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## District and Union Hold Rally for Operators



General Manager John A. Dyer addresses operators at rally.

Approximately 1,000 RTD bus operators gathered at the Los Angeles Sports Arena on August 27 at 8 p.m. to hear a joint address sponsored by the United Transportation Union leadership and RTD management in response to faltering employee morale generated by negative media coverage.

Seated on a dais opposite the operators in the south side of the arena were County Supervisor Kenneth Hahn, RTD Board Director Nate Holden, RTD General Manager John A. Dyer, UTU General Chairman Earl Clark, Local 1563 Chairman John H. Cockburn, Local 1565 Chairman Stephen Smith, Local 1607 Chairman Archie Grant, Local 1564 Chairman James Williams, and RTD Director of Transportation Ed Nash.

Introduced to the operators by Earl Clark as a "friend who has been there when we needed him," Supervisor Kenneth Hahn, who earlier had engaged several operators in informal conversation, took the podium telling his audience, "When you are in trouble, you like to be around your friends. When people are putting you down, I come to your defense." Hahn told the operators that both he and they are public servants, the only difference being that he was elected. "You are as good as that you elected. I am to mine. We got the best drivers in the U.S.; but now we've got an image problem. I don't know any among us who are perfect, but there are those who need help. Let's give it to them," Hahn said, to which the operators responded with a spontaneous demonstration of roaring cheers and applause.

Clark referred to him as the general manager "who can roll up his sleeves and get down to fight." General Manager John A. Dyer greeted his operating employees with, "The public doesn't know how good you are. I'm enormously proud of you. You carry 65 passengers per hour. That's more than any transit company in the nation."

Getting directly to the core of the issue that brought the operators, management, and unions together that evening, Dyer went on to outline the four main elements of the newly expanded drug and alcohol policy. The elements emphasized in the incident-based policy include deterrence, detection (education), rehabilitation (through the Employee Assistance Program or the Members' Assistance



Almost 1,000 operators gathered for a jointly sponsored rally at the Sports Arena held August 27.

Program), and enforcement (testing when there's reasonable suspicion). "If we don't rid ourselves of this problem, we risk losing the confidence of this community," said Dyer.

The general manager said there was a clear need to certify that the employees of the RTD "are clean." He vowed that he would voluntarily take a drug and alcohol test. "We just can't continue to take the abuse we are subjected to out on the streets," he said.

"We will overcome this [drug problem] as well as our absenteeism. Nothing in this world is worthwhile if it comes easy. Rapid transit in Los Angeles is worthwhile. We can lick this problem together," concluded Dyer.

The UTU leader then took the

podium exclaiming, "I'm proud to be a bus driver, are you?" eliciting enthusiastic applause and cheers from the audience. Clark began his remarks taking "shots at the people who need it," namely, the news media. "I just want to know how long these type-pounders and pencil-pushers would last out on the 51 line. It might give them a better perspective," he said. Clark stated that the media have blown minor accidents out of proportion. "They use you as scapegoats to sell a few lousy newspapers," he continued. At this point in his address, his members began chanting "Herald-Examiner."

"We won't be intimidated by the District, the politicians, or the news media," Clark stated. He told

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### Cover Story

## Metro Rail -- Signed, Sealed, and Soon To Be Delivered

The wrangling of negotiations finally over, Metro Rail supporters and Urban Mass Transportation Administration (UMTA) Administrator Ralph Stanley on August 27, 1986, signed contract agreements providing funding for the first 4.4 mile segment of the Metro Rail subway.

Attending the ceremony at the Los Angeles Chamber of Commerce Headquarters were Senator Pete Wilson and Congressmen Ed Roybal, Glenn Anderson, and David Dreier. Also in attendance were Los Angeles Mayor Tom Bradley, Supervisor Deane Dana, and Pat Russell, president of the Los Angeles City Council.

The agreements call for construction to begin on the first segment of Metro Rail which will run between Union Station and Wilshire and Alvarado in downtown Los Angeles. The first four mile segment is scheduled to begin operation in 1991-92 and is expected to carry daily an estimated 50,000 passengers.

During construction, the RTD

and other local agencies will move forward with design and planning of an extension to the initial segment, connecting with an already designed segment to run from Hollywood to Lankershim Blvd. in North Hollywood.

"The signing of these agreements finalizes all pre-construction activities for the Metro Rail project," said RTD Board President Jan Hall, who served as mistress of ceremonies at the signing ceremony.

Signing the agreements were: Ralph Stanley, UMTA administrator; Rick Richmond, executive director of the Los Angeles County Transportation Commission (LACTC); Mark Pisano, executive director, Southern California Association of Governments; and John Dyer, RTD general manager. RTD Legislative Analyst Roger Slagle presided over the document signing.

The agreements commit the federal government to provide \$492.2 million to the project. The LACTC

also agreed to commit \$176.6 million and also pledged \$203.7 million which is due to be repaid as future federal funds become available. The City of Los Angeles authorized \$34 million and agreed to share the costs of overruns with the LACTC.

The agreements call for UMTA to immediately release approximately \$225 million for the subway project.

In addition, the Southern California Association of Governments will provide approximately \$49 million in anticipated federal funds toward the project.

The two final funding elements include \$213.1 million to be provided by the state. This money has already been set aside by the California Transportation Commission.

A total of \$130 million in funds will be raised from benefit assessment districts. Businesses within half-mile walking distance of the first four Metro Rail stations in downtown Los Angeles, and within one-third mile walking distance of the Wilshire-

Alvarado station will be billed for these assessments. Annual assessments will continue through the year 2008 or until the entire \$130.3 million is collected.

"Now is the time to begin actual construction of the project," said Mrs. Hall. "We hope those who work or travel near our construction sites will bear with us, for the building process will inconvenience some people — but that inconvenience we hope will be short term and that everyone realizes once the project is in place, the entire community will benefit from it."

Despite an unexpected court order handed down September 5 at the request of two anti-Metro Rail groups, the groundbreaking ceremony on September 29 proceeded with no incident. RTD legal staff filed arguments in the case at the September 24 hearing of the suit challenging the adequacy of the environmental impact studies already approved by UMTA for the project.

## Rally: 1,000 Operators Gather at Arena

Continued from page 1

his members they do a tremendous job under adverse circumstances, but Clark pulled no punches with operators falling short of the mark and was steadfast about his desire to clean house of them. "There is no excuse for an operator to be driving under the influence. We have to create a drug-free environment. If you are a user and don't have the sense to get help, let me put you on notice. The others aren't going to take the rap for you anymore!"

Regarding the operators' absenteeism rate brought to light in an audit conducted earlier in the summer, Clark left no doubt about his position. "I'm sick of the free-loaders who because they don't want to do a day's work require other operators to work their days off."

Adding to his no-nonsense stance on drug abuse and absenteeism, he was quick to note that the UTU leadership would not be a party to giving away members' rights.



Supervisor Kenneth Hahn chats with operators before the meeting.

Clark concluded his remarks with a restatement of the purpose for the

gathering. "We are here tonight because we care about those [riders] dependent on us."

His closing remarks were greeted with thunderous applause and a standing ovation. The platform speakers then withdrew to a corner of the arena away from the microphones to answer questions presented by some operators. A small band of operators assumed the dais demanding a more formal dialogue. The meeting ended shortly before 10 p.m.

### Take Note of New Credit Union Number

For your rolodex, phone book, files, and just general information, the telephone number of the Transit Employees Federal Credit Union at 600 S. Spring Street is (213) 623-0909.

## Division 3 Operator Saves Rider's Life

It was a little after midnight, one of those cool, breezy mid-June evenings when Operator Michael Thomas, 32, pulled in off Line 81 for his layover at the corner of Rosecrans and Figueroa in Gardena. It was Michael's custom to spend about 25 minutes in the layover zone speaking to friends or patrons about God. On the evening of June 20, as he rounded the corner and before Michael had a chance to set his bus down, he noticed a small group of people staring at something in the bus shelter.

He exited his bus and as he approached the shelter, he recognized a man he had spent time chatting with on occasion. Something was wrong with what he saw, very wrong. His friend's clothes were strewn around the shelter and street, his glasses crushed on the sidewalk. As he got closer he saw that his friend was bleeding. Immediately, Michael ran back to his bus and called in his location to the Dispatch Center requesting the paramedics.

Returning to his friend in the shelter, he tore his T-shirt off his body to use as makeshift bandages. Harold Caspers had been stabbed in the neck and stomach and was bleeding so profusely Michael didn't feel he had time to take his T-shirt off, so he ripped it off his body. He wadded up the halves of his T-shirt and used them to apply pressure to the wounds to stop



Division 3's Operator Michael Thomas found out that *The Word* can mean more action and less talk.

the bleeding. While they were waiting for the ambulance, Michael asked the man to pray with him. Within fifteen minutes, the ambulance arrived.

Caspers, a factory-worker in his mid-forties earlier in the evening had gone into a corner market to buy some cigarettes. While in the market he was observed by a group of people who then followed him as he left the store. It was this same group that accosted him at the bus shelter and assaulted him with a carpet knife. The culprits

made away with Caspers' wallet, leaving him to bleed to death in the bus shelter.

Remembering back to that night, Thomas said the first thing he thought as he took in the scene was, "I've got to do something for this person. So much of our conversation had centered around God. I had to back that up with some action," said Thomas.

Michael recalls he was very nervous throughout the ordeal. "I didn't let Caspers know that, though. After we prayed, I could relax a little and I knew it was going to be all right."

"I think anybody else would have done the same thing in the same situation. If your brother is in trouble, you should help him. After all, we are all responsible for each other," he said.

Today, Caspers is recovering and has since thanked Michael for assisting him.

In the aftermath, and from the vantage point of his bus, Michael looks out on those same dark steps where his friend was attacked. "It gets me thinking. You know, I've meditated on those same steps so many times and nothing's ever happened to me, . . . but, for the grace of God. . ."

Thomas works out of Division 3 and has been with the District for seven years.

## Top Operators for July

The awards for the Operator Recognition Program for the month of July were announced in the latter part of August. 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:

### MANAGER'S AWARD

DIVISION	RECIPIENT
3201	Frank R. Paulsteiner
3203	Lawrence H. Birkner
3205	John E. Burns, Jr.
3206	Benjamin S. Zisner
3207	German C. Suarez
3208	Adel Guity
3209	Walter Sheldy
3210	William S. Larkin
3212	Billy J. Evans
3215	Wanda C. Banket
3216	Benjamin L. Williams
3218	Herman H. Hank

### SWEEPSTAKES AWARD

DIVISION	WINNER
3201	Walter J. Carmier Teddy L. Sanders Robert J. Zeldon
3203	Ancel L. Rodgers Salvador Rojas Louis Morales
3205	Quincy L. Bush Juanita L. Coleman Gwendolyn M. Mullins
3206	Frank T. Houseton Antonio M. Roxas
3207	Joe C. Hatchett Verne F. Greenwood Phillip S. Winston
3208	Ronald L. Thomas Eugene C. Churches
3209	Fausto Gonzalez Vernon H. Ebert Lowell B. Lewis
3210	Arnold J. Haro Jin E. Kim Bruce R. White
3212	Paul L. Hooten William B. Smiley
3215	Manual A. Ricafort Nancy Sunfield Sebastien Amoroso
3216	Corval R. Sattler Reese M. Withers
3218	Carlos Beltran Clyde A. Corbitt, Jr. Willie L. Corbin

## Division 1 Prints News

Hot off the press! Division I started in June to print its own newsletter. The communication is published bi-weekly on a Commodore computer by Editor Enrique Mulgado along with staff writers Liz Preston and Carolyn Mulgado.

The newsletter was started to develop communication between Division I's management and operators. The issues include news about employees — marriages, deaths, births, anniversaries, birthdays, and safety tips and information specific to Division I. *Headway* extends its best wishes to the new publication. Put us on your mailing list.

## Police To Ride Free on RTD in LA

Effective January 1, 1987, all non-uniformed sworn peace officers in Los Angeles County will be allowed to ride RTD buses free of charge.

The RTD Board of Directors approved the recommendation made by a multi-agency Transit Law Enforcement Policy Task Force, created earlier this year to advise RTD on how to improve safety aboard its buses. Also supporting the recommendation is Los Angeles County Supervisor Ed Edelman who has

urged off-duty peace officers to use RTD's area-wide bus network for commuting so as to provide an extra measure of protection to bus passengers.

The action permits non-uniformed peace officers to ride free on non Park-and-Ride RTD bus lines. It also excludes the free use of RTD special event service.

The board took action on the recommendation to increase the presence of police officers in an effort to

deter crime on District buses. These officers would supplement the District's own uniformed and undercover Transit Police officers who ride the buses and patrol bus stops to help assure a safe and secure environment for bus patrons.

Special boarding passes with the photograph, agency, department and officer's name will be issued to all Los Angeles County peace officers who request to use RTD service.

# Transit Police Hold Quarterly Awards Event

The Transit Police presented their Employee-of-the-Quarter awards for the first and second quarter of 1986 on August 20 at the Design Center restaurant.

The awards program was instituted to recognize and honor employees of the Transit Police Department for their achievements in work performance, interpersonal relations, appearance, education, and performance evaluations.

Achieving awards for the first quarter 1986 were Investigator Jon S. Eargle and Security Guard II Leroy Miller.

ment's experts in narcotics.

Eargle is married and he and his wife, Ro, reside in Glendora. They have two children, Dawn, 20 years old, and Steve, 16 years old. Eargle states his hobbies are work, work, and more work, describing himself as a workaholic. He is an enrolled tax agent and also a licensed real estate agent. He is also working on his B.A. degree in Business Administration.

