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Board Faces Public on Proposed Fare Hike



The people talk and the Board listens.

The possibility of a reduction in federal operating subsidies led the Board of Directors to hold a public hearing on September 28 in order to receive public testimony on proposed service cuts and/or fare hikes to be instituted later this year.

Convened at 10 a.m., the hearing provided a forum for the public protesting what could be the second fare hike in the same year. After the many public officials presented their testimony, at times the meeting could have been described as a cross between an encounter group and the Gong Show. Angry bus riders heaped scathing criticism on the Board amid pleas for the retention of their particular bus lines in the three minutes allotted each of the speakers.

Among the state and local representatives giving public testimony

were Assemblywoman Gloria Molina, State Senator Art Torres, and Councilman Mike Woo. Spokespersons representing the blind, disabled, students, single parents, elderly, Network for Mental Health Clients, Peace and Freedom Party, National Organization for Women — LA Chapter, various city chambers of commerce, and private citizens presented testimony.

Kate Wilkerson, speaking on her own behalf, described her difficulty in procuring a discount bus pass for the disabled. "I filled out all the necessary paperwork and delivered it to the RTD. They wrote back telling me I had to have my head examined. I wrote back saying if I could get my hands on the head of whoever wrote that letter he'd have to have his head examined all over."

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Transit Crime Task Force Seeks Funds for Study

The Transit Law Enforcement Policy Task Force (TLEPTF) was organized this summer in response to a study authored by two UCLA professors in environmental planning, Drs. Martin Wachs and Ned Levine. The study, entitled "Factors Affecting the Incidence of Bus Crime in Los Angeles," received much play in the media as it intimated that the RTD underreported the incidence of crime on its buses. Later, the Los Angeles Times inferred in an editorial that the RTD tried to cover up its alleged underreporting of crime.

In an effort to study the issues concerning transit crime, the RTD set up the task force whose membership includes representatives from the County Board of Supervisors, Los Angeles County Transportation Commission, Mayor's Office, Sheriff's Department, Los Angeles Police Department, District Attorney's Office, City Attorney's Office, City Council, and Chamber of Commerce

among others. The active membership, in order to cover more ground, has subdivided itself into three functioning committees: the technical committee, the interagency management group, and the policy group.

The goals of the task force, generally, are to develop strategies to reduce the incidence of transit crime; to improve the collection and coordination of transit crime data, its analysis and use; and to identify additional resources for dealing with transit crime.

It's initial task was to identify and define the problem. The Wachs-Levine Study promoted a portal-to-portal concept of transit crime. In effect, this means that any crime committed against a bus rider occurring from the time the rider left home to the point the rider boarded the bus would fall into the category of transit crime. According to Transit Police Chief James Burgess, many of the inci-

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TP Chief James Burgess elaborates on the Transit Law Enforcement Policy Task Force's goals and objectives.

Cover Story

Dwight Delights in the RTD



Division 5 Operators Tommie V. McNeil III (left) and William H. Fitzgerald (right) kid around with RTD whiz kid Dwight Ferguson (center).

Many 14-year olds today who ride the RTD can't wait to trade their RTD bus pass in for a driver's license. This is not the case for Dwight Ferguson who knows all the District bus line numbers, has his own bus system map, and has at least one copy of every schedule printed by the District.

When out of school during the summer, Dwight doesn't run off to the beach with friends, nor does he play Duran Duran or Wham at supersonic decibels on the stereo when Mom's off to work. Instead, Dwight usually jumps on a RTD bus and cruises down to the Administration Building. His practice is to go, first, to the Customer Relations Department to get the latest updates on schedules. Then, he proceeds to the Marketing Department to get available new brochures.

Dwight maintains that the reason for this interest in the RTD is "Cause it's something to do." Employees have probably seen Dwight from time to time. He wears an operator's cap and a black-and-white RTD jacket. He's a slender boy with an inquisitive face set off by a rather large pair of horn-rimmed glasses. He says his favorite movie is *E.T.* Having said that, one begins to see a physical resemblance between Dwight and the movie's lead character Elliot.

Dwight, the youngest of four children, lives in the city of Bell with his mother, two brothers, and a sister. His mother doesn't seem to mind his preoccupation with transit. His father argues with him about his choice. "My father doesn't like it much

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Transit Crime Task Force

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dents cited in the Wachs-Levine Study were not within the jurisdiction of the RTD Transit Police. The study criticized the design of bus stops in terms of the safety they offer patrons and similar environmental aspects over which the RTD Transit Police have no control.

Transit Police Chief James Burgess said the reporting of crime by the Wachs-Levine Study was done in a broad-brush fashion. "Our crime reporting records all crimes committed on buses. Local crime happens on the streets, yet, the study included that as well."

The statistics compiled by Wachs and Levine were gathered through a random sampling telephone survey of 1,100 residents in the West and South Los Angeles areas. Each person interviewed was asked the same series of questions. The results of their sampling purported a crime rate 30 times greater than that which was reported. It was revealed later that a high percentage of the respondents had never reported the crimes. The telephone survey became a long-neglected opportunity for the victims to report

the incidents for the first time.

"It was obvious that we needed a definition of what constituted transit crime," said Burgess. "The Wachs-Levine study included crime en route to the bus stop. The definition adopted by the task force differs, in that it states, 'Any crime occurring on a publicly owned, operated, or financed mass transportation agency's vehicle or at a station or bus stop.' This definition is narrower yet broad enough to cover any future rail developments in the RTD service area." Both Drs. Wachs and Levine, who are members of the task force, concur with the new definition of transit crime.

To further its goals for increasing the reporting of transit crime and the prevention of such crimes, the task force is applying for an UMTA Study Grant as well as urging the participating agencies within the task force to commit funds to complete the study.

"We are looking for positive benefits to come out of the task force," said Burgess. "That is how we can best fund the study to develop novel methods that will prevent transit crime."

RTD's Top Operators Named For August

The awards for the Operator Recognition Program for the month of August were announced in September. The presentations include the Manager's Award and the Sweepstakes Award.

The program, begun in February 1985, has as its purpose to recognize and reward the many bus operators who consistently perform in an outstanding manner.

The theme of the program is "In Pursuit of Excellence." Those operators excelling in their pursuits are listed below.

MANAGER'S AWARD	
Division	Recipient
3201	Bonifacio H. Campa
3202	Felix G. Rubio
3203	Braxton C. Shankle
3205	Verena M. Stewart
3206	Walter F. Scott
3207	Robert P. Solomon
3208	Juan D. Moya
3209	Edward L. Messner

3210	Cresencio Rodriguez
3212	Major McKay
3215	Richard P. Jones
3216	John H. Boles
3218	Paul Charles

SWEEPSTAKES AWARD	
Division	Winner
3201	Gwynette M. Edwards
3202	Ralph H. Willys
3203	Joseph Curtis
3205	Phillip A. Trevino
3205	Zakiyyah W. Salaam
3206	Francis L. Lakey
3207	Donald R. Cleveland
3207	Kervin M. Bryant
3208	Carter M. Norwood
3209	Cesar S. De Guzman
3209	George A. Dixon
3210	Lloyd R. Gilland
3210	Huie L. Allen
3212	Robert E. Bushong
3215	Robert A. Wake
3216	Samuel S. Reynolds
3218	Darrell D. Wuest

Benefits' DP System Delays Insurance Billing

The Personnel Department's Benefits Section is in transition from its old data processing system to its new high tech system. Until the system is installed and functional, the section will not send out bills for retiree life insurance for the next three months.

Pension and Benefits Manager Edward G. Paull assures retirees that the District will not cancel anyone's life insurance benefits. "Assuming the worst," said Paull, "absolutely no one should be concerned about not getting a bill until the end of February 1986. If they do not get a bill by that time, they should call the life insur-

ance desk at (213) 972-6381."

Retirees' benefits would only be cancelled if they failed to pay their bills, as presented, after the second or third notice has been sent. If District mail is not reaching retirees, they are requested to call the life insurance desk to report a correct address. Retirees can assume the District has their correct address if they are receiving the *Headway*.

The carrier of the life insurance, Allstate, recently printed a new booklet/certificate. Copies are available by calling the life insurance desk. The Group Policy Number is 6440-0624L.

Firefighters Shown How To Put Out Bus Fires

Los Angeles Firefighters met with Safety Department Director Joseph G. Reyes at Division 3 on September 7 to learn about the design and mechanical operation of District buses, should they ever be called to a bus fire incident.

Four buses were made available for viewing by the firefighters. These included a Neoplan, GMC RTS, Mini Bus, and 7400 series.

"This is part of our outreach and information exchange program with other agencies," said Reyes. "We will be doing this on an ongoing basis so that we reach every fire precinct that services the District."

The firefighters were taken through the buses to view the exits and emergency exits on the different buses, and around the periphery of the buses for location of fuel tanks, battery compartments, and emergency engine shut-off switches.

Major fire incident considerations, causes, and fire-fighting strategies were discussed. Causes included the common source of fire — an electrical malfunction; brakes and tires; fuel leaks; seats and interior; or a roadway of fire.

After completion of the training drill, Reyes commented that "The payback here is that with an informal

overview on how a bus works these firefighters can quell a fire and rescue occupants more efficiently. Secondly, it will reduce damage to buses because now they won't have to use crowbars to open the doors to get to the cause of the fire."



Safety Director Joseph G. Reyes shows Los Angeles firefighters the engine shut-down switch on a Neoplan bus. The special bus training drill was held at Division 3 on September 7, to familiarize firefighters with the design and mechanical operation of RTD buses, should they ever be called to a bus fire incident.

Flxible 4300 Series Rides Again After Retrofit

The first of the newly rehabilitated 4300 series buses was on display at the District Administration Building September 12.

Originally manufactured by the Flxible Corporation in 1973, the 4300 series have proven to be some of the most dependable and economical vehicles ever operated at the District. These buses are 35 feet in length, 96 inches wide, are equipped with 45 seats, and air-conditioned.

The retrofitting of these buses represents a cost savings to the District as the buses are given a five-year extension of life for \$55,000 per bus. New buses in this size range would cost approximately \$155,000 each for a life of 10 to 12 years. Added to the savings are the bus' dependability, economy, and versatility. The rehabilitation project, begun in August at South Park under the direction of Assistant Superintendent Larry Lennihan, will continue through August 1986. Thirty buses will be rehabilitated during that time.



South Park's Systems Group Supervisor John McBryan and Mechanic A Harvey Robles unveil a newly rehabilitated 4300 Flxible at the Administration Building September 12. Here they point out the rebuilt engine.



The newly rebuilt Flxible 4300 series.

Public Fare Hearing

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Another woman, speaking up for her plight as a single mother and angry over the proposed cancellation of her bus line, blasted the Board with, "I need the bus to get to work and support my children. And, let me tell you, this is one woman who wants to work and not go on welfare."

