

HEADWAY

Good-bye
Dr. Dyer

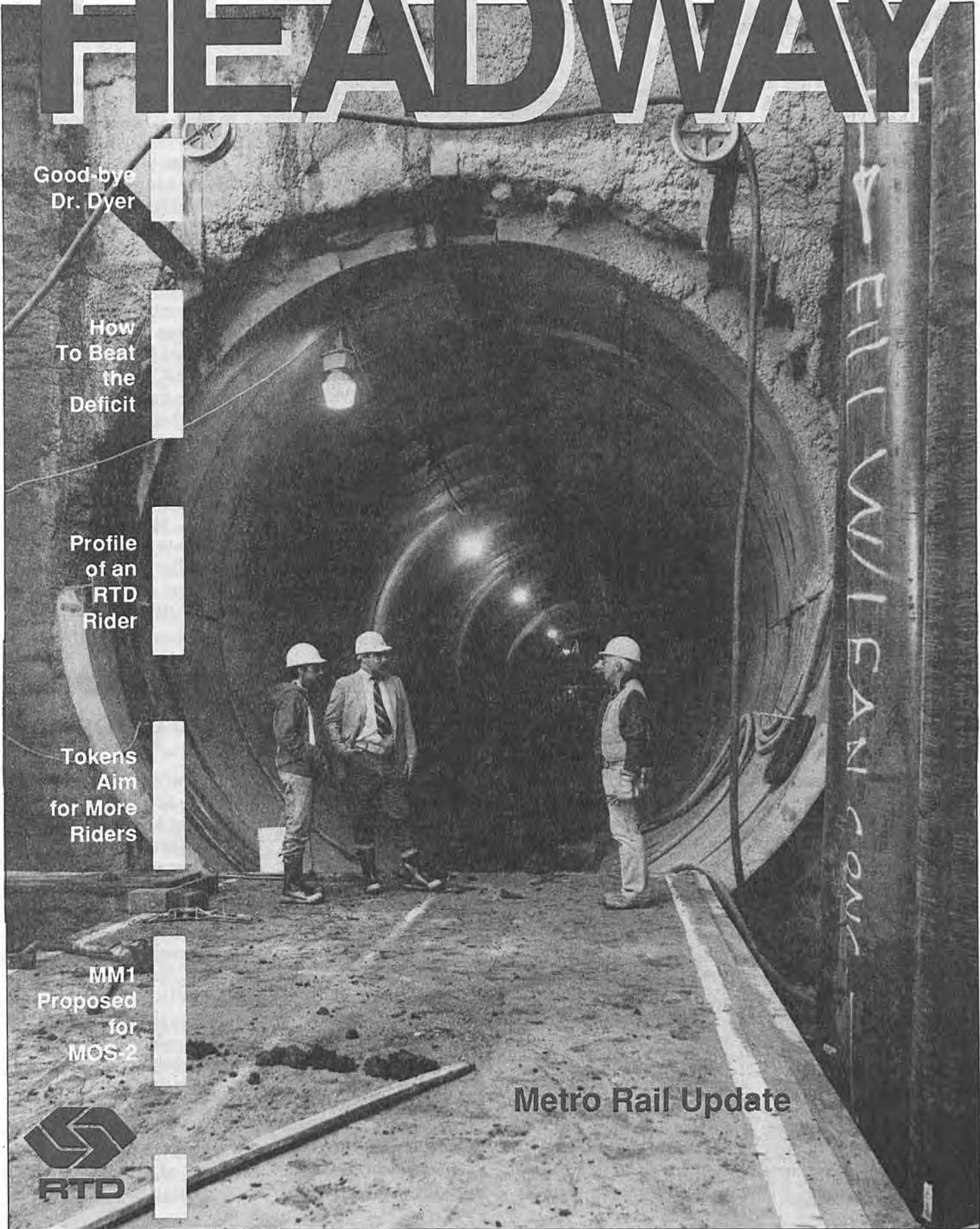
How
To Beat
the
Deficit

Profile
of an
RTD
Rider

Tokens
Aim
for More
Riders

MM1
Proposed
for
MOS-2

Metro Rail Update



Treasurer Alan F. Pegg Appointed Interim GM

Alan F. Pegg, 42, who joined the RTD in July, 1987, as the District's controller/treasurer, was appointed Interim General Manager on January 21. Pegg assumed his new position February 1.

Pegg succeeds John A. Dyer who left his office on January 31 after more than six years as general manager.

Pegg comes to the District with a background of more than 16 years in finance, including 10 years of experience with transit agencies in Illinois. His appointment was announced at a news conference held at the CMF January 21 by RTD Board Vice-President Carmen A. Estrada. "I am happy to announce that Alan Pegg is the unanimous choice of this board for the interim general manager," she said.

"We feel his financial background and his transit experience will greatly enhance his ability to steer the District through the next 90 days," Ms. Estrada said.

Pegg commented, "My first priority in the interim period is to balance the District's budget. A number of the District's concerns are in the financial area," said Pegg. "And, that fact made me a logical choice for the position." Along with the budget concerns, Pegg's goals include



Interim General Manager Alan F. Pegg

putting out a level of service at the most economical price possible.

In a greeting to the employees of the District, Pegg said, "The employees of the RTD need to be proud of their organization. Current [media] coverage of the District is no reason not to continue to be proud. We do a big job in a big service area and I hope everyone will continue to do a good job." While balancing the budget, Pegg pledged to keep as much service on the road as possible at the lowest fares, to avoid wholesale layoffs while balancing the budget, and to move ahead with the construction of Metro Rail.

"In return, I ask for your dedication, your ideas, and your fortitude. So armed, any obstacle can be overcome. And finally, I ask for your continued personal support. Knowing I have your support can mean a

lot in accomplishing the goals that will benefit our riders and you," said Pegg.

Pegg served for four and one-half years as the Department Manager of Finance and Assistant Treasurer of Metra, a commuter rail system serving the greater Chicago area.

He also worked six years for the Regional Transportation Authority in Chicago, investing cash balances and performing special projects before being promoted to Accounting Manager.

Before entering the world of transit, Pegg served as a staff member and senior tax specialist for the accounting firm of

Peat, Marwick, Mitchell in Rock Island, Illinois and Davenport, Iowa.

Pegg began his higher education at the University of Chicago before graduating from the University of Illinois at Chicago with a B.S. degree in accounting. He is a member of the American Institute of Certified Public Accountants (AICPA) and the Illinois Society of CPAs.

In his spare time, Pegg enjoys working with personal computers and has designed several of his own computer programs. He and his wife, Elizabeth, live in Diamond Bar with their two children: Alexander, 4, and Christopher, 2.

HQ Hosts "Farewell to Dr. Dyer"

Employees at the Headquarters Building assembled on January 29 to say good-bye to General Manager John A. Dyer.

Dr. Dyer announced October 9, 1987 after more than six years as general manager that he would resign January 31. He was succeeded by Alan F. Pegg, the District's former controller/treasurer. (See above for related story.)

Assistant General Manager for Operations Robert Korach extended opening remarks and introduced the general

manager's wife, Beth Dyer, who was in attendance at her husband's side. Korach presented Dr. Dyer with a special, custom-made bus schedule bearing his employee number 2999.

General Manager Alan F. Pegg credited Dr. Dyer with bringing "an unparalleled transit system—Metro Rail—to Los Angeles."

Legislative Analyst Leila Procopio read letters from County Supervisors Kenneth Hahn and Edmund
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Edelman whom she said think very highly of Dr. Dyer but were unable to attend the ceremony because of the nurses' strike. A notable excerpt from Supervisor Hahn's letter: "...Against great opposition you got funding for Metro Rail.... I told you the job wouldn't be easy, but you rose to all the challenges."

Director of Equipment Maintenance Rich Davis and Equipment Maintenance Superintendent Sam Singer presented Dr. Dyer with Maintenance's ubiquitous, antique farebox lamp complete with lampshade. Director Davis praised Dr. Dyer's leadership and said, "It isn't every general manager who has such an intimate knowledge of



Assistant General Manager for Transit Systems Development William Rhine presents Dr. Dyer with an artist's rendering of the Fifth and Hill Streets Metro Rail Station signed by the Metro Rail staff. Beth Dyer sits to the left of her husband.

maintenance and mechanics as he does," referring in part to Dr. Dyer's skill in mechanics and his hobby of car rebuilding.

Assistant General Manager for Transit Systems Development

William Rhine gave Dr. Dyer an artist's rendering of a completed Metro Rail station framed with the signatures of the Metro Rail staff.

In his final address to the Headquarters Building staff, Dr. Dyer told

them they had every right to be very proud of themselves. "This system carries more passengers in one day than all the domestic airlines combined carry in one week. This is an enormous tribute to this workforce." He encouraged them to look forward to the future. "My theme is that a future ignored is a future lost and can never be retrieved." He concluded by saying that he looked forward to continuing his work with the staff over the next few months. Dr. Dyer will continue his work on the second phase (MOS-2) of the Metro Rail Project in the capacity of a consultant to the RTD.

The ceremony ended with Dr. Dyer and his wife receiving a long line of employees bidding the couple farewell and good luck for the future.

Board Considers Fare and Service Adjustments

RTD Board Directors received testimony from the public at a hearing held February 20 in the Headquarters Building regarding proposed fare and service adjustments.

District staff presented a set of recommended fare and service modifications to the Board as a means to help ensure a balanced budget. In Fiscal Year 1989, the District anticipates a \$36.3 million budget shortfall due to cutbacks in government subsidies for bus opera-

tion. The Board also considered proposals calling for employer and

**The Board
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April 1.**

business subsidy support for transit including programs designed to increase the use of existing local Proposition A transit funds.

Three fare structure alternatives were presented for public comment and final consideration by the Board. The Board may choose to implement the fare changes as soon as April 1.

The first alternative proposed was a flat rate schedule for local and limited stop bus services

with distance-based surcharges for freeway express buses. The second proposal provided for a peak/off-peak structure for all bus services with distance-based surcharges for freeway express buses. And, finally, the third option recommended a distance-based (zone) fare structure for local and limited stop bus services with additional distance-based surcharges for freeway

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express buses. Each proposal is detailed below including fee schedules.

Flat Fare Schedule

The flat fare structure increases the Regular cash fare to \$1 and the Regular monthly pass to \$40. Cash fares for Elderly & Disabled riders rise by 50 cents. The price of a transfer remains at 10 cents for Regular riders but is reduced to 5 cents for Elderly & Disabled patrons. Prices for unlimited use passes for the Elderly & Disabled and Student (K-12) riders increases to \$20 per month. College/Vocational passes are no longer offered. Cash Express Surcharges increase to 40 cents per express zone, with a 20 cents per zone surcharge for Elderly & Disabled, and Student (K-12) riders. Monthly Express Stamps increase to \$14 per zone (\$7 per zone for Elderly & Disabled, and Student [K-12] riders).

Peak/Off-Peak

This structure features lower fares for midday, evening, night, and weekend trips (off-peak trips) than for trips during the morning and afternoon peak rush hours. Peak fares would be charged between the hours of 6:00-9:00 a.m. and 3:00-6:00 p.m.

The fare structure maintains the existing 85 cents base fare during the off-peak period, with a 40 cents fare for the Elderly & Disabled

riders. During the peak period, Regular riders pay \$1.15 and the Elderly & Disabled pay 55 cents. Fares are determined based on the time the rider boards the bus. For example, a rider boarding at 6:30 a.m. would pay a peak fare, while riders boarding at 9:30 a.m. or at 2:30 p.m. would pay the off-peak price.

Passes are offered in both off-peak and peak versions. A \$34 Regular off-peak pass allows unlimited travel on all local and limited-stop

In Fiscal Year 1989, the District anticipates a \$36.3 million budget shortfall due to cutbacks in government subsidies for bus operation.

services during the off-peak period, and can be used for peak period travel with an additional 30 cents cash payment. The \$46 peak pass allows unlimited travel on local and limited-stop services throughout the day.

Passes for the Elderly & Disabled and Student (K-12) patrons are available at \$17 for unlimited off-peak travel, and \$23 for unlimited travel throughout the day. Elderly & Disabled and Student riders using off-peak passes for travel

during peak hours are charged an additional 15 cents per trip. The cost of a transfer is reduced to 5 cents for Elderly & Disabled riders and retained at 10 cents for all other riders.

Cash surcharges for Express services are 40 cents per express zone (20 cents for Elderly & Disabled) and monthly Express Stamps are \$14 per zone (\$7 for Elderly & Disabled and Students). Express Surcharges are the same in the peak as in the off-peak period.

Distance Based (Zone) Fare

This structure allows riders who travel short distances to enjoy a reduced fare while charging higher fares to riders who travel further. Every time a zone boundary is reached, the bus operator collects a zone charge from any passenger who has not previously paid the charge. Monthly passes are available with Local Zone Stamps which allow unlimited crossings of zone boundaries. Riders paying cash for zone charges would receive paper "checks" as proof of payment, either on boarding the bus or when they pay the surcharge at a zone boundary.

A zone-based fare structure retains the 85 cents base fare (40 cents for the Elderly & Disabled). The Regular base monthly pass is \$40. The Local Zone Surcharge is 40 cents per zone, and the Express Surcharge is also 40 cents per (freeway) zone. Regular

monthly passes for Elderly & Disabled and Student (K-12) riders are \$17 and College/Vocational passes are no longer offered.

Peak fares would be charged between the hours of 6:00-9:00 a.m. and 3:00-6:00 p.m.

With a 40 cents zone charge, monthly Local Zone Stamps are sold for \$16 (\$8 for the Elderly & Disabled and Student [K-12]). Monthly Express Stamps for freeway travel are also \$16 with a 40 cents cash zone surcharge, with \$8 monthly Express Stamps for Elderly & Disabled and Student (K-12) riders.

Proposed Service Modifications

Service adjustments will be made June 26 or later. The proposed service recommendations affect 12 bus lines and create three new bus lines. They are grouped into four proposals impacting 1) the Burbank-Riverside Drive Area, 2) the North San Fernando Valley Area, 3) the San Pedro-Long Beach Area, and 4) the West Los Angeles-Fox Hills Mall Area. Estimates from the Planning Department show approximately 20,000 weekday boarding passengers would be affected by the proposed service changes. Updates will be provided in later issues as the situation develops.

