



COMMAND POST — Maywood City Council members Tom Engle, William Hamilton and Robert Paltz (L to R) try out the equipment in their new mobile communications command vehicle, a re-converted 1965 RTD bus.

Old bus Begins new Service role

A former RTD bus has been adapted for use as a mobile communication command center in the event of a major catastrophe. Developed by the city of Maywood, the vehicle is intended for use as a mobile communications center during local or regional disasters.

Crammed with radios and other emergency equipment, the bus has been offered for use to eight local cities - Bell, Bell Gardens, Commerce, Cudahy, Downey, Huntington Park, South Gate and Vernon on a nominal fee basis. Each city supplies their own radio and pays a one-time fee of \$1,200 and Maywood will install and maintain communications consoles on the bus. Each city will then have access to the unit for either a regional emergency or localized municipal emergencies such as fires, riots or chemical spills.

Maywood communications officer Angelo Rizzo, who directed the vehicle's acquisition and conversion, says several cities have expressed interest in the plan, five of which have already signed up. "To me it's an insurance policy you buy and hope you never have to use," said one of the plan's initiators, Maywood City Council member William Hamilton. "I believe that communications is the first line of defense in case of disaster. With the mobile post at least you are not conducting those communications in a building that is coming down around your ears," he added.

When not in use as a command post for emergency operations the bus can also be used to conduct training operations for local law enforcement agencies.

The bus was delivered to the city on Nov. 14, 1981 and taken directly to the Maywood City Maintenance Yard. There it was painted, seats and racks were taken out and the interior was carpeted. A bathroom, coffee and water dispensers were also added.

Maintenance workers then added a 5,000-watt generator,

"When I graduated from high school I believed what my coaches had told me that I would never be any great shakes as a runner," Greg said ruefully. Taking that pronouncement to heart, Greg restricted his love for track and field to simply watching other athletes run. Finally, about two years ago, he decided that he didn't care what those coaches had said, he wanted to run. So, he started running. Not the way you or I might run, not the way a jogger runs for his health, but running with a vengeance. Up early every morning to run eight miles through the sand at the beach, workouts two and three times a week with weights to build stamina and strength, and perhaps most importantly he began working with a training partner. A very special partner; John Smith.

Smith, who set a world record in

Continued on page 4

Continued on page 4

Headway
820800
9/8
c. 1

S 831219

S/B October

VOLUME 4 No. 8 SCRIP LIBRARY

HEADWAY

November 1982

Greg James

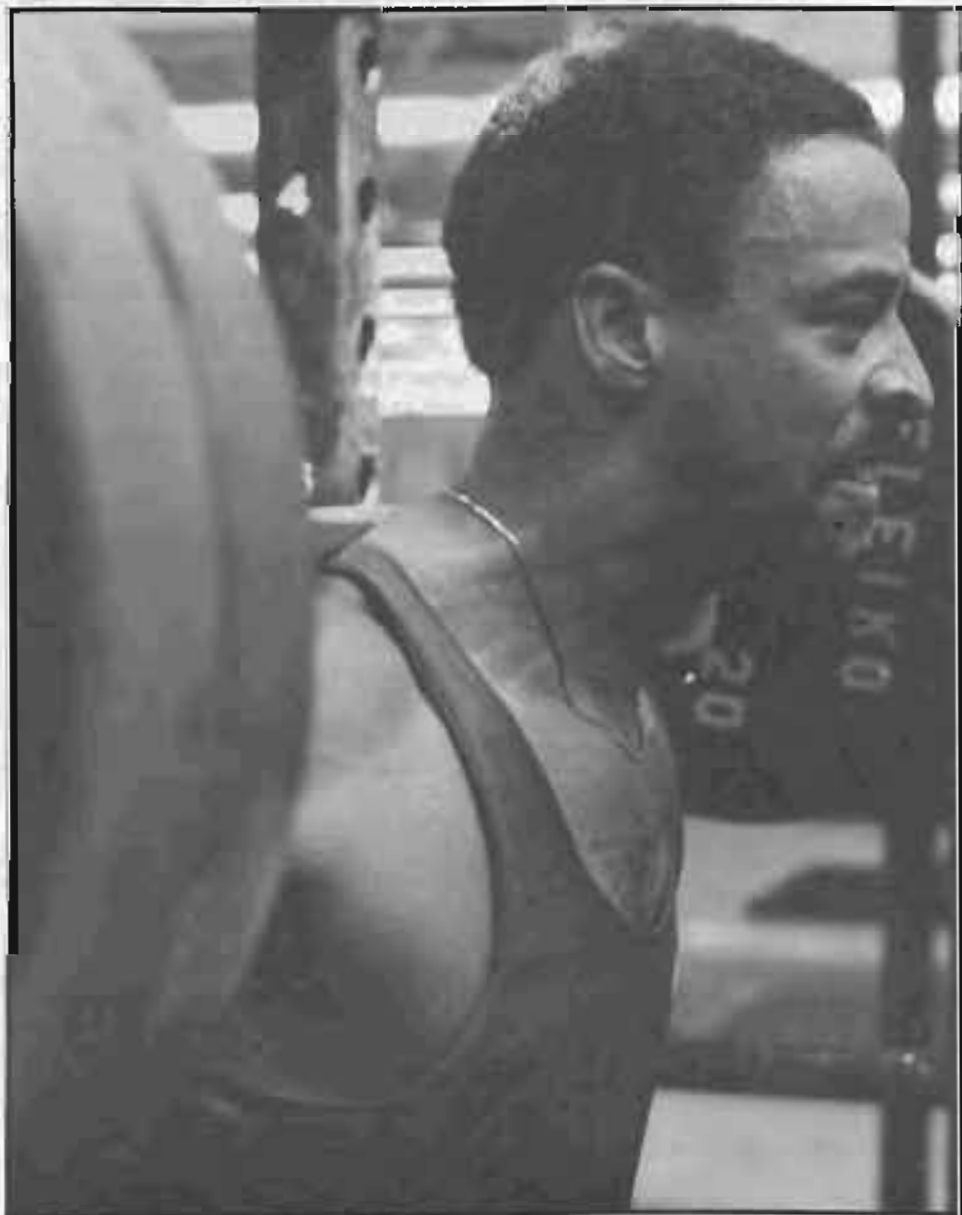
Going for Olympic gold

If Greg James doesn't reach his dream it won't be for lack of trying. Greg, a service attendant in Division 8, wants to compete in the 1984 Olympics. As a matter of fact, he's shooting for a Gold Medal in the 440 meter run, and he works hard at it every day.

Greg qualified for the 1980 Olympic team but never made it to the games. The United States boycotted those Games, because of the Soviet invasion of Afghanistan, and as a result the entire American team stayed home. The boycott came as a bitter disappointment to the American athletes, especially Greg. He had been told in high school that he didn't have what it takes to be a

good runner, let alone a great one, and wanted this chance to prove himself.

"I was so slow in my Senior year, running a full second or better slower than state-wide averages, that I thought I'd never make it," Greg says. "I had some problems," he admits, "my body kept letting me down. Literally. I could be walking down the street and my legs would collapse, leaving me sprawled on the sidewalk." Greg's problems were the result of puberty rather than any medical problems and as he grew from a "puny" 5'11", 135 lb. tenth grader into a strapping 6'3", 190 lb. world class athlete he managed to leave those problems behind him.



WORKING OUT — Greg James works out with the weights to increase his stamina at UCLA's Pauley Pavilion. Here he strains to lift the weight just one more time.

Self-defense classes scheduled

If you are a woman and walking from your car to your job and back scares you, don't feel like the Lone Ranger. According to the results of a Crime Prevention questionnaire sent out to about 1,100 male and female District employees, by Pam Tillman of the Transit Police, about 95 percent of the women responding say they are either scared or would like a self-defense class.

Well, that's exactly what you will get. Sometime in November announcements should start going up detailing a schedule for self-defense and rape prevention classes to be held throughout the District. These classes are not for women only. Male employees are encouraged to attend the self-defense course as well.

A crime prevention program has already been designed. The survey was sent out to help Tillman determine which portions of it to use. As soon as the data has been studied those selected portions of the program you asked for will begin. "There's really no need for anyone to suffer from unnecessary

fear," Tillman says. "But sometimes it is simply unavoidable, especially around the Headquarters building," she added. Watch your bulletin boards or call the Transit Police for further information.

Med/dental program Open enrollment set

Open enrollment for non-contract personnel to switch from the medical and/or dental program they are currently enrolled in to another plan takes place each December.

