

# HEADWAY



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## Eubanks Chosen as Operator of the Year

From the distinguished group of Operators of the Month for 1985, Division 7's Yucle S. Eubanks was selected Operator of the Year for 1985 at the April 4 Awards Luncheon held at the Bonaventure Hotel.

"This really surprised me," said Yucle following the award ceremonies. "There were drivers there, old-timers with 20 years or more with no missouts. I can't believe this happened to me." Yucle admitted he is a bit shy and all the attention seemed overwhelming at first. In addition to a plaque, Yucle received a check for \$250 and two tickets to the Al Green concert.

Director of Transportation Ed Nash, who acted as master of ceremonies at the event, declared each of the 12 operators in attendance as "the best of the best — superb technicians, excellent employees, and loyal servants of their community." He made the introductions of Eubanks and the 11 other operators who were runners-up for the District's highest honor. Congratulatory remarks on these operators who were recognized for outstanding courtesy displayed toward the public and their excellent driving records were made by UTU Chairman of Local 1607 Archie Grant. "I just want to thank you for what you do and how you do it," said Grant. "You are the cream of the crop and it's up to you to teach the ones that come behind you," he said.



Yucle S. Eubanks from Division 7 was selected 1985 Operator of the Year at the April 4 Awards Luncheon held at the Bonaventure Hotel. Labor and management were on hand to salute the award-winning operator. From left to right: UTU Local 1067 Chairman Archie Grant, 1985 Operator of the Year Yucle S. Eubanks, and General Manager John A. Dyer.

Assistant General Manager for Operations Robert Korach told the operators that being in the room with them was a privilege. "You show us the best that can be done. Your task shows great patience and genuine interest. Please keep it up," said Korach.

General Manager John A. Dyer praised the operators on their great flexibility within a year that has meant a series of adjustments. When the Proposition A Subsidy program ter-

minated last summer, District staff expected ridership levels to go down significantly. "Our ridership did not go down as we expected. We are carrying upwards of 1,600,000 passengers a day. That's more people than all the United States domestic airlines carry in a day. People don't understand the scale we operate on in a given day," he said. Dyer admitted that in an agency the size of the District, "It's tough to keep all the employees as motivated as you all are."

He acknowledged the operators' union leadership (UTU) and told them they could be proud of its administration. "We have a lot of mutual respect for each other. We have learned to work out our problems."

To the 12 operators, Dyer urged them to go one step further. "Wear this leadership role well at your divisions. Help us, help yourselves, and your fellow operators. I'm so very pleased to be a part of this ceremony. Congratulations to you all."

Following Mr. Dyer's closing remarks, the operators were introduced and presented with plaques. Mr. Dyer was handed the envelope containing the name of the winning operator. The spell of suspense was broken by the announcement of Yucle S. Eubanks.

Yucle S. Eubanks was Operator of the Month for March 1985. He drives a bus on the 10 line which travels along Melrose Avenue in West Hollywood to Maple Avenue and Seventh Street in downtown Los Angeles. He enjoys this route because he says he knows it "like the back of my hand."

Yucle came to work for the District 10 years ago after being laid off by the railroad. "The railroad called me back but I decided to stay with the RTD. I felt more secure." Prior to his experience with the railroad, Yucle worked 17 1/2 years with Rockwell

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## Hall and Estrada To Head RTD Board In 1986

Jan Hall, a Long Beach City Councilwoman and Carmen A. Estrada, representing the City of Los Angeles, were elected President and Vice President respectively of the RTD Board of Directors, March 19. Both officers were installed on May 8, 1986.

Hall becomes the first woman RTD Board President in the District's 22-year history. She joined RTD in

1981 as the fourth supervisory district appointee.

Hall was recently appointed by Governor George Deukmejian to serve on the Commission on the Status of Women and also was co-chairwoman of the Child Care Task Force. She is currently chairwoman of RTD's Finance and Joint Development Committee as well as chairwoman of

the Districts Benefit Assessment Task Force for the Metro Rail project.

In the Long Beach community, she has chaired several land-use committees and also chairs the Long Beach City Council's Tideland Committee. She has lived in Long Beach for most of her life, attending public school as well as City College and Cal State Long Beach. She and her husband, Jack, an insurance broker, live in east Long Beach with their four children.

Carmen A. Estrada joined the RTD in May, 1984, as one of two appointees by Los Angeles Mayor Tom Bradley to the 11-member board.

She is an attorney with the Western Center on Law and Poverty. From 1978 to 1983, she served as Director of Employment Litigation for the Mexican American Legal Defense and Education Fund. She also was a Reginald Heber Smith Community Law Fellow and staff attorney with Community Legal Services of Santa Clara County.

Estrada has received numerous awards, including the Hispanic Leaders Award presented by the San Gabriel Valley Human Relations Committee and most recently was chosen

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## RTD Easter Bunny HITs Skid Row



Chief Counsel Richard Powers balances a dozen new Easter dresses and bags of good used clothes donated by RTD employees.

The Headquarters Improvement Team managed to get the Easter Bunny spirit hopping at the RTD and the children on Skid Row, particularly in the Frontier Hotel, got the benefit.

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Newly installed RTD Board President Jan Hall and Vice-President Carmen A. Estrada.

# 10 New Mechanics Graduate, Join District Fold

The eighteenth Mechanic C training Class was graduated on March 14. Ten employees successfully completed the rigorous 22-week program jointly sponsored by the Maintenance and Employee Development Departments. Those graduates included Wayne Yoshimoto, Deborah Lee, Winston Jarrett, Thomas Ferrero, Samuel Fellows, Robert Perry, Harry Peterman, David Dunford, Steve Godin, and Eric Fassbender.

Byron Lewis, the director of Employee Development, presented opening remarks and introduced guests. General Manager John A. Dyer congratulated the graduates on successfully completing their studies and impressed upon the class "the importance of your efforts to the District." Director of Maintenance and Equipment L.R. Davis welcomed the new mechanics into the fold. "I like to see the good people come through the ranks. I look forward to working with all of you. I know it's been tough but it will pay off," he said.

ATU President Jerry Long commended Equipment Maintenance Instructor Juan Castro for guiding the class to its moment of completion.

Juan Castro, ever the watchful teacher, cautioned his students to be realistic. "You are not mechanics yet. Realize you have only taken the first step. Avail yourself of every opportunity. I'm pleased and happy for all of you. I'm like a mother, I want you to succeed," he said.

The program has graduated 240 mechanics since its inception in 1970. Juan Castro has been its primary instructor since 1983. "Before this assignment I had been working with trained mechanics who just needed a little polishing. I didn't know how I would reach people who had no concept of mechanics."

The program is open to any interested employee with seniority and a good attendance and conduct record. Mechanical experience is not required.

"But it all fell into place for me," said Castro. "I enjoy the challenge and I'm gearing up for class number 19," he said.

Program candidates are given a general test determining their proficiency in mathematics and English. Upon passing the test, the candidates become students for 22 weeks, meeting twice a week for four hours.

"Because we have students in the class who are mechanically inclined along with those who have never been exposed to mechanics, we aim for a basic mainstream approach," said Castro.

Students spend two hours in a lecture situation, then spend the balance of the class time in the shop or the yard practicing on buses what they have been discussing in class. They are introduced to every phase of coach repair including engines, transmissions, brakes, electrical systems, heating and air conditioning, and doors.

At the conclusion of the 22-week course, the Mechanic C's begin two weeks of on-the-job training. After their OJT stint, they are assigned to a four-month tour of duty at a division. After four months, the new mechanics rotate to a different division each month to learn the various approaches to repair. Within the last month of this 11-month period they are assigned to their home division.



Mechanic C Graduation Class of 1986 at the graduation ceremonies March 14. In front, sitting, ATU President Jerry Long. First row, from left to right: Maintenance Superintendent Tony Chavira, General Manager John A. Dyer, Instructor Juan Castro, Winston Jarrett, Deborah Lee, Wayne Yoshimoto, Thomas Ferrero, and Director of Maintenance and Equipment Rich Davis. Back row, from left to right: Acting Assistant General Manager - EEO Robert Williams, David Dunford, Eric Fassbender, Harry Peterman, Samuel Fellows, Robert Perry, and Steve Godin.



General Manager John A. Dyer congratulated each of the new mechanics and wished them luck in their new careers. Here he greets Mechanic C Thomas Ferrero.



Program Instructor Juan Castro, Senior Equipment Maintenance Instructor Michael Stange, and Director of Maintenance and Equipment Rich Davis at the Mechanic C's Graduation reception.



Superintendent Tony Chavira announced to the graduates that as of March 14 they were full-fledged Mechanic Cs.

As of March 14, the class of 1986 became full-fledged Mechanic Cs with full benefits. Their instructor Juan Castro congratulated each of his former students and said, "They are on their way to becoming skilled troubleshooters."



The Employee Development Department co-sponsors the Mechanic C Training Program. Employee Development Director Byron Lewis and Senior Training Coordinator Bill Dutton socialize with the graduates at the reception following the ceremony.

## Bus Service Trimmed On Low Yield Lines

The RTD Board of Directors on March 27 approved the cancellation of 13 high subsidy bus lines effective Sunday, June 29.

The action was taken to prepare the District against an anticipated loss of federal operating subsidies estimated to be in the range of 25 percent or about \$12 million. However, the loss of federal monies and cost increases due to inflation will be partially offset by growing ridership levels and resulting increases in passenger fare receipts. RTD projects a \$5 million deficit in its operating budget for the fiscal year beginning July 1, 1986.

These line cancellations are the first part of a four phase program designed to restructure the District's bus service in order to save \$5 million. Further service adjustments are scheduled for September and December of this year.

The 13 lines set for cancellation include one daily line, nine Saturday lines and eight Sunday lines. These bus lines were part of a larger package of service cuts originally proposed for cancellation in December of 1985. They were the subject of a public hearing last fall.

The line cancellations should save the District \$1.5 million annually to help offset the loss of federal operating assistance.

Approximately 1/10th of one percent of RTD's total ridership would be impacted.

The lines scheduled for cancellation require the highest operating subsidies in the RTD bus system.

## Eubanks Chosen Operator of the Year

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International. "The RTD is a good company to work for. I like it. If you come to work on time and do your job you won't have any problems," he said. That's also the advice Yucle gives to drivers with less time than himself.

Yucle believes that one of the most important aspects of his job is public relations. This means extending courtesy to his passengers; treating them the way he wants to be treated. "I'm nice to people. I don't give anyone a hard time," he said.

Following the ceremony Yucle left on vacation to Las Vegas. Before leaving he smiled broadly and said, "It's a happy coincidence for me. I'm going to be able to use some of this \$250 on my vacation. It came in just right!"

Yucle and his wife of 30 years have two daughters and live in Los Angeles. In his spare time, Yucle likes to work in his yard and "tinker" with his car.



The Operators of the Month for 1985 and runners-up for Operator of the Year are, from left to right: Division 8's Gilbert C. Moncivais, Division 15's Richard P. Jones, Division 6's Thomas E. Vaughn, Division 10's Narcizo Perez, 1985 Operator of the Year Yucle S. Eubanks, Division 5's Gerald F. Luke, Division 18's George Nahra, and Division 8's Alan N. Luke. Back row, from left to right: Division 12's Rafael M. Murillo, Division 15's Dainton L. Urso, Division 1's Peter M. Gerrits, and Division 5's Willie B. Tibbs.

## Hall: First Woman Elected RTD President

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Women of the Year at the National Hispanic Women's meeting. In addition, she recently was honored for her outstanding service to the community by receiving resolutions from State Senator Diane Watson and the County Board of Supervisors as well as a certificate of appreciation from Mayor Tom Bradley.

Estrada serves on the Board of the California Council for Humanities, the Comparable Worth Project, Oakland, and the Los Angeles Regional Coalition of Service Providers. She is a member of the California State Bar, Hastings Alumni Association, Berkeley Alumni Association, and the Women's Law Fund, Inc., Cleveland, Ohio among others. She currently resides in the Crenshaw District.

The RTD Board of Directors took the unprecedented action to delay installation of the new officers until May 8 in deference to the Metro Rail funding negotiations which were underway at that time with the Urban Mass Transportation Administration. Those negotiations involved funding the first phase of the Metro Rail project.

