

HEADWAY

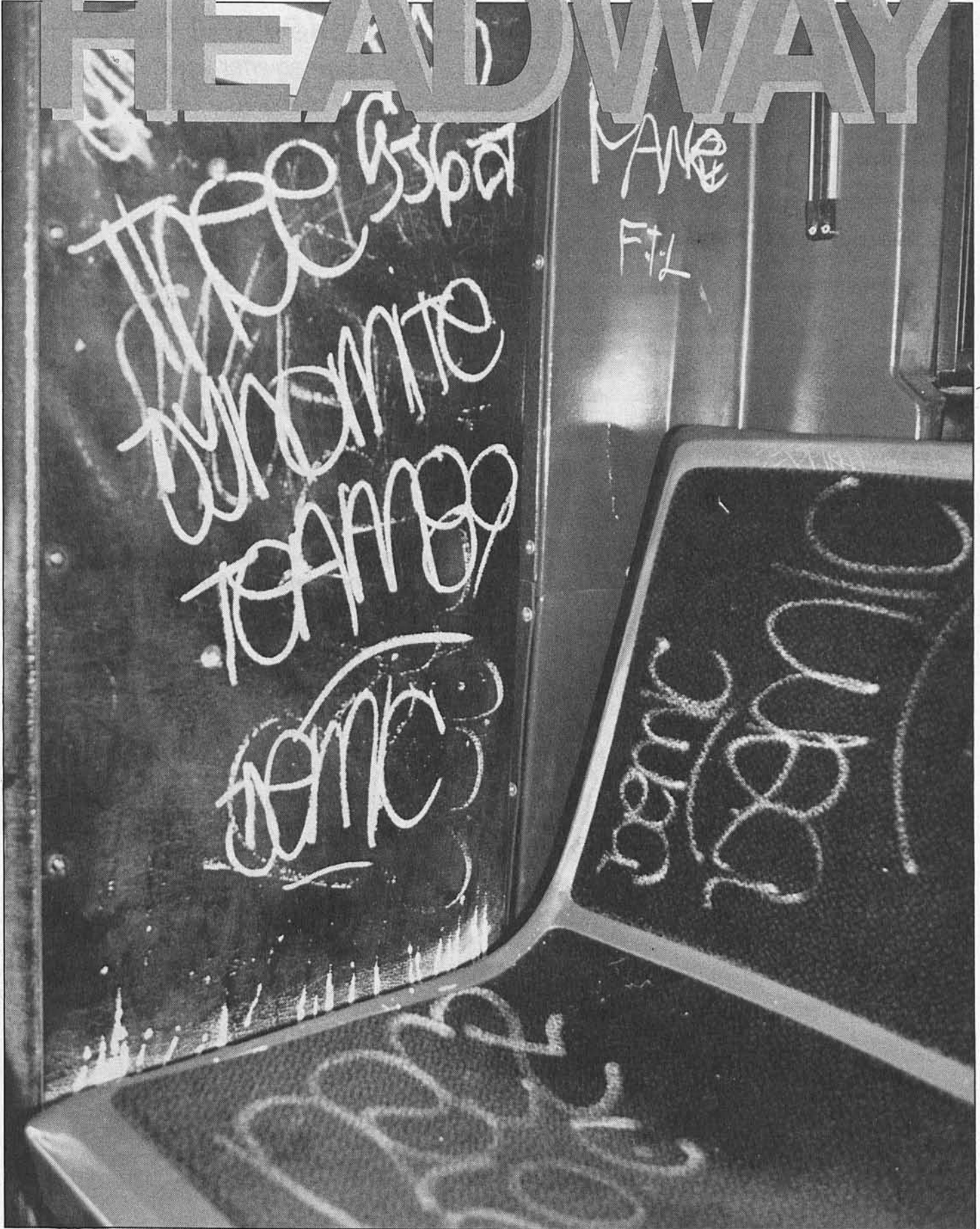


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Service Improves While Reducing Costs

RTD has made dramatic bus service improvements in the last year, while, at the same time reducing costs, said General Manager Alan Pegg.

Special programs and completion of schedule revisions and the fine-tuning of the entire bus system are the principal reasons for the improvements, Pegg said. These changes also reduced the annual rate of service hours from 7.4 million to 6.9 million, thereby reducing operating costs by \$4.2 million.

...firm enforcement of the Drug and Alcohol Policy produced a declining number of positive tests.

Some of these special programs include firm enforcement of the Drug and Alcohol Policy to produce a declining number of positive tests. For the District as a whole, the percent of employees testing positive was 4.23 in September of 1987; 2.74 in September of 1988; and 1.8 in January 1989. By comparison, when the current program first began in September of 1985, the percent positive was 20.5 of all District employees.