New Metro Rail Route Alignment Proposed for Hollywood

by Greg Davy, News Bureau Representative

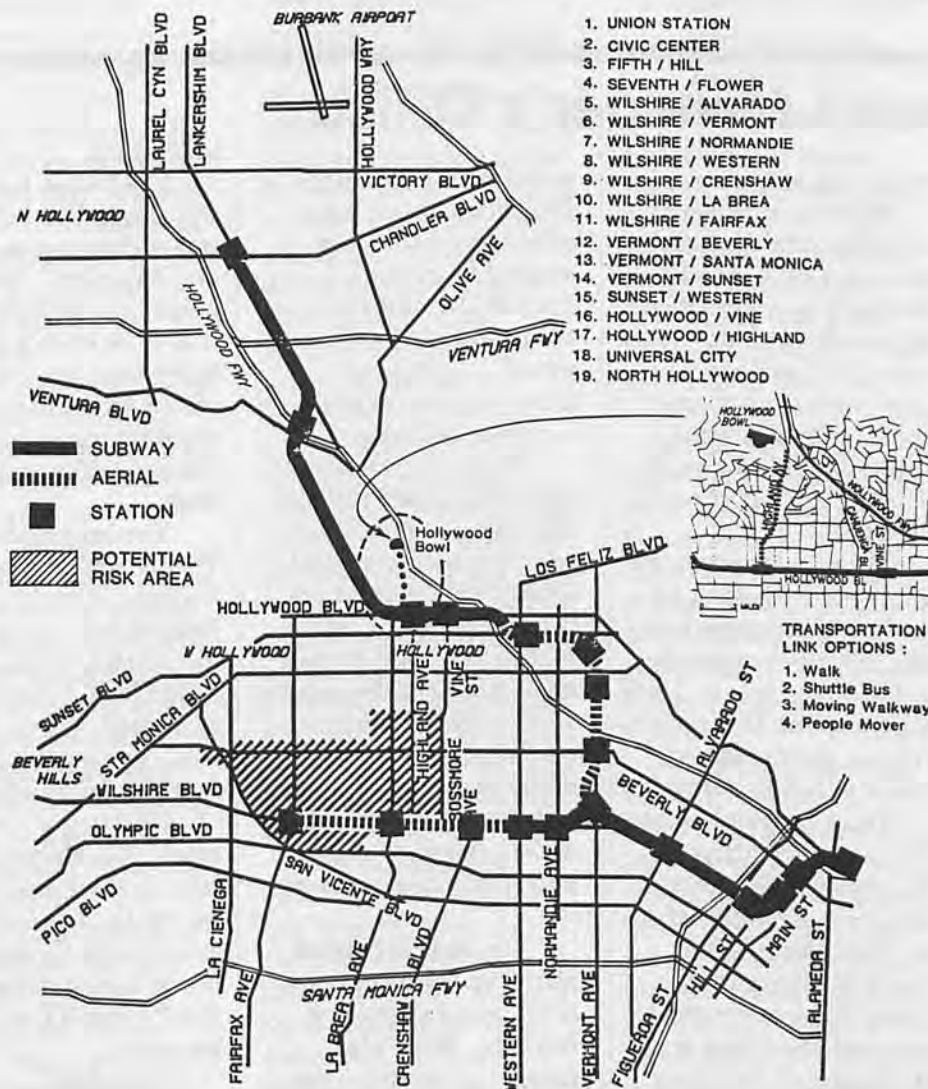
A sixth route alternative for Metro Rail's Minimal Operating Segment-2 (MOS-2) was proposed in mid-January. The new alternative would move the rail system away from a concentration of entertainment-related

businesses (sound, radio, movie and television studios) along Sunset Boulevard in Hollywood.

The new alignment, known as Match and Merge 1 (MM1) is so-called because it mixes and merges elements of

two earlier candidate alignments. It calls for an aerial structure on Vermont Avenue that turns west onto Sunset Boulevard, then north in the vicinity of the Hollywood Freeway, going
continued on page 6...

CORE STUDY MITIGATION CANDIDATE ALIGNMENT MM 1 19 STATIONS LENGTH : 20.37 MILES



Profile of an RTD Rider

A recent survey of RTD riders conducted by the Planning Department's Information Systems Section indicates that a little over half of the 1.3 million riders carried each weekday are Hispanic. Blacks comprise 20.8 percent of the ridership with whites following at 19.5 percent. The level of Asian ridership was noted at 7.9 percent.

Sixty-four percent of the riders cluster around the 15 to 34 years of age range.

Most riders report having one car, about 41

Most riders have one car

percent of them. Twenty-two percent have no car in their household, while 24 percent have 2 cars. A majority of those interviewed on the issue of car availability, 72 percent, said they could not have used a car to make the trip. Ten percent said they could have gotten a ride in a car with someone else driving, while only 9 percent said they could have driven, but chose the bus.

When asked their destination or purpose for bus use, 44 percent responded they used it to get to work; 18 percent for school; 12 percent for shopping; and 5 percent for medical visits.

New Route

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underground beneath the Hollywood Freeway and Hollywood Boulevard before turning north toward the San Fernando Valley.

General Manager John A. Dyer presented the new plan in an effort to respond to public comment, including input from television, radio, and motion picture facilities in the Sunset area. Several studio executives said that having Metro Rail near their studios could result in noise levels that were

unacceptable for broadcast and recording purposes.

"Even though an independent study showed that Metro Rail would not cause an unmitigable noise problem, we nonetheless wanted the entertainment industry to know that we listened at our public hearing held December 18," said RTD Board President Jan Hall. "We believe this new alternative will benefit everyone."

In presenting the alternative to the Board, Dyer said the combined subway-elevated route

change would not cost any more than any of the other five alignments already considered for Metro Rail's second phase. The Metro Rail staff previously had recommended an all-aerial alignment on Sunset Boulevard west of Vermont Avenue.

Dyer added, however, that public consideration of the new alignment would delay for at least 30 days environmental document preparation and federal action, and will require another public hearing.

An amendment to the recently issued Draft

Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) covering the new alignment was circulated February 22.

President Hall indicated the Board would hold a subsequent hearing on March 22.

"As with our earlier proposals, we will want as much public comment and scrutiny as possible," she said. "We hope all concerned will carefully study this new alignment and let us know what they think."

From the General Manager's Office

The last year at the RTD has created a lot of character among all of you.

Now that I've been appointed Interim General Manager, I want to say up front I'm honored to be a part of this very special team.

Because of your superior efforts, we are now moving toward a transportation system that is second to none. In appreciation of what you do for the RTD, I intend to do my best to see that employees are provided good working conditions, benefits that are consistent with our resources, and fair wages.

Labor negotiations have once again appeared on the horizon as contract deadlines get closer. Board members and I already are reviewing the present contracts and

preparing proposals.

We intend to work closely and fairly with the union officials who represent so many of you. Strikes do not help anybody. I will work hard to renew our contracts without a work stoppage, and I hope all of you will support me in this effort.

The pay-for-performance system used to set salary increases for non-contract employees also is of interest to me. I will be evaluating this system with an eye to making sure it is fair to everyone.

You also should know that there are plans in the works designed to improve the quality of our workplaces. The Board of Directors is giving serious thought to proposed sites for a new Headquarters Building. Renovations of the

maintenance buildings at Divisions 12 and 2 are scheduled during the coming 12 months. Almost 300 new buses—the operators' "workplace"—have been ordered, and are expected to arrive in June.

These improvements will bring many benefits not only to our passengers, but to you as well. I believe that if all of you are treated fairly, you will do your best to give our customers the quality service they deserve.

As you apply your many skills, I will muster mine to solve our budget deficit, boost ridership, and strengthen our service.

You've heard much about the value of teamwork, and I support it heartily. But I also recognize the importance of each of you as an

individual.

The Super Bowl's winning coach says, "It was a great team effort," and he's right. But every player on the field knows that if he hadn't excelled in his own job, the team would have faltered and the field would have been littered with penalty flags.

You are important. The job you perform does matter. If you're sick and have to miss work for a day or two, don't ever say to yourself, "They won't miss me." We do need you. You are valuable and you are needed.

RTD is a winning team. We always have been and we always will be. With your help, we can all look forward to many future successes for the RTD and the people we serve.

Alan Pegg
General Manager

RTD Patrons Are Subsidizing Auto Users— That's Not "Fare"

by Albert Perdon, Assistant General Manager of Planning and Communications

A TV news reporter recently asked a pedestrian on Rodeo Drive, "Would you try RTD if given a sample bus token?" The person answered, "No, I own a car." It's not surprising.

Would you use an 85 cents discount coupon to eat at McDonald's if someone else offered you \$4 off the price of a meal at your favorite restaurant? Probably not. That's exactly why more people aren't riding RTD and why RTD isn't providing four times the amount of bus service it's now supplying. Whether you know it or not, all of us, including RTD patrons, are paying people to drive cars. Here's how.

First, employers give auto drivers free or subsidized parking. This amounts to over \$1.2 billion a year in Los Angeles County. It dwarfs anything given to public transit by governmental agencies (it's four times the subsidy going to RTD). The cost of this auto subsidy is added to the price of goods and services which we all pay for. Tax and building codes encourage parking subsidization. For example, employers don't have to report the value of their employees' parking as employee income. Yet, if an employer gives employees

transit passes worth more than \$15 a month then the entire amount is to be reported as taxable income.

Second, local tax-supported services for drivers are another form of subsidy we all pay for—a gift to road users from community coffers, whether or not the road users live in the community. A study of Pasadena showed that 40 percent of Police Department costs were auto-related (motorcycle patrol, auto theft, vehicular manslaughter, parking enforcement, traffic control, accident investigation); as were 14 percent of Fire Department alarms, 16.3 percent of Paramedic calls, 33.3 percent of Prosecutor staff time, and 13.5 percent of city administrative services. The study estimated that total auto-related costs per year were \$15.4 million, while motorist contributions (fuel taxes, in lieu taxes, and traffic fines) accounted for only \$3.7 million. The city's taxpayers, including RTD patrons, subsidized the \$11.4 million shortfall.

Third, shopping centers, office buildings, and almost every commercial establishment provides free or subsidized parking for their customers. The cost of that parking shows up in

your food bill, doctor bill, and the cost of almost everything you buy—even if you don't own a car and use RTD for travel.

The increased traffic, due to unequal subsidies, negatively affects the whole community. It causes congestion. In Los Angeles, 10 percent of

*... all of us ... are
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travel time is spent waiting in traffic; by the year 2010 it will rise to 53 percent. The added traffic and the added travel time also cause pollution. Traffic reduction, rather than technological pollution control, is becoming the only means of controlling pollution as the population grows. But traffic reduction will only come if employers and businesses provide equal subsidies to all forms of transportation, including transit.

There are also less obvious community problems caused by the parking subsidy. The subsidy, itself, is inequitable. It goes to a select group. Those not receiving the subsidy tend to be non-white, female, and lower paid. The subsidy is a hidden, tax-free

income transfer; as such, it disproportionately benefits the highest income brackets.

The extremely large auto subsidy harms our bus company because we lack equivalent funds; it harms our riders who are being shortchanged, and it harms our community. It even harms auto users because they are stuck in the same congestion that keeps many of our buses from going faster than 3 to 4 miles per hour. We have to educate people, starting with our friends and neighbors, that transit is put at a disadvantage when some people are being paid more to drive than to use the bus. Convincing people won't be easy, since auto subsidies are indirect and unnoticed, while transit subsidies are very public and often in the news.

Our patrons won't like paying more for higher bus fares. But if they knew they were paying even more so that other people could drive cars they'd like it a lot less. We need to get employers to subsidize transit like they're now subsidizing auto parking. We need our patrons to help us make it happen. If employers and business are going to subsidize auto users they should subsidize transit users too. It's only "fare."

RTD Women To Attend Senator Campbell's Conference

Several RTD women will attend Senator William Campbell's 1988 Conference on Women, sponsored by the Small Business Administration and Chrysler Motors, to be held April 4-6.

The District participants have attended in years past and exclaim that the conference has great appeal to women of all interests and lifestyles.

RTD attendees include Anita Allen, Facilities Maintenance; Natalie Hernandez, Equal Opportunity; Callier Beard, Planning; Maureen Micheline, Customer Relations; Barbara Olson, Operations; Nina Capoccia, Personnel Department; Ceci Melanson, Real Estate; and Tobi Hernandez, Bus Facilities and also a member of the Conference Advisory Committee who spoke at the 1987 conference.

"All who have participated in this conference are enthusiastic supporters and encourage all women of the District to attend. The benefits have touched our business and career lives as well as our personal and family lives," said Tobi Hernandez.

Over 14,000 women attended the 1987 conference to hear such speakers as Oprah Winfrey, Elizabeth Dole, Jeanna Yeager, Jahan



District employees to attend Senator William Campbell's Conference on Women in Anaheim on April 4, 5, and 6 look over seminar offerings. They are seated, from left to right: Facilities Maintenance Superintendent Anita Allen, Customer Relations Staff Aide Maureen Micheline, and Equal Employment Opportunity Representative Natalie Hernandez. Back row, from left to right: Operations Senior Administrative Analyst Barbara Olson, Senior Planner Callier Beard, Personnel Department Office Supervisor Nina Capoccia, Real Estate Specialist Ceci Melanson, and Architect Tobi Hernandez.

Sadat, and Wilma Rudolph. Seminar topics ranged from personal development and life's challenges to business and career development. Exhibitors display a number of products and services. "These two days are an intense, exciting, informative, and warming experience. A feeling of commonality of all women is a key element in the success of the conference," said Hernandez. This year's speakers include Secre-

tary of Labor Ann McLaughlin, author Judith Viorst, ABC-TV sports announcer and record holder Diana Nyad, President of Cal State Fullerton Dr. Jewel Plummer Cobb, and psychologist/author Dr. Irene C. Kassorla.

The 1988 Conference on Women will be held April 4, 5, and 6 at the Anaheim Hilton. Information and brochures can be obtained from Tobi Hernandez at extension 6061.

