



# HEADWAY

Volume 9, Number 4

April 1982

## Operation Teamwork gets everyone involved

Crime is the type of growing social problem that affects all of us, not just where we live, but where we work and play. And, it will require all us, working together, to fight the problem. Such wide-ranging community involvement is the key to a new crime prevention program being sponsored by the District in the Boyle Heights and Hyde Park areas of Los Angeles.

Operation Teamwork is a two-year pilot project which seeks to pool the resources of law enforcement agencies, business and community leaders, educators and District personnel in a concerted effort against crime.

"The purpose of Operation Teamwork is to provide motivation, direction and leadership in an effort to systematically reduce crime by creating an informed public," said Administrative Analyst Dennis Newjahr, who is conducting the program with Community Relations Representative Ottis Hendricks.

Operation Teamwork grew out of the recommendations of the Anti-Crime Task Force, formed in the latter part of 1980 by the District in an effort to address the problem of crime on District buses and throughout the community.

Based on the suggestions of the Task Force, which was comprised of representatives from community organizations, law enforcement agencies, local governments, private enterprise and educational centers, Operation Teamwork was begun last September in the two neighborhoods.

A multi-faceted crime prevention campaign, Operation Teamwork phases that are currently under-

way include:

— A crime prevention program for youngsters established at 11 elementary and secondary schools in Boyle Heights and Hyde Park.

— A poster contest conducted through February and March at local junior and senior high schools. The theme of the contest is "Crime can not be reduced without the support of the whole community." Three student winners will be chosen in each of the two communities. They will receive U.S. Savings Bonds and other prizes at a special presentation ceremony slated for May 7. Plans also call for the winning posters to be reproduced as car cards and displayed on buses working the 18 District routes serving the two communities.

— The presentation of Scholastic Achievement Awards to honor outstanding elementary school students for their accomplishments in the areas of leadership, academics and citizenship. Students at five local elementary schools will be selected by their school administrators for this recognition.

— A Crime Prevention Fair held at Knott's Berry Farm the weekend of March 20 which included displays of what efforts the District has taken to make traveling on RTD buses safer.

In addition to this so-called school involvement phase, Newjahr said the Operation Teamwork staff has been actively involved in the community outreach phase of the crime prevention campaign since October last year.

This facet has included working

### OPERATION



### TEAMWORK

closely with such groups as the Urban League, Crenshaw and East Los Angeles Chambers of Commerce, local Optimist, Lions and Rotary clubs, homeowners associations and senior citizen centers.

"More than 1,000 people have attended Operation Teamwork crime prevention meetings so far," said Newjahr. Among the topics discussed at such meetings are how to protect homes and businesses, how to avoid becoming a crime victim, tips for riding the bus safely and the community's role in fighting crime.

A variety of free crime prevention literature, including brochures prepared by the District, were distributed at these meetings.

Other steps being actively pursued by the District as part of Operation Teamwork include helping to form Neighborhood Watch groups in Boyle Heights and Hyde

Park, support of the We Tip anonymous crime witness program and the nationwide "Take a Bite Out of Crime" effort being sponsored by the federal Law Enforcement Assistance Administration, the National Council on Crime and Delinquency and the Advertising Council.

This summer, Newjahr said, the District hopes to initiate the Youth Employment and Training phase of the program.

The overall purpose of this phase, he explained, is to provide meaningful work experience opportunities to some 50 young people between the ages of 14 and 18 from the two communities.

In addition to receiving work experience and a modest summer income, participants in the 10-week phase will be exposed to local occupational information and employment development services, Newjahr said, and hopefully it will help them develop marketable skills and encourage them to serve the community positively.

While this program is focusing on Boyle Heights and Hyde Park, Newjahr points out that the District is encouraging all Los Angeles County residents to get involved.

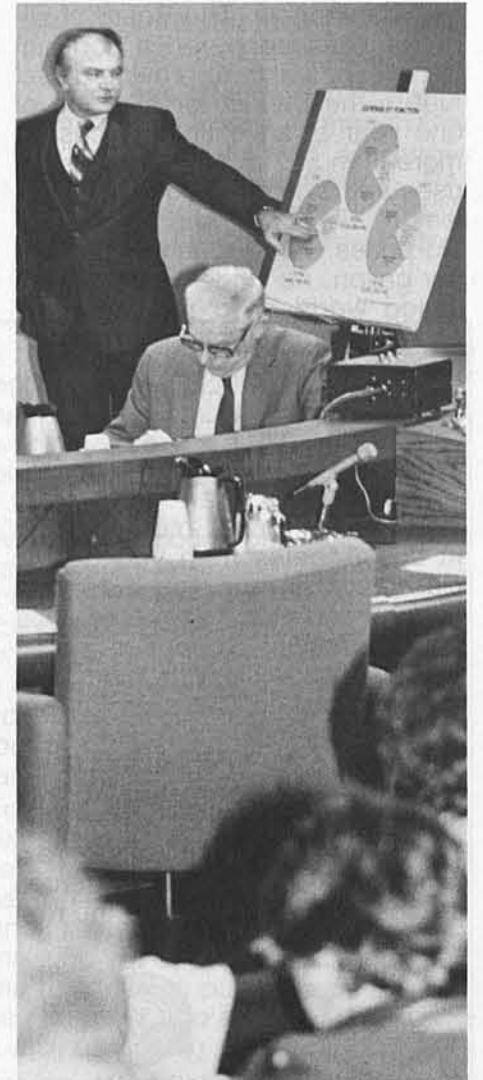
Based on the community response during the first six months of the program, Newjahr thinks Operation Teamwork is moving in the right direction. Part of that success, he feels, is due to actively involving wide-ranging elements within the community, stressing the District's role as a coordinator in the program.

"We don't have all the answers," he said, "but we can help to find them."



