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Southern California Rapid Transit District



# HEADWAY

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## Court upholds validity of transit tax

### RTD girds for ridership increase following July 1 fare reduction

That sound you've been hearing in recent weeks has been the District, its employees and passengers breathing a collective sigh of relief.

With RTD on the verge of making the most severe service cuts in its 18-year history, the California State Supreme Court finally rendered its decision on Proposition A, ruling that the half-cent increase in the Los Angeles County sales tax to be used for transit projects is constitutional.

Until Proposition A was approved, Los Angeles was the only major urban area in the United States with no local tax support for its regional public transportation system.

The tax is expected to generate between \$250-288 million a year which will be used to implement transit improvements including reduced bus fares and a rail rapid transit system.

At its first meeting following the court's April 30 decision, RTD's Board of Directors voted to adopt a new fare structure in compliance with Prop. A mandates, which call for a countywide 50-cent base fare, 10-cent transfers and \$20 monthly passes.

The new fare structure has tentatively been scheduled to go into effect on July 1, provided that collection of the new half-cent sales tax in Los Angeles County begins on the same day. (By law, the State Board of Equalization can only initiate collection of a tax on the first day of a quarter).

"The District is pleased to be able to lower its fares," said RTD Board President Mike Lewis following the vote. "We expect our ridership to increase as a result of the lower fares and we are prepared to deploy additional buses as needed."

As a matter of record, General Manager John Dyer informed the Board that the District was cancelling plans to eliminate selected bus lines in July. The loss of more than \$20 million in federal operating subsidies, combined with increasing operating costs, had resulted in approximately half of the District's 220 lines being considered for service cuts.

In addition, fare increase proposals ranging as high as \$1.25 and possible employee layoffs were being considered.

As soon as word of the court decision was received, however, the employment office began screen-

ing and testing applicants for bus operator to meet the expected increase in ridership the new lower fares will cause.

Funds collected from the new tax will go to the Los Angeles County Transportation Commission (LACTC), sponsor of the Proposition A legislation. The commission will reimburse the District for revenue lost as a result of the fare rollback, and for additional service provided to meet the anticipated increase in ridership.

That annual reimbursement is expected to run between \$70-90 million the first year.

(While the reduced fare will undoubtedly increase ridership demand, the District will not be able to add new lines under the terms of Prop. A. Rather, additional service will be added to existing lines as demand requires it).

Los Angeles County Supervisor Ed Edelman, chairman of the LACTC, said, "We are excited about the possibilities the court ruling opens. The voters clearly want a first-class transit system in Los Angeles and the commission will move as rapidly as possible to deliver the Proposition A program."

Prop. A's public transit improvement program has three main

elements—a three-year reduction in bus fares countywide, improvement of local public transit service, and construction and operation of a rail rapid transit system.

The program will be financed through a combination of state and federal assistance, benefit assessments and fares, in addition to the half-cent sales tax increase in Los Angeles County.

For the first three years, funds from the sales tax will be divided three ways.

First, adequate funding will be provided to accomplish the required reductions in bus fares.

In addition to rolling back the base fare from 85 to 50 cents, reducing transfers from 15 to 10 cents and lowering the monthly pass from \$34 to \$20, the new Prop. A fare structure adopted by the RTD Board calls for the following:

—A 20-cent base fare for senior citizens, the handicapped and students, both under 19 and those attending colleges or vocational schools.

—A \$4 monthly pass for senior citizens, handicapped and students.

—A 25-cent charge to regular

RTD riders for each express increment (roughly six miles) of freeway bus travel. No express distance increments will be charged discount patrons.

—Monthly express stamps will be \$7 per increment.

As a result of this new fare structure, express cash fares for freeway bus travel will range from 75 cents to \$1.75. Monthly pass rates for freeway bus travel will range between \$27 and \$55. District patrons will experience fare reductions of up to 50 percent and more in some categories when the new fare system is implemented.

The commission estimates that these fare reductions will require approximately 35 percent of the sales tax revenue raised in the first year.

Second, 25 percent of the sales tax revenues will be returned to local jurisdictions, using a population formula, for local transit improvements.

For example, this facet of the program will provide an estimated \$25 million each year to the City of Los Angeles for transit programs, and various amounts to the other cities in the county. These local governments can use the money for bus service, dial-a-ride programs, transit stations or other projects.

The third aspect of the Prop. A program will see the remaining funds allocated to the commission for construction and operation of a countywide, 160-mile rail rapid transit network—including the District's Metro Rail Project now in preliminary engineering and the proposed Los Angeles to Long Beach light rail line.

After the first three years, funds from the sales tax will be divided by a different formula because there will no longer be a guaranteed 50-cent bus fare.

Local jurisdictions will continue to receive 25 percent of the revenues for transit improvements. A minimum of 35 percent of the sales tax funds would be retained by LACTC for rail rapid transit development and construction.

The remaining 40 percent would be allocated at the discretion of the commission for public transit improvements, including fare relief, expanded bus service or accelerated rail rapid transit construction.

### What all the fuss was about

In November of 1980, 54.2 percent of L.A. County voters approved Proposition A, which called for increasing the sales tax in the county to 6½ cents on the dollar. The extra half-cent would be used to finance local transit projects.

However, opponents of the measure argued that a simple majority was not enough for passage. They cited Proposition 13, the 1978 state constitutional amendment, which requires a two-thirds vote of the electorate to authorize a tax increase. Proposition 13 provides that cities, counties and special districts could impose special, non-property taxes only if more than 66 percent of the voters approve.

The anti-Prop. A forces were strengthened by state Attorney General George Deukmejian, who agreed that

Prop. A was a special tax falling under Prop. 13.

LACTC disagreed with the Attorney General's ruling and took their case to court, launching a year-long battle that culminated with the state Supreme Court agreeing to try the case last November.

In a precedent-setting 5-1 decision announced April 30, the Supreme Court ruled that the transit tax was not the kind of special tax referred to in Proposition 13. In essence, the court majority concluded that the two-thirds requirement did not apply to the commission because the LACTC lacked the authority to levy property taxes and, thus, had not been seeking to replace lost property tax revenues.

Now, Proposition A will be implemented exactly one year to the day from when it was originally to take effect.





## To your health

By ELIA BORJA, RN  
Visiting Nurse

If you are among the 5600 District employees whose job requires a Class I or II license, it is important to stay within the physical requirements set by the Department of Transportation in granting that license. One of those requirements affects the diabetic who uses insulin to control the diabetes (an insulin-dependent diabetic does not qualify for a Class I or II license).

If your job requires a valid Class I or II license and you are an insulin-dependent diabetic, you cannot work until you are insulin free. It's not easy, but it can be done. Division 8's Ralph Ruiz and Division 3's Charles Ellis are two operators (who gave their permission to use their names in this column) who were formerly insulin-dependent diabetics who, after much hard work, have become insulin free.

Diabetes mellitus is a physical disorder in which the body loses its ability to metabolize—oxidize and use—carbohydrates, one of the body's main sources of energy. This is due to an upset in the production or usage of insulin. The pancreas produces the insulin needed by the body but, in a di-

abetic condition, has either decreased production of insulin or the body has become resistant to the insulin being produced. Thus, diabetes is termed a disorder of carbohydrate metabolism, because the body has lost its ability to use carbohydrates as a primary source of energy.

Diabetes appears most often during middle age. This form is called adult-onset diabetes. Men and women (mostly women) who are overweight, inactive and have poor eating habits are especially prone to this form of diabetes.

In its milder form, adult-onset diabetes can escape detection for a long time. If left untreated, it can cause permanent damage to the eyes, kidneys and heart, which greatly increases the risk of blindness, kidney failure, loss of limbs through amputation, heart attack or stroke.

The universal symptoms of diabetes are thirst, frequent urination and weight loss (even in the face of increased appetite).

Here's what causes those symptoms. Glucose, or sugar, accumulates in the blood, which leads to feelings of weakness and fatigue,

and spills over into the urine. The excess sugar causes water loss in the body caused by excessive urination, which in turn causes the great thirst. Because of the body's inability to use glucose as a principle form of energy, the body breaks down fats and muscle mass as alternate food sources, resulting in the weight loss.

(When the body burns fats as a source of energy, there is a build-up of byproducts which are highly toxic, or poisonous, to the body. This is what causes the "sweet" acetone breath of the diabetic. In cases of uncontrolled diabetes, this build-up can result in coma and death).

Through regular medical check-ups diabetes can be screened and controlled. While treatment for adult-onset diabetes will be decided by your physician, the treatment may include a special diabetic diet, weight loss, weight control, exercise, the use of oral hypoglycemics (such as Tolinase or Diabinese) or the use of insulin.

Early and vigorous control of adult-onset diabetes requires motivation and hard work. Treatment depends on the severity of the diabetes, the age of the individual and the symptoms. There is no cure for diabetes mellitus. All treatments and therapies are designed to return the individual to normal, or to as near normal as possible.

In the adult-onset type of diabetes, oral hypoglycemics are usually used to lower the blood sugar level. Sometimes this type of

diabetes does not react to oral medication and insulin—which must be injected—is used to control the disease process. Both oral and injected medication must be taken exactly as prescribed.

The diabetic diet, also known as the exchange list diet, consists of basic foods high in nutritive value and low in refined sugar. The exact diet is prescribed by the physician based on the diabetic's caloric needs and, as in the case of medications, must be followed exactly.