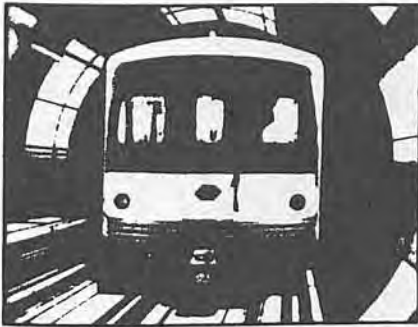
Token Giveaways Aim for a Net Gain of Riders

Hoping to persuade more people to commute by bus, the District began distribution of some 1.3 million sample bus tokens through selected retail outlets and newspapers in Los Angeles on January 12 and will continue through the middle of June.

The program was launched with a blitz of radio and newspaper announcements offering two RTD tokens valued at 85 cents each from most Boys Markets for one week beginning January 21 to persons who make a minimum purchase. This month, the free tokens will be available from participating El Pollo Loco restaurants and later from other retail operations. In addition, RTD sample ride tokens will appear in newspaper inserts at various times throughout the program. Readers will be able to punch out tokens and use them on RTD buses.

RTD Board President Jan Hall said, "We want to motivate people who have never taken the bus to ride the RTD and discover the many advantages and cost savings of using our vast public transit system. More people need to realize that 85 cents goes a long way on the RTD."

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Metro Rail Update

By the first week of February, the Metro Rail earth boring machine had tunneled a path 300 feet long under the city of Los Angeles, beginning from the Seventh and Bonnie Brae Streets excavation site.

This machine, the first of three such tunneling devices, arrived in Los Angeles in October, 1987, and was subsequently lowered into the excavation shaft of the

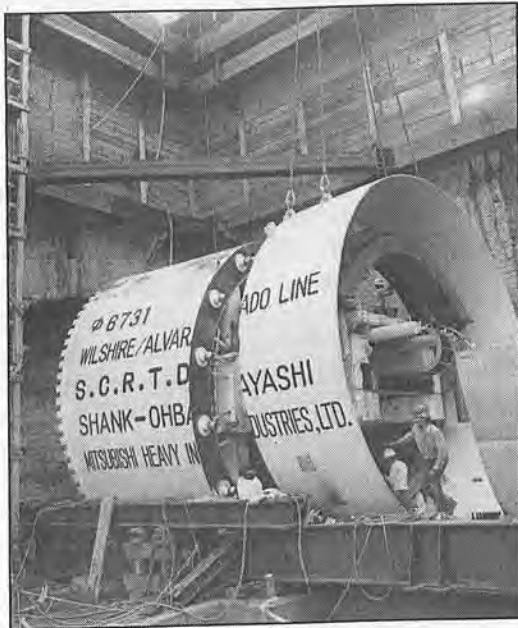
future Wilshire/Alvarado Metro Rail Station.

The cylindrical borer began full operation on February 3, seventy feet below the street surface. Project Engineer Van Smith, who monitors the Wilshire/Alvarado segment of the Metro Rail Project, or A171, anticipates the digging machine will cut its way through 400 to 600 feet a week once it gets up to full steam.

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The tunnel boring machine advances through the earth cutting out a circumference through which will fit a subway.



The tunnel boring machine was lowered 80 feet below the streets of Los Angeles in October of 1987 to begin its task of digging a tunnel from the site of the Wilshire/Alvarado Station to the Seventh and Flower Streets Station. The machine, complete with its tail of conveyer belts and train of muck wagons measures 300 feet in length.



Concrete liner ring segments are hoisted by crane and then lowered into the 80-foot deep excavation shaft to be used at the primary liner for the tunnel that is now being carved by the digger machine.

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Just as the digging goes into full swing, so too does the *Headway* break ground with an ongoing column of construction activities concerning the Metro Rail Project. Each month we will keep you updated on the latest progress as reported to the *Headway* by Marilyn M. Morton, Community Relations Manager with Parsons, Dillingham, Cather and DeLeuw (PDCD), the joint venture acting as Metro Rail's construction management consultant. We will try to get those up-close photos of the action that make the facts of the story spring to life for you.

The photos we include with our report this month chronicle the activity at the 80-foot-deep by 650-foot-long by

By the first week of February, the Metro Rail earth boring machine had tunneled a path 300 feet long...

60-foot-wide shaft which will be the future site of the Wilshire/Alvarado Station. On our cover this month appearing at the mouth of the tunnel: PDCD Community Relations Manager Marilyn Morton; Congressman Julian Dixon (D.-Inglewood), a champion of Metro Rail in the Congress; and PDCD Inspector George Rowe.

In this photo you will

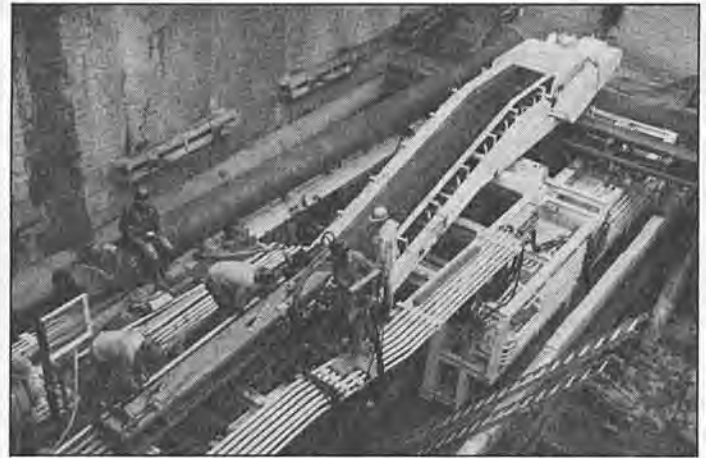


The liner ring segment is lowered into the hole where it will be put into place and bolted together creating a tunnel opening of 22 feet in diameter.

notice that the hole is lined with quarter segments of pre-cast reinforced concrete that are put in place and



Workers below await the liner ring segment so that they may position it in the space in the tunnel formed by a shield which pushes ever deeper into the earth. The workers wait atop the conveyer section of the tunnel boring machine which carries the muck dug off and spills it into muck wagons.



The Metro Rail construction crew assembles the conveyer section of the tunnel boring machine.

bolted together. Close scrutiny of the cover photo reveals a void between the segment liners. This will be grouted when the tunnel is completely driven. At that time a 80-mil thick, high-density polyethylene membrane which is impervious to water and gas will be attached to the concrete segment liners. Following this sealer, the invert, or the

Metals detected usually indicate abandoned oil well casings are in near range.

area where the tracks will be laid, is poured into a level slab. A final 12-inch thick liner is then applied which completes 270 degrees of the tunnel circumference.

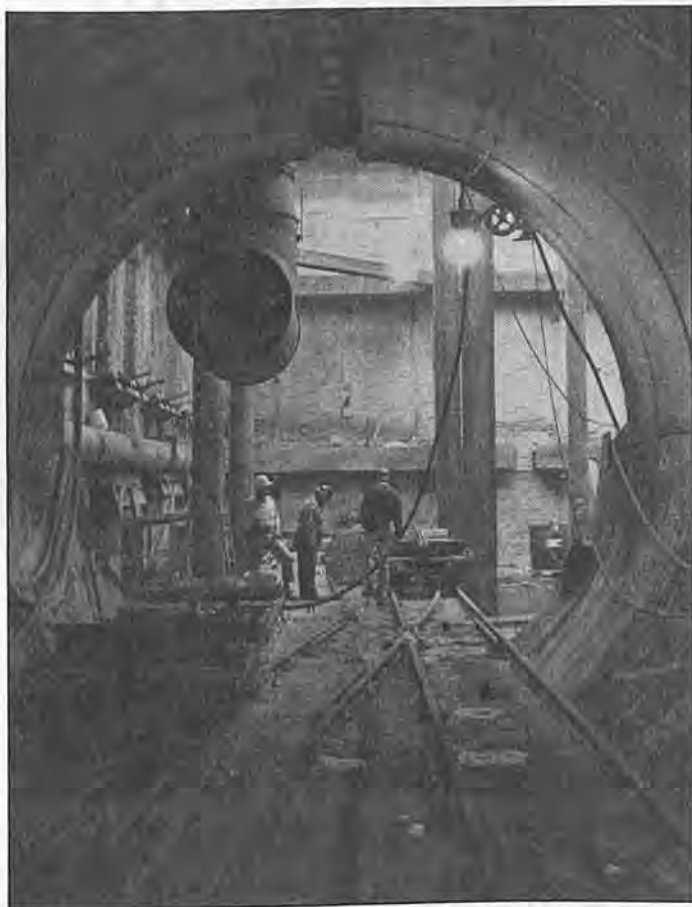
Actual excavation on the tunnel will be done from 3:30 in the afternoon till 7:00 in the morning said Project

Engineer Van Smith. "The first shift will do any repair work that needs to be done along with drilling probe holes to check for gas and abandoned oil casings," said Smith.

He noted that a three-inch diameter probe hole is drilled 100 to 150 feet ahead of the shield of the tunneling machine and a magnetometer is inserted which determines the proximity of ferrous metals. Metals detected usually indicate abandoned oil well casings are in near range. Gas sensors are used extensively in the excavation shaft and in the tunnel. "We have very stringent regulations for ventilation and our equipment contains sensors that monitor gas levels as required by Cal-OSHA," said Smith.

The liner ring segments are put in position after the digger machine claws its way through the earth clearing the space for them. The shield of the tunneling machine has a hydraulic back-hoe

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Inside the mouth of the tunnel the tracks for the muck wagons are visible. Locomotives will pull the muck wagons out of the tunnel to unload them into muck hoppers. Trucks will then haul excavated materials to sites such as the Century Freeway where it will be used as fill. Notice also to the left of the picture, the oversized ventilation duct. There are signs posted everywhere around the site stating, "This is a gassy area." The duct forces air in that disperses any gas that may be in the tunnel. Air is constantly monitored for contamination by gas sensors. Of primary concern is methane, a gas that is most prevalent in the Los Angeles Basin. It is lighter than air and is odorless, colorless, tasteless, and flammable. It is not an odoriferous gas unless it is contaminated by other substances, then you might notice a rotten-egg smell something akin to dinosaur breath. It forms an explosive mixture when combined with the right proportion of air. Contractors and inspectors know to take action when the levels of methane gas reach 20 percent of the Lower Explosive Limit or LEL. Action requires increasing the ventilation to dilute the LEL of the methane.

device that dislodges the earth so that it can be hauled out on the conveyor belt and muck train. The shield is jacked forward four feet at a time at which point the four-foot long, nine-inch thick liners are installed from the tail of the shield. The front end of the shield, up to four feet of it, is made of four-inch thick steel that reduces to an inch of thickness at its tail.

After the muck is unearthed, it falls onto an apron on the shield. The back-hoe scoops the muck onto a short conveyor which feeds it to a secondary conveyor which carries it back to a 17 cubic-yard capacity muck wagon. The train load of the machine consists of four cars or muck wagons that transport the dug earth back through the shaft and dump the load in a muck skip. From that point the muck is hoisted to the surface, dumped on a conveyor belt which unloads it in the surge bin or stock pile area. The store of muck is rehandled and loaded on to trucks which haul it to sites such as the Century Freeway project where it is used for fill.

And that is basically the process until the digger makes it to the Seventh and Flower Station. For more activity at the other station areas read below.

February/March Construction Activities

Yard & Shops Area
(Trackwork, Maintenance

& Control Facilities)

Excavation and underground utility work continues for the Main Shop Building, as well as renovation of the Maintenance Building. Yard and trackwork contractor continues to mobilize personnel and equipment and continue clearing and demolition work.

Civic Center Station Area (First & Hill)

Deck beams will be installed along Hill Street. Pile placement will also continue.

Fifth/Hill Station Area and Tunnel Work to Seventh/Flower

Pile placement will begin on the east side of Hill Street. The tunneling machine was lowered underground in early February.

Seventh/Flower Station Area

Station contractor will continue mobilizing personnel and equipment.

Wilshire/Alvarado Station Area and Tunnel Work to Seventh/Flower

Tunneling continues. Station contractor continues utility relocation work at night on Alvarado (from Seventh Street intersection to Wilshire) and on Wilshire (east of Alvarado to Westlake). Excavation work and installation of the excavation support system for the Wilshire/Alvarado station continues. Deck beams will be placed on the east side of Westlake.

Riders' Choice Celebrities Honored by RTD

A dozen winners from each of the District's 12 operating divisions were honored January 7 before the Board of Directors in the new, quarterly program designed to foster goodwill in the community through participation by the bus-riding public.

Division 6 Operator Rick Cadelli, an RTD veteran of 12 years, was selected by patrons as the first grand prize winner in the new program in which more than 300 drivers received votes. Cadelli received the high-

est number of votes to qualify for the grand prize.

"It's important to recognize bus operators for their performance before the real employer, the public," said RTD Board President Jan Hall.

About 330 bus operators garnered votes during the first quarter. Approximately 1,300 ballots were sent in out of the 60,000 that were placed aboard buses and in Customer Service Centers.

Each winner was



Operators receiving the most number of votes from the public in the new Riders' Choice Program were honored by the Board of Directors at the January 7 Board Meeting. Front row, from left to right: Mike Arya, director of promotions, Los Angeles Clippers; President Jan Hall; Division 12 Operator Darrell Gibson; Division 18 Operator William Lindsey; Division 6 Operator and Grand Prize Winner Rick Cadelli; Division 10 Operator Sharron Thompson; Division 9 Operator W. Charles Johnson; Director of Transportation Leilia Bailey; Division 16 Operator Mike Lucas; Michael Gantis, FEDCO marketing representative; Mildred Ward, panel judge; and Foster Nichols, panel judge. Back row, from left to right: Division 3 Operator Rick Ortega; Division 1 Operator Edward Henderson; Division 8 Operator Les Vance; General Manager John A. Dyer; Division 5 Operator Robert Wilson; Division 7 Operator Theodore Williams; and Division 15 Bruce Erlenmeyer.

...continued from page 8

Estimates show that the District stands to gain some 10,000 to 30,000 new daily riders as result of the program. At present, approximately 1.3 million passengers ride RTD

buses every weekday.

Mrs. Hall said, "As we gain more riders, traffic congestion and air quality will improve. These are problems that need to be solved, and the RTD represents a major part of the solution."