Absenteeism control efforts are producing major cost savings. The number of days an employee is absent (excluding vacation days) has declined from 31.36 days in 1986 to 28.33 in 1987, and 24.21 days in 1988. This is a 23 percent reduction in two years. Within the Transportation Department it is estimated that each day reduction in absence equals approximately \$900,000 in cost savings for 12 months. This absenteeism reduction over two years of slightly more than seven days per employee equals a savings per year of about \$6,500,000.

Close control of operator staffing levels is resulting in a optimal ratio of the number of bus operators to the number of bus assignments. The number of Volunteer Call Back (VCB) and Ordered Call Back (OCB) incidents has dramatically declined between 1987 and 1988: in 1987 the totals for VCB/OCB were 21,200/2190 compared to only 10,760/319 respectively for 1988, a cumulative reduction of 53 percent.

"There is one sure way to monitor how the system is working: We have seen a significant reduction in customer complaints, down 32 percent over last year," he noted. "This can only mean our patrons recognize we are doing a better job.

"The District has taken steps to ensure more buses are getting out on time every day," he added. "It

remains our goal to provide quality service to the 1.4 million boarding passengers who use our service daily."

Special programs and completion of schedule revisions and the fine-tuning of the entire bus system are the principal reasons for the improvements.

Pegg pointed out that the District also has seen a significant reduction in the number of bus runs canceled each day because of mechanical or other problems, down from 1.65 percent in January of last year to .04 percent January of 1989.

The District also has seen a 2 percent reduction in the number of buses leaving late from a division. This reflects an improved maintenance program as well as RTD's ability to field newer buses.

Pegg also reported that new limited stop services on Vermont and Western Avenues has helped reduce operating costs while providing faster service for many riders.

Swanson Gets Positive Reception from DOT's Skinner

RTD President Gordana Swanson, joining a bipartisan group of public officials from Los Angeles on February 7, invited new Transportation Secretary Samuel K. Skinner for lunch and a discussion of the Metro Rail Project in Washington, D.C.

House Public Works and Transportation Chairman Glenn Anderson (D-San Pedro) organized the group that included Mrs. Swanson, City Council President John Ferraro, LACTC Commissioner Barna Szabo, Rep. Carlos J. Moorhead (R.-Glendale), and Rep. David Dreier (R.-La Verne).

At the luncheon, Skinner gave some indication that President Bush may be less of an obstacle to federal funding for Metro Rail than President Reagan was. The Reagan administration opposed funding for all new rail starts including Metro Rail. Even when

Bush may be less of an obstacle...

Congress appropriated money, Reagan's Urban Mass Transportation Administration balked at releasing the funds.

continued on page 4...

Five Metro Rail Tunnels To Be Completed This Year

Tunnel workers have continued digging beneath the streets of downtown Los Angeles and future Metro Rail stations have begun to take shape as RTD's subway construction progresses under budget.

As of December 31, 1988, 32 of 63 available contracts on the first 4.4-mile segment of Metro Rail had been awarded at a total value of \$491.6 million, still financially healthy at \$66 million under budget.

Six contracts have been completed. Four of them involved the clearing of land for construction; one was the rearrangement of utilities at the Seventh and Flower Street station site, and one was the completion of the Maintenance of Way building.

Of the nearly nine miles of twin tunnels to be dug for Phase 1, more than two miles have been excavated to date. Almost 15,300 tons of steel have been erected in future Metro Rail station sites, and more than 67,100 cubic yards of concrete have been poured.

"We are beginning to see some of the fruits of our labors," said Assistant General Manager for Transit Systems Development Bill Rhine. "Before the year is over, we will see manufacturing begin on our rail cars, and many of our tunnels will have been excavated."

The project was about 24 percent complete at the end of the calendar year,

Rhine said, with 43 percent of the anticipated \$1.25 billion in project costs expended.

Rhine said that when the Metro Rail project was first budgeted, a contingency fund was included as a line item to allow for any unforeseen costs. The \$66 million "under budget" figure reflects the current contingency fund which has been adjusted to show executed and pending changes and claims.

*We are
beginning
to see some
of the fruits
of our
labors.*

There are 164 pending contract claims and 249 pending contract changes, and there have been 134 executed change orders for a combined estimated value of \$43.6 million as of December 31, 1988. Settlements often are considerably less than the original amount claimed by the contractor, but the full amount of the claim is accounted for when figuring budget status.

Also, some of the pending claims and changes may be withdrawn before becoming actual change orders.

"We monitor the number of claims and changes to track the trend of such activities," Rhine said. "For a project of this size, we are on track."

A number of tunnels and stations will be excavated by the end of 1989, and manufacture of Metro Rail's cars is scheduled to begin in May, Rhine said. Field testing of fare collection machines also will take place this year.

