger Transport, the weekly journal of the American Public Transit Association, there were 4,594 motor buses of all sizes delivered to U.S. transit agencies during calendar 1980. Of these, 3,288 were 40-foot buses at an average order price of \$122,100 — a 9.3 percent increase over the previous year's average price. In addition to being the largest number of buses delivered since 1976, the statistics also revealed that the average price of a standard bus has nearly doubled in the past five years. For example, in 1975 when 5,261 motor buses were delivered, the average price was only \$62,700. But, every cloud does have a silver lining. The 1980 price increase was less than the rate of inflation for the first time since 1974.

The graduate . . .

Among the thousands of students receiving diplomas from Southland colleges last month was Division 8 operator David Swinton, who received his A.A. degree from Los Angeles Valley College in Van Nuys. Swinton, who has been with the District nearly 10 years, attended classes during the day and worked evenings on Line 88. Married and the father of eight kids, Swinton plans to continue his education in the fall at California State University, Northridge (CSUN), majoring in

Recreation will sell you down the river

If you have been planning to visit Magic Mountain amusement park this summer, RTD Family Days July 25 and 26 could represent your best value of the year. The Recreation Department's discounted tickets will save you up to \$4.95 off the regular price of a general admission ticket.

For only \$6 to employees, retirees and their immediate family, you can enjoy all of the rides and attractions for the entire day. If you bring a guest, the tickets will be \$7.25 for them per adult. Guest children are only \$6.

When ordering tickets for this event, please indicate how many children's tickets you are ordering. The park considers children to be ages four to 11, and under four feet in height. This is very important!

By the way, the park is featuring a new attraction this season. It's the "Roaring Rapids," California's first man-made river ride.

And, speaking of good buys, for the absolute best buy of the year, you cannot pass up the Ringling Brothers, Barnum and Bailey Circus at the Forum in Inglewood. By special arrangement, the Recreation Department is offering \$8.50 tickets for the unbelievably low price of only \$2.50.

Not only is the price incredible,

but you can choose from nearly a dozen different performances. Tickets are available for: Friday, July 24, 8 p.m.; Saturday, July 25, 11 a.m. or 8 p.m.; Sunday, July 26, 1:30 p.m.; Tuesday, July 28, 2:30 p.m. or 8 p.m.; Wednesday, July 29, 2:30 p.m. or 8 p.m.; Thursday, July 30, 2:30 or 8 p.m. or Friday, July 31, 8 p.m.

Concert season at the Greek Theatre continues with choice seats still available. Selected performances for July and August include:

—Santana, August 14 (Friday), with \$17.50 tickets available for only \$16.

—Al Jarreau takes the stage on Friday, August 21, and you can sit in the \$12.95 seats for only \$12.

—Stephanie Mills concludes the August slate on Friday, the 28th RTD has \$12.95 seats for only \$12.

For the jazz enthusiast, the Jazz at the Bowl series offers Sarah Vaughn on August 12 with special guest the L.A. Four (Ray Brown, Jeff Hamilton, Bud Shank and Laurinda Almeda) and the Mill Jackson Quartet.

On August 26, the series presents Lionel Hampton — An evening of good vibes. Special guests on the bill include Ernestine

Anderson, Benny Carter, Harry "Sweets" Edison, Teddy Wilson and the Lionel Hampton All-Stars. Box seats to both shows, regularly priced at \$15, are available for only \$13.

For you vacationers, don't forget the following trips and deadlines:

—Hawaii, October 6-13, four days in Honolulu and three days on Maui, \$545. Final payment is due July 24.

—Fall Coastal Cruise, September 19. Fly to Vancouver, B.C., spend one night there and one day in Victoria, then cruise back down the coast with a stopover in San Francisco. The five-day trip is \$697. The seven-day trip is \$850. Final payment is due July 21.

For all of you with a sweet tooth, the Recreation Department has a deal for you. Now, instead of getting a special deal on the See's candy twice a year at Easter and Christmas, you can purchase the delicious Nuts and Chews and whatever your tingling tooth demands year-round at a discount.

See's candy gift certificates, good at any See's Candy Store with the exception of Hawaii and Hong Kong, are now on sale in the Recreation Department at a real savings. The \$4.90 per pound certificates are available for only \$4. They are redeemable indefinitely, even if there is a price increase on the candy.

Don't forget to mark Sunday, August 16, on your calendar. That's the day of the Annual RTD Employee Picnic at Silver Lakes Park in Norco. For more details about this event, see the picnic story elsewhere in this paper.

For more information about these or any Recreation Department event, call 972-6580 Monday through Friday between 8 a.m. and 4 p.m. And, don't forget to check the Recreation Board at your work location.

Service pins available

Attention retirees and those who have a tendency to lose things.

If you retired before the District began its Employee Service Award program, or if you have lost a service pin, the Recreation Department can help you. For a limited time, the department, which coordinates the service pin program, can replace a lost pin or send one to a retiree while supplies last.

"We'll fill all requests until we run out of pins," says Diane Delaney, employee activity coordinator.

Started just three years ago, the Service Award Program is designed to recognize longterm employees by presenting them with a service pin at five year intervals, beginning with five years of service. Unfortunately, Delaney points out that there are many retirees who left the District just prior to the start of the program and have never received any pin.

If you think you are eligible for one of these pins, write — do not telephone — to the Recreation Department, 425 South Main Street, Los Angeles, CA 90013. Be sure to give your name, badge number and seniority date and where the



Fit to a Tee

Seven-month-old Brian Allen Delaney can't talk just yet, but he lets everyone know where his mom — Employee Activities Coordinator Diane Delaney — earns a living. And now so can your child or grandchild. The RTD Recreation Department is offering a selection of T-shirts for infants and each says "My (mommy, daddy, grandma or grandpa) Works for RTD." Priced at only \$2.50 each, the lap-shoulder style shirts are available in sizes 6, 12, 18 and 24 months. The colors are cloud white, baby blue and pleasant pink.