The proposed service cuts and/or bus hikes are in anticipation of federal budget cuts of up to \$9.5 million in annual operating dollars allocated to the District.

General Manager John A. Dyer said fare hikes could range between 5 to 10 cents added to the current bus fare. "While it is an unpleasant task to bring these proposals before the public, this process is necessary to position the District against possible future federal budget cuts." Congress has left the District's federal subsidy intact; however, Dyer said he still expects some cuts in federal funding.

A total of 51 lines that presently operate on weekdays, Saturdays, and/or Sundays are under consideration for elimination. The proposed cuts would affect approximately 5.1 million boardings annually, about one percent of the District's annual boardings. The 51 lines were selected based solely on the operating ratio, passenger revenue as a percentage of operating cost.

"These affected lines generate \$17.5 million in total annual operating costs and require over \$14.5 million in subsidy, representing an 84 percent subsidy ratio. They are the least cost effective when compared to other lines in the system," said Dyer.

Dyer noted, "If Congress does not reduce mass transit funds this fall, the service cuts and/or fare hikes will not be necessary, or they can be downscaled if the federal cuts are not as deep as expected."

If eliminated, the lines would save the District \$5 million this fiscal year in operating costs, or \$10 million on an annual basis.

Board President Nick Patsouras said he hoped the 84 cities in Los Angeles County and the Board of Supervisors will pledge at least a portion of their Proposition A tax money to help the District balance its budget. "The cities and county have available as much as \$150 million in unspent local Proposition A transit tax funds," said Patsouras.

"If our partners in transit just dedicated the interest on that money, we could withstand a \$5 million to \$7 million cut in federal funding and still maintain current District bus fares and service," Patsouras added.

The Los Angeles County Transportation Commission (LACTC) administers the allocation of Proposition A funds. Proposition A monies available to the cities (\$75 million) or to the LACTC for discretionary use (\$120 million) could be used to offset the \$10 million the District expects to lose in federal dollars, providing the LACTC approves the expenditure.

Dyer said he is optimistic that the cities will supply the money. "It is just too important to the area," he said.

The Board heard from:



The poor



Assemblywoman Gloria Molina



Councilman Mike Woo



State Senator Art Torres



The senior citizens



The students



The unemployed

Dwight — RTD Whiz Kid

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because he thinks the Santa Monica bus line, you know, the blue buses, are better," he said.

Your average 14-year old stands a good chance at getting hopelessly lost if he travels alone outside his neighborhood. Dwight usually travels the lines by himself and can get himself to any point within the 2,280-square-mile area served by the RTD. Dwight's travels on the RTD have taken him to Cypress Gardens, San Bernardino, Riverside, Redondo Beach, Hermosa Beach, Manhattan Beach, and Long Beach, just to mention a few. Essentially, if the RTD goes there, so can Dwight.

In fact, Dwight is so knowledgeable about the RTD that when he is at LAX he pitches in and tries to help people who are looking at the RTD bus map. "I just go up and tell them how to get to certain places," he said.

It isn't only passengers that Dwight has kept on course. Division 5 Operator Tommie V. McNeil III recalls his first day on Line 439. "This kid is a lifesaver. He really helped me out. He has every schedule, so he knows every line. He sat up close to me and started by telling me to turn left on Marine because there were no stops. I wouldn't have made it without him," said McNeil.

Dwight expanded his knowledge of the District by talking to operators. He'll tell you proudly that he knows about all the controls on a bus. "I know how to start it, where the silent alarm switch is, and pretty much about most of the equipment. I even know how to punch theirs."

Like many 14-year-olds, Dwight is an avid video-gamster. It did not take him long to discover the video games at the divisions. His favorite games are Ms. Pacman and Centipede.

His favorite division for video machines is Division 5. He adds that most of his best bus operator friends are out of Division 5.

Dwight remembers that he first became interested in public transit about 2-1/2 years ago when he began taking the bus to school. "The drivers were friendly. So, I just started riding all over the place after I met them." But, he states, his interest lagged for a period in 1984 after being hit by an RTD bus. The bus was only going 5 miles an hour. Dwight was standing at the bus stop when the bus made a left turn and its back corner jumped the curb and struck him. Dwight was not seriously injured and bears no hard feelings. "It wasn't the RTD's fault, the driver just didn't know how to drive. But . . . it did turn me off for about a year. Around January or February of 1985, though, I started getting interested in the RTD again."

Is Dwight interested in a career in public transit? It appears that his interest in his career goals waxes and wanes between being the general manager or an operator. When last asked, Dwight responded, "Yes, I want to be an operator to help put me through college. But, what I really want to be is a paramedic." Dwight adds his current favorite TV show is *Emergency*, about, what else, paramedics.

To Your Health

Osteoporosis — The American Epidemic

Osteoporosis is an epidemic in the United States. It has no early symptoms and it hits without warning.

Persons most at risk are:

1. All women over 45 who do not get enough calcium in their diets.
2. Women who have had hysterectomies before going through menopause.
3. Persons who smoke heavily.

Osteoporosis is a condition where the bones are stripped of calcium and for some reason the calcium is not replaced, leaving weak bones that can easily bend or break.

Bone is living tissue which like all other living tissue, is constantly breaking down thus in need of constant buildup and repairing. Normally, and when you eat nutritionally, the body is supplied with enough calcium to build and repair our bones under normal activities. Between 8 to 27 percent of all the bones in the body are renewed annually.

Bones are made up of a combination of materials with calcium and phosphorus giving the hardness and a lattice work of protein for flexibility. All together the main ingredients as well as the other vitamins and minerals make for a sturdy straight body — if all things go right. As we become



by Elia Hager
Visiting Nurse

less active and our bodies age we lose the ability to use calcium and repair our bones.

When women reach menopause they no longer secrete estrogen at the levels needed to use calcium for bone repair. Some women will become stoop shouldered and shorter because their bones have compressed or become misshapen because of osteoporosis.

Activity levels decline as we age;

this can also cause osteoporosis. The body needs gravity and exercise to use calcium. Long muscle activity like powerwalking is needed to lay down calcium and phosphorus as well as adequate levels of vitamins A and D. It is important to consume enough calcium to supply the body's daily needs. This may pose a problem to some who are milk intolerant or who do not like milk. Those who have this problem will have to rely on calcium supplements. Check with your physician to ascertain the amount of calcium you should be taking daily.

Remember:

Don't allow osteoporosis to come into your life:

1. Eat well throughout your lifetime.
2. If you don't or can't drink milk, take calcium supplements.
3. Have regular medical check-ups.
4. Get a little sunshine — Vitamins A and D are generated by the sun's action on the skin and without these vitamins you cannot use the calcium you have eaten for bone repair and renewal.
5. Exercise for the enjoyment of a fulfilled life and to stimulate bone renewal.

the Great American SMOKEOUT

Set aside November 21 for participation in the National Great American Smokeout. This is your day to survive without a cigarette, to prove to yourself YOU CAN! The great American Smokeout is now in its ninth year as an annual, nationwide celebration. On this day, smokers give up cigarettes for 24 hours beginning midnight Thursday A.M. to midnight Thursday P.M.

This mass movement by smokers to give up cigarettes was begun by Lynn R. Smith, editor of the Monticello, Minnesota Times in 1974 in his own home. Smith's idea, "D-Day" quickly spread throughout Minnesota. In 1976 it spread to California where it became known as the Great American Smokeout.

In 1977, the Smokeout was observed for the first time nationwide and it is now sponsored by the American Cancer Society.

The RTD will join this celebration with posters, survival kits, and adoption papers so non-smokers can adopt and assist a smoker to survive the Great American Smokeout in style. Kits and adoption papers will be available at divisions and in the Administration Building. Anyone wanting or needing additional supplies of either can call 6450 or 6674.

RTD Buildings Are 'Structurally Sound' Says Safety

An interview with Joseph G. Reyes, director of the Safety Department at the RTD, regarding earthquakes and other District emergencies is a reassuring experience. Reyes takes pains to be thorough and complete in his explanations and answers.

Reyes explained that the District must be ready to deal with two major types of emergencies. One type is external and relates to the community as a whole, the other type is an internal emergency affecting only the District. When considering internal emergencies the District must be concerned with preserving its resources, consisting of fixed facilities, rolling stock, and one of primary concern, human resources. Measures and plans to preserve resources must also be cost effective.

To preserve its human resources, the District has taken several steps. One of them is the development and distribution of a booklet entitled *Emergency Procedures in the Work Place*. Already in process is a follow-up booklet entitled *Emergency Procedures in the Home*.

In the Administration Building, each floor contains a team of emergency monitors to provide assistance in the event of an emergency. Each floor is liberally supplied with flashlights in case windowless floors are plunged into darkness by an electrical breakdown. Potable water is available in the many water coolers located around the building. In addition, the building has an emergency telephone system independent of a commercial telephone company so that all departments can be in contact. With this

internal communication setup, evacuations, and other measures necessary, can be carried out in an orderly manner. There are plans to expand this telephone system and to incorporate radio communication as a back-up. A grant has allowed this work to commence. Each telephone has been given a sticker with the emergency number 6371 which taps into the police dispatcher for emergency procedure knowledge.

The Administration Building was originally selected because it is a structurally sound building. It is "a citadel of reinforced steel and concrete with a minimal number of windows." The prior building on Broadway was not reinforced and had various other deficiencies. It was decided to move to the Main St. address to upgrade the level of corporate safety after a study of the security of District facilities in the seventies. "The bottom line is that this building is in pretty good shape as far as facilities go," said Reyes.

Regarding the structure and safety of all RTD facilities, Reyes assures employees that the majority of our facilities are structurally sound and reinforced to meet current earthquake regulations. Reconstruction, renovation, and modernization efforts have brought District facilities up to Divisions 2, 3, 5, 12, and 14 up to current codes. Plans are made for Division 1 to upgrade the physical plant to meet code requirements. New facilities which include Divisions 7, 8, 15, and 18 were designed to meet applicable codes and to exceed some requirements. The District's low profile, one- and two-story buildings for division facilities make it much easier to

address the problems of designs for emergency preparedness, fire suppression, and evacuations.

Such buildings would sustain a minimal amount of damage especially as compared to taller buildings. The District continues to upgrade or reconstruct to meet the most stringent requirements.

Procedures to address and handle emergency events will be made available to all managers and employees. Representatives from maintenance are involved in going over preliminary plans for incorporation into emergency plan procedures.

Few people realize the RTD is involved in some form of emergency procedure on an almost daily basis. The RTD is part of a network which coordinates plans to deal with that other major area of concern, external emergencies in the community at large. These emergencies may include community fires, chemical spills, civil disorders, flooded areas or areas needing immediate evacuation. In addition to coordinating plans with external agencies to provide support when needed, the District is also part of a mutual aid network with other public agencies which provides for an exchange of available resources to combat the effects of emergencies. The District also maintains direct lines with the Emergency Preparedness Commission of the city and county of Los Angeles and with the State of California Office of Emergency Services which facilitates the handling of widespread emergencies. The District is also tied into the Federal Emergency Agency.