Other Phase 1 construction milestones for 1989 include:

- Five tunnel excavations to be completed.
- Three station excavations to be completed.
- First delivery of "contact" rail, or the "third" rail that provides electric current to subway cars, is expected.
- Manufacture to begin of rail cars and fare collection equipment.
- Contracts for Stage II work (tiling, artwork, station esthetics, final touches) at three stations to be awarded.

Work on finalizing environmental studies for Phase 2 of Metro Rail is nearing completion, and a funding contract with the federal government is anticipated by mid-year. A benefit assessment task force is holding public meetings in areas through which Phase 2 will travel. The task force will recommend assessment district boundaries to RTD's Board of Directors later this year.

Marathon Upsets 73 Lines

The District rerouted 73 bus lines at various times between 5 a.m. and 4 p.m. throughout the day of the Fourth Annual Los Angeles Marathon, March 5, to accommodate the thousands of runners participating in the 26-mile race.

Affected lines concentrated in the downtown Los Angeles, Hollywood/mid-Wilshire, and Exposition Park and Los Angeles Memorial Coliseum areas.

...Swanson

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The 1987 highway authorization bill, which Congress approved over Reagan's veto, earmarked \$667 million for Metro Rail's second phase. But negotiations over the full-funding contract—the government agreement to release federal funds for the project—have slowed during the transition to a new administration.

Mrs. Swanson was optimistic about Skinner's positive impression of the Metro Rail Project. "He feels the project needs to be completed, that you don't just start it and leave it. He looks at our city and sees it as a model for the rest of the country. So with that kind of support we feel quite encouraged and really very enthusiastic about achieving the expeditious completion of the full-funding contract."

Time Capsule for Light Rail

The Los Angeles County Transportation Commission (LACTC) Long Beach-Los Angeles Rail Transit Project held its dedication ceremony of the newly constructed 120,249 square-foot rail main yard facility on March 3.



RTD President Gordana Swanson brings a set of RTD Olympic Tokens to place in the LB-LA Light Rail time capsule.

The public was invited to participate in preserving its "Place in Time" by bringing a memento (personal or official) that relates to transportation in Los Angeles County (past, present, or future) which was placed in the time capsule that was later deposited in the cornerstone. The large Maintenance Facility served as the reception area for those gathering and included a catered buffet of fruit and cheese, and music by the Jazz Ensemble from Jordan High School in Long Beach.

LACTC Chairwoman Christine Reed commenced the Open House and welcomed all the guests. "This is an opportunity for us to express our gratitude to you as Los Angeles County citizens who voted

for the half-cent sales tax. We just wanted to show you what we've done with your money," she said.

County Supervisor Deane Dana, Mayor Tom Bradley, RTD Board President Gordana Swanson, LACTC Commissioner Jacki Bacharach, and RTD General Manager Alan Pegg were a few of the officials who occupied the dais. Each official brought his or her



LACTC Executive Director Neil Peterson, RTD President Gordana Swanson, LACTC Chairwoman Christine Reed, and RTD General Manager Alan Pegg attended the dedication ceremony of the light rail maintenance facility. They are standing inside the maintenance building.

memento to place in the time capsule. Mayor Bradley brought a photograph of the extinct Angel's Flight railway which cost only 5 cents to ride. President Swanson brought one RTD bus stop sign, a copy of the 1988 Annual Report, and one set of 1984 RTD Olympic tokens.

In addition to the mementos, guests could sign

scrolls that would also be deposited in the time capsule. Visiting hours were held open to the public until 5 p.m. and on Saturday, March 4, from 10 a.m. till 5 p.m. Those who were interested joined the LACTC tour guides for viewing of the operations, maintenance, and paint shop buildings. The LB-LA light rail system is expected to begin operation in mid-1990 at which time the RTD will assume administration of the operating functions.



General Manager Alan Pegg adds his name to the scroll to be place in the time capsule.



The attending public did not feel too crowded in the ample shelter of the maintenance building.



The public flocked to a tour of the new Operations building within the Maintenance complex.