Sixth annual Rodeo finals set for August 1

RTD's 20 top bus operators will put their skills and nerves on the line Saturday, August 1, when they compete in the finals of the sixth annual RTD Bus Rodeo in the Santa Anita Racetrack parking lot.

In addition to being declared the best from among the District's 4,500 bus operators and receiving a \$500 cash prize, the Rodeo winner earns the right to represent the RTD at the National Bus Rodeo Championships, sponsored by the American Public Transit Association, in Chicago, Illinois, October 8-10.

According to Pat Coble, a sen-

ior staff assistant in the Transportation Department, this year's Rodeo will be notably different in terms of who qualifies for the finals.

In previous years, finalists were chosen during preliminaries by picking the highest scorer from each division in addition to the 10 overall high scorers. For Rodeo '81, Coble says the finalists will consist of the overall top 20 scorers.

This year's preliminaries were set for July 11 and 12 at Santa Anita Racetrack. Some 150 operators were expected to compete.

For the uninitiated, the Bus Rodeo is designed to be a competitive test and measure of a driver's skill behind the wheel, his knowledge of safety regulations, of the equipment he operates and of his professionalism.

The Rodeo is conducted by the Transportation Department, with judging performed by representatives from the Department of Motor Vehicles, the Los Angeles Police Department, the L.A. County Sheriff's Department, the California Highway Patrol and the Los Angeles Board of Education.

The actual Rodeo competition consists of 12 simulated road problems designed to test a driver's ability in negotiating left and right turns, backing turns, passenger stops, reaction time and judgement problems.

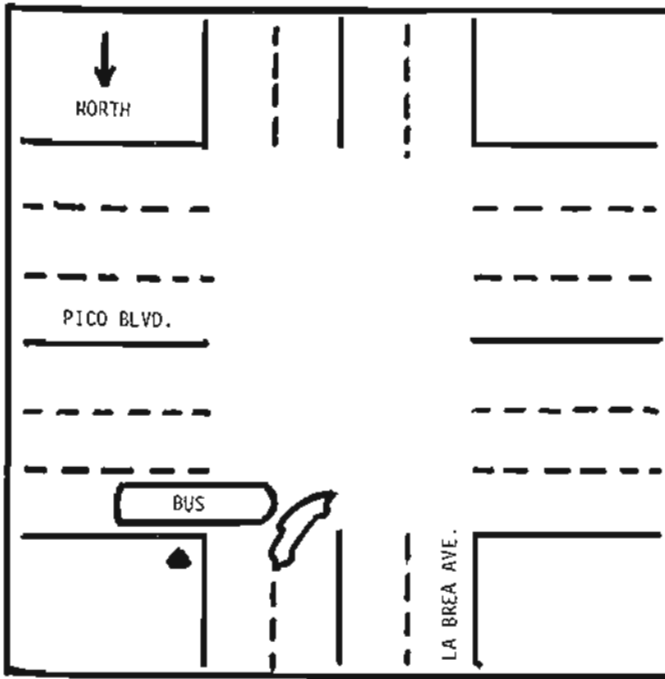
There is a safety test and a pre-trip bus inspection on a coach that has several prepared problems which the contestant must find. The contestants are also rated on their personal appearance.

During the actual competition on the course, a judge rides with each contestant, scoring him for smoothness of operation and observance of safety rules. The course must be completed in under seven minutes to avoid losing points.

The operator who qualifies for the right to advance to the national finals in October will have a shot at winning the \$1,000 first prize offered in that competition. It won't be easy, however. RTD's representative will be competing against more than 60 of the best bus operators in the nation.



You be the judge



Someone once pointed out that it is better to judge than to be judged, so here's your chance. Read the operator's statement, examine the diagram and determine if this accident was preventable or unpreventable. The answer is printed below, upside down to discourage cheating.

Operator's Statement: "I was out of service operating in the curb lane westbound on Pico Boulevard at approximately 25 miles per hour. The signal was green and, when I was about 35 feet from the intersection of La Brea Avenue, an automobile traveling eastbound attempted to make a left turn in front of the bus, causing me to run into his right side."

Answer: Even though the automobile made an illegal left turn, this accident was judged preventable for two reasons. First, as a defensive driver, the bus operator should have had a foot over the brake pedal as the bus approached the intersection. This practice would have reduced the stopping distance by 17 feet, probably preventing the accident. Second, the operator should have anticipated that the bus would stop at Pico and La Brea to pick up or discharge passengers. Even though the bus was not in service, automobile drivers are not always aware of what the sign on the front of the bus means. Often, they cannot see the sign.

Pass, ticket sales increase . . . and so does security

As a result of the growing crime problem in the greater Los Angeles area, criminal activity on buses is not the District's only concern. Due to the increasing amounts of money handled at RTD ticket offices, those offices have become prime targets for robberies and burglaries.

To combat this threat, the District's Board of Directors recently approved the expenditure of nearly \$190,000 to provide security improvements at the ticket office facilities.

According to Director of Marketing and Communications Anthony Fortuno, the sale of passes and tickets by District ticket clerks in Fiscal Year 1982 is projected at more than \$15 million.

"Because of the increase in monies for which ticket clerks are responsible, we believe that immediate measures need to be taken to improve security and safety at the ticket offices for the protection of employees, monies, pass stock and facilities," explains

Fortuno. In the wake of four criminal incidents that have occurred at ticket offices in recent years, including two armed robberies at the Hollywood ticket office in 1977, a number of security and safety improvements have been made already. These include installation of special safes, remote control front door locking systems, alarm buttons, peep holes in rear doors and securing of clerk windows to prevent lifting them from the outside.

The proposed improvements would provide further protection and security by installing bullet-resistant walls and teller's windows, in addition to metal-reinforced counters at the 10 ticket offices.

The offices are located at the Arco Plaza, the RTD/Greyhound Bus Station, the El Monte Station, RTD Headquarters, in South Central L.A., Van Nuys, the Wilshire District, Long Beach, the South Bay and Hollywood.

Toastmasters announce winners

RTD Toastmasters Club 1063 has announced the winners of its first annual speech contest, held the week of May 18-22 at District headquarters.