In the interim, RTD Board President Nick Patsouras and Vice President Gordana Swanson remained in office.

## HIT Committee: Easter Bunny on Skid Row

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Employees were asked to contribute new or good used clothing or money for the 60 children residing in the neighboring hotel. "We wanted to continue the goodwill we had established over the Christmas holidays," said HIT member and District Secretary Helen Bolen. All clothing and donations were accepted and delivered by Chief Counsel Richard Powers and Ms. Bolen.

Over \$1,000 was contributed to the cause. Of that amount, \$626 went toward the purchase of new clothing for the children. Ms. Bolen went shopping the weekend before Easter at several different department stores and in downtown Los Angeles. "It was tiring, but I got a warm feeling of satisfaction out of it. From the standpoint of the RTD, I think we can feel good about ourselves for helping those less fortunate. Our image in the community will be enhanced. We'll be seen as a caring, sensitive neighbor and organization," she said.

Ms. Bolen had been trying the week prior to Easter to reach the manager of the Frontier Hotel. Unable to contact the vacationing manager, Ms. Bolen and Mr. Powers contacted the Para Los Ninos Child and Family Service Center on Sixth Street. "They indicated they would honor our intent in distributing the clothes to the Frontier Hotel children," said Ms. Bolen.

Neither Ms. Bolen nor Mr. Powers had ever seen the Para Los Ninos Center and were quite surprised by what they found. "I think it's fantastic," said Ms. Bolen. "They seem to be sponsoring more humanitarian projects in the inner city than I've ever seen," she said.

Para Los Ninos has operated for six years in the skid row area. During that time it has developed into a comprehensive child and family social service agency. The underlying philosophy of the agency is that "no child should suffer." It operates six major programs which include child care for infants, pre-schoolers, and latch-key children. Other programs provided are a child abuse and neglect preven-



Richard Powers and Helen Bolen visit with Para Los Ninos pre-schoolers studying baby chicks with their teacher.



Para Los Ninos Executive Director Gladys Cabrera (left) and District Secretary Helen Bolen offer a toddler a new Easter dress donated by RTD employees.

tion project, a juvenile intervention program, and a family crisis center.

Ms. Bolen and Mr. Powers were met by the Executive Director Gladys Cabrera and given a tour of the facilities. "We would like the RTD employees to visit Para Los Ninos," said Ms. Bolen, "so that they can see the possibilities, the kind of impact we can make on the downtown area."

Both Ms. Bolen and Mr. Powers wanted to extend an extra special thanks to all the RTD employees who made donations. "We just distributed the clothes," said Ms. Bolen. "It's the employees who deserve the credit for their goodwill."

The remaining money raised through the Easter Campaign will be used to fund future charitable projects said Ms. Bolen.

## Half A Million Senior Passes May Sell By June

RTD expects to sell more than 600,000 senior citizen passes as a result of 29 community buy-down programs in the county of Los Angeles by the end of the fiscal year.

Nearly 360,000 senior citizen passes have been sold since July 1, 1985, with an estimated 51,000 seniors buying a pass each month under various buy-down programs.

The 29 cities, including the City of Los Angeles, have selected to invest a portion of their Proposition A transit tax funds to subsidize RTD monthly passes for senior citizens.

RTD's regular monthly senior citizen pass sells for \$7. All cities involved in subsidizing senior passes are selling the monthly passes for \$4.

More than 80 percent of the nearly 450,000 senior citizen monthly passes sold between July 1985 and February 1986 were purchased under a buy-down program.

A total of 308,945 senior citizens passes were sold to seniors living in the City of Los Angeles, representing 69 percent of the total number of passes sold through that same period.

Cities participating in the senior citizen buy-down program include: Agoura Hills, Alhambra, Baldwin Park, Bell, Beverly Hills, Burbank, Commerce, Covina, Cudahy, El Monte, Glendale, Hawthorne, Hermosa Beach, Huntington Park, Inglewood, La Puente, Lynwood, Manhattan Beach, Maywood, Monterey Park, Pico Rivera, San Fernando, Santa Fe Springs, South Gate, South Pasadena, Temple City, West Covina, and West Hollywood.

# Taylor and Cheaves Awarded for Accessible Service

Accessible Service Awards were presented April 3 to Division 7 Operator Bobby F. Taylor and Division 5 Operator Teddie E. Cheaves for providing outstanding transportation service to senior and disabled passengers.

Operators Taylor and Cheaves were awarded accessible service pins

and certificates of appreciation signed by RTD Board President Nick Patasouras; Chairperson of the Ad Hoc Committee on Accessible Transportation, RTD Director John F. Day; General Manager John A. Dyer; Director of Transportation Ed Nash, and Division Managers Roy Starks and Bill

Griffin. The operators were presented to the committee by their managers.

Bobby F. Taylor has been with the District for 18 years. He has maintained an excellent record with no missouts since 1983, has received a 5-year safe driving award and 90 merits. He drives the 1 line. Married, with three daughters, his hobbies are collecting old phonograph records and videos. He also enjoys roller skating.

Teddie E. Cheaves drives the 111 line plus a tripper on the 40 line. He has been with the District for 14 years and in that time has never had a miss-out. Cheaves possesses the maximum number of merits. On receiving his honor, Cheaves responded, "I felt this was just part of the job. The people made it easy for me because they seemed so appreciative when I picked them up".

The criteria for an Accessible Service Award requires an operator to comply with the following during the quarter for which the award is made:

- Accumulation of no more than three instances of sick time, missouts, and unexcused absences, not to exceed a combined total of seven.
- No suspensions.
- No chargeable accidents.
- No chargeable passenger complaints.
- No rule violations.
- No indefinite leave.



Two operators received the RTD Accessible Service Award for the Winter Quarter at the April 3 Ad Hoc Committee on Accessible Transportation meeting. They were Bobby F. Taylor from Division 7 and Teddie E. Cheaves from Division 5. Front row, from left to right: Division 7 Manager Roy Starks, Bobby F. Taylor, Teddie E. Cheaves, and Division 5 Manager Bill Griffin. Back row, from left to right: Citizen's Advisory Committee on Accessible Transportation Chairman Charles Devlin, RTD Director Carmen A. Estrada, RTD Director John F. Day, RTD Director Charles H. Storing, and General Manager John A. Dyer.

- Documented commendation by an elderly and/or disabled person and the recommendation by his or her division manager.

## Top Operators for February

The awards for the Operator Recognition Program for the month of February were announced in the latter part of March. The presentations include the Manager's Award and the Sweepstakes Award. The program 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 pursuit are listed below.

## Division 5 Celebrates With Most Safety Awards

Transportation Division 5, to date, tops the list with the most operators—51—receiving safety awards for the most number of years. Recognized at the Safety Day Luncheon held March 12, Operator Ernest B. McCarns leads his division with 24 years without a preventable accident. For 21 years, Benjamin Cooper was honored with a certificate. Elijah A. La Cour secured a 16 year safety record. Tommie L. Johnson was recognized for his 14 years. For 11 years of safe performance, Willie Gary was honored.

Accumulating 9 years of safe driving were Keith J. Courseault, Sidney C. Jackson, and Michael P. Mitchell. Joseph C. Daniels received an award for 7 years.

For 6 years Lorraine Brown, Levanna Smith, and Theron L. Watkins were lauded. In recognition of their 5 years of safe performance, Bettye J. Edwards, Hue Fortson, Jr., Donnie L. Jackson, Mary C. Jackson, Robin S. Smith, and Elmore J. Tircuit received commendations.



Transportation Division 5 Safety Day Award Winners. Front row, from left to right: Elijah La Cour, Rose Mitchell, Ernest B. McCarns, and Transportation Superintendent Wes McCarns. Back row, from left to right: Division Manager Bill Griffin, Operations Staff Superintendent Daniel G. Miller, Transportation Superintendent Don Karlson, and Safety Analyst Frank Larson.

Avoiding a preventable accident for 4 years were William A. Avery, Raymond Johnson, Jr., Rose S. Mitchell, Tommie V. McNeil III, Nathaniel L. Ruffin, Peter J. Williams, and Robert E. Winbush.

For 3 years without a preventable

accident, Wendell R. Ellis, Michael E. Floyd, Leonard C. Jefferson, Zakiyyah W. Salaam, and Veronica L. Welch were recognized.

Thirteen operators were saluted for 2 years of safe performance. They included: Terrela S. Adams, Ashton E. Baker, Jr., Aaron Benjamin, Johnny A. Butler, Larry E. Chander, Clifton E. Dean, Daniel G. King, Alterstine Lawrence, Charles R. Payne, Jerome A. Poland, Beverly J. Stepney, George R. Washington, and Walter L. Wright. Those operators honored for 1 year without a preventable accident were Tyrone L. Brooks, Bruce D. Hall, Louis G. Hohl, Jr., Jeffrey W. Liggins, Aubrey L. McGlory, Bennie E. Pettigrew, Edward N. Stroman, and Wynona M. Wardlaw.

Maintenance Division 5 honored 6 safety award recipients. Mechanic A Leader Carl Smith was cited for 22 years; Utility A Pat Anderson for 9 years; Mechanic C Willie Farrow, Jr. for 4 years; Service Attendant Preston Lillard for 4 years; Mechanic A Tommie B. Davis for 2 years; and Mechanic B Barrington H. Hall for 1 year.



Maintenance Division 5 Safety Day Award Winners. Front row, from left to right: Operations Staff Superintendent Daniel G. Miller, Service Attendant Preston Lillard, Service Attendant Pat Anderson, and Mechanic A Leadman Carl Smith. Back row, from left to right: Division Manager Luchus Smith, and Safety Analyst Frank Larson.

### MANAGER'S AWARD

Division	Recipient
3201	Henry R. Mencias
3203	Louis Morales
3205	Gary E. Gaines
3206	Willis J. Brown
3207	Thomas Fulton
3208	James C. Sherman
3209	Frank Elfattal
3210	Robert G. Biedron
3212	Walter C. Croom
3215	Dainton L. Urso
3216	Guadalupe Cobos
3218	Charles J. Porter

### SWEEPSTAKES AWARD

Division	Recipient
3201	John C. Alvarez Bernard P. Cota Gilbert Guterrez
3203	Larry T. Bowman Nelson P. Alvarez Raymond L. Potts
3205	Ronald L. Carr Rose S. Mitchell Rodney B. Bowers
3206	Lameach E. Jackson Richard K. Brady
3207	Michael L. Chapel Johnny J. Smith Ralph M. Hunt
3208	Eldon A. Hoffman John D. Moya
3209	John N. Fabiano John T. Poulos Rafael E. Rojas
3210	Bertram Taylor Jesse Weathersbee Cresencio Rodriguez
3212	Howard B. Brechley Harvey V. Brown
3215	William J. Strong Larry Silva Henrietta Caldwell
3216	Andrew Davis Leslie M. Park
3218	Ruby E. Lowe George Johnson Wallace H. Moore

## To Your Health

### Here's Looking at You, Mom!

**Editor's Note:** Few of our readers may know that Elia Hager is a mother to seven children ages 15 to 28 years old. In honor of this Mother's Day, we invited Elia to talk about being a mother and how she survives.

For some reason we tend to rationalize parenting and the preservation of the species takes some interesting forms in our children. There are times I feel I'm in a titanic struggle with some fiendish competitor and there are times when this very devious opponent will look into my eyes and say "Thanks, Mom, for everything you've done for me" — I surrender! If a parent thinks they "have" children or "raise" children, I say poeey, you're "kidding" yourself. Children keep you on your toes, you learn your limits, you realize how much you can take, give, and tolerate. They vex, test, push you to your limits.

Just when you're ready to contemplate celibacy for the rest of your life for your own safety/sanity this fiendish dictator comes to you clutching a beautiful rose from your neighbor's cherished rose garden saying "I picked this for you because I love you." And you think you can win this type of warfare? Ha! — either you're a parent of children under the age of ten or you don't have any.

I have to keep my perspective in all this — at this time I'm once again on the sea of adolescence with my baby (as I've been other times with my other children and several other times with "other's" sons and daughters).

My irritation is not so much for the growing up process but for the repetitive nature each adolescent feels that Mom just doesn't understand! That phrase may yet push me to physical retaliation if not to (God, no!) a general strike.