There are a number of factors affecting the level of blood sugar and the body's need for insulin. Exercise has a positive effect in reducing the body's need for insulin. It is possible for the body to reduce its need for insulin and use glucose without insulin for energy when the body is exercised. Therefore, regular exercise is a must in the control of diabetes. Adjustments will be made when the diabetic starts regular exercise with the positive effect of reducing insulin requirements.

While much depends on a person's age when adult-onset diabetes is diagnosed, the types of symptoms and the diabetic's motivation, there have been cases of insulin-dependent diabetics becoming insulin free through the proper use of diet and exercise.

Just ask Ralph Ruiz or Charles Ellis.

Comments and questions relating to diabetes, or other health concerns, can be directed to me, care of the Personnel Department.

## TRIPPERS

### Paddle power . . .

Since he joined the District seven years ago, Division 15 operator Robert S. Smith has been the unofficial table tennis champ of the Sun Valley operating facility. Now, after a grueling three-month tournament, which featured five rounds and a championship play-off, it's official. Smith is the Division 15 Ping Pong champ following his defeat of Ernest Scott in the tournament finale three games to two.

In the photo at right, Smith proudly displays the trophy he won between tournament organizer John Pacheco (left) and Division Transportation Manager George Marsala. Oh, by the way, since he thinks Division 15 has the best table tennis players in the District, Smith invites anyone who thinks they are better than him to stop by the Sun Valley division and prove it.

### For all to see . . .

Mae Burston has been a regular rider on the Line 93 bus operated by Division 8's Robert Turner. Ms. Burston also happens to be a blind student at the Braille Institute. In honor of the courtesy and helpfulness that operator Turner has consistently shown her, Burston made a contribution to the Braille Institute in his honor. The gift will be used toward education and training of the more than 21,000 blind men, women and children which the institute serves, helping in a small way to restore their independence and help them lead fully productive lives. It just goes to show that a little courtesy can go a long way.

### Managing nicely . . .

Bertha Nelson, who runs the Employee Cafeteria on the third floor of District headquarters, has re-



ceived the prestigious Manager of the Month award from Servomation, Corp., the firm which contracts with the District to provide service. Presenting the award to Bertha (center in the middle photo at right) is J. Fred Niven, Regional Dining Supervisor for Servomation. RTD General Services Manager Anita Allen (left) added her congratulations for the fine job Bertha is doing. Allen said that since Bertha has been manager, there have been few complaints about cafeteria service.

### It was no accident . . .

A total of 110 years of driving without a preventable accident or occupational injury was honored by the District and its Board of Directors as part of the Safety Department's ongoing Safety Award Program. Those honored (pictured at left with General Manager John Dyer, Manager of Employee Relations John Wilkens and Board Vice President Ruth Richter) included Hector Castellano of Division 9, 20 years; Arnold Larson of Division 12, 20 years; Irene King of Division 18, 20 years; William Leal of Division 9, 25 years; and Cantrell Robinson of Division 5, 25 years.

### A sterling performance . . .

Transit Police Sgt. Sterling Putman is looking forward to getting mail from Europe this summer. And it will be from his 18-year-old son, Sterling, Jr., who has been accepted as a member of the 1982 American Cathedral Choir's European Goodwill Concert Tour. The tour will spend 19 days performing in England, France, West Germany, Switzerland, Italy and Austria under the aegis of the American Youth Symphony, Band and Chorus, an association which selects students from all over the country on the basis of outstanding musical ability, and excellent personality and character references from teachers and associates.



If you think you're the best bus operator at RTD, you'll have a chance to prove it beginning in July as the Transportation Department gears up for its 7th Annual RTD Bus Roadeo, a competitive test of an operator's professionalism, skill and ability.

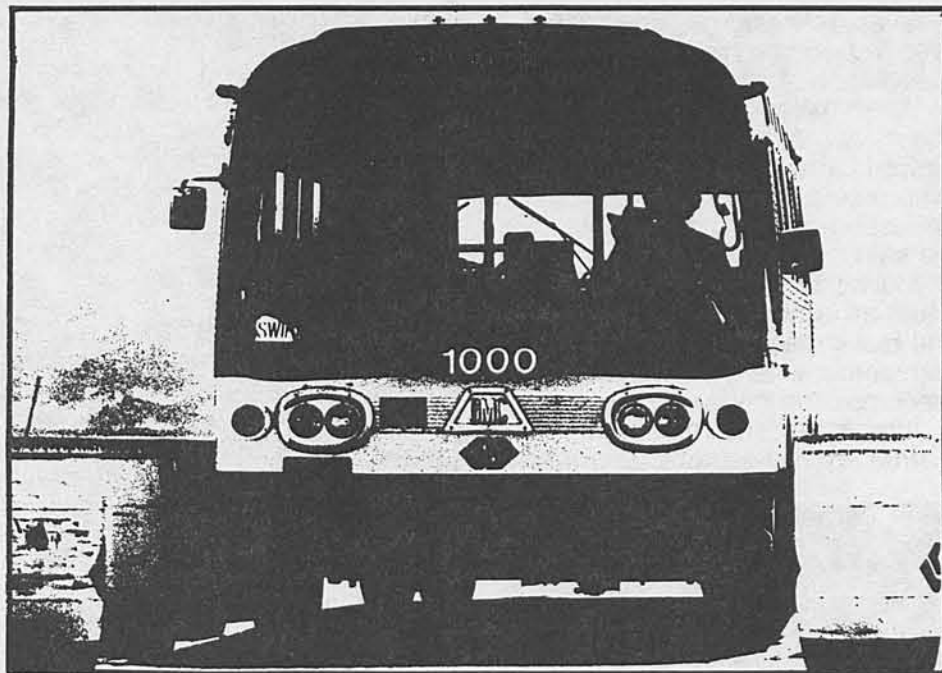
To make things a little more interesting this year, a wide range of exciting new prizes is being offered to the top finalists, who will be able to choose between vacation trips or cash prizes.

Up for grabs by the most road-worthy operators will be trips to Hawaii, Mexico and San Diego, not to mention the trip to Boston in mid-October where the overall Roadeo winner will represent the District in the National Bus Roadeo Finals, held in conjunction with the American Public Transit Association's annual convention. There, top operators from more than 60 North American transit properties will vie for a top prize of \$1,000.

The entry deadline is June 25, with entry forms available at each division.

According to Senior Staff Assistant Pat Coble, who is again coordinating this year's competition, operators must meet certain eligibility requirements to qualify as contestants. A contestant must have been with the District at least 12 months and worked as a full time operator for 12 months prior to the date of the Roadeo.

Furthermore, during the period



## Say 'aloha' to winner of this year's Roadeo

from June 1, 1981 through May 31, 1982, a contestant must have:

- No more than four instances of illness.
- Fewer than 30 cumulated sick days.
- No avoidable accidents.
- No suspensions.
- No more than four missouts.

—No more than 10 demerits placed on his or her record.

—A passing score on a written safety examination.

Preliminaries will be held July 15, 16 and 17, with the top 20 contestants advancing to the finals, set for August 14. As in the past, the competition will be held in the parking

lot at Santa Anita Racetrack in Arcadia.

"All contestants will be required to demonstrate their abilities by passing a safety quiz, a uniform inspection, getting their equipment ready and driving over a specific road course," Coble said.

The road course is in reality an obstacle course requiring an operator to maneuver a 40-foot, 25,000-pound bus through 11 road problems against the clock. Points are lost for hitting obstacle markers or taking too much time.

The first place finisher, the operator with the highest score, will have a choice of either one week's hotel accommodations plus round-trip airfare for two to Hawaii or \$500. The runner-up will receive either a three-day cruise to Mexico for two or \$250. The third prize winner will be able to choose between \$100 or one-week's hotel accommodations plus airfare for two to San Diego.

In addition the fourth through 20th place finishers will each receive a pair of free tickets to an Employee Activities Department event of their choice. Also, the 20 finalists will each receive a trophy. Every contestant will receive a Certificate of Appreciation for participating in the event, plus a special commemorative Roadeo moment, Coble said.

Remember, the entry deadline is June 25. You can't win if you don't enter.

## Suggestion Program underway

RTD's Suggestion Award Program, designed to provide employees with monetary awards for suggestions they make which streamline District operations, is set to get underway next month.

According to Director of Personnel Gayel Pitchford, the standards and rules by which the program will be governed have been finalized and the Property Maintenance Department is building and installing suggestion boxes at each work location.

"A number of agencies have similar programs and we think such a program here will do as well or better in developing cost savings for the District," Pitchford said. "We know we have many talented employees, and we are trying to stimulate those employees to use their talent to generate ideas which help the District."

Plans call for the monetary award to be ten percent of the estimated net savings for the first year the suggestion is implemented. Cash awards will range from \$50 to \$1,000.

If the estimated net annual savings for the first year is more than \$10,000, the amount of award the suggestor receives will be recommended by the General Manager to the Board of Directors, who will have final approval.

If a suggestion nets less than \$500 in first year savings, the suggestor will receive a Certificate of Commendation, a copy of which will be placed in his or her personnel file.

According to Personnel Technician Ruth Manus, who will serve as Program Supervisor, this is how the Suggestion Award Program will operate:

Suggestion forms will be available at suggestion boxes located at each work location. Employees

will fill out the three-part form, keeping a copy for themselves and depositing the others in the box in an envelope which is provided.

Suggestions will be clocked in upon receipt and referred to the appropriate department for review. If the suggestion warrants further investigation, the suggestor will be sent an Employee Suggestion Supplemental Application requesting more detailed information on the amount of savings and how the suggestor arrived at this figure.

The supplemental application is submitted through the suggestion box, also, and routed back to the

appropriate department for further evaluation and analysis.