A standing room only crowd filled the Board Room at District headquarters for a special meeting to discuss the funding dilemma facing the RTD. The loss of \$20 million in federal operating subsidy in the next fiscal year, coupled with ongoing inflationary pressures, could present the District with a \$48 million deficit. The purpose of the special meeting was to obtain input from political and civic leaders and bus riders as to ways the District could adjust service and fare levels over the next few years to compensate for the planned three-year phase out of federal operating assistance. Information gathered at the March 17 hearing will be evaluated and used in the development of specific proposals to be considered at a public hearing later this month. Options discussed at the hearing included reduction or elimination of evening (7 p.m. to 5 a.m.) and weekend service, considerable reduction in headways and the elimination of discount fares.

### Funding focus



## TRIPPERS

### Son of RTS-II . . .

The District's Board of Directors have approved the purchase of 35 General Motors RTS-II intermediate size buses to replace a similar number of older intermediates being retired from service.

These 35-foot buses are needed because the District's full-sized 40-foot buses cannot operate in certain hilly residential areas where the streets are narrow and twisting. Altogether, the District deploys 79 intermediate size buses in Glendale, Pasadena, San Pedro and other residential areas.

The new fleet will cost \$6.1 million, with federal funds providing 80 percent of the purchase price, and the District paying the remainder. The federal portion is from a 1200-bus grant awarded the District in late 1979.

Each of the new intermediate coaches seats 36 passengers and is accessible to wheelchair patrons. Like their larger counterparts, the new buses feature air-conditioning, tinted windows and padded seats.

Delivery is expected in early 1983.

### Scheduled savings . . .

Schedule changes on 25 bus lines in the San Fernando and San Gabriel valleys and the South Bay area were implemented March 14 in a move that is expected to result in an annual savings of more than \$2.6 million in operating costs. The savings in operational costs will help offset an anticipated revenue shortfall this fiscal year and help the District prepare for a proposed reduction in federal operating subsidies next fiscal year, according to General Manager John Dyer.

"It is necessary for the RTD to begin trimming service on some bus lines in order to operate more cost effectively," Dyer said. Most of the changes increased the operating times between buses from two to 10-minute headways and have a minimum impact on service.

### No fueling around . . .

If you think you spend a lot for fuel, think again. The Board of Directors has approved a contract with Texaco, Inc. to provide diesel fuel to the District for a period of one year at an estimated cost of more than \$27 million. The District uses approximately 30 million gallons of fuel a year and the Texaco bid prices out at roughly 90 cents per gallon. As evidence of the so-called world oil glut, nine companies submitted offers to provide diesel for the District, the largest number to do so in more than 15 years.

### Where were you in '72 . . .

If you were graduating from Roosevelt High at Soto and Third in Los Angeles then your fellow classmates are holding a 10-year reunion and would like to see you there. Division 1 operator Sergio Velasquez and his wife Josie, both members of the Class of '72, are coordinating the affair. They can be reached by telephoning (213) 692-3173. Another member of the class now working for the District is Word Processor Rachel Suarez, who went by the name of Sifuentes in those days. Where are the rest of you?

# Program takes the numb out numbers

As anyone who works with numbers can tell you, nothing can be as mind-numbing and error-prone as working with numbers.

That's why when the District came across a training program which promised a 50 percent increase in number accuracy along with a 20 percent increase in perception and speed it quickly implemented the program as part of the Employee Development Department's regular curriculum.

"Number skills is a recently created training program designed to increase the speed and accuracy of people who record, transfer or check numbers," according to Bill Dutton, senior training analyst in the department and one of five in-house instructors who teach the course.

One benefit of the class is that it utilizes in-house talent by having District employees well-versed in working with numbers teach the course. Instructors include Dutton, Sid Johns and Toni Macias from Accounting and Fiscal, Vera Lacefield from Service Analysis and Rinda Komora from Marketing and Communications.

Each instructor has been through the course in addition to receiving an additional five hours of instruction techniques.

Dutton said the training program, which was originally developed by McGraw-Hill, trains participants in five skills areas, including number accuracy, number perception, number retention (up to 12 digits), number patterns and number checking (teaching accurate



Dutton, Macias and Johns (from left) review class materials.

transfer and correct placement).

Sixteen District employees from Accounting and Fiscal, Purchasing, Marketing and Communications, Schedules, Management Information Systems and Employee Development participated in a pilot program to test the effectiveness of the course last March. They recorded an overall increase in speed of 28 percent and an increase in accuracy of 71 percent.

Based on that success, the training program is being offered on a continuing basis to District employees who work with numbers.

A typical class consists of about 10 students who attend the program 2½ hours per day for five days. Participants are given a pre-test at the beginning of the class

and a post-test at the end of the week to measure their progress.

Dutton said that six classes have been conducted since August of last year, involving some 56 District employees. On the average, these employees have logged a 27 percent increase in speed and a 65 percent increase in accuracy. However, improvements as high as 32 percent for speed and 85 percent for accuracy have been achieved by some.

"Judging from the results so far, it is apparent that the program has been successful," said Byron Lewis, administrator of employee development. "There is evidence that the number handling skills learned in the classroom are being carried over to the job, resulting in a significant increase in productivity."

## Lines accessible to handicapped doubles

The number of District bus lines accessible to persons in wheelchairs was nearly doubled March 14 when 46 additional bus routes began offering accessible service to the handicapped, utilizing lift-equipped buses.

The expanded service marks the largest increase of RTD accessible service undertaken since the Board of Directors in 1974 made RTD the first transit operator to adopt a policy that all new transit vehicles would be lift equipped.

The District initiated accessible service in November, 1979. By June of this year, plans call for

1,370 lift-equipped buses to be offering accessible service to the handicapped on 141 routes.

RTD will offer twice as much accessible service as any other public transit agency in the nation, according to Operations Analyst Nancy Leon.

New service initiated in mid-March will service the communities of La Mirada, Lynwood, Norwalk, Playa Del Rey and Westchester. Additional wheelchair service will be scheduled throughout the San Gabriel Valley, South Bay, Orange County, Central and South Los Angeles and East and West Los Angeles.

Each of the accessible buses is identified by the international symbol for accessibility posted on the front or rear door, depending on where the wheelchair lift is located. This symbol also is used to designate accessible bus stop signs along these routes and is placed on bus schedules as well.