Reyes states that he and his department feel comfortable enough with building structures to concentrate on employee education and training. Their goal is to have employees well prepared in advance to know what emergencies may take place, and to have a common sense feel for the event and what to expect, what to do, and when and with whom to communicate.

In January, the Safety Department will begin training sessions for all RTD facilities on a scheduled basis teaching techniques for evacuation, fire suppression, and emergency communications. The key to all training is the philosophy of self-preservation or the protection of the District's most important resource, the employees. The process will never be completed. Safety will continue to up-grade and fine-tune techniques applicable to all disasters and emergencies: techniques for crowd control, evacuation, flooding, gas leaks, high winds, etc. Plans established to handle earthquakes and fires are useful for other emergencies as well.



Day Makes Transportation Accessible

RTD Board Director John F. Day, or rather Jack Day he will tell you as his face brightens with an endearing cherubic smile, has a mending of plain speaking about politics and his involvement that reminds one of Jimmy Stewart's character in the movie *Mr. Smith Goes to Washington*.

He describes himself as just an "ordinary individual." But for just an ordinary guy, he's managed to accomplish a bit closely approaching the extraordinary.



Day began his life in public service 8 years ago when he was first elected to the Glendale City Council. He became interested in the public office because he felt there were things that needed doing in the City of Glendale. "I knew it would be easier to do them from the inside rather than from the outside," he said.

Since then, Day has served a term as Mayor of Glendale. In April of this year, he began his third four-year term as a councilman for the City of Glendale.

On the RTD Board of Directors, Day represents RTD's northern service area including the cities of Glendale, Burbank, San Fernando, Hidden Hills, La Canada-Flintridge, Agoura, and Westlake Village.

He will tell you he wasn't always interested in transit. In fact, it wasn't until he was elected to the RTD Board in 1982 that he realized "the profound effect that transit has on Los Angeles."

Once a working member of the Board, Day adopted the philosophy that you can't know all about everything. It was then that he decided to specialize in the area he felt was most neglected by the District — accessible transportation. "The disabled people weren't being served. Lifts weren't working, buses weren't being assigned that were accessible, and we had a citizen's advisory committee that was functioning but not very well. They weren't getting anywhere with the District."

At his urging, an Ad Hoc Committee on Transportation composed of four other board members was formed in 1983. By the end of that year, the District was operating accessible buses on 147 routes. Since then, accessible transportation has become a priority item among the District's goals and objectives. Today, the District has well over 1,500 accessible buses. Out of 245 total lines, 180 are designated accessible routes. "This group focuses on the problems and

solutions having to do with this issue. We have been, I think, very successful in this effort. This may be the crowning achievement of my life, at least up to this point. We saw the need, we responded to it, and were able to effect some changes for the better," said Day.

Day has visited the headquarters of the American Disabled for Accessible Public Transportation (ADAPT) in Denver, Colorado on several occasions to confer with its organizers. "I wanted to let them know that someone at this District cared about their problems and needs and was doing something about it." Day said he first became concerned about the group when he attended the American Public Transportation Association Annual Meeting in Washington last year. "I saw demonstrators in wheelchairs being arrested for engaging in civil disobedience. I thought that if there was some way I could prevent that, I would try."

ADAPT members were protesting the actions, or, "inactions," according to Day, which were being taken by APTA. "I believe they have a legitimate gripe against APTA," he said. Further, Day offered the ADAPT organizers his support and promised to use whatever influence he could within APTA to help.

Day strongly believes that there needs to be changes made in the attitude of APTA in their approach to the disabled. "Their approach, at the moment, is one of benign neglect. It starts at the top as far as the bureaucracy is concerned and filters down onto their board of directors and members. As far as I'm concerned, I'm not going to let them neglect it anymore!"

Following on that note, Day's intensity dissolves and his face lights up with the sheer delight of satisfaction. He chuckles, and says, "I love being on the Board of Directors. This is probably the most fascinating job I've ever had. There are so many facets to it — the short, medium, and long-term implications to what we are doing and how we are doing it . . . There's no end of excitement."

Day's excitement is further heightened by what he perceives to be the profound impact of transit on

Halley's Comet No Spectacle

The most famous of all comets — Comet Halley — will make its next visit to the inner part of the Solar System in 1985 and 1986. The comet can sometimes be very spectacular to earthbound viewers, as it was the last time it came around in late 1909 and much of 1910.

This time, however, conditions will not be so favorable. Indeed, at the time when the comet is closest to the sun (February 9, 1986), it will be on the opposite side of the sun from the earth, making it impossible for us to see it. The comet should be visible but inconspicuous in the western sky after sunset in December, 1985, and January, 1986. After passing behind the sun in February, 1986, it will be in the morning sky in March and April of that year.



Director Day meets with bus rider Kay Wilkerson at the September 28 fare hearing.

every citizen's life. "People in this city are transit dependent. Those who drive their cars don't believe it, but they are. Transit affects their lives either for the better or for the worse. This will become increasingly clearer to everyone in time. The freeways they will attempt to get on by the year 2000 will not move or will move at a very slow pace. Caltrans estimates that the freeway system in the downtown area will have an average speed of 15 miles per hour. It's absurd."

"There's no way we could put additional buses on the streets, even if we could afford to, because the streets won't hold them. Yet, we'll have to find some way to move all these people or this city will strangle."

The Director makes it a matter of record that he takes the bus wherever and whenever he can. "I use it

because I believe in it. I can sit and do my work on the bus and get downtown as quickly on the bus as I can in my car. I'm absolutely convinced that it's the thing to do and I wish everyone else did."

In addition to his involvement in civic affairs, Day is an active member of the Holy Family Catholic Church and the Sierra Club.

In recognition for his services to the church, he was awarded the papal decoration of Knight of the Equestrian Order of the Holy Sepulchre, an ancient order of knighthood dating back to the year 1000. "I'm not sure why I was awarded this. Obviously, somebody thought I deserved some recognition. I can't see it because I'm just an ordinary individual, but maybe they give those to ordinary individuals."

RTD Ski Club Taking Applications

The RTD Ski Club is off and running for the '85-'86 ski season, and we'd like you to join us. The club, now in its second season, invites all interested RTD employees to share in the excitement of downhill skiing. Some of our activities this season (about November 25 to April 20) will be 2 trips to Mammoth, December 6, 7, 8 and March 14, 15, 16. Plus a first for our club: a 3 day trip to Utah during the first week in February. Also in the works is a spring ski trip to Tahoe.

We welcome all employees to join the club, regardless of your skiing ability. From non-skiers to experts, you can enjoy this popular sport and meet a lot of interesting people at the same time. If you would like to join the Ski Club, please fill out the form below and return it through the company mail to: RTD Ski Club, Dept. 8100.

For further information, give us a call: Sun Son — X3266, Paulette Cunningham — X3422 or Kristin Duncan — X3624.
Come share the joy of skiing with us!



RTD SKI CLUB APPLICATION

Please Print

NAME _____

WORK STATION _____ PHONE _____

HOME ADDRESS _____

CITY _____ ZIP _____ PHONE (____) _____

SEND THIS APPLICATION, WITH CHECK OR MONEY ORDER FOR \$15 MADE OUT TO "RTD SKI CLUB" THRU THE COMPANY MAIL TO: RTD SKI CLUB, DEPT. 8100

Would you like to serve on the Volunteer Committee! Yes No

COMMENDATIONS



Retiree Recognition Ceremony at the September 12 Board Meeting. Those retirees honored included (front row from left to right): Division 9 Operator James F. Costello, Division 9 Operator Gene P. Childers, Division 7 Operator Samuel E. Bass, Division 9 Operator Max W. Andrew, and Assistant General Manager for Planning and Communications Jack Stubbs. Back row from left to right: Assistant General Manager for Operations Robert Korach, Director Nate Holden, and General Manager John A. Dyer.



Retiree Recognition Ceremony at the September 12 Board Meeting. Those retirees honored included (front row from left to right): Director Nate Holden, Division 14 Mechanic A Ted K. John, Division 9 Operator Johnnie J. Reubin, and Division 3 Utility A Herschel D. King. Back row from left to right: General Manager John A. Dyer and Assistant General Manager for Operations Robert Korach.



Retiree Recognition Ceremony at the September 12 Board Meeting. Those retirees honored included (front row from left to right): Schedule Checker Bennie M. Harvey, Jr., Cabinet Maker Roberto A. Gutierrez, Mechanic A Jose A. Guerrero, Division 9 Operator David L. Cruz, Sr., and Division 4 Mechanic A Laurence F. Costantine. Back row from left to right: General Manager John A. Dyer, Director Nate Holden, and Assistant General Manager for Operations Robert Korach.



August Employees of the Month were presented with certificates of merit by RTD Board Director Jan Hall at the September 26 Board Meeting. Front row from left to right: Director Jan Hall, Division 15 Operator Dainton L. Urso, Division 15 Mechanic A Arthur L. Lewis, and Division 15 Maintenance Manager Richard Morgan. Back row from left to right: General Manager John A. Dyer and Division 15 Transportation Manager Marcus Johnson.



Three employees were presented with awards at the September 12 Board Meeting for suggestions they submitted to the Employee Suggestion Program. The recipients of the awards included (front row, from left to right): Division 4 Quality Assurance Mechanic A Steve Mullaly who received \$1,000 for his idea to install an easy-open access panel into the existing dome-light panel on RTS-II buses. His modification saves the District \$61,748 a year by reducing the time spent on removing and replacing the existing dome light panel. South Park's Mechanic A/Welder Salvador Saggere (center) received \$1,000 for his design of a tool used in the repair of damaged RTS buses. The use of this tool saves the District \$52,400 a year by minimizing labor time required for repair and also enables mechanics to salvage parts. Division 9 Mechanic A David Santillanez (right) received \$750 for a tool designed to be used in the installation of gas springs on the rear engine compartment door of RTS, RTS-II, and Neoplan buses. The use of this tool will save the District \$7,530 a year in the reduction of time and labor costs needed to remove and replace gas springs. (Far right) Director of Personnel Gayel A. Pitchford. Back row, left to right: Board President Nick Patsouras, General Manager John A. Dyer, Maintenance Superintendent Tony Chavira, Supervising Equipment Specialist Michael Botone, South Park Equipment Maintenance Supervisor I John McBryan.



Certificates were presented to the graduates of the Transit Operations Management Certificate Program, a two-year training program at UCLA Extension for RTD employees from the Transportation and Equipment Maintenance Departments, at the September 26 Board Meeting. The graduates are from left to right, front row: Chuck Lerud, Phillip G. Smith, Don Little, Maurits Vandergeuten, and Elli Kyles, Jr. Back row from left to right: Dorrace Adams, Alvin Park, President Nick Patsouras, Tom Jasmin, Director of Transportation Ed Nash, and Ira Trachter.