Yes, I have been contemplating the ultimate horror my home can endure — mom not listening, picking up, gardening, marketing, cooking (oh, no) . . . oh, yes, my dears. If you don't treat me with kindness and respect, I'm going to stop cooking!

Then what happened! The most insidious form of warfare, again, arms around my shoulders, a head leaning on my arm and eyes glistening with those fresh tears and a small voice so familiar and choking with so much emotion cutting through all my resolve. "Mom, you're the *only* one who listens and cares . . ."

Well, being a mother was not what I thought — I have grown in ways unimaginable, most of them positive. I've learned I have strengths and abilities for which I will always thank God. These children I "have" are gifts and you could say, surprise packages. I've been tested, frightened, run the gamut of emotions, but that dangerous and big adventure of parenting requires the courage to take big risks. The rewards, love and respect all are by-products and never guaranteed.

Well, I hope I remain patient and pray that my courage lasts as long as



by Elia Hager  
Visiting Nurse

my parenting does. Someone recently told me to keep lines of communication open for my beautiful teenager. I knew the person who said this didn't understand what was wrong between my daughter and me. My daily supply of courage had been depleted so my sense of proportion and humor could not be mobilized.

I thought to myself — in a hundred years from now will this really matter? — so I laughed at myself! The person driving next to me on the Pasadena Freeway probably thought I was listening to Lohman and Barkley.

### Life Style Survey Results Tabulated

College Hospital of Cerritos volunteered to design, print, and deliver for distribution at no cost to the District 8,000 Life Style Surveys. As the surveys were returned, they were sent on to College Hospital in boxes holding 300 or more. During April, College Hospital tabulated the surveys. The results indicated areas of physical and mental health that interest or concern District employees.

The final page of the survey was a sheet for rating degrees of interest in possible health fair attractions. Naturally, some exhibits were significantly more appealing than others, but all (with the exception of one or two) of the possible Health Fair features had a fair to strong degree of interest for employees. Therefore it was decided to offer something related to all the 34 possible attractions with the exceptions of Substance Abuse and Self-Hypnosis. Those two booths were not interesting enough to a significant number of employees. In place of them it was decided that the fair would offer finger-printing for children and power walking demonstrations for those interested.

A new offering at this year's fair, again based on a high degree of interest expressed in the survey, is a body composition computerized analysis of the body fat and the water ratio to lean body weight. The printout will indicate the individual's recommended weight, amount to lose or gain, and estimate the person's basal metabolism.

## RTD Employees Walk for Downtown Women

Ten RTD women with big hearts and tireless feet joined the ranks of over 2,000 participants in the 1986 May Company's California Woman 10K Walkathon held March 16. They included Sue Thorne and her two-year-old daughter, Christine, Karen Troupe, Hope Powell, Holly Giles, Faith Crudup, Madeline Van Leuven, Rissa Bernstein, Anita Allen, Gloria Reiley, and Mary Reyna.

These RTD employees, along with the thousands of other walkers braced themselves for the unrelenting

rainfall and hail to help ease the plight of homeless and mentally disabled women. Walkers secured pledges from friends, family, and co-workers to benefit the Downtown Women's Center, a non-profit organization providing shelter, clothing, and emotional assistance to women who may be physically, financially, or mentally unable to care for themselves.

The funds raised by the walkers (over \$150,000) will help pay for the Center's new residential wing for homeless women.



RTD Walkathon Women — These RTD employees joined over 2,000 walkers in the Walkathon to benefit the Downtown Women's Center held March 16. Sporting the yellow and black t-shirts given them after completing the 10K walk, they are from the left: Assistant Director Brenda Mitchell, Community Relations Representative Rissa Bernstein, Word Processor Operator Holly Giles, Schedule Maker II Madeline Van Leuven, Schedule Clerk Faith Crudup, Secretary Karen Troupe, and Personnel Analyst Hope Powell. Not shown are General Services Manager Anita Allen, Data Technician Gloria Reiley, Senior Personnel Analyst Sue Thorne, and Headway Editor Mary Reyna.

## Scholarship Fund Set Up In Memory Of David Allen



General Services Manager Anita Allen presenting donations to the Daniel Murphy High School scholarship fund in memory of her son David Allen. From the left: Derek Allen, Father John Loomis, Anita Allen, Harold Kelley, and Ruth Kelley.

In memory of her son David, who was fatally injured in an automobile accident March 18, General Services Manager Anita Allen presented \$1,256 to the Daniel Murphy Catholic High School scholarship fund.

The funds were a collection of donations made by over 170 RTD employees in lieu of flowers. Harold Kelley and Ceci Melanson on behalf of Anita contacted the school and discovered the established scholarship fund. "We knew people wanted to do something," said Ceci. "As we collected the money we decided not to close it out but to keep it ongoing."

Anita expressed her gratitude

not only to those who made contributions but to everyone who demonstrated their care. "I've been overwhelmed by the love and support of the people who reached out to us. Everybody has been wonderful, and with their prayers, . . . it has really helped. I want especially to acknowledge Ceci and Harold for all the help they gave me," she said.

Those employees wishing to make donations may mail them directly to the school located at 241 S. Detroit St., Los Angeles, CA 90036, or direct them to Ceci Melanson or Harold Kelley who will accept the funds and forward them to the school.

# COMMENDATIONS



Retirees were honored at a ceremony held March 19 during the Board Meeting. They were presented with plaques by RTD Director Leonard Panish. Those retirees honored included, front row, from left to right: Division 9 Operator Hector R. Castellano, Division 8 Operator James B. Garnett, Division 8 Operator Donald L. Grey, Division 18 Operator John J. Harrigan, and Division 18 Operator Melvin L. Harrison. Back row, from left to right: Assistant General Manager for Operations Robert Korach, Director Panish, and General Manager John A. Dyer.



Retirees were honored at a ceremony held March 19 during the Board Meeting. They were presented with plaques by RTD Director Leonard Panish. Those retirees honored included, front row, from left to right: Division 18 Operator Rodney Thiel, Division 9 Operator Lyndon F. Johnson, Schedule Checker Wallace K. McDonald, Division 1 Mechanic A Julio Soberanis, and Division 1 Mechanic A Juan C. Urrutia. Back row, from left to right: Assistant General Manager for Operations Robert Korach, Director Panish, Division 12 Operator Antonio Tirado, Jr., and General Manager John A. Dyer.



February Employees of the Month were presented with certificates by RTD Director John F. Day at the March 27 Board Meeting. Front row, from left to right: Division 1 Operator Hisanobu Sakahara, Telephone Information Operator Alonzo Williams, and Division 1 Transportation Manager Larry Johnson. Back row, left to right: Director Day, Acting Assistant General Manager - EEO Robert Williams, and General Manager John A. Dyer. Not shown is Division 9 Mechanic A Charles McCartney.



RTD Board Vice-President Gordana Swanson presented a resolution of appreciation on March 27 to former RTD Legislative Analyst Sam Olivito, Jr. for 18 years of dedicated service to the District. Sam retired from the District in December 1985 to accept the position of executive director of the California Contract Cities Association. From the left: General Manager John A. Dyer, Vice-President Swanson, and Sam Olivito, Jr.

## FM's Top Employee



Chosen recipient of the Facilities Maintenance Employee of the Month Award for February was Property Maintainer A Leader Eugene Phillips of Vernon Yard for his excellent work record and initiative in making important improvements to bus service equipment. Eugene received a total of \$2,250 in 1985 for suggestions submitted to the Employee Suggestion Program. He describes himself as a "jack of all trades" and "a part-time inventor." The sweepstakes winner for February was Naguib Yacout, an Electrician Leader from Vernon Yard. Naguib received tickets to a Lakers game.



Commendation of Excellence — Los Angeles Mayor Tom Bradley presents RTD General Manager John A. Dyer with a proclamation honoring Dyer for his direction in instituting a Disadvantaged/Women-owned Business Enterprise (DBE/WBE) program that serves as a model for governmental entities throughout Southern California. RTD awarded 23.1 percent of all contract dollars in FY 1985 to both DBE/WBE, surpassing the District's goal. The Mayor's Office of Small Business Assistance and the RTD plan on working together to further increase opportunities for DBE/WBE firms in the City of Los Angeles.



Director of Personnel Gayel A. Pitchford received the Emery E. Olson Award given by the Southern California Personnel Management Association for distinguished service. At the ceremony held at Cal Poly in Pomona on March 21 she was given the award by SCPMA Senior Past President Ron Samuels.

Director Gayel A. Pitchford was the recipient of this year's Emery E. Olson Achievement Award given by the Southern California Personnel Management Association at their Twentieth Annual Workshop at Cal Poly in Pomona held March 21.

The Olson Award was established to recognize outstanding contributions to the field of public personnel management.

Ms. Pitchford was honored for her instrumental role in implementing pay-for-performance, an Employee Assistance Program, training programs with outreach to women and minorities, and the suggestion

program among other innovations at the RTD.

The Olson Award was named for Emery Evans Olson, one of the most distinguished and creative contributors toward the professional advancement of public management and personnel administration. Olson was the founder of the School of Public Administration at the University of Southern California.

As the winner of the fourth annual Olson award, Ms. Pitchford thanked the association for its recognition of her. "I want, especially, to thank my staff for taking all my dreams and making them come true," she said.

# Akk To Direct New Risk Management Office

Barbara Yuriko Akk was recently appointed to the newly created position of Director of the Office of Risk Management at the District. Ms. Akk will oversee the offices of Safety Claims, and Insurance, and will be responsible for the District's property, public liability, workers' compensation, safety, and occupational health programs.

Risk management is a relatively new speciality in management quarters. "The best way to describe it," said Ms. Akk, "is that it is an organized process that manages, controls, and monitors all the activities of an organization that result in accidental losses." Risk managers analyze what kind of actions or behaviors contribute to losses or render the organization vulnerable to claims and how to pay for losses.

One can analogize to an individual said Ms. Akk. A typical loss an individual faces includes exposure to auto damage or injury in a car. "The individual considers how much loss he or she can assume, usually this is a deductible of the insurance policy and how much of the loss he or she cannot manage and is able to transfer to an insurance company. One would look at how the individual could reduce either the cost of claims or prevent them. The individual would consider use of seat belts, defensive driving, and maintaining the vehicle in working order." These are the kinds of safety-related and cost-reduction measures with which risk managers work.

One of the most compelling areas of risk management is that of Public Liability/Public Property Damage or PL/PD. This relates to anyone outside the District that may be injured or sustain property damage as a result of any District operation. It is one of the District's largest exposures considering the RTD's visibility and the number of its vehicles out on the road. "For the volume of vehicles that we handle and the scope of our operation we have a reasonable record," said Ms. Akk.

The District's coverage for liability is limited at \$30 million. Ms. Akk said only an incredible catastrophe such as a major earthquake damaging 45 percent of the fleet and injuring passengers would deplete the current program. But she recalled a recent wrongful death suit brought by the families of two men who went fishing and were drowned in a sudden rainstorm. "The families filed suit against the news station weather bureau for failure to inform them about the weather and they won. As long as those kinds of cases are tried and paid all I can say is that the RTD can be liable for anything. That's an example of what the American court system and trial lawyers have created."

Another problematic aspect of PL/PD is the number of claims that are filed against the District. "The system can be abused. It is abused in that many members of the public believe RTD, like other companies, can afford to pay. But when we have to pay for claims that may not be legitimate, those are dollars taken out of our operations budget that have to be paid to other people," she said.

Fraudulent claims, according to Ms. Akk, fall into three categories: 1) A member of the public witnesses an accident, and later tells officials they were on the bus and sustained injury but in reality were never on the bus. 2) Individuals on the bus involved in an accident who did not incur any injury say they did and file a claim. 3) Some employees, who for a variety of reasons, want to take off some extra time, and file a workers' compensation claim for problems that did not occur on the job.



The newly appointed Director of Risk Management Barbara Y. Akk.

It is these types of claims, Ms. Akk states, that take dollars away from all the employees that could be better used for equipment and added employee services. These dollars, she asserts, could go toward programs such as the one created in the city of Eugene, Oregon. "The City of Eugene Public Works Department reduced the number of back injuries by 40 percent in one year. The money they saved was used to build a gymnasium for employees. So, it can be done."

The claims on the books for PL/PD and workers' compensation at the District amount to \$101 million. "With further analysis, this year I will determine how much of that cost was preventable and how many claims were questionable."