The effective date of any changes you initiate will be Jan. 1, 1983. Meetings, designed to explain the relative differences between each of the plans and to point out advantages and disadvantages, are scheduled for Dec. 3 and 7, from 10 am to 12 and 2 - 4 pm in the Board Room, second floor of Headquarters building. For further information, call Carol Mutchnik at x6400.

Planner says tissues reflect their cultures

There are hobbies, and then there are hobbies. For Mario Oropeza, a Senior Planner in the Systems Development section, relaxation comes in the form of toilet paper collected from around the world. Oops, I'm sorry, that's "Papier de Toilette."

Like most of life's more bizarre paths this one opened up for Mario

the Soviet Union, the Fiji Islands, Tunisia and all over Europe. Mario says that eventually he would like his collection to contain samples from every country on the globe. And eventually, even some that has gone into outer space.

Mario augments his collection by asking friends to send him samples from their travels. Sometimes

it even goes a bit further. "Occasionally, I'll receive a sample in the mail from someone I've never met," he says. "Apparently, there are people I know out there who as they travel tell other travelers about their weird friend in LA who collects toilet paper. It seems to strike their funny bones and as a result every once in a while I get a package

from a complete stranger."

Holding up a roll of pink, two-ply paper Mario begins describing the differences between the papers produced by different cultures. "Take this one for example," he says with a smile. "This roll came from Peking, China, and could be from Ralph's for all I know. All I can say is those Commies really ripped off American technology." Mario laughs over this, but the differences can be striking. On the one hand there is the soft, scented double ply from Peking and in one of the display cases he has a sample from Inner Mongolia that he describes as "Looking like triple-ought sandpaper." Of course, something like this could go a long way towards explaining why Genghis Kahn set out to conquer the world. It wasn't necessarily riches or a search for power that spurred him and his mongol hordes across the face of Asia, but rather, a desperate need for a comfortable bathroom tissue.

Although collecting the world's various bathroom tissues is not the limit of Mario's endeavors, they do tend to revolve around paper. His other major hobby is an oriental art form called origami. Origami is the art of folding paper to represent various forms. A purist, such as Mario, uses no scissors nor does he even tear the paper to create his forms. It's all done by ingenious folding, you never cut the paper. Birds, a sailing ship designed by a friend, various other origami objects line the top of his desk and filing cabinets. As you can see, the man is surrounded by paper. Well, after all, a bachelor has to have something to do with his time in Los Angeles.



PEKING PAPER — Mario Oropeza displays a roll of bathroom tissue from Peking, China that "could be from Ralph's, for all I know"

simply by chance. "This whole thing started when I happened to see a single piece of toilet paper from the British Museum framed at a friend's house. It's just sort of grown from there," Mario says. Now, the collection has grown to include a half dozen glassed-in frames displaying samples from all over the world. There's paper from Monaco, Australia, New Zealand,

Busses cost less Than driving in LA

RTD Monthly Pass buyers are now saving between \$2,600 to \$3,600 a year, according to information published in the RTD's popular brochure, "The Cost of Owning and Operating a Car."

The brochure is available free at RTD outlets or by writing RTD, Los Angeles 90001. It contains a table outlining annual automobile expenditures which point out that motorists driving a **minimum** of 20 daily roundtrip miles spend an annual \$2,878 on a subcompact or up to \$3,865 on a standard automobile.

A regular RTD monthly pass costs \$20 a month, or \$240 per year.

The information is based on statistics computed by Runzheimer and Company, management consultants for travel and living expenses. The brochure's chart breaks down expenses for standard, compact or subcompact cars, geared upon existing rates of insurance, depreciation, maintenance, gas and oil. With a glance a motorist can tell what he is spending a year when he drives to and from work.

Operator Bass doubles as CAP commander

Bus driver James Bass hopes he never has to use the skills he's been perfecting for the last three years.

Bass, a commander in the local Civil Air Patrol, leads his 18 year old son Eric and the other members of Squadron 75 as they assist various law enforcement agencies and military authorities in locating the wreckage and survivors of downed aircraft.

The volunteer squadron, based at El Monte airfield, tracks lost aircraft both on the ground and in the air. While senior members of the group look for signs of wreckage from the air, Bass and his 15 young cadets search through the often rough terrain and coordinate search communications and efforts on the ground. "The most common mission we respond to," Bass says, "is a pilot landing too hard and setting off his ELT." ELT's, or Electronic Locating Transmitters, are designed to go off when an aircraft crashes, aiding search and rescue efforts by sending out an electronic signal that can be tracked. "Usually, the pilot doesn't even know that he has activated the ELT," Bass said, "so he just locks up the airplane and walks away. Then we have to locate the aircraft and inform the local tower so they can call the pilot and have him come down and turn it off."

A former radio operator with the Army Signal Corps in Korea, Bass teaches radio communication,

wilderness survival techniques and first aid to his cadets. "There's always something going on to keep them busy and learning," he says.

To prepare for actual emergencies, Squadron 75 takes part in practice missions in the mountains, deserts and other remote areas. One recent training session found Bass' squadron studying Mission Coordinating. An orientation course designed to familiarize with necessary paper work, radio use and radio procedures. "We're always learning something, staying prepared," Bass said.

When they're not involved with actual search operations or training, Bass and his cadets take flying lessons from CAP pilots, study aircraft repair, or tour some of the area's aviation facilities including the Jet Propulsion Lab in Pasadena and many of the Air Force bases in the region. "The Civil Air Patrol has three main goals," Bass says. "Our primary mission is search and rescue. Then the cadet program because that's where we get most of our Senior, or adult, CAP members, and of course, we perform a valuable function in Aerospace education," he added.

Bass donates about 35 hours each month to the Civil Air Patrol, but he says the time is well spent. "I like working with young people. I enjoy seeing the cadets develop as they learn new skills. We give awards for accomplishments in the CAP."

Cadet's advance in rank by

accomplishing such things as coordinating ground searches for lost aircraft, planning and experiencing wilderness survival training and field trips to aviation facilities.

"There are other CAP benefits as well. Cadets can take aerospace seminars on weekends and 10-day summer courses, including a sky-diving course offered at Norton Air Force Base," Bass said.

"The parents of our cadets approve of CAP because the program provides meaningful activities, demands and encourages good citizenship and requires cadets to maintain at least a "C" average in school."

Bass joined the CAP because his son, Eric, wanted to learn to fly. In 1979 Bass and his son became CAP members. Eric, 18 years old, lacks only a 150 mile cross-country flight for his license, while Bass says he'll wait until Eric is finished before completing his own training. "I'm still working on it, still plugging away at it," he says.

Bass, a 16-year RTD employee, drives RTD line 483 (Los Angeles to Altadena via Fair Oaks Ave.) during the day and by night and on weekends pursues his main outside interests. A man of considerable talent, he is an avid model train enthusiast, a swimmer, skater and tennis player as well as a trumpet player and amateur photographer. "I get pleasure from assisting people both at the RTD and the CAP," he said.

"I enjoy people. That's why I'm out there."

SPORTS



THE CHAMPS — The winning Blue Jays are: (Front Row) Charles Armelin, Printicen Smith, C.R. Mohoney with his grandson, Charleston Grantham, Fred Smith and Daniel Titus. (Back Row) Alvin King, Dwight Smith, Charles Ray, Eddie Harris, Theodore Long, Lloyd Jennings, Harris Douglas and T.C. Williams.



THIRD INNING STRETCH — Blue Jays team members watch the action from the dugout during the third inning. From front to rear: Titus Daniels, Charleston Grantham, Eddie Harris, Theodore Long, Lloyd Jennings and Larry Morris.

Blue Jays win District League championship



RUNNERS-UP — The Sharks, this year's runners-up, include: Adrain Mott, Norman Mayes, Art Reeder, R.B. Thomas, Don Watkins, J.R. Brooks, Harold Kennybrew, T.P. Hill, Reggie Smith, Noah Jackson, Lou Williams, Tyrone Slaughter and W.D. Smith.

After five months of competition, the 1982 RTD Softball league drew to an exciting close with the Blue Jays victorious. The Blue Jays, composed of many divisional players hail Division 18 as their home base.

They defeated the Sharks (from Division 6) 8-7 in the final game of tough playoff schedule. This is the third consecutive championship for the Blue Jays which entitles them to retain the perpetual trophy in their Division's Hall of Fame.

Other teams in the league were the Cruisers from Division 3, the Rookies from South Park and the Reds from Division 2.