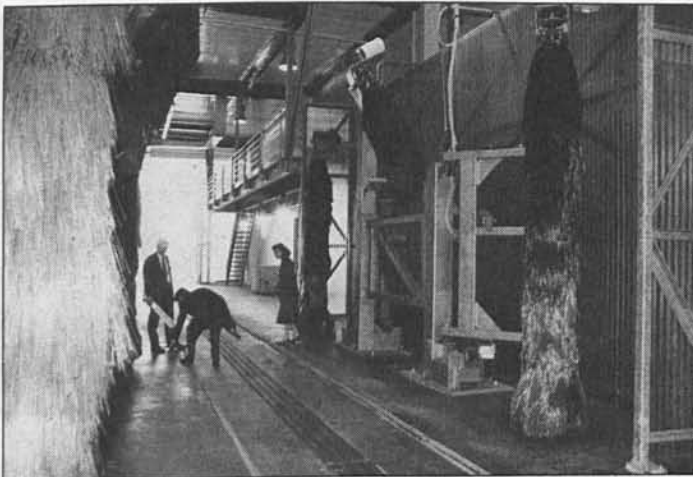
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The light rail main yard is next to the Long Beach Freeway on 208th Street, one block east of Santa Fe Avenue. Here is an aerial view of the criss-crossing lines in the yard.



Rail Maintenance Superintendent Richard Morton and Larry Lenihan scope out the machine shop in the facility.



Visitors get a hands-on view of the rail car wash.

Court Rules Public Transit Must Fit New Buses with Lifts

In a 2-1 decision by the United States 3rd Circuit Court of Appeals in Philadelphia on February 13, The U. S. Department of Transportation was ordered to require transit authorities across the country to equip new buses with wheelchair lifts.

The latest ruling is result of an appeal raised by both the Transportation Department and a nationwide coalition of a number of associations for the handicapped.

The Transportation Department had appealed an earlier decision made by U.S. District Judge Marvin Katz in Philadelphia that canceled a 1986 department regulation calling for mass-transit authorities to spend up to 3 percent of their operating budgets on providing services for the handicapped.

In writing the majority opinion, Judge Carol Mansmann said: "We...conclude

that ordering that newly purchased buses be accessible to the mobility disabled does not exact a fundamental alteration to the nature of mass transportation."

The court said a rule requiring reservations 24 hours in advance for use of alternative transportation hinders the spontaneous use of mass transit by the handicapped. As a result the court ordered transit authorities to make "reasonable accommodations to their programs, i.e., purchase wheelchair-accessible buses."

The court concluded that Congress wanted to provide the disabled with the capability to utilize mass transit to the "maximum extent feasible." The Department of Transportation failed to show that requiring the future purchase of accessible buses oversteps this legislative intent.



Looking like a Mississippi Delta Queen stands the Paint Shop rising above the rails in the yard.

Chen Named to Head MIS

Dr. Edward T. Chen, 46, was recently appointed the director of Management Information Systems (MIS) Department and now oversees development of the District's information systems and data processing operations.

Dr. Chen comes to the District from Hughes Aircraft Company where he served as a senior scientist director deployed on military and air traffic ground and air command systems. Previous to that, Dr. Chen managed computer-based information systems for several financial and insurance companies, including Travelers Corporation in Hartford, Conn.



*Dr. Edward T. Chen,
Director of MIS.*

help by drawing on my experience as a designer of air traffic control programs," he said.

His immediate goal is to see that the MIS Department provides management information support and data processing support to all departments. But for the longer term, Dr. Chen would like to harness computer technology and information processing knowledge together in order to reduce costs and increase the general public's awareness of low-cost public transit. Such advancements could be achieved, according to Dr. Chen, through proper application of technologies in Transit Systems Operation and making the Computerized Customer Information Service (CCIS) available to greater numbers of communities.

Another area for progress he envisions, is the ability to sell bus passes like airline tickets. "If a person has a credit card and proper identification this is possible through an information system. All the customer has to do is lift up the phone."

Since his hire, Dr. Chen

has been favorably impressed with the scope and performance of the District's operations. "The District is so much better at running its operation than the press has led us to believe. I think we need to bring more of the public on-site so we can begin to discard this stereotype, correct the image the media has created of us."

Born in Kweichow, People's Republic of China,

Dr. Chen's family emigrated to Taiwan in the late 1940's. He received his bachelor's of science degree in physics from Tunghai University in 1964. He also studied space science at Columbia University, and graduated with a doctoral degree in physics from Brown University in 1971.

Dr. Chen and his wife, Alice, reside with their two children, Allen, 19, and Jeanne, 14, in Palos Verdes.

Dr. Chen would like to harness computer technology and information processing knowledge together...to reduce costs and increase public awareness of low-cost public transit.

One of the more attractive aspects of working for the District for Dr. Chen is the mobility problem facing the RTD. "RTD has the most challenging job in the Los Angeles area—relieving traffic congestion. With the upcoming Metro Rail and light rail, I think I can be of

APTF Scholarship Call

The American Public Transit Foundation announced a call for nominations for the Annual Transit Hall of Fame Scholarship Award Program.

The objective of the program is to increase and retain the number of young professionals entering the transit field as a career in order to sustain growth and improvement throughout the industry.