In addition to their wheelchair lifts, accessible buses also have a kneeling feature that enables the right front corner of the bus to be lowered within 10 inches of the curb so persons who have difficulty climbing stairs can board easier.



## Retiree recognition

Director Mike Lewis and General Manager John Dyer (right) offer their congratulations to Staff Assistant II Fred Bader and his wife on the occasion of Fred's retirement after nearly 36 years on the property. Also retiring last month but unable to attend the ceremony were Division 15 mechanic-A William Huskey, 20 years; and Division 5 operator Robert Lane, 36 years.



## United Way

An appreciation breakfast to acknowledge the efforts made by District employees who spearheaded last year's highly successful United Way-AID fundraising campaign was held last month, as the 1982 fundraising effort gets underway at RTD. United Way representative Kai Sorenson congratulated the 60 employees attending the breakfast for increasing employee contributions at the District by 62 percent. Working at the departmental and divisional levels, the enrollment representatives increased the number of employees donating to the charity by 30 percent, with the average donation going up by 24 percent. All told for Campaign '81, RTD employees contributed nearly \$130,000 to United Way. This year, a special trophy will be presented to the division or department which has the best showing.

## Six-month Ride 'n Read pilot project begins

A six-month pilot project to test the feasibility of selling daily newspapers on District buses was started in late March utilizing some 400 buses operating out of Divisions 7 and 8.

If the project proves successful and is expanded systemwide, it could raise more than \$500,000 in additional revenue for the District.

Copies of the Herald Examiner and the Daily News will be sold at regular street prices during the trial on buses in the San Fernando Valley and West Los Angeles areas on 34 bus lines.

Under the terms of an agreement between the RTD and both newspapers, the District will receive 12 cents for each copy sold on District buses Monday through Saturday and 24 cents for the Sunday edition of the Herald Examiner.

A convenient, self-service rack is being installed in the test buses on the bulkhead directly behind the operator and above the first longitudinal seat. The rack provides a coin collection box in which riders are asked to deposit payment for the newspapers.

The racks were designed and produced at the expense of the newspapers. District personnel installed them on the buses, with RTD reimbursed for labor and materials by the papers.

After inserting payment, the buyer merely lifts out the paper. Operators will not be involved in the sale of newspapers in any way, and passengers will be notified not to divert the drivers attention from operating the bus by requesting change or asking questions about the sale of the newspapers.

The two daily newspapers are

providing all personnel necessary for placement of the papers, retrieval of unsold papers and collection of money from the lock-boxes.

Similar ride-and-read programs have been successfully implemented in cities such as Memphis, Tennessee; Columbus, Ohio; and Indianapolis, Indiana.

"If successful, this program could provide the District with another source of revenue," said General Manager John Dyer. "Potentially, we could realize more than half a million dollars a year if the program is extended to all RTD buses."

Plans call for the program to be evaluated at the end of the six-month trial by a group consisting of representatives from the two newspapers (which proposed the idea initially), and from the District's Marketing, Safety, Transportation, Labor Relations, Finance, Maintenance and Transit Police



Business Manager Bernard Sakmar displays the newspaper rack which will be used in the test program.

departments.

Dyer said if the experiment is a success, the District will submit a request for proposal to sell newspapers aboard its buses from all

Los Angeles area daily newspaper publishers.

The District may cancel the experimental program at any time without advance notice.

## Krafft named Director of Transportation



Roland Krafft

Roland Krafft, whose career in public transit spans 40 years, has been appointed Director of Transportation for the District. The position was formerly known as General Superintendent of Transportation.


In his new position, Krafft will be responsible for overseeing approximately 5,000 employees, including all District bus operators, radio dispatch operators, stops and zones and supervisory personnel. The position reports to Manager of Operations Sam Black.

Krafft began his career in transportation as a trolley conductor and motorman with the Pacific

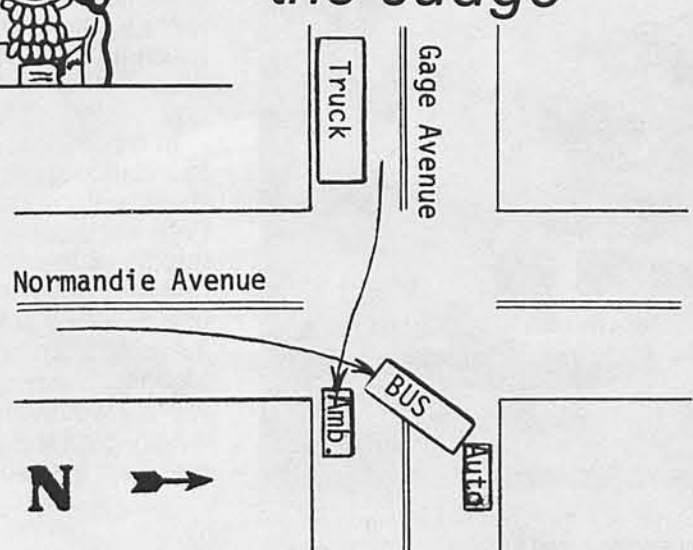
Electric Railway in 1942. He later drove a bus with Metropolitan Coach Lines, a forerunner of RTD.

Over the years, Krafft has served in a variety of management positions which ranged from Transportation Manager of a bus operating division to acting General Superintendent of Transportation, a post he held three times.

Krafft has attended Long Beach Community College, Compton City College, UCLA and Carnegie Mellon College in Pittsburgh, PA. A Long Beach resident since 1920, Krafft has two grown daughters and five grandchildren.



### You be the Judge



As someone once observed, it is better to judge than to be judged. So, here's your chance. Read the operator's statement below, examine the diagram and then try and determine if the accident was preventable or unpreventable. To see if your ruling will hold, the answer is printed below. It's upside down to keep you honest.

