

Beverly Witherspoon

Gospel has been good for this girl

Beverly Witherspoon is in good company. Along with music greats Mel Carter, B.J. Thomas, Al Greene and Joe Cocker, Beverly traded the secular rewards of a promising pop music career for the more personal rewards of gospel music.

A Mechanic-A welder at South



BEVERLY WITHERSPOON

Park Shops for the last 4½ years, Beverly had already made a name for herself in pop music, and was well on her way to superstardom, when she decided there had to be more to life. Eventually, she joined the growing ranks of born-again christians and, as she says, discovered "what had been missing in my life." After 15 years in Rock and Roll, Beverly says she's leading a new life now. "Gospel just satisfies me more," she adds.

If her name doesn't ring any bells as a pop music star, don't be surprised. Anyone who listened to top 40 radio in the early sixties heard her not as Beverly Witherspoon, but as Inez Foxx, her stage name, singing "Mockingbird" with Charley Foxx.

As her spiritual convictions grew, Beverly's interest in commercial pop music waned. Her love of singing remained as strong, however, and in 1978 she became a member of the gospel group New Spirit. Founded by the great gospel singer Clara Ward, New Spirit enjoyed an international reputation as the Clara Ward Singers. After Ms. Ward's death, the group

changed their name to give them a more contemporary image and to enable them to explore different avenues of gospel music, as well as more traditional forms.

Beverly has been appearing regularly with New Spirit in a variety of concerts, a recent telethon ("I forgot to tell anyone what channel it was on, and most of my friends missed it"), and says tentative plans have been discussed for the group to perform in an upcoming movie. At the end of 1982 the group recorded its first album "Sunday Morning," under its new name on the Savoy label (SL-14718). That first album is already a sell-out in Philadelphia, Atlanta, Memphis and other cities throughout the mid-west and south, and in recent Billboard ratings appeared third, with a bullet. "Later this summer, we'll be going back into the studio to work on our second album," Beverly said.

Working two careers, plus other outside activities, can take its toll Beverly points out. "When we're recording I work in the shop all day welding, then drive right to the studio and sing until three or four in the

morning and turn around and come back to work," she said. A member of Eastern Star, a Mason affiliate, Beverly also sings in two other choirs besides New Spirit. Every Sunday morning at 8:30 am radio station KGFG broadcasts services from the Victory Baptist Church, where Beverly is a member. Anyone tuning will hear her soaring soprano as she sings the opening prayer, "If It Had Not Been For God On My Side," as well as other songs throughout the service.

"The District has been real good about my outside career," Beverly said. "My supervisors are always supportive, and everyone just seems to care."

Beverly is also toying with the idea of at least one more project. "We have an awful lot of talent here at RTD," she says. "There's no reason at all we couldn't put together some kind of group of singers and musicians just out of RTD people. So, anyone interested in getting into something like that, or even if they aren't but are singers or something, should give me a call and we'll get together."

HEADWAY

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After ten years

El Monte Busway— business is booming

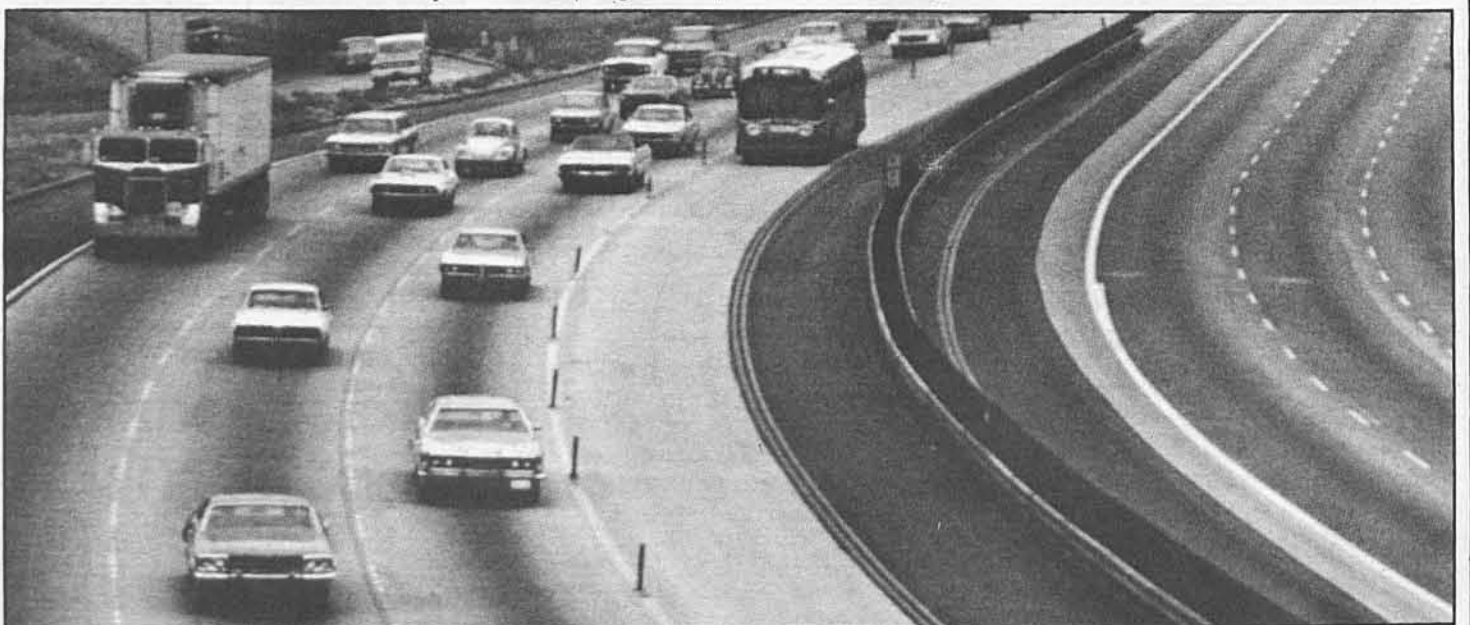
This month marks the anniversary of a turning point in the role of public transit in Southern California. Ten years ago, on July 14, 1973, the El Monte Busway officially opened, inaugurating high-speed bus service along an 11-mile corridor stretching from downtown Los Angeles into the San Gabriel Valley.

By full implementation, on February 18, 1975, the preferred-lane busway was accommodating more than 20,000 boardings each weekday, making the Busway's \$60 million price tag one of the best transit investments in the nation. To date, bus commuters have used the busway for

ridership will continue to grow, has been clearly demonstrated in the ten years since the Busway's initial phase of operation.

When the first seven miles of the system were placed in service in July, 1973, daily ridership stood at approximately 4000. By the time the full 11 miles of the Busway were in use, in January, 1975, ridership had exceeded a 300% increase, or more than 12,000 riders each day. At that point, the final station, at California State University Los Angeles, had yet to come completely on-line. Once fully operational, this station would boost ridership figures up to 20,000 every day.

BUSWAY BUSINESS—Early afternoon Busway traffic illustrates its advantages over single occupant vehicles in adjoining lanes.



more than 50 million passenger trips, proving that many commuters will gladly forsake autos for high-speed transit.

The similarities between the Busway and RTD's Metro Rail project are inescapable, to observers and patrons alike. Like Metro Rail it is, for Southern California, a unique use of transportation resources. Like Metro Rail, the Busway project was doomed by nay-sayers from the moment it was announced. Yet many of these same skeptics are now among the Busway's strongest supporters. And, as an answer to the dream of developing community acceptance for the concept of rapid transit in an otherwise strictly auto-oriented area, it was the first in the Southland since the heyday of the Pacific Electric Railroad and its beloved Red Cars.