Boys Market Cashier Olivia Gamez hands a customer a pair of RTD bus tokens offered free through the new "85 Cents Goes a Long Way" promotional program which aims to increase bus ridership in 1988.

brought forward and presented to the Board by Director of Transportation Leilia Bailey. The operators received a pair of season tickets to Los Angeles Clippers home games. In addition, Director Bailey presented perpetual plaques on which the name and division number of each winner were engraved. The plaques are on display at each operator's division.

In winning the grand prize, Cadelli received a new VCR from FEDCO Department Stores, and an autographed basketball from the Clippers, and membership in the Clipper Club.

The other 11 winners were Division 1 Operator Edward Henderson, Division 3 Operator Rick Ortega, Division 5 Operator Robert Wilson, Division 7 Operator

continued on page 13...

Riders' Choice

...continued from page 12

Theodore Williams, Division 8 Operator Les Vance, Division 9 Operator W. Charles Johnson, Division 10 Operator Sharron Thompson, Division 12 Operator Darrell Gibson, Division 15 Operator Bruce Erlenmeyer, Division 16 Operator Mike Lucas, and Division 18 Operator William Lindsey.

Ballots for the program are distributed aboard buses and at Customer Service Centers.

"It's important to recognize bus operators for their performance. . ."

At the end of each quarter, an outside panel of judges is convened to make a final determination of winners based on votes received by drivers in good standing and comments written on ballots. Businesses desiring to sponsor the program donate the prizes.

Director Bailey said, "It's reassuring that so many of our good operators were voted upon by the passengers. It's clear that the public appreciates the efforts of our operators to provide top service."

Winners for the second quarter Riders' Choice program will be announced next month.

SAE President Pays Visit to RTD

William S. Coleman, the International President of the Society of Automotive Engineers (SAE), visited the RTD on January 12 as the guest of the Equipment Maintenance Department for a lunch held in his honor at the CMF.

As head of the SAE, Coleman serves as spokesman for an organization that is a major force in advancing transportation technology. The imprint of SAE's work or that of its members is seen on all self-propelled machinery—automobiles, trucks, buses, agricultural and earthmoving machines, helicopters, space vehicles, and marine equipment. The president also visits various sections in the United States and internationally during his administration. "This year, the SAE Southern California Section was on his itinerary," said Quality Assurance Manager Don Waite, who is the immediate past chairman of the Southern California Section. "I included a few activity options on his schedule and he chose to visit the RTD," said Waite.

Coleman, the director of the New Product Opportunities in the corporate Research and Development Center of the Eaton Corporation in Southfield, Michigan, has



Director of Equipment Maintenance Rich Davis leads International President of the Society of Automotive Engineers (SAE) William Coleman and other SAE guests on a tour of the CMF on January 12. From left to right: Dean Case, SAE Student Activity Chairman; J. Maebayashi, manager of the Engineering Department, Mazda North American; CMF Superintendent Ken Miller; Quality Assurance Manager Don Waite; William Coleman; and Rich Davis.

been active in many SAE activities since the early 1950's. He received his MSME from the Massachusetts Institute of Technology in 1947, followed by a productive career in the automotive industry with such firms as General Motors and the American Motors Corporation.

Along with other guests from the Southern California SAE chapter, Coleman was greeted by Assistant General Manager for Operations Robert Korach, Director of Equipment Maintenance Rich Davis, Assistant Director of Equipment Maintenance

Michael Leahy, Superintendent of Equipment Engineering Frank Kirschner, Superintendent-CMF Ken Miller, Manager of Quality Assurance Don Waite, and Equipment Maintenance Supervisor Vince Pellegrin.

Following the luncheon, Director Rich Davis presented the guests with a capsule overview of the District operations. The visit concluded with a tour of the CMF shops, assembly line, dynamometer, paint shop, and automatic storage and retrieval system.

Five Employees Gain Windfall from ESP

Over \$3,500 dollars was awarded to five employees at the January 27 Board of Directors' Meeting whose ideas stand to save the District hundreds of thousands of dollars.

CMF Mechanic A Harvey Robles received \$1,000 for suggesting

using Oilite bearing bushings when rebuilding 12-volt starters, netted him \$1,000. The CMF implemented his suggestion last year and noticed that the time spent rebuilding starters has decreased and increased production time by 33 percent.

head, oversized, laminated specification sheet to display the step-by-step overhaul procedure. This specification sheet reduces errors, improves the quality of this work, and cost savings are projected at \$7,500.

The fourth award for \$830 was shared by two employees, Prepaid Sales Supervisor Tom Longsden and Staff Assistant Maureen Micheline. Tom and Maureen suggested the school applications for student passes be pre-coded with a four-digit number that identifies the school in order to save processing time. This procedure has been implemented with productivity increasing by 300 percent as the student pass processing and distribution time decreased. The annual savings to the District was estimated to be over \$8,000.

Over \$3,500 dollars was awarded to five employees. . . whose ideas . . . save . . . hundreds of thousands of dollars.

Director of Personnel Gayel A. Pitchford presented each recipient to the Board while awarding them their check and a certificate. She concluded by thanking the participants for their outstanding ideas.



Employee Suggestion Program awardees earn over \$3,000 for their ideas. Front row, from left to right: Mechanic A Harvey Robles, Mechanic A Jaime Serratos, Prepaid Sales Supervisor Tom Longsden, Staff Assistant Maureen Micheline, and Mechanic A Amorable Flores. Back row, from left to right: Equipment Maintenance Supervisor Frank Humberstone and Director of Personnel Gayel A. Pitchford.

that the District build a stand to support the refrigerant bottles and for measuring the correct amount of freon needed for charging the air conditioning systems of buses. The District anticipates saving over \$250,000 a year by simplifying the method used to charge the air conditioning systems and by eliminating the waste of freon.

CMF Mechanic A Jaime Serratos' idea,

Serratos' suggestion will save the District as much as \$600,000 a year.

CMF Mechanic A Amorable Flores earned \$750 for his problem-solving suggestion. He discovered a problem mechanics had with Renk transmission rebuilds. Renk transmission overhauls are difficult because there are many close tolerances involved in the rebuilding process. Flores suggested that the District install an over-

Ortiz Named December Operator of the Month

Division 9 Operator Victor Ortiz was selected Operator of the Month for December. He received a certificate of merit from the RTD Board of Directors at the January 29 meeting.

Ortiz has been an operator with the District for more than 21 years and has an outstanding attendance record.



Division 9 Operator Victor Ortiz.

He has received the maximum amount of merits awarded to an operator with an outstanding performance and safety record, as well as numerous letters of commendation from his division manager and the public.

Ortiz works the 490 Line in the morning, which runs between downtown Los Angeles and the Brea Mall via Cal Poly. In the afternoon, Ortiz works the 486 Line, which runs from downtown Los Angeles to Puente Hills Mall via Valley Blvd.

Ortiz has been mar-
continued on page 15. . .

TOP OPERATORS

For December



The awards for the Operator Recognition Program for the month of December, 1987, were announced in the latter part of January, 1988.

The presentations include the Manager's Award and Sweepstakes Award. The program has as its purpose to recognize and reward the many bus operators who consistently perform in an outstanding manner.

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

Manager's Award

- 3201 Anna E. Foster
- 3203 Paul Zablocki
- 3205 Cue White
- 3206 Daniel Wilson
- 3207 Yandell Lister
- 3208 Leonard Levy

...continued from page 14
ried to his wife, Ramona, for 17 years. They have four children and reside in West Covina. His hobbies include sports, camping, and family outings.

The Operator of the Month award is presented in recognition of courtesy displayed, excellence of operating, and in appreciation of the goodwill such courtesy and thoughtful service create for the District.

- 3209 William Ballard
- 3210 Michael Canales
- 3212 Adam Gandara
- 3215 Porter L. Henry
- 3216 Donald Parrish
- 3218 Patricia Scott

Sweepstakes Award

- 3201 James Arend
Herbert Erno
Herbert Jackson
Manuel Cabada
Karl Anderson
Charles Scott
Henry Bassett
Amadeo Montoya
Luis Navarro
Manuel Guzman
Lester Lopez
Jose Gonzalez
- 3203 Robert Ponce
Maria Corralejo
Charles Jones
Roberto Marin
Lila Estrada
Lawrence Flores
Robert Wong
Mario Cancio
Ronald Woods
Baudilio Santos
Romulo Contreras
Jesus Huizar
- 3205 Horace Amerson
Martin Cadres
Michael Chavarria
Teddie Cheaves
William Fitzgerald
Aubrey Fort
Larry Haynes
Curtis Johnson
Robert Jones
Leon Martin
Aaron Montgomery

- 3206 Ronald Wells
Albert Parker
Richard Sanchez
John Homan
Nafi Wah-Hab
Luis Campos
John Dunn
Gabriel Benitez
Phillip Moore
- 3207 Eddie Lopez
Robbie Browne
Jesse Moore
Carl Motley, Sr.
Reginald Foster
Otis Williams
Lamont Williams
Thomas Fulton
Ralph Hunt
Sanford Kelsey
Raymond Santee
George Zamfirescu
- 3208 Richard Piche
Reginald Faulkner
Raymond Jaramillo
Armand Dodaro
William Migal
William Perry
Walter Roby
Steven Churchill
Danny Garcia
Linda Conaway
W. Y. Kobashigawa
William Werner
- 3209 William Altemeier
Angel Romo
Judge Adams
Oscar Aguayo
Theodore Ceja
Steven Hartman
Wilbur James
Alfred Mendoza
James Roberts
Larry Tortuya
Dan Urban
Roberto Trejo
- 3210 Jerry Woodson
Jin Kim
Maudell Rayford
Hugo Bonini
Kevin Murray

- James Berry
Jose Camacho
Robert Holley
Robert Chasco
Vilma Robinson
Bunni Barr
Ben Ethridge
- 3212 Samuel Bagsby
Jack Bailey
Donald Dube
Jose Aguirre
John Berry
Albert Johnson
John Panneck
Miguel Moran
- 3215 Fredrick Baylor
Arlene Maldonado
Frank Robinson
James Mouldin
Jose Vasquez
Louis Castellanos
David Wesson
Richard Benson
Alfredo Stephani
Mark Le Gras
Francisco Rodriguez
Martin Long
- 3216 Ralph Evans
Thomas Medlock
Robert Jones
Herman Koenekamp
Anthony Bozonier
Thomas King
Leroy Edwards
Raymond Hart
Don Bradford
Charles Porter
Ennis Finley
Herman Hank
William Jordan
Edmund Mouton
Dexter Jennings
Robert Collins
Clarence Devereaux
Alonzo Blair
Francisco Sanabria
Dianne Rose

COMMENDATIONS




The Office of Risk Management selected Safety Specialist Denis Shoemaker as the Employee of the Quarter for the third quarter of 1987. With the District for 12 years, Shoemaker was recognized for his ability to coordinate many high-priority projects simultaneously in the quarter. Shoemaker is primarily responsible for accident investigation among the divisions. In addition, he cooperated along with other departments in the development of an accident investigation video tape used for training purposes. Shoemaker has also participated in the Employee Information System enhancement which improved the record-keeping related to medical examinations.



Risk Management's Section of the Quarter for the third quarter of 1987 was the Risk Management Administration Section. This section's efforts with insurance negotiations improved ratings on the Performance Action Plan and the Project Implementation Program. Members of the section included: Office of Risk Management Director Barbara Akk and Acting Director of Occupational Safety and Health Robert Torres. Also singled out at the same ceremony was Marlene Allen for filling two positions: administrative analyst and Workers' Compensation Specialist. Others included Wes Tremor and Mike Safran.



Workers' Compensation Investigator John Brewer was recognized at a special ceremony on January 8 for his 25 years of service to the District. Brewer was given his service pin by Office of Risk Management Director Barbara Akk.

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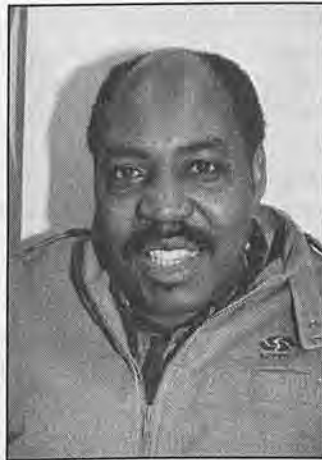
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Electronic Communication Technician Leader Robert Davis at the Division 3318 Regional Shop was selected the Facilities Maintenance Employee of the Month for December. Davis was commended for his efforts and outstanding work to keep Divisions 12 and 18 equipment operating while his shop was short on personnel.

His leadership abilities, technical abilities, and efforts to maintain shop activities at a satisfactory rate have exceeded assigned goals and objectives. Davis has been with the District for 15 years.

The sweepstakes winner for December was System Electronic Communication Technician Mike Mockler at Division 9.



RTD Construction Inspector Reginald Demery was recently elected Vice-President of the California Construction Inspectors Association—Los Angeles Chapter. Demery has been with the District for 4 years where he oversees construction projects, such as the CMF, attending to quality control and ensuring that all planning specifications and governmental codes are met. Demery said he felt pleased about his election within an organization that sets the standards for inspectors in the state and seeks to improve inspection techniques. Demery has worked as an inspector on major capital projects for the last 16 years. His previous appointments were with the County of Los Angeles and the Office of the State Architect. He is a graduate of Edward Waters College in his native state of Florida.



Certificates of Merit were presented to the December Employees of the Month at the January 28, 1988, Board of Directors' Meeting by RTD Director Dr. Erwin N. Jones. Those employees included, front row, from left to right: Division 15 Mechanic A Ralph Lyon, Telephone Information Operator Jacqueline Exeart, Division 9 Operator Victor Ortiz, Property Maintainer B Samuel Dunkelberger, and Division 9 Transportation Manager Don Karlson. Back row, from left to right: Division 15 Maintenance Manager Tedd Brewin, Dr. Jones, General Manager John A. Dyer, Director of Customer Relations Robert Williams, and Maintenance Superintendent Frank Nelson.