Manus said all suggestions will be investigated as quickly as possible.

"We hope that each application will be able to be evaluated and responded to within 15 days of submission," said Manus, "but, this will depend on the number of suggestions we receive."

If further review of the suggestion is warranted, the employee will be notified of his or her suggestion's progress within 30 days of returning the supplemental application to the Program Super-

visor.

If a suggestion is recommended for monetary award, it will be transmitted to General Manager John Dyer for review of the estimated net savings. Monetary awards will be presented at a meeting of the Board of Directors, with a copy of the Certificate of Award placed in the suggestor's personnel file.

"In the case of identical or duplicate suggestions, only the one received first, as indicated by the time stamp, will be considered," said Manus.

Also, if monetary awards are approved for a joint suggestion (one submitted by more than one employee on the same form), the amount of the award will be divided equally among the employees who signed the suggestion, unless a different distribution has been specified in writing by the suggestors.

Pitchford pointed out that awards will not be made for suggestions which fall within an employee's duties since, "employees are expected, as part of their job, to make suggestions for better ways to do things."

Eligibility of suggestions which may be within the scope of normal job requirements of the suggestor will be determined by reviewing the specifications for the job classification of the suggestor, Pitchford said.

Any suggestion which is determined to be ineligible will be returned to the employee submitting it, along with an explanation as to why the idea is ineligible.

Manus adds that all ideas and suggestions will remain the property of the suggestor until notification of final action. When a suggestion is approved for monetary award, or a Certificate of Commendation is issued, the suggestion becomes the property of the District. If the suggestion is patentable, the District reserves full right to the patent and to commercial exploitation.

RTD

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
EMPLOYEE SUGGESTION APPLICATION

(Please Print or Use Typewriter)

Date: \_\_\_\_\_

SUBMITTED BY:

Name	Badge #	Department	Div.	Job Title
1) _____	_____	_____	_____	_____
2) _____	_____	_____	_____	_____
3) _____	_____	_____	_____	_____

Subject of Suggestion: \_\_\_\_\_

Suggested solution to the problem or condition: \_\_\_\_\_

\_\_\_\_\_  
(Signature)

PLEASE NOTE:  
All suggestions remain the property of the suggestor(s) until the suggestor(s) has been notified of the final action. When a suggestion has been approved for an award, the suggestion becomes the property of the District. If the suggestion is patentable, the District reserves full right to the patent and commercial exploitation.

(Office Use Only)

Evaluated	Rejected	2nd Letter	Rejected	Accepted	Award Amount

Comments: \_\_\_\_\_

White: Office Copy  
Yellow: Control Copy  
Pink: Employee Copy



Despite the fact that it very nearly cost him his life, Rafael Larrea says he would again become a bullfighter if he had it to do over again.

His brush with death came in 1955 during the filming of Walt Disney's "The Littlest Outlaw." The movie's storyline centered around a horse, but the on-location filming included a scheduled bullfight scene.

During the filming of this "corrida" scene, the matador, Larrea, was actually gored by a huge bull. The fans in the arena and the film crew, including star Pedro Armendariz (who was a friend of the matador) were stunned as the last rites were administered to the fallen Larrea.

Obviously, Larrea lived to tell the tale, but the near-fatal injury delivered a death blow to his career in the arena. At the time of the accident, Larrea was a popular bullfighter throughout South America, but he found his reflexes were impaired and he was forced to quit the bullring.

Today, at 61, Larrea is a top machinist at the South Park Shops, the District's central maintenance facility. Born and educated in Mexico City, Larrea's childhood dream was to become a "toreador", an art he began learning at the age of 14.

"Bullfighting is primarily an art," he says. "It requires control, form and coordination. The violence that may, or may not, occur is secondary and dependent on the bullfighter's skill."

By age 15, Larrea was wearing the "traje de luces" (suit of lights) used by the men who must face the arena's dangers. At 16, he shared billing in "corridas" with Mario "Cantinflas" Moreno, who is as celebrated in the bullfight arena as in the hispanic film industry. By 1949, Larrea had fought in Plaza Mexico, the world's largest bullring.

During the course of his colorful career, Larrea became a friend of Mexico's legendary singer/actor Jorge Negrete. He also appeared in various films which featured "corridas", becoming acquainted with people like Orson Welles, Maureen O'Hara, Gilbert Roland and John Derek. Later, George

Reeves (television's Superman) was to become his oldest daughter's godfather.

When asked how a bullfighter learns not to be afraid in the arena, Larrea smiles. "Anyone who enters the bullring to face a thousand-pound bull is afraid," he said, "you wouldn't be human if you weren't. Part of what you must do is control that, and be the bull's master. Otherwise, he can sense what you feel and he becomes the master."

After his forced retirement, Larrea did not venture far from



Surrounded by the souvenirs of his bullfighting career, Larrea recalls the movie scene (above) which almost proved fatal and did end his career as a toreador. The painting on the wall behind Larrea is him as a young toreador.



## Former Matador still has a lot of fight left in him

the bullring, becoming the teacher of Richard Corey and Robert Ryan, two popular North American bullfighters.

During that time, Larrea was already into a second career as a machinist. Having settled in California, he worked for various companies for 15 years before starting in 1976 at South Park Shops.

"I couldn't very well remain idle after leaving the bullring," Larrea grins. "And, I seem to have a hand for this type of work."

Larrea is married and has two daughters, Elizabeth and Carmen, the latter named after her mother. As for his future plans, he said he intends to pursue this second career with the District.

"I think it's a very good job," he said, "and it offers excellent benefits as well as security. Back in December of '81, when I attended a nephew's wedding in Mexico, I was asked if I'd apply for the doctorate in tauromachy, a title bestowed on career bullfighters. I turned that down, it's certainly no time for it now."

But, when pressed for what his choice would be if he could start all over again, his answer was, "Why, I guess I'd want to be in the bullring, of course."

(This article is by RTD News Bureau Representative Ray Garcia.)

## Improving on a secretary's day

The role of the secretary is becoming increasingly important in business today. National days of recognition acknowledge this importance.

However, at RTD, in an effort to not only recognize but promote professionalism among the secretarial employees, the District offers special training programs.

The Professional Secretary/Stenographer Training Program, offered by the Employee Development, Education and Training Department, is one such course, designed to enhance the knowledge and skills of the District's professional secretaries.

"The job of the secretary is not easy. The skills they develop through programs such as this will assist our secretaries to increase their effectiveness," said administrator of Employee Development Byron Lewis.

Two sessions of the two-day training program were offered last month with some 60 non-contract secretaries and division stenographers attending. According to Training Analyst Marsha Willard, who coor-



dinates the program, a special program will be offered for clerical staff at a later date.

Dauber Associates, specialists in personal and professional development programs, designed the curriculum, which stresses more effective communication between clerical, supervisory and managerial employees, as well as improving cooperation between various sections and departments.

"These are not courses to teach secretaries to type faster or take dictation better," explained Willard. "We assume that if they have a job here they already possess

those skills. The program is subtitled 'A team building seminar' and its purpose is to help participants understand how attitudes affect behavior, how their behavior affects their department and to help them develop skills in priority setting and time management."

Among the topics covered in the two day-long sessions are in-depth training in listening and clarifying, in giving and receiving instructions and feedback and in clarifying messages on the telephone and in face-to-face situations.

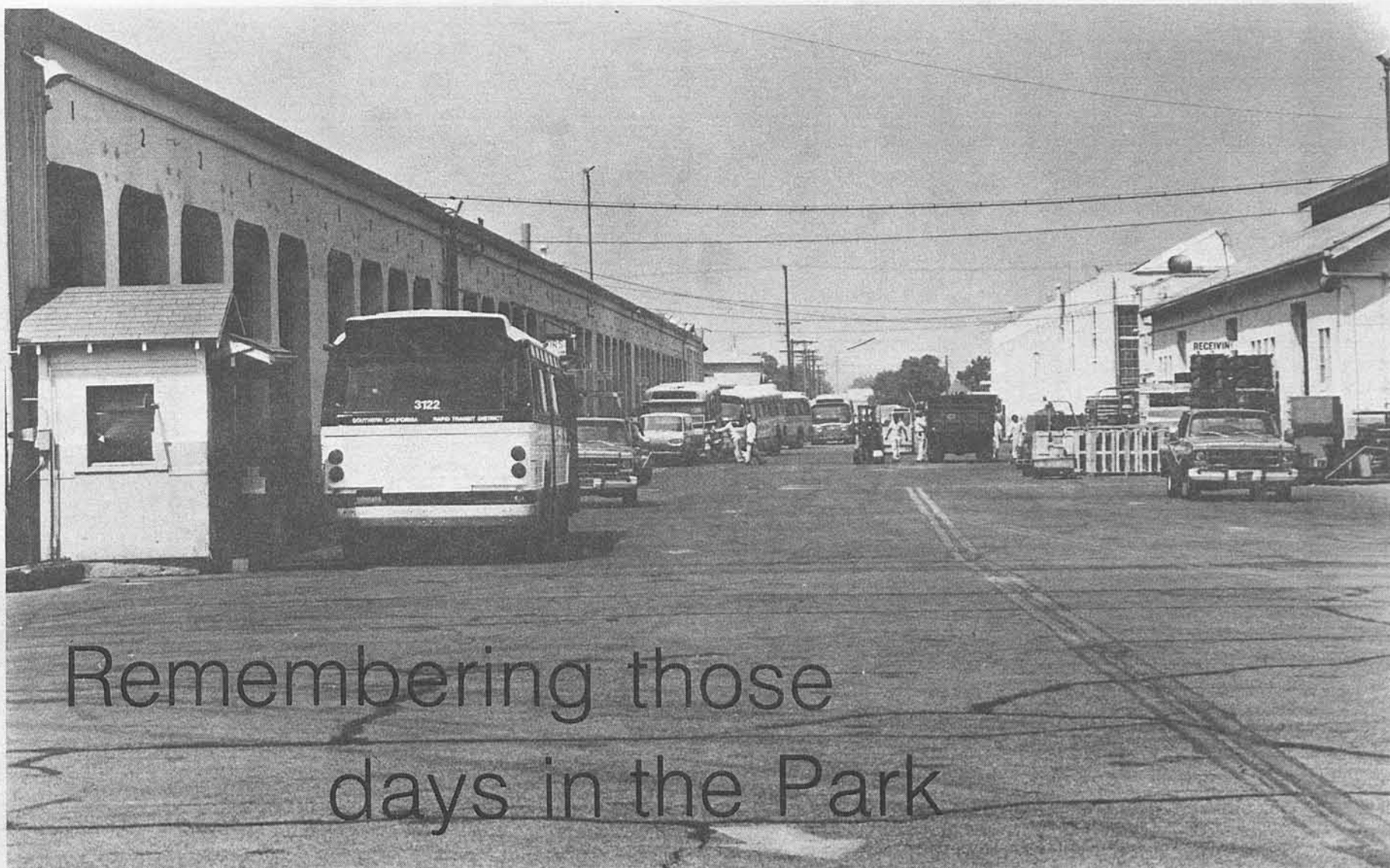
Other topics covered include learning how to plan effective use

