

HEADWAY



Volume 15

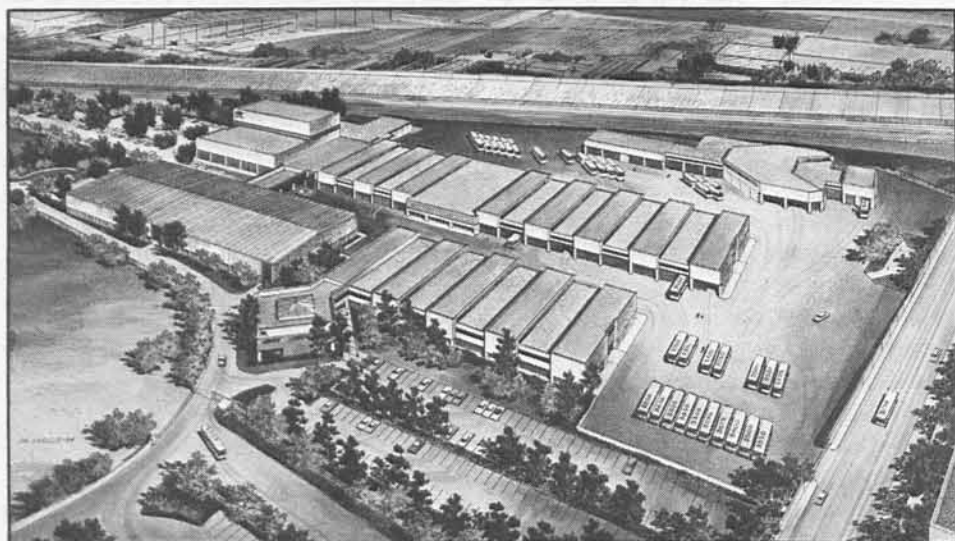
Number 5

May 1987

Inside This Issue...

- Transit Police Walk/Run
- Tree in the Park
- New Ad Campaign
- Friends of the RTD
- Marathon Relayers
- RTD's Capitol Hill Watcher

First Wave Occupy New Central Maintenance Facility



An artist's rendering of an aerial view of the CMF.

There was no dramatic turnkey grand opening, but you can bet a number of RTD employees were bristling with excitement as they were part of the first wave to move into the newly constructed Central Maintenance Facility on April 25.

The Central Maintenance Facility, or CMF for short, is the largest construction project to have been undertaken by the RTD, second only to the Metro Rail Project. "It's our pride and joy," said Chief Engineer Phillip Meyers. "It is the biggest thing the Bus Facilities Department has ever done. We have been with it since the planning stages began in 1977."

The new facility will house the new District shop, support the 13 operating divisions, and serve as administrative headquarters for the Equipment Maintenance Department.

South Park, the present central workshop and stores division, is a rehabilitated rail car barn, built in 1910 and inadequate to the efficiency needs of the 1980s. Assistant Superintendent of the CMF Larry Lenihan said it was exhilarating to move out of an antiquated facility originally designed for streetcars. "Most of our problems with materiel will be far behind us with our new storage and retrieval system," he said. The new Automated Storage and Retrieval System (ASRS) is considered the state of the art among warehousing and inventory systems. The stores area at CMF has enough space to accommodate 10 football fields filled with parts and various materiel. The storage areas are segregated into the mini-storage section (storing all parts that can fit into bins sized 12"x 24"x 36"), bulk storage, and unit loads (all parts that can

fit in a space 4'x 4'x 4'). The entire Stores Department will be operated by computer. Computers will give commands to the storage retrieval machine which is fixed on a guided rail and moves on this rail to the exact location to retrieve the part needed. The part is brought to a conveyor belt and picked up by the Automated Guided Vehicle (AGV) and delivered to its final destination. The AGVs are the robotized vehicles that will move throughout the complex delivering and retrieving parts when needed. They will replace the human bending and stooping and the forklift delivery system used in the past.

All incoming materiel and other deliveries from vendors will be received at one of the five receiving docks as opposed to the one now operative at South Park. Parts to be shipped to other divisions can leave through six different shipping bays. All materiel received or shipped is keyed into the computer. Information on shipments from vendors is verified through a check against purchase orders by computer. Thus, inventory control is kept current through point-of-receipt data collection.

"This will be the most modern bus maintenance facility in the United States."
Continued on page 3

Cover Story

Annual Health Fair Features Star Sports Figures in June

John Mackey, former Baltimore Colts lineman and past president of the National Football League Players' Association representing 1,500 NFL football players, and Kate Schmidt, Olympic two-time winner, will be at Division 5 on June 7 for the third Annual RTD Health Fair.

John Mackey has made a number of television appearances including the Dick Cavett Show and his face may appear familiar to you from the several television commercials he has made for such firms as Coca-Cola, Chase and Sanborn coffee, and Log Cabin syrup. Mackey has also been a sports announcer for several radio stations. He is currently serving as chairman of the board for U.S. Plastics.

Mackey will speak to interested RTD employees at 11 in the park next to Division 5. His topic will be "Making A Difference — Be Positive." Appearing along with Mackey will be Dr. Leroy R. Perry, Jr. Dr. Perry is head of the International Sports Medicine Institute and will speak on "How to Get the Best Out of What You Have Got." Dr. Perry is a pioneer in Sports Medicine who Jane Fonda relies upon to treat her sports injuries and her temperamental back. Other fitness buffs who count on Dr. Perry's help for aches, pains, and sprains include Jack Nicholson, Sylvester Stallone, Liz Taylor, Mark Spitz, Stan Smith, and Warren Beatty. Dr. Perry has also made over 800 television appearances, designed the seat for the rocket car that broke the speed of sound in 1970, and worked on designing an RTD operator seat. Dr. Perry's International Sports Medicine Institute is sponsoring seven of this year's 40 booths at the health fair.

Kate Schmidt, Olympic two-time bronze medalist and world record holder for the javelin will be in charge of the OLYMPIC FITNESS



John Mackey, past president of the National Football League Players' Association is featured to make a guest appearance at the RTD Third Annual Health Fair.

BOOTH. She will discuss and demonstrate exercise programs, weight training, home exercise devices, and the benefits of working out in water.

The Olympic Booth will also feature an Impedance Machine for body composition (FAT) testing. Home physical fitness testing methods commonly used by Olympic athletes to evaluate their own fitness will be demonstrated at this booth. Also there will be free booklets and literature handed out to explain these procedures for home use.

The International Sports Medicine Institute is sponsoring some new and unusual booths at this year's Health Fair. For the many who are curious about alternative, non-drug approaches to medicine, the Alternative Health Booth should prove to be most interesting. This booth will explain acupuncture and how the stimulation of certain exact spots on the body can relieve pain and other

Continued on page 10

RTD Board Compiles Amendments To Attach to Katz/Robbins Bills

RTD directors considered amendments to state bills designed to restructure public transit in Los Angeles at a special RTD Board of Directors' meeting on April 1.

The public meeting was held at the Headquarters Building.

Assemblyman Richard Katz and state Senator Alan Robbins have introduced similar bills that would consolidate RTD's operations with the Los Angeles County Transportation Commission (LACTC) early next year. This super transit agency would be responsible for operating the bus system in Los Angeles, building Metro Rail and various light rail lines, and planning for local transit and highways. It would be governed by board members holding elected office including the Mayor of Los Angeles and Los Angeles County supervisors.

"The RTD Board of Directors favors consolidating transit services in Los Angeles as a means of providing improved and more cost-efficient service," RTD Board President Jan Hall said. "However, pending legislation does not address the technical

issues entailed in merging the RTD and LACTC. Our concern is for a smooth transition so our riders never know the difference in service except that it's better."

In particular, Hall noted that the structure of the subagencies that would be responsible for running bus operations, rail construction and planning are not defined. Likewise, the Katz bill (AB 18) and Robbins' measure (SB 2) fail to address liability, collective bargaining agreements, ownership of equipment and facilities, RTD's pension funds, the sale of Metro Rail benefit assessment district bonds, and other technical matters involved in consolidating transit services.

The slate of legislative amendments that Board members will forward among many to Assemblyman Katz and Senator Robbins, include moving the consolidation date to July 1, 1989; protecting employee benefits such as vacations, sick leave, retirement, seniority; and providing for employee placement in comparable positions in the restructured agency.

Rail Bond Hearing Held in May

A public hearing to discuss the sale of bonds with a principal value of some \$200 million to help fund construction of the first segment of Metro Rail (MOS-1) was held May 14, in the RTD Board Room.

The original amount of bonds to be sold was \$170 million, approved on December 11, 1986. However, two new resolutions were adopted by the Board on April 1, to increase the bonding limits to cover the revised financing plan resulting from the deferral of the assessments from 1987 to 1992. The Board of Directors voted to defer collection of the assessments in an effort to respond to downtown property owners' concerns.

Jan Hall, RTD Board president, was present as the hearing officer at which she entertained public questions and comments on the bonding process.

The bond funds will be used to help pay part of the construction costs of the first 4.4-mile segment of Metro Rail now under construction. The route will travel from Union Station downtown to Wilshire Boulevard and Alvarado Street at an estimated cost of \$1.25 billion.

Leonard Panish Resigns from Board

RTD Board Director Leonard Panish, appointed to the RTD Board of Directors in 1985 by 1st District County Supervisor Pete Schabarum, has resigned from the Board in order to meet the demands of his newly formed consulting firm.

Panish replaced Mike Lewis, the chief deputy to Supervisor Schabarum. Panish is perhaps best known for his 11-year tenure as Los Angeles County Registrar-Recorder. His office was responsible for voter registration, conducting all federal, state, county, and local elections in Los Angeles County, recording all county real estate transactions, and maintaining birth, marriage, and death records.



RTD Director Leonard Panish has tendered his resignation from the RTD Board of Directors.

He began his county service in 1949 as an administrative trainee and advanced to various budgeting, accounting, personnel, and administrative positions. For the 10 years prior to his registrar appointment in 1973, he served as chief deputy of the Department of Public Social Services.

Panish graduated from Roosevelt High in Los Angeles and went on to UCLA, where he earned a Bachelor of Arts degree, majoring in economics. He has also pursued graduate work at USC in public administration.

Dunning Appointed to RTD Board by Mayor Bradley

Joseph S. Dunning, a retired aerospace executive, was sworn in as a member of the RTD Board of Directors on March 12.

The Hollywood Hills resident was appointed to the 11-member RTD governing body by Mayor Tom Bradley and confirmed by the Los Angeles City Council. He replaces Norman Emerson, a public affairs consultant who recently resigned from the Board to devote more time to his private business.

Dunning is one of two Bradley appointees on the Board which is responsible for charting District policy on issues ranging from bus service deployment and fares to overseeing development of the Metro Rail Project. When asked if the mayor had charged him with any special mission as the latest addition to the Board, Dunning replied, "He has not given me any charter other than to contribute constructively to the operations of the Board in assuring the best practical transportation system for the citizenry served by the RTD." Dunning has known the mayor since 1940. "In his judgment, he believes that with my engineering and management experience I can make a positive contribution to the Board. I am anxious to do my part to restore the public's and the media's faith and confidence in the RTD," he said.

As to any specifics or prioritization of steps to be taken by him to assure that, Dunning said these would best be determined after more familiarity with the personnel and operations of the system. "I am most impressed with the size and the complexity of the RTD as an organization," he said.

The new director is a former vice-president of McDonnell Douglas. He retired in 1979 after working 39 years as an engineer and administrator for the aerospace firm and its pred-

ecessor, Douglas Aircraft Company.

He also has taught engineering courses for the UCLA Extension program and at Santa Monica Community College and served as a consultant on aircraft repair and modification. In recent years, Dunning has worked as a consultant on personnel policies.

Dunning earned a bachelor of science degree in aeronautical engineering at the Massachusetts Institute of Technology and a master's degree in mechanical engineering-aeronautics at Stanford University. He also completed the Harvard University Graduate School of Business's advanced management program.

Active in civic affairs, Dunning serves on the Board of Directors of Long Beach Community Hospital and the Board of Directors of the Greater Los Angeles United Way. He also is affiliated with the Los Angeles County Museum of Art and serves on the Massachusetts Institute of Technology Corporation Visiting Committee for the Department of Aeronautics and Astronautics.

Dunning and his wife, Vivian, have three grown children and three grandchildren.



New Board Director Joseph Dunning.

Service Provided to Baldwin Hills Rec. Area

Effective April 11, the RTD will provide direct service to the Baldwin Hills Recreation Area via Line 439.

RTD service will operate Monday through Friday from 9 a.m. to 2 p.m. Saturday and Sunday service also is available from 6 a.m. to 6 p.m.

With the cooperation of Los Angeles County Supervisor Kenneth Hahn, a special bus stop facility has been constructed inside the park for the convenience of RTD patrons.

Buses Roll Back on Contraflow Lane

RTD buses returned to the Spring Street contraflow lane on April 12, with the transfer of 15 lines. This change affected approximately 7,800 daily boarding passengers.

The change included rerouting 60 afternoon, peak-hour northbound buses from Main Street to the special bus-only northbound lane on Spring Street.

There is no change in southbound RTD service on Spring Street. The contraflow lane is reserved solely for buses and runs opposite the main flow of traffic on Spring, which is one-

Top Operators for February

The awards for the Operator Recognition Program for the month of February were announced in the latter part of March. The presentations include the Manager's Award accompanied by a \$35 check and the Sweepstakes Award which offers a windfall of \$100. 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	James Belt
3203	Marion Jordan
3205	Robert Perkins
3206	Patricia Winston
3207	Charles E. Williams
3208	Richard M. Gwin
3209	Leroy M. Kemble
3210	Humberto Pere
3212	Janis Riley
3215	John Jackson
3216	Leslie Jones
3218	Althonia Stokes

SWEEPSTAKES AWARD

Division	Recipient
3201	Floyd Haggerty
	Robert Escareno
	Louise Burns
3203	Gladys Walker
	John Jaquez
	Rachel Green
3205	Goltha Green
	Robert Perkins
	Lester Ellis
3206	Oscar Solomon
	Robert Higbee
3207	Ervin Richardson
	James Brantley
	Ralph Gilmer
3208	Ward Gilley
	Ken Phillips
3209	Jose Arizmendi
	Wordrow Williams
	William Pettit
3210	Jimmy Williams
	Nestor Soto
	Tommy Thompson
3212	Walter Crooms
	Penny Clark
3215	Heriberto Brand
	Jack Dedrick
	Louis Johnson
3216	Sam McReynolds
	Ray Sind
3218	Clarence Devereaux
	Harry Smith
	Gregory McCoy

New "Flash Pass" Deters Forgeries

Holograms featuring laser-generated images of the RTD bus and the RTD logo are the highlight of a newly designed monthly bus pass called a "flash pass" intended to make counterfeiting and other forgery more difficult.