The District's system was set up to pay for legitimate claims that occur. Ms. Akk's office will make sure that those legitimate claims are paid expeditiously; that injured workers receive quality medical care; and that their claims are handled quickly. "We are going to take a strong position against individuals with fraudulent claims. We will pursue legal actions against the claims and claimants."

Ms. Akk's agenda includes developing a better communication system with employees regarding claims, extending better services to employees, and developing programs that enable employees to stay healthy on the job.

"Information on how the workers' compensation process works may not be getting out to employees. It can be a traumatic experience when you are injured. You are faced with this enormous papermill that the State of California imposes. What we can do is try to expedite the process."

She believes that lost time due to injury can be reduced by maintaining a healthier workforce, just like athletes who when injured during the

season recover faster because they are in better physical condition.

"We all face the reality of being injured sometime on the job, sometime in our lives. We must ask ourselves if we are prepared for it. I grew up in Chicago where my father worked in the steel mills as a machinist. He was injured on the job, but because he was physically fit it saved his life."

Ms. Akk maintains her health and sense of wellness by eating three meals a day, exercising 20 minutes a day four times a week, and getting six to seven hours of sleep a night. "The biggest part is that I work at getting a lot of humor in my life. I really enjoy starting off the day with a good joke and doing warm-up exercises."

She would like to see more incentive programs offered to employees to stay healthy. "We need to reward the people who are producing and at the same time we need to recognize, reinforce, and stroke those people who have overcome problems and who have learned from that experience." She is convinced that the way anyone gets better is by sticking with the winners.

"For instance, the Chicago Bears football team was in the gutter for a long time. They may have been booed but their fans came out in zero degree weather to stand by them. The point of this is that the Bears worked on their special teams. They rewarded their people. They had fun. We can too!"

Ms. Akk says she is a specialty coach. She knows how to win the games of risk management. She can help District employees do a better job with what they have to work with. "We can help each other through a better year by working together and working smarter, not harder."

Ms. Akk comes to the District from the position of Risk Manager for the San Bernardino School districts. Prior to that she established her own consulting firm. She has been a senior consultant for Ebasco Risk Management Consultants, was Risk Manager for the County of San Diego, and was the Assistant Risk Manager for the Marmon Insurance Group in Chicago. She is a graduate of Northern Illinois University and is certified as an Associate in Risk Management (A.R.M.) by the Insurance Institute of America.

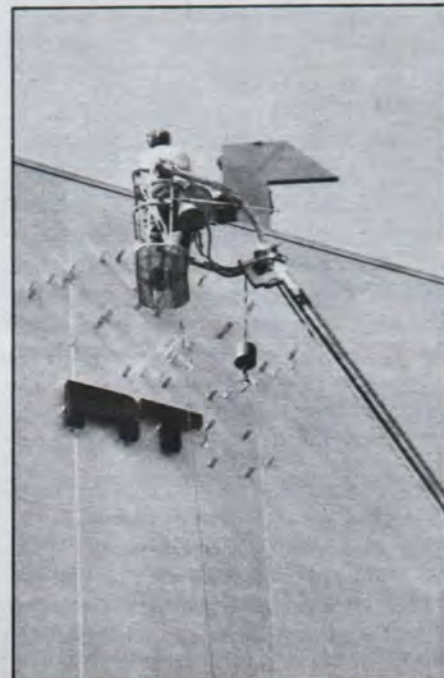
## And Finally We Got a Name



Six stories above the ground the drama of the naming of a building begins.



Slowly does it as the worker in the crow's nest is handed off the letters from his cohort on the roof.



Next comes the panels for the RTD Logo.



Voila! We christen thee the RTD!

# System Zooms Maintenance from the

When Director of Maintenance and Equipment Rich Davis came to the District seven years ago there was no way of knowing on any given day the status of the RTD fleet. "I felt as if I'd walked right into a Charles Dickens' novel," said Davis. "There were no modern management tools available to us."

For Davis the situation was untenable. He approached Director of Management Information Systems Robert Pentek and they formed a partnership to do something. Together they designed the concept for the Transit Management Information System (TRANSMIS) I and II.

"We got support from other departments and proceeded to sell it from here to UMTA (Urban Mass Transportation Administration) in

support vehicles. VMS is a major sub-system of TRANSMIS I.

"Nobody else in the world operating either bus or rail has got a system that can even touch ours," said Davis. The idea for the system was originally borrowed from the Chicago Transit Authority, but the system has been enhanced several generations beyond its Chicago source.

"This system has revolutionized my department in terms of how we manage and save. It was a good business decision from a cost point of view. Our budget has been essentially level for the last three years. We've come in under the inflation rate because of VMS." The system is credited with savings of nearly seven million dollars a year.

Davis feels from the human

VMS is an automated record-keeping system that tracks employees and buses through the use of terminals set up at each division. To begin a transaction an employee inserts his or her identification badge into a badge reader. Each maintenance employee has a laminated card with a punched code. These badges allow employees to job on or off. This creates a record for the employee which includes identification, time of day of each transaction, the type of job done, the vehicle on which the employee worked, and how long each job required.

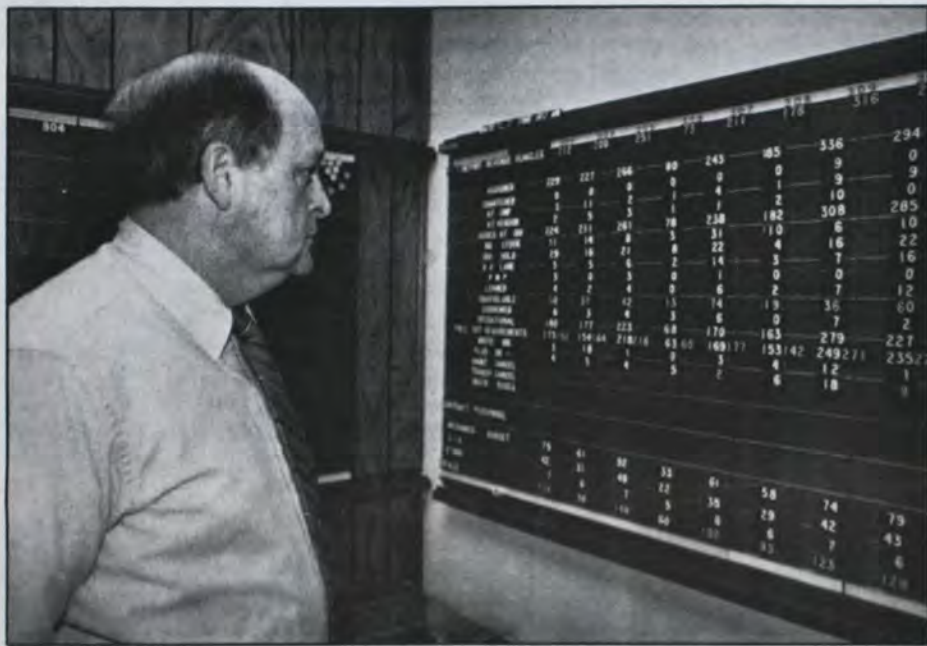
This compiled information allows managers and supervisors in the 11 divisions on-line or plugged into the system to generate reports to help plan maintenance schedules and work assignments. At the site of every badge reader is a book of codes. The mechanic reviews the job code index and enters in the exact job number. To complete a transaction, the employee follows a series of prompts.

"The beauty of VMS is that it's on-line," said Carlos Hernandez. "That means that the information is current, made up-to-date at the time of the transaction. There's no time lag at all. With their badges, mechanics update the data base as they go about

The badge reader is also used when fueling buses. At that time, the mileage registered on the hubdrometer on the rear wheel is read and entered into the terminal. As this mileage adds up it flags the computer telling the user at what point the vehicle needs a general inspection, a major inspection, a brake adjustment, etc.

"With this kind of warning system, we are in a proactive mode, not reactive," said Hernandez. "We used to fix things when they broke down. Now we've got a system that allows us to bring in buses for maintenance. We can plan ahead making sure that the personnel, the parts, and the work-space are available."

Road calls are automated. As they occur they are entered into the system by the dispatcher. The defect is described on the computer, thus a mechanic will know what supplies to take. Any abnormal transactions or errors are targeted by the system. The system retains a 30-day on-line history for all vehicles and employees. VMS also allows Maintenance interface with Purchasing and Stores thereby expanding parts accounting, parts stock status, and reorder point determination for shops at the divisions. It also initiates material requirement planning and is an integral part of the key South Park production control



Director of Maintenance and Equipment Rich Davis checks out the status of available buses in his "war room" at Division 4.

Washington D.C. Most people were responsive, some had to be persuaded," said Davis.

Pentek and Davis spearheaded the movement to automate the District. It cost \$35 million to implement the system. "Bob (Pentek) was the brains behind the project and I was the muscle to help make it happen," said Davis. "We fought all the early battles and secured the funding. Today TRANSMIS I, especially the Vehicle Management System, is an enormous success."

Since the advent of the Vehicle Management System (VMS) in 1982, Davis and his staff now have the tools to manage a large, complex fleet of 2,800 buses and approximately 750

standpoint of accepting change, the transition to automation has been outstanding. "This is nothing short of revolutionary. It's a tribute to men like (VMS Manager) Dave Lane, (VMS Instructor) Carlos Hernandez, and the rest of the VMS team that they managed the change in such a way that it was accepted by the workforce." Instruction through Davis' department has developed a cadre of people who are knowledgeable and proficient with the system.

#### How The System Works

To learn the mechanics of the system, Davis sent this reporter to Instructor Carlos Hernandez for a crash course in VMS.



VMS Instructor Carlos Hernandez shows the ease of record-keeping using the cursor on his IBM computer.

their day," said Hernandez. All the information gathered at these division terminals is passed to a remote front-end computer then to a host computer which transmits to the mainframe computer via microwaves.

The collection of information provides an up-to-minute bus inventory and availability report. This information is posted in the Management Information Center at Division 4 by Clerk Yolanda Saab. "Rich Davis can get the pulse of the District by viewing the data posted," said Hernandez. As a receiving center for information it houses at least four computer printers. The walls are lined with black plastic, edged bulletin boards on which the ever-changing numbers of bus availability are posted. It resembles a war room, in other words it looks like what it is — a command center. The listings include numbers on how many buses are active, at the Central Maintenance Facility, at a division, in the B.O. lane, loaned, borrowed, or involved in the Planned Maintenance Program.

system operated by Hal Stuben and Roger Flynn.

Supervisors calling up data on their screen are proficient in FOCUS, a fourth-generation computer language. It allows the user to search out records dating back a year. "FOCUS allows us to retrieve records in a matter of minutes," said Hernandez.

#### Big Brother?

At this point, perhaps, the reader may be wondering if once an employee "jobs on" is she/he captured by the computer and never allowed to "job off" forever under the watchful eye of Big Brother?

Hernandez said when he trained mechanics to use the system at the divisions he had to combat the "Big Brother" syndrome. "This is a business and we've got to run it like a business. When employees question me about Big Brother I tell them this is a system that documents their performance. If you are after a promotion



Student Intern Wilson Chu, Systems Analyst Lita Reyes, and Rich Davis examine a printout produced by the VMS.



## Clipboard Era Ahead to the Computer Age

VMS gives you the credit due you," he said.

VMS is a complete system of defining, classifying, recording, coding, and reporting data for analysis and management decisions. Hernandez agrees but states it isn't magic. "The system works because of all the hard work by many dedicated folks that goes into it," he said.

Rich Davis is convinced that they haven't mined all the gold in the system. "We are still learning about it. But without this system we couldn't do half the things we do. We could not have managed the Olympics without this tool. It gave us instantaneous information," said Davis.

This IBM-based system has become quite a showpiece and an attraction to transit properties around the world. "We have had consultants from IBM who understand the implications of our system come out, tran-

sit officials from London, Paris, Canada, the Middle East, and the Far East. Anyone who gets funding to study the bus industry comes to Los Angeles because we have the best data base," Davis said.

Student interns with computer science majors are hired on a part-time basis. "These students go on to take jobs with IBM because they are considered as coming out of a 'current shop', that is, we are a state-of-the-art location," he said.

Within weeks, Maintenance will deploy its Manpower Accounting System which will process the department's payroll on VMS. When the heavy and light rail systems come to Los Angeles the District will be ahead of the game with VMS doubling as the Rail Management System.