Here's what the Manager from the winning Blue Jays, Alvin King, had to say about the season, "It was a hard fought season. Our team suffered several injuries during the season. I, myself, had to give up playing due to injuries. I'm glad that we were able to pull it all together in the end to win it all."



STRATEGY SESSION — Blue Jays Charles Ray, Dwight Smith, Charleston Grantham, Fred Smith, C.R. Mohoney and Eddie Harris meet at the pitcher's mound to discuss strategy.



FROM THE STANDS — Loyal fans and family fought the sun, the heat and the glare to cheer on their favorite team.



2-4-6-8, WHO DO WE APPRECIATE? — The winners and the losers meet at the plate to shake hands all around. Note the game's only casualty, Shark's first baseman Thomas Hill, on the ground surrounded by a forest of feet. No, he didn't get hurt, he was just sliding into base when the game ended.



CAREFUL WATCH — John Smith, seated on floor, keeps a careful eye on his protegee Greg James as Greg continues his daily workout with the weights.

Continued from page 1

Going for Olympic gold

the 440 meter run in Eugene, Oregon in 1971 that still stands today, brings a sense of style and race savvy to his work with Greg. "I'm working him on his form, his tempo and most importantly, his mental preparation," Smith says. Greg, being such a large man for a runner has a unique advantage according to Smith. "With those long legs, Greg can reach out and eat up the track, he can also last longer," he says. Smith is also there to protect Greg from his own enthusiasm from time to time. "Greg works too hard sometimes, he needs to learn some patience and how to pace himself. That's part of what I'm trying to teach him."

times to his coach there, Charles Armstrong, and made sure that each time he ran he did it faster than he had ever run it before. Armstrong never caught on and Greg went on to turn in the fastest time in the 200 yard dash that year of any junior college runner in Southern California. "That's when I finally knew, I mean really knew, that I could be one of the top sprinters in the world," Greg says. From there he went on to qualify for the 1980 Olympic team and last year was listed among the top twenty sprinters in the world in the 200 meter run. Not too bad for a kid that was told he didn't have what it takes to become a top flight sprinter.

No money awarded yet for ideas

RTD's Suggestion Award Program, designed to provide employees with monetary awards for suggestions that save the District money, has been underway for over three months now and as yet no one has collected any of the money earmarked for the program, according to project coordinator, Jo Ann Rico.

"While we have received a number of very worthwhile suggestions, some of which will be implemented and the suggestors will receive a commendation, none of them have met the basic criteria of creating a savings for the District," Rico said.

Rico adds there are a number of points that almost all of the employees submitting suggestions have overlooked. "For instance," she said, "the suggestions must be written in English. They must also be completely documented, with whatever facts and figures are necessary to prove the point." Rico also pointed out that route changes, suggestions for improving employee morale, uniform changes and complaints are not legitimate suggestions under the program's established guidelines. If you have any questions about the applicability of your suggestion or you want to find out why your suggestion was turned down, Rico urges you to give her a call at x6450 and ask her.

Program guidelines call for the monetary award to be ten percent of the estimated net savings for the first year the suggestion is in effect. These cash awards will range all the way from \$50 to \$1000. If the estimated annual savings for the first year exceeds \$10,000 the award amount will be suggested by the General Manager to the Board of Directors, who have final approval.

Suggestion forms are available at suggestion boxes located at each work location throughout the District. Employees fill out the three-part form, keeping a copy for their own records, and depositing the rest in the suggestion box in the envelopes provided.

Suggestions will be clocked-in and then referred to the appropriate department for review. If the idea warrants it, the suggestor will be sent a supplemental application form asking for more detailed information on the expected savings and how the figure was arrived at.

If further review is necessary, the employee will be notified of his, her, or their, suggestion's progress within thirty days of submitting the supplemental form. In the case of

identical or duplicate suggestions, only the one received first, as indicated by the time stamp, will be considered. If monetary awards are approved for a joint suggestion, the amount awarded will be split equally among those employees who signed the suggestion, unless a different distribution has been specified in writing by the suggestors.

Rico also pointed out that awards will not be made for suggestions which fall within an employee's duties since, "Employees are expected as a part of their job to make suggestions for better ways to accomplish their work."

One last note; ideas and suggestions submitted under the program will remain the property of the suggestor until notification of final action. When a suggestion is finally approved for monetary award or commendation certificate, the suggestion then becomes the property of the District.

Smith injured his right ankle in a race in Madison Square Garden in 1980 and is still on a rehabilitation program from the operation he had last April to correct the injury. Although he can't run all of the laps that Greg can each day, he is right there shouting encouragement, offering advice and tips and works right along side him at the weights each day. Smith says he too is going to make the try for the '84 Olympic team. "With any luck we'll both make the team, then you'll really see something," he says. In the meantime, he works with Greg and as an actor. He currently has four TV commercials running and says there will be more in the future.

Meanwhile, Greg has come a long way since high school and his first college running. In 1977 he enrolled at LA Trade Tech college and tried out for the track team. His times weren't fast enough, by as much as a second, but he didn't let that stop him. He just lied about his

Greg says he wants the District and his fellow workers to understand what he's trying to do, the way his wife Aleta does. "She's behind me 100 percent. I just want people to know that I am committed to this, and that I am going to do whatever is necessary to take my shot at the Gold Medal."

A District employee for three years now, Greg says he likes his job and the people he works with. The job also has the advantage of allowing him to work a night shift so he can work out during the day when his energy level is higher. "I have to admit though, that getting off of work at two in the morning and then beginning my workout for the day just a few hours later leaves me pretty tired most of the time," he says. "But who knows? Maybe as the Olympic trials get closer and my training schedule gets harder, I can work something out with the District to get me some more sleep."

Continued from page 1

Maywood communication command center

emergency lighting and sirens and a public address system to the bus. Wiring was also laid down to accommodate further expansion of the radio system. As more cities participate in the plan additional consoles will be added to augment the console and chairs Maywood installed. "This will be a powerful mobile communicator," Rizzio said. "Each city will have its own antenna and frequency. There will be 50-watt radio receivers that will give coverage within a 25-mile radius of the bus," he added.

Rizzio said that telephones, electrical outlets and first-aid equipment will be added later as well as citizens band and amateur radio facilities.

It is planned that when fully operational, the bus will hold a total of 20 radio operators - two from each of the eight cities, and two each for the CB and amateur radios.

The bus, a 35-foot, 275-horsepower diesel powered 1965 GMC model cost Maywood less than \$2,200 to purchase, according to Rizzio and about \$6,000 more to outfit to date. Located by Rizzio in the RTD Long Beach terminal after a three month search that had him inspecting "about 150" buses, Rizzio said he chose this one "Because it had an undercarriage where we can store cords, battery chargers, flares, water and other miscellaneous items."

Rizzio said his search began as the result of an authorization from the Maywood City Council in May 1981. His belief in the importance of communication is what led Hamilton, who was serving as mayor at the time, to help start the project. Hamilton added that he, Rizzio and fellow council member Robert Paultz are all amateur radio operators.

"We started to kick the idea around . . . We felt if we had some kind of disaster . . . like a riot, a flood, a fire or an earthquake . . . we better have good communications," Hamilton said. They first planned on using a step-van but soon discarded that idea in favor of a full-size bus because of the added room.

The idea for the bus just sort of happened when, "I was talking to Rizzio one day and a bus drove by," Hamilton said. The additional room provided by the full-size bus led in turn to the idea of asking other cities to join in the project.

"Any of the participating cities can take it for any type of major disaster. All we ask is that they fuel it up when they're through," Rizzio said. Any city that chooses to can remove themselves from the program simply by taking out their radios, he added.

The vehicle has been minutely inspected by Norman Phillips,

South Gate Police Chief, who said, "It's a good idea and is worth taking a look at. I took my whole management team to see it." Phillips also remarked that he can see the unit's potential for training as well, "for such things as building search, hostage or robbery response situations. We could even videotape the training sessions," he said.

Since the vehicle's "future administration has not been determined yet, the bus will be based in Maywood for the time being," Maywood City Manager Leonard Locher said.

In lieu of this unit local municipalities would be forced to rely on the California National Guard or the LA County Sheriff's department mobile command posts in an emergency, Maywood Police Chief Theodore Heidke said. However, he added, "they aren't as responsive."

"The response has been overwhelming so far," Rizzio said after showing the vehicle to government and police officials from 18 southeast area cities as well as to officials representing several Orange County Cities at an Anaheim communications convention. "Where else can you get this kind of program for \$1,200 with no strings attached?" he asked.