The program combines two basic elements. One, each year APTF will award at least one new scholarship consisting of a minimum \$1,000 cash award toward an approved industry-related field of study. And secondly, the nominating organization must provide a paid internship for the awardee either during the summer or through a co-op arrangement.

Details about the program and the necessary

nomination forms may be obtained from Director of Personnel Gayel A. Pitchford at Location 32. Please note that candidates must be nominated by a member

The objective is to increase the number of young professionals entering the transit field

of the American Public Transit Association (APTA) and all nominations must be postmarked and mailed to APTA Headquarters by close of business April 28, 1989.

Como Heads OCPM



Director of OCPM Paul Como.

Paul Como, 44, was appointed the director of the Office of Contracts, Procurement and Materiels in late November of 1988, and directs the management for RTD's contracting, inventory, and warehousing.

Previous to the District, Como served as the Director of Management Services for the Los Angeles Housing Authority. There Como managed the departments of Purchasing, Personnel, MIS, and Planning. Prior to that assignment Como was a purchasing officer for the Housing Authority. He is no stranger to the RTD or OCPM, before taking his position at the Housing Authority, Como worked four years in OCPM as a purchasing contract manager.

He sees his primary role at the District as one that supports all the functions of the RTD. "Many people sometimes look at what OCPM does and consider us a service department. My philosophy and outlook is different. I think we are here to serve, but we are a support function rather than a service department.

We don't just fill orders and requisitions." He sees OCPM taking a proactive role regarding the District's needs, goals, and objectives, being responsive rather than "reactive to."

In essence, Como hopes to do by design that which was done by happenstance. "We expect to be able to project and anticipate what support actions will be necessary and then take those needed steps and proper contractual means to accomplish this in a cost-efficient manner," he said.

Como is upbeat and optimistic about the future. "I realize that the organization went through a rough time in the recent past, but this is another day, another period. We will be judged on what we do from this time forward. I want to spread the enthusiasm and sense of well-being I feel."

Como received a bachelor's degree from UCLA and a master's from Northrup University in Prime Contracting and Procurement Law. He is a member of the California Association of Public Purchasing Officers.

Married and a resident of Altadena, Como lives with his wife, Yolanda, and their youngest daughter. He was just recently made a grandfather. Como is an avid sportsman and enjoys hunting and fishing. As soon as he accrues some vacation time he hopes to do some fishing and game-hunting in Alaska, in the meantime he plans to join the Transit Golf Club.

Annual Employee Benefit Statements Are on the Way

The Personnel Department staff has worked very hard to finalize the 1989 Employee Benefit Statements, says Pension & Benefits Manager Ed Paull. Human Resources Analyst Leila Procopio, who has served as Project Leader, has worked closely with Software Engineer Vahram Tikidjian to produce this annual customized statement of each full-time employee's benefits.

All of the statements should be in the mail by April 10, so employees should be on the lookout for their arrival. This is the seventh year that the District has provided an annual employee benefit statement to employees. "Each year we strive to make the statement a little better and a little more informative. This is only possible through the efforts of Vahram Tikidjian, and

the full cooperation of the MIS department," said Paull.

Ms. Procopio stated that we will have the ability to reprint any employee's statement should it be lost in the mail. If you do not get your statement by May 10, 1989, please call Leila at (213) 972-7178 or extension 7178. Although the reprinted statement will not have any of the graphics of a regular statement, it will still have all the necessary information on your employee benefits package at the District.

Kathi Harper, Senior Human Resources Analyst in the Benefits Section has made a special request that we remind every employee to check your beneficiary designation on the Employee Benefit Statement. We want to ensure that the

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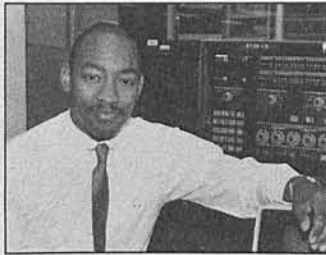


Pension & Benefits Manager Ed Paull, Human Resources Analyst Leila Procopio, and Software Engineer Vahram Tikidjian are seen putting the finishing touches on the 1989 Annual Employee Benefit Statements.

Programmer Makes Wall of Fame

RTD Senior Programmer Analyst Kevin Moore, 32, was saluted as an outstanding alumnus of Alain Leroy Locke High School on February 15 by being added to the school's Wall of Fame.

A 1975 graduate of the high school, Moore manages real-time computer systems at the RTD. He is a graduate of Cal Poly University in San Luis Obispo where he majored in graphic arts with a minor in computer science.



Senior Programmer Analyst Kevin Moore.

they gave me a nice ovation," said Moore about the assembly he attended as an honoree. "I think it was good for them to see and hear that people can come out of Locke High School and succeed if they apply themselves." Locke High School, located in South Central Los Angeles, is a frequent site of gang violence and reports a high dropout rate.