"Obviously we are proud of it," he said. "I know the complete status

of my fleet." Davis tells a story about the General Accounting Office to push home the point of VMS' swift retrieval speed. "The GAO brought in three auditors for six months to gather data determining the timeliness of our

preventive maintenance program. It took them six months to get data that it routinely takes us five minutes to get. By the time they compiled all their data it was obsolete, ours is current," he said, smiling with satisfaction.



For Davis it's been quite a journey moving the RTD from the clipboard era into the computer age.

## Call It a Wrap on the RTS II Retrofit-Phase II

On the morning of March 24, the last of 940 modified RTS IIs rolled out of the Division 4 garage.

The advanced design RTS IIs, manufactured by General Motors and put into service at the RTD in 1980, were the subjects of a retrofit program begun in July 1983. To celebrate completion on the last bus, the Division staff gathered for cake and a pat on the back by Director of Maintenance and Equipment Rich Davis.

The 940 buses retrofitted required 20 separate modifications per bus from current breakers to a complete fuel tank change. "This is a noteworthy achievement. It's the biggest job of its kind done in the industry. It was a good team effort that resulted in a quality job. We are very proud of the Division 4 staff, the Quality Assurance Department, and the mechanics at South Park who did the fabrication," said Davis.

Maintenance Superintendent for Planning and Programs Michael Leahy said the project represents a new concept in retrofit programs. "We've demonstrated that a centralized retrofit program is cost-effective

and reliable. We completed the program on schedule. We plan to repeat this kind of performance in the future as we've got four additional programs in the next year to be completed at Downey," said Leahy.

When a number of items on RTS IIs were first identified as non-operational, the manufacturers did not contest the problems but stipulated that the District would be responsible for enhancements that would make the parts operational. The Equipment Engineering Department identified the problem and worked out an agreement with General Motors. Most parts and materials were provided free to the District by the manufacturer under the contract warranty provisions.

Division 4 Senior Supervisor Mike Bottone said the Maintenance Department had also received a number of suggestions from operators about the RTS IIs, such as the driver's seat being too close to the steering wheel and too much glare on the driver's side window. These items were also modified.

"Other modifications involved



Division 4 Mechanics Rene Arevalo and Al Moreno change the headsign on #8481, the last RTS II to undergo major modifications through the Retrofit-Phase II program.



Forty-two Division 4 employees came out for the RTS II Retrofit-Phase II Wrap Party on March 24. They included front row, left to right: Bill Viramontes, Saul Garcia, George Rodriguez, Jose Luis Gonzales, Jeff Ferree, Nick Bakajin, (kneeling) Art Marquez, Ramon Meza, Jr., Larry Banuelos, Al Moreno, Edmund Brewin, Rene Arevalo, Robert Robles, Mary Vega, (standing) Gene Black, and Charles Cooley. Middle row, from left to right: Mike Leahy, Don Galbraith, Sylvvia Garcia, Eli Rodriguez, Juan Gomez, Jr., Rich Davis, Ruben Olivas, Rigoberto Banuelos, Michael Bottone, Don Mendoza, Michael DeGhetto, Rozlyn Sheridan, Walt Scarboro, Russel Ambos, III, Alfonso Villanueva, and Bob Pine. Back row, from left to right: Cecil Caldwell, Richard Milroy, Tom Sanchez, Larry Mead, Juan Melendez, Gerald Alford, Dagoberto Garcia, Jules Gauthier, Federico Cendejas, and Octaaf Blaauw. In the driver's seat is Michael DeGhetto's son Charles.

reinforcement of the engine frame which required welding. But the single largest enhancement was the removal of the defective 125-gallon plastic fuel tank. The plastic tanks were replaced with larger units made from steel.

Phase 3 of the retrofit program will begin at the end of this month said Bottone. "Phase 1 and 2 involved minor and major modifications of the

RTS II. With Phase 3 we will cycle in the buses for added enhancements," he said.

Other supervisors involved with the project included Michael DeGhetto and Max Martinez. Division 4 employees seemed proud of their efforts as they polished and readied bus #8481 and themselves for a picture to commemorate the completion of their task.

## Cancer Week Observed at Divisions

American Cancer Week, April 7-12, was observed at all divisions by the display of colorful posters and the availability of free brochures entitled "Recipes for Living." This newest information is the protection against stomach, intestinal, or colorectal can-

cers provided by a healthy diet.

The other areas of cancer prevention emphasized during this week were protecting the skin from the sun, eliminating tobacco in all forms, and self checks for breast and colorectal cancer.

## Transit Police Honor Employees of the Year for 1985

Transit Police Awards for the Employee of the Quarter and, for the first time, the Employee of the Year were given at a luncheon held March 10 at the Velvet Turtle restaurant. These awards are presented to recognize and honor security guard, officer, and clerical employees in the Transit Police Department for achievements in work performance, interpersonal relations, appearance, education, and performance evaluations.

Selected as Employees of the Fourth Quarter, 1985, were Security Guard II Shelton Ross, Secretary Michelle Berry, and Officer Luke Fuller. Shelton has been with the District for four years. In 1984, he received a commendation for his apprehension of an armed suspect shooting at citizens and employees across the street to the Headquarters Building.

Michelle Berry currently processes all of the department's reports and compiles the monthly statistical report. She has been employed with the District three-and-one-half years, all of which have been with the Transit Police Department. She is currently studying computer science at Cal State Dominguez Hills.

Officer Luke Fuller, along with being chosen Employee of the Fourth Quarter was also selected as Employee of the Year. Luke has been with the Transit Police for three years. In recent months his undercover investigation work has been lauded for its benefit to the District. He is attending Cal State Dominguez Hills working on a degree in Public Administration. One of his goals is to be a chief of police. Luke has the added



Transit Police Department Employees of the Year were Luke Fuller, Officer of the Year; Vickie Felts, Security Guard of the Year; and Jo Ann Serrano, Clerical Employee of the Year. From left to right: Assistant General Manager for Operations Robert Korach, Jo Ann Serrano, Vickie Felts, Luke Fuller, and Transit Police Chief Jim Burgess.



Employee of the Fourth Quarter Awards were given by the Transit Police Department to Luke Fuller, Officer of the Quarter; Shelton Ross, Security Guard of the Quarter; and Michelle Berry, Clerical Employee of the Quarter. From left to right: Assistant General Manager for Operations Robert Korach, Officer Luke Fuller, Michelle Berry, Security Guard II Shelton Ross, and Transit Police Chief Jim Burgess.

## Credit Counselors of LA Honor District Personnel Analyst



RTD Personnel Analyst Luanna Urie proudly shows her achievement award presented by Donna Fong, executive director of the Consumer Credit Counselors of Los Angeles for her active role in the promotion of their educational programs at the District.

RTD Personnel Analyst Luanna Urie was honored at the Twentieth Annual Meeting of Consumer Credit Counselors of Los Angeles held March 26 for her outstanding achievement in promoting the preventive programs of the organization.

Consumer Credit Counselors is a non-profit agency that counsels people with money problems. Its primary services are money management counseling, the arrangement of debt repayment programs, and the promotion of credit education.

Ms. Urie, the Employee Assistance Program (EAP) Coordinator in the District's Personnel Department, received her award from Executive Director Donna Fong who said, "Luanna has done a tremendous job

promoting the activities of the Consumer Credit Counselors of Los Angeles within the last two years."

Since 1984, Ms. Urie has coordinated all orientation visits and workshops held at every division and the Headquarters Building. She did all the advance promotional advertising to inform the RTD community of the functions of Consumer Credit Counselors of Los Angeles.

On her recognition, Ms. Urie said, "I was extremely surprised. I was just doing my job. It never occurred to me that I was doing anything special. But, when I began to think about all the flyers and posters I sent out to publicize the meetings, it felt very nice to be appreciated for all that work."

## South Park's Top Employee for April



Mechanic A Philip Williams was selected as the South Park Shops Employee of the Month for April. Philip has made a special contribution to the Engine Section by documenting procedures for each station showing bolt size and hardness, torque sequence diagrams, and specifications. New mechanics coming into this section will benefit from Philip's efforts. He has been at South Park since May 5, 1980.

distinction of receiving the first Employee of the Year award given by the Transit Police Department.

Security Guard Vickie Felts was named an Employee of the Year. She is currently assigned to El Monte Station. In addition to her work, Vickie is active in educational programs for senior citizens and the mentally handicapped. She has developed numerous special education programs for which she has received state and national recognition. She has authored several articles on working with the mentally handicapped that have been published in educational journals. She has been with the District for four and one-half years.

Payroll Clerk Jo Ann Serrano was cited as Employee of the Year because of her competent and conscientious attention to her duties. Jo Ann's husband, Raul is also employed with the District as an operator at Division 1. Jo Ann has been employed by the District for two and one-half years.

## Directors Endorse Ballot Initiative To Limit Damages

The RTD Board of Directors has endorsed a statewide June ballot initiative that would provide relief to millions of California motorists and private and public corporations squeezed by skyrocketing liability insurance costs.

Proposition 51 on the June 3 election ballot would limit, to the degree of fault, the amount of damages an individual motorist or his firm would have to pay for pain and suffering and other so-called non-economic damages. These claims account for the biggest portion of rising court awards in accident cases.

A victim's medical costs, loss of earnings, and other out-of-pocket expenses would still be paid for by those responsible for an accident, and those agencies or individuals best able to pay could still bear the brunt of these costs despite culpability.

Many businesses and public agencies, including RTD, now bear the responsibility of paying 100 percent of all damages in an accident case, even though only marginally at fault in many cases.

As a consequence, liability insurance premiums have skyrocketed in recent years and this expense has been passed on to individual consumers, as well.

RTD's premiums for liability coverage soared 4,600 percent last year despite the fact that the District maintains one of the best safety records of any major transit district in the nation. The District's premiums jumped from \$67,000 to \$3.2 million. Moreover, RTD's \$1.5 million deductible, which had never been exceeded in the previous five years, was raised to \$4 million.

RTD supported state legislation—SB 75—last year that mirrored the reforms incorporated in the ballot initiative. The legislation failed to pass the State Assembly, despite broad-based support, due to stiff opposition by lobbyists representing the trial lawyers association.

## Patsaouras — Metro Rail's Optimistic Cheerleader

RTD President Nikolas Patsaouras is, in a phrase, a well-turned-out man. He seems to be many things: elegant, charming, patrician, earthy, driven, content, friendly, remote. He definitely looks like "A" party list material with his perfectly trimmed, prematurely graying hair and his impeccably tailored suits. The sharpness of his appearance is surpassed only by the keenness of a quick-witted mind. Patsaouras allows his intellect and instincts to work in tandem. And, they work well for him. He will survey you from across a desk or a room allowing his shrewd, penetrating gaze to take you in all at once. You get the feeling that in a millisecond he's figured out what makes you tick. He is, to quote his fellow countryman, the Greek poet and novelist Nikos Kazantzakis, "a mariner of Odysseus with heart of fire but with mind ruthless and clear." Patsaouras is a man driven to accomplish. "That is just a part of me. I want and need to experience new horizons," he said.



He left his home of Athens, Greece at the age of 17, as he tells it, "for my studies" and despite barriers of language and culture, got his share of the American Dream. He obtained his bachelor's degree in electrical engineering from California State University, Northridge. At age 42 he is the owner of a highly successful electrical engineering firm and board chairman of the Marathon National Bank in West Los Angeles.

Patsaouras contends that every Greek is involved in politics. It is the main topic of conversation, second only to soccer, in any taverna. He is no exception to his stated rule. In 1980 he ran for the seat in the 5th Supervisorial District. He felt that as a businessman and an engineer he could address the issues of energy, transportation, and land use.

"I wanted to bring a business-like approach to county government. I wanted to see it become more efficient, more productive. I wanted to use some of the solutions and programs I mastered in the private sector."

While campaigning he debated the issue of Metro Rail with the incumbent supervisor Baxter Ward

who opposed it. "My appointment to the RTD board was a pleasant surprise. I was able to become involved in an issue that interested me long before I considered entering politics."