McDonald joins Olympic Committee

George McDonald, Manager of Planning and Marketing, is leaving the district after almost eleven years. Although he is retiring effective October 15, he is not headed for sunny days spent on a river bank lazily fishing away his time. Instead, McDonald is moving over to the 1984 Olympic Games Committee where he will become the Director of Transportation.

The move to the Olympic Com-



GEORGE MC DONALD

mittee is a fitting crown for a career in transportation that began with the Bay Area Rapid Transit (BART) in 1959. After spending several years in the newspaper business and as the editor of the house organ for Kaiser Industries McDonald went to BART at its very beginning. "I was with BART almost from its very inception, when it was still an embryonic planning agency. We took it from there and turned it into a regional transportation system that spreads across three bay area counties," McDonald said.

McDonald says there were two reasons he decided to move here over ten years ago. The primary reason was the job itself. "I was offered the chance to get into planning and marketing, something that excited me and still does," he explained. "The other reason was personal. I was born and raised in the Bay area and had always wanted to live in LA. This job with RTD gave me that chance and I've never regretted it. I love Los Angeles."

McDonald has been in the unique position of not only watching the District go through some major changes over the last decade but of being involved in their imple-

mentation as well. "The bus system itself has improved and grown in a very positive way and I think that the people that have been associated with the District over these years, irrespective of their level, should be very proud of that." In that time the District has gone from about 600,000 boardings each work day to at least twice that amount. "I think that one of the most accurate means of measuring progress for a transit district is to look at the number of people that use the system on a daily basis," he added.

The District's future looks bright, McDonald says, even within the limits of its Proposition A funding. "It's hard for me to leave the District at this point because I truly believe that we will be in the construction phase for the Metro Rail starter line within the next two or three years. I am very confident of that," he said. "My experience with BART in its early years shows me that it takes a great deal of dedication on the part of people to shift from a simple, one dimensional bus operation to a multi-mode transportation planning and operations agency, and that is exactly what is happening under Mr. Dyer's leadership," McDonald added.

RTD is shaping and affecting the lives of millions of people in the city and the surrounding area, McDonald pointed out, and especially with Metro Rail coming closer and closer to construction the District's impact on people's lives will continue to grow. "You should understand though, that this is a positive impact," McDonald said. "RTD has a deep-seated history of service to the area. We are a 'people-oriented' organization. Not just our own people, but to the public we serve as well," he added.

McDonald also suggested a couple of areas he feels the District could stand a bit of improvement in. "First," he said, "we should look more at what our riders demand by way of a ride. There should be more consumer testing and more direct rider involvement in some of the decisions that directly affect them." He continued, saying, "I believe that the District should encourage more inter-department transfers. The current system lends itself to too much entrenchment. The District should explore a means for expanding the interplay of people between departments."

GUESS WHO?

Well, as promised, here's this month's mystery Guess Who? I'll even drop a hint so you won't be left out in the cold trying to guess who it might be: This is his employment picture, taken in 1942 when he joined the Pacific Electric Railway as a conductor.

Remember, all guesses must be in writing and submitted to Headway, Location 32 to be official. The first correct guess will win two free tickets to the undersold event of their choice. There are no consolation prizes for correct guesses that are not also the first received.

We will run the correct answer in next month's Guess Who? column, so keep your eyes open and good luck.



PERSONNEL DEPARTMENT EMPLOYEE OF THE QUARTER for Spring 1982 was Kathi S. Harper, a Personnel Assistant in the Employment Section.



NOW — The Pacific Electric Building as seen from the roof parking lot of the Greyhound Bus station at 6th and Los Angeles St. Erected in the first years of this century, the building served for years as the headquarters for Pacific Electric Railway and as the Los Angeles offices of the Southern Pacific Railroad.



THEN — The same building, seen from what was then the terminal that served as the nerve center for all of Pacific Electric's north and south districts. Taken in 1943, the photo shows tracks in the foreground that have now been replaced by the Greyhound bus station. The last trains ran out of this terminal in April 1961.



COLOR GUARD— The Bryce Canyon Naval Sea Cadets officially began opening ceremonies with a presentation of the colors and drill maneuvers.

Ghosts n' Goblins n' witches galore make

An estimated 1,200 people showed up Sunday at Div. 15 for the official Grand Opening. There was a gala atmosphere as hundreds of kids in Halloween costumes raced about, took bus rides in the parking lot and jostled their parents for just one more hot dog or some more cotton candy.

RTD employees and residents from surrounding communities mingled freely as they watched square dancers and a belly dancer perform, viewed displays from each of the District's major departments, toured the new division, and generally just had a good time.

The facility, one of the best and most modern in the nation, was officially opened by SCRTD board member Ruth Richter. Fellow board member Nick Patsouras was also in attendance. The festive crowd also listened to remarks by SCRTD General Manager John A. Dyer. Other dignitaries present included Laraine Elpern, a field representative with Sen. Alan Robbins, Marsha Moncus, with the Van Nuys Chamber of Commerce, the Bryce Canyon Division of Naval Sea Cadets from the Encino Naval Reserve station who performed color guard duty and various other local community leaders.



EXOTIC — Belly dancer Beverly Riley performed while square dancers rested.



HALLOWEEN PARADE — Children under seven years old paraded in front of the judges hoping to be named "Best Costume".



GOODIES— People lined up several dozen deep throughout the day to get their hot dogs, drinks and play games of chance under the pavillions.



CHEWBACCA RIDES AGAIN — while he stands in line for a balloon. **WITTY WITCHES** — Moana Lot and Grunta Little, played by Alice Wiggins and Isabelle Puskas, kept the crowd in witches stiches with their Fractured Fortunes.

Div.15 Open House a howling success



WAITING — The Lone Ranger and his faithful rabbit Tonto wait in line for some cotton candy.



ALAMAND LEFT — Square dancers helped keep the crowd swinging and tapping their toes.



CROWDED — The main room of the new facility was kept crowded all afternoon by people viewing department displays and wandering.



TO YOUR HEALTH

By Elia Borja, RN
Visiting Nurse

"If the blood pressure is consistently above 160/90, further tests may be necessary to determine whether the driver is qualified to operate a motor vehicle." (From Department of Transportation Physical Qualifications and Examinations of Drivers.)

Sixty million Americans are affected by high blood pressure. Women are affected more often but tolerate hypertension better than men. Most cases of high blood pressure develop between the ages of 30 to 45, although more serious cases of hypertension develop at younger ages. At especially high risk is the Black male with high blood pressure in his immediate family. High blood pressure affects more than one out of every four Black adults.

High Blood Pressure

Everyone has blood pressure as long as the heart is beating and pumping blood. Blood pressure is the force of the blood against the walls of the arteries as the blood flows through them. In all humans blood pressure varies, going up when a person is excited, angry, tense, and/or stressed and going down when we have rested or when we are quiet and contented. But in cases of high blood pressure (hypertension), blood pressure goes up too high and stays that way even when a person is quiet and at rest. Blood pressure that is consistently over 140/90 is considered to be high blood pressure or, in medical terms, hypertension.

In persons with high blood pressure, the pressure in the arteries is always higher than it should be because the arteries are too narrow or clamped down, causing the heart to pump harder to make the blood pass through the narrowed space. It is much like putting a nozzle on the end of a garden hose. The narrower the outlet of the nozzle, the higher the pressure of the water as it leaves the end of the hose. In arteriosclerosis, deposits of minerals or fats start building up on the sides of the arteries, narrowing the inner space. If excessive pressure is placed on the garden hose, areas along the hose will become weaker and will spring leaks much like a person suffering a stroke. A small vessel in the brain, weakened under constant high pressure can break, allowing blood to flow into the brain, causing damage relative to the amount of blood lost and the part of the brain affected. High blood pressure adds to the work of the muscles and the arteries of the heart as well as the arteries of the brain, the kidneys and the eyes. If high blood pressure is allowed to continue for a long time without treatment, the person not only runs the risk of stroke but runs the risk of heart failure, kidney failure, blindness, and heart attack, as well.

There is only one accurate way to diagnose high blood pressure and that is to have your pressure taken. Blood pressure is usually taken using a blood pressure cuff called sphygmomanometer. There are two numbers read when blood

pressure is taken. The first or top number is called the systolic pressure. This measures the force of the blood when pumped out of the heart into the arteries. (Arteries is the name of the blood vessels carrying blood away from the heart, while veins carry blood to the heart). The second or bottom number is called the diastolic pressure. This measures the pressure of the blood when the heart is at rest, between beats.