Open to all District employees, speakers were judged by District officials in six different speech categories.

Charles McCullough, a part-time transit undercover police officer, won the overall award as best speaker in addition to winning the Persuasive Speech category. Divi-

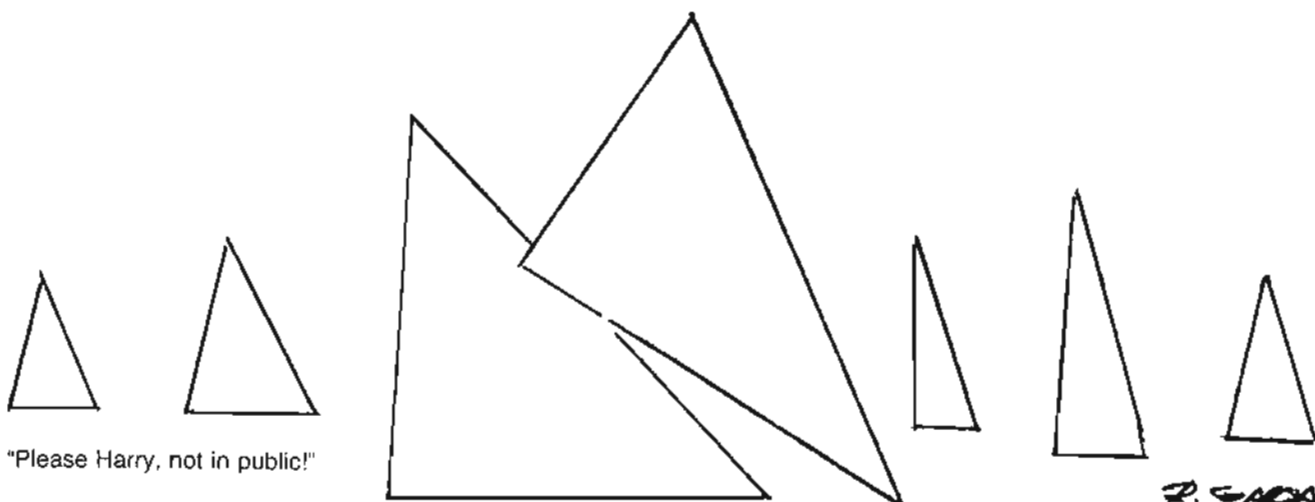
sion 1 operator Robert Perone won the public transportation category.

Other winners were Bill Reason of the Marketing and Communications Department and a member of Club 1063, who took top honors in oral reading and How To speech category. Art Issoglio of the Schedules Department and another Club 1063 member was awarded top prize in the Entertaining Speech category, while Paul Corona of the District's Customer Relations Department won the Humorous Speech award.

In other news, the club announced a new slate of officers to serve from July 1 to December 31 of this year. Outgoing club president Bob Sechler, who has been appointed Toastmaster Area 8 Governor, said the new officers will be Don Cornish, president; Joe Cooper, administrative vice-president; Susan Phifer, educational vice-president; Louie Maspero, secretary; Jeff Christensen, treasurer; and Bill Kreski, sergeant-at-arms.

Open to all District employees and retirees, the club meets each Wednesday at noon for one hour in the third floor training room at District headquarters.

Laff track



"Please Harry, not in public!"

P. SACA

Old 6500 heads for the pasture

Retirement parties come and retirement parties go, but there was a rather unusual retirement party held at Division 1 in downtown Los Angeles last month. Oh, there were the usual strawberry and whipped cream cakes. And there were the usual nostalgic comments made by District dignitaries and the retiree's supervisors. And there were lots of photos taken.

But, there the similarities ended. The party was held in the bus yard in front of the division's new transportation building, not to accommodate the large crowd, but to accommodate the retiree — a bus.

Los Angeles City Mayor Tom Bradley, officials from the General Motors Corporation, RTD Board Vice-President Ruth Richter, Acting General Manager Richard Powers and a host of other District officials, employees and the like had gathered to bid farewell to the oldest bus in the fleet — Number 6500, which also happens to be the first diesel bus used in L.A.

In reality, the ceremony had a two-fold purpose. In addition to honoring 6500 for its more than 30 years in harness, the event also marked the completion of the 940-bus order the District placed with General Motors.

The contrasts between the two pieces of equipment did not go unnoticed.

Bus number 9139, which was the 940th RTS-11-04 bus received from GMC's Truck and Coach Division in Pontiac, Michigan, appeared brash and shiny, full of energy with its bright new color scheme, distinctive new logo and tinted windows.

Bus 9139's arrival marks the completion of the latest phase of the District's fleet rejuvenation program and takes the RTD's fleet from being one of the oldest in the nation, with an average vehicle age of 13 years, to one of the newest, with an average vehicle age of only six years.

And then there was the guest of honor, old 6500, looking a little worn and tired as it sat in the yard next to the new bus, its yellow and champagne color scheme looking faded and dull, its chrome lacking the brilliance it once had.

But, bus 6500 has a history behind it that will probably never be equaled by any transit vehicle in this city.

Joe Lyle, a planner with the District who once drove bus 6500 as an operator, guesstimates that the bus has provided transportation to more than five million people in its day. Maintenance records indicate the vehicle has traveled more than 1.3 million miles and gone through five engines along the way.

A model GMCTDH-4510, bus 6500 came to Los Angeles in 1950, purchased for \$10,600 by the Pacific Electric Company, perhaps the District's most famous predecessor. In 1949, GM had built some 500 of the TDH-4510 buses for a transit agency in Brooklyn. Bus 6500, which had been a demonstrator, was left over.

At the time, Pacific Electric was phasing out its Red Car lines and wanted to compare the new diesel-powered model of motor coach — as they were known then — with local gasoline powered coaches. GM sent PE bus 6500 for the test. Diesel proved superior, both in fuel consumption as well as in maintenance.



PE bought 6500, renumbered it 2700 and ordered 124 more from GM the following year at almost double the price. The old bus became a part of the Metropolitan Transit Authority when that agency was established in 1958. It was renumbered 6500 when it was called up from RTD's mothball fleet in 1974 to provide transpor-



ADIEU — Howard Johnson, who used to work with 6500, was one of many longtime friends attending the retirement party.

tation during that year's gasoline crisis.