Eargle, a closet comic, is known for his practical jokes and wide repertoire of funny jokes and stories. His goals are financial independence and include getting a little sleep!

the American Legion and Army Reserves where he serves as 1st Vice Commander and Battalion Sergeant Major, respectively. His hobbies include singing, gardening, attending art shows and stage plays. He likes to collect antiques. He is a member of the Calvary Baptist Church Mass Choir of Los Angeles.

Leroy has previously worked as a police officer for BART and UCLA Police Departments. Leroy also took second quarter honors in the department.

The awards for the second quarter 1986 were received by Officer Anita Cerellia-Ewell, Security Guard II Leroy Miller, and Staff Aide Ricardo M. Banaag.

Anita Cerellia-Ewell, a native of Pittsburgh, Pennsylvania, has been with the Transit Police Department for two years. She previously worked as a police officer in the city of Baldwin Park for five years.

Anita is married to Jack, a LASD deputy, and has two boys — Kim, 18 years old, and Tony, 17 years old.

Anita describes herself as "Donna Reed" at home. Her hobbies are collecting antiques, listening to and giving advice to friends, jogging, and horseback riding — when she has the time. She spends the majority of her time refurbishing houses she has purchased, stating she paints them herself as subcontractors never do a good enough job to meet her standards. She is so proficient at this task that she doesn't need a drop cloth when she works.

Anita's goals for the next ten years include obtaining her B.A. in Business Administration and being financially secure.

Ricardo M. Banaag has been a Staff Aide with the Transit Police Department for two years. Previously, he was a Timekeeper in Control Accounting. Rick has his B.S. in Business Administration. He is mar-

ried and he and his wife, Tessie, reside in Glendale with their three daughters — Lorelei, 16, Christina, 15, and Teresa, 11.

Rick enjoys bowling and camping with his family. He likes gardening and home repairs and, with four females in the family, says he goes shopping a lot.

Natives of Manila, the Banaag family came to America in 1977. They are very active in a Filipino organization which, along with being a social organization of friends from Manila, also helps new Filipino arrivals in the USA to become acquainted with the area and to find employment. Rick serves as the treasurer for this organization. Rick is also active in SCRTD's Filipino organization, serving as assistant treasurer.

Rick says his present objective is to learn more about law enforcement record-keeping, procedures, and statistics, and to apply this knowledge to his work with the Transit Police Department.



Transit Police Employee of the Quarter Awards — First row, left to right: Security Guard II Leroy Miller, Staff Aide Ricardo M. Banaag, Officer Anita Cerellia-Ewell, and Investigator Jon S. Eargle. Back row, left to right: Transit Police Chief James Burgess and Assistant to the General Manager David Dominguez.

Investigator Eargle has been with the Transit Police Department for five years. He was promoted to the rank of Investigator in 1984. Eargle has worked in law enforcement for a total of 15 years, previously employed with the Baldwin Park Police Department. He is one of two of the depart-

Leroy Miller, a native of Wichita, Kansas, has resided in California since 1938. He has four children and four grandchildren. He has been employed as a Security Guard II with the department for four years.

Leroy has a B.A. degree in Public Administration, and is a member of



—from the Headway Staff

## Div. 12 Manager McCullough Retires After 44 Years

After a total of 44 years' service to the District, Transportation Division 12 Manager J.J. McCullough, deciding it was time for a change of pace, took the evening of August 29 as the opportunity to say goodbye to his friends at a dinner held in his honor at the Velvet Turtle restaurant in Buena Park.

Also in attendance at McCullough's retirement dinner were notable RTD retirees such as former Division Manager George Michaels, former Division Manager Jerry Woods, former Division Manager Ralph Costello, former Division Manager Paul Mahoney, former Senior TOS Sid Scott, former Schedule Planner Joe Cooper, former Labor Relations Director Jack Gerhardt, and former Operator Paul Cole.

Director of Transportation Ed Nash introduced McCullough's family and friends in his opening remarks. "You are a true professional who dedicated himself to transportation," said Nash. "I'm sorry to see you go because you're a super individual," he continued. Nash recalled for the audience McCullough's career in transit that started at the clerk level.

In 1953, McCullough became a cashier and clerk for the Metropolitan Transit Authority. By 1969 he was the assistant manager at Division 5. He took over as manager of Division 18 in 1978, Division 2 in 1984, and Division 12 in the latter part of 1984.

Superintendent Jeff Diehl presented McCullough with a personalized RTD bus stop sign inscribed with "J.J.'s 5th Wheeler," a reference to McCullough's penchant for fifth-wheels and RVs. Equipment Maintenance Superintendent Sam Singer on behalf of the Equipment Maintenance Department gave McCullough a lamp fashioned from an old fare-box base and fabricated at the South Park Shops. Transportation Superintendent Leilia Bailey presented McCullough with a check from the retirement fund. Transportation Superintendent Ralph Wilson turned over the retirement scrolls signed by friends, co-workers, and employees to him.

McCullough and his wife Esther have planned after the new year a tour of the southern states in their new fifth wheel. In the meantime, they will take short trips to Palm

Springs and, McCullough said cheerfully, "My wife has a lot of 'honey-do' lists made up for me."

In response to all the attention from his family, friends, and well-

wishers, McCullough said, "This has been a deeply stirring day. I found out today that after 44 years, tomorrow I won't have a job. Nevertheless, this has been a great climax to 44 years of service to a great transit company."



Director of Transportation Ed Nash (far left) joins Division 12 Manager J.J. McCullough and his wife Esther at the retiring manager's farewell party held at the Velvet Turtle restaurant in Buena Park on August 29.

# Division 10 Operator Rescues Fire Victims

While Line 68 riders waiting at their stops may have been miffed, you can bet the residents of the Boyle Heights Brooklyn Hotel were glad that Operator Thom Mattocks decided to interrupt his pullout schedule in the early morning hours of July 23.

Mattocks was deadheading to the terminal at the corner of Dozier and Rowan enroute on Soto Street when he saw smoke then flames coming out of the windows of the Brooklyn Hotel. "I placed an emergency radio call as I rolled up," said Mattocks. He parked his bus at the corner of Brooklyn and Soto Streets, noticing people on the corner just staring helplessly at the people trapped inside the building. Using a blanket, Mattocks and two other men stretched it taut. Fashioning it into a safety net, they caught the second-floor tenants as they jumped from the wood-frame building.

"I walked around the building and I saw another woman surrounded by smoke who could not get out of her window. By that time the fire trucks had arrived and I directed them to her. I knew the people were safe then. I reboarded the bus and completed my run."

Mattocks' timing that morning was mercifully coincidental. Not 10 minutes had passed after he reached the hotel when the old wood structure went up in a fury of flames. The hotel door was locked which was why Mattocks and the other rescuers had the residents jump from the windows.

"I couldn't drive by, that wouldn't have seemed right. I stopped because they weren't getting help from anyone else. There are times when human life and safety come before making a buck . . . I



Division 10's firefighting Operator Thom Mattocks.

thought I'd get in trouble. You know, making an unauthorized stop and all, but I couldn't in all good conscience not stop and help those people."

He remembers that everything happened so fast he had no time to think or debate about what he was going to do. "Our options were limited to getting those people out through the windows. I don't ever panic during an emergency. I act first. Nothing strikes me until it's over, when I've got time to think about it. Then it gets to me," he laughed.

For Mattocks, the recent memory of the fire, still alive with its dangers and fear, obviously holds much positive value for him. "I felt good afterwards, all day long. I told myself, 'I counted for something today, I did something worthwhile,'" he said, a radiant smile breaking across his face.

Mattocks, 25, has been with the District for four years and operates out of Division 10. He lives in Whittier.

# Brotherhood Crusade Campaigns in October

For the second year, the Southern California Rapid Transit District will participate in a charitable giving campaign with the Brotherhood Crusade. The campaign is scheduled to run October 10 to October 24, with a kickoff meeting being held October 8, at the Headquarters Building and two downtown divisions. David D. Dominguez, assistant to the general manager and chairman of the charitable giving campaign committee, has indicated that this particular campaign will be supported totally by the District in that representatives from the ATU will also be involved this year. The general manager and the leadership of the unions have indicated their continued support for this program. On-going planning meetings have been held with staff members from the Brotherhood Crusade to discuss all aspects of the campaign. Included in this campaign will be celebrity guests from the Los Angeles Clippers basketball team attending the kickoff meetings.

There will be a talent show open to all District employees in the categories of comedy, music, and other creative talents. This talent show will be held October 11 at Division 10. There will be prizes available for the winners of each category. In addition, they will perform and be honored at the awards luncheon to be held November 11, 1986 at the Music Center.

As a community-based organization that has made it their responsibility to provide a unique and valuable service to the community, the Brotherhood Crusade through its emergency funding program has provided numerous agencies and indi-

viduals with emergency funds when desperate or catastrophic circumstances occurred. Generally, these agencies are in need of food, clothing, shelter, or money and cannot wait until proposals are approved and funds released.

For example, when one agency was faced with the possibility of having its lights turned off because of internal funding problems, the Brotherhood Crusade stepped in and paid it. In another case, an agency was faced with eviction because of delayed funding through its governmental source and again, the Brotherhood Crusade was there to assist them by bringing their lease current.

When the 1985 fire devastated the homeowners of the Baldwin Hills area of Los Angeles, the Brotherhood Crusade was one of the first community-based organizations on the scene to assist with temporary shelter and emergency funds for these proud but needy members of our community. Additionally, due to its credibility in the community, Councilwoman Pat Russell designated the Brotherhood Crusade as the fiscal agent responsible for channeling all funds donated to these fire victims.

When the Mexico City earthquake endangered the lives of its citizens, the Brotherhood Crusade immediately responded by providing money for medical supplies and equipment.

Although these are isolated cases, the fact that there is an organization like the Brotherhood Crusade in the community has made a big difference in the lives of individuals and many community-based programs.



One of the programs funded through the Brotherhood Crusade is the Community Youth Gang Services Anti-Graffiti Program.

# RTD Ski Club Invites Snow Bunnies To Apply

It's slowly turning to winter, and that means only one thing—it's ski time! The RTD Ski Club extends an invitation to all RTD employees to join us for a great season. This year we have 3 trips to Mammoth planned, December 5, 6, 7; February 6, 7, 8; and April 3, 4, 5. We all had such a good time on our two trips last year, we decided to add another one this year.

We welcome all employees, regardless of skiing abilities. From non-skier to expert, you can enjoy this popular sport, and meet a lot of interesting people at the same time by joining the RTD Ski Club.

Membership fees are \$15 (\$7.50 for each additional family member) for the first year, and \$5 per year (\$3 for each additional family member) thereafter. If you are interested in joining the Ski Club, just fill out the form below and return it through the company mail to: RTD Ski Club, Department 8100.

For further information, give us a call: Sun Son—ext. 3266, Rudi Beuermann—ext. 3401, or Brian Boudrea—ext. 6746. Let's ski!

\*NOTE: If you are a current member and you have not received any flyers lately, please call us now!



## RTD SKI CLUB APPLICATION

Please Print

NAME \_\_\_\_\_

WORK STATION \_\_\_\_\_ PHONE \_\_\_\_\_

HOME ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

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

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

# Prop. 61 Can Affect RTD Employees

The *Headway* would like to call the attention of its readers to Proposition 61, also known as the Fair Pay Amendment, which will appear on the November 4 ballot and is sponsored by Proposition 13 tax reformer Paul Gann. The initiative measure is being put forward to control costs of California state and local governments by setting limits on public employees' incomes and benefits. As a special district established by state mandate, RTD employees would feel the impact of the measure should it pass into law.

The salary ceiling would require the immediate reduction of the salaries of approximately 18,000 State

employees and would place limits on promotions and salary increases for other State employees.

In addition, the proposition also prevents employees from carrying over unused vacation and sick leave from year to year.

In a memorandum to all State employees dated August 1, State Controller Kenneth Cory urged them to learn more about Proposition 61 and consider its effect on their employment with the State of California. The *Headway* encourages all District employees to do the same so that you may make an informed decision on November 4 in the general election.

# COMMENDATIONS



RTD retirees were recognized at the August 14 Board of Directors' Meeting and presented with plaques by RTD Director John F. Day. Front row, from left to right: Division 9 Operator Edward L. Messner, Division 9 Operator Dwight C. Heinz, Jr., Division 4 Utility A Ruben Lara, and Division 12 Transportation Manager James J. McCullough. Back row, from left to right: Director Day, Senior Instructor Louis J. Hubert, UTU General Chairman Earl Clark, and General Manager John A. Dyer.



RTD retirees were recognized at the August 14 Board of Directors' Meeting and presented with plaques by RTD Director John F. Day. Front row, from left to right: Division 9 Operator Harry Ellison, Division 9 Operator Miguel A. Algarin, and Division 3 Operator Lawrence H. Birkner. Back row, from left to right: Director Day, UTU General Chairman Earl Clark, RTD General Manager John A. Dyer, and Director of Equipment Maintenance L. Rich Davis.



Certificates of Merit were presented to the July Employees of the Month at the August 28 Board of Directors' Meeting by RTD Director Marvin Holen. Front row, from left to right: Telephone Information Operator Susan Carter, Division 10 Operator David M. Caudillo, Division 18 Mechanic A Jessie Singleton, and Division 10 Manager Harold Hollis. Back row, from left to right: Director Holen, UTU General Chairman Earl Clark, General Manager John A. Dyer, Division 18 Maintenance Manager Theral Golden, and Director of Customer Relations Robert Williams.