There is no single cause of high blood pressure unless it is a symptom of an underlying curable disease (i.e., tumor or kidney called pheochromocytoma, excessive drinking of products containing caffeine, use of amphetamines, etc). Idiopathic (a disease with an unknown recognizable cause) or essential (a disease independent of local causing agent) hypertension usually is a symptom of many factors, i.e., overweight, age, smoking, inactivity, high salt (sodium) diet, high cholesterol-triglyceride diet, stress and family tendency. If your grandparents and your parents have high blood pressure, you are at high risk to become hypertensive. That's another word for a person that has high blood pressure. Your dietary enemy is sodium. Its most common form is table salt. Primarily, we think of salt in food as salty foods, such as salted nuts, corn chips, pretzels, salami, pepperoni, bacon, ham, sausage, etc. The hypertensive person also needs to look at the ingredients containing sodium such as monosodium glutamate (common additive in oriental foods) and sodium saccharide (the common sweetener for diet drinks). Salt is used in the processing of frozen foods, TV dinners, canned goods, pickles, olives, pickle relish, and dried soups. Other common foods high in salt or sodium are catsup, mustard, hot dogs, luncheon meats, cheese, soy sauce, and steak sauces. Oriental foods are high in sodium due to the use of soy sauce and monosodium glutamate (MSG).

When the high blood pressure is caused by some other disease which can be diagnosed and when the disease is cured, the blood pressure will return to normal. In cases of essential or idiopathic hypertension (see above), the cause is still unknown and it is not curable but it can be controlled. The treatment will include medication to lower the blood pressure, a diet to control and reduce weight, eliminating coffee, tea, licorice, junk food, refined sugar, refined white flour and reducing stress. The medication(s) will be a permanent part of the hypertensive person's life.

Remember, essential hypertension is not curable. Even when the person with high blood pressure is feeling well, eating properly, and has lost weight, he or she must always take the medication everyday, as prescribed, without fail. Again, it is important to remember to control high blood pressure by good eating habits, rest, regular exercise, and stress reduction.

Lowering the Price

By Virginia Anderson

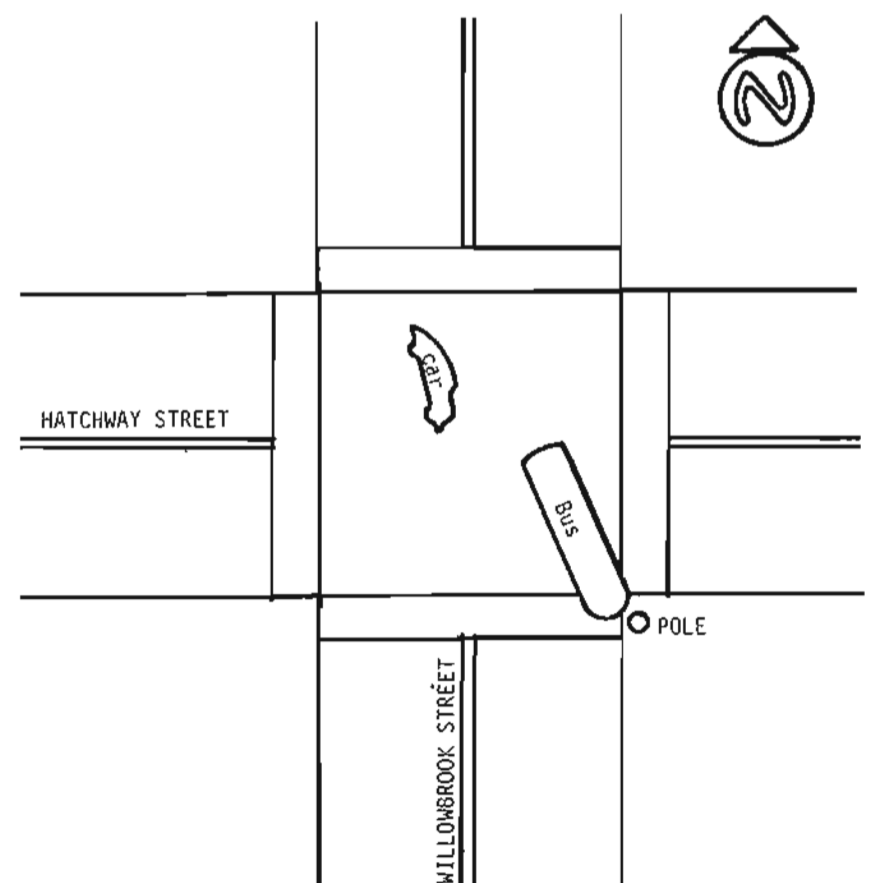
Thank you RTD for slashing your prices
during this awful crisis
We can ride again
You see, because you added the news along
with the low, low fares
It helps us to forget our cares
Heres to you RTD
Your guys and gals are
terrific too
Their smiles and hello's
It's the only way to go
Just two quarters for the load
We tip our hats off to you
Thanks again RTD

You be the Judge



OPERATOR'S STATEMENT: "I was driving southbound on Willowbrook Avenue at the 35 MPH posted speed limit. As I approached Hatchway Street, I noticed a slow moving car in the curb lane. The car suddenly moved to the left as I neared the intersection. I first tried to turn left to avoid a collision and then I hit the brakes hard. We collided in the middle of the intersection and I skidded into a traffic signal."

ANSWER: The total stopping distance of the bus depends not only on its breaking performance, but also on the operator's perception and reaction time. The operator perceived the slow moving car but delayed in reacting to the situation. He should have prepared for the possibility of the car making an illegal left turn by slowing and approaching the intersection with caution. This would have decreased the distance required to bring the bus to a controlled stop to avoid the hazard. Although the driver of the car made an illegal turn, the failure of the operator of the bus to adequately reduce his speed produced a contributing factor to this accident. Therefore, this accident was judged preventable.



RECREATION NEWS

The World Champion Los Angeles Lakers Open their 1983 season at the forum on October 29 against the Golden State Warriors with action continuing into November with the following dates:

- November 12 Lakers vs Houston
 - November 19 Lakers vs Washington
 - November 21 Lakers vs Denver
- \$8.50 Colonnage level seatings available for \$6.50

With a long weekend for the family at Thanksgiving on tap, a trip at Magic Mountain could be the event to work off some of the holiday feast. From November 25-28 adult Magic Mountain tickets, selling regularly for \$11.95, will be available for \$5.95. The lowest price of the year!!! Don't miss this great opportunity to visit Magic Mountain.

Thanksgiving is also another opportunity to see a great lady, Lena Horne. "A woman and her Music" will be presented at the Pantages Theatre in Hollywood. The Activities program is offering 3 dates to enjoy this event. All are orchestra seats.

- Thanksgiving Thursday, November 25 8:00 p.m.
\$24.50 tickets for \$22.00
- Sunday, December 5 4:00 p.m.
\$24.50 tickets for \$22.00

Friday, December 10 8:00 p.m.
\$30.00 tickets for \$28.00

You won't want to miss this one

For those of you trying to find an outlet for all that talent you have been working on all your life, you are not alone. Several District employees are banding together to produce a company talent show. They need performers musicians, costumers etc. The show will be scheduled for the Spring of 1983. If you are interested in being a part of this project, please contact the Employee Activities Department to give your name and interest. A meeting will be set in late November to start organizing the event.

Las Vegas goes start packing your bags for the last get away of the year. The weekend of December 3-5 marks the dates for the trip which includes air conditioned bus transportation departing from the Headquarters building, and El Monte Station December 3 and returning to same December 5; Hotel accommodations at the Rainbow Vegas in Downtown Las Vegas; baggage handling; and liquid refreshments to and from Las Vegas. All this for only \$42.00. Act now because space is limited. Money for trip is due by November 18. No exceptions.

It's not too early to start making out the shopping list for Christmas, and the Employee Activities Department has several ways to help you through the Holiday Season. This year you can select from See's candy or Russell Stover candy assortments, Knotts Berry Farm food products and Grandmas fruit cake. All are available at discounted prices. Order forms, catalogs and other informational materials are available from the Employee Activities Department. They will gladly be sent to you upon request.

Logo items also make nice Holiday gifts. Currently available are the baseball jerseys with black and red sleeves going for \$4.00, adult and children sizes S,M,L,XL; caps in mens sizes (red and black), ladies and youth sizes in red only. \$3.00 is the price tag on these ever popular items. New to the line are white sweatshirts in adult sizes only for \$6.00.

Coming soon are navy sweatshirts for \$7.00 and child sizes 2-4 tee shirts for \$2.00, these will be available before Christmas.