The colorful new passes, featuring the three-toned color stripes of the RTD, an outline of the downtown Los Angeles skyline, and the hologram in the lower right corner, went on sale March 25 for the month of April.

The hologram, very much like those on bank credit cards, is difficult to duplicate and can be changed on RTD passes on very short notice.

RTD joins Chicago and Atlanta as the only major transit systems in the nation now using holograms on bus passes. RTD contracted with Daleco Holographics Inc. of Costa Mesa to produce more than 3 million bus passes annually at a cost of \$255,000.

The types of passes available will stay the same: regular monthly pass, L.A. City reduced monthly pass, L.A. County reduced monthly pass, and regular reduced monthly pass.

way southbound. The lane has been closed since June, 1985, to accommodate street and utility reconstruction.

RTD lines moving from Main Street to Spring Street to operate northbound between Ninth and First streets are: 70, 71, 84, 85, 90, 91, 94, 97, 406, 407, 496, and 635.

RTD service moving from Main to Spring Street to operate northbound between Ninth Street and Sunset Boulevard were lines: 27, 28, and 328.

Bus stop signs noting the service changes were posted on Main Street.

Central Maintenance Facility: Opens to First Wave

Continued from page 1

States or the world. Already we've got other transit properties looking at us. One of the greatest efficiencies is the robotics element," said Lenihan. South Park along with Division 4, Division 9's Facilities Maintenance Department, and the Office of Contracts, Procurements, and Materiel are to be the occupants of the new CMF. "This move will be done over the next four to six months so as not to impact our riders," said Lenihan. "We will shut down one department at a time to maintain efficiency."

The conceptual design and master plan for the CMF, prepared by Daniel, Mann, Johnson & Mendenhall & Consultants, provides for a system capable of supporting a fleet of 5,000 buses. The District currently maintains 2,458 buses.



CMF Project Engineer Vasan Srinivasan looks over one of the models of robotized equipment capable of moving parts and other materiel throughout the CMF complex and known as an Automated Guided Vehicle (AGV).

The built-up area of the complex covers 432,548 square feet and includes two unit shops; a body, frame, and heavy repair shop; a paint shop, and facilities for purchasing and stores. Unit Shop No. 1 which contains the administration building and the extensive, vastly enhanced shop area includes supervisors' offices constructed so as to allow for a peripheral view of shop activity. "The improved feature in this shop is the use of over-



The Office of Contracts, Procurements, and Materiel's Director Maynard Walters and Materiel Manager Jim Connolly examine layout plans of the new CMF's mini-storage facility. The bins in this section are stacked 35 feet high.



Director of Equipment Maintenance Rich Davis (left) and CMF Assistant Superintendent Larry Lenihan examine the capability of the robotized painting machines.

head cranes," said Bus Facilities CMF Project Manager Vasan Srinivasan. "Parts can now be moved to the different work stations or assembly lines by use of the cranes and the AGVs." Srinivasan, along with Chief Resident Engineers Jack Wang, Bill Johnson, John Joyce, Construction Inspector Reginald Demery, and Construction Coordinator Joe DePietra, escorted this reporter on a shop-by-shop tour of the CMF.

Unit Shop No. 2 houses the Purchasing and Stores offices, the Telecommunications shops and offices, and a quality control testing laboratory. In Building No. 3, the Bus Repair Section, Srinivasan pointed out the space reserved for a chassis dynamometer, an instrument able to measure the amount of particulate levels in diesel exhaust. Walking through Building No. 3, Srinivasan remarked on the structure of the shop ceilings. "You will notice the alternating low and high-beam ceiling work here. This allows us to install Clere Story windows. The effect is one that keeps the shops light and airy." Building No. 4 is the Stores Department in which the construction engineering crew demonstrated the capabilities of the RTD's version of R2D2, the AGVs. The AGVs' cute, squat shape allows them to carry any part that is up to 4,000 pounds weight and is 48" x 48" x 48" in

dimension. In order to verify size and weight there is a sizing and weighing station near the receiving dock that ensures the set standards with the use of a floor scale and electric photo cells. Once the size and weight for robot delivery has been approved, little



Inside the CMF's Paint Shop.

AGV, equipped with its own micro-processor will make its way to the prescribed destination.

Building No. 5 contains yet one more "Star Wars" piece of machine shop technology. It is the Paint Shop and it is equipped with robotic painting machines that are able to use, repeatedly, highly toxic paints, thus, eliminating a health hazard to mechanics. The only other company to have such painting robots in use is the General Motors Corporation. "The wonderful thing about robots, in this sense, is that they can perform these hazardous, repetitive tasks hours on end. They are not subject to the vagaries of human beings," said Srinivasan.

Initial construction began on the 28-acre site in September 1983. The site is bordered on the south by the Parker Technical Center and is between the Los Angeles River and the Los Angeles County Jail. The cost of the project totalled over \$83 million which includes land acquisition, relocation, appraisal, legal, and general and administrative costs.

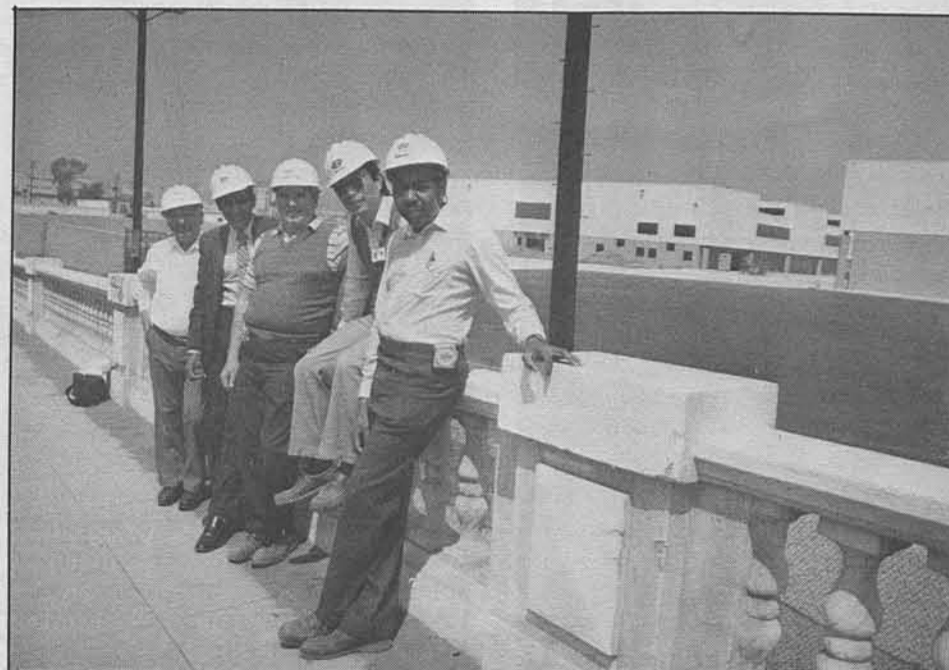
Watch For Further News of the CMF in Future Issues

Health Fair Attractions

Each year more and more employees and their families attend the Annual RTD Health Fair. They come for many reasons. Some come for the fun. Others wish to take advantage of the free medical screenings for eyes, ears, back, pulse, anemia, diabetes, blood pressure, body fat composition, lung function, and others. The results of these screenings are confidential and known only to the individual and the physician.

Other people come to examine physical fitness-related products; exercise machines, running shoes, exercise togs, and so on. This year some articles will be on sale.

Everyone enjoys the stage events such as aerobic demonstrations, leisure wear fashions, karate and, of course, the Annual Transit Police Walk/Run Awards Ceremony.



The crew responsible for the construction of the Central Maintenance Facility view their accomplishment from the Macy Street Bridge. This gifted group includes, from left to right: Construction Coordinator Joe De Pietra, CMF Project Manager Vasan Srinivasan, Resident Engineer John Joyce, Senior Resident Engineer Jack Wang, and Construction Inspector Reginald Demery.

COMMENDATIONS



RTD Retirees were recognized at the March 12 Board of Directors' Meeting and were presented plaques by RTD Director Leonard Panish. Front row, from left to right: Extra Schedule Checker Harold W. Fyler, Division 5 Operator Armand O. Rogers, Traffic Loader J.W. Range, Division 15 Operator Robert M. Grueter, and Electronic Maintenance Supervisor John W. Woolum. Back row, left to right: Assistant General Manager for Operations Robert Korach, Director Panish, and General Manager John A. Dyer.



Certificates of Merit were presented to the February Employees of the Month at the March 26 Board of Directors' Meeting by RTD Vice-President Carmen Estrada. Those employees included, front row, left to right: Division 12 Operator Donald R. Dube, Division 16 Mechanic Henry Thomas, Information Operator Alonzo Williams, and Division 12 Manager Larry Johnson. Back row, from left to right: General Manager John A. Dyer, Division 16 Maintenance Manager James Findley, Vice-President Estrada, and Director of Customer Relations Robert Williams.



Division 12 Operator Darrell Gibson was recognized at the March 12 Board of Directors' Meeting for performance beyond that required. Gibson, a part-timer, drives the Long Beach-Los Angeles 457 line. Earlier this year he was scheduled for reassignment. When his patrons heard about this, the RTD was suddenly deluged with letters protesting the move. As a direct result of the letter-writing campaign, Gibson was again assigned to Line 457. Front row, from left to right: Director of Schedules Art Leahy, RTD Board President Jan Hall, and Division 12 Operator Darrell Gibson. Back row, from left to right: Assistant General Manager for Operations Robert Korach, General Manager John A. Dyer, and UTU Local Chairman James A. Williams.



Electrician Leader Art Pappas at Vernon Yard was selected the Facilities Maintenance Employee of the Month for February. His supervisor, Taiwu Lim, commends him for his strong technical and leadership skills, excellent attendance record, and high level of achievement. Pappas, with the District for eight years, has also received numerous commendations for superior support of the operating divisions.



Mechanic A Antonio Rodriguez was named the South Park Shops Employee of the Month for February. Rodriguez has been with the District for five years and works in the Transmission Section. He has maintained a consistent record of superior performance and has an excellent attendance record. He has been called on repeatedly by his supervisor to take on special work assignments such as training new employees or handling priority jobs. He accepts all new assignments willingly and works effectively with his co-workers.



The Metro Rail Safety Award was given to the Keith D. Abrams Constructing Co., Inc., in March in recognition of their personal contribution to industrial safety by the Argonaut Insurance Company. The company successfully completed demolition work at the A123 site (the corner of Wilshire and Alvarado) with no injuries. Abrams' workers, Metro Rail personnel, and Argonaut Insurance staff met at the site and celebrated with a pizza party. In front of the group of workers, on the left in a dark jacket is Metro Rail Manager of Facility Construction Sam K. Louie, shaking hands with the Abrams' foreman is Metro Rail Director of Construction Management James Strosnider, Loss Control Manager of Argonaut Insurance Larry Evans, and far right, Metro Rail Project Engineer of A123 John Bilco.



Outgoing RTD Director Norman Emerson was presented a resolution by the Board in appreciation for his service. Emerson resigned from the Board to devote more time to his consulting firm. His colleagues rallied round him at the March 12 Board of Directors' Meeting. First row, from left to right: Leonard Panish, Marvin Holen, Emerson, Jan Hall, and Jay Price. Back row, from left to right: Gordana Swanson, Charles Storing, Joseph Dunning, Carmen Estrada, Nate Holden, and Nick Patsouras.

South Parkers Win Maintenance's "Big Spin"

The Equipment Maintenance Department closed out the first year of its Equipment Maintenance Recognition Program on March 24 with a drawing held among contract and non-contract employees who worked at a winning division of the quarter, shop of the quarter, or were selected as employees of the quarter during the past year. The prizes made available to the recognized employees were two one-week trips for two to Hawaii. Winning the contract employees raffle chance, South Park Service Attendant Helen Gardner said, "I'm going to take my husband of 35 years." Helen has been with the District for seven years. Her husband is a transit operations supervisor at Division 10.

South Park Senior Supervisor Howard Shelter won the non-contract drawing and will also take his spouse to Hawaii. "I think it's wonderful that the company does this for us. It's great to win, it makes you feel great!" he said. Shelter's Automotive Shop won shop of the quarter for three quarters running.

Those employees eligible for the drawing and in attendance at the Headquarters Building, where the raffle was held, included Douglas Campbell from the South Park Body Shop-first quarter, Helen Gardner from the Automotive Shop-third quarter, Floyd Hockless from Division 16-second quarter, Jeffrey Long from the Automotive Shop-fourth quarter, Joe Medrano from Division 6-fourth quarter, Richard Milroy from Division 4-second quarter, Perry Portier from the Automotive Shop-second quarter, Fabio Restrepo Division 3-third quar-



Equipment Maintenance Recognition Program "Big Spin" winners for 1986 were South Park's Service Attendant Helen Gardner and Senior Supervisor Howard Shelter. Gardner and Shelter won the top prizes at the year-end drawing held at the Headquarters Building in March. Both won one-week trips for two to Hawaii. From left to right: Director of Equipment Maintenance Rich Davis, CMF Superintendent Ken Miller, Helen Gardner, and Howard Shelter.

ter, and Albert Van Gundy from Division 8-first quarter.

The non-contract employees eligible for the trip drawing included John Fischer from Division 8-first quarter, Jules Gauthier from Division 4-fourth quarter, James Pilon from Division 6-fourth quarter, Joe Quintero from Division 16-second quarter, Raul Rodriguez from Division 3-third quarter, and Howard Shelter from the Automotive Shop-second, third, and fourth quarter.