Discussion groups are an integral part of training programs to help District secretaries polish their skills.

of work time, recognizing and dealing with stress, determining what is important for the setting of goals and objectives and learning to use a specific sequence of steps in problem solving.

"Perhaps the bottom line of the program is to teach the participants to bring out the best in themselves and others," said Willard. "It helps create an esprit d'corps within a department or division and that makes it easier to get things done."





## Remembering those days in the Park

A recent article in *Headway* about the District's unique Henry E. Huntington commemorative fare token prompted retired Director of Purchasing William T. Reynolds to pen the following historical recollection.

Reynolds, who joined the Los Angeles Railway Corporation (a Huntington company) in 1923, was associated with many of the executives who implemented Huntington's local plans and policies. As General Foreman of Stores, Reynolds recalls that he was among the entourage which accompanied Huntington through a tour of South Park Shops.

"For weeks prior to his visit, a clean-up campaign was underway," Reynolds recalls of the tour. "The machine shop equipment was polished or painted, the floors cleaned so the place resembled a morgue. As the crowd entered, Mr. Huntington turned to E.L. Stevens, the Master Mechanic and head of the shops. 'Eddie,' he said, 'don't you permit anybody to work in here!' He was a pragmatist who couldn't be fooled by superficial niceties."

Reynolds put in 42 years of service as Superintendent of Stores for Los Angeles Railway (LARy) and as Director of Purchasing and Stores for Los Angeles Transit Lines (LATL), the Metropolitan Transit Authority (MTA) and the RTD before retiring in August of 1965.

The 82-year-old Reynolds makes his home in Marina del Rey.

### By William T. Reynolds

Henry E. Huntington's achievement in developing the interurban Pacific Electric Railway was matched by his accomplishment for Los Angeles' local transportation.

At the turn of the century he took over several insolvent narrow-gauge lines, consolidating them into one contiguous system—the Los Angeles Railway Co. Mr. Huntington had the ability to secure staff and financing adequate to carry out his goals.

My service with the Los Angeles Railway Corporation (successor to the L.A. Railway Co.) started in 1923. At that time Mr. Huntington held the presidency, flanked by several active vice-presidents, including William Dunn, Phil Gibson and Albert Crutcher. These were outstanding community figures whose reputations live on today in the prestigious law firm of

Gibson, Dunn and Crutcher.

The General Manager was George Khurts, a well-known native son of the golden west who delegated tasks to each department, with authority going with the assigned responsibility. As a result, it was seldom that inter-departmental friction interfered with the smooth operation. Khurts was the consummate arbiter when necessary.

Right up to the time of his death in 1927, Henry E. Huntington continued his strong interest in the Los Angeles Railway—the so-called Yellow Car system. He often visited the South Park Shops, for he had personally toured the raw land before sticking his cane in a pivot spot at what is now the corner of 54th and Avalon Boulevard and outlining his wishes for the finest shops in the nation. These were built stretching from South Park, now Avalon Blvd., to San Pedro Street and southward from 53rd to 55th Street, and were continuously updated right up to World War II.

Transfer tables on rails operating on both sides of 54th Street conveyed streetcars to positioning in any of the bays as required for repairs. The table set on the south side extended the full length between Avalon and San Pedro with a beautiful green lawn all the way. The table on the north side travelled about half this distance since a car house for operating units spanned the remaining acreage to the west.

In 1923 we were putting into service the newly acquired multiple unit cars built by the St. Louis Car Co., but we actually built the 1500 series in South Park Shops. Expert craftsmen were hired, many from Europe. A splendid woodworking mill and carpenter shop was built. The streetcar interiors had the finest of lumber, panels of Philippine mahogany, ash posts, oak or maple flooring, seats of birch, sycamore and cherry wood. All timber was purchased in the rough and processed as needed in the mill.

Rough castings poured at local foundries from our own patterns were finished in the north side machine shops, where steel fabrication was done. Motor and axle bearings were similarly made, turned and babbitted in a modern electrified babbitt unit. We wound our own field and armature coils, insulating and baking them in our huge electric ovens.

Mr. Huntington was a firm believer in purchasing material only when you could not produce it cheaper yourself. So, we carried hundreds of thousands of items in stock, and took a physical inventory every month on a daily rotating basis. Then, we issued shop production orders for replacements as necessary. At that time these amounted to more than 500 a month for manufacturing, finishing or assembling units.

We bought primary electric energy from Southern California Edison (successor to Mr. Huntington's company, the Pacific Power and Light Co.) and rectified it into 600-volt direct current for operation of trolleys and for the heating of shops. The shops' water supply came from two deep wells on the property.

The engineering staff continuously researched and tested improvements. When buses were added to the rail fleet, LARy pioneered the use of butane as fuel, even making our own fitting since no standards were available then. They sought to dissipate polluting auto discharge by spark plugs in test units years before air pollution was recognized locally. We made our own brake drums and built our own dynamometer to cut down on road testing of buses. When diesels were available we put them in service before WW II and later built our own jet calibrating machine for the balancing of the injector for fuel spraying.

It was a progressive organization under the inspiration of its founder—H.E. Huntington.

The 42-acre yard in the City of Vernon stored rail ties,

construction materials and telephone poles, and was the home of the work trains, including mobile cranes which could lift overturned streetcars. A huge gravel pit was worked at this location and a rock crusher furnished our sand and rock.

It must be remembered that the streetcar company repaired hundreds of miles of Los Angeles' streets through which they operated. An ordinance, dating back to the horse-drawn car days when the horse's hoofs wore out the asphalt, required the trolley company to pave the streets 18 inches from outside the farthest rails. This was the part used chiefly by motorized vehicles, but streetcar riders had to pay for the street maintenance, which in itself helped hasten the demise of rail operation.

The L.A. Railway had its own telephone system, with boxes on strategic corners throughout the operating area.

H.E. Huntington was not only one of the last great transportation entrepreneurs, he was considerate of employees and their families. By application to his department head, any employee could, for one dollar, obtain a voucher which enabled him and his family to make a roundtrip to Catalina Island. It included the rail travel to Wilmington, the boat ride and return to the Sixth and Main station.

A great organizer, Mr. Huntington took a small struggling Main Street social club, gave it a floor in his then-new Pacific Electric Building at Sixth and Main streets and, as its president for many years, transformed it into the Jonathan Club, still a prestigious institution in Los Angeles.

Huntington Beach, Huntington Park and Huntington Drive still bear testimony to a man and a breed sadly missing today. No wonder that on the day of his funeral every streetcar in Los Angeles stopped for a full minute at an appointed hour to honor the memory of such a man.



RTD operating divisions scored a clean sweep in two transportation operation categories in the Greater Los Angeles Chapter of the National Safety Council's 37th Annual Fleet Safety Contest.

Divisions 9, 12, 15, 18, 3 and 1 received special recognition for their outstanding employee safety record during 1981 at a special awards banquet held in late April at the Beverly Hilton Hotel in Beverly Hills.

More than 1,000 southland civic, business and industry, government and labor leaders attended the event, according to Director of Safety Joe Reyes.

RTD's Operator of the Year, Isiah McClain, was also recognized at the banquet for having amassed more than a million miles of accident free driving during his career with the District.

General Manager John Dyer, who attended the banquet, was named to the Board of Directors for the National Safety Council.

"We place great importance on the maintenance of a positive program of accident prevention in our operations," he said. "This effort will continue during 1982 and, even more, we will encourage all our employees to extend their fine on-the-job safety record to their homes."

Also earning an award in the Business and Industrial Safety contest, held in conjunction with the fleet safety competition, was the Transportation Services, Supervisors of Motor Vehicles, who were awarded a third place award.

Divisions garnering recognition included, in the over 500,000 miles per month category, Division 9, first place; Division 12, second place; and Division 15, third place.