Bus 6500 was the state of the art in bus design and technology when it was built. It was 35 feet long, 9½ feet high and, at 8½ feet wide, was one of the broadest buses on the road. It originally had seating for 39, which was expanded to 43 in 1961, and sported unique side-window design. The engine was a 671 GM Diesel with a V-Drive Hydraulic Transmission and conventional leaf-spring suspension.

One of the distinguished visitors at the retirement party was operator Howard Johnson, who has been driving buses in Los Angeles for 34 years. He was one of 6500's first operators, working a daily run out of the old Division 4 at Pico and Georgia, which today is the site of the Los Angeles Convention Center.

The highlight of the presentation was the delivery of a singing telegram along with a poem, which was penned by a trio in the Marketing Department — Isabelle Puskas, JoAnn Grant and Kathleen McCoy. It went like this:

"I once was a new RTD bus, that toiled from dawn until dusk. For 30-odd years, I shifted my gears, carrying millions of folks without fuss. I chugged from El Monte to

South Bay, and held on for this bicentennial to say, my farewell is sad, but it's not all that bad . . . I'll leave my chores to the Wilshire Subway!"

Then everyone's attention returned to the present and to bus 9139, which is 40 feet long, seats 43 passengers with accommodations for two wheelchair bound patrons, is constructed of a stainless steel frame covered by acrylic reinforced fiber glass, sports electronic headsigns, independent front suspension, half-inch thick acrylic windows, air conditioning and has vandal-resistant seating.

Bus 9139 is the last bus delivered as part of the largest bus order ever placed by a single transit agency in public transit history in this country. Produced at a rate of six per day on GM's assembly lines, the first bus arrived at Division 4, RTD's make-ready facility in Downey, last November 17. The 940th bus, Number 9139, rolled off the production line on May 9.

At a cost of \$141,000 per bus, the total package with spare parts came to \$146,000,000. The federal government paid 80 per cent and the 20 per cent required local funding was obtained through the unique selling of Equipment Trust Certificates.



They're breaking up that old gang of mine . . .

They had worked long and hard together. In slightly more than one year they had received, processed and sent into revenue service 1,170 new buses — 230 Grumman Flexible 870s and 940 General Motors RTS-11-04s. Under the supervision of Max Martinez, some 30 mechanics had labored at Division 4 in Downey, a special facility acquired by the District for the express purpose of receiving and inspecting new equipment. Now, all the new buses are in and the most of the crew will go to jobs elsewhere around the District. But, before they split up, General Superintendent of Equipment and Maintenance Rich Davis threw a little party to thank the crew for a job well done. They all got together for a photo in front of bus number 8200, which was the prototype — the first bus built — for the 940-bus order. As for the future of Division 4, the auto maintenance department has set up shop there. Frame repair is moving there from South Park and the program to retrofit the fleet with electronic headsigns will be completed there. And somewhere down the road, if the need dictates, Division 4 may even become a full-fledged operating facility.

Pick up a pack of picnic tickets for peanuts

Who says you can't get a lot for your money these days? Listen to what you can get for only \$3.50.

Hamburgers, hot dogs, tacos and all the things that make a picnic lunch enjoyable, and you can have your picnic amidst 40 acres of grass and shade trees. You'll enjoy a huge swimming pool with its own wave-making machine, fishing in a lake stocked with trout or be able to play on a variety of rides or test your skill at game booths to rival any carnival. Furthermore, your \$3.50 entitles you to unlimited soft drinks, sno-cones, pretzels, ice cream and a variety of prizes awarded to winners in a whole assortment of contests. Not to mention dancing.

And, if all that wasn't enough, if you are between the ages of five and ten, you can get all of the above and more for only \$2.50. And, hang onto your hats, if you are under five, you get it for nothing!

Those in the know realize by now that only one deal a year is as sweet as this... the Annual RTD Employee Picnic.

Picnic 1981 will be held at last year's venue, beautiful Silver Lakes Park in Norco, amidst the verdant farmlands of Riverside County. The big day is Sunday, August 16, from 10:30 a.m. until ?

No tickets to the daylong event will be available at the park. All tickets must be purchased in advance through the Recreation Department on the sixth floor of District headquarters. Deadline for purchasing tickets is Wednesday, August 12.

The picnic is intended solely



COOL POOL — Waiting for the waves in the Silver Lakes pool.

for the benefit and enjoyment of RTD employees, retirees and their immediate family members. Single employees are invited to bring one guest. The reason for this, according to Employee Activities Coordinator Diane Delaney, is that the District's Recreation Department heavily underwrites the estimated \$30,000 cost of the picnic.

"The Employee Picnic is our big recreation event of the year and a lot of the revenue we receive from pool tables, electric games and the like from throughout the District goes toward covering the cost of the picnic," explains Delaney.

Here's a rundown of some of the events and activities that will

be taking place at this year's picnic:

10:30 a.m. — Employee's begin arriving at Silver Lakes Park. Buses from all the divisions will be available to take people to the park. Hopefully everyone will remember to bring their swimming suits and towels.

11 a.m. — The fun begins. Unlimited soft drinks, sno-cones, popcorn, pretzels, ice-cold beer to anyone over 21 at 40 cents a cup, balloon art, clowns, giant moon bounce, children's rides, ponies, lawn dart tournament, volleyball tournament, softball and lawn bowling. It's okay to just lay in the sun and relax, too.

11 a.m. to 2 p.m. — Lunch is

served. Hamburgers, hot dogs, tacos, lots of food for everyone.

1:15 p.m. — Ice cream is served. Horseshoe tournament begins.

1:45 p.m. — Candy scramble for all the kids, novelty games and contests. The highlight of the day for all ages.

3:30 p.m. — Super deluxe bingo package for everyone 16 years of age and older. Come and win a super prize. There'll be special entertainment for the kids during this time.