**REAL ESTATE
LOANS**



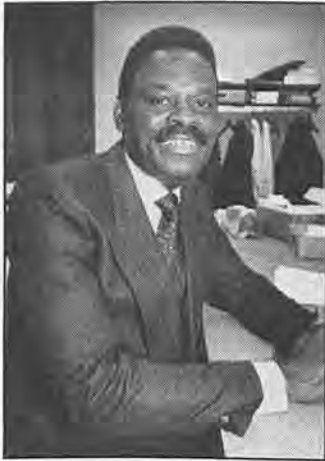
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Division 1 Operator Benjamin Cupid was recently ordained a deacon at the Cornerstone Institutional Baptist Church in Los Angeles. Cupid, a RTD veteran of 10 years, committed a full year of study to the deaconate. He attained perfect scores on his final examination following his studies. In his position he may now relieve the pastor of many duties including visiting the sick and shut-ins; counseling members of the church who have problems; greeting new members of the church; and conducting devotional services. Cupid said the church has always played an important role in his life. He described his ordination ceremony as "spectacular." Family members from as far away as Virginia and Maryland attended the service. "The ceremony is one that I shall always treasure and remember as one of the highest moments in my life," said Cupid. He is a graduate of Virginia State University. Prior to his career with the District, Cupid taught school for 12 years in Virginia, Maryland, and New York. His counseling skills, he noted, were refined when he directed a drug abuse program for the Beth Israel Medical Center in New York. He is well respected by his co-workers at Division 3201 who regard him as real professional who is always willing to listen.



Senior Staff Assistant Vicki Varga, coordinator of the RTD Annual Roadeo, was elected Vice-President of the American Public Transit Association (APTA) International Bus Roadeo Committee at the APTA Annual Meeting held last year. For her outstanding contribution to this committee she was awarded a plaque of appreciation that was presented to her by General Manager John A. Dyer at the January 7 Board of Directors' Meeting. Ms. Varga proudly holds her plaque (center) as Director of Transportation Leilia Bailey (left) and General Manager John A. Dyer (right) look on.



RTD Retirees were recognized at the January 14 Board of Directors' Meeting and were presented with plaques by RTD Board Director Jay Price. Front row, from left to right: CMF Mechanic A Leon Marcelin, Jr., Material Supervisor Roy Coleman, Division 12 Utility A Leroy Cox, Division 9 Operator W. L. Creel, and Division 9 Operator Reyad El Fattal. Back row, from left to right: General Manager John A. Dyer, Assistant General Manager for Operations Robert Korach, RTD Board Vice-President Carmen Estrada, and Director Price.

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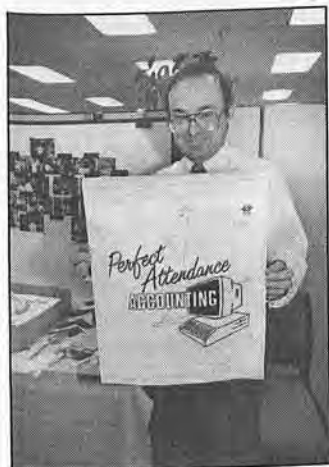
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RTD Retirees were recognized at the January 14 Board of Directors' Meeting and were presented with plaques by RTD Board Director Jay Price. Front row, from left to right: VMS Coordinator Omar Hinkle, Jr., Division 8 Operator Fred Strom, Division 9 Operator Lloyd C. Gambol, TOS Carl K. Tanaka, and Senior Equipment Maintenance Supervisor Myron L. Rubin. Back row, from left to right: General Manager John A. Dyer, Assistant General Manager for Operations Robert Korach, RTD Board Vice-President Carmen Estrada, and Director Price.



RTD Retirees were recognized at the January 14 Board of Directors' Meeting and were presented with plaques by RTD Board Director Jay Price. Front row, from left to right: General Manager John A. Dyer, TOS William C. McCarns, Assistant Vehicle Operations Manager Guy W. King, and Division 12 Transportation Manager Laurence L. Johnson. Back row, from left to right: Assistant General Manager for Operations Robert Korach, RTD Board Vice-President Carmen Estrada, and Director Price.



Senior Accountant Jerry Solomon holds up the new design for a t-shirt to be given to employees in the Accounting and Fiscal Department with perfect attendance. Those diligent workers showing no absences are also taken to breakfast courtesy of their department.



Supervising Cashier Frances N. Handa was chosen the Accounting and Fiscal, Cash Operations Section Employee of the Quarter for the second quarter of 1988. Assistant Treasurer Robert Miller said: "Frances is the hardest working employee in the Accounting and Fiscal Department. She is trustworthy, competent, and objects to no duty she is assigned. She does anything to accommodate the District." Frances has worked for the District for 28 years and has achieved perfect attendance.

continued on page 20. . .

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Transportation Rail Superintendent Ed Vandeventer and Equipment Maintenance Rail Superintendent Richard Morton recently viewed the front-end prototype of the light rail car to be used on the Long Beach—Los Angeles and Century lines. The two superintendents visited the Nippon Sharyo Plant, fabricators of the rail car, in Toyokawa, Japan. Each car has a capacity for 237 seated and standing passengers. The 90-foot long, articulated cars, powered by overhead electrical wires, will be delivered to the RTD by the Sumitomo Corporation of America, a trading firm, in 1989. The cars will be reassembled at Division 11, located along the Long Beach Freeway, for acceptance testing at the division's test track. Gathering with other officials at the unveiling, Morton and Vandeventer are third and second from the right, respectively.



The Conference of Minority Transportation Officials—Los Angeles Chapter held their 1988 Installation of Officers Ceremony at the Design Center Board Room Restaurant on January 20. At that time the chapter presented General Manager John A. Dyer with a plaque in appreciation of his past support. The newly appointed Executive Committee members were also introduced. They include: Bernard Bandy, Membership Committee; Diane Delaney-Talton, Parliamentarian; Velma Marshall, Program Coordinator; Sharon Sterling, Scholarship Committee; Kim Turner, Fund Raising/Special Projects; and Cheryl Morgan, Newsletter Editor. Appearing in the photo above, from left to right: Assistant General Manager for Equal Opportunity Walter Norwood; James Jackson, Esq., COMTO Vice-President; Cherri Williams, COMTO President; Keith Killough, COMTO Treasurer; Edith Goff, COMTO Secretary; and General Manager John A. Dyer.



Accounts Clerk Shila K. Azbi was chosen the Accounting and Fiscal Department's Employee of the Quarter for the second quarter of 1988. Shila, who has worked for the District since 1978, had perfect attendance for four out of the six months of fiscal year 1988. After having taken the PC-DOS and Lotus 1-2-3 classes, Shila used her knowl-

edge to develop the Labor Distribution Analysis spreadsheet. This development has greatly enhanced the productivity of her department. Accounting Manager Josie Nicasio said: "I admire Shila as an employee." She received a plaque and a \$100 U.S. Savings Bond in recognition of her efforts at a cere-

mony on January 22. Also receiving certificates and a \$75 U.S. Savings Bond for perfect attendance for the quarter were: Tom Formosa, Sal Herras, Rene Decena, Ric Hilario, Shila Azbi, and Rosa Garcia.

C PUBLIC COMMENDATIONS

Thanks for a Job Well Done!

Division 3201

Adams, Virginia
Alvarado, Alfonso

Division 3203

Cobbs, Earl
Green, Rachel E.

Division 3205

Ellis, Lester
Gilmore, Louella
Iranpur, Rohinton B.
Williams, Roosevelt

Division 3206

Homan, John M.
Leslie, Linda

Division 3207

Anderson, George
Brown, Delbert
Figueras, Henry
Gillie, Hardie
Hall, Paul K.
Musgrove, Herb
Reguero, Jose
Warren, Bernard J.

Division 3208

Andrews, Raymond
Piche, Richard M.
White, Edmond L.

Division 3209

Coles, Lottie E.
Rizkallah, Joseph

Division 3210

Kelly, Willie J.
Shorters, Jimmie

Division 3212

King, Leo W.
Lyons, Bruce A.
Hutchinson, Le M.

Division 3215

Buchanan, Robert C.
Ramos, Jose M.

Zeccardi, Carmine A.

Division 3216

White, Paul E.

Division 3218

Daugherty, James

Dear Sir:

I have just been released from jury duty where I served for twelve days. I never have reason to ride the bus but it was the only way I could get to downtown Los Angeles. Although there were different drivers, I had most of the



drivers at least two or three times in my 24 trips. There were some negative experiences but still those memories were erased when I rode the last two days with your driver Jose Ramos.

I don't know if there is anyway of recognizing above average behavior

but I would certainly recommend this gentleman for such recognition. The words I can use to describe him would be courteous, patient, and caring. He made each rider feel that he was happy to have them ride his bus. He was so patient with a lady who did not speak English. He took the time to explain to her how to get to an area where she had never been. He told her where to make the next connecting bus and then how to get from there to her destination. Before she left the bus he asked her if she understood. He really cared.

He was also a very careful driver and yet we were on schedule without the need for him to cut off other drivers and put on his brakes suddenly. He called out the next stop two blocks away giving the connecting bus routes at that intersection.

Congratulations to you for such a wise choice for an employee.

Sincerely,
Audrey M. Wegner.

To Whom It May Concern:

I am writing this letter because I would like to share my experience with you about a very special bus driver you have working for your company.

I was visiting California from Puerto Rico and I was truly impressed by Mr. Richard M. Piche. He is a very courteous, helpful, and well-mannered gentleman. I just had to write to let you know how wonderful it

was to find such a nice, polite driver while visiting California. You must be a very proud at RTD to have such a special person working for your company.

My stay in California was really very pleasant using RTD during my vacation. I wish more people like Mr. Piche worked with the public.

Sincerely,
Mrs. Mary Fedrich
Velazquez
Saint Just,
Puerto Rico

Dear People:

What a privilege at this beautiful season of Christmas to praise and give thanks for one of your employees. Two days ago, I unknowingly dropped my checkbook and I.D.'s on your bus.

This precious man, Mr. Delbert Brown, over and above the call of duty, returned it to me in a unique set of circumstances.

His character and inner beauty of soul touched me so deeply, I must write to you to say how blessed RTD is to be represented by this quality of man. You would have to agree that the qualities he expressed aren't practiced, or lived much any more!

May I suggest when promotions are in order, or raises, consider "this kind of man." We need more like Mr. Brown.

From the heart,
Anita Sparrow

P.S. Would you please let Mr. Brown read this?

continued on page 22...

...continued from page 21

Dear Sir:

I wish to express my appreciation for the extraordinary courtesy and efficiency extended to me by driver Roosevelt L. Williams of Route 105.

I have lived in many parts of the world and have always had to rely on public transportation. However, nowhere have I ever experienced such outstanding courtesy and efficiency. Mr. Williams is, indeed, a credit to RTD. Only wish there'd be more like him.

Yours sincerely,
B. Hellerman

A Merry XMAS and a
Happy 1988 to you all!

To the Los Angeles Bus
Co.:

I do not know where to send this letter, so I will send it to friends in California and ask them to get it to the right place.

Today when so many people are afraid to help other people, I want to say that one bus driver in Los Angeles, Joseph Rizkallah, saw help needed and did something about it.

He saw a car on fire, stopped the bus he was driving and helped to put out the fire, direct instead of a telephone call.

This is the way most Americans used to be. Today, sad to say, this quality is becoming rare.

Sincerely,
Mrs. Elsie Padgett
Galax, Virginia

SCHEDULE CHANGES

Baggan, John R., from Stock Clerk to Material Control Clerk.

Barron, Eric P., from Operator Trainee to Operator.

Bell, Jeannette M., from Human Resources Assistant to Human Resources Analyst.

Brame, Avis N., from Secretary to Senior Secretary.

Coleman, Joseph E., III, from Janitor Supervisor to Acting General Services Supervisor

Davis, Wendy L., from Human Resources Assistant to Human Resources Analyst.

Decena, Renato M., from Accountant to Acting Systems Coordinator.

Derian, Aram, from Programmer to Programmer Analyst.

Douglas, Gerald, from Payroll Clerk to Accounts Payable Clerk.

Espinoza, Felipe, from Operator Trainee Part-time to Operator Part-time.

Friedman, Ellen G., from Acting Budget Manager to Budget Manager.

Grisby, Paula E., from Assistant Telephone Information Systems Coordinator to Acting Telephone Information Instructor.

Haro, Angel A., from Operator Trainee Part-time to Operator Part-time.

Hernandez, Edmund, from Operator Trainee

Part-time to Operator Part-time.

Keyes, Stephanie M., from Human Resources Assistant to Human Resources Analyst.

La, Hue T., from Mechanic C to Mechanic B.

Malloy, Thomas M., from Security Guard II to Transit Police Officer Trainee.

Martinez, Max H., from Acting Equipment Maintenance Manager to Equipment Maintenance Manager.

Mendoza, Fidel T., from Operator Trainee Part-time to Operator Part-time.

Moore, Kevin M., from Programmer Analyst to Senior Programmer Analyst.

Mori, Dennis S., from Acting Architect to Architect.

Ngo, Garry M., from Operator Trainee Part-time to Operator Part-time.

Olague, Debbie J., from Operator Trainee Part-time to Operator Part-time.

Pellegrin, Vincent D., from Equipment Maintenance Supervisor to Acting Senior Equipment Maintenance Supervisor.

Perez, Mario, from Human Resources Assistant to Human Resources Analyst.

Potter, Roger A., from Relief Stock Clerk to Acting Material Management System Support Analyst.

Regnier, Julie A., from

Human Resources Assistant to Human Resources Analyst.

Rodriguez, Richard, from Operator Trainee Part-time to Operator Part-time.

Rodriguez, Robert Jr., from Operator Trainee Part-time to Operator Part-time.

Ronge, Daniel H., from Operator Trainee to Operator.

Saucedo, Inez P., from Operator Trainee Part-time to Operator Part-time.

Soliven, Jun R., from Operator Trainee Part-time to Operator Part-time.

Stonehouse, James L., from Security Guard II to Transit Police Officer Trainee.

Taghdiri, Hamid, from Programmer to Programmer Analyst.

Tertechny, Andrew, from Operator Trainee Part-time to Operator Part-time.

Turienzo, Edgardo D., from Property Maintainer B to Property Maintainer A.

Tiangco, Avelino P., from Operator Trainee Part-time to Operator Part-time.

Ullrich, David W., from Information Clerk to Acting Telephone Information Supervisor.

Vartanian, Vazgen B., from Programmer to Programmer Analyst.