## RTD earns Safety Council awards

Posing with their safety awards are (above, from left) Guy King, Jim Burgess, J.J. McCullough, John Dyer, Jon Adams, Jim Cinderelli, George Marsala, Clara Chatten of Division 18, Gerry Woods and Joe Reyes. At right, MC Art Linkletter congratulates Operator of the Year Isiah McClain, with Dyer.

In the under 500,000 miles per month category, award winners included Division 18, first place; Division 3, second place; and Division 1, third place.

"These awards represent our final standings as compared to other participating transportation agencies in the Los Angeles County area for calendar 1981," explained Reyes. "Competition for these awards is open to all facets of business and industry having fleet operations. In light of this fact, the earning of these awards is of major significance."



## Grads bolster transit police

Seven new transit police officers have joined the ranks of the RTD Transit Police Department, bringing the number of personnel to 57 out of an authorized strength of 69, according to Transit Police Chief Jim Burgess.

The seven new officers are graduates from Class 57 at the Rio Hondo Police Academy, where they completed the grueling Peace Officers Standards and Training course.

The new officers include Gianni Giannetti, Robert H. Lewis, Jr., Susan H. Miller, Velma S. Perkins, James T. Willis, Annell Witherspoon and Percy Tucker.

An interesting sidelight to the recent graduation is that officer Witherspoon became, at age 40, the oldest female to ever successfully complete the POST certification training. RTD Transit Police Officers now hold the records for oldest female graduate (Witherspoon) and oldest male graduate, Floyd Shaw, who was 49 when he completed the training.

POST certification includes 608 hours of instruction during a 15-week period. About 85 of those hours are spent in physical preparedness, including fitness training (such as pull-ups, push-ups and a rugged obstacle course), while the remainder of time is spent in the classroom.



## Graduation day

Looking none the worse for wear after completing the grueling 15-week, 608-hour POST certification course at Rio Hondo Police Academy, the new police officers pose with District officials, above. From left, they are General Manager John Dyer, Annell Witherspoon, Assistant General Manager for Administration Jack Stubbs, Robert J. Lewis, Jr., Percy Tucker, Susan H. Miller, Velma Perkins, Gianni Giannetti, James T. Willis and Transit Police Chief Jim Burgess. Left, Dyer chats with officer Miller during the inspection of the class, part of the graduation ceremony. Dyer was invited by the academy to give the commencement address to Class 57.



There are certain events which occur every year around April or May which signal that spring has arrived. A young man's fancy turns to thoughts of love, as the old saying goes. Trees sprout new leaves. Flowers bloom.

And, RTD holds its annual Systemwide Shake-up.

For anyone who has never seen a real, live shake-up in progress, about the nearest thing you could compare it to would be the floor of the New York Stock Exchange at the peak of trading.

It goes on for more than 70 hours stretched out over a 14-day period, including a couple of all-day sessions on weekends. It involves every one of the more than 4,500 bus operators and it requires the efforts of virtually every employee in the Transportation, Scheduling, Planning and Print Shop departments.

Basically, the system shake-up is a yearly job-bidding procedure which dates back to the days of the Los Angeles Transit Lines, an early RTD predecessor. In an order determined by how long they have worked on the property, operators are allowed to select which division they want to work out of, what line they want to work on, which days they want to take their vacations on, and when they want to use their floating holidays.

All assignments selected by operators during the shake-up will take effect on Sunday, June 20.

Approximately 70 operators bid each hour. The operator's name is called in numerical order from a master seniority roster. The operator acknowledges that he or she is present and then goes to the division table of choice to bid for work assignment, vacation and holiday schedules. The division managers and assistants, seated at the tables, signal the head table when the operator's bid has been approved and recorded.

The shake-up is held at Division 3 because the Cypress Park facility is centrally located.

The senior operators generally have a clean slate to work with so they usually just show up to see old friends. Many of the senior operators bid by proxy, mailing in their run requests since they are virtually guaranteed of getting what they want.

Problems begin to arise further down the seniority roster when the boards, arranged in a giant U-shape around one side of the Division 3 train room, begin to fill up. Often operator's find their first choice not available and, sometimes, have to settle for what's left, rather than what they'd like.

But then that's one of the nice things about a seniority system.



# Shake-up '82

## Annual rite of spring gets everyone all shook up



It took her nearly 38 years to do it, but Irene King finally got to be the first person to bid at a system shake-up, marking the first time in District history that a female operator has been number one on the seniority roster.

King, pictured with Division 18 manager J.J. Bukowski, chose Line 125 out of the Carson facility, the same run she has worked for the past several years.

King recalls that when she went to work for the Los Angeles Motor Coach Co. in June of 1944, she was more attracted to the idea of driving than she was to the thought of a lifetime career in the transit industry.

"There was a manpower shortage because of the war, and I had seen other women driving buses," she said. "And, when you're young you just like to drive, no matter what it is. I had planned to work just a few months and then quit."

Now Irene is officially the king... uh, queen of all the operators.

### This King is a queen

### What's goin' on

Pandemonium is defined as a wild uproar, and that about sums up a systemwide shake-up. RTD's annual rite of spring. For two weeks each year the train room at Division 3 becomes the scene where operators joyfully get that work assignment they've been after for years, or where their vacation plans are dashed because someone got the days off they were after. It takes a lot of people to control this kind of confusion, but only a few are pictured here. At top, Division 7 Assistant Transportation Manager Ron Reedy enters an operators assignment, vacation and holidays on the board behind the West Los Angeles division's table. Center, right, two old friends review the work runs to make sure nothing's changed before they bid. Center, left, the crowd bellies up to the division tables of their choice to make their bid. Above, the transportation department's Mike Lensch, Martha Curtis and Pat Coble (from left) try and maintain the semblance of order from the head table.



# Ceremony honors Employees of the Month

RTD's Board of Directors have recognized the achievements of three more District employees for the outstanding performance of their duties. Honored as Employees of the Month for April were Mechanic-A Frederick A. Sanders, Operator Horace J. Strothers and Information Operator Scott Simensky.

Division 1 Maintenance Manager John C. Adams described his maintenance employee of the month as "a well-rounded, productive individual who utilizes his time both on and off the job in a manner that is rewarding to himself, his fellow workers and the community."

Sanders joined the District 11 years ago, but his fascination with the transit industry dates back to his childhood. He was intrigued with the streetcars of that day and knew he wanted to work in transportation.

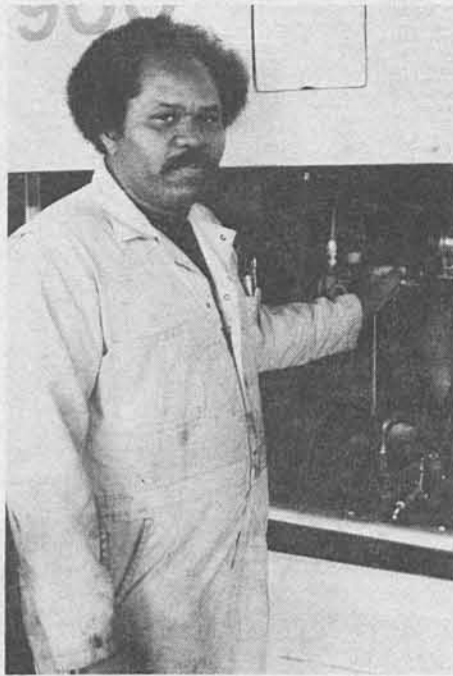
He took a 19-month course through National Schools and received a Certificate in Diesel Mechanics. After a stint in the army, he worked for Douglas Aircraft, performing inspection repairs on aircraft hydraulic and electrical systems. Later he went to work for Chicago Transit Authority where he was a road call mechanic.

Today, Frederick is a relief leader at the 6th and Central maintenance facility, specializing in engine overhauls, tune-ups and running repairs. His supervisors can always count on him to do an excellent job. In addition, he possesses excellent administrative skills and utilizes his expertise to the fullest.

Off-duty, Sanders takes something of a busman's holiday. His hobby is mechanics and he has rebuilt Ford trucks, racing flat-heads and Chevrolet cars. He is married and has an 11-year-old son and 17-year-old daughter.

Operator Strothers has served the District and its predecessors since joining Los Angeles Transit lines in January of 1957, following a nine-year tour of duty in the Air Force.

A Line Instructor since 1976, Strothers reports he enjoys breaking in new operators and feels that



Frederick A. Sanders



Horace J. Strothers



Scott Simensky

when he releases a student, that driver is thoroughly qualified on that line.

He has not had a missout since 1971, has had only three occasions of missing work due to illness since 1976, has the full quota of merits, has received numerous commendations from his passengers and is the proud owner of a 16-year safety award (which isn't easy when you do most of your driving in downtown Los Angeles).

Operator Strothers gets along well with his fellow employees, who often turn to him when they have procedural questions. He has been married 26 years and he and his wife, Lucille, have four children and one granddaughter. His kids keep him active in Little League and Pop Warner, where he serves as a coach in both sports.

Simensky is a relative newcomer to the District, having worked here only since last October. However, as a member of the late shift in the Telephone Information Center, Scott has consistently proven to be a valuable asset to the department.

He exceeds the standards set for the telephone information clerk's work performance and has a thorough knowledge of all District routes, schedules and fares. He works quickly but is also patient, listening attentively to his callers

and showing much tact in dealing with patrons.

According to his supervisors, Scott has always shown an especially good ability to determine the needs of his callers and to answer

their questions in a direct, yet pleasant and business-like manner.

The trio received Certificates of Merit and a \$50 bonus check at a special ceremony.

## You be the Judge

They say it is better to judge than to be judged so this is your chance. Read the operator's statement below, examine the diagram and then you be the judge as to whether this accident was preventable or unpreventable. To see how you've done, the official verdict is printed below. It's upside down to keep you honest.