For information on these items please contact the Employee Activities Department, 4th floor of the Headquarters building Extension 6580.



SO. CALIF. RTD
FALL FUN DAYS
THURS. THRU SUN.,
NOV. 25-28, 1982
Park Opens: 10 a.m.

- * Challenge the new ten story tall thriller — **FREEFALL!**
- * Race the rapids on the West's only white water river ride — **ROARING RAPIDS!**
- * **BEST SAVINGS Available!**

\$5.95 **SAVE**
Per Gen. Use Ticket (Reg. \$11.95) **\$6.00**
2 Years and Under FREE Per Gen. Use Ticket

OVER
50%
SAVINGS

- * **Family Fun** with a choice of **ONE** of 4 days!
- * **Unlimited Use** of all rides, shows and attractions.
- * **Enjoy pleasant fall weather,** avoid the summer rush.

Tickets Must Be Purchased in Advance
FOR DISCOUNT TICKETS
Tickets on sale at your Rec. Dept., X6580
or (see back for ticket order form.)

You can now charge your Employee Activities purchases on your VISA or Master Card. Purchases for \$25.00 or more for travel, concerts, t-shirts, or just in time for your Christmas shopping for candy or fruitcakes.

Save for your future with tax deferred comp plan

The Employees' Deferred Compensation Plan permits District employees to set aside a portion of their wages and not pay taxes on that money, or the earnings they accrue, until retirement when they should be in a lower tax bracket. An added tax-saving benefit of Plan participation is that the deferred amount is deducted from gross wages before taxes are computed, thus your withholding taxes are decreased.

Effective January 1, 1983, enrollments into the Plan, as well as changes in deferral amounts, will be accepted four times each year, beginning with the first payroll period closing after each calendar quarter. The enrollment schedule for 1983 is as follows:

- Deadline for Receipt of Application
- December 1, 1982
- March 1, 1983
- June 1, 1983
- September 1, 1983
- First Payday of Deductions
- January 7, 1983
- April 15, 1983
- July 8, 1983
- October 14, 1983

Changes to the way in which funds are invested will be available only on December first.

The minimum amount that can be deferred is \$15.00 per pay period, with the maximum not to exceed 25% of your gross pay or \$285 — whichever is smaller.

Under a special "catch-up" provision, an employee may be eligible to contribute up to \$15,000 annually during the three-year period preceding normal retirement date. If an employee has contributed at the maximum level (25%

of gross pay) since January 1, 1979, no "catch-up" is permissible. For assistance in determining eligibility for this provision, please telephone the number given below.

The deferred funds will be paid to Plan participants upon retirement or termination from District service. If the sum accumulated is at least \$10,000, the District will arrange to spread out the payment over a set period of time. Taxes are payable only on amounts received.

If a Plan participant dies, payment will be made to his or her designated beneficiary(ies).

Withdrawals from the Plan are not permitted unless a severe

financial hardship can be demonstrated. Participants may, however, discontinue contributions to the Plan at any time, with previously deferred amounts remaining in the Plan until retirement or employment termination.

Deferred wage amounts may be invested in any of the following ways:

1. Short-term investments such as federal government securities issues of U.S. governmental agencies, certificates of deposit, banker's acceptances or prime-rated commercial paper. Holdings are restricted to public fund investments
2. A no-load (no sales charge) stock fund.
3. A deposit account with a major savings and loan association.
4. Real estate deeds of trust.

Individual employee accounts are maintained by the District Treasurer's Office, with administrative costs charged against the earnings of each investment option. Such charges will not exceed 75 cents per pay period.

The Plan is approved by the Internal Revenue Service.

Additional information and an enrollment form may be obtained by contacting Mel Marquardt at Extension 6593.



NATIONAL GUARD HONORS — On Sept. 22 Div. 5 manager Ben Lynum was awarded the Golden Seal Award from the California National Guard for outstanding employer support of the Guard program. Nominated by extra board operator Reginald Gay, Lynum received the presentation from SCRTD General Manager John A. Dyer and Operations Manager Sam Black while a group of Lynum's friends and co-workers gathered around to help him celebrate.

New Credit Union services

Money orders, traveler's checks available now

The Transit District Employees Federal Credit Union has announced that beginning immediately traveler's checks and money orders can be purchased at their office at 453 So. Spring, Suite 1200 (Crocker Bank Building). The money orders are available at a flat rate of 75¢ and the travelers checks are 75¢ per \$100. Manager

Lottie Gage states that the traveler's checks are FREE to anyone 55 years of age or older.

Now is the time to sign up via payroll deduction for next year's Christmas Club. This is a no-pain way to insure you have money for 1983's holiday gifts. The first 50 employees to sign up receive a digital watch pen.



FRANK CZARNIAK — Retired on Sept. 4 after serving the District for 46 years. Shown here receiving a special award for his many years of dedicated service, from General Manager John A. Dyer and Board Vice-President Ruth Richter.



MARIA GAZIUKEVICZ — Retired on Aug. 25 after 39 years with the District. Maria is shown here with her Leadman, Sam Taylor, Jr.



GRADS — On Sept. 10 the 14th class of Mechanic C's graduated. Extolling their roll in performing the District's mission was SCRTD General Manager John A. Dyer. From left to right the graduates and the dignitaries present included: Jo Ann Bowman, Richard Au, L.R. Davis, Marco Pedemonte, Robert Johnson, Joel Seale, Armando Urena, Hernando Lujano, Ray Kunkle, Mike Stange, Martin Austin, Jr., Robert Weatherall, Andy Coleman, Lee Denson, Jerome Long, Edward Richard, John Dyer, Miguel Duque and John Wilkens.



OCTOBER RETIREES — Shown here with General Manager John A. Dyer and Board of Directors member Charles Storing (Left, second row and left, first row respectively) are a few of those District employees that retired in October. From left to right, front to rear, they are: Paul Schmidt; 35 years, Norman Baker; 18 years, Fred Edwards, 35 years, Robert Jackson; 32 years, Alfred Baker; 22 years, Owen Hale; 24 years, and Roy Grim; 12 years. Also retiring in October, although not present for the ceremony, were: Doris Beane; 12 years, Ronald Harsche; 24 years, Brady Keys; 21 years, Lawrence Muscoreil; 35 years, Alex Smith; 24 years and James Waseloff; 31 years.

TRIPPERS

Linda and Albert Miller, he's an operator out of Div. 3 and has been with the District for 6½ years, recently appeared on a new TV show called "Fantasy."

Linda says Albert worked so hard to put her through nursing school that she wanted to do something to say "Thanks" in return. The show tries to help people fulfill their small dreams and when Linda appeared on the show Albert

was in the audience watching her. Albert, wearing his operator's uniform, was appropriately surprised when he was called up and found out that Linda had won them a night on the town as a reward for all of their hard work.

"Fantasy" bought them each a new outfit, dinner at Scandi's and provided the transportation to and from via chauffeured limousine.

NEW ARRIVALS

STEPHANIE SUZANNE

Robert Waters, who works in the District Secretary's office, son and daughter-in-law presented him with his first grandchild on Nov. 19 in Darnstadt, W. Germany. Named Stephanie Suzanne, she weighed in at 9 lbs. 4 oz. While there was no indication of Stephanie's size at birth, Bob commented that she "must be a hefty little thing just based on her weight."

AARICK COX

Albert C. Cox II and his wife Elandy proudly announce that their second child, Aarick Ceiron Cox was born on Friday, Aug. 13. Aarick came into the world weighing 8 lbs., 6 oz. and measuring 21½ inches. He joins his two year old sister Elysa in bringing joy into the Cox home.

KIMBERLY WHEELER

George and Randi Wheeler are proud to announce the birth of their second child, Kimberly Jacqueline. Born on Sept. 25, she weighed 8 lbs. 9 oz. and measured 20½ in. George is a mechanic A Leadman at Div. 3306. Randi worked at Div. 8 as an Equip Records Specialist and left the District in 1979 after the birth of their first daughter, Ami.

RAMON ALATORRE, JR.

Ramon Alatorre, a service attendant at Div. 9, and his wife Hortencia, a Kardex clerk in the Purchasing Department, proudly welcome their son, Ramon Alatorre, Jr. into the fold. Born on Sept. 3 he weighed 9 lbs., 6 oz., and measured in at 22 inches. The Alatorres' also have a two year old daughter, Claudia.



FRANK CARR — After 43 years with the District Carr retired in October as Director of Finance.