Certificates were presented to the graduates of the Transit Operations Management Certificate Program by Board President Nick Patsouras at the September 26 Board Meeting. The graduates are front row, from left to right: John McBryan, Cindy Munoz, and Sophie Bryant. Back row from left to right: Dan Dryden, Norma Velez, President Nick Patsouras, Diana Frazier, and Director of Transportation Ed Nash.

Pomona Tripper Gone to the Dogs

The ride on Instructor Joseph Aikens' bus on September 21 could have been described, literally, as a "dog-day afternoon."

Pulling out of Division 16, Aikens carried very special passengers. Thirteen International Guiding Eyes puppies-in-training along with their masters boarded the bus to begin their training on public transportation. Traveling around Pomona, the puppies were exposed to different areas (shopping malls, freeways, etc.) and starting, stopping, pulling up to curbs, and the general noises and environment of an RTD bus.

The puppies were escorted on the bus by the volunteer members of the Pomona Valley Guide Dog Puppy Raisers. Anne Marie Bolton, wife of Division 16 Mechanic Jim Bolton organized the expedition. Bolton has a puppy-in-training named Poke that she has been raising since April. "Puppy raisers are like foster parents in a sense. We are supposed to socialize the dogs. This means we take them into stores, restaurants, take them where people congregate and generally get them used to the sights and sounds of public places," she said.

Volunteer families train the puppies until they are 10 to 15 months old. Then the young dogs are taken to the International Guiding Eyes Training Center in Sylmar for technical training. International Guiding Eyes was founded by donations from the International Association of Machinists in 1948. It is a non-profit organization that accepts applicants worldwide.

The blind person who applies to the school is given a dog free of charge. Then, its new owner spends four weeks at the center learning to work with and care for their guide dog. Because the guide dog is an extension of the blind person's own physical and mental characteristics, care is taken to match dog and master.

At the training center, a professional staff supervises the breeding of Labrador Retrievers, Golden Retrievers, and German Shepherds. When they are placed in foster homes, International Guiding Eyes provides for all the veterinary care, obedience training, leash, collar, and ID tags. Volunteers provide the food and love.



Anne-Marie Bolton, organizer of the RTD puppy-training session, and her husband, Division 16 Mechanic Jim Bolton, prepare their dog Poke for his first bus trip. Bolton, thinking ahead, brought along a mop.

"We try to be sure the young dogs are prepared to mind their manners and behave before we expose them to crowds and strange noises," Bolton said. The success rate for the dogs is that only one in seven manage to pass through the rigorous training. "The main reason for not passing as a Guiding Eye is lack of exposure," she added.

While in a foster family's care, the puppies are not to be taught typical dog tricks such as shaking hands, rolling over, etc. Bolton commented that it was hard not to be tempted into it. "You want to play with them. When they are not on their harness, they're just regular dogs who want to play catch."

Bolton concedes that there is even a more difficult aspect to the raising of the guide dogs. "The worst part is having to give them up." Bolton and her husband are busy raising Poke, a Labrador Retriever. "They may replace Poke with another dog. But, already we've become very attached to him." Poke is now seven months old and weighs 65 pounds.

Poke himself is a pup from seeing eye dogs and several of his siblings, from the same litter (namely, Andy, Hershey, and Bootsie), made the RTD expedition with him.

After mastering entering and

exiting the bus, the young dogs were made to crouch under the seats to keep the aisles clear. "It's amazing how the large dogs can curl up to stay as unobtrusive as possible," said Bolton.

Among the foster families on board was a blind woman, Margaret Gross, who is in the process of training her own guide dog.

These International Guiding Eye dogs are easily recognized by the beige vests they wear that identify them.

Community Relations Representative Carole Taylor accompanied both the human and canine passengers on the trip, explaining the District's policy regarding guide dogs.

While traversing Pomona, most of the young dogs found comfortable



Some of the puppies got very excited during the exit-enter exercise and required several turns before they got it right.



The Pomona Valley Guide Dog Raisers show their pups after a successful training session on the RTD.

spots to nestle in under their masters' feet. The smooth ride of the Flexible and its gentle vibrations seemed to rock most of them to sleep.

On the return to Division 16, though, the young dogs sprang to their feet, anxiously awaiting the chance to try exiting the bus again.

Bolton praised the RTD for its cooperation in loaning the bus and its driver. "The RTD was very generous

in helping us acclimate our puppies to public transportation. Their cooperation helps ensure that soon another blind person will have a highly trained dog to guide them."

South Park Employee of the Month



South Park's September Employee of the Month was Mechanic A Masamitsu Takata from the Running Repair Shop. Takata has been at South Park since April 21, 1980. He is described as a terrific leadman in the piston section.

Travel Aid Available at RTD

District travelers who are scouting out their upcoming holiday locales, planning itineraries, and pinpointing destinations will be happy to learn that the Employee Activities Department has retained Travel Technician Linda Pozzi who may be of assistance in obtaining flight information.

In this newly created position, Pozzi brings 7 years of travel agency experience and primarily focuses on business travel arrangements for District employees. Pozzi finds the position challenging and in many ways is a trail blazer as her role in District travel is continually developing.

Pozzi states that the District has a direct hook-up to American Airlines reservation terminals which allows access to other carriers and gives her the ability to book passengers. While

the District does not generate the actual tickets, it does have a travel agency under contract which provides them.

For employees who are interested in Thanksgiving or Christmas travel, Pozzi suggests that they act quickly in obtaining reservations as many of the airlines are already booked.

When asked of the advantages of District assistance as opposed to making one's own arrangements, Pozzi said that, "It avoids multiple calls to the numerous airlines when checking availability or seeking the lowest fares available, and it is convenient to pick up your ticket in advance."

An overriding advantage that need not be overlooked is the fact that Pozzi knows the market and what's

out there. The following are recommended:

1) Establish firm itineraries, changing your mind later could mean penalties on fares for changes or cancellation after purchase.

2) Consider the no frills airlines such as People's Express and World Airways as the fares are usually lower.

3) Be flexible when planning flight times or arrival sites as connecting flights or flying into another airport within a 30-mile radius may mean better prices (i.e., into Newark, New Jersey as opposed to JFK Airport).

While you will need to see your own travel consultant for booking that luxurious cruise to the south of France, fare and reservation information is available. Bon voyage...

Transit Cops - A Breed Apart That

What do you think of when you see a cop? A hero? The new centurion? A gunslinger? A person? Most of us think we know what being a cop is all about. We watch TV, we see *Hill Street Blues*, *Cagney & Lacey*, *T.J. Hooker*, *The Rookies*, ad infinitum. But, honestly, when we see them on patrol do we really see them? Unless we're getting a citation, few of us ever talk to them, even to say hello, much less to compliment them on, let's say, tracking the Night Stalker. In truth, we know very little about what exactly policework is, even less about their day-to-day routines, and the least about the men and women who are police officers.

How is cop is that he or she must make it through the battery of psychological questionnaires, polygraph tests, and medical examinations. Once the applicant completes that ritual, he or she spends approximately six months in the police academy. Graduation day comes, the new rookies are sent out on the streets, and then life really begins. Here are some of their stories.

I began to prepare for the physical training at the academy nine months before I started. Even with this preparation, the physical tasks were the hardest part of the initial training. I also needed to decide whether or not I could take another human's life if I had to and whether I was willing to give mine if necessary. Being a police officer is nothing like it's made out to be on TV and movies. The action involved in the average 60 minutes would probably occur over several years of the average officer's life. — Officer Susan Bailey

*I wanted an exciting job and I also wanted to help people who were in need. I wanted to do something for my community. My most frightening experience was a face-to-face confrontation with an armed suspect who, fortunately, was a bad shot. I wounded him. If you really want to know what policework is like read Joseph Wambaugh's books. Joe tells it like it is. However, most police administrators will not admit it. His best books are his non-fiction works — *The Onion Field* and *Lines and Shadows* — Lt. Ernest Munoz*

I wanted a job that offered diversity rather than the usual mundane lifestyle. The hardest times I've had in my career were when I was shot at and I saw my partner killed. — Lt. David DeLuca

People have the right to feel safe in their home, car, or simply walking down the street. Sometimes other people try to invade that right and take away that freedom. As a police officer, it is my job to see to it that innocent people are safe and free from harm. — Officer Leo Metoyer

Recently, the *Headway* spent a few hours with the RTD Transit Police to try to answer some of the questions posed in this feature's introduction. However, several hours out of the lives of the Transit Police do not give the full story and it would be a disservice to them to pretend otherwise. So, let us call it a glimpse into the world of the Transit Police who protect District life and property.

A Day with the Transit Police
2:00 p.m. Briefing Room — Transit Police Headquarters, September 11, 1985.
Before going out on patrol, an officer's

shift begins with a briefing session. This session is attended by the watch commander (the officer who stays at headquarters to monitor all reports from patrolling officers and makes the final decision regarding action taken in the field) regarding briefing is led by Sgt. Raymond Thomas. Sgt. Thomas stands at the podium and begins the session by saying, "Getting down to the Khyber Rifles, let us proceed." From that point Sgt. Thomas talks about Section 4.30 which contains the new drug policy. "An officer will respond if a supervisor requires assistance to keep the peace," he says. There is a banter between the officers and Sgt. Thomas is crisp and direct. Contaminated as this writer is by too much TV and movies, it is reminiscent of the briefings in *Hill Street Blues* with Sgt. Thomas briefing and fielding questions as eloquently as the briefing sergeant on the TV show.

Next comes the issue of citing people driving in the contra-flow lane in the downtown area. One officer asks how to approach the vehicle. Watch Commander Ernest Munoz says, "You treat every car you come up to as if it were stolen — use caution!"

There is a report on a team operating a skill game out in the valley. The players have been apprehended. Then officers are reminded that long-sleeve shirts are required next Tuesday for uniform inspection. The session concludes with the "line-up;" at this point each officer is given his/her assignment for the day. Sgt. Thomas wraps it up with, "Let's go get 'em — but, be careful!"

3:00 p.m.
The *Headway* is assigned to unit Adam 422 manned by Officers James T. Willis and Leo Metoyer. Metoyer has been a policeman for five years. He and Willis have been partners for two-and-a-half years. Metoyer refers to Willis as "Bubba" which would be fine if Willis didn't also refer to Metoyer as "Bubba." Once the car is rolling and the cockpit chatter starts, it can be a bit confusing.

Metoyer has been an officer with the Santa Monica Police Department and the Los Angeles Housing Authority Police. Prior to becoming an officer, Willis drove a bus for 18 years. "We are known as Bubba and Bubba on the force," says Metoyer. "We've been together so long, I know what he's thinking. I know what he'll do before he does it." Metoyer says he and Willis take the partner concept at its true meaning. "They say when you've been with one partner long enough it's like being married — it's true."