Those employees not winning the trips were awarded \$50 checks for perfect attendance.

The program was developed as

an incentive for all Maintenance Department employees to contribute toward the attainment of productivity goals and standards. The program objectives are to reward and recognize employees who have perfect records and exceed established work standards, increase morale by acknowledging and rewarding outstanding performance, and improve the quality of repairs performed on buses by reducing absenteeism, accidents, and safety violations.

At year's end the Director of Equipment Maintenance Rich Davis appraised the program as "a positive first step" toward achieving District

goals. Since the program was implemented a year ago miles between roadcalls have increased by 1,000 miles. "We have exceeded District goals on absenteeism and industrial injuries. Surveys done on fleet cleanliness show marked improvement. The intangible benefit is that it has improved morale. Employees are carrying the message that it is more fun if you win," said Davis.

The program, costing \$35,000, was judged so successful that Davis has created an additional incentive program due to go into effect this month. The adjunct program aims to stir an esprit de corps among employees, developing a team spirit at divisions and shops that will work to combat absenteeism and promote safe work practices among peers. Those division or shop teams with perfect attendance and safety records will be eligible to select gifts from a catalog provided by the program coordinator. The total cost for the Equipment Maintenance Recognition Program in fiscal year 1988 will be \$135,000. "This is our way of stressing the positive. It's our way of saying thank you to the people who are doing a good job," said Davis.

General Manager John A. Dyer attended the drawing and told the employees, "I am pleased and proud of your attendance, and very appreciative of the quality performance of Maintenance."

South Park Superintendent Ken Miller, who accompanied his employees to the drawing, was beaming after the drawing. "You notice South Park cleaned up," he said.

Maintenance Introduces Management Tracking System

The Equipment Maintenance Department has introduced an information reporting system at Maintenance Divisions 5, 7, and 18 that has resulted in increased productivity and at the same time highlights any problems that impede efficient operation.

Called the Management Control System, it was developed by a consulting firm, carefully tailored for the RTD, and first tested at South Park. Because the system succeeded in raising productivity at the Park, Director of Equipment Maintenance Rich Davis decided to transplant the process at other operating divisions. In order to achieve this, two in-house employees, Acting Division 3 Manager Michael Stange and Division 5 Senior Equipment Maintenance Supervisor II Bob Parreco were selected to learn the procedures from the consultants.

Stange and Parreco learned the concepts and basic analysis at Division 7 beginning in August 1986. "We actually helped the consultants develop the controls (tracking forms)," said Parreco. The system offers the means and methods for forecasting work a week in advance as well as planning a day ahead.

The first step taken when using the system is the Preventive Maintenance Program (PMP) Weekly Forecast. This control is designed for management to forecast, one week in

advance, coaches that require PMP work and to communicate this estimate to all maintenance management personnel. "The factors or what we call 'indices' covered in this forecast include oil samples, coach inspections, brake relines, and interior cleans," said Stange. The Vehicle Monitoring System (VMS) is utilized in concert with the reporting system as a tracking device. "The VMS, through mileage reports, helps us determine when we'll perform certain functions. We know by actual coach number what work has to be done that week," he said.

This schedule is prepared every Thursday for the following week by the division's senior supervisor. The schedule is also distributed to the storekeeper during Monday's schedule review meeting. This gives the storekeeper one week's lead time to secure parts needed for the work planned. "These schedule review meetings are actual roundtable discussions where parts, shift, or divisional problems are aired," said Stange.

The daily planning control is used to plan a day in advance, work to be completed by each shift. All three shifts can use this tool which tells them what tomorrow's work will bring. "As a reporting device it shows us what we've accomplished against what we've planned," said Parreco. Every daily planning control has a

planned and actual performance column. In effect, it becomes a two-way communication tool. It communicates plans back to the shift supervisor and the utilization back to the senior supervisor.

Specifically, the plan requires an estimate of personnel required for the day and the available hours. The difference between these two figures alerts management to the need for overtime or that a surplus of time exists which can be applied to priority jobs. "This system inspires team participation. In order to make it work all leaders, supervisors, and managers have to cooperate," said Parreco.

The actual work done is logged by the leadperson based on figures delivered by the VMS. The supervisor then totals the hours in the actual column of the control sheet.

"Our whole objective with this is to be able to set aside time to work on our priority buses," said Parreco.

The equipment service daily schedule control acts as a responsibility matrix. "What that means is that everybody is deployed in this system. Everybody has a piece of the action," said Stange.

Stange and Parreco have tracked service attendants and have been able to quantify hours of various activities. Their observation and documentation have resulted in what they consider a "reasonable expectation of perform-

ance." This enables supervisors to identify highly productive achievers as opposed to low performers. "By observing present behaviors and introducing streamlined, or more efficient methods, we are afforded more available labor hours in which we can perform more work. Simply by changing behaviors we are getting results," said Stange.

With support from Director Davis and their superintendents, Parreco and Stange were able to introduce the Management Control Systems in about seven weeks' time at the different divisions. Both report division operations as more efficient and more effective using the system's reporting scheme. "At Division 7 we were able to reduce the number of articulateds on hold," said Parreco. "We were able to streamline the fuel island," said Stange. "By more efficient use of personnel, labor could be directed to other tasks. We analyzed the work that needed to be done at the fuel island and distributed it among the attendants more equitably," he said. According to Stange and Parreco, the savings from the streamlined operation on an annualized basis are substantial.

"Basically, this system allows us to impose a system that creates a team, accomplishes goals, tracks activities and attainments, and allows us to see where we need to go," said Parreco.

Department of Risk Management Salutes Employees of the Quarter



Subrogation Claims Assistant Barbara Swaine was selected Employee of the Quarter for the third quarter by the Department of Risk Management. Barbara has worked in the RTD's Subrogation and Claims Section for 13 years. According to her supervisor Roger Trudell, she was chosen because she is an outstanding employee. Barbara initiated several pilot projects including the feasibility of pursuing subrogation claims in small claims court and recovering substantial monies for the damages the District has sustained. "I'm really so proud. I've worked hard, and I just love the recognition," said Barbara. From left to right: Claims Manager Roger Trudell, Barbara Swaine, and Director Barbara Akk.



The Department of Risk Management recognized the Risk Management Information Systems section as Unit of the Quarter for the third quarter. The members of this winning team included, left to right: Director Barbara Akk, Esther Cabizon, Janice Hall, and Wes Tremor.

Chess News

The first RTD All-Employees Chess Tournament made a successful beginning. Twelve players gave it an enthusiastic start. At the end of the first session, Allen Johnson was in the lead. By the end of the second session Mike Ball was leading with a tie between Allen Johnson and Primo Sumagaysay. In the event each player played a single round robin against every other player. As of this writing, Primo Sumagaysay is undefeated.

The tournament, held in the Headquarters Building cafeteria every Sunday at 9 a.m., is directed by Don C. Lautenbach, also a chess player. Emmitt L. Pippen of the Operations, Control & Services "Gators" is the organizer with the assistance of Employee Activities. On-site assistance was supplied by OC&S employees Mike Turk and John Dover.

All employees interested in chess are invited to attend. Any employees who are interested in forming an RTD Chess Club, are invited to contact Don C. Lautenbach at extension 6111.

BIRTH



Born to Typist Clerk Lorraine Ebarb and Paul Hernandez; a daughter, Vanessa Lorraine Hernandez, December 7, 1986 at 11:53 p.m. in Los Angeles. Vanessa weighed 7 lbs., 9.4 oz. and was 20 inches long at birth. Vanessa's mother works in the Personnel Department's Employment Section.

Letters from a Rider's Father Sing Praises of Employees and Services

Editor's Note: The following letter was sent to the general manager in February. One of the operators to whom it refers was later identified as Division 9's Guadalupe Quiroz. It is believed the other operator drives out of Division 3 but as of this date, he or she has yet to be identified. Headway congratulates all those concerned.

Dear Mr. Dyer:

RTD in general, and you, and at least two of your bus drivers in particular, are to be commended for humanitarian efforts, far beyond the call of duty, on Monday evening, February 23, 1987, that may well have helped save the life of my younger, very ill, adopted son.

Without informing me, my son, who does not reside with me, was discharged from LA County General-USC Medical Center at about 5:30 PM, Monday, February 23, 1987. After a week of exhaustive testing and protracted fasting, my son was weak and confused. Add to this the fact that he is suffering from a disease complex for which there is at this moment no known cure.

As nearly as I can reconstruct the situation, he was unable to locate me at USC. He mistook a hospital clearance slip to collect his personal possession as a bus pass. He boarded either a No. 70 or a No. 71 bus at about 5:45 PM, in front of the hospital (on Marengo). Because he had no money, he described his plight to the bus driver, who permitted him to ride free of charge. The same scenario repeated itself when my son probably boarded No. 81 at 11th and Hope, which let him off fairly near my residence (23rd and Scarff Streets).

By pure coincidence, I telephoned a neighbor from my office at USC at 7:00 p.m. My neighbor is a semi-invalid; I manage her 4-building apartment complex. I wanted to see if the high winds that evening had caused any damage to the buildings. Her nurse informed me that my son had just arrived there, cold, confused, disoriented.

I returned to my apartment as soon as I could and urged my son to spend the night with me so that I could take care of him. He reiterated his gratitude to the bus drivers who let him ride free of charge. MY GRATITUDE KNOWS NO BOUNDS.

Enclosed is my personal check No. 1194, dated Friday, February 27, 1987, in the amount of \$10.00, to cover the cost of my son's fares on the two buses, and to provide free passage for deserving others from what ever remains after my son's fares have been deducted from my check.

Thank you, from the bottom of my heart, for the existence of such a flexible policy, carried out by your drivers with such great humanitarianism. Your generosity and great kindness doubtless helped prolong my son's already all-too-shortened life.

Sincerely and deeply gratefully yours,
Maynard T. Smith

Epilogue: Sad to report, Mr. Smith's son Richard died on March 23 at age 35. In a subsequent letter to Mr. Dyer, Mr. Smith ended with, "I am eternally in your debt; I shall sing RTD's praises wherever I can, in particular to those from whom I hear disparagement of those excellent services."

Thanks for a Job Well Done!

Employees who have received Commendations from the public.

Division 1

Antimo, Javier
Burch, Shelton
Burnes, Louise C.
Hogan, Patrick R.
Rodriguez, Rosa M.

McKenna, Joseph M.

Division 9

Davison, Albert A.
Nunez, Cecilia M.
Quiroz, Guadalupe C.
Thompson, James A.

Division 3

Bethke, William N.
Wood, Samuel L.

Division 10

Brown, Gloria H.
Delosreyes, Ricardo
Jenius, Joseph
Keeles, Rickey V.
Urrutia, John N.
Winfield, Alex A.

Division 5

Bell, David
Burke, Charles N.
Clay, Tyrone
Jackson, Lincoln
Johnson, Willie D.
Jones, David
Morrison, Clarence
Parker, Napolian
Pruitt, George F.
Reeves, Patti
Shelton, Robert E.
Smith, John H.
Thomas, Dorothy J.
Woods, George

Division 12

Cooper, Mark R.
Border, George F.
McLaughlin, Edward P.
Mijares, Alfonso
Runyan, Shawn J.

Division 6

Jones, Martha B.
Peterman, Ralph E.
Rowland, Jeffery L.

Division 15

Aleshire, Dale K.
Byerley, James W.
Collins, Eric C.
Duplessis, Albert B.
Gardley, Michael V.
Jones, Dormin D.
LeGras, Mark A.
Morgan, Bellinger
Swinton, David
Urso, Dainton L.
Wells, Alvin J.

Division 7

Bragg, Steven A.
Curry, Gavin L.
Fordham, Tyrone M.
Foster, Reginald V.
Goldstein, Norman
Harrell, Tomita S.
Johnson, John W.
Johnson, Marvin W.
Jones, Steven W.
Miller, Wilton T.
Oliver, Joe F.

Division 16

Davie, Francis T.
Pages, Carlos A.

Division 8

Kimmy, William L.

Division 18

Dolphin, Edward
Humphrey, Donna R.
Price, Kenneth
Wesley, Willie
Youssef, Basem A.

Marketing's New Ad Campaign Kicks Off on Buses This Month

The Marketing Department's ad campaign "People Serving People," hit the road this month on bus exteriors, interiors, posters, and take-one brochures.

These ads feature RTD employees in five different job categories using the slogan, "There's a lot riding on what I do." The concept for the ads was conceived by the District's ad agency, Gumpertz/Bentley/Fried. The objectives of the campaign are to increase public confidence in the RTD, to project RTD employees as people who care about the job they perform and the people they serve, to inform the public of the complexity of jobs necessary to operate the RTD, and to increase morale. Costing a total of \$35,000, the campaign will run the balance of the calendar year.

Advertising Manager Connie Ward said the campaign is very much needed in order to present a positive image of the District. "We've kept the message simple and to the point. We want to 'humanize' the District by using not just employees who are seen by the public but also those who

work behind the scenes," she said.

The interior and exterior ads will be installed on every bus in the RTD fleet by the District's franchisee, Winston Network. The RTD reserves advertising space for its own use and these ads will occupy those areas. For maximum impact on the public, the ad displayed on the outside of the buses, about 300, will be coordinated with the card on the inside of the buses.

The employees chosen for the ads were selected jointly by Ward and the advertising agency's photographer. Selection was based solely on photogenic appeal and tenure.

Employees featured in the campaign and soon to become household words, are: Division 1 Operator Lonnie Anders, 27 years with the District; Supervising Telephone Information Operator Nadine Triche, 7 years; Transit Operations Supervisor-Communications Rene Olivo, 25 years; Director of Construction/Metro Rail James Strosnider, 3 years; and South Park Mechanic B Stanley Kunisaki, 12 years.



"There's a lot riding on what I do."

It's my job to make it as easy as possible for people to get where they're going using the RTD. And that's no small job in an area as big as Los Angeles. Actually, in part of a month I have a home, making several shifts, to handle over ten thousand calls from riders every day.

Nadine Triche,

Supervising Telephone Operator, 7 years



The first in a series of ads to appear in the Marketing Department's "People Serving People" campaign features Supervising Telephone Information Operator Nadine Triche.