**Operator's statement:** I had stopped for a red light at the intersection of La Brea and Olympic, traveling southbound on La Brea. When the light changed to green, I started across the intersection. I was about halfway cleared of the eastbound lanes when an automobile, traveling eastbound on Olympic at approximately 45 mph ran through the red light and struck the right side of the bus just to the rear of the rear exit door.

**Answer:** The operator of the bus should have treated this large intersection much more cautiously. As a professional, the operator should have observed the automobile traveling at a high rate of speed approaching a red traffic signal and realized the automobile was not going to stop. The operator should then have taken evasive action to prevent the accident. Therefore, this accident is judged **preventable**.

lowing 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, sleeper trailer, 1978, never used. Hooks to motorcycle or automobile. \$1,000. After 3 p.m. call (213) 281-3292.

## 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 fol-

### Classified information

Got some St. Bernard puppies that need a good home? Trading in the '65 Chevrolet on a newer model? What about that four-poster bed tucked away in the garage? Whatever it is you want to trade, sell or give away, why not let your fellow RTD employees have the first chance by advertising it in the Headway. It doesn't cost you a thing. Just fill out the coupon below and return it to Headway, (Location 32), Fourth Floor, 425 S. Main Street, Los Angeles, CA 90013. (Note: Only your home telephone number can be used in the advertisement).

Name: \_\_\_\_\_

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

Description of item (use additional sheet if necessary): \_\_\_\_\_

Price: \_\_\_\_\_ Hours to call: \_\_\_\_\_

Area code: \_\_\_\_\_ Home telephone: \_\_\_\_\_





## All-stars stamped out by postal workers

Avenging previous humiliations at the hands of RTD's All-Star basketball team, the Postal Employee All-Stars stamped out the District's premiere cagers 56-48 in a tough defensive struggle contested at Manual Arts High School in late April.

Despite being canceled by the post office, coach Johnny McKinney and his shooting stars were keeping a positive attitude as they prepared for their annual clash with the Los Angeles Police Department All-Star squad, scheduled for this month.

District All-Stars are selected from among the top players on the various teams which comprise the

RTD Basketball League. League play concluded last month.

Under the direction of Division 9's McKinney and C.E. Jones of Division 3, members of the All-Star District team include: Clanton "Teddy" Carter, Division 9; Chris Harris, Division 18; Donald Hobson, Division 5; James Loving, Headquarters; E.J. Meeks, Division 12; Anthony Melton, Division 9; Stan Munn, Division 3; Joe Munn, Division 5; Tony Prince, Division 2; Michael Ransom, Division 18; Arthur Reeder, Division 9; Curtis Rowe, Division 18; William Shade, Division 2; Philip Thomas, Division 3; and Richard Wright, Division 12.

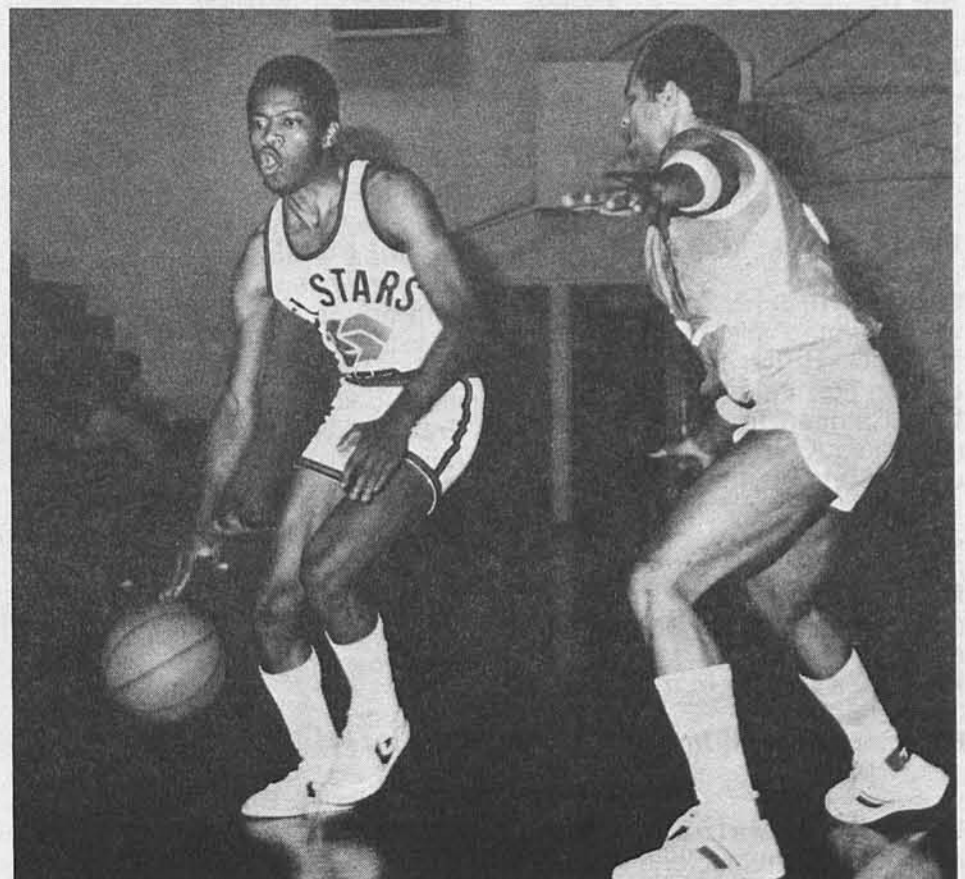
A good turnout by fans and supporters and high spirits marked this year's contest, thanks in part to the efforts of a cheerleading corps, especially formed for the game.

Cheerleaders, who donated several of their lunch hours to rehearse the yells and practice their routines, included Anne Aguerrebere, Yvonne Hunt, Shirley Mitchell, Rachele "Cookie" Morris, Cindy Munoz and Dee Pruitt.

"I would like to offer a special thanks to the many District employees who donated their time and effort on behalf of this game," said Employee Activities Coordinator Diane Delaney, who helped to organize the event.



Coach Johnny McKinney (center, top of page) confers with his squad on how to break tough postal defense, which stuck to the District All-Stars like a first-class stamp. At right, a postal employee tries for a free ride on Stan Munn. The precision cheerleading corps kept the crowds' spirits up, even when the score didn't.





## Retiree recognition

More than 200 years of experience in the transit industry was represented by the group of retirees honored at a ceremony in the District's Board Room last month. Director Jan Hall (left) congratulated the retirees for their important contributions to District operations and the growth of the community. With Hall and General Manager John Dyer are retirees Joseph Englert (with wife, Bettye), a senior schedule maker with 36 years experience; Division 1 operator Alfonso Serrano, 13 years; and Division 2 operator Donnell Reed, 34 years. Not pictured were Division 1 operator Francis Burkhart, 21 years; Division 8 operator Carrol Carmichael, 34 years; Division 15 operator Robert Lane, 19 years; Division 7 operator Porter Swayze, 34 years; and Assistant Planner Peggy Taylor, 19 years.



## SCHEDULE CHANGES

### Moving Up

**Matthew Aaron Sr.**, from junior stock clerk to stock clerk.  
**Janiece Banks**, from payroll clerk to accounts payable clerk.  
**Stan Bennet**, from chief clerk to staff assistant.  
**Michael L. Burke**, from mechanic B to mechanic A.  
**Alma Carbo**, from stock shop clerk to stock shop clerk/truck driver.  
**Eugene Carey**, from stock shop clerk to service attendant.  
**Mariano Castillejo**, from mechanic B to mechanic A.  
**Leonard Clark**, from stock shop clerk to storekeeper.  
**Gary Conover**, from mechanic B to mechanic A.  
**Robert Considine**, from mechanic C to mechanic B.  
**Ronald Controneo**, from mechanic B to mechanic A.  
**Carlos Cuellar**, from mechanic C to mechanic B.  
**Frank Ebli**, from storekeeper to equipment records specialist.  
**Virginia Escobar**, from general clerk to ticket clerk.  
**Gilbert Estrada**, from mechanic C to mechanic B.  
**Ronald D. Eutsey**, from transit police officer to transit police sgt.  
**Manuel Gallegos**, from mechanic B to mechanic A.  
**Steven Haertel**, from mechanic B to mechanic A.  
**Michelle Hannibal**, from keypunch operator to kardex clerk.  
**Bill Hernandez**, from field representative to acting staff assistant.  
**Cyril Hernandez**, from data processor operator II to stock shop clerk.  
**Helen Hernandez**, from service attendant to service attendant lead.  
**Roney Hines**, from stock shop clerk to service attendant.  
**Salvani Hirschi**, from mopper-waxer to machinist mechanic B.  
**Linda G. Huffer**, from general clerk to ticket clerk.  
**David Jensen**, from mechanic B to mechanic A.  
**Jean Johnston**, from office supervisor to staff assistant.  
**Joo Kim**, from mechanic B to mechanic A.  
**Marc Kuperstein**, from programmer analyst to senior programmer analyst.  
**Kyok C. Kwon**, from mechanic C to mechanic B.  
**Frashier Lawson**, from operator/extra division dispatcher to division dispatcher.  
**Carmelita Malonzo**, from accounts payable clerk to typist

clerk.