The Second Quarter 1986 Safe Performance Awards were presented at the Board of Directors' Committee of the Whole Meeting on August 7. The awards were given by Director Leonard Panish to Transportation Division 3 for a 41 percent accident reduction rate and Maintenance Division 4 for a 69 percent decrease in lost time occupational injury accidents. An incentive bonus of \$100 was added to the award. From left to right: Division 4 Equipment Maintenance Supervisor II Mike Bottone, Director Panish, Division 3 Manager A.J. Taylor, and Safety Analyst Frank Larson.

## District Idea People Earn Over \$3,000

Four employees were presented with suggestion awards at the August 28 Board of Directors' meeting that totaled over \$3,000. The first award went to Systems Electronic Communications Technician Robert Skarseth for \$583. He suggested a velcro strip be installed around the lamp housing of the badge readers. The idea saves the District \$5,285 annually by securing the interface board and reducing maintenance costs and user inconvenience.

South Park Mechanic A Kats Nakatani received \$450 for his design of a support stand to elevate coaches during refurbishing. This stand will save the District \$4,521 each year by minimizing the risk of injury resulting from poorly supported buses, improving accessibility in the work area, and reducing the time expended to hoist and lower the buses.

Division 5 Body Shop Leadperson Eddie Caldwell gained \$1,000 for his modification of the transmission and radiator access doors on AMG coaches. This suggestion will extend the life of the doors by strengthening them and will save the District approximately \$180,000 over the next three years by eliminating the need to purchase new doors and reducing the frequency of replacement.

Division 7 Mechanic A Mark Stapp received a \$1,000 award for his suggestion as applied to articulated buses. Mark suggested that the rink transmission heat exchanger tube on the articulated coaches be modified to accept extra seals ("O" rings). This modification will save the District approximately \$50,000 a year by doubling the surface area covered, thus, almost totally eliminating the oil leakage problem and subsequent road calls.



Suggestion Award Winners — Presented their monetary awards at the August 28 Board of Directors' Meeting were (from left to right, first row): Eddie Caldwell, Mark Stapp, Robert Skarseth, and Kats Nakatani. Back row, from left to right: General Manager John A. Dyer, RTD President Jan Hall, Director of Personnel Gayel A. Pitchford, Facilities Maintenance Supervisor Bob Boehr, Supervisor John Manning, and Supervisor Ray Schuck.

# To Your Health

## May Your Fortune Rise and Your Blood Pressure Go Down

### Blood Pressure

Everyone has a blood pressure, that is, as long as your heart keeps on beating. When you have your blood pressure taken, there are two numbers read. The top number reported is the systolic pressure. In very simple terms the systolic pressure is the force the blood exerts against the walls of the arteries as the blood is pumped from the heart to the arteries. The bottom number or the diastolic pressure is the pressure of the blood within the heart and arteries between heartbeats. Normal blood pressure is individual, varying from person to person with 140/90 regarded as the high normal.

### Normal vs. High

It is normal for blood pressure to vary during the day and simple stressors may cause a greater variation. Happiness as well as sadness will cause your pressure to go up. But these variations are normal. In cases where blood pressure is consistently higher than 160/90, permanent damage occurs in the eyes, heart, and kidneys. High blood pressure can be brought down by the use of diet and exercise. If those don't work alone then medication is added.

### High Blood Pressure and Your Body

With high blood pressure, pressure in the arteries is high because the arteries are too narrow or clamped down,



by Elia Hager  
Visiting Nurse

causing the heart to pump harder to make the blood pass through the narrowed space. Narrowing of the arteries can be caused by arteriosclerotic plaques or by the influence of hormones secreted by the body.

In arteriosclerosis, deposits of minerals or fats start building upon the sides of the arteries, narrowing the inner space. It is much like putting a nozzle on the end of a garden hose. The narrower the outlet of the nozzle,

the higher the pressure of the water as it leaves the end of the hose. If excessive pressure is placed on the garden hose, areas along the hose will become weaker and will spring leaks much like a person suffering a stroke. A small vessel in the brain, weakened under constant high pressure can break, allowing blood to flow into the brain, causing damage related to the amount of blood lost and the part of the brain affected.

High blood pressure adds to the work of the muscles and the capillaries of the heart as well as the capillaries of the brain, the kidneys and the eyes. If high blood pressure is allowed to continue for a long time without treatment, the person not only runs the risk of stroke but also runs the risk of heart failure, kidney failure, blindness, and heart attack.

Screening (getting your blood pressure taken) is the only way of finding out if you have high blood pressure.

### Symptoms to Watch For

Headaches upon awakening  
Fatigue  
Irritability  
Nosebleeds

These are simple, confusing symptoms that may indicate other conditions like the flu, a hangover, or allergies. The *only* way to know for sure if you have normal blood pressure is to have your blood pressure taken. Do it today!

## Drug Workshops Set at Divisions

A drug information program will be presented at each division beginning in October. The latest facts will be presented for all employees interested in learning something about this increasingly important problem in our schools, our communities, and our society.

Few people, unless they themselves use drugs, are aware of the recent major changes in the chemistry of today's most common drugs. For example, before 1983, the potency or THC level of marijuana sold in this country was only 1% to 2%. During the last three years, the new strains of marijuana sold here contain a THC level of 5% to 15%. Some areas of the country are reporting levels as high as 27%. Most people believe today's marijuana is the same as the marijuana smoked in the 70's, and also believe this marijuana poses no more risks or problems than it did then. The problem is that a 10% increase in the THC level looks minor on this printed page, but the brain does not react like the eye. The brain reacts as if this were a 900% increase.

A teenager today who smokes a joint is not likely to be smoking what a youngster in the 60's and 70's or even in 1982 was smoking. They are smoking a joint nearly 1,000 times stronger than those of three or four years ago.

This, and other facts about drugs, their effects, treatment, etc. will be presented by experts in the field during October and November. Watch your bulletin boards for exact dates, times, and locations of the drug information program at your division.

# Children in Charge? — Latchkey Kids Home Alone

When the school day is out, 10-year-old Jennifer goes home. As she approaches her front door, she retrieves a key from her pocket, and unlocks the door herself. For the next hour and a half, she is home alone, a child in charge.

Jennifer is a latchkey child. Close to 5 million children in the United States share her lifestyle.

A high divorce rate, dual-career families, a majority (65%) of mothers of school-age children working outside the home, and a shortage of good, affordable child care—all explain the increased incidence of children who arrive home and find no adult supervision.

While the situation is not new, it is drawing serious attention from child experts, both pro and con. A few argue that increased responsibility better prepares children for life's obstacles; several claim the psychological and physical risks are too great for children, some of whom are as young as 6 when they make their first trip home alone. Most experts do agree that children should be 10 or older before placing self-care responsibilities on them.

The growing phenomenon of latchkey children is a complex issue facing children and parents alike. Fear, guilt, confidence, and trust are common ingredients.

Many latchkey parents say help from neighbors and relatives is an essential ingredient for success. Open communication lines is another major factor in raising these children.

Civic groups, municipal agencies, schools, and corporations are

now joining forces to make the best of a less than ideal situation. In Owensboro, Kentucky, for example, the local YMCA offers special summer programs for latchkey kids.

At an elementary school in Elkhart, Indiana, local agencies have pooled resources to offer instruction for latchkey kids and their parents. Included in this practical program are first-aid and fire safety training.

Many model programs will be starting with this new school year. Latchkey families may find affordable options to the empty house syndrome by checking with local schools, churches, and civic associations.

### GUIDELINES FOR LATCHKEY FAMILIES

**KEYS:** Children should not openly wear a key. They should have the key ready when they approach the door and, once inside, lock the door immediately. Don't hide extra keys, but give them to a neighbor who can also provide emergency help.

**SAFETY:** Conduct a safety inspection of your home. Check the water heater, furnace, and other appliances. Check locks and windows, install fire alarms and fire extinguishers, and map out fire escape routes. Show your children what to do if the power goes off and instruct them in first aid.

**ANSWERING THE DOOR:** While children traditionally have been taught not to answer the door when a stranger knocks, some communities have discovered that answering the door can avoid a burglary. Children should not say they are the only ones

home. You may want to install a peephole.

**THE TELEPHONE:** Tape a list of emergency numbers, including your work numbers, near the phone. Tell children not to give "wrong number" callers your name or number. Instruct them to hang up immediately on obscene calls. Establish a special signal if you don't want them answering any calls but yours.

**TRUST:** Some child experts recommend a written agreement that specifies what children can and cannot do while home alone. Spell out who can visit and when they can play outside.

### Book Review:

*The Working Parent Dilemma*, by Earl A. Grollman and Gerri L. Sweder. Beacon Press, Boston. 1986. 190 pages. \$15.95.

Advice for two-career parents abounds: How to be Supermom; How to avoid being Supermom; How to find time for yourself; How to maintain your sanity, your career, and your home. Subtitled *How to Balance the Responsibilities of Children and Careers*, *The Working Parent Dilemma* is bursting with common sense advice on what's best for our children.

Grollman, a rabbi and lecturer and author on family issues, and Sweder, a child development specialist, talked to more than 1,000 children of working parents. Their findings deal with such topics as safety, creative use of time, and household chores. Among the most important problems they deal with are:

■ How does your child get to and from school? While our homes may be as safe as possible, we have little control over the routes children take. Teach your children how to cross busy streets; to travel with friends; to avoid wooded shortcuts, abandoned places, or alleys; and not to talk to strangers.

■ If your child is not old enough to be home alone after school, what kind of child care is best? Grollman and Sweder outline the pros and cons of several options. They recommend written rules for caregivers, listing daily chores and special instructions.

■ What do you do when your child is sick? Sooner or later, every child will get sick and upset the precarious balance of schedules. Children do not get sick intentionally, and the authors explain how to plan in advance to avoid a last-minute panic.

*The Working Parent Dilemma* also spells out some things parents already know in their hearts:

■ When you come home in a bad mood, the whole family gets upset.

■ Kids need to spend time with you. Ration the amount of time you spend away from home. If you work all week, go out with friends all weekend and several evenings, your children will feel left out.

■ Communicate with your children. They want to tell you what they've been doing—listen to them.

■ Don't be addicted to your job. Children recognize this as a form of rejection or lack of caring or simply thoughtlessness.

## First Fish Fry Held at Divisions 3 and 10

Division 3 hosted its first Fish Fry on August 15 to raise funds for the annual division barbecue.

The dinner plate included Red Snapper, potato salad, tossed green salad, and macaroni salad for the reasonable price of \$3.50.

"This helps our morale considerably seeing all the bad publicity we are getting from a few mess-ups," said Operator and Chief Fry Cook Janice Mustin.

The operating budget allowed \$1.25 per person toward division barbecues in the past. Current budget constraints have eliminated such subsidies.

All start-up costs for food and materials were donated out-of-pocket by the Fish Fry Committee. "We got lucky. I met a wholesale fish dealer in downtown Los Angeles who gave us a very good deal. He was sympathetic to operators," said Mustin. The committee raised approximately \$300 through their culinary efforts.

Division 3 sponsored another fund-raiser on August 29 by turning the division train room into a trattoria selling spaghetti dinners.

The hard-working committee cooking over the hot stove included: Janice Mustin, Oscar Coleman, Kris Sharp, Joan Johnson, and Joe White.



The Division 3 Fish Fry Committee, from left to right: Kris Sharp, Janice Mustin, Oscar Coleman, and Joan Johnson.

The first annual Division 10 Fish Fry was held Friday, August 29.

For a mere \$3.75, employees had a choice of Red Snapper or Filet of Sole along with all the trimmings which included potato salad, green salad, bread, and punch.

The Fish Fry accomplished two goals according to Division 10 Transportation Manager Harold Hollis. "It boosted morale among the operators and it raised approximately \$300 for the annual barbecue."

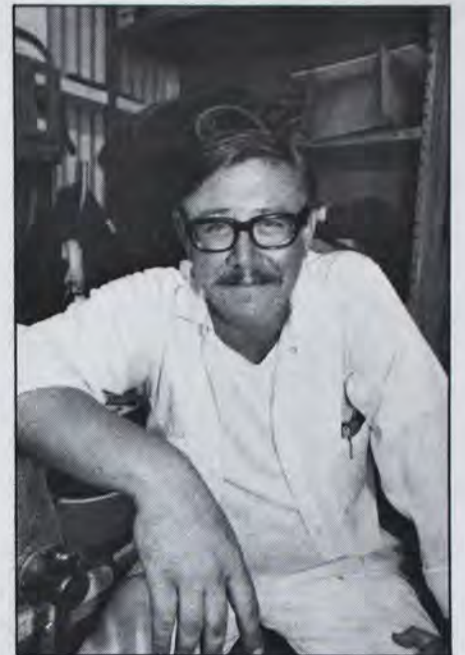
Members of the Fish Fry Committee included: Sam Harper, Louella Houston, Charlie Kenan, Aussie Orange, Carl Motley, L. Henry, Sandra Crudup, Maxine Lewis, and Ben Crosby.

Future Fish Frys will be held once a month at Division 10 to continue raising funds for the annual barbecue.



Division 10's Fish Fry Committee busily serve up meals to all comers. From left to right: Charlie Kenan, Aussie Orange, and Sandra Crudup.

## FM's Top Employee for July



Electrician Johann Gauss was selected the Facilities Maintenance Employee of the Month for July based on his superior work performance and attendance record. Gauss was especially commended for his outstanding effort installing the UPS systems at divisions, completing the assignment well ahead of schedule. Johann has been at Vernon Yard since 1985.