First of 90 New Express Buses Arrive at District

The first of 90 new long-distance express buses arrived on April 6.

All of the new buses are expected to be received by midsummer, with some already deployed on selected RTD express lines by May.

The Neoplan USA coaches will be used for long-distance freeway express service on routes ranging up to 65 miles. They are designed with such amenities as high-backed padded seats, overhead baggage racks, reading lights, tinted windows, new larger front destination signs, and air-conditioning.

Each of the single door buses is equipped with a wheelchair lift and seats 47 passengers. The coaches also are distinguished by dual sets of rear wheels for even weight distribution.

The new Neoplans will replace buses that have been in service almost 20 years. Some have logged more than 1 million miles.

The first of the new Neoplan buses will be deployed on lines 439, 444, 456, and 462 serving RTD patrons in the South Bay, Long Beach and Mid-Cities. Eventually, the new coaches will be assigned to lines in the West San Fernando Valley and San Gabriel Valley.

Each bus cost \$178,000. The price of the 90 buses is \$17.2 million including the cost of spare parts and sales tax.

The Neoplan buses will be financed through the sale of \$14.2 million worth of equipment trust certificates and the balance in District funds. The trust certificates will be redeemed over a 10-year period with sales tax funds.

"This is the first time since the early 1970's that RTD will use local monies to fully finance the purchase of new buses rather than rely on federal subsidies to underwrite 80 percent of the purchase price," said RTD General Manager John Dyer.

"Due to the budget crunch in Washington, federal dollars for public transit bus purchases are drying up. As a consequence, RTD has been unable to buy new buses for more than two years," Dyer added.

As the nation's largest all-bus public transit agency, RTD needs to buy approximately 200 buses a year to replace buses that should be retired.

Neoplan USA is based in Lamar, Colorado. In 1983, RTD purchased 415 new standard size buses from the firm. That purchase was the second largest in RTD history.

Credit Union Holds Prize Drawing Among New Members

The Transit District Employee's Federal Credit Union conducted one of its most successful membership drives in 1987 during the months of January and February said Credit Union Manager Hyla Howard.

During the two-month period, over 400 employees became new shareholders. "The money deposited from our new members should allow us to increase our loan volume," said Mrs. Howard. Every six to eight months the Credit Union will be initiating a new drive to increase membership.

"We want to thank the membership. They helped make this drive so successful. I think Teller Roberta Lopez who visited all the divisions did an excellent job in recruiting. Two of our Credit Union board directors, Homer Rogers and Kenneth Farris, did all the planning for this venture," she said.

To promote the drive, prizes were offered to those new members through a raffle. The first prize, a three-day, two-night stay at the Aladdin Hotel in Las Vegas valued at \$250, was won by Division 8 Operator Efrain Gomez. The second-prize winner, Division 7 Operator Jose Gildres, won four adult tickets to Disneyland. Division 12 Operator Leonard Skinner won four adult tickets to Magic Mountain, and Division 12 Operator Dora Malvarez won four adult tickets to Knotts Berry Farm. Other prize winners included Division 5 Operator

Carolyn Colford, Division 3 Operator Lisa A. Montes, and Division 8 Operator Allen Greenburg, all of whom won two tickets to an Employee Activities event. Division 3 Operator Alfonso Fuentes, Division 10 Operator Thomas Ishmael, and Division 12 Operator Thomas Romero won \$25 worth of lottery tickets.

The winners were presented with their prizes at the Credit Union Building on Spring Street by Manager Hyla Howard and Roberta Lopez on April 3.



First prize winner in the Credit Union membership drive drawing Efrain Gomez accepts a trip for two to Las Vegas from Credit Union Manager Hyla Howard.

Div. 7's TOS Goens Gets Them To Give Till It Hurts

Division 7 TOS Pat Goens saw a problem at her division. Not a major one, but one that caused enough inconvenience to rank as a nuisance. The operators had no operable microwave in their kitchen and had to live with cold lunches and dinners until Goens came up with a fund-raising idea. A relatively painless method to generate the money needed to purchase a microwave oven.

"I asked all the operators to donate the change off their checks for two pay periods running. Along with what was left over from our Christmas fund, we collected a total of \$326.19." Everyone contributed their check change from the manager on down. With her fellow supervisors David

Allen and Ernie Hernandez, Goens went shopping and came back to the division with a brand-new microwave oven.

"I thought it was a way to bring a little unity to the division," said Goens. "Now the operators call me a 'real shakedown artist' or 'extortionist,'" she laughed. "But, we will continue to ask the operators for the change off their checks to establish a fund so we can send cards and flowers to sick operators, or in the case of deaths and births, or for anything the operators feel they need," she said. Goens has been with the District for 11 years. She works the variable shift at Division 7 and relieves the assistant managers.



Division 7 TOS Pat Goens shows off the division's new microwave oven purchased with funds raised by the operators.

Friends of the RTD Speak Out on Ways To Improve

In mid-March the Los Angeles *Times* ran an editorial with the acronym RTD in its headlines. Another story about the RTD in a local newspaper is not necessarily news. In fact, it is not an uncommon occurrence in a year that has seemed to many RTD employees to be one of relentless RTD bashing by the media and politicians. But . . . , this story was different. It was positive; in fact, it was supportive. Something good about the RTD? — now, that's news. That is exactly why the *Headway* followed up on that editorial and contacted the authors.

Drs. Ralph E. Shaffer and Walter P. Coombs seem to travel the contraflow of public opinion when it comes to public transportation. Shaffer is a history professor and Coombs is an American-studies professor at Cal Poly, Pomona. Both settled down in Coombs' office cluttered with stacks of books, magazines, papers to be graded, and folders yet to be filed eager to talk about their views on public transportation.

"We want more people to ride the bus," said Shaffer. "I'd like to see more students ride," he said. Shaffer and Coombs, members of the RTD-organized group, *Friends of the RTD*, are very concerned about the future of the District, "You need a lot of support now. Out here we are concerned about Supervisor Pete Schabarum's push to set up the San Gabriel Valley Transportation Zone." This would, in effect create a private bus system to service that area instead of using a regional carrier like the RTD. "We are concerned about privatization because we see transportation as vulnerable to this . . . Reagan plan to deregulate. It is no panacea or solution to turn your system over to private ownership," said Shaffer. "History has shown that service suffers as a result of it. Only the high density areas are served. Students, the elderly, and the handicapped and their needs are ignored and this is wrong," he said.

"We have had private operators in Southern California for 70 years" said Coombs, "and they failed financially. Public transportation in most major cities all over the world is subsidized." Shaffer and Coombs see the move toward privatization as symptomatic of the prevailing political trend to get government out of business. "If



Cal Poly Professors Walter Coombs (left) and Robert Shaffer (right) declare themselves as "Friends of the RTD" and speak out on initiatives to improve our service and our image.

they could, they would sell off the Department of Water and Power. This is the same mentality that wants to turn our state and national parks over to private concessionaires. They want to take us back to the 1890s," said Shaffer.

Shaffer and Coombs would like to see a reorganization of the RTD Board of Directors with its members committed to public transit. "I'd like to see members dedicated to the concept of public transportation," said Shaffer. "Mike Lewis [appointed by Supervisor Schabarum] sat on the board for years and I don't view his economic philosophy as one dedicated to public transit. The appointing authorities should appoint people who at least favor public transportation," he continued.

Those supportive policymakers could, according to Shaffer and Coombs, develop imaginative strategies to improve the RTD's image. And what would those imaginative strategies be? "Glad you asked," said Shaffer. "One strategy would be to introduce a tourist pass. The cost would be insignificant and it would create an awareness among Southern Californians about the value of public transportation. They have no awareness about the farebox price against the actual cost to operate. This could be a beginning to that educational process."

"That's a good point," said Coombs. "Everytime I see an empty bus go by on weekends or holidays, I think what a waste. Holidays are what

I consider penalty days for bus riders/tax-payers. They have to pay the added operating costs on buses that are usually empty. So, why not give the patron a break and offer a tourist pass at \$2."

Other image-builders include instituting a free fare zone downtown similar to those business areas created in Seattle and Portland where patrons ride for free. "Starting a courtesy campaign among drivers and personnel might help," said Coombs. "I hate to sound critical, because every once in a while you have a driver who is a real jewel."

"I wish that local transportation dollars [monies generated by the Proposition A, half-cent sales tax] were not parceled out among the cities for local transit use. That was a bad mistake. That money would be more effectively used by an agency like the RTD. Now those cities are selling their Prop. A money to other communities in return for unencumbered funds. You have a situation where the city of West Hollywood is buying Prop. A monies from the city of San Dimas so that West Hollywood can subsidize the rides of the elderly and disabled. The RTD should have had direct access to those funds to keep fares down for the patrons that need that subsidy the most," said Shaffer.

About the restructuring of the RTD, Shaffer has his reservations. "I don't object. Maybe a centralized agency would work. I can't prove this, but I think this merger is a front. I think the intent is, in the long run, to

break it up with privatization as the end goal. I say that because the people who support the merger also support privatization."

On most issues surrounding public transportation Shaffer and Coombs are in agreement; however, when it comes to the form transportation should take in Los Angeles, they are in step with the rest of the population, they can't agree on it either. "I think we should stay with buses," said Shaffer. "The light rail line from Long Beach to Los Angeles is a mistake. We already have a bus line that covers that area. The LB-LA line has gotten good press but I think that comes from a sense of nostalgia promoted by rail buffs and developers. In the long run it will prove to be no more successful than the original line or bus route. Buses are more flexible and can go any place. They are not fixed to a rail. In order to make rail work you have to have a guaranteed demand of patronage at all times."

Not true said Coombs. "Rail would be the best of all worlds. If we had a system like London's or Paris', the demand would follow. It would be expensive, it would have to be subsidized, but it would be great."

"Well, you can't smell the orange blossoms while riding on a subway," Shaffer grumped.

"You don't smell them on a bus either," Coombs snorted.

The *Headway* left the two professors to their longstanding debate on the merits of bus vs. rail travel. The editorial that opened this dialog is reprinted below.

Coach Society Hosts Open House

The West Coast Motor Coach Society will host their Third Annual Dinner Banquet and Open House on June 6 and 7.

The dinner will be held on Saturday evening, June 6, at the Peppermill Restaurant in Pasadena. A no-host bar will begin at 6 p.m. The dinner will begin at 7 p.m.

The open house portion of the weekend will commence the following morning on Sunday, June 7, at 11 a.m.

Those interested in attending may obtain more information by calling (818) 907-8176.

RTD Needn't Hang Its Head in Shame in the Red Cars' Shadow

Had enough of the Rapid Transit District's accidents and inept accounting practices? Like to return to the good old days of fixed rail and Pacific Electric's Red Cars? Convinced that one trolley is worth a dozen buses and that RTD can't be compared with the old PE?

You're not alone. Since the electric interurbans that once linked the cities of Southern California made their last run on the Long Beach-Los Angeles line 25 years ago, streetcar buffs have wailed over their passing. Every new bus mishap or political attack on the RTD reminds us of the time when Southern California had a transit system second to none.

Rail fans love to spread out a map of the Pacific Electric system and note how on Sunday in the 1920s and '30s riders could travel from one end of the county to the other on a \$1 pass. Next they recall how a Long Beach resident, George Livesey, established an all-time record of more than 300 miles in a single day — all for \$1! Then they smirk and make some snide remark about RTD matching that.

RTD needn't hang its head in shame any longer. Livesey's ride is now second-best. An RTD patron stepped aboard a bus one Saturday for a journey that should finally lay to rest that old myth about the superiority of PE's Big Red Cars. On a \$2-per-day tourist pass the RTD rider, who prefers anonymity rather than a call from the President, outtrode Livesey by nearly 100 miles.

Back in 1928 Livesey rolled out of Long Beach one Sunday at 5:40 a.m. on the Los Angeles-bound car. He returned to Long Beach at 12:33 a.m. Monday, having covered 334 miles.

Livesey's challenger boarded a bus at the Cal Poly Pomona terminal at 5:04 a.m., returning at 10:35 p.m. In between, RTD whisked our rider to Los Angeles, Long Beach, San Bernardino, Riverside, through Orange County to Long Beach again, back to Riverside and on to Los Angeles and Altadena before returning to Cal Poly. A conservative estimate is that the journey covered at least 400 miles in 17½ hours.

We don't know if Livesey's Red Cars ran on schedule, but the RTD buses occasionally arrived at their destinations early. Those running late were usually within three or four minutes of their designated arrival times.

It's true that Livesey's trip cost only \$1, but, considering inflation, the RTD rider got a much better bargain — even at \$2 a day. As recently as 1981, RTD matched Pacific Electric by selling the tourist pass for \$1. And RTD's pass was good any day of the week, not only on Sunday, on all regularly scheduled routes. Livesey couldn't use his pass on the Riverside or San Bernardino run, and there was no Red Car from Riverside to Long Beach.

Red Car officials were so impressed by Livesey's trip that they reported it in the May 10, 1928, issue of the Pacific Electric magazine. They saw it as good publicity, and used it to encourage the sale of passes.

RTD's unimaginative policy-makers are not likely to be interested in the ride that broke Livesey's record. They have discontinued tourist passes, and even when

the passes were available only out-of-town visitors could buy them. Other major municipal transit systems still sell holiday passes to build good will and revenue, but not RTD.

The Rapid Transit District has fallen on hard times lately. With its image at an all-time low and dearly in need of improvement, it's time for the district to emphasize the positive accomplishments of a system that is a lot better than even RTD seems willing to admit. Its fares, service and route times compare favorably with those of the PE at its peak, despite traffic congestion far worse than anything that the old Red Cars had to face.

RTD could start by introducing a recreational pass for local residents. If available at reasonable rates and restricted to off-peak hours and weekends, it could stimulate support for the RTD without hindering commuters. There even may be another George Livesey out there ready to break that 500-mile barrier.

Reprinted by permission of the authors.

Third Annual Health Fair Coming to Div. 5 in June

continued from page 1

problems, and how shiatsu and massage therapy can be beneficial. Herbolgy treatment featuring the use of herbal remedies will also be featured at this booth dedicated to the relief of stress, aches, and pains without the use of pharmaceutical drugs and medications. Dr. Murray, OMD a Doctor of Oriental Medicine will answer questions and discuss your interests.