Williams, Deborah K., from Senior Staff Assistant to Acting Assistant Telephone Information Systems Coordinator.

Wong, Wing S., from Mechanic C to Mechanic B.

SHIFTING GEARS



TO YOUR HEALTH




To Be Fit You Have To Exercise

by Elia Hager, R. N.

Unless you are a closet triathlete or marathoner, the newest research indicates that if you exercise for general fitness and want to shed some body fat, modest forms of exercise 3 to 4 times a week for 20 to 30 minutes is all you need.

Running (For Some) May Not Be Good

Running and jogging are losing much appeal for general fitness because people are too out of shape to benefit from such jarring/jolting forms of exercise. Walking and swimming have moved into the category

of ideal exercise for almost everyone. Both walking and swimming spare the impact that running has on your knees and your spine.

Walking Is Still Wonderful

Walking is a form of exercise available to all. The busy supervisor can blend walking within a busy day by parking his/her car longer distances from a specific destination. Instead of eating a hearty noon meal the executive can walk briskly for 20-40 minutes

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Calaway, Philip A., began with the District on April 28, 1962, retired as an Operator on May 5, 1988.

Campbell, Andrew T., began with the District on November 13, 1969, retired as an Operator on January 2, 1988.

Coleman, Roy, began with the District on May 20, 1957, retired as a Material Manager on January 4, 1988.

Cooper, Benjamin, began with the District on November 21, 1956, retired as an Operator on January 13, 1988.

Gillilan, Esther, began with the District on June 11, 1973, retired as an Applications Control Technician on January 2, 1988.

Jones, Willis H., began with the District on September 5, 1960, retired as an Operator on January 3, 1988.

Kelley, Harold V., began with the District on December 10, 1957, retired as a General Services Supervisor on January 2, 1988.

Kelley, Ruth, began with the District on August 3, 1960, retired as a Senior Attendant on January 2, 1988.

Lenaris, James, began with the District on June 1, 1968, retired as an

Operator on January 2, 1988.

Loker, Laurene J., began with the District on October 3, 1953, retired as an Operator on January 2, 1988.

Michaud, Norman R., began with the District on February 16, 1968, retired as a Mechanic A Leader on November 30, 1987.

Moncivais, Gilbert C., began with the District on August 3, 1956, retired as an Operator on January 4, 1988.

Myron, Rubin, began with the District on March 30, 1956, retired as a Senior Equipment Maintenance Supervisor on December 1, 1987.

Picorelli, Philip J., began with the District on July 21, 1975, retired as an Operator on March 5, 1987.

Payne, Yvonne, began with the District on May 27, 1963, retired as a Service Director on January 10, 1988.

Saines, Elree, began with the District on October 20, 1962, retired as an Operator on January 2, 1988.

Tanaka, Carl K., began with the District on October 27, 1956, retired as a Transit Operations Supervisor on January 2, 1988.

IN MEMORIAM



Mechanic A Refugio S. Garcia

Garcia, Refugio S., began with the District on December 28, 1959, passed away November 30, 1987.

Martinez, Efren, began with the District on August 25, 1980, passed away on December 19, 1987.

Mynatt, Charles I., began with the District on June 6, 1974, passed away on January 12, 1988.

Tagger, Claude L., began with the District on February 22, 1987, passed away on December 19, 1987.

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and then eat a high-roughage, low-salt, low-oil, low-calorie meal (salad and fresh fruit). For those with a limited meal-time, walking briskly to and from work and walking up and down stairs instead of using the elevator can be useful in becoming fit. Taking a bus where the bus stop is 8-10 blocks from home or work and walking briskly to your destination is an excellent way of exercising. Walking your dog is also a good excuse to exercise. Walking briskly for at least 20 minutes without stopping and keeping your heart rate at a good cardiovascular rate is your aim.

Both walking and swimming spare the impact that running has on your knees and your spine.

Swimming Is Wonderful Too

Swimming requires that you exercise in a "lying" down position while the water cushions the gravitational pull other exercises exert on the body. This factor is important when the person has become unfit due to broken bones or other structural defects. Swimming is ideal for those whose enemy is gravity. All exercises can be done in water and the swimmer can use a buoyancy vest to "run in

Sexual Harassment: Do You Know It When You See It?

*By Hope Powell,
Human Resources Analyst*

The District's policy on sexual harassment states that sexual harassment is unacceptable behavior and is not permitted in the workplace. The District is committed to enforcing this policy to ensure a work environ-

ment that is free of sexually harassing or abusive conduct.

place" or do aerobics in the water.

Calculate Your Heart Rate

Remember to always monitor your heart rate when you exercise. An easy way to calculate a good exercise rate is to subtract your age from 220 multiplied by .75. Exercise so your heart never exceeds the sum you calculated and does not fall below that number until you start your cool-down routine at the end of your exercising.

Be Careful

To avoid harm to your heart, it is important to monitor your heart rate during exercise. When you are out of shape your heart rate will be higher at first and will decrease as you become physically fit. As you do become fit, your heart rate will slow down and you will be required to exercise harder and longer to raise your heart rate to a good cardiovas-

ent that is free of sexually harassing or abusive conduct.

Recently, the City of Los Angeles Commission on the Status of Women has gone further by drafting a policy that

specifically outlines the behavior that would be considered sexual harassment.

cular exercise rate (220 beats minus your age x .75).

All Exercise Is Good, It's Your Choice

Other modifications in exercise can be made if you wish to continue running as a form of exercise. Shorter distances are recommended. Running from 20 to 30 minutes 4 times a week with a maximum of 15 miles weekly total is now understood to be enough for reaching good physical fitness. Exercises such as biking, aerobic exercises, basketball, racquetball, and jumping rope are all undergoing the same modifications to protect the body. That is, to spare the wear and tear of jolting and jarring starts and stops, the smoother, easier, low-impact exercises are being recommended.

Invest in a pair of good walking shoes, be sure you know how to take your pulse and start walking—don't stroll! Walk! Start now!

specifically outlines the behavior that would be considered sexual harassment.

The District's definition of sexual harassment is based on Title VII of the Civil Rights Act of 1964 and the Equal Employment Opportunity Commission guidelines of 1980. In summary, the definition of sexual harassment is unwanted or unwelcome sexual advances on the job that interfere with work performance, or are used as a basis for employment decisions, or create a hostile or intimidating working environment.

The Commission on the Status of Women has recently proposed a new controversial definition which specifically outlines the conditions of sexual harassment. They have added unwelcomed written, verbal, physical and/or visual contact with sexual overtones. Specifically, they have identified: suggestive or obscene letters, notes, invitations, derogatory comments, slurs, jokes, assault, touching, impeding or blocking movement, leering, gestures, display of sexually suggestive objects or pictures, cartoons, or posters.

The aggressor is
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sexually harassing his/her victim by continuing to seek sexual interest after being informed that type of attention is unwelcome. As a first step in resolving the problem, it is the obligation of the victim to inform the aggressor that his/her behavior is unwanted. This should communicate to the aggressor to stop the harassment. If the behavior persists, then it can be taken to other levels.

Although most

Sexual harassment is not limited to male employees harassing female employees

sexual harassment takes place between a superior and a subordinate, our policy also protects employees from sexual harassment by coworkers. Sexual harassment is not limited to male employees harassing female employees. It could occur with females harassing males, or females harassing females, or males harassing males.

Let me cite a few examples and you can determine if sexual harassment exists.

1. A female employee accepts a male employee's invitation to drinks after work. After

that date, the female tells the male she is not interested in another date. The male employee persists but does not call her at work. Is this sexual harassment?

2. A female employee is obviously interested in a male employee and leans at him while making comments of a sexual nature about him to her friends. Is she guilty of sexual harassment?

3. A male employee blocks a female employee's exit from the elevator. Is this sexual harassment?

Is the behavior unwanted or unwelcome? Is that fact communicated to the aggressor? Does the sexual comment or invitation happen on the job? These are important factors to consider in determining if sexual harassment actually exists. In the first example, sexual harassment does not exist if the behavior does not interfere with an employee's ability to do her job. In the second example, sexual harassment only exists if the male employee is offended by the behavior and asks the female employee to stop. The third example would be sexual harassment under the new proposed policy for the City if again the female communicates that she does not like this behavior and it continues. But every incident has its own unique set of circumstances so each complaint must be investigated on a

case-by-case basis.

If you feel you are a victim of sexual harassment and would like to file a complaint, you may contact management or the Assistant General Manager - Equal Opportunity.

The Commission on the Status of Women does not know if their suggestions will be implemented by the City Council. This proposal is currently under review

by Mayor Bradley. But they are taking very positive steps to define the problem and communicate the type of behavior that could be sexual harassment.

As a public agency, we are concerned with this problem. And we hope our employees will be aware of the law and how it affects them.

To Relieve Yourself of Stress and a 30-Year Mortgage

Division 9 Operator George Pepper believes he has found the best way to beat stress and a 30-year mortgage at the same time.

Pepper decided in 1978 to build his own house on a 2-acre lot he purchased for \$26,000 in Fontana. He says it wasn't as if he had a choice. At that time he was living in a 900 square-foot caretaker's cottage on the lot. "While I was watching TV one night I heard this noise and went to investigate. I pulled back the carpet to discover that the house was splitting right down the middle."

Six months later he got a building permit and began a two-car garage. Ten years later, Pepper now owns a Southern Colonial-style house with a total of 4,000 square feet that surely qualifies



Operator George Pepper, with the District for 9 years, draws more plans for additions to his house.

as a mansion or a monument to stress and its side effects, depending on your point of view. His two-story home consists of a family room (638 square feet), master bedroom (640 square feet), entry foyer (200 square feet), dining room (216 square feet), living room (216 square feet),

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The front view of Operator George Pepper's Southern Colonial home in Fontana. Pepper built the house from scratch at an approximate cost of \$64,000. His house was recently appraised at a value of \$205,000.

library (216 square feet), two children's bedrooms (216 square feet each), kitchen (300 square feet), and a breakfast nook (228 square feet). Explaining the giant-size proportions, Pepper says his parents could never afford a home with four children to support. "We were always on top of each other, no matter where we lived." Through his own handiwork that is no longer the case for him. His master bedroom is so large it comfortably fits four easy chairs, a couch, a massive full-length mirror, and a walk-in closet within its confines.

"I built my family room with a 17-foot ceiling so that each year I can put in a big Christmas tree, it's beautiful," said Pepper.

He says he is still working on the house and that it may never be finished. "I still have to landscape. I haven't

started the master bathroom, yet." Pepper plans the bath to be a semi-tropical garden complete with jacuzzi, crystal chandeliers, mirrors, and lots of plants and greenery. "Working on the house is the best medicine for me after a stressful day at work. Sometimes I'm at it until 3 o'clock in the morning, which is not something my neighbors are too happy about."

What he has finished to date has cost him approximately \$64,000 in land purchase, building supplies, and permits and fees, which is still considerably less than any ready-made house on the Southern California market. For those interested in cutting costs, Pepper has a few tips. First, he orders goods directly from the manufacturer and has it delivered to his door. Second, he buys such large quantities he is

able to enjoy a discount. What he doesn't use he sells at a profit. "On some of the construction I really lucked out. For instance, I met an apprentice mason who poured me 15 truckloads of cement to complete 114-foot driveways on each side of the house. All the material was sold at cost. The guy wanted a demonstration project to show future, potential customers." He got similar good deals on stucco work and lumber. His house was recently appraised at \$205,000.

He continued with his program of thrift when it came to furnish-

more artwork, building materials, and furniture." A few years ago on a layover, Pepper visited the Evangeline Residence in Los Angeles before it finally closed its doors. At its little-known clearance sale he purchased their chandelier for \$250. The solid brass chandelier is worth \$3,500 and was made in Belgium in 1925. The only other one like it hangs in Baron Rothschild's chateau in Paris.

Pepper and his wife travel to auctions and swap meets as far away as Death Valley and San Diego to buy furnishings



The interior decor of the house is done in a French Provincial style. The Pepper dining room covers 216 square feet.

ing the house and it just so happens that his job came in real handy as a pennysaver aid. "I'm a bargain-hunter," says Pepper. "As an operator I was trained to keep my head moving constantly to check things out on all sides. This regulation has proved to be beneficial for me. While I'm driving the bus, I window-shop. I've found

for their house. In addition to collecting accessories for their house, each looks out for treasures to add to their private collections. Pepper collects teacups and his wife, hobnails.

He describes the interior decor of his home as French Provincial. "My wife is the interior decorator. She's fantas-

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The foyer showcases a marble fountain imported from Italy.

tic, she sold our last house in 24 hours because of her skill. We made an agreement—I build, she decorates. We may argue, but she does the color scheme and I build.”

Pepper admits that he has no trade other than bus operating, but he claims building a house only requires common sense.

True to their agreement he chose the exterior style—Southern Colonial. For Pepper the choice meant the fulfillment of a childhood

dream. “I grew up in La Grange, Georgia. My family couldn’t afford housing in the city so my father bought this farm in the country. It had no conveniences at all. In fact, there was only one electric light in the whole house. But, I remember driving down the road with my father and seeing this grand Southern Colonial mansion. I knew I’d have to have it one day. I built my house from my memory of that mansion.”

Pepper admits that he has no trade other than bus operating, but he claims building a house only requires common sense.

“I figure if you can swing a hammer, you can build anything you want. Anyone with any common sense can build his own house. You save a lot of money not buying a house you can’t afford. When you build it yourself, you are more picky. You build it to last.”

Mother Fixes RTD Buses

by John Hyde, News Bureau Representative

Dyana Elorriaga Neal always knew she was different.

She had little idea as a kid in East L.A. that she would one day be wielding a wrench underneath buses for the RTD. But the clues were there to a non-traditional job, one she likes very much.

She had thrived to running track and playing other sports at school, so much so that when she turned 13 she sought and landed a job at City Terrace Park on the Eastside where, as recreational leader, she could stay close to athletic activities. She trained kids to play baseball, managed little league teams, and she didn’t mind earning a few spare bucks, either.

The after-school job allowed Neal to buy extra clothes her parents couldn’t afford. “I loved climbing into a new pair of levis and getting my hands dirty. And I still like grease and the challenge of fixing things,” says the five-foot-seven-inch mechanic.