From its inception, the El Monte Busway was built with rail conversion in mind. The Busway is considered a prime candidate as a future light-rail extension to Metro Rail.

The proposition that high-speed transit service will attract patrons, and that as the service is maintained and improved to meet growing response

Two factors combined to underscore the need for preferential treatment of high-occupancy vehicles, of which this system is a major national prototype.

Concern over air quality was the first of these factors. Especially in the Los Angeles region, where the smog problem is as severe as any in the country. Since the bulk of smog creating pollutants are generated by motor vehicles, the Federal Clean Air Act of 1970 resulted in the development of a highly restrictive Transportation Control Plan by the Federal Environmental Protection Agency.

While it is generally agreed that the restrictions on personal mobility required by the EPA plan would severely disrupt the Southern California lifestyle, alternatives were needed that would reduce the number of vehicle miles Angelinos travel. Commuters and planners alike, see the Los Angeles-El Monte Busway and Metro Rail as at least partial solutions to the problem.

Continued on page 2

Two steps back for every step forward on the rapid transit trail

EDITOR'S NOTE: This is the second in a four part series written by Bob Sechler describing the history of rapid transit in Los Angeles.

The failure of the Comprehensive Plan did not interrupt the search for rapid transit, which was still seen as a pressing public need in Los Angeles during the early 1930's. Mayor Shaw made it a campaign promise, and responding to his mandate, the Los Angeles Central Business District Association engaged a prominent local consultant, Donald M. Baker, to come up with a less objectionable, and less costly alternative. Baker's report, published in 1933, recommended a subway under Hill Street and four radial grade-separated rapid transit rights-of-way covering the heaviest Pacific Electric travel corridors. At \$30 million, the Baker plan seemed highly affordable, especially if a Federal public works grant could pick up a third of the tab. But, it too, did not come to pass.

The Los Angeles Railway sponsored its own study of streetcar subways to be built in conjunction with the Baker rapid transit lines for interurban trains. What a marvelous opportunity was passed up for Los Angeles to get a relatively inexpensive, but highly useful, mass transit infrastructure which would be difficult to assail, and unthinkable to abandon in the forthcoming years!

The first Era of Grand Designs went out with the 1930's. More political attention was being devoted to road building, for Los Angeles had become the most automobile-oriented large city in the United

States. Even so, some of the earliest freeway plans did not ignore rapid transit, but, rather, saw it as something to be built in conjunction with super highways.

One may say that the third era, "The Era of Intermodal Sketch Planning," began in 1939, with a report to the Transportation Engineering Board of the City of Los Angeles. The report's author, Stone and Webster, emphasized freeways, but definitely cited rail rapid transit as something which would be necessary as densities increased. Freeways should, therefore, be designed to accommodate rail tracks, and the outer parts of the Pacific Electric should be tied in with them, their report said. The consultants also recommended subways in certain locations, including Wilshire Boulevard, the first proposal for a subway under this thoroughfare.

The Era of Intermodal Sketch Planning almost became an era of construction in 1940, when the City of Los Angeles opened the Cahuenga Pass Freeway, into whose median the P.E. tracks to the San Fernando Valley had been relocated. Many people hoped for an extension of this intermodal concept throughout the region.

In 1945, De Leuw, Cather expanded on the rail-in-freeway idea in its report to the City. According to this plan, subways, both for streetcars and for inter-urban trains, would be needed only for short segments in the downtown

area. Most new rights-of-way would be in freeway medians, and, again, the Pacific Electric lines were to be tied in with them. The Los Angeles Chamber of Commerce created a "Rapid Transit Action Group" to drum up support for the De Leuw, Cather plan. The Action Group costed it out at \$310 million, and recommended a Metropolitan Transit District to fund and construct it. However, the Los Angeles City Council refused to recommend the district to the Legislature. During 1949, testimony in the State Capital on public transportation needs for Southern California were hostile to rail, favoring buses instead as the only way to serve the needs of a decentralized city. After a brief life, the Era of Intermodal Sketch Planning expired with unimodalism ascendant.

"Unimodalism" was the hallmark of the fourth era, "The Era of Autopia." State highway officials wanted no rail in their freeways, and the majority of people were not much concerned about mass transportation, which had become a bargain basement product, to be avoided as one started living the good life. The pro-freeway force, known as the "Highway Lobby," were the haves, and the advocates of rail transit the have-nots. Rapid transit was seen as a purely local financing matter. By contrast, oodles of money came from State and Federal gasoline tax revenues, dedicated exclusively to road construction. Nobody raised much fuss about increasing taxes for this purpose. The highway trust funds were overflowing cups full of honey which made the spoonful of medicine very palatable indeed. During the Era of Autopia, balanced transportation meant 'half concrete/half asphalt'.

The Era of Autopia reached a crescendo in the 1960's when ten-cent dollars from Uncle Sam added many miles of freeway as part of the interstate system. Then feelings began to change. Construction costs rose. People began to resist the massive condemnations needed to cut freeways through built up areas. The environmental movement, the OPEC cartel, and the oil embargos increased awareness of the ecological disbenefits and strategic vulnerability of the Auto-dominated, unimodal transportation system. Very suddenly, the Era of Autopia went from the dream of a glittering

future of limitless mobility, to an awakening to the sober reality of today—with a hangover!

Where did the local transit industry stand during the Era of Autopia? The private operators demolished electric railways and held the coats of the Highway Lobby in its effort to frustrate rapid transit. The Pacific Electric and the Los Angeles Railway had become ambivalent toward rail transit in the 1930's, although most of the rail networks remained intact, and were very useful during World War II. But, with the coming of peace, there were major policy changes. National City Lines, a bus-minded holding company, gained control of the Los Angeles Railway and began a program of wearing out the streetcar system and converting it to buses. The Pacific Electric embarked on a series of large scale rail conversions. In 1953, it sold its passenger routes to another bus company, Metropolitan Coach Lines, which started to administer a coup-de-grace on the remaining Red Cars. Neither company was to deal the final blows, however.

The private bus companies viewed rail rapid transit as a losing venture, and freeways as an aid in their struggles to retain old travel markets and gain new ones. They endorsed the concept of bus rapid transit, although buses in mixed traffic have no competitive edge over private automobiles. Around 1955 there were studies of busways and bus subways, but nothing came of these, and another study of the time concluded that buses alone could never satisfy the mass transportation needs of Los Angeles.

Public transportation ridership declined steadily nationwide, and in Southern California, in the years following the war. In spite of poor business prospects, there were those in the transit industry who looked forward to more than just retrenchment and marginal profits. They reasoned that if revolutionary technologies had brought about the automobile and air ages, might not they also usher in a renaissance for mass transportation. Beginning in the late 1940's, some of these visionaries raised their eyes to the skies and saw - monorails. Their upward gaze started the fifth era, "The Era of Futurism."

End Part Two
Next Month
"The Era of Futurism"

Continued from page 1

Business is booming

The Busway consists of an eleven-mile, two lane roadway and three rapid transit stations. Beginning in the East, at the El Monte Station, where a Park and Ride facility has been located, the Busway occupies the San Bernadino Freeway median to a point just east of the Long Beach Freeway interchange. The Busway then crosses both freeways on an overhead ramp and continues North, paralleling the San Bernadino Freeway. West of the University Station, the westbound Busway lane reverses normal lane placement, crossing over the eastbound lane. Passing the Hospital Station, the lanes remain reversed until they reach Mission road, where they end. Buses share right-of-way with other vehicles in mixed traffic for the final 1.3 miles into L.A.'s Central Business District. There are also certain route extensions continuing on into the Wilshire Corridor, where they will eventually link up with Metro Rail.