The sweepstakes winner for July was Locksmith Joe Salazar, also of Vernon Yard. Joe received a \$25 cash prize.

## Are You a Handicap to the Disabled?

The first week in October is designated "National Employ the Handicapped Week." It's a good time to think about your attitude toward the disabled, and how it can be improved. The key to better understanding and acceptance of disabled people is to recognize they have the same needs, rights, hopes, and aspirations as the rest of us. They are like everyone else in most ways, and that includes the right to an equal shot at full participation in community life.

Ask yourself a few questions—do you ever feel awkward in the presence of a handicapped person? If a disabled person were attending a social gathering, would you avoid or pay extra-special attention to that person? Are you unaware of the problems some people have in using public transportation, gaining access to public buildings, or using public washrooms and telephones? If you learned a group of disabled people were going to be your neighbors, would it bother you? Do you ever catch yourself treating a disabled person as less than ordinary?

If you honestly answered "yes" to a few or most of the above questions, think about why. But don't feel terribly guilty. Given our backgrounds and our society, it's almost predictable that most of us would not feel totally open and free in our attitudes. But that's not to say we can't change.

Remember that a person with a disability is a person—like anyone else. If you don't know what to do or say, allow the person who has the disability to help put you at ease. Explore mutual interests. Offer assistance if asked, or if the need seems obvious, but don't insist on it. Respect the person's right to indicate the kind of help needed.

## Bill Beal Retires from Scheduling



Schedule Maker II Bill Beal retired August 25 after 25 years with the District. Bill started out as a bus operator then went on to be a schedule checker before becoming a schedule maker. Now that he is retired, Bill intends "to become a man of leisure." Director of Scheduling Art Leahy, along with the Director of Employee Development Byron Lewis wished Bill and his wife, Mary, good luck with their new life.

## Staying in Dietary Balance

Hardly a day goes by without some new claim for what we should or should not eat. It's downright confusing.

What should you eat to stay healthy? The U.S. Department of Agriculture and the U.S. Department of Health and Human Services have prepared current guidelines based on the latest nutrition information available. The first two guidelines form the framework for a good diet: "Eat a variety of foods" that provide enough essential nutrients and energy to "maintain desirable weight." The next five guidelines

describe special characteristics of good diets. They suggest that you get adequate starch and fiber and avoid too much fat, sugar, sodium, and alcohol.

Food alone cannot make you healthy. But good eating habits based on moderation and variety can help keep you healthy and even improve your health. To get the full details on good eating, write for "Nutrition and Your Health: Dietary Guidelines for Americans" (520P), available free from the Consumer Information Center, P.O. Box 100, Pueblo, CO 81002.

## Division 15 Holds Ping-Pong Tournament

Division 15 held its long-awaited ping-pong or table-tennis tournament in August.

Twenty-two players entered the tournament and through elimination games were narrowed to the top three contenders. First place winner was Robert S. Smith. Smith's trophy was inscribed with the legend "Ping-Pong King — No. 1 for 10 years." Clovis Scott, a 10-year veteran with the District, took second place; and Ernest Scotti, with the RTD for 6 years, took the third place trophy.

The tournament was organized by Smith whose reputation was made certain with this 1986 win. "There's only been two men from other divisions who have beat me. Right now I'm really ecstatic that I've been able to hold this position for 10 years, but I would like to find better players out there at other divisions," Smith said. Smith has retained his title for 10 out of the 11 years he has been with the District.



Division 15 Ping-Pong Champs: (left) Ernest Scotti; (center) Robert S. Smith, and Clovis A. Scott.

# An Interview with the General

**Headway:** *Congratulations on bringing the Metro Rail full-funding contract to completion. What now, now that the goal has been reached?*

**Dyer:** There are three things that have to happen. One, get working with LACTC connecting light rail lines into the Metro System so that we have, in fact, a rail system as opposed to a series of independent lines. That will make an enormous amount of difference in terms of how the system will operate and how much ridership we will have.

The second thing is to develop the MOS-II [Minimum Operating Segment] to the point that we can get early funding for its construction. My objective is to get the MOS-II defined, engineering completed, and construction going on in sequence so that we have continuation of construction past the 4.4 miles, finishing it on schedule, in April 1992. What has to happen is to get MOS-II defined and get it funded. Then, get MOS-III defined and get it ready to be funded. That's the whole second phase.

A third thing that needs to happen is that we need to carefully work out bus interconnections between Union Station and the El Monte Busway. The busway will become much more important when the Metro line opens. These are the three big things that need to happen. Implementing them might take a period of 5 to 10 years, depending on how successful we are with Congress and the Administration in getting additional federal funds for extensions to the 4.4-mile line and then also depending a lot on the state and local dollars we can get. But, until we can get the system designed, there is no way to put together the funding packets, so our second task is to get the system defined and our third one is to put together the system packets. Those are the major three things that are next in terms of rail-bus expansion taking place in Los Angeles over the next 20, 30, to 40 years. It's not going to be over in 10 years.

**H:** *What were your feelings when you knew that a full-funding contract was a certainty?*

**D:** (Laughs) Relief, more than anything else. The struggle was so difficult, so intense, and had so many facets that those of us who had anything to do with it on the managerial/tactical side were just relieved that it happened. There were just so many implications and so many places where one could have run afoul, we were extremely relieved that it was signed. The second feeling was one of jubilation. This really represents a major turn from a transit system that has had to struggle under inordinate burdens for the last 10 to 15 years, to one where now we really have a chance. There's a hope for overcoming the problem, or at least managing the problem. Up until we got the Metro approved, we simply couldn't see any light at the end of the tunnel. We simply saw things getting worse and worse in terms of local operating environments, worse and worse in terms of con-

gestion; many, many more buses on streets, and many, many more passengers on board all the buses, all of which tends to drive the operators crazy, and drives the passengers crazy too. It was a pessimistic environment until we got Metro approved. Now we can begin to see how a system can unfold into a magnificent one in 10 years and just a truly outstanding international-type in 20 years.

This brings new opportunities for the District. There are people who have been in public transit their whole careers, fifty years, and have never had the opportunities and experience that RTD's going to have. It's an enormous opportunity. It's going to be exciting. I can guarantee you, once it gets started, there'll be a new problem every day. And some of them are going to be fun, and some of them are not going to be fun. But it'll be an exciting experience and it'll be an experience that should bring this community together. It should enable RTD to come out with a much enhanced stature in this community.



**H:** *Can you talk a bit more in detail about what you encountered in the negotiations?*

**D:** The negotiations themselves were multi-faceted. First, we started the process from a point where Congress had directed the Secretary of Transportation to proceed with negotiations, so that created a very hostile atmosphere. The UMTA administrator and his staff persons felt put upon. A second facet was the concern on the part the LACTC's director, Mr. Rick Richmond, and myself, as to whether the capacity was there locally and at the federal level to write all these documents and do all the negotiations in a time of financial cuts. It took an enormous amount of work on the part of LACTC and RTD just to scope the documents that had to be put together as a package, to write them and then negotiate with the Feds. We had a complicated environment in that there are four major funding sources as well as the private sector. This meant you had to get the State of California, the City of Los Angeles, the LACTC, the private sector committee, [the benefit assessment districts,] and the RTD to do a whole array of things in concert. You couldn't have one set of commitments made by the State which didn't mirror commitments

made by the City or the LACTC. So, secondly, we had a real difficult problem of simply getting all of our acts together. Now, a third set of elements in the negotiations was the contract discussions themselves. The UMTA staff people didn't begin to turn around and lay out what concerns they had, what issues they had, and how they proposed to resolve them, until early June of 1986. So, once that began to take place, we had then a legitimate give-and-take going across the table. As we got further into the details, the number of people at the table began to decline. In the last four or five sessions, it was almost exclusively Administrator Ralph Stanley and his chief counsel, Joe LaSala, and Rick Richmond and myself. That's where an enormous amount of argument took place. In many cases, they bought our arguments, in many cases we bought their arguments, in other cases we split the difference. There were a lot of heated points of discussion and arguments, but it never got into what I would call an uncontrolled shouting contest, personal anger, or animosity. I was very pleased with the professional manner in which they doggedly sat at the table and would work with us. In many cases, an effort was focused on not getting into traps, or what I call black holes, diverted to the point where you couldn't recover. We especially tried to avoid the diversions. That's the best I can describe it. Obviously, no one got everything they wanted, but if you look at the agreement, we got a good agreement.

**H:** *Shifting gears from Metro Rail, tell us about your concerns regarding the RTD's safety record.*

**D:** Our safety record is much, much better than the press is acknowledging. We've got the largest bus operation in the country, we have got the most congested, street system in the country, and, finally, we've got the highest ridership per bus than any bus operation in North America. If you take those three things, a very large system, very high congestion on the streets, and a very high usage of the buses, we're doing very well. We still can be much better. One of the major things the District has to do to restore its credibility in this community is to rid itself of alcohol and drug abuse. We have recommended to the Board, and the Board has adopted a substantially strengthened drug and alcohol policy over and above that which we put into place in August of 1985. We're going to be implementing that in October of this year. I'm very hopeful that that policy, when implemented, will be the basis for ridding the District of alcohol and drug abuse. It's going to take everybody's effort; it's not one person, it's not ten people, it's not four supervisors, it is in fact, a real team effort. We're going to have to train our supervisors in detection of drug use, we're going to have to employ every state-of-the-art method that there is in terms of detection, we're going to have to continue

testing people where there are incidents. But, unless and until the individual decides he or she is going to get off drugs or alcohol, it's not going to happen. We've simply got to convince them through education, seminars, and sessions, that it is not in their interest, in fact it's adverse to their interest, to be a user. The last thing I want to do is play policeman, but, frankly, it's the final fallback position, to have to police this alcohol and drug thing. If we can not devise deterrents, education, and detection that work in the District, then we'll do it by implementing and enforcing the drug policy so that the users are caught, and we proceed in accordance with the policy to terminate them. We're going to be very, very strict about that. There's just no room in this District for a user of drugs.

**H:** *Do you think the press has been unfair in its coverage of the RTD?*

**D:** Unfortunately, this whole thing has become far too sensationalized in the press. It is in that context that I believe we've all gone the wrong route. Abuse of drugs is a serious problem in society, and the media and this community ought to be addressing it as a societal problem, not an RTD problem. The District has, in fact, been the focal point for the community's frustration about drugs as opposed to the District being recognized as one of the leaders in alcohol and drug abuse policies and implemented programs, which nobody else seems to have thought about.

On the mandatory, random testing program that was up before the Board, what I stressed openly and when the item was drafted, is that I have serious reservations about whether or not a mandatory, random testing program is constitutional. It comes very close to violating the fourth amendment of the Constitution which prohibits illegal search and seizure. Finally, I know, from the experience the military has had, that mandatory, random testing would be very divisive in terms of how this District operates.

**H:** *At the bus operators' rally held at the Sports Arena this August, you said you would submit to a drug test. Are you still prepared to do that?*

**D:** Absolutely. When the policy is put in place, I'm going to be the first one to volunteer to take the drug test and I encourage everybody in the District to take that drug test. I believe that everybody will be the better for it. One, to know what our test is, and, two, to know that as a result of the test they are drug-free. The tests are so accurate today that there's just no way to miss. It's not a helter-skelter or hit-and-miss test, it's an extremely accurate and high-quality test.

**H:** *I'm going to turn from the drug/alcohol and other RTD policy matters to try to find out more about you as a person. Mr. Dyer, I would have to say from the talk I have heard about you from employees, you're a mystery to people. People don't know how to*



# Manager. . . .

describe you. So, could you describe yourself to us?

**D:** Sure. I'm sure that's the case. It's always the case in a large organization to a degree. I guess the first description I believe to be accurate is I try very hard to be a professional in everything that I do. Professional in how I deal with employees, deal with Board members, how I deal with persons who don't work for the District. Secondly, I try very hard to be a straight-shooter on every subject. If I say I will do something or I can do something, I will do it. If I say I don't know if I can do it or I can't do it, I will not do it. Third thing is, I tend to want the executive staff and department heads to take on more work and more activity, basically, keeping out of it as much as I possibly can. The only time I really want to come in and get into it is when they have a problem they can't resolve. The fourth thing is that I tend to be a reader of things. Many general managers don't read anything that comes across their desks. They have clerks and others to do that. They parcel things out, and the managers never know what is going on in the administration. I somehow deal with every letter or paper that comes to me, and, as a result, I think I have a very good feel of what problems the District has, what complaints the District has, what concerns people have for each other in the District and outside. The fourth thing, and this is one that I've not actually given much credit, but a large number of people know it, I'm an amateur mechanic. I know an awful lot about vehicles, road equipment. I do lots of maintenance work. I work on automobiles, and I know a lot about diesel engines, air-conditioning systems, electrical systems, and all the components that go on board buses. So, I think I have a very good feel for vehicles, and how they work and don't work.

**H:** How did you develop this knowledge of mechanics?

**D:** In high school, I took an auto-mechanics course, and got into a lot of interesting automobiles. I did a little bit of work on sports cars, and sports car racing as a teenager and in my twenties. And, so today, one of my big hobbies is rebuilding sport cars, usually antique English sport cars. Right now, I'm finishing up an old Triumph TR4A, '67 model. I thought it was a piece of junk, but I've just about totally rebuilt the car. Of course, it takes a year or two to do that, assemble all the parts, from everywhere under the sun. None of them are easy to get. But I'd like you to take a picture of it one of these days. You'll like it. It's a beautiful car. I painted it myself.