And remember, all of this is available for the one low price of \$3.50 adults, \$2.50 children (5 to 10) and kids under five free. If you don't know where Norco is, don't worry about it. There's a map accompanying the tickets.

District takes concert lovers for a ride

Concert lovers, both classical and rock, will be able to ride RTD buses to performances by their favorite artists at the Greek Theater or Hollywood Bowl again this season.

The District's Board of Directors voted to renew Park/Ride service to both Los Angeles cultural landmarks.

Service to the Bowl is provided under a three-party agreement among the District, the County of Los Angeles and the Los Angeles Philharmonic Association. The Greek Theater Park/Ride service is funded through a similar arrange-

ment among the District, City of Los Angeles and the theater management company which operates the Greek.

Initiated in 1974, the Hollywood Bowl Park/Ride service has proven to be one of the most successful programs of its type in the nation.

"The response has far exceeded the highest expectations of the District and the L.A. Philharmonic," reports project Manager Lenwood Howell. "During the 1980 season, about 17 per cent of the total bowl attendees used the service. That's about 175,000 people."

As approved by the Board, the

program will provide service to the Bowl from 12 established parking locations throughout the county for 54 performances from July through September. The cost will be \$1 each way.

Service to the Greek, now entering its second year, will operate from up to six Park/Ride lots throughout the city, operating as many as 12 trips to and from the Greek for some 110 performances from May through October. The cost is \$1 each way, also.

"Although not as well patronized as the Hollywood Bowl service, growing ridership during the inau-

gural year indicates the potential of future success," says Howell.

He points out that the service has not only been effective in increasing public transportation ridership to events at these theaters, which conserves energy and eases traffic congestion in the vicinity on concert nights, but it can be shown that the service is by far the most successful in the country in terms of per cent of the audience using public transportation to reach the event.

"Besides, the service has contributed to an increased awareness of District services, in general," Howell adds.

Pass out

This summer marks the fourth consecutive year that the District has offered its three-month Summer Fun Pass for youths 18 and under and to celebrate the occasion RTD and radio station KROQ in Pasadena co-sponsored a Summer Fun Day Celebration. Held in the radio station's parking lot, the event attracted hundreds of young people and featured radio and rock personalities, live performances and refreshments. Free Summer Fun bus passes, tickets to several theme parks and other gifts were given away. The special discount pass provides unlimited riding aboard all District lines during July, August and September for only \$30. Proof of age and a small photo is required for the pass. During the past three summers, thousands of teenagers have purchased the pass as an economical means of transportation to summer jobs and to travel to beaches.





Without a hitch

The massive June 21 Service Changes were implemented smoothly last month with a minimum of confusion, due in large part to extra effort on the part of dozens of District employees. For example, RTD Traffic Loaders, like Encarnac Santos (left) worked at some of the busiest and hottest bus stops in the downtown and Hollywood areas affected by the service changes, passing out information packets and answering questions. In all, 11 loaders were used to distribute more than 31,000 information packets in the three week period preceding June 21. In Customer Relations, in addition to the normal flood of requests for timetables and brochures, thousands of additional requests were received for new routes and timetables. Above, Ruth Rogers (seated) and Marilyn Igna compile materials to be mailed to patrons. The service improvements, the most ambitious altering of routes in District history, came off with a minimum of confusion, according to District officials.

SCHEDULE CHANGES

Moving Up

Leilia M. Bailey, from division transportation manager (3208) to transportation Superintendent.
George E. Barrett, from stock clerk to shipping clerk.
Charles Beatty, from senior schedule maker to schedule planner.
Michael B. Bottone, from equip. specialist to act. supvg. equip. instructor.
Wanda G. Bradshaw, from secretary to senior secretary.
Bobby H. Brice, from mechanic C to mechanic B.
Salvatore Calorino, from schedule maker to senior sched. maker.
Herman Childers, from mechanic B to mechanic A.
Deward M. Childs, from mechanic C to mechanic B.
Al Contarino, from asst. schedule maker to actg. schedule maker.
Brenda L. Diederichs, from personnel analyst to employment supervisor.
Boyd Emerick, from supv. sta. & agencies to actg. mgr. prepaid

operations.
Joe Englert, from schedule maker to temp. sr. sched. maker
Ethel M. Fields, from opr/extra supvr. V.O. to Supervisor of V.O.
Clair D. Ford, from acnts payable clerk to supervisor A/C payable clerk.
Haim Geffen, from management assistant to acting management analyst.
Fidel Gonzalez, from mechanic C to mechanic B.
Julio Gonzalez-Arias, from mechanic C to mechanic B.
John Griffin, from mechanic C to mechanic B.
Daniel J. Hobdy, from opr/ex. division dispatcher to division dispatcher.
Barbara Hocom, from typist clerk to general clerk II
Frank R. Iloff, from accounts clerk to acnts. payable clerk.
Karen ImHof, from general clerk II to administrative assistant.
Patricia Loftus, from Kardex check to ERS-relief.
John L. Miller, from operator to opr/ex. instr. vehicle operations.

Shirley J. Mitchell, from accounts clerk to spv A/C payable clk.
Antonio C. Ojeda, from mechanic B to mechanic A.
James Pak, from storekeeper to rel. eq. rec. spec.
Donald R. Pierce, from acting manager DP oprn. and Tec. Sup. to Mgr. DP oprn. & tec. sup.
Deborah Pitchford, from actg. inst. tel. clk. to inst. of tele. info.
Oscar Rogriguez, from stock shop clerk to storekeeper.
Roger A. Rudder, from accounts clerk to acnts. payable clerk.
Frank E. Schroder, from assistant planner to schedule planner.
George Schwent, from stock shop clerk to storekeeper.
Gregory Searcy, from accounts clerk to spv A/C payable clk.
James Smart, from news bureau representative to news bureau manager.
Luchus Smith, from eq. maint. supvr. I to eq. maint. supvr. II.
Scott Smith, from prepaid sales distr. supervisor to mktg. sales rep. (temporary).
Kathi A. Stevens, from secretary to personnel technician.
Alvin Taylor, from assistant division transportation manager (3205) to division transportation manager (3208).
Paul Thompson, from opr/extra

instructor of vehicle operations to instructor of vehicle operations.