The second factor emphasizing the need for the Busway is the continuing energy shortage. Short term, as well as long term, improved fuel utilization requires as a basic step, that more people be transported per gallon of fuel than before. Again both Metro Rail and the Busway accomplish this goal.

Major participants in financing the almost \$60 million Busway project included the Federal Highway Administration, 65%, Federal Urban Mass Transit Administration, 17%, California Department of Transportation, 8%, RTD 8% and the Southern Pacific Transportation Company 2%. The Cities of El Monte, Los Angeles and San Gabriel were also intimately involved in the planning process.



HOSPITAL STATION—Just one of three stations along the El Monte-Los Angeles Busway.

'Professionalism and Your Job' A success for BRAC employees

A very successful training program, 'Professionalism and Your Job', was sponsored by the Employee Development and Training Department during May. Especially developed for BRAC employees, the program was designed and conducted by Vicki Dauber of Dauber Associates. Dauber previously conducted a program for RTD secretaries and stenographers.

Specific objectives of the program included increasing communication skills, increasing awareness of effective interpersonal relations, identifying appropriate professional behavior and studying and practicing the management skills.

A total of 39 BRAC employees attended the training program

from, among others, the Accounting, Print Shop, Transportation, Personnel, Customer Relations, Telecommunications and Equipment Engineering departments. "There was so much interest in the program, we conducted two sessions so everyone who wished to could attend," commented training coordinator Michelle Caldwell.

"I really enjoyed the course. I think it would be a good course for any employee," commented one attendee. "It gave me ideas on how to work on and achieve goals," added another.

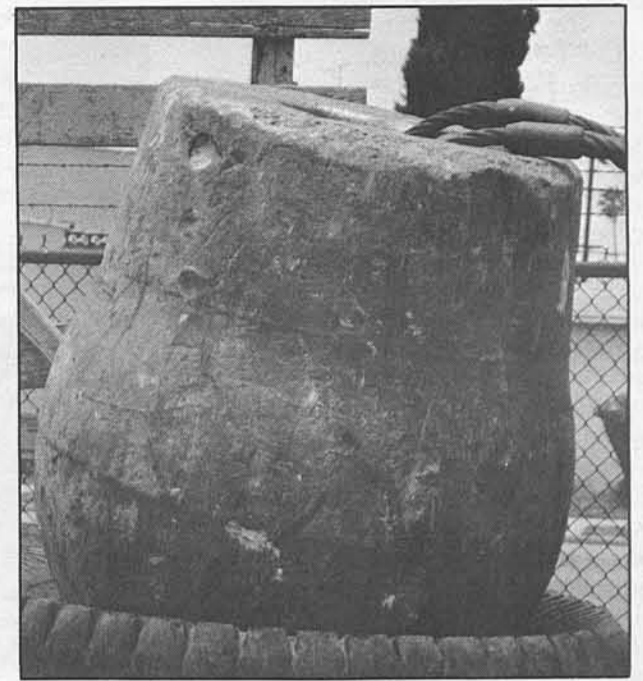
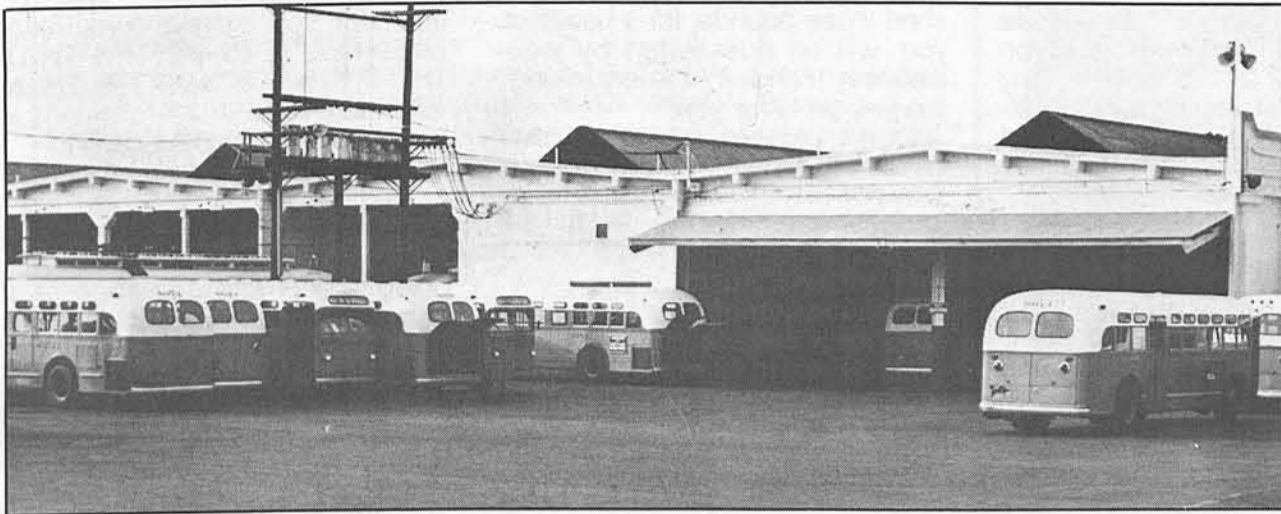
"This was an enjoyable class," Caldwell said. "The participants were so enthusiastic, they worked extra hard at learning the information," she added.

Last of historic car barns demolished at Div. 5

Demolition began in the middle of June on the oldest remaining rail car barns in the country at Div. 5. Considered among the most modern in the world when they were built in 1912, these barns once stretched South for twice their pre-demolition distance, all the way to Slauson Ave. As demolition progressed, small groups of old-

timers gathered to watch as the last remains of an entire age slowly crumbled to the ground. Even as solidly built as these barns were, they stood no chance against the need for modernizing the facility and the onslaught of the 6,000 pound solid cement ball used to crush the concrete buildings into dust. (Below Right)

In the photo on the left you can see Div. 5 as it looked in 1953. The cover of this month's issue shows you what the Northwest corner of the same structure looked like near the end of the first days' demolition work. Below is a close-up of the ball that did the dirty work.



South Park Barbeque means summer is finally here

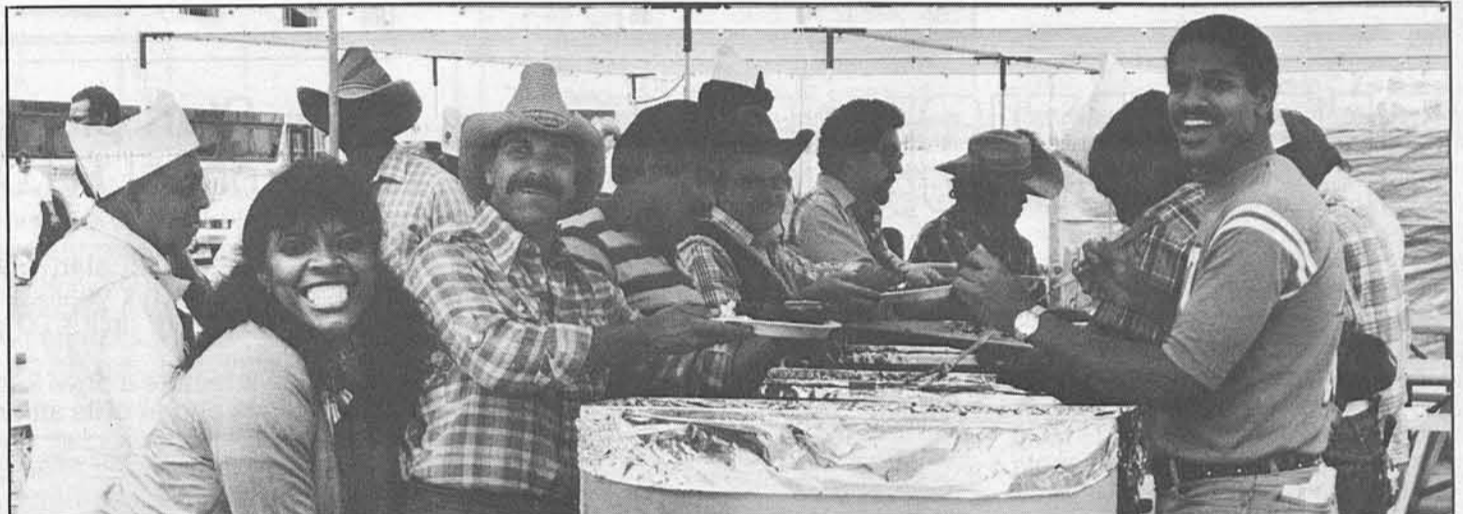
Summer is officially here. South Park Shops held their annual Barbeque and Auto Show on June 3, inaugurating a season full of similar goodies.