**Joel Marquez**, from mechanic B to mechanic A.  
**Lydia Mendoza**, from information clerk to general clerk.  
**Donald Mitchell**, from cash clerk to stock shop clerk.  
**Antonio Moreno**, from mechanic C to mechanic B.  
**David Murphy**, from mechanic C to mechanic B.  
**Rebecca Nunnelee**, from personnel analyst to senior personnel analyst.  
**Gary S. Okun**, from cash clerk to information clerk.  
**La Rue J. Palmer**, from typist clerk to pension and insurance clerk.  
**Janice Parks**, from stenographer to general clerk.  
**Teofilo Ponce**, from mechanic B to mechanic A.  
**Mary R. Powers**, from typist clerk to general clerk II.  
**Peter Pratt**, from information clerk to service attendant.  
**Denise Pruitt**, from pension and insurance clerk to word processor opr I.  
**Carmen Rivera**, from typist clerk to kardex clerk.  
**Roger Rudder**, from accounts payable clerk to supervising accounts payable clerk.  
**Richard Ruiz**, from mechanic C to mechanic B.  
**Frank Scott**, from mechanic C to mechanic B.  
**Ricardo Sidoti**, from mopper-waxer to service attendant.  
**Kathleen C. Skellie**, from security guard II to assistant supervisor cash counting office.  
**William Stokes**, from mechanic B to mechanic A.  
**Randal Tamayei**, from mechanic C to mechanic B.  
**Rudolpho Valenzuela**, from junior stock clerk to service attendant.  
**Griselda Villicana**, from kardex clerk to general clerk.  
**Anthony B. Wiley**, from clerk typist to kardex clerk.  
**Vivian Williams**, from information clerk to ticket clerk.  
**Frank T. Wood**, from operator to operator-extra schedule checker.  
**Marilyn Yarbrough**, from general clerk to stenographer.  
**Wilfred Young**, from mechanic B to mechanic A.  
**Winnetta Young**, from relief equipment records specialist to equipment records specialist.

### Shifting Gears

**Francis R. Burkhart**, an operator at Division 1, has retired after 22 years on the property.

**John A. Donovan**, an operator at Division 8, has retired following 28 years of service.

**Henry J. Hoffman**, an operator at Division 9, has retired after 25 years of service.

**Joseph M. Marecek**, an operator at Division 9, has retired following 19 years on the property.

**Evan A. Meyer**, an operator at Division 3, has retired following 39 years of service to the District and its predecessors. Meyer was number one on the operator's seniority roster at the time of his retirement.

**Donnell Reed**, an operator at Division 2, has retired with some 35 years of service to the company behind him.

**Peggy J. Taylor**, an assistant planner for the District, has retired after 19 years of service.

**Eduardo L. Trujillo**, a utility-A at Division 6, has retired following 25 years of service to the company.

**Roy D. Williams**, a traffic loader for the District, has retired with more than 28 years of service to his credit.

### In Memoriam

**Howard M. Cherry**, a former operator from Division 9, passed away April 11. Mr. Cherry joined the company in November, 1946, and retired after 27 years of service in September, 1973.

**William H. Corwin**, a mechanic leadman with equipment engineer-

ing, passed away April 28. Mr. Corwin joined the company in November, 1934, and retired after 32 years of service in June, 1966.

**Kermit L. Hartwell**, a former trafficman at Terminal 21, passed away April 16. Mr. Hartwell joined the company in February, 1946, and retired after 27 years of service in July, 1973.

**Paul G. Hofelter**, a former operator at Division 2, passed away March 27. Mr. Hofelter joined the company in July, 1946, and retired following 20 years of service in July, 1966.

**Andrew R. Jischke**, former operator from Division 12, passed away March 23. Mr. Jischke joined the company in March, 1946, and retired following 22 years on the property in September, 1968.

**Edward O. Mesa**, an operator at Division 3, passed away April 25. Mr. Mesa joined the company in April, 1956, and had 26 years of service to the District at the time of his death.

**Richard A. Welch**, former operator at Division 10, passed away April 9. Mr. Welch joined the company in August, 1944, and retired following 31 years of service in June, 1975.

**Frank W. Wise, Jr.**, a former operator at Division 2, passed away on April 12. Mr. Wise joined the company in March of 1939 and had 39 years of service to the District and its predecessors when he retired in February, 1978.



### Fond farewell

Employees at Division 3 got together recently to bid adieu to a pair of senior operators working out of the Cypress Park facility—Robert Harter and Evan A. Meyer.

Harter, a member of the merchant marines in WW II, had more than 36 years with the company. He said he plans to take several fishing trips with his wife and pursue his interest in painting during his retirement. Also, he plans to get back into golf.

Meyer, who in his 39 years on the property had worked his way to the number one slot on the operator's seniority roster, will spend his retirement years traveling and visiting the six grandchildren he and his wife can boast. A stop at the World's Fair in Tennessee is also scheduled. And, Meyer said, he will probably continue to be in charge of his church's bus.

Pictured above (from left to right) are Marcus Johnson, Harter, Director of Transportation Roland Krafft, Mr. and Mrs. Meyer, Jethro Hassen and J.M.A. Schricker. Photo by Operator Dorothy Whitlock.





## Teamwork pays off

Los Angeles County District Attorney John Van de Kamp and RTD Board President Mike Lewis congratulate student winners of the District's Operation Teamwork crime preVention poster contest. From left are Lynnelle Dynes, a senior attending Crenshaw High School, Van de Kamp, Patricia Ramirez, a senior at Stevenson Junior High School, and Lewis. RTD sponsored the poster contest this spring at junior and senior high schools in the Boyle Heights and Hyde Park areas of Los Angeles. The contest theme was "Crime cannot be reduced unless the whole community gets involved in fighting crime." This theme is also the key to Operation Teamwork, through which the District seeks to pool the resources of local law enforcement agencies, business and community leaders, students and educators in an effort to curb crime in the community and aboard RTD buses. Each of the first place winners, by the way, received a \$200 U.S. Savings Bond and a pair of tickets to a Lakers play-off game.

## COMMENDATIONS

(Editor's note: The following are excerpts from just a few of the letters received each month by Customer Relations praising the actions of District employees. Employees are notified when they receive a commendation letter, and a copy is placed in their file).

**James D. Criswell, Division 9:** I observed one of your bus drivers do something which I thought was especially nice. A blind man on the bus with a guide dog got off on a particularly bad section of Mission Blvd. where the crossing is very bad and the traffic is not heavy enough for a dog to judge it properly. Seeing the man was nervous and hesitant, the driver got off the bus and saw to it that the man got safely across the street. And, he still lost no time from his schedule. It is a pleasure to ride the bus with a driver like that.

**Ernest Denson, Division 2:** My wife and I spent a delightful week's holiday in your city, greatly helped by your excellent bus service and the courtesy of your drivers. In particular, I wish to mention the great assistance and courtesy received on our trip to Santa Monica from (Ernest Denson).

**Paul T. Schneider, Division 8:** I made the mistake of leaving a spiral notebook containing papers and

handwritten notes representing several months of study and preparation for a promotional exam with the Los Angeles Police Department on the bus as I got off. Although invaluable to me, the notebook was of no value to someone else. I traced the bus to its division, and found it just as it was being cleaned out. The notebook was nowhere to be found. I returned several hours later on the off chance that the driver had turned it in prior to leaving the bus with the maintenance crew. Sure enough, the notebook had been turned in. I wish to commend Mr. Schneider for his attention to duty, his honesty and his consideration for others which he displayed by taking just a few extra moments to turn in property that he could just have easily left for the trash can. RTD should be proud to have men of his caliber among its ranks.

**Early Gentry, Jr., Division 7:** When I arrived home, I realized I had left my briefcase next to my car and drove off as I left the Pacific Design Center on Melrose Ave. I had many important papers and documents in the case, along with a calculator and costly pens. Within three hours of the loss, the security department at the design center called me at home to say they had my briefcase. Mr. Gentry had found the case and brought it to the center's security office. The purpose of this letter is to thank Mr. Gentry and to inform you of the high caliber employee you have.

**W. C. Harrel, Division 1:** I have been a passenger on his bus for several months and have observed his high degree of professionalism and courtesy as a driver. He is extremely congenial and personable to all his passengers. He handles the vehicle with safety and comfort of the passengers in mind. The ride is always smooth and incident free. Even on days of inclement weather, passengers are secure in the knowledge that their arrival is substantially guaranteed because of his skill and attention to the task at hand. When it comes to individuals like Mr. Harrel, I can only say, "Way to go, RTD, way to go!"

**Robert C. Higbee, Division 6:** I am new in the area and wish to commend your driver for being so considerate and helpful, not only to me, but to many of the other pas-

sengers. He told me of your many services such as the monthly pass which I will purchase.

**Jesse M. Trevino, Division 3:** During the Olympics, when Los Angeles will be full of visitors from abroad, a driver like this, who is very polite in two languages, will reflect great credit on the RTD.

**Alphonzo Alvarado, Division 3:** I recently moved here and riding the bus in a city still relatively new to me is quite uncomfortable. Your driver recognized my insecurity and assured me that I would arrive promptly and safely. He was a professional, courteous and helpful. He sparked the confidence I needed to transfer twice. His display of sensitivity and willingness to assist meant more than I could express. I am glad my first RTD experience was with him. His kind of humanitarianism deserves praise.

**Irwin Meeks, Division 12:** He is always pleasant with a good word for everyone. He goes out of his way to be friendly and nice to all his passengers, and he waves to persons along the way, giving a very pleasant and enjoyable climate. As everyone gets off the bus, Irwin remarks with an uplifting remark. Because I have heard other people on the bus remark that they feel the same as I do, I am asking those who would like to, to sign this letter as an endorsement for Irwin. (More than 40 signatures accompanied this letter).