**Operator's statement:** I was traveling northbound on Normandie and as I approached Gage I heard a siren. Traffic was blocking my view down Gage so I couldn't tell where the siren was coming from. The light was green for me, and I tried to get through the intersection so that it would be clear for the emergency vehicle. Just as I got to the intersection I saw the ambulance come from behind a truck. I swerved to the right and then hit the brakes. The bus went out of control and hit a car which was facing west. The ambulance kept going.

**Judgment:** The green light does not guarantee the right-of-way. When the operator first heard the siren the bus should have immediately and safely been pulled to a position parallel to and as close as possible to the right curb and stopped clear of the intersection. The operator should then have remained there until the emergency vehicle had passed and it became safe to proceed. The operator should not have entered the intersection, especially since his view of the emergency vehicle was obstructed. Therefore, this accident was deemed preventable.



## L.A.'s first subway

If there is one place in Los Angeles where the ghosts of transit's past moan the loudest, it is undoubtedly at the northwest portal of the Pacific Electric subway tunnel, located in a forgotten corner of the city near the intersection of Beverly and Glendale boulevards.

Echoes of the PCC trains which hurtled from the underground tunnel on their way to Burbank, Glendale and Hollywood still linger in the murky silence behind the rusting iron gates which now seal the tunnel's mouth in what was known as Toluca Yards.

The Pacific Electric Subway was a landmark accomplishment in California transportation history when it opened November 30, 1925, the first and only west coast subway until the Bay Area Rapid Transit System opened in the late sixties.

For 30 years Los Angeles residents would board trains in the subterranean station located beneath the Subway Terminal Building at Fourth and Hill streets and travel a little more than one mile under Bunker Hill and several major streets before re-emerging in Toluca Yards.

Built in the early twenties when Pacific Electric ridership was at its pre-World War II peak, the subway saved some eight minutes of travel time and prevented untold numbers of accidents as trains no longer had to compete with motorized vehicular traffic on the roaring streets of downtown Los Angeles.

The Subway Terminal Building itself became one of the prestige office buildings of its time. With more than 250,000 square feet of

office space, its unique five-winged design provided natural sunlight to most of its 1,100 rooms. Adjacent to the south side of the building were the surface tracks and yard for local trains and, above that, a parking lot and bus deck for additional motorized traffic.

Inside, amid marbled and pillared splendor, long inclined ramps led passengers from the mezzanine concourse and waiting rooms to the six loading platforms at trackside.

During World War II, rationing of gasoline, oil, steel and rubber restricted the use and availability of automobiles and placed an unprecedented demand on the public transit system.

At the peak of operations during the war, a daily average of 754 trains (not cars, but trains) — with perhaps another 100 empty cars held over at Toluca Yards for switching purposes — were routed through the subway tunnel. Including trains using the

Hill Street surface yard, a daily total of 884 trains, consisting of 1,194 cars, entered and left the Subway Terminal in early 1944.

As many as 700 trainmen and operators were supervised from the building. Yet, with all this traffic, in 30 years of subway operation there were no accidents of any consequence.

Out at Toluca Yards, five holding tracks held cars in storage for the rush hour traffic. There was also an inspection pit and other maintenance facilities, including a fully automatic substation which provided most of the power requirements for the subway and terminal operations.

Subway operations were shutdown on June 19, 1955, a victim of, among other things, low ridership and the growing love affair between auto-oriented Angelenos and their freeways. The Glendale-Burbank line was the last to go. Six years later, in April of 1961, all passenger rail service was suspended by the Metropolitan Transit Authority, a

direct descendent of the Pacific Electric Railway and the RTD's immediate predecessor.

Today, after a quarter-century of neglect, Toluca Yards is choked with weeds and trash, obscured from the vision of passing motorists by several large billboards. The tracks have been uprooted or covered with concrete and asphalt, although if you look closely they still show through in worn patches of asphalt.

The Subway Terminal Building is still in full operation as an office complex, housing the downtown headquarters of the Veteran's Administration and numerous other businesses. In 1977, the Los Angeles Cultural Heritage Board declared the building a cultural heritage monument because of its unique historical value and the splendor of its Italian Renaissance style.

But, the vast terminal, four stories below Hill Street, has not fared so well. Dark and deserted, its ramps demolished and the tracks torn out long ago, the station now resembles a vast tomb. It has been used as a police impound lot and for storing old trolley cars prior to their being dumped in the ocean as artificial reefs for fish. Time has definitely taken its toll and the terminal area is now considered unsafe and sealed off from the public.

In the mid-seventies the foundation pilings for the Bonaventure Hotel on Figueroa at Fifth were sunk squarely into the middle of the tunnel, cutting it in half and forever preventing its use in future subway plans. The inexorable creep of modern highrise buildings continues silently westward from downtown, quietly overshadowing Los Angeles' first subway.



The Subway Terminal Building today at the corner of Fourth and Hill streets. (Above) Modern skyscrapers of the Los Angeles skyline stand in stark contrast to the abandoned Toluca Yards and the subway tunnel.



## Yesterday & Today

Los Angeles has grown a lot in the 30-and-more years separating the photographs on this page. But, as the pictures clearly indicate, the Pacific Electric Subway has not been a part of that growth. While many of the locations remain intact, they are merely shadows of what they once were.