For the first time, a cardiovascular and stress management booth will be available to offer treadmill and bicycle heart stress tests. You'll also be able to check out your lungs and their level of functioning, and your nutritional needs related to your heart and circulatory system.



Bring a picture of yourself demonstrating your work activity: driving, typing, telephoning, etc. D. Brad Frederick and Dr. Perry at the Chiropractic Booth will analyze your work posture and make recommendations to increase your comfort at work and decrease stress on your back and neck.

There will be a safety and self-help booth with shock-absorbing inner soles, the latest safety products for auto, bus, home, and work use. Special neck pillows and back support pillows will be available for examination.

For the podiatric or foot booth, bring along or wear your athletic or work shoes. The story revealed to Drs. Ross and Ruff by the pattern of wear can help you help yourself to happier feet.

In the posture and spinal evaluation booth, high-tech diagnostic equipment will explain to you the state of your spine. Equipment used will include a computerized thermography unit, x-ray, and magnetic resource imagery.

You will find these booths and others on the second floor of Division 5's Train Room at 12:30 on Sunday, June 7. Division 5 is located at 54th Street and Van Ness Avenue, not far from the Coliseum and USC. Come for the health of it!

Odes to RTD Buses

The following poems were submitted to the *Headway* by the students of the De Anza Middle School in Ventura.

Buses

I once rode a bus
It was an RTD
The bus was for the public

When I was on the RTD bus
I looked through the window
The window looked like a mirror
'Cause when I looked at it
I saw my reflection

The window was like a giant rainbow
I could see everybody
It was great

—Jennifer Gartman

Things To Do in the RTD Bus

First, I get in the RTD
Second, I sit down on the comfortable seat
Third, I look out of the window
and see a horse galloping
floating like a swan
And that all happens on the RTD bus

—Eddie Hernandez

Poem

Busses are to ride on
The RTD is always there for you
Out the window you see the
grass, the trees
Going for a long RTD ride?
Want to stop?
Push the button
Out!

—Irasema Castillo

Weingart YMCA Offers Discount Memberships to RTD Employees

The Weingart Family YMCA, one of the few dynamic family fitness and character development centers in South Los Angeles, is extending a special membership rate to all RTD Employees, announced Fuller Glover, a member of the YMCA's Board of Managers. He and Jim Bernard have worked diligently providing in excess of 20 years of their time to help youth, families, and seniors experience quality programs at the Weingart YMCA.

As an incentive to RTD employees Glover and Bernard have arranged for all registration fees to be waived for employees who wish to become members of the YMCA. The rates are extremely low and can be paid on a monthly basis.

Bernard mentioned that the YMCA has a complete fitness center that is available to the entire family, six days a week from 6:30 a.m. to 10:00 p.m., Monday thru Friday. On Saturday, the hours are 7:00 a.m. to 6:00 p.m.

For further information please contact Joyce Slusher at (213) 754-3191, or Jim Bernard and Fuller Glover at Division 5.

RTD Runners Make Good Time in Jimmy Stewart Relay Marathon



Division 7 Manager Roy Starks takes the baton from Division 7 team relay runner Charlie Square at the 1987 Jimmy Stewart Relay Marathon held March 29 at Griffith Park.

"Amazing feats of human kindness" — the theme of the 1987 Jimmy Stewart Relay Marathon — was exactly the kind of spirit RTD employees demonstrated with each footfall on March 29 in Griffith Park. Two District teams were entered in the sixth annual charity event benefitting the Child Study Center at Saint John's Hospital and Health Center.

Division 7 was represented by Manager Roy Starks and Operators Theodore Ingraham, Charlie Square, Aubrey McGlory, and Harry Simmons. The Headquarters Building was covered by Information Operator Joshua Torres, who also organized the team, Messenger Clerk Martha Fuentes, Headway Editor Mary Reyna, Information Operator Mark Prince, and Bert Castaneda.

The marathon distance was run in relays by members of five-person teams. Each person on a team ran the same 5.2 mile loop for a total of 26.2 miles. The race officially began at 8 a.m. when Jimmy Stewart and his co-

host Robert Wagner fired the starting gun. The funds raised from the marathon are generated from the \$500 entry fee per team.

This year Division 7 bested the Headquarters team by coming in at 3 hours, 56 minutes. "I think we did very well for the small amount of training we were able to get in as a team," said Roy Starks. Headquarters finished with a respectable time of 4 hours, 4 minutes. "That's a very good time considering we had people on our team who had never run competitively before this race," said team captain Joshua Torres.

Since its inception in 1982, the Jimmy Stewart Relay Marathon has continued to grow in popularity. National exposure has helped bring the race to the attention of runners and sponsors across the country. The race also attracts a host of celebrities who come out to share the day with the thousands of runners and lend their support to the cause.

New Tax Laws Require Social Security Cards for Kids

SOCIAL SECURITY NUMBERS FOR DEPENDENTS

Does each dependent age 5 and older whom you list on your federal tax return have a Social Security number? If not, you must apply for one and show the number on all tax returns due after December 31, 1987. This is required by the Tax Reform Act of 1986.

Who needs a number

- If your dependent now HAS a number — He or she does not need another one. THERE IS NOTHING YOU NEED TO DO.
- If your dependent does NOT have a number — He or she will need one before the 1987 tax return is filed in 1988. But apply early so that you'll have the number when needed.
- If your dependent's number and card are lost — He or she will need a replacement card (which will show the number previously issued).

How to get a number

In general, a person can apply for a number by mail or in person at any Social Security office. Also, an appointment to apply can be made by phone. An individual who is 18 or

older or was born outside the United States must always apply in person.

Because so many young people need a number soon, many schools are helping Social Security. If your dependent is a student, you may receive information and an "Application for a Social Security Number Card" (Form SS-5) before the school year ends. IF YOU RECEIVE NOTHING BY JULY 1987, CONTACT SOCIAL SECURITY.

When you apply, you need evidence of your child's date of birth, identity, and United States citizenship or lawful alien status. The application lists proofs you can use. Or ask Social Security for the free leaflet, *Applying for a Social Security Number*.

When you apply for a Social Security number, all information provided is kept strictly confidential. The application asks only enough questions to establish basic identity.

For more information, call 1-900-410-INFO. There is a small charge for this recorded message. If you wish to talk with a Social Security representative, an "800" toll-free number will be given to you. Or you may call your local Social Security office.

To Your Health

1987

Don't Let Your Kitchen Become a Breeding Ground

There is a deadly poison lurking in your kitchen!

That finger-licking good chicken morsel or cracked egg can carry this poison and cause your family a lot of grief. Those who have complained of a 24-hour bug might have been the victim of this common but potentially dangerous organism. The symptoms are exactly like the flu, but you usually recover in 24 hours.

Salmonella is a common bacteria present in chicken or turkey and their eggs. When handled badly in the kitchen or the processing plant, salmonella occurs causing stomachaches, headaches, aching joints and muscles, diarrhea, and other vague, flu-like symptoms.

How do you handle chicken when you have brought it home from the supermarket? Do you freeze it immediately or do you just let it sit around multiplying all the bad bacteria? When you thaw a frozen chicken, do you put it in the sink or the drain board where the juices leak out, contaminating everything it touches? Do you clean the sink and counter top with a kitchen sponge? The bacteria that was part of the chicken's body has spread and has contaminated whatever it came in contact: your hands, dishcloths, plates, etc. Salmonella



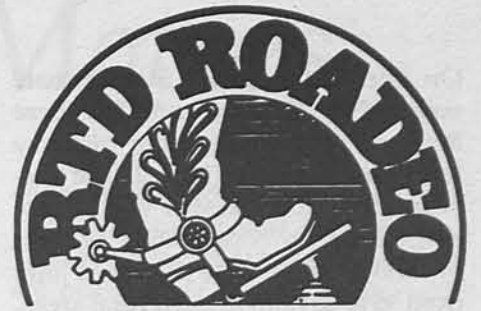
by Elia Hager
Visiting Nurse

multiplies rapidly in moist, warm environments and is killed only at high cooking temperatures.

What can you do to protect yourself and your family from salmonella?
(1) Unwrap and wash the chicken when you get home from the market—re-wrap in plastic or foil and refrigerate.

- (2) Dispose of the wrapping (together with the ugh! paper soaker) in a plastic bag.
- (3) Wash your hands and anything that came in contact with the chicken and its juices with very hot soapy water. All dishrags and sponges used for this process must be washed before using for any other clean-up in the kitchen. *Any surface contaminated with the chicken must be washed with soap before it can be considered safe for other uses.* That includes knives and cutting boards.
- (4) Cook your chicken properly to the right temperature for the proper length of time. You can have juicy chicken and turkey, but not pink. Use a meat thermometer whenever possible.
- (5) If you have a microwave, you can sanitize your dishrags and sponges by first washing them with hot soapy water, rinsing well and then "nuking" them for as long as it takes to produce a good stream of steam. Salmonella cannot survive under those circumstances.

Be aware of the unseen salmonella. Safety in the kitchen will ensure our wellness when it comes to cooking poultry.



**Preliminaries
June 17, 18, 19,
and 20 at the
Santa Anita
Race Track
Competition
at its Best
Enter Now!**

Historic Preservation Week Highlighted by LA Conservancy

The Los Angeles Conservancy joins with the National Trust for Historic Preservation in special activities to celebrate our local architectural heritage during *National Historic Preservation Week* May 10-16. This year's Preservation Week theme, "Landmarks of Democracy," honors the Bicentennial of the United States Constitution. It focuses on the historic buildings and sites symbolizing the liberties and achievements attained in our democratic form of government.

The Los Angeles Conservancy, a private nonprofit historic preservation organization active throughout the Los Angeles area, presents several special programs to highlight preservation achievements in Los Angeles.

"L.A. Lost and Found," a lecture by journalist Sam Hall Kaplan and photographer Julius Shulman, celebrating the publication of a new book on Los Angeles. Kaplan, urban affairs critic of the Los Angeles Times, joins with award-winning photographer Julius Shulman in a slide lecture which takes the theme of lost landmarks to focus on recognizing and preserving the best of our present urban environment. The book will be available at the lecture, which takes place Saturday, May 9, at 3 P.M. at the Variety Arts Center, 940 South Figueroa. Tickets: \$7 for Conservancy members, \$10 for the public. Advance tickets available from the Conservancy; call 623-CITY.

"An Afternoon at the Britt House," the Annual Meeting of the Los Angeles Conservancy on Sunday, May 17 at 3 p.m. This event celebrates an extraordinary example of historic preservation and creative adaptive reuse, in which an abandoned historic mansion was transformed into a museum for the Helms collection of sports memorabilia. Normally closed to the public, this event includes a reception and tour of the museum as well as a brief business meeting. Featured on the program is a lecture by Dr. Robert Winter, renowned lecturer and author of "The Architecture of Los Angeles: A Complete Guide." Dr. Winter will speak on "1887: Boom And Bust," a discussion of the real estate boom of the eighties in honor of its centennial this year.

Renaissance Faire Site Threatened by Developers

"If I had to choose the 'tree of trees' — the most beautiful, majestic, yet 'friendliest' of all trees, the tree which as far as humans are concerned is the most rewarding, not in terms of lumber and cash, but in the creation of an atmosphere of comfort, well-being, and peace — I would choose the Live Oak."

—Andreas Feininger

The Historic Oaks Foundation (HOF), a non-profit organization, desperately needs your help to purchase and preserve part of the original Paramount Ranch. This ranch, now known as the Bar W, is one of the last undisturbed areas of gentle rolling hills and ancient

oak trees in Los Angeles County, as well as the site of the annual Renaissance Pleasure Faire. Unless HOF is able to raise the money, a tract of 160 luxury houses will be built, and this beautiful land will be lost to the public forever. Once the ranch is purchased, HOF will act as curator, preserving the majority of the land in its present natural state, while working to create on the remaining property a unique home for the arts, education, and culture in Southern California.

For more information please write to: Historic Oaks Foundation,

P.O. Box 25, Agoura, CA 91301, or come see us at the 25th Annual Renaissance Pleasure Faire, under the Oak by the Maybower Stage. Please act now to help save this magnificent place.