He was appointed to the RTD board by Supervisor Mike Antonovich in 1981 and has been the board president since 1984. During his term, he has led the District through some of its most exciting as well as tumultuous history, notably, the minefield of public opinion surrounding Metro Rail up to its groundbreaking in 1986. Considering the fact that he had to act as the head cheerleader within and outside the RTD, it was his optimism that held him in good stead over the last two years. "The people I encountered, whether it was at the health club, social functions, civic affairs, casual telephone calls, always seemed to be asking 'What's happening with Metro Rail?' 'When are you going to break ground?' or 'Is Metro Rail dead?' Regardless of my mood, the time of day or night, I had to respond and make a case for Metro Rail."

In the beginning Patsaouras found it annoying, but he said he quickly became used to the attention.

"In life we do not get to pick the most convenient or appropriate times for our challenges and opportunities. I knew I had to take on the challenges as they came up."

On the average Patsaouras spends about 2 days a week on RTD business. But a working day for Patsaouras ranges from 18 to 20 hours. "I start my day at 5 a.m. working out in the health club. My days usually end at 10 or, sometimes, midnight."

"I admit we faced some difficult situations. But, I saw them not so much as problems but as challenges. Personally, it has been very demanding. Looking back I was fortunate not to fall too deeply in the valleys. That was a combination of design and my personal characteristic — I'm an eternal optimist."

Patsaouras' other accomplishments in the last two years included presiding over the efficient RTD operation in the 1984 Olympics; negotiating successful labor contracts in 1985 with the RTD unions without a strike for the first time since 1969; and leading the RTD toward privatization.

His term concluded May 22. He leaves his office with a sense of fulfillment and relief. "If I were to rate myself on a scale of 1 to 10 with 10 being the highest, I'd give myself an 8 or 9. I am satisfied and at the same time grateful that I was given the opportunity to lead the District in the last two years."

Patsaouras defines a good administrator as one who has compassion but always maintains a clear sight on what has to be accomplished. "A good administrator gives his employees the freedom to exercise their initiative and at the same time, lets them know they are accountable. I'm convinced that a good administrator must rise through the ranks. It is that kind of training that develops compassion, understanding, and capability."

He did not seek reelection because he believes two years is enough time for a person to promote and implement his or her ideas, thinking, or programs. "There comes a time



when new leadership is essential," he said.

As demanding as his responsibilities to the RTD have been, Patsaouras enjoys his membership on the board. "The RTD is a unique institution. We are a public agency and at the same time a half-billion dollar corporation. Directly or indirectly we employ up to 15,000 people. The task is awesome. But, to have had this opportunity to serve on the board while Metro Rail was debated and developed was very exciting for me."

He is impatient with incompetence. Those unlucky enough to expose their inefficiency in front of him have felt immediately the sharp criticism of his tongue. He admits that his current opinion of the RTD is one he has not always held. "Before I came to the board I felt that a huge organization like the RTD had a lot of fat, was run inefficiently, was mismanaged and loaded with incompetence. I have found RTD employees to be hard-working, dedicated, and committed individuals who put in a lot of hours for an average salary, starting with our general manager, John Dyer."

"I think a lot of the credit for the good work we have done should go to John Dyer, for his ability to select quality top management."

Thinking about RTD's future, Patsaouras believes that, next to Metro Rail, the single most challenging opportunity the District faces is its relationship with the private sector especially when considering the reduction of operating subsidies for public transportation.

He is confident his successor, Director Jan Hall, will provide the necessary leadership to further public-sector/private-sector relationships that can provide efficient transportation economically.

"I have tremendous respect for both Ms. Hall and Ms. Estrada, for their intellect, forcefulness, and dedication to the District. Against my cultural background I'm a feminist. I strongly believe in women's abilities."

"If I can be sentimental, the respect I have for women was implanted by my mother. We were not well-to-do, but she was able to feed and cloth us with few resources. She had to work but at the same time she took care of us. My mother had the capacity to succeed. She had to live with the norms and obstacles of European culture, but that did not stop her from being strong and assertive."

He knows that people see him as a serious and sometimes, stern, person, but that side he explains is only his business persona. "When I know it's playtime I'm very expressive and fun-loving."

He enjoys listening to music, dancing good food, and wine. "I love Latin music, as a matter of fact, that's the main reason I learned Spanish. Subsequently, it came in very handy when I met my wife who is Mexican," he says with a mischievous grin. He and his wife Sylvia live with their two children Alexi, 13, and Tanya, 15, in Tarzana.

An active member of numerous business and professional organizations, Patsaouras is past president of the Association of Consulting Electrical Engineers. He was a member of the 1984 Olympics Advisory Commission, past chairman of the Los Angeles City Board of Zoning Appeals, Founder and Chairman of the Hellenic-American Chamber of Commerce and Founder and Chairman of the Los Angeles-Athens Sister City Committee.

In March, he received the first School of Engineering and Computer Science Outstanding Alumnus Award given by the California State University, Northridge.

When he wants to get away from it all and have a good time, he goes to his local Greek taverna to talk, he says about politics, and to dance.

### Blood Drive Set for June

The next American Red Cross Blood Drive will be held on Friday, June 13, between 10:15 a.m. and 3:00 p.m. in the area beyond the Headquarters Building cafeteria.

All District employees between the ages of 17 and 66 who are in good health and weigh at least 110 pounds are encouraged to donate.

Thousands of people in the Southern California area (perhaps District employees and family) will need replacement blood. The American Red Cross provides 94% of all blood required, but their supply is low. This supply, the gift of life, can be replenished by you and only you.

Last year District employees donated 89 units of blood. Let's set an all-time record this year!

## 2 Operators Win 'Working for RTD' Essay Contest

**Editor's Note:** In December 1985 the *Headway* sponsored the "Why I Like Working for the RTD" essay contest offering a first prize of \$100 and \$50 to the second-place winner. All contestants were asked to send in a typed essay of 250 to 300 words telling the *Headway* staff why they like working for the RTD. Of the essays received, the winners were judged to be Division 7 Operator Rick Morrissey for first place and Division 9 Operator Mervin N. Hunt for second place. Morrissey has been a part-timer since 1983. Hunt has been with the District for 21 years.

Morrissey and Hunt received their awards at the March 19 Board Meeting at which time they read their essays to the board. Their award-winning essays appear below.

### First Place—Rick Morrissey

Working for the RTD is more than a regular paycheck, a job, or a place to be, at a given time, on Monday morning. It's a way of life. Providing transportation for over a million riders daily is, to say the least, a challenge. This challenge is met seven days a week, 365 days a year by coordinating a vast array of talents, machines, and personalities. Being part of the drama that unfolds daily to meet the transportation needs of a million-plus passengers is exciting. Despite the constant barrage of negative media attention, this task alone is almost miraculous.

A life without discipline is like a car without gas, you can't get very far. RTD provides a framework in which individual effort is rewarded and work is performed. At times, I must confess, the abundance of rules and procedures can be quite taxing, but hey, they are what career advancement is based upon. RTD's rules can be hard, but they are applied to all

equally, without regard to race, creed, or color. Keep your nose clean and your individual goals are darn-near boundless.

Opportunity for advancement, challenge, and excitement are not all the RTD has to offer. Job satisfaction is another big plus. The "Good morning, driver," "thank you," and "have a nice day" comments can have tremendously positive effect in a way that isn't measured in dollars and cents. The public isn't shy; they do let you know what they think of your job performance, pro and con.

Don't get the wrong idea. My job has its share of frustrating experiences. Having to tell a bus load of people on their way to work that the bus is B.O. isn't much fun at all. Dealing with these everyday setbacks in a constructive fashion, however, builds character.

When all is said and done, it's hard to beat a job that provides a framework for personal growth, career advancement opportunities, financial security, excitement on a daily basis, and the challenge of moving more than a million passengers

every single day of the year. That's what a rewarding career is all about, and that's why I like working for the RTD.

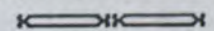
### Second Place—Mervin N. Hunt

The lady at the "Bus stop" signaled me to a stop. "Where do you go?" she asked. "Where do you want to go?" I asked politely. "That's what it is all about," I thought. Getting people where they want to go. Whether from a remote "Bus Stop" in your suburban neighborhood to the busiest one in downtown LA, it might be the start of a journey to anywhere; down-the-street, cross county, or to a plane which will take you half-around the world. Being part of getting people places is one reason I LIKE WORKING FOR RTD.

Getting people places and meeting new faces. One day a Junior High-er asked me, "Man, when did you start driving a bus?" Laughing I replied, "When I was younger than you are now" He looked at me kinda funny, and I continued, "As a little boy I was driving a toy bus in the sand-bank behind the house and now I am just a bigger boy driving a bigger bus." His eyes lit up and said, "Man, that's great!" Comradie with your people; interesting people that make you LIKE WORKING FOR RTD.

Getting people places and enjoying many benefits. Not only monetary benefits but those of choice. At least those of us in operations, can within the limits of our seniority, determine our work location, our hours and days-off, our assignments, et cetera. We enjoy considerable freedom to do our job within the framework of the rules. Another reason I LIKE WORKING FOR RTD.

Finally, I like to think I'm part of the team. Whether we work in the office, the shop, or on the road, we can take pride in knowing that together we are getting more people more places than just about any outfit in the world. After two decades in public transportation, I can still say I LIKE WORKING FOR THE RTD.



## Poet's Corner

Dear Editor,  
My name is Steven Valenzuela and I wrote this poem trying to express the way I feel about world events, mainly all the turmoil that has been going on lately. I'm a college student and I'm a part-time operator working out of Division 7. This is my first attempt at poetry, if you can call it that. I hope you can find a place for my poem in a future issue of *Headway*. Thank you.

Steven Valenzuela

Stop And Think

Why's this world in so much hate  
Can't people love their mate  
Must we kill

And

Obliterate?

Can't we laugh

And have some

Fun,

Playing games under the sun?

We're all the same—

Look around—

Made to love

And clown around!

We must stop this evil called

Hate—

We must love

Or

We'll

Eliminate!



"Why I like working for the RTD" essay winners receive their prizes at the March 19 Board Meeting. Division 7 Operator Rick Morrissey (front row left) received the first prize of \$100 and Division 9 Operator Mervin Hunt received \$50 as the second prize. Back row, from the left: General Manager John A. Dyer, Director of Personnel Gayel A. Pitchford, and RTD Board President Nick Patsaouras. The essay contest was sponsored by the *Headway* and appeared in the December issue.

## Fairly's Son Becomes Oratorical Stand Out

Lamont Clayton, the son of RTD Clerk Phyllis Fairly, recently won an oratory contest sponsored by the California Association of Compensatory Education. Lamont is in the ninth grade at Pasadena High School.

Since the contest, Lamont has been invited to speak at various functions. He spoke at the Pasadena School District Advisory Committee meeting where he received a standing ovation. The superintendent of schools was so impressed he invited Lamont to deliver his speech before the school board. He is also participating in the 1985-86 "Olympics of the Mind." The Olympics are a NAACP-ACT-SO sponsored program encouraging excellence and rewarding outstanding achievement among Black American youth. ACT-SO is an acronym for Afro-Academic, Cultural, Technological, and Scientific Olympics. A passage from Lamont's eloquent speech, entitled "What Independence Means To Me" is excerpted below.

It means accepting my responsibilities to my family, my school, my church, my community, and to my country. Having respect for others, being courteous, being dependable, getting along with others and

moreover accepting the responsibility to myself to be all that I'm capable of becoming.

Many of our countrymen have been born weak and in poverty. Many have grown old and weathered from the strain of a common day. But most have found that knowledge is the light that enriches the warmth of life. And that

opens the door to true independence.

We all may partake of it by opening up our hearts our minds and true understanding to realize the rights of others.

Maintaining positive attitudes toward their independence and well being. Thereby assuming the solidity to our own independence.



RTD Clerk Phyllis Fairly (left) with her son Lamont Clayton (center), who recently won a speech contest for his entry entitled "What Independence Means to Me," and her youngest son Robert.

# Transit Police Run Race for Children's Benefit

Ten Transit Police Officers braved the threatening weather on Sunday, April 6, to run in the Fifth Annual Jimmy Stewart National Relay Marathon held in Griffith Park.