At the peak of subway ridership in World War II, tens of thousands of Angelenos traversed the long inclined ramps which led them from the loading platforms trackside to the street four stories above (top, left). Today, the once bustling terminal is just an empty cavern, as quiet as a tomb. The ramps are gone, the tracks and loading

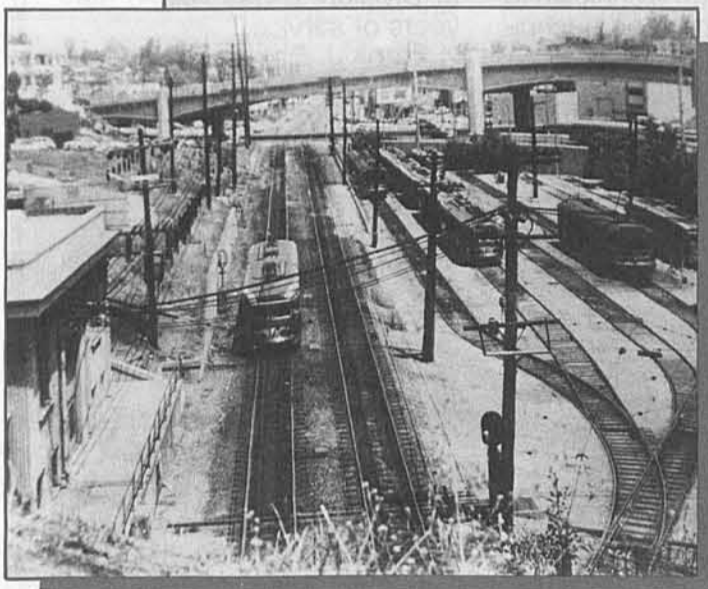
platforms have been ripped up and the unused tunnel stretches away to nowhere.

A little more than a mile from the underground terminal the trains emerged into daylight from the tunnel in Toluca Yards (left). In this view, taken from above the tunnel, the twin tracks stretch away along Glendale Boulevard, passing under the First Street bridge in the background. To the left is the substation which provided electric power to the trains and terminal. To the right the five holding tracks where cars were held in storage for rush-hour traffic. Today, Toluca Yards is just another trash-strewn,

weed-choked vacant lot, blending into the cityscape virtually unnoticed.

A few moments after departing the terminal, car 5010 exits the tunnel and an unknown photographer records the moment for future generations (below left). It is unlikely that the old Pacific Electric Subway will play a part in the future of public transit in Los Angeles. Age and years of neglect have seen to that. However, there is no denying the fact that the subway wrote a unique chapter in the history of Los Angeles.

Historical photos courtesy of J.C. Holzer



# District adds three more to employee honor roll

Three more names were added to the District's honor roll during a ceremony in late February at the Board of Directors' meeting.

Recognized for the outstanding performance of their duties during the month of January were Employees of the Month Larry Hidalgo, Akbar Ahadzadeh and Charles Ravens.

Information operator Hidalgo has proven to be a valuable asset to the District and the Customer Information Department since joining the District in March, 1975. He possesses all of the attributes of an outstanding information operator, being fast, yet courteous and efficient. Larry has a thorough knowledge of all District routes, schedules and fares and, in the performance of his duties, far exceeds the standards set for the job.

Akbar Ahadzadeh attained the rank of mechanic-A through his initiative and hard work less than two years after joining the District as a mechanic-C in July, 1978. Working the third shift at Division 8 in Van Nuys, Akbar has assumed the du-

ties of safety coordinator and is responsible for researching and completing equipment damage reports.

He works well with his co-workers, has a quick smile and a perfect attendance record — zero times late, zero times absent. His skill and knowledge resulted in his being chosen to represent the District as an assembly line inspector in Pontiac, Michigan, when the RTS-II buses were being produced.

Akbar sees himself as an inventor of sorts and draws on his two years of training in engineering to design and manufacture tools or equipment which facilitate the everyday jobs he is assigned.

This skill carries over into his personal life, as well. He recently finished building a new laundry room for his wife, and is currently working on a study area for his two daughters — Adrienne, 8½, and Shirinne, 5½.

Operator Charles Eugene Ravens followed in his father's footsteps when he joined the public transit industry. His father Charles



Displaying Certificates of Merit are employees (from left) Charles Ravens, Akbar Ahadzadeh, Larry Hidalgo. Taking part in the ceremony were General Manager John Dyer, Director Ruth Richter, Harry Forrest and Ermilo Victoria of Division 8 and Bob Williams.

Ravens, is a retired Division 8 operator and his brother worked for the District a number of years prior to entering law enforcement.

Charles joined the company in September, 1957, and in more than 24 years has had only three chargeable accidents. The last

occurred more than nine years ago. He has the maximum of 90 merits allowed under the present labor contract for the observance of minor rules and regulations. All of his years as an operator have been spent working the extra board.

## SCHEDULE CHANGES

### Moving Up

**Rigoberto Abrego**, from mechanic B to mechanic A.

**Benjamin Aguilar**, from mechanic B to mechanic A.

**Netzahulooyotl Alvidrez**, from mechanic C to mechanic B.

**Kenneth Barbara**, from mechanic B to mechanic A.

**Jose Bermejo**, from mechanic C to mechanic B.

**Leonard N. Bevelle**, from mechanic B to mechanic A.

**Robert Blatz**, from mechanic B to mechanic A.

**Thomas Blatz**, from mechanic B to mechanic A.

**Alan A. Brown**, from mechanic B to mechanic A.

**Theodore Brown**, from mechanic B to mechanic A.

**Michael Bujosa**, from mechanic B to mechanic A.

**Leonard Clark**, from stock shop clerk truck driver to stock shop clerk.

**George E. Cowley**, from building and grounds maintenance supervisor to building and grounds maintenance superintendent.

**Stephen Cox**, from mechanic C to mechanic B.

**William J. Cronin**, from programmer analyst to senior systems analyst.

**Janice Daniel**, from typist clerk to secretary.

**Patricia Dayhaw**, from cash clerk (temporary) to cash clerk/extra assistant supervisor of central cash counting office.

**Sandra Diggins**, from operator to data control specialist.

**Charles Ellis**, from service attendant to operator.

**Joseph Englert**, from acting senior schedule maker to senior schedule maker.

**Kenneth Ferguson**, from cash clerk to payroll clerk.

**John Fischer**, from equipment maintenance supervisor I to acting equipment maintenance supervisor II.

**Evelyn Frizelle**, from staff assistant II to assistant division transportation manager (Division 9).

**Juan Gamino**, from mechanic B to

mechanic A.