KIM MAINTENANCE

- Clean:
- Apartments
- Houses
- Offices
- Carpet

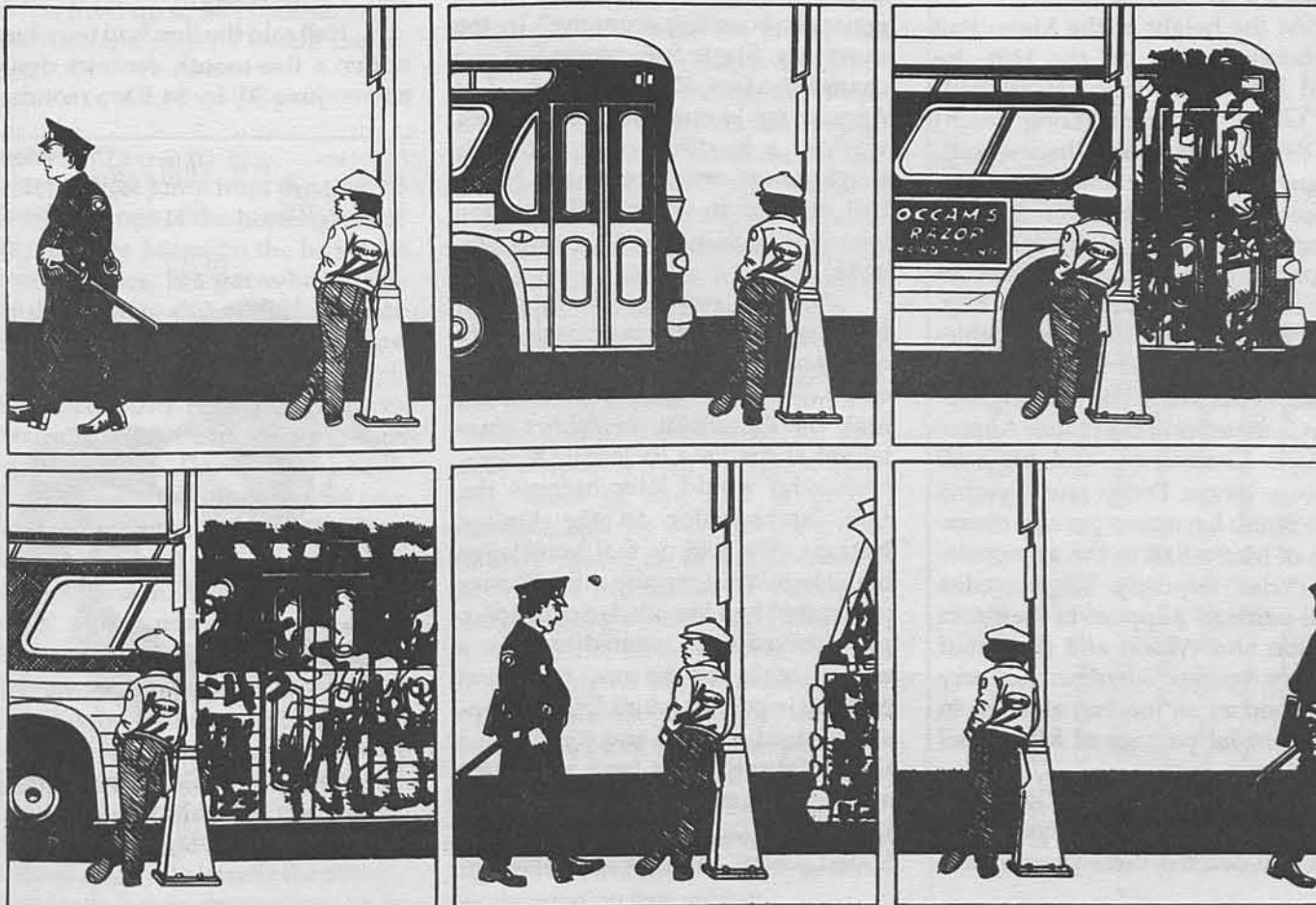
"YOU NAME IT WE CLEAN IT"

— Call —

(213) 412-2062

the bus

PAUL KIRCHNER©



RTD's Man on Capitol Hill Keeps an Eye on Transit Bills

On April 2, the United States Senate voted 67 to 33 to override President Reagan's veto of the major highway legislation known as H.R. 2. The five-year, \$88 billion measure will finance many highway construction projects in various states, raise the speed limit from 55 to 65 mph in most rural areas, and fund the Metro Rail Project in Los Angeles.

As the legislation concluded its circuitous route through Congress, its final passage looked doubtful. Declared a "pork barrel, budget-busting bill" by Reagan, the first vote taken by the Senate to override the president's veto of H.R. 2 was a dramatic cliffhanger, stretching out the suspense unbearably for most Capitol Hill watchers. Among those watching, none was more concerned about the final outcome than RTD's Federal Legislative Analyst Roger Slagle.

Slagle, an analyst with the RTD's Department of Government Affairs since 1981, has been ardently lobbying for funding in Washington, D.C. for the Metro Rail Project. His department formulates legislative strategy based on the District's goals; and implements this strategy in coordination with the Los Angeles County Board of Supervisors, the California Assembly and Senate, and the United States Congress. Slagle works with the Congress to achieve the District's goal of providing rapid rail transit to the Greater Los Angeles area.

Technically his classification is that of an analyst rather than a lobbyist. "Usually a lobbyist's stock in trade is both information and fund-raising. But, because the RTD is a public agency, it is not allowed to raise funds to contribute to political campaigns. As a result, I deal exclusively with the distribution of information."

The recipients of this information are the 19 members of the Los Angeles Congressional delegation in Washington, D.C. That delegation is composed of 17 U.S. Representatives and U.S. Senators Alan Cranston and Pete Wilson.

"These 19 people and their staff are my primary focus in Washington," said Slagle. Normally, he travels to the capital once or twice a month for two to four-day stays. However, in 1987 he has already made six trips; several have required more than a week's stay and one lasted 17 days. "Living out of a suitcase for 17 days during which an early end to a working day is 8:30 p.m. is a grueling way to make a living, but seeing the passage of this bill makes it worthwhile." Bills such as H.R. 2 usually contain funds for four to five years, although annual legislation will still be needed to release the funds provided by this bill.

As Slagle chronicles his daily rounds in Washington, any romantic notions a reader may hold about lobbyists charming public officials in Washington's most expensive restaurants while craftily wresting promises of support are quickly dispelled. His days usually begin with breakfast in the Rayburn Building cafeteria. The Rayburn Building is the location of many of the Los Angeles Congressional members' offices.

In the Rayburn cafeteria he meets with Congressional staff people to discuss legislative strategy. Following the breakfast meeting, he begins his schedule of appointments to

update staff or the members of Congress themselves on specific issues. Questions asked are noted and followed up on in specialized briefing papers. "The offices of the 17 members of Congress from Los Angeles are spread out over three buildings in Washington. I spend a lot of time shuttling between appointments carrying around 50 pounds of briefing books in my briefcase."



RTD Federal Legislative Analyst Roger Slagle happily joined in the Metro Rail Ground Breaking celebration held September 29, 1986.

Lunchtime on Capitol Hill for Slagle means a business lunch. That is, a lunch usually consisting of a shriveled, cellophane-wrapped sandwich hastily grabbed from the carry-out line in the Rayburn cafeteria. In the afternoon he continues on his briefing sessions from office to office.

"My days become even busier if there is a vote on Metro Rail in either legislative body. My sphere of influence then broadens as I am called on by representatives from other states who want more detailed information." Generally, Slagle's contacts outside the Los Angeles delegation are with Congressional staff rather than with the elected officials themselves.

At the height of the Metro Rail legislative battles on the Hill, he found himself working closest with Rep. Glenn Anderson (Long Beach) and Rep. Julian Dixon (Inglewood). Congressman Anderson chairs the House Subcommittee on Surface Transportation. All highway/transit authorization measures originate in this committee. "I can't thank Rep. Anderson and his aide Paul Schlesinger enough for all their efforts in support of the Metro Rail Project. Rep. Dixon, a member of the House Appropriations Committee, and his staff members Bevan Dufty and Cynthia Brock-Smith have been parallel champions of Metro Rail in the appropriations cycle." Similarly, Slagle credits the bi-partisan support of Senators Cranston and Wilson and their staff members Andrew Valentine and Larry Goldzband as an integral element in the successful passage of Metro Rail legislation.

Last October, the 99th Congress' version of H.R. 2 failed to become law. Slagle had devoted three years to lay-

ing the groundwork so that the measure could become law. "The ability to step back and analyze a situation objectively, free from the emotionally charged feelings associated with watching a bill that you have nurtured for so long not become law, is part of the job. If the new iteration of the bill had not become law in the 100th Congress, if the House and the Senate had not overridden the president's veto of H.R. 2, the entire process would have started a third time. If that had happened, I would have retired on a stress disability pension," said the 32-year-old Slagle. As it turned out, his efforts had the sought-after result: an override of the presidential veto and language in the bill that guarantees \$870 million for Metro Rail construction.

Why the continued zeal over these long years of effort? Slagle says it is because of his early exposure to the political process and believing in what he does. At sixteen he participated in the Florida Senate campaign of Lawton Chiles. A graduate of Georgetown University's School of Foreign Service, Slagle began his Capitol Hill career under the tutelage of Florida Congressman Skip Bafalis. Later, while working as a staff aide for Senator Warren Mugunuson, then chairman of the Senate Committee on Commerce, Science, and Transportation, he found himself growing more interested in the domestic political process than in international affairs. He continued working for the new chairman of that committee, Senator Howard Cannon from Nevada, until he moved to Los Angeles in 1981 and began working as a legislative analyst for the RTD.

"When I started at Georgetown in 1972, the Washington, D.C. Metro Rail was under construction. At that time Washington was a cultural, social, and economic backwater." Slagle admits that it would be simplistic to credit Metro Rail with making Washington, D.C. the world-class city it is today. "But I firmly believe as someone who lived there in the four-year period prior to Metro Rail's opening and the four years after its opening that it played a major role. The city has dramatically changed for the better. Washington is now a vibrant mix of museums, restaurants, parks, and a generally booming economy." In the same way, Slagle feels Metro Rail can change the face of Los Angeles. "Los Angeles could enjoy the best of both worlds, a bustling economy with development restricted to the Metro Rail corridor in order to protect the low-density Southern California lifestyle."

Slagle's well-scrubbed, choir-boy good looks reinforce the sincerity and earnestness he projects about his cause. "When I was at Georgetown, I took the *Personality in Politics* class taught at the time by Jeanne Kirkpatrick who would later become the U.S. ambassador to the United Nations. She told us that knowledge of the legislative process must be supplemented by a knowledge of the people involved if we wanted to make a difference. To me the most important element in politics is building relationships based on trust and credibility. I think Metro Rail has been successful at least partially because Barry Engelberg [Director of Federal and State Liaison] and I have established

those kinds of relationships in Washington."

Slagle was quick to credit others for their contributions over the last six years. "I have depended on many RTD employees to supply me with information to educate the members of the Los Angeles delegation about the intricacies of the federal funding and environmental processes. Jeff Christianson, Jim Sowell, and Nadeem Tahir from the Metro Rail Department have all provided me with tremendous assistance on short notice."

When the good news of the veto override came, at 11:30 a.m. Pacific Standard Time Slagle remembers, his immediate reaction was to share it with as many RTD employees as possible. "It was as if Paul Revere had shouted 'Metro Rail is coming, Metro Rail is coming.'"

For those who know Slagle, such demonstrative behavior would seem out of character. He has a more low-key style. Informed, sincere, but definitely low-key. "I wasn't sure I knew what people meant by 'low-key.' Finally, someone told me they meant 'quietly effective'—I can live with that," he said.

Communications Undergo Audit

The RTD has retained a consulting firm to conduct a communications audit and to assist in developing and implementing ongoing public communications programs.

"The firm of Fleishman-Hillard has been retained to aid us in better responding to the extensive public scrutiny that the RTD has experienced," said Jan Hall, RTD board president. "We also hired the firm to help in communicating our goals and achievements, as well as provide us with an objective, independent view of our communications programs."

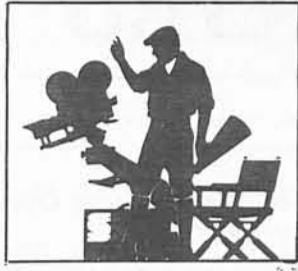
Fleishman-Hillard is national public relations agency with offices in Los Angeles, New York, Washington, D.C., St. Louis and Kansas City, Mo. The firm has represented numerous major national firms, associations, and organizations.

Hall said the firm had been hired under a five-month contract due to end on June 30, for \$4,900 a month.

HAPPY MOTHER'S
DAY



MAY
10



RTD Goes to the Movies

Our Rating System

- *****—A classic; *Citizen Kane*
- **** —Excellent; worth standing in line for
- *** —Average; does what it sets out to do
- ** —Fair; a good effort, but flawed
- * —Poor; not worth the time or effort
- BOMB—*Mars Needs Women*; ah, for the good old days. . .

Precious Images - *****

I sincerely hope that you have a chance to see this short subject. It's playing mostly at the revival houses or such places as the Beverly Cineplex that specialize in foreign or old movies, and it is well worth hunting out if you love the movies. The piece was conceived as the Directors' Guild of America's tribute to Hollywood's 100th birthday, but it will be around long after those celebrations are over. The film simply consists of images — the stars and the moments that have made history in cinema. It's an idea that sounds dry on paper, but the effect on-screen is quite powerful. Drawing a framing motif from *Citizen Kane*, the flickering images linger just long enough for us to remember the moment and the actors. There's Humphrey Bogart and Ingrid Bergman on the runway from *Casablanca*; Cary Grant, dapper in a tuxedo; the Marx Brothers; James Cagney in several roles; and, of course, Rhett leaving Scarlett. The people who made us laugh and cry, from *The Squaw Man* to *Raiders of the Lost Ark*, are commemorated here, and it makes you realize how much impact this medium has when you see these classic moments and actors, many of whom are gone from us now, crowded together in such a short space of time (The film runs approximately fifteen minutes). There's almost no dialogue, but accompaniment is provided by many of the most famous themes of the movies. If you love movies, you will love this piece; it represents and reminds us of the best of a medium that has lived up to its potential more times than the pundits would like to admit.

Burglar - ****

It's just a short jump from the stars of yesterday to one of the hottest stars of today. *Burglar*, based on the books by Lawrence Sanders, is a star vehicle carefully designed to showcase the talents of Whoopi Goldberg. Star vehicles are nothing new; William Randolph Hearst had many films made just to showcase the talents of his long-time mistress Marion Davies. Few, however, are as carefully crafted and cast as this film. Bernice "Bernie" Rhodenbar is a cat burglar, semi-retired. After a stint in prison, she decided to go straight and is now running a used bookstore in San Francisco. Unfortunately for her, she's being blackmailed by a cop, who wants her to steal a very rare stamp for him. We're not talking big time here; just several thousand tax-free dollars and a mink coat for the cop's wife. The problem is, Bernie can't find anyone to handle the stamp, which leads her to do another job in

an effort to get the money. That job lands Bernie in big trouble because the person she's supposed to steal from is mixed up in nasty business, and manages to get himself murdered while Bernie's hiding in the closet. Of course, guess who gets accused of the murder.

In the books, Bernie Rhodenbar is actually "Bernard," but the sex-change has no adverse affect on the character, as Whoopi Goldberg's portrayal captures the spirit of the original. Bernie is a fairly complex character, who loves the thrill of her work as a burglar, but who also is torn with a desire to live a reasonably quiet life without getting into trouble with the police. It's a role that allows a full range of acting, both dramatic and comedic (The opening sequence, in which Bernie steals the stamp, tops anything in the books — it is absolute perfection), and shows just how versatile Goldberg is. Bob Goldthwaite plays Bernie's best friend (in a role that bears little resemblance to the original, who was female), and provides a perfect foil. Unlike his role in the *Police Academy* series, he's very quiet and meek until just the right moment. Everyone in this film rings true, from the cop who's blackmailing Bernie to the pair trying to track down Bernie as a suspect to the various denizens of the bars the murdered man frequented. One of the outstanding supporting roles goes to Lesley Ann Warren as the dentist who hires Bernie to steal the jewels her ex-husband took when they divorced. This woman has to be seen to be believed. Someone spent a great deal of time selecting the cast on this one, and all form a perfect frame for Goldberg's talents. They also form the backbone of a good film that should enjoy success beyond the people who simply go because they like Whoopi Goldberg.