In addition to mounds of delicious food a Cus-

tom Auto Show also highlighted the day's activities. Entries ranged from a '23 Ford T-Bucket to a sexy '74 Jaguar "E", and every imaginable type of vehicle in between.

BELOW RIGHT—"Service with a smile" was the order of the day as Barbeque Committee members heaped dishes high with home-cooked goodies. Committee members included: Abe Barron, Supervisor; Dane Sheldon, Chairman, and George Ballard, Ron Cotroneo, Annie Coleman, Leo Duell, Rudolph Ellis, William Frederick, Ernest Gerardo, Stanley Inouye, David Ivy, Larry Khan, Rudy Melendez, Terrilyn Melton, Alphonso Mitchell, Robert Puente, Franklin Quan, Dan Richardson, George Rodriguez, Philip Rodriguez, Harold Torres, Albert Toussant, Flood Washington, Beverly Witherspoon and the cakes baked by Secretary Gail Sanders.

BELOW CENTER — Custom Auto show winners were, from left to right; Bob Boyer, '29 Ford Sedan, Best Custom, Leo Duell, '69 Chevy Camarro, Best Original and John Griffin with a '49 Plymouth judged overwhelmingly as the Worst entry of the day. All prizes for the Custom Auto Show were produced by South Park Shop personnel. South Park Shops manager Bob Falvey gets in on the picture to congratulate the winners.



LEFT—Things look a little lonely from the background as the last stragglers and second helpings wait their turn in line. BELOW—Crowded just barely begins to describe conditions as everyone tries to get at least their fair share of the tantalizing fare.



Another step in the "Last-Diet-You-Will-Ever-Be-On-If-You-Are-Honest" diet

The "Last-Diet-You-Will-Ever-Be-On-If-You-Are-Honest" diet.

The steps of this "L-D-Y-W-E-B-O-I-Y-A-H" Diet are:

1. Food diary (see last month's Headway)
2. Elimination of invisible eating
3. Cutting down your portions
4. Upgrading the quality of foods eaten
5. Increasing your activity level.

Now that you have completed and reviewed your food diary, you can become aware of your eating habits and in this way eliminate your invisible eating. Remember, invisible eating is that type of eating which is done out of habit and social need with no relationship to a physical or daily health requirements.

DANGER AREAS

Areas which hold the greatest danger for invisible eating are at your work area, during coffee breaks, T.V. time, snacking at friends' homes or at the movies. These snacks usually have high fat and sugar content and when eliminated, will account for the start of your weight-loss diet. This is the easiest part of your change of eating habits. Don't get me wrong.

Any change is difficult but your snacking is the easiest of a hard commitment when you start losing weight. And if you increase your activity, the weight-loss will be more dramatic. (Weight-loss on this diet is 1/2 to 1 lb. a week - my loss for the first year on the "L-D-Y-W-E-B-O-I-Y-A-H" was 41 lbs. and the weight has stayed off.)

the good old days.

THE BEGINNING

Now you begin the often boring days of a dieter. Your resolve to shed those pounds, for a healthier you, will be questioned by well-meaning friends but keep strong; the pay-off is for you.

Don't expect huge weight-losses but expect a steady decline

better that it go to waste than your waist. That should be your motto. Paste it on your full length mirror, on your reliable scales, your refrigerator, your stove and your garbage can. IT IS BETTER THAT THIS FOOD GO TO WASTE, THAN TO MY WAIST.

WHAT KIND OF FOOD?

I cannot recommend any diet aid or diet foods for a successful diet. This is a permanent weight-loss program and the only way you are going to deal with your appetite is to cut down on your regular diet; that is 1/2 a hamburger, 1/2 a taco, 1/2 a bag of chips, 1/2 of anything you normally get (the food recorded in your food diary). Your honesty is required here; don't be tempted to double your portions or go for second helpings because that's cheating yourself. You want to take control of your appetite and stop your appetite from controlling you.

At this point, you won't alter your food choices - it's hard enough to cut down the amount of food and ask yourself to eat strange food that is outside of your normal diet. It's asking a lot; not impossible, but hard. The upgrading of your diet will occur after you start losing weight and you have controlled your appetite.



TO YOUR HEALTH

By Elia Borja, RN
Visiting Nurse

Again, don't alter your food choices, just the amounts and no second helpings. Second helpings are out — except on Thanksgiving, Easter and your birthday. These are your only permitted overeating days. Anyway, by the time you are losing weight, your over-full tolerance will be much lower. You just won't be able to stuff yourself like

and remember exercise is to your body as a sewing machine will be to your clothes - taking in the seams.

Upgrading the quality of your food will be the topic of next month's article.

CUTTING DOWN

Cut your food in half, literally! Give half away or throw it away. It is

RECREATION NEWS

It's the Temptations versus the Four Tops in a Rhythm and Blues spectacular that is sure to become a legendary event. The stage is set for Thursday, July 21 at the Beverly Theatre, 9404 Wilshire Blvd., 7:30 p.m. These \$18.50 excellent seats are on sale for \$17.50.

Anthony Newly is starring in the new musical comedy, "Chaplin" at the Dorothy Chandler Pavilion of the Music Center. Our discounted date will be — Sunday July 31, 7:00 p.m. \$25.50 orchestra seating for \$23.50.

Concerts at the Greek and Universal Amphitheatre get hotter as the season stretches into the summer. Upcoming acts include:

Ashford and Simpson at the Greek
July 24, \$16.50 tickets for \$15.50

Donna Summer at the Amphitheatre
July 29, \$17.50 tickets for \$16.50

Roberta Flack and Peabo Bryson at the Greek
July 31, \$15.00 tickets for \$14.00

The Motels at the Amphitheatre
August 5, \$13.50 tickets for \$12.50

Marvin Gaye at the Greek
August 5, \$30.00 tickets for \$19.00

Bette Midler at the Greek
August 14, \$25.00 tickets for \$24.00

Rick James at the Amphitheatre
August 31, \$15.00 tickets for \$14.00

New bookings announced for Dreamgirls. All at discounted prices. If you missed it the first time

around, now's your chance to see this Tony Award winning show.