**Allan Greenberg**, from operator to operator/extra schedule checker.

**Mae Grosz**, from information clerk to information clerk/schedule room.

**Eugene Guevara**, from mechanic C to mechanic B.

**Kenneth Irvin**, from payroll clerk to cash clerk/extra assistant supervisor of central cash counting office.

**Vera Lacefield**, from temporary assistant schedule maker to assistant schedule maker.

**Buster Lattimore**, from service attendant to mechanic B.

**Frank Anthony Lee**, from mopper/waxer to information clerk.

**Vernell A. Lewis**, from mechanic B to mechanic A.

**Rita Malone**, from operator/extra division dispatcher to division dispatcher.

**Ronald Marshall**, from mopper/waxer to junior stock clerk.

**Michael Michalek**, from mechanic B to mechanic A.

**Rolando Munoz**, from mechanic B to mechanic A.

**Dennis Munson**, from operator/extra radio dispatcher to radio dispatcher.

**Carol J. Mutchnik**, from payables systems coordinator to benefits technician.

**Ronald McCauley**, from mechanic B to mechanic A.

**Cornelius McCoy Jr.**, from mechanic C to mechanic B.

**John R. McKemie**, from mechanic C to mechanic B.

**Mario Neri**, from acting extra assistant supervisor to cash clerk/extra assistant supervisor of central cash counting office.

**David Nicholson**, from cash clerk (temporary) to service attendant.

**Alvin Norman**, from schedule typist to varitype layout operator.

**Audrey Ortiz**, from radio dispatcher to assistant division transportation manager (Division 3).

**Richard Ortiz**, from mechanic B to mechanic A.

**Napoleon Pearson**, from mechanic B to mechanic A.

**Louis Pedemonte**, from property maintainer B to property maintain-

er A.

**Robert Ramos**, from mechanic C to mechanic B.

**Andrea Robertson**, from cash clerk to service attendant.

**George Rodriguez**, from mechanic B to mechanic A.

**Robert Ross**, from mechanic B to mechanic A.

**John Sachs**, from engineering technician (as needed) to engineering technician.

**Luis Saucedo**, from mechanic C to mechanic B.

**Raymond Schuck**, from electronic communication technician to electronic communication technician leadman.

**Michael Shepard**, from mechanic B to mechanic A.

**Denis B. Shoemaker**, from acting safety specialist to acting senior safety analyst.

**Ram Shori**, from mechanic B to mechanic A.

**Carolann Silver**, from data technician to acting assistant schedule maker.

**Luchus Smith**, from equipment maintenance supervisor II to equipment maintenance supervisor II/relief division manager.

**Ozell Smith Jr.**, from operator/extra instructor of vehicle operations to instructor of vehicle operations.

**Adrienne Timberlake**, from secretary (as needed) to secretary.

**Joseph Vincente**, from programmer analyst to senior systems analyst.

**Connie Williams**, from typist clerk to stenographer.

### Shifting Gears

**Thomas Copeland**, an operator at Division 1, has retired after 24 years of service.

**George L. Custead**, from operator at Division 8, has retired after 36 years of service.

**Carl E. Davis**, an operator at Division 8, has retired after 10 years of service.

**William J. Ferguson**, the assistant supervisor of the central cash accounting office has retired following 11 years of service.

**Ronald G. Harris**, an operator at Division 9, has retired after 22 years of service.

**William M. Huskey**, a mechanic A at Division 15, has retired after 20 years of service.

**John W. Kelley**, a relief vault

truck driver at Division 2, has retired after 30 years of service.

**Robert L. Lane**, an operator at Division 15, has retired after 19 years of service.

**William C. Liles**, an instructor of vehicle operations, has retired after 34 years of service.

**Richard J. Patton**, an operator at Division 18, has retired after 36 years of service.

**Ernest J. Pena**, an operator at Division 18, has retired after 25 years of service.

**Henry C. Perry**, a mechanic A at Division 1, has retired after 10 years of service.

**Frank J. Pocius**, an operator at Division 9, has retired after 30 years of service.

**George E. Sage**, a schedule checker, has retired following 37 years of service to the company.

**Frank R. Summer**, an operator at Division 5, has retired after 33 years of service.

**Nathaniel Walker**, an operator at Division 18, has retired after 19 years of service.

### In Memoriam

**William G. Adams**, a former ticket agent, passed away January 4. Mr. Adams joined the company in August, 1942, and retired after 26 years of service in November, 1968.

**Harold I. Billings**, a former shipping clerk, passed away January 22. Mr. Billings joined the company in April, 1927, and retired after 41 years of service in June, 1968.

**Howard A. Medsker**, a former mechanic A at Division 9, passed away January 24. Mr. Medsker joined the company in February, 1960, and retired after 14 years of service in February, 1974.

**Homer T. Parks**, former motorman out of Division 3, passed away February 6. Mr. Parks joined the company in April, 1922, and retired 31 years later in June, 1953.

**William E. Perrien**, former operator at Division 2, passed away February 13. Mr. Perrien joined the District in February, 1964, and retired after 10 years in March, 1974.

**Charles W. Whitehurst**, a former storekeeper, passed away February 1. Mr. Whitehurst joined the company in November, 1946, and retired after 31 years of service in June, 1977.

# Diaz, Caldito, Pachl garner February kudos

Often, the positive contributions of District employees go unnoticed and only service failures receive attention. However, the District's Employee of the Month program serves to recognize the dedication with which a vast majority of RTD's personnel serve the community.

Honored for the outstanding performance of their duties during the month of February were Information Operator Sam Diaz, Mechanic-A Johnny Caldito and Division 1 Operator Frank Pachl. The trio was honored at a ceremony before a Board of Directors meeting in late March.