Shifting Gears

John Deim, an operator at Division 8, has retired after 15 years with the District.
Jerome Joseph Kentz, a Supervisor of Vehicle Operations, has retired after 30 years of service.

In Memoriam

Leslie F. Douglas, a Supervisor of Vehicle Operations, passed away May 11. Mr. Douglas joined the company in January, 1955.
Carl W. Garner, an operator at Division 1, passed away April 30. Mr. Garner joined the District in January, 1981.
Johnnie Guy, former mechanic first class at South Park, passed away May 24. Mr. Guy joined the company in December, 1943, and retired after 25 years of service in August, 1969.
William Watson, a former conductor working out of what is now Division 5, passed away April 11. Mr. Watson joined the company in January, 1924, and retired after 28 years of service in April, 1952.



Retiree recognition

Director Mike Lewis (left) presented commemorative plaques and offered congratulations to last month's retirees, noting as he did that most of the employees being honored had begun their careers in public transportation before he had been born. Honored were (from left) Division 15 operator Marie Grace Thompson (with husband Bivin), 30 years; Division 9 Mechanic A leadman Harry W. Atkinson, 29 years; Supervisor of Vehicle Operations Harold F. Buchen (with wife Irene), 27 years; Division 18 operator William J. Gallo-way, 21 years; and Southpark Mechanic A leadman James F. Homar (with wife Rose).

District ad wins award

Occasionally, RTD advertises itself on District buses. And, occasionally, those ads win awards.

Such was the case with an ad run last year on the exterior of buses, captioned "The gas is on us when you ride the bus." The advertisement, handled by Gumpertz/Bentley/Fried, won a Best in the West award in the Transit Division — Exterior Graphics at a recent American Advertising Federation competition.

The same ad also captured first place in the National ANDY competition.

RTD honors trio as Employees of the Month

In the years since the Board of Directors began honoring Employees of the Month, a great many District employees have earned this special recognition and a great many more are deserving of it.

Three more names were added to the list last month.

They are Information Operator Sandra Sanders, maintenance employee David Maxwell and Operator Wiley S. Bryant.

During the time Sanders has been with the District, she has earned an excellent reputation. Her attendance record, her efficiency in handling many calls, the accuracy of her information and her patient, courteous manner have earned her considerable praise from her supervisors and the customers she serves.

David Maxwell began his career in May 1952, as a janitor and for the past nine years has served as a mopper-waxer. His loyalty and conscientiousness are exceeded

only by his spotless record and the professional manner in which he discharges his duties. During his more than 29 years on the job, David has missed a total of 86 hours and 22 minutes of time off from work. That equates to less than 11 missed working days in all that time. Since November 28, 1975, David has not missed one minute of work for reasons of illness, tardiness or personal time off. In the words David's supervisor, Harold Kelley, David is an outstanding example, not just for General Services employees, but for each and every employee in the District.

In the 35 years that Division 9 operator Wiley S. Bryant has worked for the District and its predecessors, he has built an impressive service record. He has not had a missout since 1969 and no avoidable accidents since 1972. In addition, he has received the maximum of 90 merits on his record. His personnel folder is

thick with commendations from the District and his passengers.

Wiley and his wife, Dale, have raised three children and now enjoy the company of their two grandchildren.

He enjoys talking with his co-workers, which is why he always

shows up an hour early for his work assignment, which is why he is never late. Wiley is presently the number six man on the District's operator seniority roster and says he plans to work four more years before retiring with an even 40 years of service.



SALUTE — Participants in the Employees of the Month ceremony at District headquarters included (from left) Director Jay Price, Division 9 Manager John Adams, operator Wiley S. Bryant, General Services Manager Anita Allen, mopper-waxer David Maxwell, information operator Sandra Sanders, Manager of Customer Relations Bob Williams, operator Albert Gomez and Division 5 Manager Ben Lynam. Gomez was receiving a previous month's award.

COMMENDATIONS

Paul D. McWaters, Line 122: (The following are excerpts from three letters dealing with the same incident). I would like to commend your fine drivers and Transit Police force. Twice in recent weeks I have had the occasion to witness their performance above and beyond my expectations. Operator McWaters was responsible for the eventual apprehension of someone who attempted to relieve me of my wallet. The driver acted promptly in attempting to apprehend the suspect. An off-duty police officer noticed the commotion and caught the pickpocket. In another instance, your driver noticed that there was a disagreement after I asked someone to put out a cigarette. When we got to town your security men were waiting for us. In both instances, the reaction of your employees was prompt and efficient.

I was already on the bus when we arrived at 7th street and my friends were boarding. There was a pickpocket at work and he took my friend's wallet from her purse. When she yelled "pickpocket" the driver went off of the bus like a shot out of a cannon and chased the suspect up the street and across Hill Street, where the suspect was caught. This letter is being written to commend that

driver for the fast action he took with regard to one of his passengers. My friend has her wallet back and the suspect was caught — because of operator McWaters.

Yesterday one of the passengers had her wallet picked from her pocket book and the bus driver went after the suspect. If it hadn't been for him, the pickpocket would not have been caught. I just hope that if this ever happens to me, someone like him will be there.

Ruben C. Perez, Division 1: We were on business in your fair town and, after watching the Dodgers fall to the S.F. Giants, we faced the problem of getting back to our hotel in a strange town. Cabs were not be had at the ballpark, so we took a bus. Your driver was very helpful in driving us to a place downtown and then giving us very good directions for the five block walk to our hotel. He turned a bewildering situation into a pleasant experience.

M.J. Barrera, Sr., Line 423: I was on my way to work and when I reached my transfer point I saw that the bus I hoped to catch was waiting for the signal. I don't generally run for buses (I'm 68) but this time it seemed possible to make it if (and that was a big "if") the driver saw me running and

was willing to let me on even though he was already away from the stop. So, I ran. The driver opened the door just as I reached it and, with a smile said, "I'll bet you didn't think I'd wait for you." I thanked him, but wanted to do a little more so I am writing this letter.