More important, she could squirrel away savings for her dream, a pickup truck.

“I was always sort of a tomboy,” Neal says. “I got a charge out of doing things boys got to do. I’ll never forget the time the cooling system broke down on a truck I bought when I turned 16.”



Mechanic B Dyana Elorriaga Neal does everything from rebuilding engines to changing tires at Division 1.

She fumed to her cousin Steve, a mechanic. “He told me it was a broken water pump, which would cost about \$80 to replace. That was a lot of money, and when he said I could save 60 bucks if I did it myself, I said, ‘Let’s get started.’”

But Neal, 27, still didn’t plan on becoming a mechanic. In 1978, she took a job driving a bus for the L.A. Unified School District, a job she held for five years. She realized she liked being around buses, but “driving didn’t quite do it for me,” she states.

“I really liked working on cars and trucks and figured I could land a good job if I went to mechanics’ school,” Neal says. She completed the one-year vocational

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program at South Bay College, where she learned how to fix brakes, transmissions, electrical systems, and to overhaul engines. With her knowledge—and confidence—bolstered, she started looking for The Job.

A friend at the unemployment office told her that the RTD had initiated a special effort to train and hire female bus mechanics. She applied for an opening, and based on her experience and schooling, was offered a slot in the class, joining 25 other women.

“What I liked most was rebuilding engines. . .”

“What I liked most was rebuilding engines,” Neal says, because they’re the heart of any vehicle. Nothing works without the engine. And it was great seeing other women get under buses and do the same work guys do.”

While she was attending mechanic school she met her husband, Lou, who was very supportive. “When neighbors see me poking around under the hood of our truck or van, sometimes they razz Lou about letting a woman do a ‘man’s job.’ But he just smiles and says, ‘Don’t knock Dyana. She’s my ace mechanic.’”

After graduating from the nine-month

program in July, 1985, Neal was assigned to RTD’s Division 1. She does the engine overhauls she likes and other important maintenance jobs such as brake

“It’s so fulfilling, doing what you’d wanted. . .”

relinings. She also likes her income, about \$35,000. “The pay’s pretty good, much better than a lot of women make doing traditional stuff.”

She and Lou, a plumber, live in a comfortable home on Platt Street in Lynwood with their young daughter Chanel.

“It’s so fulfilling, doing what you’d wanted to do so much as a kid and making it your career,” Neal says.

In her spare time, Neal enjoys getting outdoors, camping, and skiing. “Sometimes we take Chanel. Just a few months ago, Lou and I hiked halfway up Mt. Whitney, but Chanel—she’s not used to mountain climbing—didn’t like it. So we stopped, relaxed around a swimming hole we found, then went back to our camp at the base of the mountain.”

Neal also finds time for a few traditional pursuits. “Sure, I like getting grease on my hands and checking out Mother Nature now and then. But I also like to cook dinner. That is, when I don’t put on a slinky dress and Lou and I go out for seafood and some wild salsa or rock dancing.”

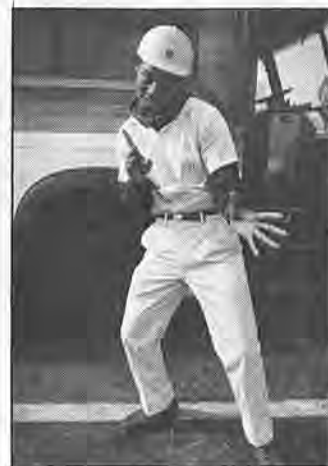
Jazzy Dee’s Rappin’ His Way to Stardom

Shawndel Beverly, 19, came to the attention of the RTD Equipment Maintenance Department when he joined 60 other youngsters as a member of the Youth Employment/Bus Cleanliness Program in September, 1986. Since then the teen-ager’s rapping talent has landed him a contract with Columbia Records. And if Shawndel has anything to say about it, his name will be known throughout the country as Jazzy Dee, the rappin’ king.

For those who don’t know, rap is a song style in which the lyrics are spoken rather than sung in a rhyming cadence to music.

Shawndel discovered the music form of rapping in 1982 at a club known as the Radiotron which was the location for the films, *Breaking I and II*. He frequented the club because he likes dancing and is considered by many to be an excellent one. At the club he first observed rappers. He liked the style immediately because it reminded him of poetry. “I heard how every other word rhymed and fit with the music. That’s what made me fall in love with rap,” he said.

It was at this same club that he fashioned his stage name—Jazzy Dee. “The owner of the club saw me dance and heard me rap. He started calling me ‘a jazzy little



Shawndel Beverly, a graffiti buster with the Youth Employment/Bus Cleanliness Program, has a rap that may take him to the top of the rapper record biz as Jazzy Dee.

guy. The ‘Dee’ I got from the ‘d’ in Shawndel.” By 1985 he was recording his first record on the Techno-Hop label. In 1986 he made a second record entitled “That’s What I Did.”

In between recordings, Shawndel keeps busy with concerts and community work. He has opened for such rap groups as U.T.O., Ice Tee, Public Enemy, and Mixmaster Spade at various concerts in Denver, the San Diego Kool Jazz Festival, and in Los Angeles.

When not following the concert circuit, Shawndel is active with an organization called, Get High on Yourself.

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Under the auspices of the program, Shawndel has gone to different high schools and junior highs talking to kids about the dangers of drugs and gang activity. "I usually talk to them, then I do a little show for them. I grew up in a bad neighborhood, so I know what these kids face. I pulled four kids out of using drugs."

The method Shawndel has found to be most effective with teenagers is Rap. "A lot of people say it is just a fad. But I take it very seriously. That's what they used to say about Rock & Roll, it's just a fad, but it's still here."

He has plans to make

Shawndel would like to open a recreation center for youth

a record aimed at youth gangs in Los Angeles. "It is not right that we are killing each other over turf that doesn't even belong to us or wasting our lives with drugs. I want to show them the way to go and it isn't death or jail." Eventually, should fortune smile on him more broadly than she already has, Shawndel would like to open a recreation center for youth. There he could develop his own forum to show them alternatives to the temptations of drugs and gang activity.

Someday, he would like to be in a rapping movie. But, before his star rises to that height,

Riders Save on Circus Tickets



Circus Vargas and RTD work together to make a trip to the circus easy on the pocketbook. Promoting the take-one discount coupons at the Pico Rivera Sports Arena grounds were Circus Vargas clowns joined by Division 1 Bus Operator Danny Keosababian, Local Government and Community Affairs Representative Nell Soto, and Marketing Representative Ed Langer. A simultaneous bilingual promotion was executed to cater to the Hispanic population who now make up more than 50 percent of the RTD ridership.

The RTD Marketing Department in a cooperative venture with the Circus Vargas is now offering bus riders \$2 off on tickets to the big top. The circus first opened on the grounds of the Pico Rivera Sports Arena in

Shawndel is practical about staying employed and hopes for a career at the District. He is now on the eligibility list for service attendant. "Working for the RTD has taught me how to be responsible on the job. I want to thank Elvira Valdez, Jane Bouffard, Sam Singer, Anne Bates, and Michael Burke. They are the people who showed me the way here."

January and has since appeared in at least a dozen other locations in Greater Los Angeles and nearby counties through April 7.

RTD riders can find take-one discount coupons on buses and in District customer service centers. The coupons are good for \$2 off each of up to four "front-preferred" tickets.

With one coupon, for example, a family of two adults and two children would pay \$34, a savings of \$8 from the regular price of \$42. Regular adult prices for front-preferred seats are \$12.50 each, for children \$8.50 each. Larger groups can enjoy the discount by presenting more than one coupon.

The Shock of the Century: The Big One

Editor's Note: Shortly before the October 1, 1987 earthquake, radio station KFWB started an earthquake preparedness series entitled, "The Shock of the Century: What To Do When the Big One Comes." Following the earthquake, interest obviously increased as well as the immediate relevance of the information. The *Headway* is pleased to continue running the radio series in print for our readers. The first part appeared in the January, 1988,

The implications are more social and economic than they are physical and geological

issue. The second two segments appear below courtesy of KFWB News Radio.

It's been one of the most widely discussed effects of the October 1, 1987, 6.1 earthquake in relation to the big one on the San Andreas Fault. "When this one happened, obviously it's relieving some of the pressure."

A man who knows more about the San Andreas Fault than any other human ever is Dr. Kerry Seigh of Cal Tech.

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Fencer Hopes to Thrust and Parry Way To Gold in 1992

Al Carter was barely a year old when his father came to work as an operator for the District. Now 17, and a senior at the Harvard School in Studio City, Al awaits his acceptance to Duke University in Durham, N.C., while training toward his goal of making the 1992 Olympic fencing team.

That's the result of some pretty fancy footwork for Carter who only started fencing in 1984. He says his introduction to the sport was simply watching swashbuckler movies. "That was the extent of it. I never thought it would get to this point," said Carter. As a sophomore with barely a year's worth of experience, he placed sixth in the under-17 foil event at the junior Olympics in St. Paul, Minnesota. He was on the gold medal team at the Olympics Sports Festival last summer in North Carolina, and he took second in the five-nation, under-17 Continental Cadet championships held at the Olympic training center in Colorado Springs, Colo. He has also competed in tournaments in Mexico and Peru and won acclaim in the local media of those countries.

This fall, Carter earned an "A" classification at a regional meet held at Los Angeles City

College. His ranking is one of the highest given by the U.S. Fencing Association. Recently, he returned from a tournament in Chicago where he earned senior points. "Essentially, this means I



Al Carter, son of Operator Eddie Carter and a gifted fencer, hopes to make the 1992 U. S. Olympic team.

get better seeding coming into tournaments. If I can maintain this level, I'll qualify for the Junior World Championships in Indiana this year." At this point in his career, Carter is in the top three of competitive fencers in his classification. In order to make the Olympic team, Carter must be in the top 5 senior positions decided in the four senior circuit open events. Final determinations for the team are made in the national competition in June.

The 5-foot-7, 130-

pound student trains three to four hours three times a week with his fencing club, Salle Gascon, in Venice. He is coached by Ted Katzoff and Ed Richards. Katzoff also teaches Carter's fencing class at Harvard. His instructors are both masters in the three weapons used in fencing: foil, epee, and saber.

In addition to his strenuous training, Carter is carrying five solid classes at Harvard School. He believes the discipline he has learned from fencing helps him maintain his B average. "I try to get my homework done in my free time at school so I can fence and relax about it. Fencing has made me more aware of my time."

Carter hopes to continue balancing his studies along with his fencing at Duke University in the fall where he plans to major in psychology. In the meantime, he cautiously mentions his hopes to participate in the Junior Pan-Am games in Rio de Janeiro in October, 1988. When asked about the Summer Olympics in Seoul, he says it would be too soon. "I've been surprised, but I think 1992 is a more realistic goal to make the Olympics," he says self-consciously, hoping not to sound immodest. In fact, Carter's license plate on

his 1967 blue Mustang reinforces the message. It reads: "92 Goad."

Carter finds fencing the most mentally and physically challenging sport he has ever participated in. "In every other sport I had some natural talent. But, with fencing I've had to bring myself up to where I am. I see my progress. The more progress I make, the greater the incentive to go on." In the one-on-one combat sport, the object is to outwit your opponent in a total of five touches. One may score defensively or offensively.

Carter admits that when he watched the gold medalist Carl Lewis win the 1984 Olympics he felt proud of him but he could not relate to Lewis' accomplishment then. "I can now. There have been many tournaments since then and I have been in two international tournaments. They played the national anthem, had the raised platforms...That is where I'd like to be," he says with quiet determination.

Look carefully at your television set during the 1992 Summer Games in Barcelona. That gifted, graceful fencer underneath the mask may be none other than Eddie Carter's son scoring enough points to take home the gold.

...continued from page 29

Thursday midday, we asked him what the Whittier Narrows quake meant in relation to the 8.3 he says will happen, probably in his lifetime, on the Mojave section of the San Andreas Fault.

"The implications are more social and economic than they are physical and geological. We don't understand that there's any connection between what happened today and when the great earthquake will happen. It could have been this morning, or it could be another 50 years."

The clear fact is,

The last great quake was 1857... so in that sense we are now due for the big one

there is no physical connection between the Whittier Fault that moved October 1, and the San Andreas Fault. Dr. Siegh studies the San Andreas Fault by literally digging trenches through it and reading the geologic records, kind of like tree rings. He reports that there have been about 10,000 great earthquakes there over 15 million years or so. As for the last two millennia: "Twelve earthquakes since 260 A.D., and the average period between them is about 130 years. The last five of them seem to be as big as the 1857 earthquake in terms of dislocation that occurred. We have pretty

good data now, this is fairly new stuff, that the intervals can be as short as 40 years and they can be as long as 330 or so. So there's a tremendous variation about that average."

The last great quake was 1857. One hundred-thirty years later is 1987, so in that sense we are now due for the big one. The quake and aftershocks of 1987 have not moved the San Andreas one bit; have not, therefore, relieved the stress one bit.

When the 6.1 shock hit October 1, 1987, some things went exactly as planned. Some didn't, and for some, there had clearly been no planning.

"My main job was to get the computer down and closed."

"Any panic inside the building concerned?"

"Oh, yeah. We all held hands and went down the stairway together. It was pitch black..."

"We also have, in the last moment or two, received a report that there is a freeway overpass down on the 605 Freeway at the Santa Ana Freeway..."

"The building that's burning, which is a dental office as well as a cleaner's and a Radio Shack, the cleaner's, because of using some chemicals, it might be a good idea to avoid this area..."

"As soon as the earthquake happened, the kids were wonderful. They all went out to where they were supposed to, to the P.E. area,

BIRTHS

Secretary **Olivia Jimenez-Acuna** with her son, **Randy James**; born August 12, 1987 in West Covina. Randy was 8 lbs., 2 oz. at birth.

Brandon (left) and **Damrl Mick** (right) are the twin grandsons of RTD Payroll Accountant **Stephen P. Crawford**. They were born August 30, 1986.



and started lining up in their homeroom numbers. There was a little bit of screaming and upset, but most of them did real good..."

"The elevator's stopped dead in their tracks. Everyone's using the stairwell."

"And the stairwells themselves have also sustained some damage."

"There's some cracks, oh, all along the walls of the stairwell. It's a frightening tableau, an ugly scene..."