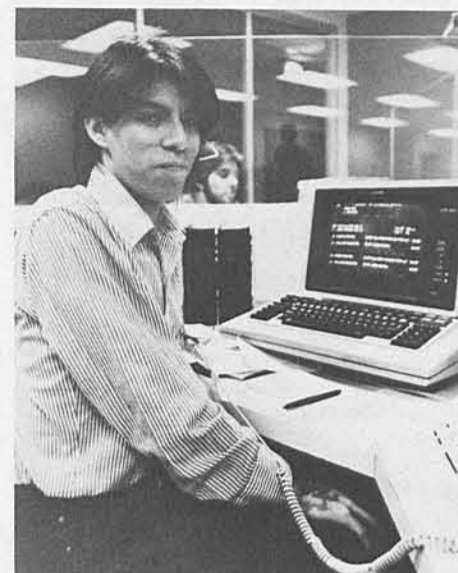
Pachl began working in the transit industry in December of 1957 and in the past 24 years has established an excellent rapport with his fellow employees. He has not had a missout in nearly 10 years, has not had an avoidable accident in more than 20 years and has attained the maximum of 90 merits an operator can receive for the observance of rules and regulations. In addition to a 20-year safety award, Pachl has received a letter of commendation in his annual record review for every year of his employment. If his name sounds familiar, that is



Frank Pachl



Johnny Caldito



Sam Diaz

because he has qualified as a contestant in all five of the RTD's annual bus roadeos.

Johnny Caldito joined the District as a mechanic-B in June of 1971 and has consistently displayed his excellent skill as a well-rounded craftsman. Presently a mechanic-A, Caldito excels in troubleshooting electrical repairs. He received his formal electrical training while in the military, but

has continued to expand his knowledge via schooling. He is presently taking classes in micro-computer and digital computer. With a reputation as a conscientious worker who promotes good morale, Caldito is one of the few mechanics who have had formal training in the operation and maintenance of the Dynamometer.

Sam Diaz is one of those employees who are just coming to

work when many of us are heading home, working the late shift in the Telephone Information Center. He has been with the department only six months, but his efficiency in handling calls and the accuracy of his information has earned him an excellent reputation. When he is not telling people where to go, Diaz pursues his hobbies, which include drawing, writing poetry and playing the guitar.

## COMMENDATIONS

**Rodney A. Tatum, Line 49:** This man handled what could have been a touchy situation very well and with appropriate firmness. Three young men in their late teens got on and walked past the driver without paying. They were loud and verbally abusive as they took seats in the rear of the bus. The driver apparently was not intimidated by either their number or their manner. He called to them and asked them to come up and pay the fare. One of them yelled back that they were not going to pay. The other two were all the while cursing and or name-calling. At this point, the driver demanded that either they pay or leave the bus. He would not move the bus,

he said. There was a moments hesitation and then one by one they filed off the bus. My thanks to the driver. His enforcement of the rules and the way in which he maintained order did, in that instance, certainly make me feel more secure while riding the bus.

**John Maynor, Division 8:** I was driving down Lankershim when another car cut in front of mine. Mr. Maynor was driving his bus behind my car and saw the incident. First, and of course most importantly, he stopped his bus to come see if I was hurt. Next, he volunteered his name and badge number if I needed a witness. It is extremely rare in this day and age when someone volunteers to get in-

involved. I thank you very much for hiring such courteous drivers and I thank him for being such a caring human being.

**Jim Augustin and Leonard Levi, Line 122:** These two drivers are exceptional men. They are courteous, thoughtful, considerate and kind gentlemen. They take time to answer questions from people at bus stops regarding which buses to take and destinations of other buses. They are considerate of the elderly when boarding and disembarking from the bus. They know their regular passengers and are friendly to them. We are all regular riders on the bus. (This letter was signed by some two dozen passengers).

**Rick V. Brown, Line 75:** I was so moved by the polite service it led me to drop you this note. Service was excellent and direct, yet

simple and unpretentious. Streets and connecting lines were called and — best of all — there were no screeching or lurching stops, each was as smooth as silk. I normally drive to work but do ride the bus periodically. It was a pleasure on this particular evening.

**Earlene Madison, Division 2:** I missed my ride and had to take the bus home from work. I had borrowed money for the fare, but had forgotten to borrow enough to call my husband from the busstop to meet me. I exclaimed this to myself as I put the money in the farebox and the very nice lady driver asked what was wrong and then loaned me 20 cents for the telephone call. She drove very smoothly and was exceptionally considerate to all the passengers as well. I want to both commend her and to ask you please to return the 20 cents to her with my thanks.

## Mechanic training program produces 12 more grads

The thirteenth group of District employees to take advantage of a unique employment advancement opportunity was honored last month in a ceremony at District headquarters downtown Los Angeles.

District and union officials got together to congratulate the dozen men and women who had completed the 38-week Mechanic-C Training Program, marking the 13th graduation ceremony since the program was begun in 1971.

Receiving certificates of completion and messages of congratulations during the ceremony were Lyle Bradley, Sandra Brown, Jerri Nichols Culton, Rosetta Drake, John Foley, Essie Harris, Ida Houston, Marian Michelle Walsh,

Silvio Macias, David McDaniels, Luis Ramirez and Jimmie Wright.

Recognizing the accomplishments of the graduates, who had started the program as service attendants or utility-As, were General Manager John Dyer, Amalgamated Transit Union President Jerry Long, Manager of Employee Relations John Wilkens, Manager of Operations Sam Black, General Superintendent of Maintenance and Equipment L.R. Davis, class instructor Richard Au and Director of Training Joann Bowman.

The training program the graduates had completed includes 22 weeks of classroom instruction, with participants attending three-hour sessions twice a week on their own time. That is followed by 16 weeks of on-the-job training at locations around the District.

Topics covered during the course range from basic mechanical knowledge of arithmetic, identification of tools and comprehension of maintenance manuals to studying fuel and electrical systems and obtaining a theoretical knowledge of pneumatics and hydraulics.



A dozen new mechanics pose proudly with District and union officials.

## Safe Passage

A group of operators with nearly 200 years of safe driving experience was honored by the Board of Directors last month as part of the Safety Department's ongoing Safe Performance Award program. The eight operators receiving commemorative plaques, rings and belt buckles helped the District attain the best record of any public transportation company in the United States operating buses only. In 1981, RTD averaged only five traffic accidents per 100,000 miles of operations. Receiving awards were Mac Baldrige of Division 2 with 32 years of safe driving; Fred Strom of Division 15 with 29 years; Division 18's Leonard Ruiz, Division 15's Richard Jones and Division 9's Condred Kerslake, each with 24 years of safe driving; Division 8's Merced Cantrell and Division 5's Jack Blakey with 21 years each and William Troy of Division 9 with 22 safe years.