3:35 p.m.
Officers Metoyer and Willis stop the patrol car at the corner at 61st Street and Figueroa for a routine voit. A voit is a boarding of a District bus at one of its scheduled stops. It is seen as a deterrent to crime and a strategy that is reassuring to both the operator and passengers. "Every officer voits a bus differently," says Metoyer. "The aisle is called 'no-man's land.' On a crowded bus there is no way you can see down it. If I get an uneasy feeling, I'll stop. I become like a pointer. Bubba will get off the bus and go to the back door. I'll tell the operator to hit the by-pass switch to



Officers James Willis (driving) and Leo Metoyer patrolling downtown in Adam 422.

the rear door. Bubba then moves through it to cover me. So, then the suspect has to confront two cops. I figure if we can take the thought of committing a crime out of his mind, we've done our jobs."



Officer Willis voits a downtown bus, while his partner Officer Metoyer backs him up. Bus voits are seen as a deterrent to crime and reassure passengers and operators alike.

Back in the car, a call from the police radio dispatcher means new territory to cover. Metoyer and Willis are to patrol the downtown area. On the drive into downtown, both Willis and Metoyer scan opposite sides of Figueroa. It's subtle and practiced at the same time. They make it look easy as they carry on casual conversation. Metoyer says to Willis, "I sure could go for a Mrs. Fields' coconut macadamia nut cookie right now," as he watches his side of the street.

Willis says to this reporter, "Before I became a cop I didn't see things the



A quick snack stop taken while patrolling the downtown beat.

way I do now. I mean, after you go through all that physical and mental training, something changes. I look at people differently. You see whether or not the pieces fit . . . It's an officer's habit. Off work, the ladies I go out with have told me to stop being a cop. It's just something that doesn't stop when I leave work."

Metoyer agrees with Willis' perceptions. "Just passing by I'll notice things that aren't normal. We aren't paranoid but we are trained to spot potential trouble before it becomes trouble. We don't see everybody as dirty out here. But, it can affect your private life because you don't want to associate with people who are interested in breaking the law. It's a fact that once you pin this badge on, some friends turn against you."

3:50 p.m. 7th Street and Grand Avenue

In deference to their *Headway* passenger, Metoyer and Willis stop by Mrs. Field's Cookies store for a quick snack. This reporter was grateful for their good taste in the LAPD hangout — Winchell's Donuts.

While on 7th Street, Metoyer and Willis are flagged down by two women across the street in front of Robinson's Department Store. Willis says, "This is known as a citizen's alert." The women found a gold necklace lying on the sidewalk and want to turn it in. Metoyer and Willis take their names and ask them exactly where they found it. The officers will turn in the lost article and the women are happy to be relieved of the responsibility.



Officers Willis (center) and Metoyer (far right) respond to a citizen's alert regarding a lost article of jewelry.

Protects RTD Life and Property

Cruising down toward 6th and Broadway Street, Metoyer says, "This is a hot spot for pickpockets. You should see it around Christmas time. All the pickpockets are out trying to get Christmas money without working for it. You may not know it, but they've got pickpocket training schools in Turkey and South America. The trainers set up dummies with strings of bells all over it. If the trainees can pick the dummy's pocket without ringing the bells, they figure he's ready for the streets."

4:10 p.m. Location Check/Division 1, 15th and San Pedro Sts.

While on patrol, Transit Police Officers visit different District properties in their assignment area. "We get out of our vehicles, walk around the property, say hello to the employees. We let them know we are around. This helps to deter crime," says Willis. The officers finish the location check by patrolling the employee parking area.

4:25 p.m. 9th and Main Sts.

The next location check is the RTD Ticket Office in the Cal Mart on 9th Street. "Did you hear about the LA cop that got shot Friday night?" Metoyer asks Willis on our return to the car. "They dumped one round in his chest." Willis shakes his head.

Willis points to a car in the left lane and says, "See that car with the for-sale sign. Those guys in there are narcotics agents." We cruise north on Spring St. to check the contra-flow lane. The officers pull over a driver who chose the wrong time to use the bus lane. Willis asks to see the driver's license. After a few moments Willis and Metoyer return to the car. Metoyer asks Willis why he didn't cite the driver. Willis tells him the man was from Oxnard and was obviously lost. Metoyer laughs at Willis and says, "Bubba, you're getting soft in your old age."

We turn down Temple Street onto Broadway. Crowds are growing at the bus stops.



Officers Willis and Metoyer complete a location check at the Cal Mart RTD Ticket Office.

4:40 p.m. 5th and Broadway Sts.

Metoyer and Willis visit the bus heading south on Broadway. They exit and walk around the corner to check the westbound stop on 5th Street. Their presence alone breaks up crowds of adolescent boys loitering in front of stores. The boys slink away in that sullen way peculiar to adolescents.

5:00 p.m. Broadway Street

Metoyer watches the crowd of passengers board a southbound bus. Among the crowd he sees a young man approaching various passengers attempting to board the bus. He motions to the man to step up on the sidewalk. Having been spotted by Metoyer, the young man looks stricken. Gingerly, he approaches Metoyer who asks him what he is doing. The young man shows Metoyer a roll of RTD bus tickets he was trying to sell to the riders at the stop. Asked if he has a license to sell tickets, he says he has none. Both Metoyer and Willis question him, asking him where he got the tickets. The young man cannot recollect. The sidewalk interrogation stretches into 15 minutes. Eventually, the officers send him on his way with a firm warning. The young man beats a path away from the officers.

5:30 p.m. 6th and Broadway Sts.

Willis and Metoyer stroll around the



Officer Metoyer keeps a sharp eye out for possible pickpockets at the bus stop.

corner eyeing the group of people waiting for the bus. They are searching the crowd for pickpockets. Metoyer says, "Sgt. Thomas and Officer Alfredo Magallon hand-trained us on pickpockets. Officer Magallon is an expert on pickpockets like Bubba and I are on trouble."

6:00 p.m. RTD Administration Building Garage

This reporter's ride-along with the Transit Police Officers came to its conclusion. The officers informed me that because I was entrusted to their care by Chief James Burgess, they would see me safely to my car. I have to confess to feeling a bit foolish and over-protected at first with these two police escorts. Besides, maybe passersby would think I was under arrest. How embarrassing! More than that I was touched by their concern and care. But, let's face it, dusk was approaching and we were on Main Street. I never felt safer in my life.

OJT Class Offered to District Supervisors and Leadpeople

How should supervisors and leadpeople teach employees new procedures, point out errors, make suggestions, and demonstrate job tasks? Training, such an important aspect of the supervisor's and lead's job, requires that they have skills in knowing how, when, and exactly what to teach employees as well as be able to determine if their employees have indeed learned how to do what they are supposed to do.

Instruction is offered to supervisors and leadpeople through a special program presented by the Employee Education, Training and Development Department.

The *On-the-Job Training (OJT) Techniques Workshop* was developed specifically for RTD's supervisors and leadpeople to strengthen their skills in helping employees get the job done. "When supervisors are effective in showing their employees how to do their jobs, productivity is bound to be affected," said Director of Employee Development Byron Lewis.

Through simulations and class exercises in the one-day workshop, participants experience training from both sides of the fence — as employees learning a task or procedure and as the supervisors or leadpeople responsible for training employees. This program helps participants discover their own strengths and weaknesses as trainers and enables them to recognize the many different ways in which employees learn. For this reason, supervisors and leads practice a variety of training techniques and methods in the workshop.

In particular, one technique explored in depth is the 50-50 Method, which is a two-way, step-by-step instruction process in which employees respond to questions and give feedback on what they're learning. Different approaches are also discussed regarding the detection of



Maintenance Supervisors Chuck King (left) and Willie Mack (right) practice a one-on-one OJT technique offered at the Employee Education, Training and Development's *On-the-Job Training (OJT) Techniques Workshop*.

employee errors and employee motivation.

Many on-the-job training situations are examined in the workshop sessions that apply to particular employee classifications. "For example," explains Training Coordinator Ellen Nagler, "OJT for clerical employees is handled differently than OJT for technical employees. In fact, because supervisors and leadpeople are themselves involved in different aspects of OJT, the *On-the-Job Training Techniques Workshop* materials are designed to meet their District needs in two separate workshops." The workshop participants take with them a handbook of helpful reference information as well as practical OJT aids such as checklists for orienting new employees.

Ninety percent of the 100 supervisors and leadpeople who have participated in the District's *On-the-Job Training Techniques Workshop* rated the program materials as most useful.

Joann Bowman, who supervises

the District's training program, explains that, "Four of the workshops held last year were to 'test' the materials of *On-the-Job Training Techniques Workshop*. The comments of the participants of these pilot programs on the effectiveness of the workshop materials were carefully noted. Using this feedback, we made necessary revisions in the training materials. We are pleased to be able to provide this training workshop which closely addresses the important need of the District's supervisors and leadpeople."

The *On-the-Job Training Techniques Workshop* will be offered several times this coming year. Separate sessions will be scheduled for leadpeople and supervisors of clerical and technical employees. Watch for upcoming announcements in Employee Education, Training and Development bulletins and training brochures for the scheduled dates. Interested managers, supervisors, and leadpeople may also contact Training Coordinator Ellen Nagler at extension 3416 for more information.

Operators Honored at Rodeo Banquet

The finalists and runners-up of the 1985 RTD Rodeo along with members of the RTD staff met at the Hyatt Wilshire Hotel on September 21 to hold this year's Awards Banquet. Coincidentally enough, the members of this elite fleet found themselves in the same hotel with members of another team as "committed to excellence" — the Los Angeles Raiders football team.

Bus Rodeo Coordinator Vicki Varga concluded her splendid stint by corralling all the transfer-punchers, their wives, and RTD staff into the banquet hall for the ceremonies.

Director of Transportation Edward J. Nash emceed the ceremony, heaping praises on the operators at every turn. "These are the most superb group of drivers," punctuated most of Nash's retrospective commentary on the course of the Rodeo.

General Manager John A. Dyer gave the main address during the banquet. He congratulated the operators on their excellent performance records both on and off the course. "It is the operators who sit in this room tonight that enable us to meet the challenge that public transportation faces with confidence in the near future," he said. Dyer elaborated on the general transit picture in which the RTD will be involved, including Metro Rail and light rail projects. Dyer concluded by saying he felt assured that the operators would stand the RTD in good stead as goodwill ambas-



1985 Rodeo Champ Roger Desgroseilliers hefts his trophy for all his well-wishers to see at the 1985 Rodeo Awards Banquet held September 21 at the Hyatt Wilshire Hotel. Desgroseilliers is flanked on the left by General Manager John A. Dyer and on the right by Assistant General Manager for Operations Robert Korach and Rodeo Coordinator Vicki Varga.

sadors of the road to all the American Public Transportation Association members attending the Annual Meeting in October and that he had every confidence in the skill of Rodeo Champ Roger Desgroseilliers who competed in the APTA International Final on October 8.