Sunday, August 14 — 7:30 p.m.
— \$40.00 tickets for \$32.00

Wednesday, August 17 — 8:30 p.m.
— \$40.00 tickets for \$32.00

Sunday, August 21 — 7:30 p.m.
— \$40.00 tickets for \$32.00

Saturday, September 17 — 2:30 p.m.
— \$35.00 tickets for \$28.00

The first place Dodgers are in great shape for the continuing summer action. Upcoming games set are:

Dodgers vs Cinn. Reds Tuesday, — August 2

Dodgers vs Atlanta — Sunday, August 7 — Salute to Olympic Day

Dodgers vs Montreal — Monday, August 22 — Cap Night

\$5.00 reserved seating available for \$4.00

Don't forget the Halos are still hard at it also. The lineup for their August games include:

August 8 against the Minnesota Twins

August 12 against the Seattle Mariners — Jacket Night

August 27 against the New York Yankees

\$7.00 Club Box seats for \$5.00

Ticket Purchasing Policy:

There is a four ticket per employee limit for all subsidized events sponsored through the Employee Activities Program. Additional tickets may be purchased, however the District's cost on these tickets will apply.

This policy insures that the recreation funds are used for employees and their families.

Start planning now for The Annual RTD Employee Picnic

It's not too early to start planning to attend the Annual RTD Employee Picnic! This year's event is set for Sunday, August 21 1983 from 10:30 am until 4:00 pm at LION COUNTRY SAFARI in Laguna Hills.

The day will feature a drive through the preserve with tour guides, use of the Park and all of its attractions (some with a minimum cost), a picnic lunch including hot dogs, hamburgers, BBQ beef sandwich, potato salad, fresh fruit and brownies; soft drinks, popcorn, fun and games, live DJ, Bingo with prizes and much more. The picnic is open to employees, retirees, and their immediate family ONLY. The price—you cannot beat, \$2.00 for adults, \$1.00 for children 3 to 11. Tickets for the event will be on sale on July 25.

GUESS WHO?

Mary Lou Echternach, from Community Relations, was last month's Guess Who? winner when she said that District Secretary Helen Bolen was our mystery guest.

This month's Guess Who? started with the District 14 years ago as a bus operator. He's been in administration for the last two years and says this photo was taken in 1944. Can you Guess Who?

Remember, write your guess down and send it to Headway, location 32, if you think you know who this is. Be sure to include your badge number and work location.

Each month we pick a winner at random from all of the correct entries we receive. The winner receives two free tickets to the under-sold event of their choice, based upon availability, from Employee Activities.



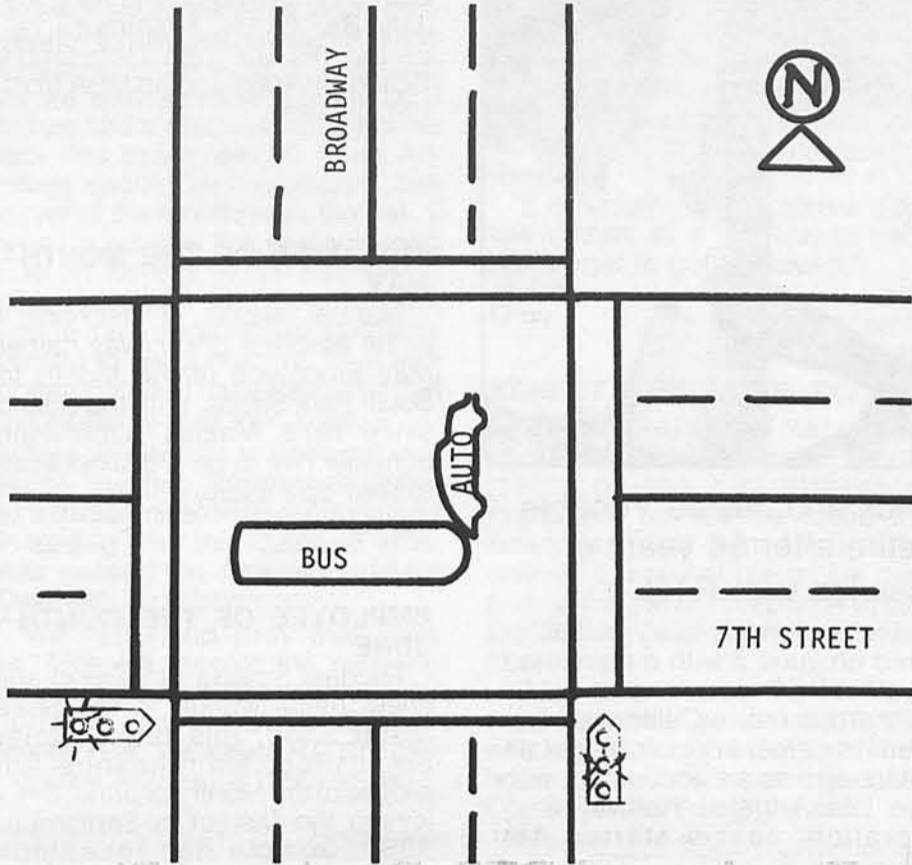
GUESS WHO?



You be the Judge

OPERATORS STATEMENT:

I was out of service, traveling Eastbound on 7th Street in the number one lane approaching Broadway at approximately 25 MPH. As I approached the intersection, I observed the signal green for East and West traffic. At that time an automobile traveling northbound on Broadway, in the curb lane, continued through the intersection and the bus struck the automobile in the left rear side. At this time I also observed the traffic light for North and South traffic was yellow.



The professional operator must get the "big picture," "keep his "eyes moving" and always anticipate the unexpected at intersections. If the operator would have been observant, he would have noticed that the yellow light was stuck and that the automobile driver was not going to stop. Also, if the bus operator would have been operating with his bus under control, he would have been able to stop, avoid-ing the accident. Therefore, this accident was judged preventable.

DECISION:

Price reelected to Board

Bell City councilman Jay B. Price was reelected by the City Selection Committee on June 2, 1983 to a four year term on the RTD Board of

Directors. Price has been the Southeast Corridor representative on the 11-member board since 1971. He was reelected to fill a term that expires in June 1987.



JAY B. PRICE

A United States Treasury officer for 35 years prior to his retirement, Price has also served as president, vice-president and secretary of the Southeast Mosquito Abatement District. He has been director of Los Angeles County Sanitation districts One and Two, as well as serving as chairman of the Los Angeles County Joint Sanitation Districts. He is presently a member of the Advisory Council to the Los Angeles County Library System, western region.

Price served as a medical officer with the United States Maritime Service during World War II and served in the South Pacific. He is also a member of the First Christian Church of Bell, where he has served as Treasurer and is now Chairman of the Board.

BELOW

RETIREES—June retirees included, from left to right, Director of Transportation Roland Krafft, 41 years; Richard Venable, 40; Rubie Lynum, Jessie Venable, 26; Ben Lynum, 36; Raymond DeBano, 30; Alex K. Lopez, 31; Gaylord Anderson, 11; Leonard Finn, 24; and Edmond Green, 29. Also shown are Director George Takei, far left, and General Manager John A. Dyer, third from left.

Day appointed to Board

Glendale City Councilman John F. Day has been appointed to serve on the 11-member Board of Directors, replacing former Glendale City Councilman Carl Mesek for a term on the board that expires in June 1984.

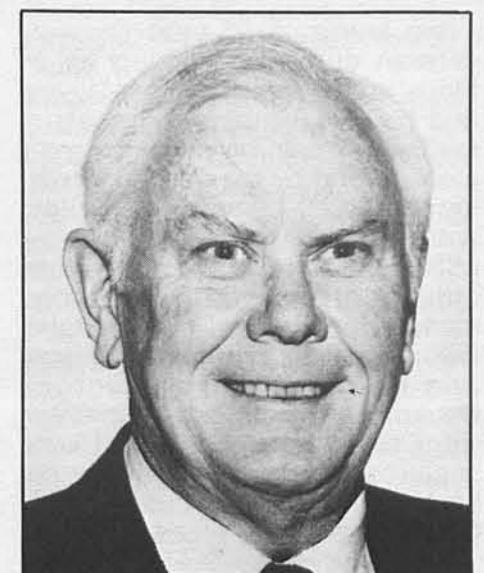
Day will represent RTD's northern service area including Glendale, Burbank, San Fernando, Hidden Hills, La Canada-Flintridge, Agoura and Westlake Village.