"There was a fire here at Cal State LA in the Physical Sciences Building, but the worst news of the day is that a piece of this building has fallen off and apparently killed a woman..."

"The Seismology Lab itself has also been evacuated, by the way, a gas leak apparently triggered by the earthquake. The fire department is here, so everybody has moved outside..."

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Division 1 Bids Hearty Farewell to Three

Transportation Division 1 Manager Chris Coleman and operators hosted a farewell luncheon for a few of their favorite friends on January 20.

The guest of honor was Division 12 Transportation Manager Larry Johnson who retired on January 22. With his characteristic gruffness, Johnson said he had made up his mind to retire and that's that! "It's been a good job. I enjoyed working all these years, but it's time to go. I'll be back..., but only as a visitor," said Johnson. He said he had nothing special planned for his retirement. "I ain't gonna do nothing except kick back and do some traveling," he said.

Two guests were also singled out for a special tribute by the division:



Breaking bread and a farewell from Division 1 to those moving on. From left to right: Maintenance Division 1 Manager John Adams, Transportation Division 1 Manager Chris Coleman, Transportation Division 12 Manager Larry Johnson, Senior Instructor Lou Mitchell, and Assistant Manager Jack Farley.

Senior Instructor Lou Mitchell transferred to Division 18 and Assistant Manager Jack Farley moved on to Division 10. The division wanted to

say good-bye in a special way to these two men who have spent years at Division 1.

Manager Chris Coleman and operators cooked their favorite homemade dishes for the luncheon; which included fried chicken, baked fish and rice, spaghetti, enchiladas, yams, collard greens, sweet potato pie, various salads, mixed vegetables, and desserts. The culinary contributors were Adele Craig, Mary Anderson, Daryl Andrews, Louise Hall, Anna Foster, Gary Konic, Liz Preston, Billy Joe Thomas, Lee Quick, Roy Glidewell, Peggy Brown, Gloria Ramsey, Sandra McGhee, Virginia Adams, Rissa Harris, and Caroline Carter Howard.

snap of the Newport-Inglewood fault, where the cumulative damage is spotted around the LA area. But, still, what everyone talks about most is the "Big One," the expected 8.3 earthquake on the Mojave Section of the San Andreas Fault. Next time, the current best thinking on the "Big One": When, Where, and What.

—Jack Popejoy
for the "Shock of the Century."

The Big One

...continued from page 31

"Very powerful. I thought this was the big one you guys talked about last week."

"We thought it was too, when it first came rumbling through the station..."

There are 42 identified earthquake faults below Greater Los Angeles. Perhaps the locally most damaging shaking will be from a 6.5

How To Meet a Headway Deadline

The deadline for any issue of the *Headway* is the first day of the month. In real time what this means is that if you want to run an ad, an announcement, or an article in the April issue you have to have your copy in by March 1. If you want your copy to run in the May issue, turn it in by April 1, etc., etc. Should the first day of the month fall on a weekend then the deadline will be the work day closest in time to the first.

The copy must be turned in to the editor's office no later than 3:00 p.m. on deadline day. The office is located in the Personnel Department on the second floor of the Headquarters Building. Besides sending in a typed version of your article, there are other methods of submitting copy. These are listed below.

1. Modem transmission (300 or 1200 bauds) directly to Mary Reyna at 213/972-6319. Please make voice contact first.

2. Mail or hand deliver a disk (with a hard copy for reference) directly to Mary E. Reyna

Editor, Headway
RTD

Personnel Department
Second Floor

425 S. Main St.
Los Angeles, CA
90013

213/972-6319

The Classifieds

Classified ads sent by non-employees are accepted at a cost of \$3.75 per line per month. Display ads are \$20 per inch per month. Please send payment with your camera-ready ad and make checks payable to the RTD. Send ads the first week of the month for printing in the following month's issue to *Headway*, RTD, 425 S. Main St., Los Angeles, CA 90013. RTD employees' and retirees' ads will continue to run free.

Marathon Runners Call In

If you ran in the 1988 Los Angeles Marathon, please call the *Headway* and let us know. We would love to hear from you and brag about you in our next issue. Call extension 6319 to reserve your rightful space in the *Headway*.

Let's Get Together

Horse lovers and horse owners! Are you interested in starting an RTD Horse Club? Call Richard at extension 6731.

For Sale

Oregon—Realize an unfinished dream. 10 acres in Gold Beach, 1 mile from ocean. Call 213/425-5021.

RTD MOVIES GOES TO THE MOVIES

Our Rating System

- ***** - A classic
- **** - Excellent; worth standing in line for
- *** - Average; okay, but no great shakes
- ** - Fair; a good effort, but flawed
- * - Poor; not worth the time

BOMB - The Attack of the Lepus; 50-foot bunny rabbits terrorize a small town

Good Morning, Vietnam - ****

I would not really describe this as a comedy; a more appropriate term would be a "drama with humor." At times this film is side-splitting funny, drawing on the incredible talent of Robin Williams to say the most outrageous things with a straight face and make them work. At other times, the senseless wasting of human life in a war we never really understood overwhelms you. Unlike many of the other Vietnam films that are currently making the rounds, this movie does not deal directly with the fighting. We don't get to know characters, only to see them gunned down or napalmed in the jungles. We do, however, see the boys going off to fight, wave after wave, fresh

faced, young, and you know that many of them are not going to come back.

Good Morning, Vietnam is the story of Adrian Cronauer, a dj for the military radio in Saigon. In 1965, he's looking forward to a cushy assignment (Saigon? Cushy?), not really worried about President Johnson stepping up the involvement from 75,000 men to 450,000. All he wants is a few drinks, a few laughs, and a good-looking girl. And to be allowed to say what he wants to say over the airwaves without being censored by the military. That's one of the key points here, the censorship of news. Two Department of Defense men (the best sight gag in the film) go over every news item before Cronauer can get it on the air. Cronauer's immediate superior wants to censor Cronauer's taste in humor and music.

This story doesn't make sweeping statements about the Vietnam War, but is more a chronicle of how one man's perceptions change, and how the line between friend and enemy can narrow. Robin Williams is amazing as Adrian Cronauer,

bringing his trademark energy and rapid-fire humor to the part. Williams is the focus for the film, not just because it's written that way, but because his performance commands our attention. Don't go to this film expecting a belly-laugh comedy, but do go to see it.

Saving Grace -

***-1/2

What would happen if the Pope got locked out of the Vatican with no money and no identification? Would you recognize him? That is the premise of this charming little film. Tom Conti plays the pope, frustrated by the demands of the office, which he feels are keeping him from his real work: helping people. He doesn't like the secret service men and the new security systems they've installed; his cross sets off the metal detectors. Then, one day, while the secret service men's attention is distracted, he goes to retrieve some gardening instructions that have been blown over the Vatican wall, and finds that the gate has slammed shut behind him. What's more, he discovers that he doesn't want to go back, sensing that God might have a more important assignment for him than blessing soccer balls.

I do not remember this film being released in the theatres, and there certainly wasn't any promotion when it arrived on video tape and

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...continued from page 33
 cable, and it was only by sheerest accident that I happened to tune in to it at all. It's a comedy, yes, but a gentle comedy about life and love and personal faith. It's not a film I would recommend to everyone (which is probably why it didn't have a large release), but I recommend it highly to those who are looking for something different to rent one evening.

Who's That Girl? - **

Madonna's latest vehicle, which came and went while I was on vacation, is now out on videotape, which is probably the best place for it. Innocuous is how I'd describe it, working at the intellect level of a "Love Boat" or movie of the week. Suffice it to say, Madonna is a girl who was framed for a crime she didn't commit, and now that she's out, plans to find out just who set her up. Along the way she picks up an uptight yuppie and a rare cougar-like cat. If you've got a pre-teen daughter who loves Madonna, rent it and make her happy, but I strongly advise you leave the room.

That's it for this month. Next time, we're onward and upward (some say downward) toward the Oscars.

Be seeing you —

Carolyn Kinkead

Calling All Student Artists! Here's A Creative Way To Make Dollars and Sense

Could your creative teenagers use \$500? If so, and they have a flare for drawing, writing or "rappin'," they very well could become the next grand prize winners of RTD's 1988 Operation Teamwork Poster, Essay and Poetry Contest.

Coordinated by the Local Government & Community Affairs (LGCA) Department, the annual competition is open to junior and senior high school students in the Southern California region. There are three categories in which students can compete (including a newly added poetry/rap category). Contestants may enter more than one category.

All entries must address the theme: "We Like Clean." The entries must illustrate ways in which all sectors of the community can work as a

team to eliminate the problem of unsightly graffiti and vandalism on RTD buses and other transit facilities.

Though the contest season is well underway, students still have enough time to complete

their entries and submit them to the LGCA's Special Projects Office, located in the Giannini Building, Basement Suite, 649 S. Olive St., Los Angeles.

The entry deadline is Friday, March 25, 1988.

Contest rules and regulations are available at all District divisions and administrative offices. Or you can call Genetha Eddins, the contest coordinator at (213) 972-3452.

Winners will be notified by mail and invited to receive their prizes at the RTD Youth In Transit awards reception, scheduled for Sunday, May 1 at the University Hilton near USC.

Family Savings & Loan Association (in the Crenshaw District and Pasadena) will award the top winners in each category savings accounts totaling \$4,000: \$500 for first place junior and senior poster and essay; \$250 for second place; \$125 for third place; and \$250 for the top junior high poem/rap and senior high poem/rap.

So if you've got a budding Picasso, or a Hemingway, or even a RUN D.M.C. at home, here's one way they can convert their creative energies into dollars and sense.



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We Salute Our Foremothers

Generals, scientists, politicians, artists, literary giants, business moguls, religious leaders—it is impossible not to hear about our forefathers' exploits.

Their accomplishments are paraded before us whenever we celebrate national holidays. We see their faces every day on our hard-earned money. Museums are filled with artifacts of their contributions to society.

But what about our foremothers? Not ALL of our country's leaders are men. For the eleventh year, the month of March has been proclaimed National Women's History Month to help balance the scales.

Women have struggled against incredible obstacles to succeed. Join us in this salute to some of our most outstanding foremothers—and some who are making history today!

Marian Anderson—b. 1902—Arturo Toscanini declared that hers was a voice "heard only once in a hundred years." She was the first Black person to sing at New York's Metropolitan Opera.

Virginia Apgar—1909-1974—In 1952, this anesthetist developed the Apgar Test for newborns. This scaled test gives physicians a quick way to determine an infant's condition.

Marian Wright Edelman—b. 1939—A

lawyer, civil rights leader, mother, and unwavering voice for the young and poor, Edelman

Women have struggled against incredible obstacles to succeed.

displays boundless energy in her efforts to improve the quality of life for all. She founded the Children's Defense Fund in 1968.

Helen Keller—1880-1968—Keller's life continues to be an inspiration to those who overcome handicaps to live a rich, full life. She lost her sight and hearing before the age of two, but became an author, lecturer, fundraiser, and lobbyist on behalf of peace, women, and the blind.

Wilma Mankiller—b. 1945—Chief of the Cherokee Nation of Oklahoma since 1985, Mankiller holds a degree in social work and is experienced in community development. She is the first woman chief of a major Indian tribe.

Margaret Mead—1901-1978—Anthropology came alive through Mead's eyes. She wrote more than 30 books and lectured widely in an effort to create a better understanding of the

human condition.

Patsy Mink—b. 1927—When Hawaii became a state, Mink became the first Asian-American woman elected to Congress. She wrote legislation that led to creation of the Women's Educational Equity Act.

Jan Hall—b. 1942—Elected as the RTD's first woman President of the Board. She has been a Long Beach city councilwoman since 1978 and was appointed to the RTD Board in 1981. Hall succeeded in steering the District through one of its stormiest periods when she managed to head off the State Assembly's move to reorganize the District in 1987.

Carmen Estrada—b. 1948—Elected as the RTD's first Hispanic woman Vice-President of the Board. Estrada was on the forefront of landmark employment discrimination litigation as an attorney with the Mexican-American Legal Defense and Educational Fund. She is currently on the staff of the

For the eleventh year, the month of March has been proclaimed National Women's History Month...

Not ALL of our country's leaders are men.

Western Center for Law and Poverty where she continues to make her presence felt in the area of public interest law.

Suzanne Gifford—Appointed the RTD's first woman General Counsel in 1988. Gifford now heads the legal department and advises staff and Board members on legal issues.

Gayel A. Pitchford—b. 1947—The first female department head at the RTD, has been recognized for her commitment to affirmative action and women's equality by developing promotional opportunities for women, bringing women into non-traditional jobs, and by enhancing women's vision of their own worth and possibilities through her position as Director of Personnel.

Leilia Bailey—b. 1939—She blazed the way for many women in the male-dominated transit industry. Bailey rose from the ranks of the RTD bus operators to become the first female Director of Transportation.

RECREATIONAL NEWS



March

- 15 Lazers vs. Kansas City—Senate—\$6
- 16 Kings vs. Vancouver—Senate—\$18.50
- 18 Lazers vs. Baltimore—Senate—\$6
- 19 Kings vs. Detroit—Senate—\$18.50
- 22 Lakers vs. Houston—Senate—\$30 Colonnade—\$10
- 23 Kings vs. New York Islanders—Senate—\$18.50

- 24 Lazers vs. Chicago—Senate—\$6
- 26 Kings vs. Chicago—Senate—\$18.50
- 27 Lazers vs. San Diego—Senate—\$6
- 30 Kings vs. Calgary—Senate—\$18.50

April

- 1 Lazers vs. Minnesota—Senate—\$6
- 2 Lazers vs. Tacoma—Senate—\$6

- 3 Lakers vs. Sacramento—Senate—\$30 Colonnade—\$10
- 5 Lakers vs. Seattle—Senate—\$30 Colonnade—\$10
- 6 Lazers vs. St. Louis—Senate—\$6
- 8 Lakers vs. Clippers—Senate—\$30
- 12 Lakers vs. Portland—Senate—\$30 Colonnade—\$10
- 13 Lazers vs. Kansas City—Senate—\$6

- 15 Lakers vs. Phoenix—Senate—\$30 Colonnade—\$10
- 16 Lazers vs. Wichita—Senate—\$6

HEADWAY

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

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