Desgroseilliers has been with the District since 1974 and is currently working at Division 15. He maintains an excellent sick and missout record and has never had an avoidable accident.

A special presentation for safety competition was made to Division 9 Operator Robert Jackson by Director of Safety Joseph G. Reyes. Jackson, who has worked for the District 11 years, was recognized for his overall safety performance at the 1985 Rodeo competition.

The awards dinner concluded with the presentation of trophies to the runners-up and finalists by General Manager Dyer and Assistant General Manager for Operations Robert Korach.

The order of presentations was as follows below:

RUNNERS UP (By Division)

- Marcos Gutierrez Division 1
- Eric Congiardo Division 2
- Michael Moore Division 2
- Alberto Rivadeneyra Division 2
- Luduvico Castro Division 3
- Ray Hart Division 3
- Richard Jackson Division 5
- Hector Gutierrez Division 6
- Francisco Escobedo Division 7
- Antonios Guskos Division 8
- Oscar Londono Division 8
- Gilbert Moncivais Division 8
- Ruben Carbajal Division 9
- Robert Holland Division 9
- Robert Jackson Division 9
- Raphael Rojas Division 9
- Ladell Welch Division 9
- Edward King Division 10
- Felipe Munoz Division 10
- Robert Pitts Division 10
- Cresencio Rodriguez Division 10
- Joe Swift Division 10
- Robbie Bland Division 12
- Rogelio Chacon Division 12
- Thomas Weihert Division 12
- John Kemp Division 16
- Charles Wilkerson Division 16
- Reese Withers Division 16
- John Peterson Division 18

FINALISTS

- First Place*
- Roger Desgroseilliers Division 15
- Second Place*
- Fausto Gonzales Division 9
- Third Place*
- Jose Arizmendi Division 9

Divisions Barbecue Roundup News



Division 1 BBQ-goers. From left to right: Operator Louis Martinez, Manager Larry Johnson, Operator Vivian Harris, Assistant Manager Chris Coleman, and Transportation Superintendent Art Leahy.

Division 1

At one point, the serving line of those waiting to eat at Division 1's barbecue was 30 to 35 people deep, with a 25-minute waiting period. One operator remarked that it looked like the daily line that forms at the mission on Main Street. All were waiting to sample the latest trend in RTD barbecue.

This new concept involves catering all food: barbecue pork, beef, links, chicken, potato salad and beans. No all night cooking and no home-made specialties. Assistant Manager Chris Coleman says that the benefits of this concept are two-fold. "There is a guarantee on the quality of

the outcome, as we have had prior dealings with this company and it is more economical in terms of the division's costs." Division 1's Christmas party was catered as well. Lending a helping hand in getting the barbecue underway were: John Adams, Chris Coleman, Christine Flores, Vivian Harris, Larry Johnson, Paul Jones of the UTU, Frank Koenig, and Gene Williams.

There's no denying the food was tasty and smacked of hearty flavor; the steady flow of people can attest to that.

Division 5

As the whistle blew at 4:00 p.m., Thursday, August 15, most of the Maintenance employees at Division 5 cleaned themselves up and went home. For Steve Hearn Jr., Steve Hearn III, Pat Anderson, Carl Smith, Eddie Fentroy, and Thomas Lucas, this was not the case. After working eight long hours, maintaining Division 5's fleet of buses, these guys cleaned and seasoned the meat, went home and slept for a few hours, and returned at 5:30 a.m. the next morning to put the first piece of meat on the grill.

By 11:30 a.m., the committee was serving barbecued hot links, chicken, beef short ribs, pork ribs, baked beans, potato salad, cole slaw, bread, and punch to everyone who

purchased a \$3.00 ticket.

Committee members Carl Smith, Steve Hearn Jr., Louvenia Williams, Steve Hearn III, Pat Anderson, Thomas Lucas, Geraldine Henderson, Eddie Fentroy, Juanita Hicks, and Faye Tinson worked extra hard to make Division 5's Third Annual Barbecue the best ever. "This barbecue means a lot to all of us because we didn't get to have one last year," said committee member Carl Smith.

Maintenance Manager Luchus Smith, pleased with the final product, expressed his thanks to the barbecue committee. "Our committee members have made our Third Annual Barbecue a tremendous success and we look forward to an even better one next year."



Division 5 barbecue chefs Carl Smith (left) and Steve Hearn, Jr. (right).



E

Photo A: Instructor Joe Singleton asks first-day trainees to estimate and write down the distance to bring a 30-mph bus to a full stop. Later, each trainee will perform the test and compare the estimate to the real distance required.

Photo B: First-day trainee Ray Martell maneuvers the bus through the course as Instructor Joe Singleton looks on.

Photo C: This student pivots around the pylons as he backs up.



Photo E: By the third day these trainees are able to show their newly acquired skills in steering clear of the pylons.

Photo D: Instructor Ronald Whitney and Frank Cecere exchange a few words at the LA riverbed.

A Day at the Riverbed

by Matthew Matterer



A



C



B



F

Photo F: Instructor John Hale provides some friendly feedback as third-day trainee Carlos Ortega takes the bus through the course.

Division 3 Celebrates the 16 de Septiembre

On the morning of September 16th, the operators of Division 3 opened the train room to celebrate an event that occurred 175 years ago in the city of Delores, Mexico.

It was in that city in 1810 that insurgents, oppressed by the colonial government of Spain, were led to throw off the yoke of tyranny and proclaim their liberty by a parish priest, Don Miguel Hidalgo y Costilla. In the "Grito de Dolores" (Cry of Dolores) Hidalgo denounced the Spanish government for its social injustices and appealed to the Virgin of Guadalupe (the patron saint of Mexico).

Today, Father Hidalgo is known as the father of Mexican Independence and late in the evening on September 15th, Mexico's president rings a bell and repeats the "Grito de Dolores." This begins the celebration of September 16th as Mexican Independence Day.



Several dancers from the Folklorico Paloma Blanca show their detailed tumbling before a performance.

The day began at Division 3 with a banquet of Mexican food. The tables in the kitchen were laden with enchiladas, homemade tamales, four kinds of rice, beans, refried beans, peppers, salsas, and pan dulce.

Supervisor/disc jockey Jesse Castorena got things moving in the train room, which had been dressed up with crepe paper and piñatas, by playing the hottest hits on his dual turntables.

At noon, rock-n-roll rolled over to make room for the Mariachis de Mexicapal who entertained the operators and their families with rousing Mexican ballads. Joining the Mariachis were noted Mexican songstresses Linda Valentino and her daughter Lupita. At only nine years of age, Lupita managed to move her audience to admiration with her stunning renditions of the traditional ballads.

The Ballet Folklorico Paloma Blanca from Luther Burbank Junior High, directed by Maria Garcia, performed Mexican folk dances originating from the northern region of Mexico, Oaxaca, Veracruz, and Jalisco. The dance troupe, ages 8 to 22 years, delighted the audience with their rhythmic steps and colorful dress. When they performed *La Bamba*, they darted out into the audience and collected several operators to join them in the dance. Their finale included *La Danza de los Machetes* (a spirited folk number with the male



Fiesta means good food, fancy dress, and raffle tickets to Operator Nellie Maynes, Transit Operations Supervisor Ignacio Gonzales, and Operator Nikki Lopez.

dancers parrying actual machetes) and *El Jarabe Tapatio*.

As the Ballet Folklorico faded off stage, Jesse Castorena made a rapid cut back to today's rock and rhythm and blues.

The organizers of the September 16th Fiesta, Tony Sandoval and Victor Lopez, hoped the celebration would build camaraderie among the operators and further cement the good relationships that have been made. "We want to show that we can work together in harmony no matter who we are," said Sandoval. Lopez added that, "The fiesta is also a welcoming party for those operators who have come from Division 2 and other divisions."



This couple from the Ballet Folklorico Paloma Blanca perform a traditional folk dance of courtship for the Division 3 Fiesta.

Sandoval and Lopez were aided by a committee that included: Mario Jaurequi, Lila Estrada, Nellie Bernal, Ignacio Gonzales, Lindley Ramirez, Margie Sifuentes, Raul Alvarez, Enrique Velasco, Rick Ortega, and Nellie Maynes.

The fiesta concluded with a raffle. The winners of the much-coveted prizes included: Earl Bonner, AM-FM double cassette recorder-player; Al Taylor, video cassette cabinet; C. Porter, portable cassette recorder; Cliff Davis, AM-FM radio with headphones; Miguel Terrazo, clock/radio-telephone; Rudy Sifuentes, camera case; and Victor Lopez, a set of dominos. All the piñatas were also raffled off to lucky ticket holders.

At the end of the day, people lingered and the dancers kept up the tempo until the last call - signs of a great fiesta. It was a fiesta in which, to be sure, even the original revolutionaries from Dolores would have revealed.



The Mariachis de Mexicapal added just the right traditional touch to make it a true fiesta.



The dancers from the Folklorico Paloma Blanca darted out into the audience and chose several operators to join them in *La Bamba*.

Division 9 Barbecue

At Division 9's Fourth Annual Barbecue Transportation Manager James Cenderelli and Maintenance Manager Ken Miller played host to some of El Monte's highest ranking officials. Manager Cenderelli said, "Every year we invite District representatives, our community leaders, and even the Mayor of Los Angeles." District Police Chief James Burgess, kept company with El Monte Police Chief Wayne Clayton, and even the Mayor of El Monte was in attendance.

Working hard behind the scenes to pull together the day's festivities, the barbecue committee raffled off a VCR and prepared an array of food:

barbecue ribs, chicken, links, baked beans, salads, and several beautiful marble sheet cakes. Barbecue Committee members included: Judge Adams, Jackie Bennett, Robert Bingham, Yvette Blanche, A.J. Brown, Jimmie Campbell, Julio Garcia, Teresa Gonzales, Duane Martin, Johnnie McKay, Johnny McKinney, Larry Pickett, Earl Rollins, James Tucker and Alma Walker.

"The key to the barbecue was the homemade sauce by James Tucker. We've worked together four years. We take pride in how we produce our barbecue," said Chairman Johnny McKinney.



Division 9 BBQ Committee — Front, kneeling: Alma Walker. Front row from left to right: Johnny McKinney, Jacquelyn Bennett, Earl Rollins, Teresa Gonzales, Lowry Pickett, Yvette Blanche, Johnnie McKay, Jesus Molina, and Robert Camareno. Back row left to right: Judge Adams, James Bennett, Duane Martin, Julio Garcia, and Robert Bingham.

Division 3's MVP



Division 3 Operator Earl Cobbs was named Most Valuable Player by his Division Championship team, Our Gang. Cobbs, center fielder for Our Gang, has played on the team for 10 years. He says he loves the game and this love of his life has lasted for 34 years. Cobbs spent two years playing in the minor leagues before serving in Vietnam.