It had been two years since the Transit Police competed in the marathon race. "Investigator Mario Casas initiated our participation. This year we got two sponsors," said Lt. Ernie Munoz. The sponsors, who preferred to remain anonymous, offered the entry fee of \$500 per team. The Transit Police were thus able to register with two teams of five men each. All the money donated by the sponsors and runners benefits the St. John's Hospital Child Study Center in Santa Monica. A crowd of nearly 20,000 came to cheer on the racers who represented the entertainment industry, medical personnel, aerospace, senior citizens, law enforcement, students, firefighters, church groups, and the military.

Each of the runners ran approximately 5.24 miles to make up the full 26 mile 385 yard distance, passing off the baton inside the exchange chute to the next runner. The philosophy behind the race is that not all runners who might like to run in a marathon can, but most runners can run at least five miles. Thus, the idea of the relay marathon was born.

The Transit Police team members included Mario Casas, Jay



Transit Police Officers competing in the Jimmy Stewart Marathon, from the left, front row: Mario Casas, George Thompson, Roy Crawford, and Ernie Munoz. Back row, from the left: Steve Eargle, Jay Ramos, and Bob Ridley.

Ramos, Everett Rodriguez, Steve Eargle, Roy Crawford, Ernie Munoz, George Thompson, Jairo Valderrama, Johnny Quijas, and Bob Ridley. Mario Casas and Ernie Munoz were team captains.

As an aside to the structured race, Lt. Munoz commented, "Last Thursday Mario Casas and Steve Pardo got a warm-up for this race. They pursued a purse snatching suspect on foot down 5th to Spring Street. They caught him."

Casas' relay team finished the race in 3 hours, 54 minutes. Munoz' following closely, completing the run in 3 hours, 59 minutes.

"We do work out regularly, keeping physically fit as our duties require," said Lt. Munoz. "But, to prepare for this marathon we started long-distance running about 8 weeks before. You just can't get up and run a hard 5 miles with no preparation," he said.

Each of the Transit Police sprinters appeared to be in great spirits, eager for his chance to grab the baton and discover his personal best. "This was very exciting for me," said Mario Casas on completion of his relay, exulting in his finish time.

The officers had intended to picnic after they completed the relay race but the weather discouraged it. It did not, however, dampen their attitudes toward next year's marathon. "We hope to increase the number of our teams to three or four," said Lt. Munoz.



Everett Rodriguez (left) and Johnny Quijas (right) were the first relay team to run in the race. Neither was winded or showed any signs of wear, but they weren't anxious to repeat the performance.

## Bus Society Hosts Open House

The West Coast Motor Coach Society is opening the doors for its Second Annual Open House to bus buffs and historians in the Los Angeles area.

The Open House will be held Saturday, June 7 from 2:00 p.m. in La Puente at 18145 E. Valley Boulevard. Admission is free. The society's Director Stephen Schwarzwald promises an exciting time for bus enthusiasts. A demonstration of restored, better-operating bus will be conducted. The itinerary includes a ride to the El Monte Busway. Passengers, who care to, will be dropped off at the Cal State Station overpass bridge for aerial picture taking as the buses take a quick

jaunt down the freeway, turning around at Mission Street.

The day will culminate with a banquet at 6:30 p.m. at the T&J Restaurant in Rosemead located at Valley and Rosemead Boulevards for \$15 per person. Bus-oriented movies and slide shows will be presented. Invited RTD guests, Connie Ward and Louis Maspero will be among the featured speakers along with Al Ayraud of the old Asbury Rapid Transit.

Those wishing to attend the open house or the society's banquet are requested to contact Stephen Schwarzwald at (818) 907-8176 or 4086 Cody Road, Sherman Oaks, CA 91403 for more information.



Jimmy Stewart was on hand to cheer the Transit Police on.



Former RTD Board Director George Takei and RTD TPO Jairo Valderrama were anchor men on their respective teams; Takei for the Hollywood Frontrunners, and Valderrama for the Transit Police.



Bob Ridley's off for his relay.

## Division 12 Holds Safety Day



Safety Day Award Winners at Division 12 — front row, from right to left: Willie G. Williams, Jr., Donald R. Dube, Patricia L. Alexander, Edna M. Strong, and David P. Reyes. Back row, from left to right: Division 12 Manager J. McCullough, Superintendent Don Karlson, Assistant General Manager for Operations Robert Korach, Director of Transportation Ed Nash, Superintendent of Instruction Jess Diaz, and Safety Analyst Frank Larson.

Division 12 has distinguished itself by reducing the lost time due to injury far below the District standard.

The goal set is 9 accidents per 100,000 hours worked. The Maintenance Division has achieved only 2.4 injuries. Director of Transportation Ed Nash told the assembled operators and mechanics, "I appreciate your dedication, cooperation, and support in keeping up safety standards."

Director Nash and Division 12 Manager J. McCullough in a ceremony held in the train room awarded employees their certificates. Thirteen operators and one mechanic were honored for safe performance. Opera-

tors awarded included Donald R. Dube for 26 years, Willie G. Williams, Jr. for 13 years, and Bruce M. McCord for 10 years. Those receiving citations for 8 years were James W. Baker and Richard G. Gebauer. For 6 years of safe driving John M. Spiegel and Herbert D. Thulin were awarded certificates. Corliss J. Barnes received a certificate for 5 years without a preventable accident and Patricia L. Alexander was honored for 4 years.

Cited for 2 years without a chargeable accident were Roy A. Jones III, David P. Reyes, Albert E. Scott, Jr., and Edna M. Strong. Mechanic A Lyle B. Bradley was recognized for 7 years without a preventable accident.



### Rating System

- \*\*\*\*\*—A once-in-a-lifetime film;  
*The Wizard Of Oz*, etc.  
 \*\*\*\*—Terrific; worth paying full price for  
 \*\*\*—Average; does what it sets out to do, but nothing more  
 \*\*—Okay; con someone else into paying for you  
 \*—We warned you  
 BOMB—Please don gas masks before entering the theatre

### Pretty in Pink—\*\*\*-1/2

What makes John Hughes' films work is that he remembers exactly how much you *feel* when you're an adolescent. Everything seemed bigger, harder, emotions so matted and fierce that they hurt. What matters is not the actual story, which almost always follows the "Will he notice me?" line, but what is happening *to* the kids as they struggle toward their goal.

*Pretty in Pink* is bursting with energy and talent. Molly Ringwald plays Andie, the film's focal point, a girl from the wrong side of the tracks. Andrew McCarthy is Blaine, the rich kid who takes a liking to Andie. The big question is "Will Andie go to the Senior Prom with Blaine?" Normally, such a slim plot would sink a film, but Hughes uses it effectively, concentrating on characterization rather than flash. We get to know Andie thoroughly, as well as Duckie and Iona, her two friends. The rich kids are less well-developed, unfortunately, sticking to the old clichés of "They're not our type," and "We're superior to them." Blaine is so nice, it's difficult to believe he actually hangs around with these jerks.

In a film rich with small details, the roles of Duckie and Iona stand out, almost overshadowing the principal roles of Andie and Blaine. Duckie (Jon Cryer) has known Andie ever since elementary school, and they've been friends for years. He's a bit strange, always the clown, but there's a darker side to his laughter when we discover he cares deeply for Andie, and he's scared Blaine is merely using her. He's never told her how he feels because he's convinced she'll laugh at him, so he laughs first, cutting himself down. Annie Potts, who plays Iona, seems to have made a career of playing slightly flaky women, but she surpasses herself here. Iona works with Andie at a record store, and you never know what she's going to look like next. She starts as a punk, complete with spiked hair, moves to a forties' look, then to oriental, then, well, the last transformation is the best of all. As wild as she gets, and she gets pretty wild, Iona never crosses the line from comedy to caricature, always, somehow, retaining a tie to reality.

While not as good as *The Breakfast Club*, *Pretty in Pink* is a cut above average, a funny and touching look at a time that all of us have lived through, even if it occasionally seemed the stage was terminal.

### The Money Pit—\*\*\*-1/2

Comedy is like a jigsaw puzzle; every piece must fit perfectly into place, or

## RTD Picks and Pans the Movies

the picture won't be complete. In many ways, comedy is more difficult to get just right. A dramatic piece that falls short can be shrugged off; a comedy that falls short can be downright painful at times, as it's embarrassing to watch the actors put themselves through these ridiculous paces, only to have it die before your very eyes.

The premise of *The Money Pit* is not new: a couple buys a house, and then are sucked into an ever-increasing whirlpool of debt as they try to fix it up. Cary Grant and Myrna Loy carried it off with style in *Mr. Blandings Builds His Dream House*. Unfortunately, Tom Hanks is a long way from Grant's dapper elegance. As the linchpin of the film, his performance is overblown and occasionally obnoxious as he throws a series of temper tantrums when things are going bad. *Hanks is a fine comedian—if he's kept under control*, something Director Richard Benjamin did not seem able to do.

That's the bad news. Now for the good news. The rest of the cast is wonderfully funny, and perfect for their roles. Leading the list are Shelley Long as Anna, Walter's girlfriend and fellow owner, and Alexander Godunov as Max, Anna's ex-husband and the temperamental genius conductor of the orchestra she plays in. Max has never truly accepted their divorce and wants her back. "I love you, and you love me," he tells her. "No," she replies, "You love you, and I love Walter." Despite his shallowness (which he freely admits), Max is adorable, and I was secretly rooting for him. Shelley Long is a superb comedienne, as she has so often proved on *Cheers*, and her performance sparkles as she is dragged deeper and deeper into the mess. (Her expression when she turns on the water in the house for the first time is almost worth the price of admission). Other highlights include Walter's real estate agent and his pulse monitor, the male rock group in drag that Walter represents, and Maureen Stapleton in a marvelous cameo as the former owner who's desperate to sell. Go see it, for everything else, but Tom Hanks.

### Highlander—\*\*-1/2

Two few action-adventure films these days favor skill over firepower; Sylvester Stallone and Chuck Norris simply outgun their opponents, leaving a trail of bloodshed any maniac could manage. Where is the excitement in that, I ask you? Even with its faults, I prefer a movie like *Highlander*, where the hero must rely on his skill with the blade and his wits to survive.

The plot is relatively simple: good versus evil, battling down through the centuries until only one survives. What makes the film work is the intelligent script and fine acting by the leading and supporting characters. Director Russell Mulcahy carefully interweaves the ancient story, which tells the history of one Connor MacLeod, and the modern story, Connor's final battle against his greatest enemy with skill. The problem is that the ancient story has most of the plot; what happens in the present is mostly action, with very few pauses to catch your breath. Every time they returned to the present, I found myself hunger-

ing for the next flashback. This leads to the main problem of the film. While any action-adventure picture is, by its very nature, violent, I felt that much of the violence in *Highlander* was gratuitous, added only to fulfill what either the producer or studio felt was the audience's desire to see blood. I'm not talking about battles or sword fights; I'm talking about driving a car down a crowded sidewalk. The way the editing was handled, it seemed that this sequence was almost an afterthought.

Christopher Lambert stars as Connor MacLeod, and handles the role quite well, moving from illiterate, superstitious Tudor Highlander to a sophisticated New York antique dealer with ease. A perfect counterpoint to Lambert's role is Ramirez, Connor's teacher, a 2,500 year-old Egyptian posing as a Spaniard, played with great enthusiasm by Sean Connery. Clancy Brown is The Kurgan, Connor's mortal enemy, and it's going to be difficult to find a more rotten villain. Special mention must go to Peter Diamond and Robert Anderson, who coordinated the sword fights that grace the film; their work gives *High-*


*lander* much of its power with some visually stunning and spine-tingling fight sequences. Diamond and Anderson also created the lightsaber fights for the *Star Wars* films.

*Highlander* suffers from flaws, many of them major, but it is a film worth seeing if you enjoy action along the lines of the old James Bond films. When The Kurgan gets in a car, though, that's the time to go for popcorn.