As a director, Day votes on policy decisions affecting the operation of the nation's third largest public transit agency. Crucial decisions on the Metro Rail project will also face Day and his fellow directors in the months to come.

Day is a retired banking executive, having spent 20 years with California Federal Savings and Loan. A Glendale resident for the last 21 years, the former mayor has served on the Glendale City Council since 1977 and currently chairs the City Redevelopment Agency.

"I look forward to serving on it (the Board of Directors)," Day said, "because I've lived in Southern California for thirty years and have heard about rapid transit plans for so long," he added. "I am delighted to make a contribution to rapid transit and to help make it a reality."

Day is also active in Holy Family Catholic Church and the Sierra Club. He is married, with eight children and 11 grandchildren.



JOHN F. DAY



BRAVERY HONORED—General Manager John A. Dyer and Board Vice-President Ruth Richter present Div. 2 operator Steve Kaufman with a plaque honoring his bravery. Early this year, while driving his bus, Kaufman came to the aid of a woman who had just been mugged. Disregarding his own safety, Kaufman pursued and helped apprehend and hold the mugger for police officers. The citation accurately described Kaufman's actions saying, in part, "Mr. Kaufman disregarded his own safety and displayed an inordinate amount of courage and compassion."



TRIPPERS

E.T. SHOULD TAKE THE RTD—RTD Board Director Charles Storing, councilman from La Puente (left), presents Anthony Carroll, 7, of La Puente, with a new bicycle for winning the grand prize in the RTD's annual coloring contest for children of District employees. Anthony, accompanied by his mother Henrietta, took the grand prize by making a 3-D mobile from the contest picture "Buster the Bus" and adding E.T., the Extra-Terrestrial. Anthony said the theme for his entry was, "Why doesn't E.T. take his next trip by bus."



Metro Rail's Nishimura now Law school grad

Alan Nishimura, Administration Section Manager for the Metro Rail project, graduated from Loyola Law School on May 29, with a Juris Doctor degree. The degree culminates a four year evening division program and Alan says he intends to take the July Bar Exam. Nishimura received his BA from Occidental College in 1968 and an MBA from USC in 1970.

EMPLOYEE OF THE MONTH—MAY

Manuel Macias, A Mechanic-A in the Machine Shop, was named May Employee of the Month for South Park Shops. With the District since 1979, Macias' supervisors consider him to be a distinct asset to their operation.

EMPLOYEE OF THE MONTH—JUNE

Michael Scaiola, a second shift sheet metal worker in the Sheet Metal Shop, has been named South Park Maintenance Employee of the Month for June. Since joining the District in September, 1980, Scaiola has repeatedly proven his professional aptitude and sets an example for his co-workers, his supervisor's say.



JESSIE AND RICHARD VENABLE

Dick and Jessie Venable retire after 66 years of service with RTD

Richard and Jessie Venable retired on June 6 with a combined total of 66 years with RTD. Richard, a native Californian, began his career in public transit 41 years ago as an accountant with the Los Angeles Railway Corporation. Jessie started her career in November 1956 in the Accounting Department at Metropolitan Coach Lines.

The Whittier couple were introduced through a mutual friend and found that they had something more than just a professional interest in each other. They were married on April 18, 1959 and will celebrate their 25th wedding anniversary next year.

Their daughters, Catherine and Rose, were present in the employee cafeteria on May 31 when friends and co-workers gathered to help the Venable's celebrate their impending retirement. Catherine teaches at Brea Olinda Friends Christian School, and Rose will be taking her state nurses board examination in July.

Travel, including trips to North Carolina, Canada's Maritime Province and Colorado this year and to England and Scotland next year, loom large in the Venable's plans for their immediate future.

Bus pass photos available August 6

ACTIVE employees and their dependents, and employees on Indefinite Leave and their dependents, can be photographed for 1984 bus passes beginning August 6, 1983 at any of the various divisions on the days, dates, and between the hours shown on the photo schedule which will be distributed with the July 8 paychecks or mailed to all employees on Indefinite Leave. Photo schedules will also be posted on bulletin boards at Divisions and in departments. **ONLY EMPLOYEES AND DEPENDENTS WHO CURRENTLY HOLD 1982 PASSES WILL BE PHOTOGRAPHED DURING THESE SCHEDULED SESSIONS.**

New applications for bus passes cannot be processed by the photographers at the photo locations. Therefore, employees who wish to add other eligible dependents to their current bus pass file must obtain an RTD 38-56 "Transportation Pass Request" from their departments, attach the required verification documents for dependents, and the department will forward them to the Pass Bureau, 425 So. Main St., for processing in the usual manner.

NO RETIREES, RETIREE SPOUSES, OR WIDOWS/WIDOWERS OF DISTRICT RETIREES CAN BE PHOTOGRAPHED OR PROCESSED FOR PERMANENT PASSES AT THE DIVISIONS.

If there are questions, call extension 6753 for clarification.

Muniz father and son reaffirm belief in system

Vic Muniz, a 35-year District veteran currently working as a Stops and Zones Representative, and his son Victor both recently reaffirmed their belief in government for and by the people. While Vic was busy being sworn in for another term on the La Mirada Public Safety Commission, this time as chairman, his son was being named deputy chief of the State Division of Occupational Safety and Health by Gov. George Deukmejian. Both appointments were announced on May 10 in separate actions by the mayor of La Mirada, C. David Peters, and Gov. Deukmejian's office.

Vic, who began his career as a

street car conductor with the Los Angeles Transit Lines in 1948, says he couldn't be prouder of his son's accomplishment. The younger Muniz is a 1973 honors graduate from Cal State Los Angeles and for the last seven years has compiled an impressive record as manager of safety for Jacobs Constructors, of Pasadena. The 37 year-old West Covina resident was responsible for accident prevention and inspection of the firm's construction activities across the country. He was credited for the outstanding safety record maintained by the firm, and was selected for his current post based upon recommendations from his peers within the industry.



VICTOR MUNIZ

COMMENDATIONS AND SCHEDULE CHANGES

DALE ALESHIRE, DIV. 15 —

I have previously written to RTD (and on one occasion called your offices) to complain about the bad service on the 90/91 lines so now when I have something to commend RTD for, I felt it only fair to write about it.

Thus, it is with great joy and pride that we send you the enclosed signature letter, which is self-explanatory.

As you can appreciate, it took time to pass this letter from passenger to passenger, each having to read it before signing. Inasmuch as we wanted more signatures, I felt we had sufficient to testify to the fact that driver #1750 (Dale Ailshire) should be nominated bus driver of the month/year. Further, it was hoped that the students who ride on his bus would be able to sign their names, but the lady who was to have approached them was unable to be contacted. This was unfortunate as I have been told that the students truly love Dale.

I would also like to point out that Sunny Thystrup (the second signature under mine) took great delight in seeing that the attached letter was passed on. She will present Dale with a carbon copy.

We hope and pray that Dale (#1750) will receive the recognition that we feel he deserves by honoring him as Driver Of The Month/Year. We salute RTD for giving Dale Ailshire (#1750) to us.

Sincerely,
Ruth Robinson
and 78 signatures

ANTONIO RODRIGUEZ, DIV. 15 —

I wish to commend Driver #8903 for his compassionate behavior toward an accident victim.

Yesterday, shortly after 6:30 a.m., two cars collided just in front of the bus which was parked at the stoplight southbound on Brand Boulevard at Los Feliz in Glendale. One car turned over, resting on the driver's side, and trapping the driver inside.