Known as "Mr. Still Good" to his teammates, Cobbs racked up 7 RBIs in the last season. Cobbs' dream is to own a major league team on which he can play, "I can see it happening, but one more thing has to tick . . . a miracle from God."

Division 15 Barbecue

Part-time Operator Maria Cuellar was more than excited about contributing to the success of Division 15's barbecue. Singlehandedly, she sold over 600 raffle tickets for prizes which included a VCR, \$100 gift certificate to the May Company, a pair of binoculars, and several VCR taped movies.

In the assembly line of edibles were flavorful barbecued ribs, chicken, links, home cooked beans, and a variety of salads. Barbecue committee members were: Jesse Alvarez, Allison Burton, Singh Butalia, Forest

Churchill, Albert Cleaves, Maria Cuellar, Diana Cupp, Sylvia Echeverria, Janet Green, John Jiminez, Hortencia Lopez, Herlinda Najarro, Sharon Niggel, Eduardo Peza, Ron Reedy, Jon Rossiter, James Steiner, James Svanda, and Milde Wiley.

The barbecue was a joint effort which ran quite smoothly. Assistant Transportation Manager Ron Reedy remarked, "This type of activity builds a rapport between employees, Maintenance and Transportation. It was really beautiful."



Division 15 BBQ Committee — First row, left to right: Operator Eduardo Peza, Operator Sylvia Echeverria, Operator Forest Churchill, Charlotte Burton, Operator Herlinda Najarro, Transit Operations Supervisor Janet Green, Operator Milde Wiley. Back row, left to right: Transportation Assistant Manager Ron Reedy, Operator Salvatore Russo, Operator Allison Burton, Operator Albert Cleaves, Operator Jon Rossiter, Operator Sharon Niggel, Operator Maria Cuellar, Operator Singh Butalia, Operator Jesse Alvarez, Operator James Svanda, and Operator James Steiner.

Sic Transit. . .

by Alex Pagés



Division 5 Barbecue

When asked about the barbecue in its entirety, the operators of Division 5 were most admiring of their ability to organize and work together as a team with administrative backing. The sentiments of the operators reflected togetherness in numbers and pride in knowing that this was their first barbecue in which the operators could participate free of charge.

The division's raffle at \$2.00 per ticket included a chance at a stereo cassette recorder, color TV, and a bicycle. An estimated 650 guests and

employees were served an assortment of barbecued meats, fresh salads, baked beans, and ice cream.

Working especially hard to make for an enjoyable barbecue were committee members: Janice Casy, Thoma-sine Corbin, Herbert Daniel, Terrell Davis, Esther Ford, Dwight Graham, Eddie Harris, Norma Hooker, Joseph Joshua, Ora Joshua, Albert Judson, Jean Murphy, Gregory Oliver, Clyde Perry, Felix Pierce, Beverly Rosser, Curtis Shelby, Beverly Stepney, Verena Stewart, Roger Thompson.



Division 5 BBQ Committee — (front row, left to right:) H. Daniels, G. Oliver, C. Shelby, F. Pierce, and J. Joshua. Second row, left to right: C. Murphy, A. Judson, N. Hooker, V. Stewart, E. Ford, B. Rossner, O. Joshua, T. Davis, and B. Stepney. Third row, left to right: Manager Ralph Wilson, D. Graham, J. Casey, R. Thompson, C. Perry, T. Corbin, and E. Harris.



RTD Goes to the Movies

RATING SYSTEM

- ***** — A once in a lifetime movie
 **** — Terrific; must see
 *** — Entertaining; worth the price of admission
 ** — Okay; only for bargain matinees or discount tickets
 * — We warned you
 BOMB — Truly awful; either extremely painful or hysterically funny for all the wrong reasons

Maxie — ***

Maxie starts off slow, but you'll find that the story is worth staying with. A nice, clean-cut young couple moves into an old Victorian townhouse in San Francisco. Nick is an expert on rare books. Jan, a rather timid sort, works as secretary to the Bishop of San Francisco. While peeling the wallpaper in their living room, they come across an inscription that reads, "Maxie Malone lived here, March 30, 1927 — Read it and Weep." It turns out Maxie scrawled that during her going away party before she headed down to L.A. for her big screen test with D.W. Griffith. She was poured in her car, took off, and promptly wrapped herself around a tree. Since then, her spirit has wandered restlessly, because she never knew whether or not she had it in her to really make it. Nick, however, accidentally allows her to come back onto this plane, and take over the body of his wife. It is at this point that the movie comes to life. Jan is plain, conservative. Maxie is, to put it mildly, trashy. Jan would never dream of upsetting anyone or standing up for herself. Maxie not only stands up, she does the walking over. Maxie wants a screen test and Nick, Nick wants his wife back, Jan thinks she's going crazy, and the Bishop has called for the exorcist.

It's cute and funny, with an excel-

lent performance by Glenn Close as Jan/Maxie, and fine support from Mandy Patinkin as Nick, Barnard Hughes as the Bishop, and Ruth Gordon, in her last role, as Maxie's old partner and Nick and Jan's landlady. There are a few problems with plot and pacing, but most of the film is lighthearted enough to forgive and forget. So, go and enjoy, and leave your cares behind for awhile. The sole purpose of this movie seems to be to entertain, and isn't that what it's all about?

Plenty — **1/2

The half star you see above counts for performances, because that is what helps make this movie worth sitting through it all. The film opens in occupied France during WWII, and spans approximately 20 years in the life of Susan, played by Meryl Streep. Susan is a member of British Special Services dropped behind enemy lines to help the French Underground. She longs for the war to be over, and confesses her fears to Lazar, another British agent who is passing through. They spend the night together, and then he must move on, two ships who pass in the night, two people who cling to one another for a moment of passion in the horror that threatens to engulf Europe and the world. It is beautiful, romantic, and tragic.

I'm not exaggerating with the above. At least, not much. This is how Susan views her time in the Resistance; exciting, tragic, passionate, and fleeting, a time when life is lived to the fullest because the next moment it might be gone. This view serves to skew her perception of life after the war, and hurts her relationships with others, as she seems to be still waging

that war inside herself. Unfortunately, we don't see how she is really dealing with this; we only see how it affects others, and how it is slowly destroying her life.

The film is episodic in nature, jumping from France to Brussels after the war, then to London, where Susan has returned to work as what seems to be a secretary in a shipping company. She complains to her friend and flatmate Alice that she desperately feels the need to move on, she feels restless. This restlessness drives away her current lover, Brock, then the action jumps once more to 1952, and the coronation of Elizabeth II. Susan is now on the committee that is responsible for the coronation banquet. No word on how she got on the committee. Lapses such as these are where the film fails; major events occur without explanation. The action is choppy, and seems to lose its way at times. The advertisements on TV portrayed the film in a light vein. It is not. There are some funny moments, but the texture of the movie is dark and depressing. Streep is the star, with the cast arranged to showcase her. There are three other marvelous characters whom I wanted to see more of, though. John Gielgud as Darwin, a member of the foreign office who is oh, so, very, very correct, serving Queen and Country to the best of his ability and honor; Mick, one of Susan's lovers, played by Sting, who is turning into a fine actor with a good screen presence and delivery; and Alice, Susan's friend, who stands by Susan through thick and thin, and whom the script unfortunately has walk out of the scene at the crucial moment, once again without explanation. If we'd seen more of Darwin, or

Mick, or the story had been that of Susan and Alice, then this film would have been a much better one.

Ordeal by Innocence — **

Agatha Christie, the world's most popular mystery writer, has a quality that somehow seems to elude filmmakers who wish to bring her books to life on the silver screen. Only a very few movies have actually managed to capture the essence that have made Dame Agatha's works popular around the globe. That doesn't mean they stop trying, and *Ordeal by Innocence* is the latest effort.

The cast, headed by Donald Sutherland and Christopher Plummer, is top-notch, and their performances form a wonderful air of deception and sorrow, the cover-up of a horrible crime. Faye Dunaway has a small part as the victim, and is shown only in flashbacks.

Now, if the movie stopped there, with just the acting, it would be an excellent film. Unfortunately, there are a few little problems with the musical soundtrack. How many times do you actually *listen* to a music soundtrack. With this movie, you have no choice. The music, a wonderful collection of improvisational jazz, is intrusive and distracting. There's just been a murder. Our hero rushes to the scene of the crime. The music is upbeat. Not uptempo or urgent, but *upbeat*, a confection of strings and clarinets, as if he were going for a stroll in the park. Not exactly appropriate.

Ordeal by Innocence has all the makings of a very fine film; however, it falls just short of the mark. It's not for everyone, but I recommend it for true Christie fans. — Carolyn Kinkead

Blood Drive

The annual District bloodmobile drive will be held Friday, December 6, 1985, from 10:15 a.m. to 3:00 p.m. in the Administration Building. All District employees between the ages of 17 and 66 and who are in good health and weigh at least 110 pounds are encouraged to donate. Last year the District supplied over 97 pints of blood to the Red Cross. Let's set an all time record this year!

Division 12 Barbecue

Prizes! Prizes! Prizes! At their annual barbecue, Division 12 gave away the store. Well, not exactly the store, but free food to employees and families and prizes such as cameras, clocks, stereos, and a set of pearls were raffled off every 1/2 hour. Tickets for the raffle were 3 for \$2.00.

The aroma of scrumptious chicken, ribs, and links filled the air and kept many coming back for more. Flavorful home-made mustard and collard greens were prepared by Dee Green.

Dedicated Barbecue Committee

members: Bob Bushong, Lee Cormier, Marvin Crook, Bertha Dennis, Jim Endicott, Delores Green, Katie McCay, Janis Riley and Dave Willie worked particularly well together as evidenced by the warm and approving smiles on the faces of the crowd. Assistant Transportation Manager Sue Harvey's enthusiasm for the day's activities could hardly be contained. "My barbecue had to be good because I had a great committee; and when you have great people working for you, it has to turn out good!"



Division 12's BBQ Team — Front and center: Assistant Manager Susan Harvey. From far left to right: Dale Dixon, Bob Bushong, Katie McCoy, Lionel Cormier, Janis Riley, David Wille, and Bertha Dennis. Back row from left to right: Gene Paternoster and Dolores Green.

Division 18 Barbecue

"Eve in Hawaii" was the theme of Division 18's barbecue that was held on September 20. Over the past ten years the division has taken pride in selecting themes that spark memorable and festive times. An estimated 350 people enjoyed beef brisket, ribs, chicken, corn-on-the-cob and home-made vegetables by Annie Lewis and Ernestine Dillard.

Clad in decorative and colorful leis were the barbecue committee: Rebecca Allen, Jo Ann Bynum, Carnell Hampton, Jerrel Hunter, George Johnson, Ulysses Johnson, Eddie Lewis, Odessa Lewis, D.L. McLaughlin, Bernice Robinson, Maria Rodriguez, Cassell Scott, Charles Stepps, Helen West, Ernestine Dillard, and Gwendolyn Harper.