Moore is very enthusiastic when speaking of his recent honor. "It was good for me to give something back to the community. I felt obligated to go back there and let them know there's another way besides drugs and gangs." Moore's is one name among a wall bearing the names of sports heroes, doctors, musicians, business people, and engineers. "I think this wall gives students the living proof, the reasons that will inspire them to continue with their schooling."

Moore continues to work with high school age students in his community through a project his fraternity sponsors. Acting as a mentor to one youth, Moore brought him to the RTD to view the computer operations of the organization. The young man is now enrolled at Cal Poly Pomona as an engineering major.

"I felt obligated to let them know there's another way besides drugs and gangs."

He was nominated by a member of his fraternity, Omega Psi Phi. "The kids were very receptive to me,

...Statements

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person named on the benefits statement as beneficiary is the person the employee wishes to receive his/her life insurance and other death benefits. If there is any problem with your beneficiary designation, please call Kathi at (213) 972-7185 or Ruben Juarez at (213) 972-7178.

RTD and We TIP Team Up To Make Arrests

Anonymous tips from informants and round-the-clock surveillance by the Transit Police Revenue Protection Team recently produced the arrests and ultimate convictions of 3 Division 10 service attendants charged with embezzlement from the RTD.

Two anonymous tipsters phoned the We TIP number and reported their suspicions that the service attendants were tampering with the vaults and stealing money from the containers. Shortly thereafter, the Transit Police were notified and began surveillance at the division. Transit Police Lt. Elston Burnley said that surveillance continues round-the-clock in situations like this. The Transit Police officers go undercover, pick a vantage point, and remain until the suspects have been apprehended. "At night we will use some sophisticated equipment such as nightscopes and others of that sort supplied to us by the Department of Justice," said Lt. Burnley. Other techniques include dusting bills, from which the serial numbers have been recorded, with a substance that can be detected under an ultra-violet light.

In this particular case, Burnley said the break came when one of the suspects was stopped one night in West Covina for speeding. While writing the citation, the West Covina officer noticed a plastic bag filled with \$1 bills and bus tickets

on the seat of his car. The police inquired about it, and the suspect said he had found it. The police relieved the suspect of the bag's contents but did not arrest him. Some time later, the Transit Police were contacted. Continuing the surveillance, the officers narrowed their focus on the suspect and two others. Within a week they were arrested and found with over \$1,500 on their persons. Their crimes were estimated to have netted the convicted embezzlers about \$6,000 a month.

"It's usually a long, involved process. Many involved in this kind of crime know where to hide the money on the bus, such as the headsign, in the air-conditioning system, under the seats. There are about 50 places you can stow it on a bus. They can deposit it

Service Attendants were tampering with the vaults

some hiding place, record the bus number, and later retrieve it at their leisure," said Burnley.

To date, Burnley's unit has shown a 95 percent detection rate and a 100 percent conviction rate. The three most recently caught were convicted of embezzlement of public funds which carries a maximum penalty of four years in the state penitentiary.



DISTRICT LOSING WAR AGAINST GRAFFITI

Webster's Dictionary defines "graffiti" as the plural of the Italian word for an inscription or drawing made on a rock or a wall. Whatever its derivation, graffiti is nothing new. Worldwide it is a phenomenon that is a cross-cultural, timeless expression of the human need to be remembered. In the village of Sunion in Greece, which is about 50 miles outside of Athens, on a promontory overlooking the Aegean rests the remains of a temple to the Greek god of the sea, Poseidon. Chiseled neatly in one of the remaining sun-bleached pillars is the name "Byron," carved nearly 160 years ago by none other than George Gordon, Lord Byron, the most famous of the nine-

teenth century English Romantic poets. Byron's was not the only name on the pillar, nor was that the only pillar scarred with inscriptions, some of which probably dated back 5,000 years ago when the temple was actively used.

But despite its tradition and the personalities that have engaged in it, the District can tell you that the price tag attached to the practice is getting costlier each year. It costs the District nearly \$9 million a year in time and labor to clean the graffiti or the work of the "taggers" as they are now called. Taggers are children and teenagers, they range in age from 10 to 20 years old.