Space Camp - ***

It used to be that if you didn't catch a film right when it came out, it would disappear unless it proved to be a big hit. Then, the video revolution arrived, and some of those films are enjoying a new lease on life in the rental market. *Space Camp* is a nice little movie, one which came and went in the space of two weeks last spring. Most of this can be attributed to the memory of the *Challenger* disaster being too fresh in the nation's mind to want to see a film about kids trapped aboard a space shuttle. It's now out on videotape, and bears a second look.

Made with the cooperation of NASA, the film deals with a group of kids who are spending the summer at "Space Camp" (transported, for dramatic purposes, from Georgia to Florida). Most of the plot is pretty standard, and the way that the group actually manages to get launched downright ludicrous (I can't see NASA putting a bunch of civilian kids on board the shuttle while they're doing an engine test), but the characters are interesting, and they avoided the stereotype of the pocket protector nerd. The main thrust is the kids learning to work together and take responsibilities for their actions, and the film manages to avoid getting overbearing on that subject.

Kate Capshaw is the group leader, the astronaut that's teaching at Space Camp because she wasn't chosen for the mission that's supposed to be going up. She's ambivalent about the assignment, and it sets up tension between her and her charges. The kids, all fine and promising actors, are Kelly Preston as the girl who wants to pilot, not captain; Lea Thompson, the valley girl with a photographic memory; Larry B. Scott as the requisite kid who doesn't want to be here; Leaf Phoenix as the electronics expert; and Tate Donovan, the overly bright young kid who tags along. Donovan's character is the only one who doesn't always ring true, the cuteness of the situation getting a little too much at times. It's a pleasant little family film, and a good value if you can rent it for a buck. If nothing else, it's worth renting for the sequences concerning the *Atlantis*, which includes the night landing at Cape Canaveral several years ago.

That's it for this month, and

we've traveled from the Golden Age of Hollywood to the New Age of Video. The movies are changing; some films are being made just for cable, with later release on video tape, and a few films are being made for video, without a theatrical or television release. When this column started two years ago this month, some people were saying then that movies would be killed by the video revolution, just as they thought television would. Well, the movies are still here and still going strong, and I've had fun bringing some of them to you in these pages. I'm going to add videos occasionally, foreign films or movies such as *Space Camp* that might have been missed their first time around, movies that might get lost among the displays of *Poltergeist II* and *Top Gun*. The advantage of this is that when the "hot new releases" are checked out Saturday night, many of these are still on the shelf, waiting to be rented. Be seeing you — Carolyn Kinkead

Do your tastes run beyond the pedestrian?

Catch THE BUS—a collection of sixty-five illustrated episodes from one of the giants in the adult comic book genre. THE BUS blends the surreal with social commentary, mystery with hilarity. Without a doubt, no one does it better than Paul Kirchner. Deft, intriguing and highly original, THE BUS is for those whose tastes run beyond the pedestrian. In fact, it's the exact fare you're looking for!



\$5.95 in USA. \$8.75 in Canada. plus \$1.50 shipping.

Order from: Sunrise Enterprises
P.O. Box 39

California residents, add 6 percent sales tax.

Woodland Hills, CA 91365

Word Search Streets of Los Angeles by Dave Moore

WORD LIST

- ALAMEDA
- BROADWAY
- CENTRAL
- FIGUEROA
- KING
- MAIN
- PICO
- TEMPLE
- VERMONT
- WESTERN

S R J P Q B I J X Q L B B J B J D J U T
 C Q G R E C F Q J U M G R L V T W I S S
 L Z W W D Q V A L F Y B C E N T R A L P
 P V Z P G F S K T N G B M B T C M C Y K
 K Z E S Z F I D C H P Y F T M I J D T O
 G S A L E P N G P H Z R O D O P P H U Y
 N Z D D P B U X U V N C B D C Q M E H X
 W M K F E M I G X E I T B Z S M G B Y K
 Q Y V C N M E C N P R Z V W O P W V K X
 C Y Q F C O A T R I K O Z V N E T N G S
 N U N P F V C L A U K N A K S U J N K N
 D O W J O R O N A B Z N T T A A X N N A
 R O T V P N F U H N G L E A D G U X B J
 N C T O K S C M L O U R P C V P D B S R
 L D R X X U U I A Q N J E C T W S V C O
 G N U P X J R Y T I X M U X H F C Q O V
 Z I V A U O G Q S W N T N O M R E V I U
 U W I H C D U Y S F M W Z S W O Z M D M
 E B C J Y A W D A O R B X D D E V T G H
 Q Z C U D E O P K C X O A F Q U O E U J

SCHEDULE CHANGES

SCHEDULE CHANGES

Acosta, Ramon C., from Operator Part-time to Operator Trainee.

Alcantar, Luis F., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.

Alcazar, Leonel F., from Operator Trainee Part-time to Operator Part-time.

Alexander, Jimmy D., from Operator Trainee to Operator.

Alexander, Theodore T., from Operator Trainee to Operator.

Alfaro, Henry D., from Mechanic B to Mechanic A.

Anderson, Benjamin, from Operator Trainee Part-time to Operator Part-time.

Anderson-Noyes, Carlene F., from Marketing Sales Representative to Marketing and Communications Representative.

Antonowicz, Maria H., from Operator Trainee Part-time to Operator Part-time.

Armenta, Robert, from Operator Trainee Part-time to Operator Part-time.

Astle, Stephen R., from Operator Trainee to Operator.

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

Avila, Mary J., from Information Clerk to Equipment Record Specialist.

Baluyot, Ramon N., from Operator Part-time to Operator Trainee.

Barrientes, Nancy R., from Operator Trainee Part-time to Operator Part-time.

Best, Sharon L., from Operator Trainee Part-time to Operator Part-time.

Billups, Douglas C., from Operator Part-time to Operator Trainee.

Boroujeni, Frank, from Operator Trainee Part-time to Operator Part-time.

Brar, Harmeet K., from Operator Part-time to Operator Trainee.

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

Brown, Hoyt A., from Operator Trainee to Operator.

Brown, Linda R., from Mopper-Waxer to Relief Stock Clerk.

Bryant, Michelle L., from Kardex Clerk to Relief Equipment Records Specialist.

Burgess, Charles J., from Operator Trainee to Operator.

Bustamante, Michael L., from Operator Trainee to Operator.

Byers, Joseph, from Operator Trainee Part-time to Operator Part-time.

Caldera, Frank, from Operator Trainee to Operator.

Callahan, Richard G., from Operator Trainee to Operator.

Carey, Daniel L., from Operator Trainee to Operator.

Casillas, Alberto, from Operator Trainee to Operator.

Castellanos, Louis, from Operator Trainee to Operator.

Ceniceros, George L., from Operator Trainee to Operator.

Chapman, Paul J., from Systems Project Leader to Acting Systems Project Manager.

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

Coates, Delos Frank, from Operator Trainee to Operator.

Cole, Mary A., from Operator Trainee Part-time to Operator Part-time.

Coleman, Shirley A., from Stock Clerk to Equipment Records Specialist.

Condes, Hector, from Operator Part-time to Operator Trainee.

Cordova, Efrain A., from Operator Trainee to Operator.

Corralejo, Maria R., from Operator Trainee to Operator.

Covarrubias, Roberto, from Property Maintainer B to Property Maintainer A.

Cridering, Alan K., from Operator Trainee Part-time to Operator Part-time.

Cureton-Pearce, Karen D., from Operator Trainee Part-time to Operator Part-time.

Curley, Valentino, from Transit Police Officer Trainee to Transit Police Officer.

Dacosta, Allan D., from Operator Trainee Part-time to Operator Part-time.

Daniel, Robert St. Rose, from Operator Trainee Part-time to Operator Part-time.

Daniels, Gerald E., from Mechanic B to Mechanic A.

DeSentis, John I., from Operator Trainee Part-time to Operator Part-time.

DeJesus, Ricardo M., from Operator Trainee to Operator.

Dennis, Robert D., from Operator Trainee Part-time to Operator Part-time.

Diaz, Michael, from Operator Trainee to Operator.

Dixon, Roy A., from Mechanic B to Mechanic A.

Dominguez, Albert, from Operator Trainee to Operator.

Dorame, George J., from Operator Trainee to Operator.

Douglass, Steven B., from Information Clerk to Equipment Records Specialist.

Duran, John, from Operator Trainee Part-time to Operator Part-time.

Dwyer, John C., from Operator Trainee Part-time to Operator Part-time.

Dzurisin, Frank L., from Operator Trainee to Operator.

Eiselstein, Jimmy L., from Operator Trainee Part-time to Operator Part-time.

England, Edmond, from Operator Trainee Part-time to Operator Part-time.

Enriquez, Dante De Leon, from Operator Trainee Part-time to Operator Part-time.

Ensley, Marjorie C., from Operator Trainee to Operator.

Escajeda, Arturo M., from Operator Part-time to Operator Trainee.

Espinoza, Jesus P., from Operator Part-time to Operator Trainee.

Fairly, Phyllis, from Revenue Clerk to Accounts Payable Clerk.

Farias, Geraldo J., from Operator Trainee to Operator.

Felder, Debra Ann, from Operator Trainee to Operator.

Felder, Michelle P., from Operator Trainee to Operator.

Figuroa, Javier, from Operator Trainee Part-time to Operator Part-time.

Figueroa, Javier, from Operator Trainee Part-time to Operator Part-time.

Flores, Carlo G., from Operator Trainee Part-time to Operator Part-time.

Flores-Hernandez, Mary A., from Operator Trainee Part-time to Operator Part-time.

Frias, Daniel M., from Operator Trainee Part-time to Operator Part-time.

Gallegos, Alex T., from Operator Trainee Part-time to Operator Part-time.

Garbick, Aldo J., from Mechanic B to Mechanic A.

Garcia, Dagoberto, from Mechanic B to Mechanic A.

Garcia, Raul A., from Communications Representative to Marketing and Communications Representative.

Garcia, Rudy, from Operator Trainee to Operator.

Gehret, Robert J., from Operator Trainee Part-time to Operator Part-time.

Gonzales, Gary D., from Operator Part-time to Operator Trainee.

Gonzalez, Martha O., from Operator Trainee to Operator.

Graciano, Rosa E., from Operator Trainee to Operator.

Gudino, Marco A., from Operator Trainee to Operator.

Guerrero, Hector A., from Operator Trainee to Operator.

Gustafson, Jerome L., from Operator Trainee Part-time to Operator Part-time.

Gutierrez, Robert, from Operator Trainee to Operator.

Hacker, Jorge A., from Operator Trainee Part-time to Operator Part-time.

Hale, John J., from Operator Trainee Part-time to Operator Part-time.

Hall, Ruth I., from Operator Trainee Part-time to Operator Part-time.

Hawkins, Travis A., from Operator Trainee Part-time to Operator Part-time.

Hemion, David E., from Operator Trainee to Operator.

Hernandez, Allan A., from Operator Trainee Part-time to Operator Part-time.

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

Hernandez, Juan, from Operator Trainee to Operator.

Hernandez, Raul D., from Operator Trainee to Operator.

Herras, Salvador H., from Acting Senior Accountant to Senior Accountant.

Hicks, Don W., from Operator Trainee Part-time to Operator Part-time.

Hill, Linda M., from Word Processor Operator to General Clerk II.

Hooper, Leonard C., from Operator Trainee to Operator.

Hoshida, Milton Y., from Operator Trainee Part-time to Operator Part-time.

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

Iglesias, David S., from Operator Trainee to Operator.

Jacob, Trevor H., from Operator Part-time to Operator Trainee.

Johnson, John A., from Operator Trainee Part-time to Operator Part-time.

Jurado, Martin C., from Operator Trainee to Operator.

Kannal, Syed A., from Operator Part-time to Operator Trainee.

Kilgore, Kamlin L., from Operator Trainee to Operator.

Kinkead, Carolyn E., from Typist Clerk to Acting Secretary.

Kitchen, Debra R., from Operator Trainee to Operator.

Kolendowicz, Edward, from Operator Trainee Part-time to Operator Part-time.

Krause, Steven K., from Operator Trainee to Operator.

Langer, Edward J., from Marketing Sales Representative to Marketing and Communications Representative.

Lewis, Barney E., Operator Trainee to Operator.

Lin, Roland Q.C., from Operator Trainee Part-time to Operator Part-time.

Lizaola, George A., from Operator Trainee Part-time to Operator Part-time.

Llamas, Elaine M., from Operator Trainee to Operator.

Long, Martin R., from Operator Trainee to Operator.

Lopez, Daniel, from Operator Trainee Part-time to Operator Part-time.

Lopez, Eddie, from Operator Trainee to Operator.

Lopez, Luis H., from Operator Trainee Part-time to Operator.

Lopez, Manuel V., from Operator Trainee Part-time to Operator Part-time.

Lopez, Michael A., from Operator Trainee Part-time to Operator Part-time.

Lopez, Rene M., from Operator Trainee Part-time to Operator Part-time.

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

Maldonado, Arlene D., from Operator Trainee to Operator.

Manco, Scott L., from Operator Trainee to Operator.

Mandrigal, Rogelio R., from Operator Part-time to Operator Trainee.

Mag, Chan, from Operator Trainee to Operator.

Marder, Patrick I., from Operator Trainee Part-time to Operator Part-time.

Martin, Tommy W., from Operator Trainee Part-time to Operator Part-time.

Martinez, Ernest J., from Operator Trainee to Operator.

Martinez, Jacob L., from Operator Trainee to Operator.

Martinez, Venedicta G., from Operator Trainee Part-time to Operator Part-time.

Massingale, Antoine D., from Operator Trainee to Operator.

Matias, Emily Z., from Secretary to Senior Secretary.

McBride, Terrance A., from Operator Trainee Part-time to Operator Part-time.