Arturo Cardone and Ms. S.J. Roessner, Line 81: Not only are they extremely skillful, competent and safe drivers, maintaining their time schedules with surprising accuracy, but also they are very courteous, polite, helpful and agreeable to every one of the passengers. They handle those who would be a problem with just the right blend of courtesy and authority. I am a senior professional man who started to take the bus only two months ago, although I have lived in this city since 1942. The fact that Shirley drove the first bus I ever took in this town definitely had something to do with my decision to leave my car at home and take yours to my office.

Jeffery J. Carter, Line 83: I got on at Vermont and Wilshire and the bus was so crowded that I had to stand all the way to Westwood. But, operator Jeffery was so entertaining with his jokes, and calling out the names of the streets that I completely forgot the inconvenience.

Albert E. Troy, Line 83: He was the most courteous and, as we rode along Wilshire, he called out nearly ever street, including the street numbers. I can honestly say, even though the bus was very crowded, I thoroughly enjoyed the

ride.
John Younkin, Division 3: I want to thank your operator for his honesty. Not until after I had gotten off the bus did I realize that I left my purse on his coach. I was so upset. My nephew was able to take me to the barn on Idell and Cypress (Division 3) and the purse with all its contents — money, credit cards, etc. — was returned with absolutely nothing missing. You should be proud to have such an honest and trustworthy employee.

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.

- For sale, universal towbar, \$85. Call anytime, (714) 952-2660.
- For rent, motorhomes, both large and small. For details call Monday through Saturday, (213) 893-4455.
- Portable radio for sale with AM, FM stereo Cassette recorder and player. Made by Sanyo, originally cost \$170. Will sacrifice for \$45. Call (213) 382-4949.

Who was that man?

Somewhere in RTD's sprawling system there is an operator who, in the spirit of the Lone Ranger, deserves some kind of "Who was that masked man?" award

Daisy Rodriguez of Bell Gardens recently wrote the District and said, "I would like to bring to your attention an occurrence on May 25. I was driving on North Highland Avenue when the electrical system in my car caught on fire. I immediately ran to call the fire department, but when I came back out to where my car was I found that the flames had been put out by an RTD driver."

Daisy continues, "He left so quickly I was unable to thank him and failed to take down his line number. It was approximately 6 p.m. near 2010 N. Highland Ave. I would appreciate very much if this individual could be contacted and thanked. It gave me a very special feeling to know there was someone there who cared and took the time to help. There are not too many people like that around."

Hi-yo RTD, awwaaaay!

Best bargain in town!

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

Name: _____
 Work location: _____
 Description of item: _____

 Price: _____ Hours to call: _____
 Area code: _____ Telephone no.: _____

Metro Rail Project faces uphill funding battle

Based on all the current indicators, it seems that the RTD's Metro Rail Project is facing an uphill climb in its quest for continued federal support in the wake of the Reagan administration's budget cuts in the transportation field.

And the timing of those cuts couldn't be worse.

Los Angeles, the largest city in the world without a rail rapid transit system, is bursting at the seams for such a system. Never before in the city's 200-year history has so much local support materialized as that which the District is enjoying for its 18-mile Wilshire Corridor project, currently in the preliminary engineering stage.

Local newspapers, television stations and elected officials have all come out in favor of the project.

A recent editorial in the *Los Angeles Times* called for continued funding of the SCRTD Metro Rail Project. Specifically, the *Times* urged the Urban Mass Transportation Administration (UMTA), the funding arm of the Department of Transportation, to grant a second-year allocation of \$12 million to allow the District to continue its preliminary engineering effort.

The *Times* said: "The longer-range threat to the Wilshire subway rests on a capricious decision that only new rail systems already under construction will continue to get federal help. Such priorities should be based on need, and the case for the Wilshire Subway is persuasive."

The *Times* was not alone. Major local television stations and other print media have spoken out in recent weeks for continued funding of the RTD's preliminary engineering effort. One editorial noted that when completed, the District's work product could be placed on the shelf if construction monies were not immediately available.

In addition, the area's elected officials, the Los Angeles County Board of Supervisors, the Mayor of Los Angeles, the Los Angeles County Transportation Commission, and the Los Angeles Chamber of Commerce are all behind the rail starter line. The Los Angeles City Council has adopted unanimous resolutions in favor of the project.

The County Board of Supervisors also recently adopted unanimous resolutions in favor of federal support of the District's preliminary engineering effort. The resolution noted the SCRTD has successfully completed a Mass Transit Alternative Analysis and that UMTA approved a grant application for \$32 million to carry out preliminary engineering.

The county resolution declared that termination of P.E. "would result in the loss of already expended tax monies and delay by years the completion of mass transit in Los Angeles. The county

resolution also said: "The efficiency and productivity of mass transit ... is essential to the continued well-being of Los Angeles."

The voter has spoken out too. In November 1980, the Los Angeles County voters expressed their support for transit by casting a 54 percent majority vote for a 1/2 cent sales tax for transit improvements, including support of rail rapid transit. Certification of this proposition remains in doubt, however, pending a state Supreme Court decision whether it

neering phase, which began in June 1980, and is scheduled to be completed in mid-1983," said Board President Thomas Neusom. He pointed out recently to the House Transportation subcommittee on Appropriations that UMTA has approved a \$32 million grant for this purpose to be paid over a three year period, with the first \$12 million increment already having been received under a FY1980 appropriation.

Los Angeles supporters of the Metro Rail project were disap-

ple. Corridor employment density ranges from 20,650 to 27,900 persons per square mile.

- The regional all-bus system is recording almost 1.5 million boardings per weekday, and 600,000 of these daily boardings are in the 55 square mile regional core area which the Metro Rail line will serve.

- RTD Metro Rail line is expected to carry some 300,000 riders daily to jobs, shops and schools, and eliminate 100,000 auto trips per day.

- Such use of the line will result in a net savings of nearly 3 million gallons of gasoline annually, and some improvement of L.A. air quality.