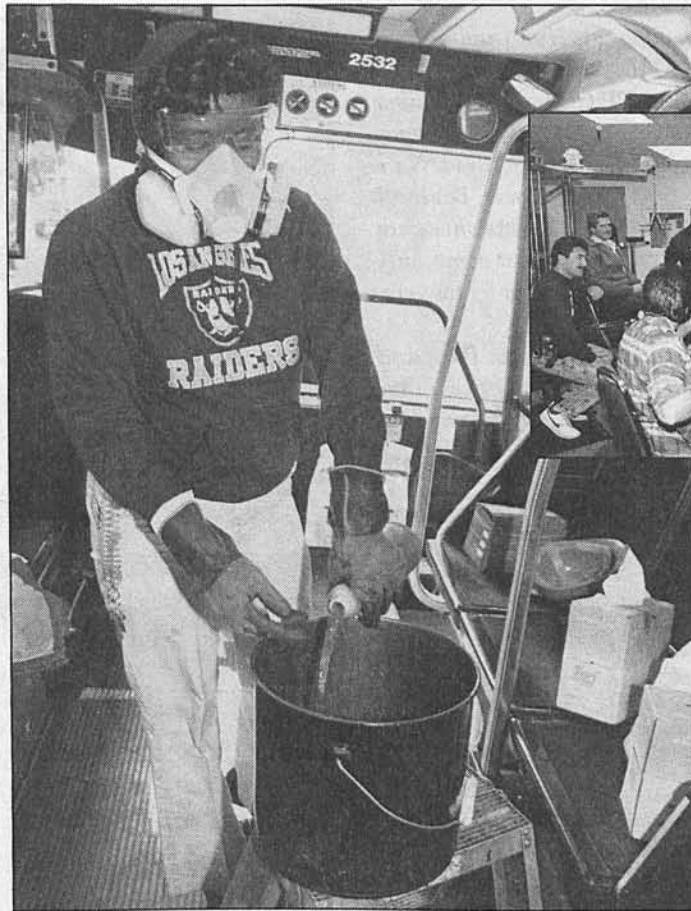
Taggers have claimed

Top left, another RTD victim of taggers. Taggers paint their tag names on the exterior of the bus as well as the interior causing multimillion dollars worth of damage a year.

Bottom left, a well-marked interior of an RTD bus.

At right, cleaning the interior of a bus requires the mixture of such strong, noxious chemicals that Service Attendant Debra Wells must wear a respirator.

Far right, RTD's Transit Police Officers John Quijas, Jerry Morin, and Johnny Jones brief Huntington Park Police on the problem of taggers.



responsibility for the graffiti done on RTD buses. Tagger is the designation they use to identify themselves which comes from the acronym Tough Artist Group. Each tagger will mark a bus with his or her tag name, delighted as they see their names go across town. They travel in groups and are very street-wise. They can attack a bus stopped at a stop light like a school of piranhas on a carcass and can leave it completely defiled with markers and spray paint in seconds.

"Most of our problem is on the streets," said Director of Equipment Maintenance L. R. Davis. "But, we do have incidents of vandalism that occur in our yards, recently 22 windshields

were vandalized in Pomona. The problem is so prevalent now and we just don't have the resources to combat it. There is no way you can deliver first-class service in a third-class vehicle. We are at war and we are losing it," he said.

Division 6 Manager Jim Lukens admits that the graffiti affects morale among his operators and riders. "It's demoralizing to patrons when they get on a bus and see the insides of a bus that looks like its been through a war. I need help to help my operators be proud to get on their buses at 4 a.m."

The RTD Transit Police are attempting to render that aid, but they are hampered by their own

serious human resources shortage. The Transit Police have set up a Special Enforcement Team to go undercover, detect, and apprehend the youthful culprits. A recent California law allows the officers to cite the young offenders with maximum fines of \$250.

As is evident to anyone on the streets of Los Angeles, graffiti is everywhere: on sidewalks, buildings, traffic signs, freeway overpasses, billboards; wherever a surface can be found, so too can the scrawlings of a gang member or a tagger be found, so why not a bus surface? In order to meet the problem with more concentrated power, the Transit Police are teaming up with

other city police departments. In mid-February three Transit Police officers from the Special Enforcement Team joined members of the Huntington Park Police Department and invited the *Headway* along.

At 6:30 a.m. this reporter arrived at Transit Police headquarters, located at 15th and San Pedro Streets. The three officers this reporter accompanied were John Quijas, Johnny Jones, and Jerry Morin, Jr. Huntington Park was chosen because it is one of the hottest places for taggers these days. This reporter left with Jerry Morin in a Chrysler New Yorker rental.