COMMENDATIONS

Thomas Turner, Div. 1 —

Over a period of approximately six months, I have been riding the Number 1 bus daily, to and from Century City. I feel obligated to let you know how impressed I am with the driver, Mr. Thomas K. Turner, #2266. Above all, Mr. Turner is a genuine person who is very sensitive to the needs of his passengers. He is not only an excellent driver, but he is efficient, reliable and extremely courteous, performing his duties with the utmost professionalism. He proved this repeatedly by: 1.) Willingly assisting the elderly, disabled and handicapped on the bus. 2.) Being most helpful in giving bus information and directions to persons unfamiliar with the area. 3.) Tactfully and discreetly handling situations such as persons smoking, playing radios or being disorderly.

Though humble in demeanor, Mr. Turner's deportment and well-groomed appearance is that of the model TRD bus driver.

I cannot praise Thomas K. Turner enough. If any driver, regardless of his longevity, deserves the "Operator of the Month Award," Mr. Turner truthfully does, and there are many other passengers who share my opinion. Please see attached.

Sincerely,
Bob Carlisle

57 additional signatures attached

Nisaa Raus —

I want to thank you very much for the wonderful directions that you gave me in getting to the Greek. They could not have been more precise.

It's operators like you that will make getting around California a lot more easier.

Once again, thank you.

Gene Edwards, Jr.

Richard Patterson, Div. 3 —

Yesterday I took the minibus from the Federal Building to the Bonaventure and had an especially nice experience — that of watching a thoughtful, alert, warm, friendly, helpful busdriver deal beautifully with the wide variety of people with whom he came in contact — including foreign visitors who spoke or understood no English at all. And he **smiled** at people, too!!

He is a credit to the City of Los Angeles and a special prize for the RTD.

I wish we could clone him!

Sincerely,
Dolores Westfall

Jimmie Bennett, Div. 9 —

I ride the Pomona Park-and-Ride Line 764. I took the 7:50 a.m. bus this morning, bus number 7434. The bus had a blow-out in the diamond lane, the left front tire. I want to commend the bus driver for doing such a great job of handling the bus. It could have been a real catastrophe if he hadn't done such a wonderful job of driving. My thanks to him.

Very truly yours,
Pamela C. Hall

Claire Fitzgerald, Div. 2 —

I want to commend you on the way you handled my call this morning. You were patient, clear, and extremely polite.

Please continue the wonderful service you provide to deaf customers.

Sincerely,
Charlotte Cowan

Dorothy Witts, Div. 8 —

Operator #8841 of Line #93 deserves some credit for enforcing the policies of S.C.R.T.D.

On Wednesday, Aug. 25 a group of juveniles boarded the bus at about 8 p.m. at Sherman Way and Van Nuys, and proceeded to the back of the bus.

At the back of the bus they not only were loud, but were also eating and drinking beer.

The driver immediately warned them to no avail. Then she contacted S.C.R.T.D. security. At Lankersham and Vineland they were taken off the bus by your security force.

I definitely believe the driver acted properly after warning them first. And that your security force must also get credit for quick action.

Sincerely,
Sheldon Goldstone

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

Division 1 — Lazarus G. Parrish, Warren J. March, C.K. Montgomery, W.T. Williams, Thomas K. Turner

Division 2 — Dana L. Mitchell, Andres Mejia, Ludwick O. Stephens, Johnnie Stuckey, Albert Troy, Rudy L. Cardenas

Division 3 — Richard C. Patterson (2), Johnny Howard

Division 5 — Olphia W. Marshall, Donald C. Hurston, Danny L. Smith

Division 6 — Bennie L. Kamack, Jr., Alfredo J. Pacheco, Jr., Carl L. Motley, Jr.

Division 7 — James A. Thompson, Jr., Jim Shorters

Division 8 — M. Arancibia, Karen Y. Anderson, Dorothy L. Witts

Division 9 — Armando N. Vasquez, A.R. Bozonier, Romero Delagdrza, Anthony C. Edens, W.F. Plughoft, Jr., H.R. Castellano, Jimmie L. Bennett

Division 12 — Frank R. Rodriguez (2), Darrell R. Gibson, Romell Tresuan, Rafael M. Murillo

Division 15 — Emmanuel A. Gladden, Bobby L. Hall, Charles M. Sauer, Albert T. Cleaves, Jr., Roger N. Galland, David T. Wesson, Don Dravis

SCHEDULE CHANGES

MOVING UP

Abeyta, Arnold, from Mechanic C to Mechanic "B"

Abeyta, Josephine, from Ticket Clerk & Repts Clerk to Chief Clerk
Alexander, William, from Operator to Opr/Extra Schedule Checker

Anderson, Taylor, from Print Shop Clerk to Multilith Operator

Austin, Martin, from Service Attendant to Mechanic C

Ballard, Arthur, from Mechanic C to Mechanic B

Ballard, Dari, from Rel. Equipment Records Spec. to Stock Shop Clerk

Barocca, John, from Mechanic B to Mechanic A

Bashor, Horace, from Mechanic A to Mechanic A Lead

Boeche, Marjorie E., from Rel. Ticket Clerk to Ticket Office & Reports Clerk

Bowen, Faye E., from Temp. Typist Clerk to Typist Clerk

Brewin, Tedd, from Mechanic A to Equip Maint Supv I

Brown, Clifford W., from Ticket Clerk to Rel Ticket Clerk

Buncam, Walter, from Mechanic B to Mechanic A

Castro, Javier, from Mechanic B to Mechanic A

Chavez, Alex, from Operator to Mechanic B/Spray Painter

Clark, Leonard, from Equip Records Spec to Rel Stock Shop Clerk

Cohen, Walter G., from Mechanic A to Mechanic A Leadman

Coleman, Andy, from Service Attendant to Mechanic C

Coleman, Anita, from Temp Typist Clerk to Word Proc Operator I

Collison, Frank M., from Mechanic C to Mechanic B

Curiel, Carlos, from Mechanic B to Mechanic A

Denson, Lee, from Service Attendant to Mechanic C

Demery, Joseph, from Mechanic C to Mechanic B

Duque, Miguel, from Utility A to Mechanic C

Edwards, Jr., Ed, from Mail Carrier to Messenger Clerk/Rel Mail Carrier

Ebill, Frank, from Stock Shop Clerk to Storekeeper

Escobar, Virginia, from Ticket Office & Reports Clerk to Ticket Clerk

Fredericks, Marvin, from Prop Maint A to Cabinet Maker Lead

Frisbie, Diane E., from General Clerk to Ticket Clerk

Gillilan, Esther, from Sr. Secretary to Applications Control Technician

Gluckman, Dennis, from Mechanic C to Mechanic B

Gomez, Alberto, from Operator to Opr/Extra Schedule Checker

Gonzalez, Julio, from Mechanic B to Mechanic A

Gray, Patricia, from Operator to Opr/Extra Schedule Checker

Gutierrez, Domingo, from Mechanic B to Mechanic A

Hakola, Marvin, from Mechanic C to Mechanic B

Iloff, Pricilla M., from Cash Clerk to Payroll Clerk

Johnson, Robert, from Service Attendant to Mechanic C

King, Vaughn L., from Mechanic C to Mechanic B

Lee, Pil, from Mechanic B to Mechanic A

Lenihan, John, from Elect Comm Technician to Elect Comm Tech Leadman

Lujano, Hernando, from Utility A to Mechanic C

Luna, Larry, from Mechanic B to Mechanic A

Martinez, Efrain, from Mechanic B to Mechanic A

McClintock, Carol S., from Ticket Clerk to General Clerk

McDaniel, Ellis R., from Mechanic C to Mechanic B

McGlothorn, Jerri A., from Junior Price Clerk to Acting Staff Asst.