### Coming Attractions

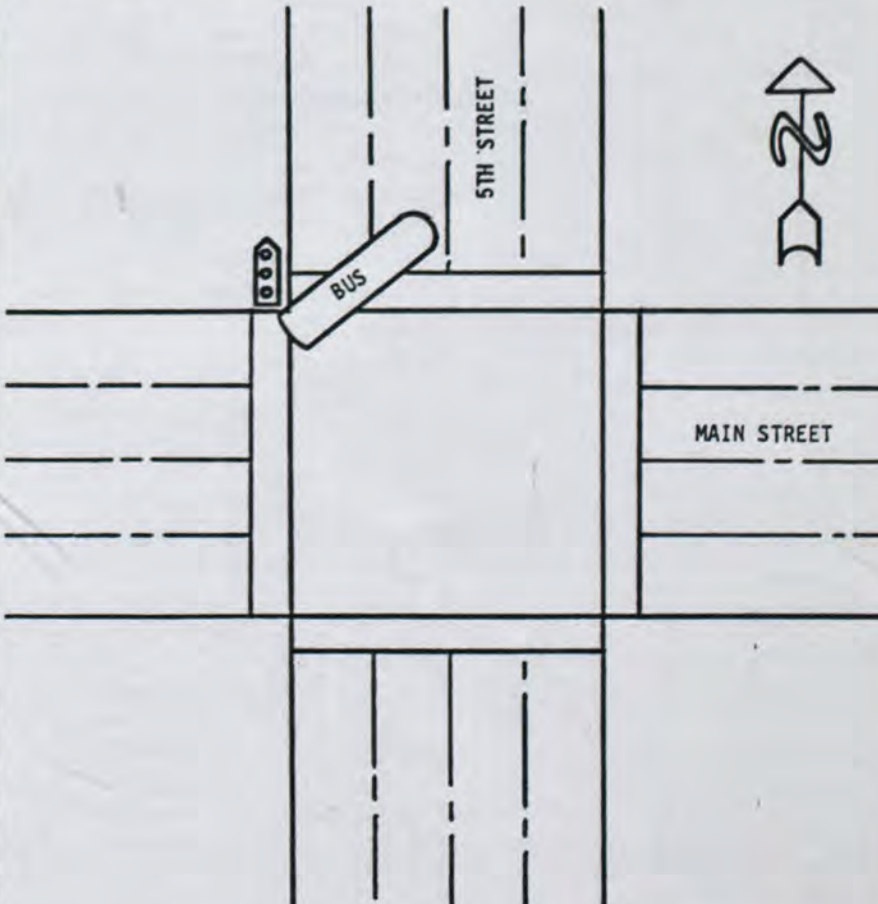
#### Cobra

"Crime is the disease. Meet the cure," the poster proclaims. Lordy, lordy, I can die now, I've seen it all. Sylvester Stallone is back, complete with uzi and a match dangling from his lips, ready to kick butt once again in another incarnation of the Rocky/Rambo character. Blood and gore fans will have a field day as he riddles his opponents with bullets. Personally, I'd like to hand him a sword and see how he stands up to face to face combat with The Kurgan.—Carolyn Kinkead



## You Be the Judge

**Operator Statement:**  
 I was on Main Street proceeding to make my left turn onto Fifth Street when I noticed that the Street Maintenance Department had two west-bound lanes blocked. The police officer noticed I was having a problem making the turn and attempted to guide me around the corner. While following his directions, the left rear corner of the bus collided with the traffic signal damaging the left rear corner light of the bus.



**Answer:**  
 Because the police officer is considered a professional in the field of traffic control, he should have been knowledgeable of the length of the bus and its turning radius. The operator, confident in the police officer's instructions, followed his instructions. Therefore, this accident is judged non-preventable.

# COMMENDATIONS & SCHEDULE CHANGES

## COMMENDATIONS

### Division 1

Burnes, Louise C.  
Portillo, Alfred F.  
Smith, Charles C.

### Division 3

Covarrubias, Julie A.  
Piche, Richard M.  
Simmons, Robert V.

### Division 5

Butler, Johnny A.  
Edwards, Linda M.  
Jackson, Charles R.  
Johnson, Neon E.  
King, Charles D.  
Winfield, Dwayne A.  
Woods, George D.

### Division 6

Padgett, Elvin L.

### Division 7

Bluford, Lloyd  
Datson, Darryl M.  
Gentry, Gary M.  
Long, Londis  
Mason, Joe  
Parry, David S.  
Pereira, Miriam L.  
Suarez, German C.

### Division 8

Bitner, Duane E.  
Rodriguez, Roberto

### Division 9

Davis, Paul E.  
Levine, Joel W.  
Mendoza, Alfred G.  
Usher, Hubert L.

### Division 10

Ferguson, E.  
Kradolfer, Jacob C.  
Perez, Narcizo  
White, Donald C.

### Division 12

Llewellyn, Melvin L.  
Scott, Susan D.

### Division 15

Aleshire, Dale  
Benjamin, Roosevelt  
Bohler, Timothy M.  
Stratis, William M.  
Sundling, Phillip G.

### Division 16

Alvarez, Angel A.  
Freeman, Elston T.  
Wilkinson, C.L.  
Withers, Reese M.

### Division 18

Bowman, Ronald L.  
Cooney, Edward T.  
McMillan, Charles H.

### Department 3800

Puente, Anastacio

### Department 4800

Pedini, Karen  
Stewart, Shirley

Amaya, Laura, from Janitor to Mopper/Waxer.

Arthur, John H., from Mechanic C to Mechanic B.

Austin, Martin, from Mechanic B to Mechanic A.

Browning, Joseph, from Utility A to Utility A Leader.

Cassels, Stephen L., from Mechanic B to Mechanic A.

Castaneda, Henry, from Transit Operations Supervisor to Acting Senior Transit Operations Supervisor.

Cooper, Joyce E., from Stock Clerk to Storekeeper.

Craig, Charles C., from Mechanic C to Mechanic B.

Davidsohn, Richard, from Information Clerk to Data Technician.

Davis, Glen G., from Mechanic B to Mechanic A.

Diederichs, Brenda L., from Acting Labor Relations Manager to Labor Relations Manager.

Dotta, Orlando F., from Mechanic A to Mechanic A Leader.

Duenas, Juan R., from Mechanic A to Mechanic A Leader.

Dunford, David A., from Utility A to Mechanic C.

Endicott, James D., from Equipment Maintenance Supervisor to Acting Senior Equipment Maintenance Supervisor.

Fassbender, Eric J., from Service Attendant to Mechanic C.

Fellows, Samuel A., from Service Attendant to Mechanic C.

Ferrero, Thomas F., from Service Attendant to Mechanic C.

Forstall, Mark A., from Mechanic B to Mechanic A.

Garcia, Rhonda R., from Staff Assistant to Prepaid Sales Representative.

Gluckman, Dennis M., from Mechanic B to Mechanic A.

Golden, Theral, from Senior Equipment Maintenance Supervisor to Equipment Maintenance Manager.

Godin, Steven M., from Service Attendant to Mechanic C.

Griffin, William O., from Assistant Division Transportation Manager to Acting Division Transportation Manager.

Gutierrez, Galdino, from Stock Clerk to Storekeeper.

Hovell, James A., from Acting Assistant Data Processing Manager to Assistant Data Processing Manager.

Hoyos, Alexander C., from Mechanic B to Mechanic A.

Jarrett, Winston L., from Service Attendant to Mechanic C.

Kawahara, Roy N., from Mechanic B to Mechanic A.

Kielb, John R., from Mechanic A to Mechanic A Leader.

Lee, Deborah J., from Service Attendant to Mechanic C.

Martinez, Lisandro, from Mechanic A to Mechanic A Leader.

McCoy, Cornelius, from Mechanic B to Mechanic A.

Miyamoto, George, from Stock Clerk to Truck Driver/Clerk.

Perry, Robert T., from Utility A to Mechanic C.

Peterman, Harry L., from Service Attendant to Mechanic C.

Peterson, Arthur, from Senior Systems Analysis Engineer to Rail Facilities Maintenance Superintendent.

Reyes, Armando A., from Mechanic B to Mechanic A.

Sauceda, Jose L., from Mechanic C to Mechanic B.

Schwert, George D., from Stock Clerk to Storekeeper.

Sorci, Judith, from Junior Systems Programmer to Systems Programmer.

Stapp, Mark D., from Mechanic B to Mechanic A.

Washington, Landry, from Cash Clerk to Cash Clerk/Relief Vault Truck Driver.

Yoshimoto, Wayne H., from Service Attendant to Mechanic C.

## SCHEDULE CHANGES

## SHIFTING GEARS

Bliss, Harold, an Operator since August 25, 1972, retired February 27, 1986.

Breene, Charles, began with the District May 19, 1953, retired as a Mechanic A March 1, 1986.

Castellano, Hector, an Operator since March 8, 1957, retired March 31, 1986.

Hillman, William, began with the District April 4, 1960, retired as a Traffic Loader/Extra Schedule Checker on March 17, 1986.

Johnson, Lyndon, an Operator since December 24, 1953, retired March 31, 1986.

Kelly, Patricia, began with the District June 6, 1946 as an Inventory Control Clerk, retired as the Materiel Manager April 1, 1986.

Lacasse, Mederic, began with the District in April 16, 1958, retired as a Traffic Loader/Extra Schedule Checker February 28, 1986.

Lozano, Joe, an Operator since August 12, 1965, retired February 28, 1986.

Marsala, Gasper, began with the District September 17, 1952, retired as Division 10 Transportation Manager February 28, 1986.

McDonald, Wallace, began with the District March 12, 1957, retired as a Schedule Checker March 29, 1986.

Perea, Leo, an Operator since July 21, 1958, retired February 28, 1986.

Richardson, Frank, an Operator since February 2, 1959, retired February 28, 1986.

Richardson, Harold, an Operator since November 13, 1958, retired March 21, 1986.

Thompson, James, an Operator since November 16, 1968, retired February 28, 1986.

Urrutia, Juan, began with the District March 10, 1975, retired as a Mechanic A March 11, 1986.

## WEDDING SHOWER



Metro Rail Staff Assistant Cathy Martin Rodriguez gets a good luck hug from Environmental Engineering Manager Nadeem Tahir at her wedding shower held March 12. Well wishers included from left to right: Deanna Forrest, Andrea Sabella, Charlotte Stewart, Ann Parvin, Cathy, Nadeem, Lenore Damiani, Ed Pollan, Ira Trachter, and Dennis Mori.

Metro Rail Staff Assistant Cathy Martin Rodriguez was given a wedding shower on March 12. The event was hosted by Ann Parvin who chose a color scheme of lavender and white. Co-worker Lenore Damiani made a point of telling the *Headway*, "We all think of Cathy as a warm, loving person."

Cathy married Larry Rodriguez on March 22 in a private ceremony at their home in Covina. Cathy's daughter Debbie flew in from Arizona to attend her mother's wedding. Her new husband is employed at McDonnell-Douglas in Long Beach.

Following their wedding, the couple left on a two-week honeymoon to Hong Kong and Japan.

## IN MEMORIAM

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

Bilal, Yusuf, began with the District August 15, 1982 as an Operator, passed away March 19, 1986.

Gilmore, Cas, began with the District May 26, 1972, was a Schedule Checker, passed away March 8, 1986.



1985 Operator of the Year  
Yucle S. Eubanks

# Mother's Day!

1 9 8 6  
Employee Activities

## MAY

- 17 Jose Jose—  
Universal Amphitheatre \$16.50
- 17 Dodgers vs New York \$4.00
- 18 Dodgers vs New York \$4.00—  
Baseball Card Day
- 21 Dodgers vs Montreal
- 23-25 Dodgers vs Philadelphia—  
Helmet Weekend
- 26 The Gap Band—Universal \$15.00
- 30 Angels vs Baltimore \$4.00

## JUNE

- 7-8 Dodgers vs Houston \$4.00—  
Wristband Day, Camera Day
- 11 Dodgers vs Cincinnati \$4.00
- 14-15 Playboy Jazz Festival—  
Hollywood Bowl \$22.50
- 15 Angels vs Kansas City \$4.00
- 14-15 Knott's Berry Farm Weekend \$8.25
- 21-22 Koool Jazz Festival—San Diego \$17.50
- 22 Dodgers vs San Diego \$4.00
- 23 Dodgers vs Atlanta \$4.00—  
Visor Night
- 28 Angels vs Cleveland \$4.00
- 29 Billy Crystal—Universal \$17.50

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## RTD HEADWAY

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425 South Main Street, Los Angeles, CA  
90013.

Mary E. Reyna, Editor  
Staff Writers:

Kathi S. Harper, Stephanie Keyes,  
Pat Padilla, and Luanna Urie

000011148 3900  
RODGER O MAXWELL  
132 28TH ST  
HERMOSA BEACH CA 90254