Without hesitation, Mr. Rodriguez stopped the bus engine and rushed to aid the lady in the overturned car. He was successful in opening the passenger door and assisting the stunned occupant to freedom.

It is refreshing to observe a fellow citizen, in a position to help, and eager to get "involved."

Sincerely,
Marlene Eisele

ERNEST CORREA, JR., DIV. 3 —

One day last week I lost a briefcase containing valuable documents on the city streets of Pasadena. Mr. Correa found the briefcase and was thoughtful enough to contact me on his own time and at his own expense to see to it that my property was returned to me.

Such acts inure to the credit of your Company as well as to the employees involved. I certainly hope that you will commend Mr. Correa for his thoughtful act.

Very truly yours,
T. L. Stam

The following individuals also received commendations last month.

DIVISION 1

Bruce Lyons (2)
Dale McClinton
Armando Medina
Victor Arriola (2)

DIVISION 2

Henry Gordon
Albert Troy
Herbert Isom, Jr.
Lawrence Long
Ronald West
Gary Burescia

DIVISION 3

Eddie Gonzalez
Ernest Correa, Jr.
Ronald Steele
Billy Warren
Brownlee Cromwell
Ronald Johnson
Foster Taylor

DIVISION 5

Julie Gray
Peter Williams
Michael Neal
Carlos Mendizabal
Earnest Blevine
Gerald Luke
Oliver Foster
Vester Grayson

DIVISION 6

Jacque Hancock
Meredith Sidney
Walter Mitchell
Diana Morgan
Richard Wright

DIVISION 7

Nathan Weathersbee
Wendell Davis
Lewis Hawkins
G. Moncivals
Edward Carter, Jr.
Juan Pena
Henry Tiguerras
Charles Square

Kenneth Hill
Jerry Brown
Helen Jackson
Tyronne Fordham
Jimmie Shorters, Jr. (2)
William Reddick
Thomas Harper, Jr.

DIVISION 8

Melvin Carnival
Dagobert Amador
Donna Summers
Jose Godinez
Eloise Necita
Roger Mullins

DIVISION 9

John Forte
Danny Ennis
Louis Rivera
Robert Rodella
Michael Swift
Robert Brindley
Louis Keelin

DIVISION 12

Edward Bell
Edward Johansson
Mildred Bradford
David Jenkins
Gordon Stoute
A. Davano

DIVISION 15

Dale Aleshire
Antonio Rodriguez
Ronald D. Neil
Ronald Osby
Albert Clearas, Jr.
Ronald Neill
Sylvester Penny
Jay Tayrien

DIVISION 16

John Kemp
Nelson Grant

DIVISION 18

Clifton Roberts

MOVING UP

Aguirre, Salvador, from Mechanic B to Mechanic A.

Ali, Baheejah, A., from Secretary to Sr. Secretary.

Allen, Tanya M., from Records Clerk to Clerk.

Angel, Bruno, from Prop. Maintainer B to Prop Maintainer A.

Arroyo, Annadean, from Sr. Secy to Staff Assistant.

Barnes, John V. from Stock Clerk to Shipping Clerk.

Barron, Jose, from Mechanic C to Mechanic B.

Barron, Robert O., from Jr. Stock Clerk to Stock Clerk.

Basaldua, David, from Mechanic B to Mechanic A.

Benton, Leon, from Mechanic B to Mechanic A.

Brown, Doris, from Mess. Clk/Rel. Mail Carrier to Mail Carrier.

Brown, Sandra, from Mechanic C to Mechanic B.

Brown, Walter, from Prop. Maint. A to Prop. Maint. A Lead.

Burns, Louis I., from General & Ticket Clk to Ticket Office & Reports Clk.

Cassels, Stephen, from Mechanic C to Mechanic B.

Cota, Michael, from Mechanic B to Mechanic A.

Dozal, George, from Mechanic B to Mechanic A.

Dziuk, Thierry, from Mechanic B to Mechanic A.

Flores, Amorable, from Mechanic B to Mechanic A.

Foley, John C., from Mechanic C to Mechanic B.

Fournier, Marc, from Mechanic B to Mechanic A.

Fredrick, William, from Shipping Clk to Truck Driver Clerk.

Harris, Richard A. from Mechanic C to Mechanic B.

Hatchett, Richard, from Laborer A to Prop. Maint. B.

Hearn, Steve, from Mechanic B to Mechanic A.

Guy, Clarence, from Mechanic B to Mechanic B.

Johnson, Duane P., from Sr. EEO Rep to Acting Contract Analyst.

Knox, Warren, from Mechanic B to Mechanic A.

Levine, Melvin, from Mechanic B to Mechanic A.

Lira, Jess, from Mechanic B to Mechanic A.

Macias, Silvio, from Mechanic C to Mechanic B.

Magruder, Curtis D., from Mechanic B to Mechanic A.

Mayfield Jr., John E., from Mechanic C to Mechanic B.

Mayfield, Leifus, from Mechanic B to Mechanic A.

Mitchell, Alphonso, from Shipping Clk to Truck Driver Clerk.

Najera, Henry, from Mechanic B to Mechanic A.

Navarro, Ismael, from Mechanic B to Mechanic A.

Palacio, Ruben, from Stock Clerk to Shipping Clerk.

Perry, Wynston A., from Revenue Clerk to Accts. Payable Clerk.

Pulliam, Sidney, from Mechanic C to Mechanic B.

Robles, Harvey, from Mechanic C to Mechanic B.

Roullier, Daniel, from Mechanic B to Mechanic A.

Sechler, Robert, from Admin. Analyst to Contract Admin.

Tervalon, Hillery, from Mechanic B to Mechanic A.

Thai, Phong T. from Mechanic C to Mechanic B.

Thomas, Shirley Y., from General Clk to Ticket Office & Reports Clk.

Tran, Diem, from Mechanic C to Mechanic B.

Tran, Sen, from Mechanic C to Mechanic B.

Villa, Jose, from Mechanic B to Mechanic A.

Washington, Anzuella, from Mopper Waxer to Messenger Clerk.

Williams, Opal J., from Data Proc. Opr I to Data Proc. Opr II.

Wilson, Rene, from Mechanic B to Mechanic A.

SHIFTING GEARS

Allan, Darrell J., Operator has retired after 31 years of service.

Bauman, Ray, Mechanic A has retired after 26 years of service.

Cranfield, Donald R., Division Dispatcher has retired after 32 years of service.

Deitrich, Wray, Mechanic A has retired after 19 years of service.

Herrera, George, Operator has retired after 25 years of service.

Lane, Ivory J., Operator has retired after 12 years of service.

Manclow, Leo S., Operator has retired after 30 years of service.

Prieto, Francisco, Operator has retired after 12 years of service.

Venable, Jessie G., Sr. Accts Payable Clerk has retired after 27 years of service.

Venable, Richard, Sr. Mileage Calculator has retired after 41 years of service.

IN MEMORIAM

Archer, Hayes L., former Storekeeper, retired 8-3-73, deceased May 2, 1983.

Boyes, Floyd M., former operator, retired 12-4-71, deceased April 27, 1983.

Edmondson, Luther E., former division Transportation Manager, retired 8-2-77, deceased May 23, 1983.

Humes-Ames, Jean I., died in-service April 29, 1983.

McBride, Glenn E., former Mechanic A, retired 5-31-70, deceased May 4, 1983.

Pearson, John I., former Operator, retired 10-12-72, deceased April 18, 1983.

Williams, Bonner F., former Operator, retired 6-22-81, deceased April 4, 1983.

Wood, William H., former Operator, retired 7-11-81, deceased May 26, 1983.