- The Metro Rail line has people carrying capacity of 24 freeway lanes.

- Economic benefits: during construction period would create 20,000 to 30,000 man years of employment; would aid in revitalization of downtown Los Angeles, Hollywood and North Hollywood; can draw approximately \$2 billion in private investment at stations.

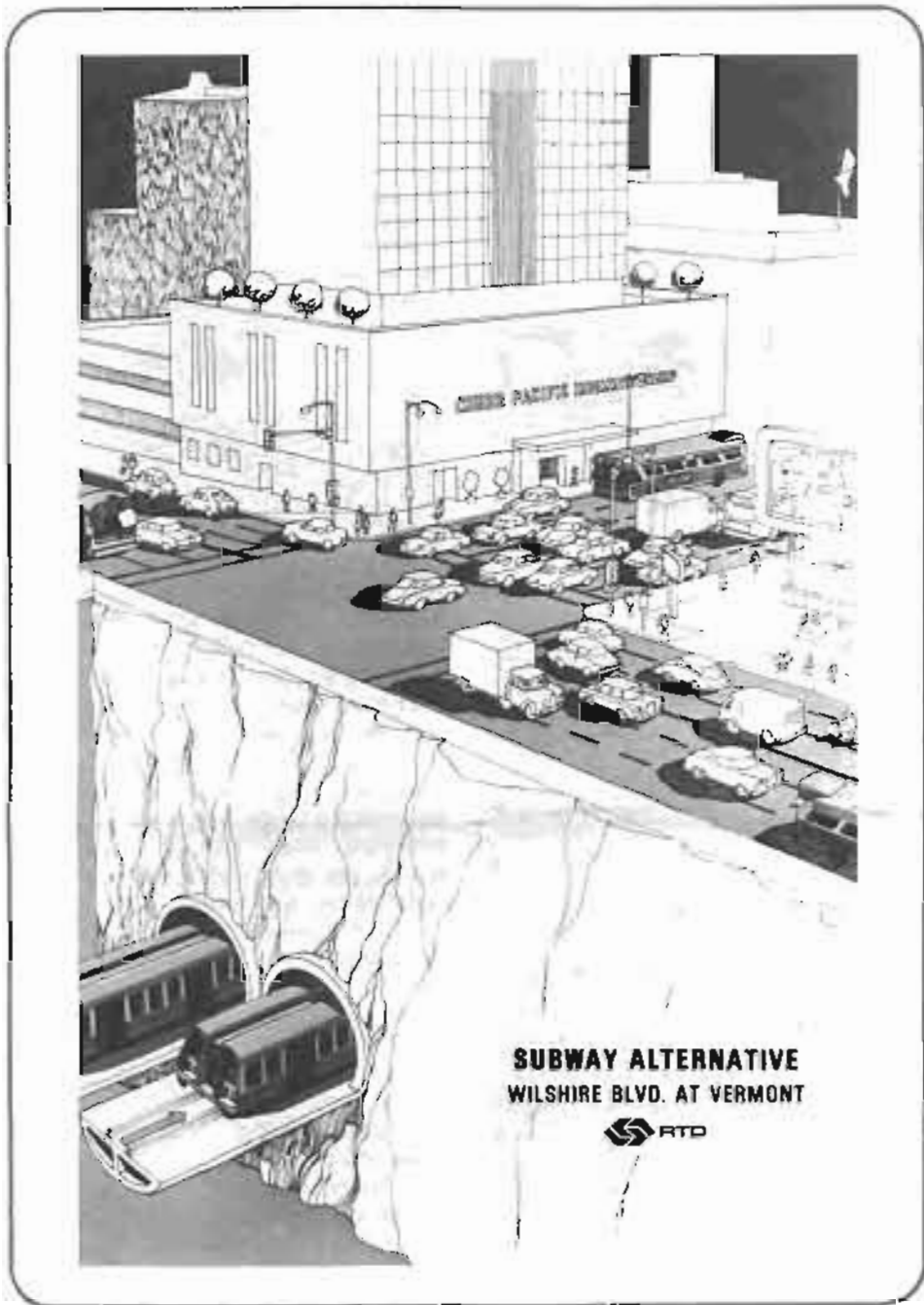
- At present, ridership on four bus lines operating along the Wilshire corridor is averaging more than 160,000 passengers per day. The RTD projected demand in 1990 through this corridor will be 275,000 to 300,000 riders per day.

- The Metro Rail Line proposal emerged from an analysis of 11 alternatives that determined beyond all doubt that it will not be practical nor economical to handle the demand with buses only.

The RTD was given only two mandates when it was established as a public agency in 1964 by the California State Legislature. First, it was to operate and improve the existing bus system. Secondly, the District was to design, construct and operate a rapid transit system to meet the needs of the people of Los Angeles County.

The preliminary engineering grant awarded to the District was to be the first installment of \$45 million in anticipated costs for the early engineering work. In addition to the \$12 million in federal funds, \$2.9 million from the California Transportation Commission and \$1 million from the Los Angeles County Transportation Commission were committed for the first year of the P.E. work.

The preliminary engineering phase of the SCRTD Metro Rail Project will produce drawings and specifications for the rail system, including its exact route, location of stations and their design and vehicle technology. Economic development near the proposed stations will continue to be reviewed in conjunction with the city's commitment to revitalizing the area's neighborhoods in a planned and positive manner.



should have been subject to two-third voter approval.

Compounding the irony of the Los Angeles current position is the fact that results of the 1980 census, while not fully published, indicate that the city is now second only to New York in population density and 10 other areas with less dense population counts than Los Angeles now have rail rapid transit systems, or are building them.

"The immediate goal of the RTD is to obtain sufficient funds to continue the present preliminary engi-

pointed when the House Appropriations Committee omitted a \$12 million item from the FY1981 budget and are now hoping for favorable action when House and Senate bills go to conference or, if that fails, a \$20 million item in the FY1982 appropriations.

In his appearance before the House committee, Neusom cited the following points supporting the Los Angeles project:

- Average residential population density within a one-mile band along the proposed 18-mile rail line is 14,200 persons per square

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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