**H:** When can I come out and take a picture of you with it?

**D:** [Laughs] Would you like to?

**H:** Of course. How many cars do you own?

**D:** Three or four. Two are basically sports cars, not really driveable. You don't take them out on the street and drive them around in the congestion of traffic. You take them around on weekends.

They're sort of a part of you. If you had a crash, you'd throw it away, because you can't find the parts to build it again. You have to be cautious with these cars. They're neat little cars, incredible, two-seater cars. Very high performance engines, very neat cars.

**H:** Your own garage is set up to rebuild cars?

**D:** Oh, I've got every tool in the world. Paint compressors, air compressors to paint cars with, to do all the valves and everything under the sun — yeah, I've got a place that I own. I rent one when I need other work done. That's my big hobby, along with water-skiing and tennis. Tennis is a game that I learned as a very young child, about six when I started. I played up through college. I placed number one on the college team for four years. And I still play, when I can get to it, which is not very often. I try to get away after work on Wednesdays. There's a group around here, but I'm one of the four or six who's least present, unfortunately.

**H:** You look very trim. Do you work out?

**D:** My wife Beth and I walk every day. Thirty minutes every day, either in the morning or at night, we walk. We walk up and down the hills in our neighborhood.

**H:** Mr. Dyer, what makes you happy?

**D:** [Chuckles] What makes me happy? I believe much more in *can do* than *cannot do*. So, start with, just the basic personality, I'm generally a positive person, a happy person, as opposed to a negative person. What makes me happy in terms of this job that I'm responsible for is watching others do a very good job and seeing the results of a very good job. We have excellent, really excellent, non-contract persons, and excellent contract persons, operators, mechanics, clerks, and it's very rewarding to see the enormous amount of effort devoted very positively to this organization. It makes me happy to see the District perform well. It makes me, very obviously, sad to see things go wrong, or to worry about what's going to happen next. The other thing is, I'm active in the church, I am a Presbyterian. I'm very interested in all of the sport activities that go on, football, basketball, baseball. I enjoy seeing those live or on television. I'm also an active reader. I read a lot of things other than business matter, and I read very fast as some people know.

**H:** What other social activities are you involved with?

**D:** My wife and I have a lot of personal friends, not necessarily in the Los Angeles area. It's very difficult for a manager to get real close to his employees, no matter what level they're at. Maybe it's just a philosophy of mine, maybe it's a work ethic of mine, but I really don't believe in the manager getting close with his or her employees personally. I think that's a basic mistake. It tends to lead to personal feelings spilling over into the work place. I think that destroys the objectivity and the independence a manager



RTD General Manager John A. Dyer signed contract agreements with UMTA Administrator Ralph Stanley (on Dyer's left) on August 27 that begin funding for the first 4.4-mile segment of Los Angeles' Metro Rail. Dyer is surrounded by RTD Directors Jay Price and Nate Holden, Mayor Tom Bradley, RTD Board President Jan Hall, and County Supervisor Deane Dana.

really has to have to run an operation. A good old boy operation . . ., I would never consider doing that, I don't believe that anybody in this District has the impression that a good old boy operation exists here, because there certainly isn't one. So, in terms of close friends at the District, obviously I know the Executive Staff quite well, but, I wouldn't consider any of them close friends. It's more an effort on my part to separate my professional life, if you will, from my personal life. That's something I feel pretty strongly about. I have just seen it happen too often to other professionals, they get themselves into all kinds of difficulties by becoming too close personally to one or more staff persons who work for them. So that's something I guess that's characteristic of me. I simply don't get close to anybody who either works for me or I work for.

**H:** So for you, it's principles before personalities?

**D:** Oh, yeah. Oh, for sure. Not only that, it's a separation of work place from the private life. The work place is the public responsibility, I believe very strongly in that. I really do want to maintain my independence in the same way with the Board of Directors, not wedded or committed to personal friendships. I try very hard to keep every Board member on the same level, maintaining no personal relationships with any of them either. I have a lot of personal friendships with, say, counterparts in other agencies around Los Angeles, but not either RTD Board members or staff people.

**H:** I have one more question, but before I ask it I'd like to take a picture of you, and I'd like to get you with your glasses on.

**D:** [Laughs] You want to get me into one of those positions, show me as the press loves to show me.

**H:** How does the press love to show you?

**D:** Oh, they've got one picture, it is the *Herald* that's got that terrible picture of me, it's just a peculiar angle, looks terrible.

**H:** I've heard lots of comments from people that they really do like you with your glasses on. They happen to think it softens you.

**D:** Okay, I'll put them on.

**H:** My last question is where do you see yourself in five years? Where would you like to be?

**D:** Where would I like to be in five years? That's a tough one. You really want to know, I will tell you. I'd like to be teaching in one of the major universities.

**H:** What would you like to be teaching?

**D:** What I was trained to do and taught for several years at the University of Tennessee at Chattanooga. When I was there, oh gosh, I was in my late twenties at the time. I taught advanced courses in public administration, and a couple in government finance and transportation. I'm sure the present teachers are well trained, but I'm sure that they've had nowhere near the experience in the real world that I have. The contribution I could really make in teaching students advanced public administration, advanced finance courses, and advanced transportation courses is basically the difference between what you learn in books, which is very important but it doesn't help you one bit when it comes to decision making. That's basically what a chief executive officer, whether he or she is in public or private enterprise, has to do. The difference between a professional staff person and a chief executive is that a chief executive has to make all the major decisions. That is the type of thing that is not easily taught. It's in part acquired and in part earned. That'd be one of the things I'd enjoy doing once Metro Rail is either finished or close to being finished on the MOS-II. I figure if I can get the MOS-II funded, I've done enough for Los Angeles. [Laughs]

**H:** And teaching, that would be your reward, would it?

**D:** Well, it's an interesting thing to close out one's career on, and it's a fun-and-games type of thing to be able to teach. You can also do a lot of writing. I literally could write a book of the last three or four months worth of work. If I changed the names and wrote it as fiction and called it *Promises, Promises*, I'd have a best-seller [laughs]. I may be able to do a book on the thing, I've got very good notes. What I told you earlier were just broad sketches of some of the stuff that really went on. *Promises Made, Promises Broken*, would be a better title of this thing.

# Sharks and Renegades Take League Titles

Just when the Blue Jays from Division 18 thought it was safe to test the waters for the title, the Division 6 Sharks snatched the National League honors in the championship game played August 24 with a score of 15 to 9.

The games were held at Roosevelt Park in Florence. The park is a pleasant patch of trees, grass, and baseball diamonds in an oppressively urban setting pock-marked by factories and scarred by railroad tracks.

free game, in spite of Pitcher Larry Morris' valiant efforts to fend off the Jaws from Division 6. No matter where your loyalties may have lain, it was an excellent game providing maximum entertainment appeal for the large crowd of families, friends, and onlookers. Watching the crowd was almost as fun as watching the game. They reminded this reporter of spectators in the film, *The Natural*, they took in the contest as seriously as the players. While they had no traditional



The RTD National League Champions — The Sharks, first row, from left to right: Ben Ethridge, A. Mendoza, T.P. Hill, Carl Hebrard, Harold Kennybrew, and Ron Eadie. Second row, from left to right: Jeff McCain, Mel Braxton, Norman Mayes, Bob McCain, A. Wright, Don Watkins, Reggie Smith, and Charles Ray.

At 11 a.m. the crack of the bats signaled the beginning of the final competition between RTD's boys of summer in the National League. This year the division teams were split into either the National or the American League. The Blue Jays and Sharks rose to the top of their league, but only one team could claim victory. Sharks' coach Mel Braxton attributes this year's win to Norman "Fast Black" Mayes of Division 7. "It was a team victory, but Mayes was the key. This season we won 12 games and only lost 2. Without him we couldn't have done it. He's our most valuable player as far as I am concerned," said Braxton. The Sharks had no relief pitcher this year and relied heavily on Mayes; another reason Braxton felt the victory was so significant.

The Sharks enjoyed some notable innings, namely the first in which they scored five runs and the fourth inning when, as Braxton put it, "We had a Shark Attack and went to seven runs." "Shark Attack" is their war whoop, when you hear it you know they are out for blood. And, they got enough of the Blue Jays' in their error-

Dodger Dogs to snack on, this crowd made do with the raspadas and pale-tas sold by the local hawkers. The roar of this robustly spirited crowd could have filled Dodger Stadium.

If they stayed long enough, they were able to enjoy a doubleheader comprised of the American League competitors, the Division 7 Renegades vs. Division 12 The Beach. Playing a steady game, the Renegades overcame The Beach in seven innings with a final score of 9 to 5. Renegade Coach Nathan Weathersbee was all smiles after the game. "It was a good game. We finally won our championship. Now, we want the Sharks!" said Weathersbee. He attributed the win to good pitching and a minimum of errors. Renegade's Coach Phil Samuels echoed Weathersbee's sentiments. "Our players gave 100 percent today. All the players got a chance to play. It was a good win. Now what we want is a play-off between the American and National League teams to determine the real winners of the RTD." Rondy Harris is the manager of the Renegades.



The RTD American League Champions — The Renegades, first row, from left to right: Vernell Elgin, Frederick Baylor, Adrian Mott, Will Evanston, Hector Hernandez, Harold Hollis, and Rondy Harris. Second row, from left to right: Phillip Samuels, T.C. Williams, Earnest Kirkwood, Alfred Broom, Isaac Thomas, Reese Randolph, (middle) Nathan Weathersbee, Roland Hardson, Cornell Rycraw, Mike Canales, and Reese Randolph, Jr.



Division 12 Team from Long Beach — "The Beach" — first row, (kneeling) left to right: Jose Aguirre, J.R. Holguin, John Fernandez, David Martinez, David Thomas, and Warren Koons (team manager). Second row, from left to right: Erwin Meeks, Dennis Bainbridge, James Brown, Alfonso Mijares, Brian Fulbright, Al Scott, and Andre Molette. Not shown are James Coleman, David Acosta, Billy Tryon, Ruben Rodriguez, Roy James, and Romell Tresvan.

## To the Victors Go the Goodies

Following the games, the winning teams celebrated in the park with a barbecue picnic planned and prepared to perfection by Division 3 Operator Lester Hollins, his wife Sonia, his brother Vincent, and Denny Samuels, wife of Coach Phil Samuels.

As chief chef, Lester offered the victors a feast of choice pork ribs, hot links, and chicken smothered in his

secret sauce; potato, macaroni, and green salads, baked beans, and carrot cake. Lester contends his style of cooking is an art. "My purpose is to satisfy people. I can't play baseball, but I can cook," he said. Take it from this reporter who went off her diet, again, the man can cook. It was the food of champions.

Now when are we going to have the Super League playoffs?



Division 18 Blue Jays — Front row (kneeling) left to right: Jerry Jenkins, Charleston Grantham, Christopher Harris, Ray Jones, and Prentiss Smith. Second row, Alvin King, Ernest Cunningham, Charles Armelin, Elton Ford, Sam Johnson, Eugene Brown, Harris Douglas, Larry Morris, and Bruce Hearn.



A barbecue party for the baseball victors was catered by Sonia Hollins, Division 3 Operator Lester Hollins, Vincent Hollins, and Denny Samuels following the play-offs on August 24.

# District Employees Model in Stocking Feet

Billed as a "Kaleidoscope of Colors," a number of RTD employees, their families, and friends not only promoted, but planned, choreographed, and presented this first hosiery fashion show and dance of its kind in El Segundo on August 16.

The chief promoter of the event, Transit Operations Supervisor Sylvia Light, wanted to give RTD people "an outlet for some of their creative energies." Sylvia is also the creator and owner of Hollywood Hosiery, sponsor of the first annual Summer Celebration Dance and Show. "This has been a lot of fun for us," said Sylvia. "I liked the idea of RTD getting some positive publicity and exposure instead of what we've had the last five months."



Roberta Lopez models the very latest in seamed stockings.

The show began late in the evening at the new Embassy Suites Hotel, which houses a romantic interior design complete with potted palms and ceiling fans reminiscent of the film *Casablanca*. The entertainment included the professional dance team of Claudia & Darell (look out Debbie Allen, Shirley McLaine, and Chita Rivera — these women are hot dancers) and vocal renditions by Shirley Oliver.

The majority of the men and women modeling the hosiery creations were RTD employees. All made up by a professional make-up artist and displaying the latest in hot hose for men as well as women on the runway were: Division 8 Operator Michael Pittman; Division 7 Operator

Miriam Pereira; Division 18 Operator Gwendolyn Hightower; Lu Wong Powell, wife of Division 3 Operator Robert Powell; Alicija and Lesia McCoy, daughters of Division 18 Operator Geraldine Quarles; Division 18 Service Attendant Brenda Davis; Division 18 Operator Charles Steppes; RTD Credit Union Teller Loretta Flores; daughter of Senior Community Relations Representative Al Reyes; RTD Credit Union Teller Roberta Lopez; Silvia Robinson, wife of Division 8 Operator William Robinson; Division 18 Operator Renee Grady; Division 18 Operator Doris Crawford; Monique Davis, daughter of Division 18 Service Attendant Brenda Davis; Personnel Department Clerk Sybil Bailey, daughter of Trans-

portation Superintendent Leilia Bailey; Gina Johnson, daughter of Division 5 Operator Billie Johnson; Yvette Clanton, daughter of Division 18 Operator Carol Major; Division 18 Operator Corliss White; and Division 18 Operator Loretta Meadows. Live video-taping of the show was done by Division 18 Operator and weekend cameraman Bruce Wheaton.