**David M. Dickens, Division 6:** I have been riding the bus regularly since August and have ridden with what I consider to be some good operators. But, I would like to especially praise one of your drivers. He makes it a point to never leave a checkpoint early. He is very efficient in the performance of his duties. He always checks transfers and how much money people drop in the farebox. If all your drivers did that, maybe RTD would not be so much in the red. When a passenger needs directions, Dave knows the entire city and connecting bus lines and schedules. He also projects a very good image for the RTD appearance-wise.

**Lonnie Anders, Division 2:** I would like to commend one of your drivers. He was overly courteous and helpful to all I saw come onto the bus, even though the bus was crowded to the maximum and people could barely squeeze off of the stairwell. He was certainly the best driver I have ever noticed on Line 1 and I have been riding that route for three years.

**Billy J. Evans, Division 9:** It is a treacherous intersection where I

catch the 827. Even if the "walk" sign is on, cars wheel around to turn and a pedestrian only has a prayer to get across and catch the bus. Your operator saw me hurrying across the street and he waited for me and even got off the bus to help me aboard. He always has a pleasant word for everyone, shows special consideration for the blind who board at Rio Hondo college, and shows that he really cares about all people. He really deserves some kind of special medal or something.

The following operators also received letters of commendation from their passengers last month.

**Division 1** — Larry J. Waters, Jesse Weathersbee, Dale S. McClinton (2), N.S. Northcutt, Lazarus G. Parrish, Sergio Velasquez, Alfredo V. Goytia, Vince Benoit.

**Division 2** — Harold Jordan Jr., Samuel J. Williams, Domingo Alvarez, Lloyd B. Horton, Larry D. Reed, Albert Troy (3).

**Division 3** — Gabriel Garcia, O.G. Hatfield, James M. Garcia, Ralph Ruiz, Isiah McClain, Robert J. Powell.

**Division 5** — William A. Byrd, Lester R. Hollins, Gerald E. Wheeler, Gary L. Johnson, Raymond M. Tuggle.

**Division 6** — Rick V. Brown, Lloyd M. Carlson, C.K. Randolph.

**Division 7** — Jim Shorters, J.L. Talamantes, Gilbert Moncivais, C.H. McMillan, Glen S. Newton, Charles G. Square, E.J. Chamblee.

**Division 8** — Al Taylor, Dollard A. Dorais.

**Division 9** — W.F. Pflughoft, James D. Criswell, Tommie Dorsey, Glen A. Wallin, Duane Martin, Julian Johannes, Rueben Ortega.

**Division 12** — Jim Padilla.

**Division 15** — Fred M. Strom, L.A. Darling.

## Moving?

Whenever you move your household, there are certain things you should do. Notify the newspaper boy, tell the milkman and don't forget the cat. But, the most important thing you should do is remember to notify the District.

After all, the cat would probably follow you, you can get a newspaper anywhere and milk is as close as the nearest grocery store. But, you won't get the *Headway* or any other company correspondence unless your proper address is on file at work.

If you have moved recently or plan to soon, go to your department head, office supervisor or division steno and ask them to help you file a Payroll Change Authorization, form 38-78.

## Ticketron ends bus pass sales

One of the major distributors of RTD monthly passes, Ticketron, will discontinue selling District bus passes with this month's pass as part of the program to decrease the number of fare documents now in use.

According to Anthony Fortunato, director of marketing, since Ticketron became associated with the District in December of 1977, through its final month as an RTD outlet in May of this year, some 230,000 passengers purchased monthly passes at Ticketron outlets.

"This has resulted in more than \$3.7 million in pass sales for the District," Fortunato said.



## Crowded subway meeting

Clarence Brown (standing, left), a community relations representative in the Rapid Transit Department, addresses a crowd of some 200 persons at a Metro Rail Project community meeting in North Hollywood in early May. The meeting was to discuss alternative subway routes and station locations that will link North Hollywood and Union Station in downtown Los Angeles. Elected officials, homeowner's associations, redevelopment committees and businesses were represented among the standing-room-only crowd. The meeting was part of the extensive community participation process, begun last March, to seek citizen input for the design of Los Angeles' subway, currently in preliminary engineering stages at the District.



## Reservations will save your place in the fun

If this is June (already?) then that can mean only one thing . . . vacation! It's still not too late to take advantage of the wide range of vacation trips available at discount prices through the Employee Activities Department. Read on and see what you'll be missing if you don't make your reservations soon.

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District employees will be heading for that fun city in the desert, Las Vegas, on July 16-18 for a weekend of soaking up the sun or taking their chances with the odds. The price tag of \$58 per person gets you accommodations for two nights at the Marina Hotel, round-trip transportation aboard a deluxe motor coach, fun book coupons, refreshments enroute and lots of good fun. Reservations and money are due by June 18 so don't delay on this one.

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You may miss the experience of a lifetime at a price of a lifetime if you pass up the August 29-September 5 coastal cruise of Alaska. Check this out. You'll be flown to Vancouver, British Columbia, where you'll board Costa Cruise Lines luxury liner, the Daphne. For the next seven days you'll cruise up and down the coast of Alaska, stopping at the exciting ports of Alert Bay, Skagway, Juneau, Tracy Arm and Ketchikan. This excellent value will cost 40 percent more next year, but you can enjoy the trip this year for \$995 to \$1,350 per person, depending on your cabin selection. Final payment is due by July 2.

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Another great cruise value, also aboard a Costa Cruise Lines ship, will head south for Puerto Vallarta and Mazatlan September 25 to October 2. This will be a roundtrip cruise from San Pedro Harbor. No planes to catch, just drive to the pier, enjoy the bon voyage party and have your friends pick you up a week later. This exciting cruise is available for the unbeatable price

of \$695-\$995, depending on cabin selection. Final payment is due July 23.

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If the aloha spirit beckons you, and you'd like to get out of cooking Thanksgiving Day dinner at the same time, have we got a deal for you. The November 23-30 trip to Honolulu is right up your alley. And, hang on to your little grass hula skirt because the price is only \$489 per person based on double occupancy. That includes roundtrip airfare and accommodations!

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Other trips scheduled for this year include a seven-day trip, via air, to Puerto Vallarta and Mexico City, September 20-27 for \$620; and a two-island excursion to Oahu and Maui in the Hawaiian Islands October 10-17 for \$650. Both trips are on a per person rate based on double occupancy.

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If you don't have the time or the money for one of the weeklong trips, you might consider taking the entire family on a cruise to Catalina Island on July 17. The all-day package being offered through Em-

ployee Activities includes round-trip passage from San Pedro to Catalina and back aboard the big white steamer, the skyline drive tour plus a motor-stage tour which provides a unique view of the interior of the island. There will still be ample time for browsing through the shops, eating at the many fine restaurants or just relaxing on the beach. All this excitement can be yours for only \$20 per adult, \$12 for children 2-11 and \$1 for tots under two.

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If you're strictly a landlubber, then you can take advantage of a very special offer available through Employee Activities. The Laguna Arts Festival and Pageant of the Masters is a unique summer event. Tickets are extremely hard to come by, but the Department has managed to snag a few choice spots on July 11 and July 18. The \$11 ticket entitles you to admission to the festival and all of its activities. The grounds are open from 10 a.m. until 11:30 p.m. with the pageant beginning at 8:30 p.m. The event is held at Irvine Bowl Park in Laguna Beach.

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If music—either classical or contemporary—is your idea of summer fun, you haven't been overlooked in this summer's activities slate. The Greek theatre's July schedule will really sizzle with top entertainment performing for you under the stars and you'll be in some of the best seats in the house, which you'll have bought at discounted prices.

Tickets available right now for July performances include Tom Jones, July 1, \$14; Chicago, July 5, \$14; George Benson, July 9, \$15; The Whispers, July 16, \$14; and Peabo Bryson and Angela Bofill, July 30, \$14.

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The Hollywood Bowl's Summer Festival begins in July with the Los Angeles Philharmonic and a roster of the world's greatest musical stars. Performances will be offered on Tuesday, Thursday and Friday nights for the Virtuoso Series and on Wednesday nights for the Jazz at the Bowl Series, all at discounted prices.

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And, of course, what would summer be without baseball? Tickets to Dodger and Angel games go fast so don't wait for a full count. All seats are \$5 reserve section seats discounted to \$4.

The spectacular Dodger fireworks show will surely be an added attraction to your Fourth of July Independence Day festivities, plus, you'll be able to watch the World Champs take on Houston in the July 3 evening contest.

Other scheduled Dodgers games include New York on July 15 at 7:35 p.m., and Philadelphia on July 24 at 7:05 p.m.

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Tickets and information for all employee activities are available at the department's office on the fourth floor of District headquarters. Or, call 972-6580.

## Expansion makes RTD most accessible system

RTD will make an additional 40 bus routes accessible to persons in wheelchairs effective Sunday, June 20, thus completing the largest expansion of accessible bus service ever undertaken by any transit district in the nation.

A total of 142 District bus routes will be accessible, which represents more than half of RTD's lines. Altogether, RTD will deploy 1,370 advanced design buses equipped with wheelchair lifts, more than twice the amount of accessible bus service offered by any other public

transit district in the United States.

"It will now be possible for wheelchair patrons to make transfer connections throughout RTD's 2,280-square-mile service area," said RTD Board President Mike Lewis, in announcing the additional service.

Lewis noted that the District will continue to improve accessible bus service by adding more buses equipped with wheelchair lifts to existing accessible routes as new equipment is purchased.

**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.

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