## Roundball tussles top Recreation calendar

An all-star basketball team comprised of the District's finest cagers will try to stamp out their counterparts from the Post Office in the third attempt by RTD roundballers to stay undefeated against the postal workers.

The confrontation is scheduled for Saturday, April 24, at 7:30 p.m. in the Manual Arts High School gymnasium.

The mailmen boast of a large contingency of cheerleaders and fans who plan to attend and cheer them to victory. RTD's all-stars need your help to tip the scales in their favor.

The game is free to all so bring your friends and neighbors out for a fun night of free entertainment.

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If you want to see some of the all-stars in action prior to the April 24 contest, you can show up on Tuesday or Thursday evenings at Will Rogers Park and watch some of the RTD Basketball League competitions. The eight-team league is currently wrapping up its second round of inter-divisional contests. Games are played at 8 and 9 p.m. Participating in the league are teams from Divisions 1, 2, 3, 5, 9, 12, 18 and headquarters. After a league champion is crowned, an all-star team composed of the best players from throughout the league will be formed to take on the postal workers.

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And, if you want to make the most of basketball season, you'll want to get some tickets to the Laker playoff games, now on sale at the Employee Activities Office on the fourth floor of District headquarters. The dates and times of the playoff schedules change daily, so it will be the ticket purchaser's responsibility to check the schedule for dates and times of playoff games or to return tickets for unplayed games to the activities office within 48 hours of the unplayed game.

Tickets will be available for four games in each series at the following prices: Series B, \$12.50; Series C, \$14.50; and Series D, \$16.50. All seats are in the Colanage section of the Forum.

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They are always adding new attractions to the Universal Studios Tour so if you haven't been there in a while you may want to take advantage of two special weekend dates. For April 17 or 18 and 24 or 25 you can purchase special discount tickets for only \$7.50, a savings of \$2.25 off the regular adult admission price and a 25-cent reduction in the child (3-11) price. Set one of these four dates aside for an unforgettable tour of this movieland attraction and, don't forget to get your tickets in advance.

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You have one more chance to see "A Chorus Line" now at the Wilshire Theatre. For Sunday, April 18, the 7:30 p.m. performance is discounted from \$18.50 to \$16.50 for the orchestra seats.

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It's still not too late to get your reservations in for the Memorial Day weekend trip to Lake Tahoe. The trip will leave from El Monte Station at 6 p.m. Friday, May 28, and return at approximately 9 p.m. on Monday, May 31. The trip includes roundtrip bus transportation, hotel accommodations for three nights at the Flamingo Lodge in Lake Tahoe (based on double occupancy), tours of the lake and Carson and Virginia cities. You get all this for only \$132 per person. Deadline for payment is April 23.

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Back by popular demand is the District's annual Sea-fari. On Saturday, May 8, an Amtrak train carrying RTD employees and their families will depart Union Station at 8 a.m. bound for San Diego and world-famous Sea World amusement park. The day-long visit to the park includes six major shows

and more than 25 exhibits. The train will return to Los Angeles about 7:35 that evening. The ticket prices of \$30 for adults, \$16 for children 5-11 and \$12 for tots 2-4 represents a 30 percent savings off the normal price of such an excursion. Get your reservations in fast.

\*\*\*\*\*

The 42nd Anniversary of the great entertainment of the Ice Capades will be celebrated at the Sports Arena next month. On Sunday, May 2, discount tickets will be available for RTD employees and retirees for the 6 p.m. show. The \$9 reserved seats will be going for only \$7.50.

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Speaking of annual events, the 20th edition of the Renaissance Pleasure Faire will celebrate the arrival of springtime on weekends beginning May 1 and running through June 6. The faire is held at Paramount Ranch in Agoura. General admission, regularly priced at \$11.50, is discounted to \$7.50, students and senior citizens \$5, children under 12 \$2 (normally \$3.75).

\*\*\*\*\*

Since its inception in 1968, the Dance Theatre of Harlem, under the direction of Arthur Mitchell, has established itself as one of the world's leading dance companies.

Now is your chance to see this classical ballet with soul perform. On Sunday, May 16, two performances are offered at the Ambassador Auditorium at discounted prices. The 2:30 p.m. \$13 matinee tickets are available for \$10.50, while \$15 tickets to the 7:30 p.m. performance will sell for \$12.50.

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Family Fun Day at Disneyland is set for Sunday, May 16, from noon until 10 p.m. The \$6.50 ticket will let you enjoy all the attractions of the park at a real savings.

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For you baseball buffs, we have several Dodgers and Angels games slated for April and May. Several of the dates coincide with special giveaways at the parks.

Dodgers: May 1, 1 p.m. vs. Montreal (Ball Day); May 23, 1 p.m. vs. St. Louis (Jacket Day). \$5 reserve seats for \$4.

Angels: April 25, 1 p.m. vs. Oakland; May 8, 7 p.m. vs. Baltimore; May 12, 7:30 p.m. vs. New York; May 15, 7 p.m. vs. Cleveland (Cushion Night). \$5 Terrace level seats for \$4.

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For more information about these or any other recreational activities sponsored by the Employee Activities Department, call 972-6580 Monday through Friday, 8:30 a.m. to 4 p.m.

## Let's have a show!

RTD employee La Rue Palmer, whose thespian talents have previously graced the feature pages of Headway, is planning to display those talents to his co-workers in a special showcase performance of songs and musical theatre pieces later this month.

A four-piece musical combo will provide back-up as Palmer performs a variety of material, including Broadway musical numbers, ballads and popular songs ranging from contemporary to classical.

While a firm date for the show had not been set by presstime, the location for the show will be in the Board Room on the second floor of District headquarters.

**RTD HEADWAY**

Published monthly for the employees and retirees of the Southern California Rapid Transit District.

Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 14th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

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