At the conclusion of the fashion show the audience was invited to dance to the music of disk jockey Clin-tel who is also the nephew of Division 18 Service Attendant Brenda Davis.

Her show over and a decided success, promoter Sylvia Light stood off to the side smiling, delighting in the dancers and commented, "We sure have got a lot of talented people at the RTD." As a witness to the performance, she won't get any argument from this reporter.



Fashion Show promoter and Division 18 TOS Sylvia Light has the finishing touch added.



Division 7 Operator Miriam Pereira gets made up for the bright lights of the Hollywood Hosiery fashion show.

## RTD Golf Club Update

Success! This one word describes the tournament held at Sandpiper Golf Course in Santa Barbara, August 10. The course did prove to be a formidable challenge, looking at the higher than average scores being turned in throughout the day. Overall, a majority of the players said they enjoyed themselves. Also, the number of players attending gave us our largest turnout ever—52 golfers—and 3 four-somes had to be turned away due to the limit set by the country club. Good news for those players who couldn't participate this year, we have reserved Sandpiper for September 19, 1987.

## Division 7 Operator Cuts Solo Album

Lamont Wash is an operator at Division 7, but within the music world he is better known as a singer, songwriter, and producer, and by the name of Lamar Barry.

Remember that name. You are going to see it on his first solo album titled "There's Nothing Better Than Love," released this month on the Tombionca Records label.



Lamont/Lamar's latest album.

Lamar started his music career while in high school in Washington, D.C. "I began singing with a group of guys. Actually, we seemed to do most of our vocalizing in the men's room. One of our instructors heard us and asked us to sing in a Christmas show. From that point on we played in cabarets and parties," said Lamar. The group, comprised of five members with two main lead singers, was called the Counts. They were voted

by local disk jockeys and fans as Washington, D.C.'s best vocal group. Lamar and his group signed their first recording contract with Shrine Records in 1965. The Counts also opened shows for such headliners as the Four Tops and James Brown.

Deciding to strike out on his own, Lamar came west to Los Angeles.

He joined the RTD 3 1/2 years ago. It was a practical move made in order to earn a living until he realizes his dream of being one of the best song-writers in the industry.

"Of all the arts, music is the one I truly appreciate the most. I believe the talent I have is God-given. It has always been a release as well as an escape for me when the world seemed to be closing in on me. Sometimes, I would get discouraged with it, because things did not seem to be happening fast enough. I always knew, though, that music is an integral part of me."

Lamar's album, "There's Nothing Better Than Love" was in production for approximately six months. He not only wrote, sang all the songs, arranged, but co-produced the album as well. "The songs in this album are all about togetherness and love. There seems to be so little of it out in the world today, I think I needed to leave my impression, to add to what's missing."

His executive producer on the album was William Brinkley, an oper-

ator from Division 18. Brinkley believes Barry is an artist "who will sell a million albums." One of his songs from the album, "You Got Me Hypnotized," has already been played on Rick Dees' Top 40.

Now that he has produced his first solo album, what's Lamar's next step? "I want to be among the top song-writers and record producers. When I'm in that position, I'll be able to give other artists a fair shake. I'll be able to produce meaningful music — music for life. In my own company I'll be able to surround myself with those kinds of artists."



Division 7 Operator Lamont Wash is also Singer/Composer Lamar Barry.



Our next tournament will be at Marshall Canyon Golf Course in La Verne, on Saturday, October 4, with a starting time of 12 noon. On November 2, Sunday, we will be playing at Santa Anita Golf Course in Arcadia with a starting time of 10:00 a.m. The cost for this tournament will be \$20 (includes green fees, trophies, and prizes). The deadline for all entries will be October 24. Remember, the first to pay, plays.

In next month's article we will have information on becoming a member of the Transit Golf Club in 1987 and some of the golf courses that we will be playing next year.

—J. Falcon

## Metro Rail's John Bilco

## A Transylvanian Tunnels His Way Out of LA

In Eastern Europe there exists a province of unparalleled pastoral charm and beauty. In this crescent of land cloaked by the Carpathian mountains and hemmed in to the south by the blue Danube, farmers to this day stop their tills at noon, bowing their heads in the prayer of the Angelus. It is called Transylvania, and despite its quaintness popular folklore has it that the area is infested with vampires and werewolves.

High on a certain hilltop a mysterious Count Dracula lives in his lonely castle. By day his true nature is a corpse (no, he isn't a civil servant), but a charming and cultivated man at night (when not preying on his victims in the form of a bat). To rid themselves of this demon the peasants developed several folk remedies. All of which, wreaths of garlic cloves, a crucifix, silver bullets, or a wooden stake through the heart, seem to work in warding him off until Hollywood decides to resurrect him in a sequel; then there's all hell to pay.



Welcome to Transylvania.

Not 10 kilometers from Dracula's castle, RTD Metro Rail's Project Engineer John Bilco was born. In an interview with the *Headway*, Bilco wanted to set the record straight about his native land and its residents. Transylvania is a region within the now Soviet Bloc country of Romania. Bilco spent his childhood in the small city of Bistrita which he describes as a very colorful and international city populated by Germans, Ukrainians, Russians, Jews, Romanians, Hungarians, and Serbians. His mother is of German ancestry and his father of Hungarian. In 1943 his family moved to Brasov, quite near the Bran Castle, the castle of the real Vlad Dracul.

"Vlad Dracul, or Count Dracula, was actually the Prince of Transylvania in the 16th century. He fought against the Turkish occupation of Transylvania and subsequently earned the reputation of being a very bloody ruler. It was his custom to impale Turkish prisoners on stakes as a warning to other Turks. He was a cruel man." Bilco said it was the Irish writer Bram Stoker who invented the legend about Count Dracula in his book *Dracula*. Bilco assured me there are no real vampires or werewolves in Transylvania. He smiled. I checked for fangs. Nothing.

As far as Bilco is concerned, the real drama of the region has little to do with vampires or werewolves but more with the role Romania played in



The castle of Count Dracula in Transylvania is only 10 kilometers from Metro Rail Project Engineer John Bilco's birthplace.

the turbulent socio-political history of Eastern Europe.

"My former country was part of the Roman Empire of the Caesars, then part of Byzantium or the Holy Roman Empire. By the fifteenth century it was occupied by the Turks and became an Ottoman Empire vassal state until the 1800's."

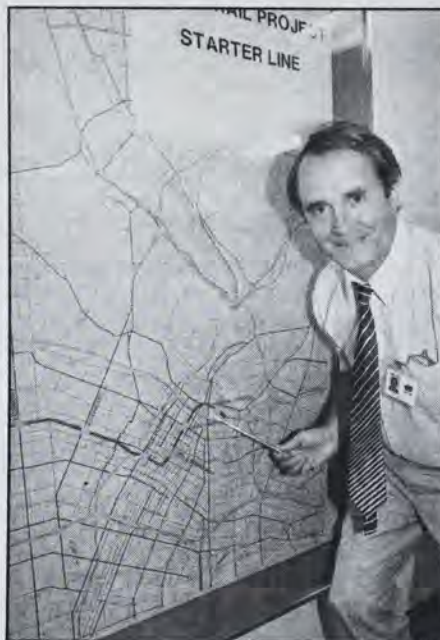
Rulership again changed hands and Transylvania came under the domain of the Hapsburgs, the ruling house of the Austro-Hungarian Empire and remained so until the outbreak of World War I. It was occupied by Germany during World War II. Since signing the Warsaw Pact in 1955, it has maintained a Soviet-dominated government.

"People in my town lived in harmony until the war. My family assisted many Jewish families during the occupation when the Germans were rounding them and the Gypsies up to take them to concentration camps." Bilco retreated from any deeper discussion of the war years except to say that his parents cautioned him to steer clear of politics. "We were an ordinary family. At the beginning of the war my father was conscripted by the German Army to fight the Russians but in 1944 he was inducted into the Russian army to fight the Germans. In 1946, the Russians arrested him and sent him to Siberia for three years. So, you can understand how I learned to be cautious."

Just as his country was solidifying its socio-economic relationship with Soviet Russia, Bilco qualified to enter the University of Bucharest's Department of Civil and Structural Engineering in 1955. Five and one-half years later he was graduated as a civil/structural engineer. Since 1961 he has, as a design and construction engineer, worked on projects that have taken him around the world. Indeed, from Munich, Germany to construct the Olympic Village spur subway line in 1969, to a gas-gathering project in Saudi Arabia. He has a keen interest in subways and has become a self-styled expert on most of Europe's subway systems including those of Germany: Munich, Stuttgart, Cologne, Frankfurt, and Berlin; Switzerland: Zurich; France: Paris (RER and Metro) and Lyon; Italy: Milan and Rome; and Belgium: Brussels and Antwerp. He maintains an extensive collection of slides and video tapes on

these projects that he has visited and studied.

In his first job out of the university, he coordinated the construction of Bucharest's Metro Rail, or, rather Metro. "We had very difficult soil conditions there. They were similar to what we have encountered here in Los Angeles — a soft sediment and a strong earthquake area." After the 1977 Vrancea earthquake in Romania, Bilco returned as an investigator for the Earthquake Engineering Research Institute of which he has been a member since 1972. "The subway was literally untouched. The casualties occurred from the collapse of buildings." As the main investigator for EERI, he reported on the composition of the structures of the buildings. "Ours is a science dedicated to building structures that can avoid collapse. I'm involved with the practical applications of this science. In a sense it is like a hobby or avocation for me. I stay in touch with the latest earthquake technology." He has been a member of the European Earthquake Engineering Society since 1965 and investigated the Skoplje earthquake of 1965 in Yugoslavia; Agadir, Turkey in 1968, Friuli, Italy in 1971, and Thessalonika, Greece in 1975. "I've been involved with the earthquake investigation of RTD's Metro Rail. I would have to say the criteria and design for safety are the best and most extensive in the world." He has maintained his interest in the earthquake-proofness of the Metro Rail since he joined the RTD staff in 1983.



Metro Rail Project Engineer John Bilco shows his contribution to rapid transit in Los Angeles.

Bilco said his second hobby includes an extensive involvement in the world of sports. "I've always been a very active guy. As a matter of fact when I sat for my entrance exams at the university, I left my hometown with two friends. All three of us went on to make the Romanian National teams. I made it in basketball. My friends Gunther Bosch (who now coaches tennis player Boris Becker) made the tennis team, and Ion Tiriac (who now manages Boris Becker) succeeded in ice hockey." Bilco qualified for the 1960 Olympic Games in Rome. He played in 87 international matches in Europe, North Africa, China, and Japan. In 1961 he enjoyed the peak of his basketball career when Romania was the selected European team to play against a U.S. professional team in Paris composed of such top players

as Bob Cousy, Wilt Chamberlain, Oscar Robertson, and Jerry West. "I played as a guard because I am short but I sure was fast then."

Bilco had to give up the game because of numerous knee injuries. "It's a tough sport. Now, I'm a big Lakers fan. I draw no comparison between American and European basketball. Americans are superb. They are five classes above Europeans."

Prior to giving up basketball, Bilco had already plunged headlong into tennis. By 1965 not only was he a member of the Romanian Lawn Tennis Association, but he was also managing the National Junior Tennis Team. It was at this time that Romanian tennis champion Ilie Nastase's talents were being discovered by the rest of the world. Nastase won the Galea Cup in Vichy, France in 1966 — the first European title for Romania. "I only managed the team part-time. Later, I accompanied Ilie Nastase to different European tournaments and acted as his interpreter." Bilco speaks seven languages fluently. These include German, French, Italian, Hungarian, Russian, Romanian, and English. He claims to understand four or five others. Bilco was also instrumental in coordinating the 1972 Davis Cup Final Match between the U.S. and Romania held in Bucharest. It would be his last sports event in his native country. Bilco left Romania in 1973 claiming full German citizenship, a right he retained through his mother's dual citizenship status.

These days he confines himself to games of tennis with RTD Metro Rail staff and watching his 10 year-old son Dan win finalist status in the Santa Monica Junior Tennis Tournament. He resides with his wife, Via (a bronze medal winner for the Italian team in fencing during the 1964 Olympic Games held in Tokyo) and son in Westwood. At the RTD, Bilco has worked under the direction of Transit Facilities Director James Crawley in the design coordination of A220, A240, and A140 (various Metro Rail tunnels) projects. Beginning in July he moved under Director of Construction Management James Strosnider as construction manager for the Construction Contract Unit (CCU) of A141, the line section from Union Station to 5th and Hill Station and Civic Center Stage I.

Time spent with Bilco passes quickly as he eagerly tells you of his worldly travels and the people he has met. This Transylvanian can be as captivating as his notorious neighbor of legend; however, Bilco's charm and exuberance don't fade away when the sun comes up.



John Bilco trying to manage Romanian tennis star Ilie Nastase.

# Expo '86 Explores World in Motion

by Rissa Bernstein

When Expo '86 closes its gates this month in Vancouver, it will have played host to 20 million visitors (7 million more than originally projected) from all over the globe. People of all ages and tongues came together to share a sentimental look back and a curious peek into the future world of communication and transportation.

They came too, to learn a little more about fellow inhabitants of the earth, their customs, foods and history. And they came to have fun.