Merriweather, Leonard, from Operator to Cutter-Folder Opr

Moore, David, from Mechanic B Lead to Mechanic A Lead

Morales, Gerardo, from Mechanic B to Mechanic A

Parker, Alvin, from Mechanic B Lead to Mechanic A Lead

Pedemonte, Marco, from Service Attendant to Mechanic C

Reyes, Manuel, from Security Guard II to Transit Police Investigator

Richard, Edward, from Service Attendant to Mechanic C

Rousseve, Errol, from Operator to Opr/Extra Schedule Checker

Sauvageau, Dennis, from Mechanic B to Mechanic A

Silvas, Ronald, from Operator to Opr/Extra Schedule Checker

Slagle, Edwin, from Mechanic A to Equip Maint Supvr I

Thomas, Henry, from Mechanic B to Equip Main Supvr I

Trejo, William, from Mechanic C to Mechanic B

Ureno, Armando, from Service Attendant to Mechanic C

Ward, Gary, from Mechanic B to Mechanic A

Weatheral, Robert, from Service Attendant to Mechanic C

Wheatley, John K., from Mechanic B to Mechanic A

Wille, David, from Mechanic B to Mechanic A

Williams, Georgina, from Operator to Opr/Extra Schedule Checker

Williams, Michael, from Mechanic B to Mechanic A

Williams, Phillip H., from Mechanic B to Mechanic A

SHIFTING GEARS

Baker, Norman M., Operator has retired after 18 years of service

Edwards, Fred A., Operator has retired after 35 years of service

Fox, Moris B., Operator has retired after 23 years of service

Gaziukevics, Maria, Utility B has retired after 39 years of service

Grim, Roy D., Operator has retired after 13 years of service

Hale, Owen H., Operator has retired after 25 years of service

Henick, Eldridge, Mechanic A Lead has retired after 36 years of service

Holliday, Blanton P., Traffic Loader has retired after 26 years of service

Johnson, Howard M., Operator has retired after 35 years of service

Schmidt, Paul, Operator has retired after 35 years of service

Smith, Alex, Utility A has retired after 25 years of service

Wasehoff, James J., Operator has retired after 31 years of service

Williams, Charles H., Operator has retired after 19 years of service.

IN MEMORIAM

Belote, Ernest K., Operator since September 1945; passed away August 1982

Campbell, Maude B., Typist Clerk since December 1936; passed away August 1982

Fatherree, William C., Mechanic B since May 1976; passed away October 1982

Higgins, Eugene W., Systems Elec. Comm. Technician since December 1971; passed away August 1982

Johnston, John T., General Supt of Transportation since May 1937; passed away September 1982

Krill, Raymond, Mechanic A since April 1962; passed away August 1982

McElroy, Ronnie, Mechanic B since May 1975; passed away September 1982

McGookin, John A., Operator since August 1945; passed away April 1982

Parker, Clifford C., Mechanic A since September 1927; passed away September 1982

Sloot, Anton G., Mechanic A Leadman since March 1960; passed away August 1982

CLASSIFIED ADS

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. Include your name, work location and company phone, 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, 425 S. Main St. L.A. 90013.

FOR SALE

1981 Courier P/U with small custom camper and boot, makes into bed, 5 sp., AM/FM stereo cassette, low miles. \$8,500/OBO. Call 721-3272 or 721-3203.

FOR SALE

'78 Honda 750K. Excellent condition, low miles, extras, \$1,300. Call (213) 334-1768 days or evenings.

FOR SALE

1978 Sleeper Trailer, never used. For motorcycle or auto. \$1,000. 281-3292 after 3 pm.

CREDIT UNION REPOSSESSION: SALE NOTICE.

'81 Chev Monte Carlo at., am/fm stereo with/tape, a.c., 56K miles. OPENING BID \$6,000. Closing date 11/29/82. Sealed bids only. View at Able Auto Adjusters 4144 Glencoe Avenue, Venice, Ca., 90291.

SUPER STARTER HOME

\$500 total buy-in costs to vets. North Long Beach location, 2 bed/1 ba., Dbl garage. Call Ken at 430-5773, 24 hours.

FOR SALE

Fine mirror with antique scrolled gold leaf frame. Cost \$400, sell \$100. A true bargain. Call Paula 381-6775, evenings.

RTD CHRISTIANS

All members of the Body of Christ interested in helping your fellow workers through counseling and teaching the Word of God please contact me by mail. I found major problems with drinking, drugs, loneliness and bad morals that destroy family life; we all need this help. Please respond soon. Bobby J. Monday, Jr., 16641 Maseline St., Covina, Ca. 91722.

TRANSIT GOLF CLUB *Presents* PARTNER'S BEST BALL TOURNAMENT

EL PRADO GOLF COURSE
6555 PINE AVE.
CHINO, CA.

DEC. 11, 1982
TEE-OFF 11:30 AM
Green Fee — \$20
Not including cart

PAYMENT DEADLINE
NOV. 26, 1982

LIMITED TO 40 PLAYERS
SO SIGN UP NOW

CALL 972-6530
FOR INFORMATION



Southern California Rapid Transit District
425 So. Main St., 6th Floor, Los Angeles, CA 90013

BULK RATE
U.S. POSTAGE

PAID

Los Angeles, Ca.
Permit No. 32705

4 09961 4200
WOLF NCLA
1656 BEARS DEN ROAD
DIAMOND BAR, CA 91765

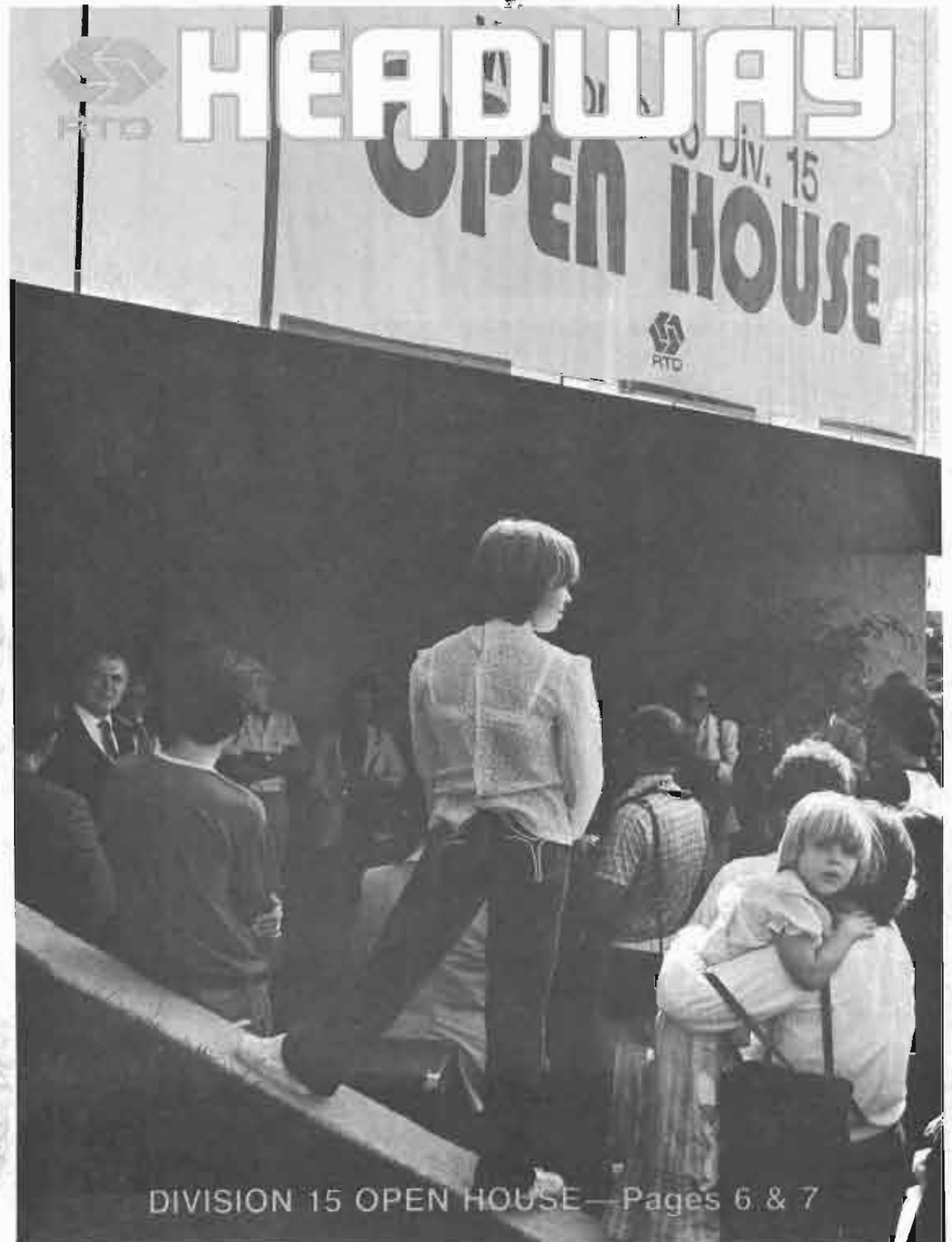
HEADWAY

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.

Mailing address Headway, 4th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone 231-972-6680.

Dennis Dobson, Editor



DIVISION 15 OPEN HOUSE—Pages 6 & 7