McCall, Joe C., from Operator Trainee to Operator.

McDaniels, Joseph K., from Operator Trainee Part-time to Operator Part-time.

McGee, Emmitt, from Mechanic C to Mechanic B.

& SHIFTING GEARS

SCHEDULE CHANGES

Medina, Antonio, from Operator Trainee to Operator.
Medina, Cristobal A., from Operator Trainee to Operator.
Melicor, Marcelo T., from Assistant Supervisor Central Cash Counting Office to Acting Supervisor Central Cash Counting Office.
Mills, Shirley A., from Operator Trainee to Operator.
Moran, Michael A., from Operator Trainee to Operator.
Moreno, Fidel, from Operator Trainee to Operator.
Moreno, Judy V., from Operator Trainee Part-time to Operator Part-time.
Morgan, Kent B., from Operator Trainee to Operator.
Morgan, Walter S., from Operator Trainee Part-time to Operator Part-time.
Mugica, Anna M., from Operator Trainee Part-time to Operator Part-time.
Munoz, Ernest I., from Operator Trainee Part-time to Operator Part-time.
Myers, Grant K., from Operator/Extra Transit Operations Supervisor to Transit Operations Supervisor.
Najera, David J., from Operator Trainee Part-time to Operator Part-time.
Nanco, Scott L., from Operator Part-time to Operator Trainee.
Nembhard, Robert H., from Operator Trainee to Operator.
Newman, Daniel J., from Operator Trainee to Operator.
Newman, Jeffrey D., from Operator Trainee Part-time to Operator Part-time.
Newton, Irene M., from Operator Trainee Part-time to Operator Part-time.
Nguyen, Hau P., from Operator Trainee Part-time to Operator Part-time.
Nguyen, Hoa, from Operator Trainee Part-time to Operator Part-time.
Nicdao, Emmanuel V., from Operator Trainee to Operator.
Offutt, Tee-Timothy C., from Operator Trainee Part-time to Operator Part-time.
Okamoto, Toshio, from Mechanic A to Mechanic A Leader.
Olivaras, Rene L., from Operator Part-time to Operator Trainee.
Olivas, Roberto L., from Operator Trainee to Operator.
Oliveras, Edwin, from Mopper Waxer to Lead Mopper Waxer.
Padilla, Richard, from Operator Trainee to Operator.
Parchman, Ila J., from Operator Trainee to Operator.
Parker, Joy D., from Operator Trainee Part-time to Operator Part-time.
Patton, Leroy, from Operator Trainee to Operator.
Perez, Gilbert, from Operator Trainee Part-time to Operator Part-time.
Piche, Richard M., from Operator Trainee to Operator.
Pineda, Julio, from Operator Trainee Part-time to Operator Part-time.
Pledger, Timothy V., from Operator Trainee Part-time to Operator Part-time.
Powell, Annette, from Operator Trainee to Operator.
Pulliam, Rosalie A., from Operator Trainee to Operator.

Ramirez, Karen L., from Operator Trainee to Operator.
Reyes, Phillip R., from Mechanic B to Mechanic A.
Reyes, Yolanda R., from Operator Trainee Part-time to Operator Part-time.
Rhinehart, Linda C., from Operator Trainee to Operator.
Rivera, Carmen G., from Kardex Clerk to General Clerk I.
Rodriguez, Luis A., from Operator Trainee to Operator.
Rosario, Sandra, from Operator Trainee Part-time to Operator Part-time.
Rubalcava, Christopher D., from Operator Trainee Part-time to Operator Part-time.
Rucker, Michael S., from Operator Trainee to Operator.
Ruiz, Ruben, from Operator Trainee to Operator.
Salas, Jesus E., from Operator Trainee to Operator.
Salcido, Philip, from Operator Trainee to Operator.
Sandoval, Miguel A., from Operator Part-time to Operator Trainee.
Scholtz, Fritz, from Operator Trainee Part-time to Operator Part-time.
Schumacher, Sondra S., from Special Assistant to Acting Equipment Maintenance Supervisor.
Sepulveda, Anita L., from Operator Trainee to Operator.
Silverman, Michael C., from Operator Trainee Part-time to Operator Part-time.
Singer, David I., from Operator Trainee to Operator.
Singh, Joginder, from Operator Trainee to Operator.
Sintoplertchaiyaki, Tom, from Mechanic A to Mechanic A Leader.
Sivadon, Marta Ann, from Operator Trainee Part-time to Operator Part-time.
Smith, Scott, from Communications Representative to Marketing and Communications Representative.
Soltero, Jesus B., from Mechanic C to Mechanic B.
Sotomayor, Belen P., from Operator Trainee to Operator.
Sparks, Sabrina R., from Operator Trainee to Operator.
Square, Sandra J., from Mechanic C to Mechanic B.
Steger, Freddy L., from Mechanic A to Mechanic A Leader.
Stitcher, Joseph W., from Assistant Management and Budget Analyst to Management and Budget Analyst.
Strassburg, George F., from Operator Part-time to Operator Trainee.
Sullivan, Jean, from Operator Trainee Part-time to Operator Part-time.
Sweeney, Bruce R., from Operator Trainee Part-time to Operator Part-time.
Swinford, John R., from Operator Part-time to Operator Trainee.
Tagger, Claude L., from Operator Trainee to Operator.
Tenchavez, Alberto M., from Operator Trainee Part-time to Operator Part-time.
Teoxon, Luis S., from Operator Trainee to Operator.
Thomas, Armondo E., from Operator Part-time to Operator Trainee.
Tillman, George G., from Operator Trainee Part-time to Operator Part-time.

Torres, Nelson, from Operator Trainee Part-time to Operator Part-time.
Tran, Thang Q., from Operator Trainee Part-time to Operator Part-time.
Tran, Thanh A., from Operator Trainee Part-time to Operator Part-time.
Valdez, Hector M., from Operator Trainee Part-time to Operator Part-time.
Valle, Jose J., from Operator Trainee to Operator.
Van Der Geugten, Maurits G., from Transit Operations Supervisor to Assistant Division Transportation Manager.
Van-Til, Rodney, from Operator Trainee Part-time to Operator Part-time.
Vasquez, Elio A., from Operator Trainee to Operator.
Vasquez, Joseph A., from Operator Part-time to Operator Trainee.
Vasquez, Tadeo R., from Operator Trainee Part-time to Operator Part-time.
Velazquez, Damaree, from Operator Trainee to Operator.
Veloz, Reyes, from Operator Trainee to Operator.
Villagran, John H., from Operator Part-time to Operator Trainee.
Villaruel, Lito R., from Operator Trainee Part-time to Operator Part-time.
Walker, Ronald E., from Operator Trainee to Operator.
Walton, Michael H., from Operator Part-time to Operator Trainee.
Wells, Roberta J., from Operator Trainee Part-time to Operator Part-time.
Wharton, Paul A., from Operator Trainee to Operator.
Whitney, Kathleen S., from Operator Part-time to Operator Trainee.
Williams, Dwayne R., from Operator Part-time to Operator Trainee.
Williams, Karl J., from Operator Trainee to Operator.
Williams, Louvenia R., from Mechanic C to Mechanic B.
Wilson, Wendy M., from Operator Trainee to Operator.
Wise, Melissa Ann, from Senior Programmer Analyst to Acting Systems Project Leader.
Woolley, Donald L., from Operator Trainee to Operator.
Young, Nathan C., from Operator Trainee Part-time to Operator Part-time.
Yun, Hee S., from Mechanic C to Mechanic B.
Zebala, Betty R., from Operator Trainee to Operator.
Zeldedon, Luis, from Operator Trainee Part-time to Operator Part-time.

THE CLASSIFIEDS

Classified ads in the *Headway* sent by non-employees are accepted at 15 cents per word with a 25-word minimum (\$3.75). Classified display ads are 30 cents per word with a 25-word minimum (\$7.50). Please send payment with your order and make checks payable to RTD. Send ads to *Headway*, RTD, 425 S. Main St., Los Angeles, CA 90013. RTD employees' and retirees' ads will continue to run free.

SHIFTING GEARS

Barone, Procolo, an Operator since June 7, 1956, retired February 28, 1987.
Fleming, Nathan, began with the District January 18, 1977, retired as an Equipment Service Supervisor on February 28, 1987.
Fretwell, Merrill L., an Operator since July 8, 1956, retired on February 28, 1987.
Johnson, Charles A., an Operator since February 15, 1969, retired as a Transit Operations Supervisor on March 1, 1987.
Howard, Bernadette M., began with the District on November 13, 1975, retired as a Senior Secretary on March 2, 1987.
Rogers, Armand, an Operator since February 18, 1966, retired on February 27, 1987.
Termine, Samuel, an Operator since July 12, 1976, retired on January 19, 1987.
Woodlum, John W., began with the District on March 14, 1966, retired as an Equipment Maintenance Supervisor on March 22, 1987.

IN MEMORIAM

Berri, Dewey E., began with the District on March 13, 1918 as a Conductor, passed away on February 26, 1987.
Chiesa, George E., began with the District on May 6, 1953 as an Operator, passed away on March 18, 1987.
Devers, Leroy, began with the District as an Operator on June 12, 1947, passed away on March 5, 1987.
Galatioto, Sam S., began with the District as an Operator on May 1, 1957, passed away on March 9, 1987.
Guiffreda, Vincent, began with the District as an Operator on October 19, 1945, passed away on February 13, 1987.
Peralta, Louis B., began with the District as an Operator on March 15, 1937, passed away on March 10, 1987.
Tharp, Bueford, began with the District as an Operator on January 10, 1956, passed away on February 28, 1987.

POEM

Mrs. Ruth Fleischman, the wife of Division 8 Mechanic A Phillip Fleischman, submitted the following poem in celebration of their 35th wedding anniversary held on February 23.

35th Wedding Anniversary by Ruth Fleischman

35 years of wedded bliss
 35 years of the same sweet kiss
 35 years of cooking and cleaning
 35 years of planning and dreaming

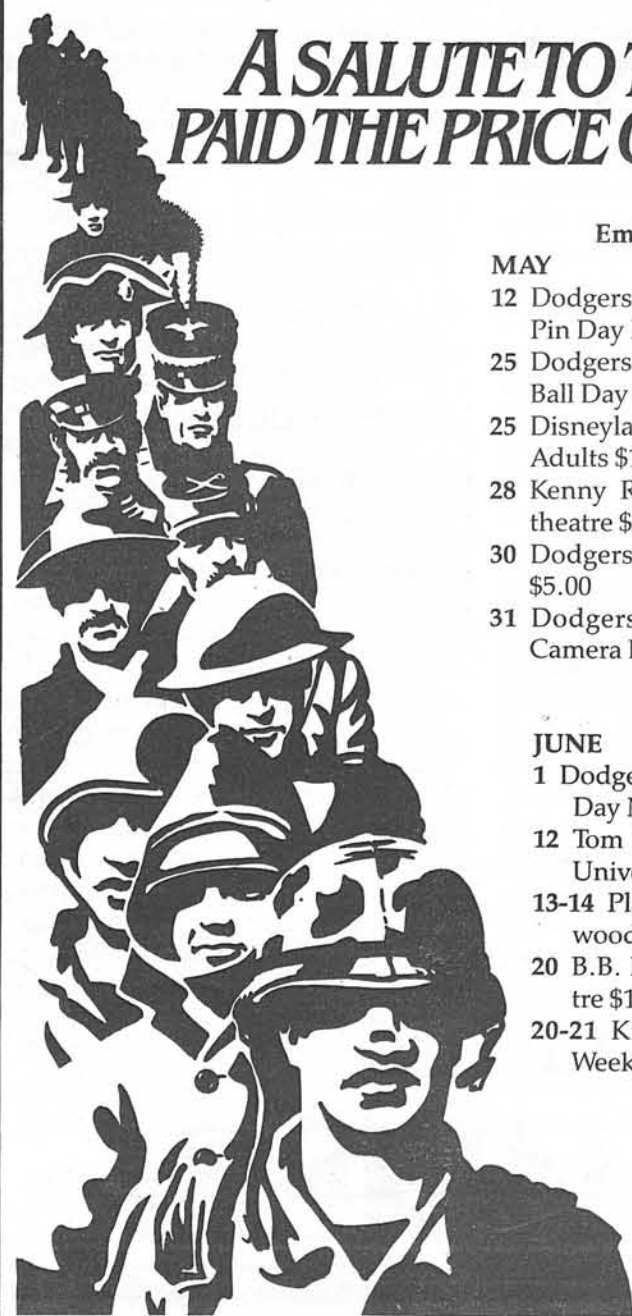
35 years of picking up socks
 35 years of setting the clocks
 35 years of scrimping and saving
 35 years I've been working and slaving

35 years with the same good man
 35 years I gave and never ran
 35 years of memories galore
 35 years more with the man I adore



NFL's John Mackey
and Dr. Perry

HEADWAY



A SALUTE TO THOSE WHO PAID THE PRICE OF FREEDOM

Employee Activities

MAY

- 12 Dodgers vs. Chicago 7:35 p.m. - Pin Day No. 3 \$5.00
- 25 Dodgers vs. Montreal 5:35 p.m. Ball Day \$5.00
- 25 Disneyland Special 9 a.m.-9 p.m. Adults \$11.00, Children \$8.50
- 28 Kenny Rogers Universal Amphitheatre \$26.50
- 30 Dodgers vs. Phillies 12:30 p.m. \$5.00
- 31 Dodgers vs. Phillies 1:05 p.m. Camera Day \$5.00

JUNE

- 1 Dodgers vs. New York 5:10 p.m. Pin Day No. 4 \$5.00
- 12 Tom Petty & The Heartbreakers - Universal Amphitheatre \$19.00
- 13-14 Playboy Jazz Festival - Hollywood Bowl \$22.50
- 20 B.B. King - Universal Amphitheatre \$19.00
- 20-21 Knotts Berry Farm Special Weekend - Price TBA

BULK RATE
U.S. POSTAGE
PAID
Los Angeles, Ca.
Permit No. 32705

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

HEADWAY

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

Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 5th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

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

Mary E. Reyna, Editor
Staff Writers:

Kathi S. Harper,
Carolyn Kinkead
and Luanna Urie