World in Motion-World in Touch, the theme of the 1986 World's Exposition, is a colorful and exciting exhibition of the many achievements and sometime failures in transportation and communication. From Peruvian reed ships to Soviet and U.S. space ships; from vintage and sometimes comical footage of transportation ventures that never quite got off the ground, so to speak, to 3-D movies that jump off the screen onto your lap. Expo is a ride on the Japanese High Speed Surface Transport train that literally flies along the tracks with the capability of reaching 280 mph and it's a short trip on France's innovative people mover.

Expo '86, the last scheduled World's Fair in North America for the remainder of this century, is a whirlwind visit of sights, sounds, tastes and traditions of more than 45 countries. It is the first time that the United States, the Soviet Union, and the People's Republic of China have ever participated at a world exposition together in North America.

Visitors can tour the 173 waterfront acres by foot (with good shoes and in at least three days) or relax on



The World Comes to Vancouver — An aerial view of Expo '86 from the gondola skyride, one of the many modern transportation vehicles on display at the 86th World's Fair.

free on-site transportation via monorails, skyrides, ferryboats, or on Skytrain, Vancouver's new rapid transit train.

Throughout the 1.5-mile site, an ever-present sense of humor is woven in and out of the color-coded fair. "Transcending the traffic," is a witty, 86-foot landmark with the weirdest and wildest assortment of vehicles ever not to come out of Detroit. And for those of you bored on a weekday at 5 p.m., there is the "International Traffic Jam" with elephants and 18-wheelers, pedicabs, and fancy-painted Filipino buses. The 405 was never so much fun at rush hour.

During the 165 days of Expo, 14 unique specialized periods explore aspects of transportation and communication from polar transportation to modern rail. They included demon-

strations by participants and a wide range of events, including conferences and seminars of transportation and communication specialists. A few of the special periods covered Search and Rescue, Trucks covered Intercity Buses, Urban Transit, Communication and Mobility for Elderly and Disabled People (RTD was a major participant), and Human-Powered Transportation.

The "tour of the world" at Expo was made a little extra special with the addition of souvenir passports that visitors could have stamped after visiting any of the many international pavilions. For the people who will never venture to the many corners of the world, the pavilions offered a golden opportunity to at least sample the flavor of distant and often exotic lands.

## Jack-O'-Lanterns:

*An Early Form of Life and Property Insurance*

In the days when people believed in spirits and ghosts, as well as witches, fairies, elves, goblins, and leprechauns, the Halloween season was a busy time for keeping scary creatures away. One popular method involved carving faces into the surface of a round vegetable and then setting a candle inside to produce a lurid light that would let the face grin or leer to keep the spirits away. Jack-o'-lanterns are what these devices—an early form of insurance—came to be called.

In Scotland, where farmers believed they had to keep broomstick-riding witches away from their property to save the harvest, children carried Jack-o'-lanterns made from turnips for protection. Called "bogies," these lanterns accompanied the children as they went from house to house dressed in disguise. "Anything for the guiser?" they would ask, much as American children today ask, "Trick or Treat?"

In England, children paraded on the last Thursday of October carrying small candle lanterns made from beets. They called their lanterns "punkies."

The Jack-o'-lantern got its name in Ireland. According to legend, Jack was a stingy man, who tricked the devil into climbing an apple tree to get him a sweet, juicy apple. While the devil was on a high branch, Jack cut the sign of the cross into the tree trunk, so the devil couldn't come back down. While he had him in this position, Jack made the devil swear that he would never claim Jack's soul.

On the day Jack died, he went to heaven, where he was promptly rejected for being such a tightfisted and mean person all his life. When he went to hell, he was rejected as well, for the devil had promised never to take him. "But where can I rest?" Jack asked. "Back on Earth where you came from," was the devil's reply.

As Jack turned back to Earth to wander for eternity, the devil threw a hot coal from the fires of hell. Jack put the coal inside a turnip he was eating, and it became his "Jack-o'-lantern."

This custom of making Jack-o'-lanterns, which came to America with our ancestors, has survived and flourished with the many Jack-o'-lanterns we see in windows and on fenceposts and porches at Halloween.



Our Rating System

- \*\*\*\*\* -Top of the line; a once-in-a-lifetime movie.
- \*\*\*\* -Excellent; worth paying full price for.
- \*\*\* -Average; does what it set out to do—use discount tickets.
- \*\* -Okay; con someone else into paying.
- \* -We warned you.
- BOMB -Rex Harrison is Saladin in *King Richard and the Crusaders*.

### Stand by Me - \*\*\*\*

An adaptation of the Stephen King novella *The Body*, this film is a sleeper. Most critics low-profiled it, but try getting into any 8:00 p.m. showing on Friday or Saturday night without coming up against a "sold-out" sign. I don't usually remember much about the Stephen King trash, I mean, novels I've read other than the standard 'I was terrified,' 'I was horrified,' or 'I was even scared to read it during the day.' The specifics, never memorable, always escaped me. *The Body*, however, is a different type of Stephen King story and I think it is his best work. Reiner translated the story to the screen as *Stand by Me*, borrowing the title from that memorable hit song of the 50's. Indeed, the entire film plays like a credible slice of the nifty-

## RTD Goes to the Movies

fifties. If you spent part of your childhood in that period, this film will bring back not only memories but reminders of all the growing pains. You will remember the tangy fragrances of autumn and young boys who after playing outside came in smelling like puppies and muffins. Come to think of it, the little girls didn't smell much different. *Stand by Me* follows the two-day adventure of four 12-year old boys in their last days of freedom before school starts. One of the boys, Vern, overhears his hood older brother discussing the discovery of the body of a missing boy from their small town of Castle Rock in Oregon. Vern breathlessly divulges this information to his friends who waste no time in putting an expedition together to find the body. It is from this journey that Reiner weaves a rich texture of a plot. The four characters are so well developed, you almost cringe from the well-drawn, albeit painful, reminders of prepubescent history. *Stand by Me* is a sweet journey back and rates a bravo for Rob Reiner.

### Mona Lisa - \*\*

This film suffers from being overly "arty." Is it a story within a story, or did it really happen? Why do we keep seeing George's daughter? And what is the significance of the white rabbit? Once we have gotten the sym-

bolism out of the way, the story itself is pretty good. It's a tale of London's underworld, of tarts and their pimps, and how a small-time criminal gets mixed up in all of this. George spent seven years in the slammer, taking the fall for someone else. Now that he's out, he needs a job, and his friends provide one: chauffeuring a high-class hooker about town as she makes her rounds. George and Simeone can hardly stand one another at first, and there is some delightful low comedy as they get to know each other. Then the story turns darkly serious as Simeone enlists George's help in finding her friend Cathy. Suspenseful and wonderfully moody, the film turns sour at the end as the filmmaker endeavors to impress us with the meaning that all of this has for mankind. It isn't needed; the shots of the streetwalkers on Kings Cross Road, some of them just barely adolescents, are enough to bring the horror home.

Bob Hoskins is George, and Cathy Tyson is Simeone, whose eyes often bear the look of one who knows all is lost, no matter what they do. Michael Caine has a small but important part as Denny, an absolutely repulsive character who simply oozes sleaziness, even when he's in a tux. It's a different type of film, a good effort that just doesn't quite make it.

By the way, there really is a white rabbit in the film. —Carolyn Kinkead



# COMMENDATIONS, SCHEDULE

## COMMENDATIONS

### Division 1

Hill, Leon C.  
Riollano, Nelson  
Rogers, Homer

### Division 3

Doss, O.D.  
Hale, Gloria A.  
Potts, Raymond L.  
Ritter, Gerald R.  
Stevenson, Lenwood A.  
Young, Debra J.

### Division 5

Dorn, Wilbert K.  
Harris, Doris E.  
Hickerson, E.  
Thomas, Dorothy J.

### Division 6

Sidney, Meredith C.  
Winston, Patricia

### Division 7

Abdul-Majeed, Askia M.  
Currie, Lorne  
Norwood, Carter M.  
Pavis, Morris J.  
White, Walter J.

### Division 8

Botman, Gregory S.  
Buell, David N.  
Childers, Linda M.  
Mullins, Roger L.  
Nehrbass, John H.  
Ward, John H.

### Division 9

Flores, Frank R.  
Garcia, Ernest V.  
Lewis, Lowell B.

### Division 10

Arispe, Phyllis A.  
Hernandez, Manuel R.  
Malone, Roshawn E.  
Poteet, William K.

### Division 12

Andrews, Clarence L.  
Corde, Carl F.  
Hoffman, Elton E.  
Lyons, Bruce A.  
Scott, Albert E.  
Tryon, William V.

### Division 15

Clautier, Rudolfo L.  
Guadalupe, Jose A.  
Hemion, David E.  
Hill, Timothy F.  
Nelson, Douglas E.  
Owens, Herman L.  
Smith, Roy J.  
Swinton, David

### Division 16

Burns, Walter  
Harrell, Willie C.

### Division 18

Alexander, Theodore T.  
Brown, Thad R.  
Butler, Elnora  
Cheri, Sidney  
Gosha, Thomas  
Maitino, Robert M.  
Williams, Willie N.

Toto, I don't think  
we're in Kansas anymore.