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

House—2 br, 1 ba, dbl garage, huge lot, RV parking, fenced front and back yards, Carson location, near Div. 18. Call Madeline Van Leuvan at 540-3850, eves

FOR SALE

1975 911S Targa; new paint, gold, 49,000 miles, 5-speed, \$15,000. Call Jose Guerrero at 421-2587.

FOR SALE

1980 Comet three rail-motorcycle trailer and 1975 Yamaha 175 dirt bike, good condition, \$400. Call L.C. Knollmiller at 842-5894.

FOR SALE

1970 Travel Queen 17 ft. mini-motorhome. Self contained, appliances, many accessories. Asking \$7,400. Call Richard Selsky at 831-8698 anytime.

FOR SALE

Whirlpool Electric dryer, excellent condition, 3 sp., 5 temp., copper color — \$75. Sears 4 burner electric stove w/warming oven, good condition. \$75, call 897-1625 anytime.

FOR SALE

Antique slot machine. 1941 Bronze Chief (Jennings) 25c machine in mint condition, \$3100. 1879 Remington 11mm rifle in very good condition, \$400. Call Eddy or Evelyn at (213) 579-2570, leave message.

HOWDY TRANSFER PUNCEERS

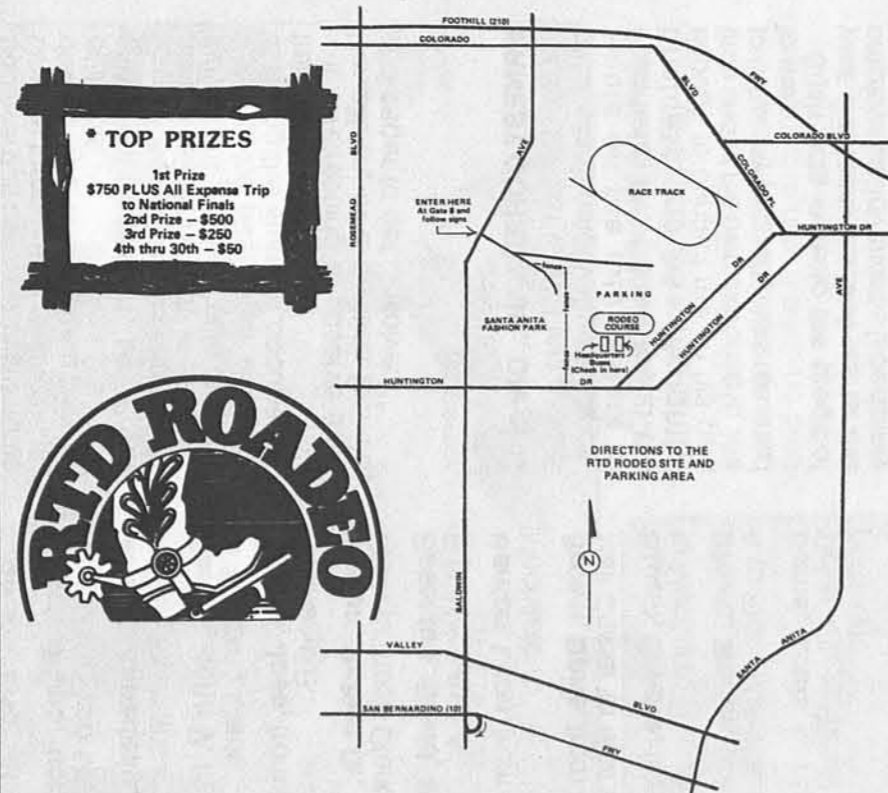
Don't forget to bring
your families to the

ROADEO FINALS

9 A.M., August 6, 1983

FUN - FOOD - FRIENDS

See y'all there



PLEASE ENTER OFF OF BALDWIN AVE.

RTD HEADWAY

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

Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 10th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

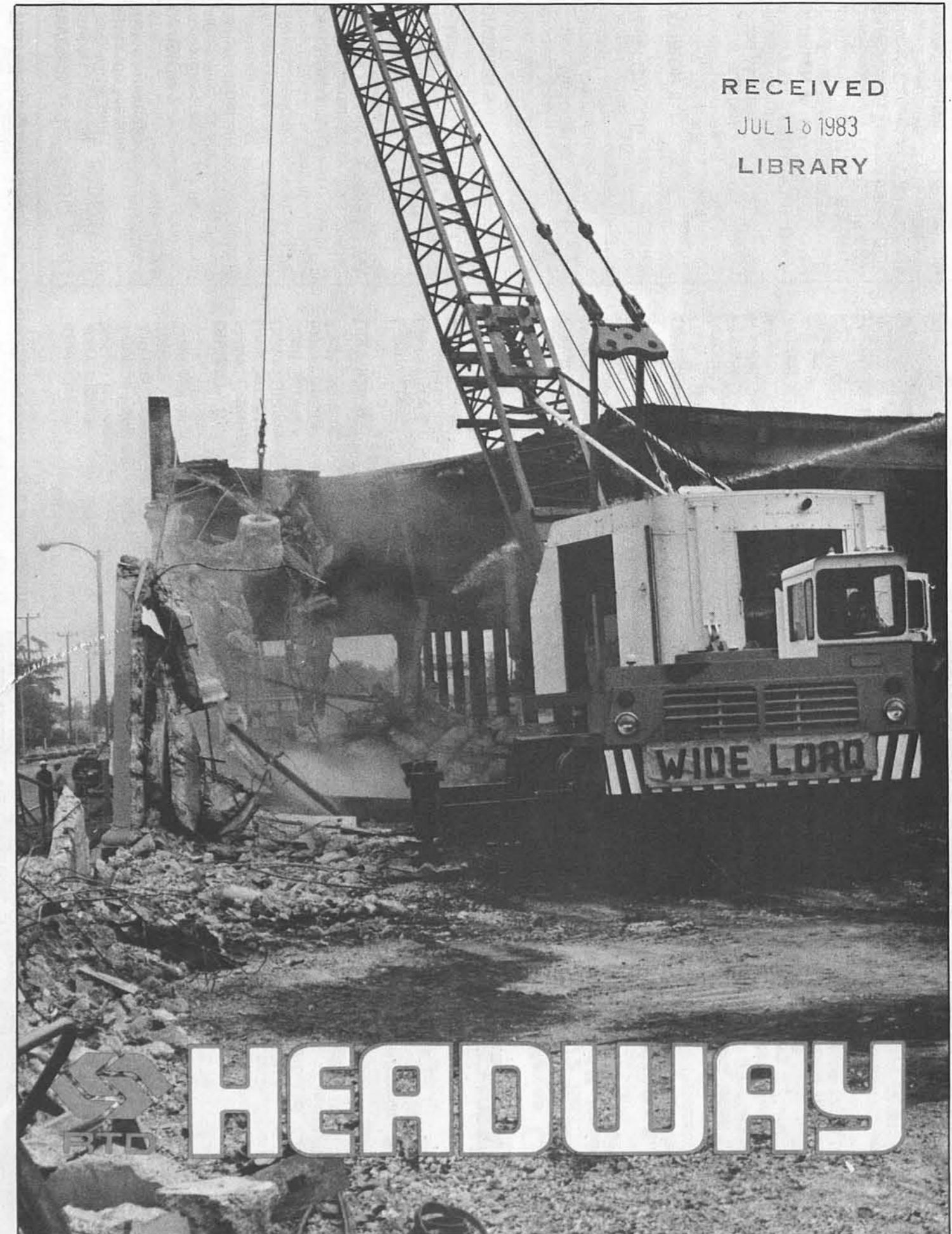
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Dennis Dobson, Editor

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