Division 18 BBQ Committee — Front row, left to right: M. Rodriguez, G. Bynum. Second tier, left to right: B. Robinson, R. Allen, and D. McLaughlin. Third row, left to right: D. Hampton, H. West, O. Lewis, C. Scott, and E. Lewis. Back row, from left to right: J. Bynum, C. Stepps, U. Johnson, J. Hunter, G. Johnson, and E. Dillard.

COMMENDATIONS & SHIFTING GEARS

COMMENDATIONS

Division 1

Bernstein, Andrew O.
Spencer, Laverne

Division 2

Cisneros, Armando L.
Erving, Johnny R.
Rivadeneira, Alberto
Williams, Melc

Division 3

Jones, Bobby J.
Menjivar, Oscar Z.
Pickens, James

Division 5

Alexander, Theodore
Carter, Jimmy P.
Jennings, Antonia L.
Townsend, Cynthia L.

Division 6

Hemsley, Roy A.

Division 7

Abner, Johnnie L.
Anderson, George
Coleman, Juanita
Evans, Albert
Hernandez, Ernest
Johnson, Keith
Poole, Bennie R.
Ruttlen, James A.

Division 8

Andrews, Raymond
Brollier, William
Buell, David A.
Coleman, Frances
Rogers, Ken J.

Division 9

Alcantar, Luis F.
Cota, Joe J.

Division 10

Marsala, George
Patterson, R.C.

Division 15

Aleshire, Dale K.
Culbert, Eunice
Jackson, John D.

Division 16

Galvez, David B.
Rayford, Jimmy
Young, Fred

Division 18

Cooper, Sonja L.
Guzman, John H.
Peace, Harold L.

SCHEDULE CHANGES

Alston, Kurt D., from Mechanic B to Mechanic A.

Arredondo, George Z., from Mechanic A to Mechanic A Leader.

Bell, Jennette M., from Entry Level Professional Trainee to Acting Assistant EEO Representative.

Berger, Suzanne B., from Entry Level Professional Trainee to Acting Buyer Assistant.

Bishop, Deborah J., from Entry Level Professional Trainee to Acting Training Coordinator.

Bojorquez, Diane T., from Ticket Clerk to Ticket Office and Reports Clerk.

Camp, William A., from Electronic Communications Technician to Systems Electronic Communications Technician.

Chavez, Manuel F., from Stock Clerk to Truck Driver Clerk.

Cuong, Hua P., from Mechanic B to Mechanic A.

Diaz, Laura, from Operator to Transit Operations Supervisor/Instructor.

Dobravolskis, Mickel, from Mechanic B to Mechanic A.

Foster, Marla R., from Information Clerk to Stock Clerk.

Fox, Karen F., from Middle Manager Trainee to Acting Junior Systems Programmer.

Gaither, Vincent J., from Mechanic B to Mechanic A.

Green, James I., from Operator to Transit Operations Supervisor.

Green, Keith E., from Operator to Transit Operations Supervisor/Instructor.

Guzman, Edward R., from Mechanic C to Mechanic B.

Hairston, Simon, from Transit Police Investigator to Transit Police Sergeant.

Haney, Cecilia M., from Typist Clerk to General Clerk II.

Heffler, William L., from Electrical Maintenance Supervisor I to Electrical Maintenance Supervisor II.

Henderson, Darryl, from Stock Clerk to Truck Driver Clerk.

Hinkle, Phillip J., from Transit Police Officer (Trainee) to Transit Police Officer.

Johnson, Anthony P., from Mechanic C to Mechanic B.

Jones, Larry O., from Mechanic B to Mechanic A.

Karlson, Donald R., from Division Transportation Manager to Acting Transportation Superintendent.

King, John, from Buyer to Acting Assistant Contracts Administrator.

Kunishige, Calvin K., from Mechanic C to Mechanic B.

Little, Carlton E., from Transit Police Officer to Transit Police Investigator.

Lopez, Jeanette, L., from Typist Clerk to Ticket Clerk.

Maranan, Antonio D., from Mopper Waxer to Cash Clerk.

Maxwell, Rodger O., from Applications Control Technician to Programmer.

McCoy, Katie D., from Typist Clerk to Kardex Clerk.

McCoy, Ronald D., from Transit Operator to Transit Operations Supervisor/Instructor.

McElhattan, J.J., from Senior Programmer Analyst to Systems Project Leader.

Merriweather, Welton, from Operator to Transit Operations Supervisor.

Mitchell, Alphonso, from Acting Entry Level Professional Trainee to Acting Buyer Assistant.

Padilla, Patricia K., from Management Intern to Acting Personnel Analyst.

Paull, Edward G., from Supervising Personnel Analyst to Pension and Benefits Manager.

Perkins, Junius C., from Acting Middle Manager Trainee to Acting Assistant Contracts Administrator.

Pierre, Edward J., from Acting Programmer Assistant to Acting Applications Control Technician.

Portugal, Joe A., from Stock Clerk to Truck Driver Clerk.

Powell, Charles F., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Pruitt, John L., from Digital Technician to Digital Systems Technician.

Romero, Annette O., from Typist Clerk to General Clerk II.

Safaie-Fard, E., from Programmer to Programmer Analyst.

Skellos, Terry C., from Electronic Communications Technician to Systems Electronic Communications Technician.

Staten, Ray, from Utility A to Property Maintainer A.

Thorne, Susan M., from Personnel Analyst to Senior Personnel Analyst.

Vasquez, Horacio, from Mechanic C to Mechanic B.

Vega, Rita M., from Entry Level Professional Trainee to Acting Assistant Administrative Analyst.

Watson, William R., from Schedule Checker Supervisor to Schedule Checker Manager.

Williams, Francis, from Operator to Transit Operations Supervisor/Instructor.

Wong, Joe, from Programmer to Programmer Analyst.



SHIFTING GEARS

Bass, Samuel, an Operator since September 5, 1960, retired September 6, 1985.

Biggs, Hugh, an Operator since June 27, 1964, retired August 31, 1985.

Boyd, Billy, an Operator since August 15, 1960, retired September 13, 1985.

Costello, James, an Operator since December 18, 1945, retired September 3, 1985.

Cruz, David, an Operator since October 19, 1959, retired August 31, 1985.

Foye, Ferdinand, an Operator since August 29, 1960, retired August 31, 1985.

Harvey, Bennie, began with the District July 6, 1959, retired as a Schedule Checker August 31, 1985.

Johnson, John, began with the District September 11, 1971, retired as a Utility A July 31, 1985.

King, Irene, an Operator since June 21, 1944, retired August 31, 1985.

McChristian, Lonnie, an Operator since March 23, 1959, retired September 3, 1985.

Nava, Bernardo, began with the District September 19, 1966, retired as a Mechanic A September 21, 1985.

Parker, Francis, began with the District June 27, 1960, retired as a Utility A Steamer September 21, 1985.

Tagler Angelo, began with the District April 19, 1974, retired as a Sheetmetal Worker Leader July 31, 1985.

Tibbs, Willie, an Operator since March 5, 1959, retired August 31, 1985.

TRIPPERS

This song expresses an everyday situation on RTD buses. I am almost sure that everyone who has used or is using RTD buses should have heard the driver yelling: "step back, move back, step to the rear and move to the back" most the time when somebody wants to get on the bus. And "back door, back door, . . . open door" when somebody wants to get off the bus.

Not in Los Angeles only, but all over the world, people like to stand in the front part of the bus by habit. This song plays around this point.

—Dr. Ahamad A. Towfik
Los Angeles, July 1985

RTD Song

Please Step Back
Please Move Back
I Don't Want To Hear A Fuss
Don't Try With Me To Discuss
What Is Better For Us
Let Me Get Off This R.T.D. Bus
Please Back Door, Open Door
*** (This part will be repeated below) ***
You Have Seen My Pass
Which Is Regular Class
What Is This Trouble Of Smelling Gas
Let Me Go For
I Don't Want You To Bore
Today I My New Shirt Wore
But Now It Is Torn In This Bus Line No.
Four

I Don't Want To Be Sore
Please Back Door, Open Door
***** (Repeated Part) *****

Let Me Go Out
Don't Be With Me And Pout
There Is No Doubt
It Is Like Having A Drought
As You See
There Is No Seat On This Bus Or Place
Free

This Is Not A Good Bus For Transport
I'll Write To R.T.D. A Report
And I Should Get Your Support
I Want To Go To The Shore
I Cannot Wait Any More
Please Back Door, Open Door
***** (Repeated Part) *****

Facilities Maintenance Employees Commended

Ed Davis has been named the Facilities Maintenance Employee of the Month for September. Davis is the air-conditioning technician leader at Vernon Yard. He has been with the District since May 6, 1971, and has maintained an excellent working record.

The sweepstakes winner for September was Al Sayles, who works at the Division 18 regional shop. Mr. Sayles received four tickets to a UCLA football game.

IN MEMORIAM

Sympathy is expressed to the families and friends of employees or retirees who passed away.

Hunter, Louis, began with the District September 23, 1922, retired as an Operator, passed away August 31, 1985.

Jefferson, Sanford, began with the District October 12, 1955, retired as an Operator, passed away August 10, 1985.

Lands, Lola, began with the District August 21, 1975, as a Ticket Clerk, passed away September 19, 1985.

Pool, John, began with the District March 4, 1942, retired as an Operator, passed away September 4, 1985.

Sage, George, began with the District June 30, 1982, retired as a Schedule Checker, passed away August 16, 1985.

Sorenson, Sylvan, began with the District October 9, 1944, retired as an Operator, passed away September 8, 1985.

Stohr, William, began with the District January 5, 1970, retired as a Mechanic A, passed away August 28, 1985.



RTD HEADWAY



RTD Whiz Kid

RECREATION NEWS

Kings Hockey — \$50.00 senate seats for \$25.00

Opponents:

- November 9 — Montreal Canadiens
- November 13 — Detroit Red Wings
- November 16 — Pittsburgh Penguins
- November 19 — New Jersey Devils
- November 27 — Hartford Whalers



Lakers Basketball — \$40.00 senate seats for \$25.00

Opponents:

- November 5 — Cleveland Cavaliers
- November 8 — Denver Nuggets
- November 12 — Utah Jazz
- November 14 — Portland Trailblazers
- November 17 — New Jersey Nets
- November 20 — LA Clippers
- November 24 — San Antonio Spurs

Other Events

- November 5 — Lakers vs Cleveland \$7.50
- November 8 — Lakers vs Denver \$7.50
- November 16 — UCLA vs Oregon \$7.50
- November 23 — USC vs UCLA \$20.00
- November 26 — Halloween Haunt — Knotts Berry Farm \$11.75

Southern California Rapid Transit District
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RTD HEADWAY

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Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 5th 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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