## SCHEDULE CHANGES

**Anderson, Walker**, from Electronic Communications Technician to Systems Electronic Communications Technician.

**Aufmuth, Margaret A.**, from Operator Trainee Part-time to Operator Part-time.

**Barela, James L.**, from Relief Stock Clerk to Storekeeper.

**Barnett, Angel L.**, from Operator Trainee Part-time to Operator Part-time.

**Bendijo, Lourdes S.**, from Secretary to Acting Assistant Training Coordinator.

**Brawner, Ace L.**, from Operator Trainee Part-time to Operator Part-time.

**Budds, Karen L.**, from Acting Office Supervisor to Office Supervisor.

**Burgess, Charley J.**, from Operator Trainee Part-time to Operator Part-time.

**Bustamante, Michael L.**, from Operator Trainee Part-time to Operator Part-time.

**Cabison, Esther G.**, from Senior Secretary to Staff Aide.

**Camacho, Paul**, from Mechanic B to Mechanic A.

**Cheaves, Velta A.**, from Mechanic B to Mechanic A.

**Clark, Daniel L.**, from Mechanic B to Mechanic A.

**Colvin, Stephen C.**, from Operator Trainee to Operator.

**Cordova, Efrain**, from Operator Trainee Part-time to Operator Part-time.

**Covarrubias, John M.**, from Mechanic B to Mechanic A.

**Davis, Robert B.**, from Operator Trainee Part-time to Operator Part-time.

**Dejesus, Ricardo M.**, from Operator Trainee Part-time to Operator Part-time.

**Delao, Robert**, from Operator Trainee Part-time to Operator Part-time.

**Detorok, Zsolt S.**, from Systems Project Leader to Systems Project Manager.

**Enriquez, Javier S.**, from Mechanic B to Mechanic A.

**Espinoza, Albert**, from Schedule Maker I to Schedule Maker II.

**Fernandez, Ramon R.**, from Operator Trainee Part-time to Operator Part-time.

**Fletcher, Sandra R.**, from Operator Trainee Part-time to Operator Part-time.

**Fowler, Jesse C.**, from Mechanic B to Mechanic A.

**Frazier, Miles R.**, from Mechanic A to Equipment Maintenance Supervisor.

**Ghuman, Harmeet K.**, from Operator Trainee Part-time to Operator Part-time.

**Goldblatt, Elias**, from Operator Trainee Part-time to Operator Part-time.

**Guerra, Margarita Y.**, from Mechanic C to Mechanic B.

**Gutierrez, Robert**, from Operator Trainee Part-time to Operator Part-time.

**Harder, William P.**, from Property Maintainer A to Millwright.

**Henderson, Melvin P.**, from Mechanic B to Mechanic A.

**Heredia, Virginia**, from Secretary to Staff Aide.

**Hernandez, Arthur M.**, from Operator Trainee Part-time to Operator Part-time.

**Hernandez, Juan G.**, from Operator Trainee Part-time to Operator Part-time.

**Hodges, Donald H.**, from Operator Trainee Part-time to Operator Part-time.

**Hooper, Leonard C.**, from Operator Trainee Part-time to Operator Part-time.

**Huguez, Mary E.**, from Operator Trainee Part-time to Operator Part-time.

**Humberstone, Frank R.**, from Mechanic A to Equipment Maintenance Supervisor.

**Iglesias, David S.**, from Operator Trainee Part-time to Operator Part-time.

**Johnson, Marcus C.**, from Division Transportation Manager to Acting Transportation Superintendent.

**Juarez, Madecadel H.**, from Store Clerk to Storekeeper.

**Kelley, Raymond G.**, from Laborer A to Power Yard Sweeper.

**Krause, Steven K.**, from Operator Trainee Part-time to Operator Part-time.

**Lapatka, James E.**, from Transit Operations Supervisor to Senior Transit Operations Supervisor.

**Lindstrom, Daniel E.**, from Electronic Communications Technician to Systems Electronic Communications Technician.

**Lomeli, Edith B.**, from Relief Stock Clerk to Truck Driver Clerk.

**Llamas, Elaine M.**, from Operator Trainee Part-time to Operator Part-time.

**Long, Martin R.**, from Operator Trainee Part-time to Operator Part-time.

**Macatiag, Jesus E.**, from Operator Trainee Part-time to Operator Part-time.

**Macias, Rudy P.**, from Operator Trainee Part-time to Operator Part-time.

**Martinez, Ernest J.**, from Operator Trainee Part-time to Operator Part-time.

**Magno, Loreta G.**, from Secretary to Staff Aide.

**Mayfield, John E.**, from Mechanic B to Mechanic A.

**McClintock, Mary**, from Operator Trainee Part-time to Operator Part-time.

**McDaniel, David H.**, from Mechanic B to Mechanic A.

**McDaniel, Ellis R.**, from Mechanic A to Mechanic A Leader.

**McGranor, James P.**, from Operator Trainee Part-time to Operator Part-time.

**Meyers, Virginia L.**, from Temporary Data Entry Operator to Data Entry Operator.

**Moore, Christopher J.**, from Operator Trainee Part-time to Operator Part-time.

**Moran, Michael A.**, from Operator Trainee Part-time to Operator Part-time.

**Myers, Belethia L.**, from Operator Trainee Part-time to Operator Part-time.

**Nicdao, Emmanuel V.**, from Operator Trainee Part-time to Operator Part-time.

**Okun, Gary S.**, from Schedule Maker I to Schedule Maker II.

**Pedroza, Raul G.**, from Operator Trainee Part-time to Operator Part-time.

**Pilon, James E.**, from Mechanic A to Equipment Maintenance Supervisor.

**Pitts, Gilbert P.**, from Mechanic B to Mechanic A.

**Pound, Elizabeth J.**, from Secretary to Senior Secretary.

**Powell, Annette**, from Operator Trainee Part-time to Operator Part-time.

**Powell, Larry M.**, from Senior Transit Operations Supervisor to Instruction Manager.

**Quinteros, Jose M.**, from Operator Trainee Part-time to Operator Part-time.

**Ramirez, Karen L.**, from Operator Trainee Part-time to Operator Part-time.

**Ramos, Vilma H.**, from Operator Trainee Part-time to Operator Part-time.

**Reed, Esther**, from Ticket Clerk to Assistant Supervisor-CCC Office.

**Reyes, Anthony**, from Operator Trainee Part-time to Operator Part-time.

**Rhinehart, Linda C.**, from Operator Trainee Part-time to Operator Part-time.

**Rodriguez, Luis A.**, from Operator Trainee Part-time to Operator Part-time.

**St. Julian, Edward**, from Operator Trainee Part-time to Operator Part-time.

**Sandoval, Miguel A.**, from Operator Trainee Part-time to Operator Part-time.

**Sepulveda, Anita L.**, from Operator Trainee Part-time to Operator Part-time.

**Sotomayor, Belen P.**, from Operator Trainee Part-time to Operator Part-time.

**Stevens, Wallace A.**, from Operator Trainee Part-time to Operator Part-time.

**Suhd, Glenn D.**, from Mechanic A to Mechanic A Leader.

**Takamiyashiro, Brian**, from Mechanic B to Mechanic A.

**Teran, John R.**, from Operator Trainee Part-time to Operator Part-time.

**Trachter, Ira**, from Acting Program Control Analyst to Program Control Analyst.

**Valenzuela, Rudolpho**, from Power Yard Sweeper to Property Maintainer B.

**Valle, Jose J.**, from Operator Trainee Part-time to Operator Part-time.

**Walker, Brenda M.**, from Senior Secretary to Staff Aide.

**Ward, Esmeralda V.**, from Operator Trainee Part-time to Operator Part-time.

**Weeks, Alan K.**, from Schedule Maker I to Schedule Maker II.  
**Wells, Harold W.**, from Truck Driver Clerk to Stock Clerk.

# CHANGES, and SHIFTING GEARS

## SHIFTING GEARS

**Whitney, Kathleen S.**, from Operator Trainee Part-time to Operator Part-time.

**Williams, Opal J.**, from Data Processing Operator II to Lead Data Processor Operator.

**Wilson, Kenneth E.**, from Assistant Division Transportation Manager to Acting Division Transportation Manager.

**Young, Carlton**, from Operator Trainee Part-time to Operator Part-time.

**Young, Debra J.**, from Operator Trainee Part-time to Operator Part-time.

**Algarin, Miguel**, an Operator since March 26, 1959, retired July 31, 1986.

**Birkner, Lawrence**, an Operator since March 9, 1948, retired August 9, 1986.

**Coyner, Leonard**, an Operator since June 13, 1970, retired August 1, 1986.

**Crawford, Joseph**, an Operator since May 27, 1961, retired July 26, 1986.

**Gardner, James**, began with the District July 28, 1962, retired as a Traffic Loader on July 31, 1986.

**Gillard, Lloyd**, an Operator since April 29, 1976, retired July 31, 1986.

**Jones, Richard**, an Operator since May 21, 1957, retired July 31, 1986.

**Lara, Ruben**, began with the District August 16, 1976, retired as a Utility A on August 23, 1986.

**Messner, Edward**, an Operator since August 12, 1961, retired August 16, 1986.

**Pierre, Daniel**, began with the District December 6, 1950, retired as a Transit Operations Supervisor August 7, 1986.

**Pietropaolo, Enrico**, an Operator since June 30, 1958, retired August 1, 1986.

## IN MEMORIAM

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

**Auffart, Elwin**, began with the District November 8, 1938 as a Motorman, passed away August 18, 1986.

**Connaster, Earl**, began with the District February 22, 1946 as a Motorman, passed away June 21, 1986.

**Dingey, John**, began with the District May 15, 1946 as a Motorman, passed away March 10, 1986.

**Downing, Legustus A.**, began with the District August 25, 1942, retired as a Road Janitor Leadman November 25, 1980, passed away August 25, 1986.

**Hunsaker, Daniel**, began with the District June 30, 1927 as a Motorman, retired as a Traffic Loader, passed away July 29, 1986.

**Kohl, Harold**, began with the District February 25, 1947 as an Operator, passed away August 5, 1986.

**McDonald, Henry**, began with the District April 12, 1920 as a Motorman, passed away July 20, 1986.

**Miller, Sr., Edward Joseph**, began with the Los Angeles Railway June 6, 1922 as a Storekeeper at the South Park Shops, retired as the Superintendent of Equipment June 2, 1943, passed away August 7, 1986.

**Reece, Barak**, began with the District June 13, 1947 as a Motorman, passed away August 27, 1986.

**Rome, Rachel**, began with the District May 23, 1951 as an Operator, passed away July 24, 1986.

**Saavedra, Emmanuel**, began with the District April 3, 1963 as an Operator, passed away August 23, 1986.

**Sutton, Buddy**, began with the District October 23, 1945 as a Clerk, passed away July 20, 1986.

**Worden, Clifford**, began with the District December 5, 1944 as an Operator, passed away July 5, 1986.

## LETTERS

Dear Editor,

I'd like to take this opportunity to thank all of the participants, the Editor, Staff Writers, etc., on the excellent job regarding the *Headway*.

The paper in its coverage of situations is excellent and I take my hat off to all of you.

Thank you.

To All RTD Operators and Drivers:

It is very devastating to think that when finally you have found a job you enjoy, it can turn into total disaster.

A job in which a few incidents could make you want to pack up your belongings and remove your family from the state of California.

Throughout our lives we have been taught "running is not the way." Stand up and fight for what you believe in.

Operators, this is your opportunity. The pen is mightier than the sword.

We can't depend on someone else to fight our battle. We have to join together, stand together, and find out the problem. Yet, not linger in the problem—become part of the solution.

Once again I have written to the papers in regards to their "not getting the whole picture." They don't care. Selling papers is their priority.

I say to you. Stand together and work on the solution. I guarantee we (RTD) will no longer be in the headlines.

Operators and Drivers, full or part-time, if you have a problem, you must first admit you have a problem. Then seek help.

I have talked to many Operators who are willing to help. But you have to want help.

We are giving "no ground." Enough is enough.

The Bible says act in your faith. Your faith in God, your faith in yourself.

We know we are good Operators. Let's prove it.

Thank You,

Virginia Adams  
Operator  
Division I

## LETTERS

Dear Editor,

The 1986 Hollywood Bowl summer season has ended. Supervisors Craig Smith and M.D. Johnson would like to thank and commend all who recognize the importance of RTD service to the Bowl. Many operators, mechanics, radio dispatchers, and division dispatchers worked hard and showed their professional abilities in providing transportation to Hollywood Bowl guests. The Hollywood Bowl is a non-profit arrangement to help support the Los Angeles Philharmonic. No other city comes close in size and clientele to the Bowl. If you haven't visited the Hollywood Bowl you've missed a real treat and we warmly encourage you to experience it.

M.D. Johnson

*Editor's Note: The Headway was especially touched by the writer's perceptiveness in the following letter. We thank Tom Horne of the Customer Relations Department for bringing it to our attention.*

September 3, 1986.

RTD  
Drivers Department  
Los Angeles, CA 90006

Dear RTD Driver,

In these days, RTD drivers have been the target of several accusations. In such congested city like Los Angeles, everybody is liable to have accidents.

In my experience of several years using RTD busses, I have to tell you the following:

1. I admire you for your patience with the public which is not always easy to deal with.

2. I sincerely thank you for the countless times you have taken me to work and brought me back safely.

3. I thank you because I have seen the solicitude you display to care for handicaps in wheelchairs and blinds that happen to be at the stops. They usually talk to you in a very familiar way. Certainly, they realized and appreciate how valuable you are for them.

## LETTERS

4. I have observed you (and pity you) when in a extremely hot day, you are driving a bus with no air conditioner system; when just to enter in, I feel suffocated. In those cases, I usually get off at the next stop and wait for a more comfortable bus to take. But you, the driver, has to go all the way until you finished your shift.

5. I thank you for the many times, when sometimes late in the evening, I have been in street, waiting and feeling a little nervous at the view of some strangers around me. The familiar silhouette of the bus approaching has been enough to reassure me right away. Not once, you have let me down in those late hours.

I wanted to tell you all this to let you know that for sure, there are lots of people that greatly appreciate your service to the community, and we, also part of the community, LOVE YOU VERY MUCH.

Joana Cifuentes

P.S. Please forgive my spelling. I am not American.

## BIRTHS

Born to Mechanic "A" David Bricker and his wife Janis, a daughter—Sarah Donielle on July 22 at Pomona Valley Hospital. Sarah weighed 8 pounds, 8 ounces, and was 21 inches long.

Born to Division 12 Service Attendant Tom Holland and his wife Brenda, fraternal twins on August 29; a boy weighing 5 lbs., 14 oz., and a girl weighing 5 lbs., 5 oz. The proud grandparents are Bob and Alice Holland of the Scheduling Department in the Headquarters Building.

## ANNOUNCEMENT

Training Coordinator Caren Epstein of the Employee Education, Training and Development Department received her Bachelor of Arts in English from California State University, Northridge in August.

## ANNIVERSARY



To: Jack and Mary Skiles  
Happy 25th Anniversary  
Mom and Dad  
We love you!!  
Love,  
Tina, Susie  
and Paul



# HEADWAY



Is in the News

## Halloween '86

Recreation News  
October-November

<p><b>October</b></p> <p>5 Dodgers vs. Giants 4 \$5.00 Kings vs. St. Louis - Senate Seats \$18.50</p> <p>9 Kings vs. St. Louis - Senate Seats \$18.50</p> <p>10 Elton John - Universal Amphitheatre \$23.50 Lakers vs. Chicago - Senate Seats \$30.00 Lakers vs. Chicago - Colonnade Seats \$7.50</p> <p>11 UCLA vs. Arizona - \$8.00 Kings vs. New York - Senate Seats \$18.50 Kings vs. New York - Colonnade Seats \$11.50</p> <p>12 Lakers vs. Seattle - Senate Seats \$30.00 Lakers vs. Seattle - Colonnade Seats \$7.50</p> <p>17 Sandi Patti - Greek Theatre \$16.50</p> <p>18 Halloween Haunt - Knott's Berry Farm Adult \$15.95/Child \$12.95 Kings vs. Boston - Senate Seats \$18.50</p> <p>19 Kings vs. Edmonton - Senate Seats \$18.50</p> <p>21 Bingo Party - San Manuel Indian Reservation \$5.00</p> <p>25 Bingo Party - San Manuel Indian Reservation \$5.00 Ice Capades - Forum 4:00 p.m. \$8.00 Liza Minnelli - Universal Amphitheatre \$26.00</p>	<p>UCLA vs. Washington - \$8.00</p> <p>26 Ice Capades - Forum 6:00 p.m. \$8.00</p> <p><b>November</b></p> <p>1 Jeffrey Osborne - Universal Amphitheatre \$18.50</p> <p>6 Kings vs. Montreal - Senate Seats \$18.50 Kings vs. Montreal - Colonnade Seats \$11.50</p> <p>7 Lakers vs. Denver - Senate Seats \$30.00 Lakers vs. Denver - Colonnade Seats \$9.50</p> <p>8 UCLA vs. Stanford - \$8.00 Kings vs. Hartford - Senate Seats \$18.50</p> <p>9 Lakers vs. New York - Senate Seats \$30.00 Lakers vs. New York - Colonnade Seats \$9.50</p> <p>11 Kings vs. Winnipeg - Senate Seats \$18.50</p> <p>12 Lakers vs. Seattle - Senate Seats \$30.00 Lakers vs. Seattle - Colonnade Seats \$7.50</p> <p>13 Kings vs. Winnipeg - Senate Seats \$18.50</p> <p>15 Kings vs. Calgary - Senate Seats \$18.50</p> <p>16 Lakers vs. Sacramento - Senate Seats \$30.00</p>
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Southern California Rapid Transit District  
425 So. Main St., 6th Floor, Los Angeles, CA 90013

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Mailing address Headway, 2nd Floor, 425 South Main Street, Los Angeles, CA 90013.

**Mary E. Reyna, Editor**  
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Kathi S. Harper, Stephanie Keyes, Carolyn Kinkead, and Luanna Urie