"You use cars like these
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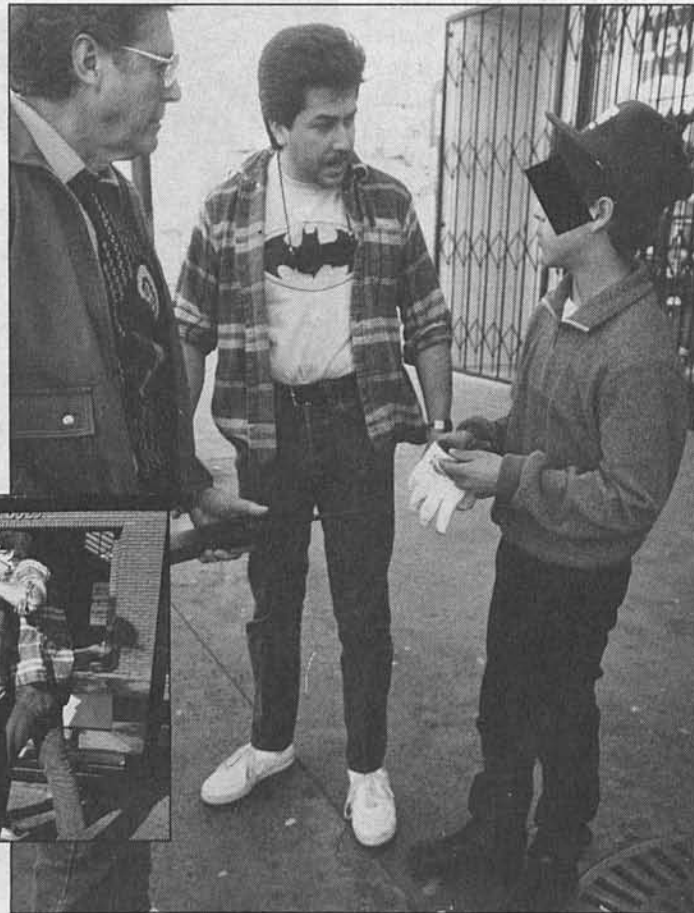
...continued from page 11 because if you spend any amount of time out there the car will get 'burned,' they'll recognize the car," said Morin. They are the kids, the taggers. They are white, black, Hispanic, and Asian. "You can't treat these kids as adults, the way you'd like to. Some have rap sheets. We usually release them to their parents," said Morin.

He said the graffiti started out as a fad for these kids and now it has taken on a whole new meaning of social recognition among peer groups. There are also female taggers, they are called taggettes. Just as distinctive as their writing is their dress. "They tend to wear jeans, t-shirts, and black jackets. They usually wear baseball caps with Raiders or Cowboys insignia on it, along with tennis shoes. It's like a uniform with these kids," Morin said.

As we passed buildings in the downtown area, Morin pointed to the graffiti on the walls of these structures and said, "That's gang graffiti, the hard-core stuff. The gangs are marking their territory, this is not the work of taggers." For taggers the object is to get their tag name on as many RTD buses as possible. A tag name is like a nick-name or a code name. A sample of a few are: "Mist," "Coke," "Rapid." If your name is on as many buses as possible traveling across Los Angeles, then you're a hot tagger, the goal is to be the most well-known tagger. The kids travel in packs called crews, "yeah, rat packs," said Morin.

At right, Huntington Park P.D. Sgt. Hal Butler (left) and TP Officer John Quijas (center) question a tagger suspect on Pacific Blvd. Note the dress: gloves, baseball cap, and tennis shoes are clothing most commonly worn by taggers.

Below, Huntington Park and Transit Police Officers take two young taggers into custody for questioning.



"They'll check if the coast is clear and if it is, they'll all come out and tag the bus. Five years ago we didn't have this problem. Kids would throw water balloons, eggs, rocks, stuff like that at buses. The bus operator can't get off the bus and disperse a group of kids." The kids are sophisticated, Morin said. Once he and his partners stopped a crew with walkie-talkies and binoculars. "If they really want to do a bus, they'll hold the back door open because they know the bus is immobilized as long as they hold it."

At 7:05 a.m. we arrived at the Huntington Park Police Department. We attended a briefing with their officers. Sgt. Hal

Butler divided the group into three separate teams, some were assigned to ride buses, and others were to ride in cars.

This reporter was assigned to Team #1, comprised of Sgt. Hal Butler, Officer Chris Bonzer, and TP Officer John Quijas. This is the first time the Transit Police have teamed up with Huntington Park. "We came up with this idea about three weeks ago," said Butler. "I spoke with your Lt. Elston Burnley and he set this up. We both agreed that the problem is so great now that if we don't draw a line and tell them they can't cross it, it will just snow-ball."

Team #1 covered several miles riding the

perimeter of Gage St., Slauson Ave., Bellgrade St., and Pacific Blvd. After only 3 minutes on Pacific Blvd. they spotted a group of three school boys, each about 10 years old. It was 8 o'clock, time for school in Huntington Park. The officers pulled to the curb, stepped out and questioned the boys. Sgt. Butler made it quite clear that if they were not in school within the next four minutes, he'd arrest them. They started running for school. This reporter remarked to Sgt. Butler how even she was startled by his tone. "You can't talk to them nicely, you've got to get in their face. If you are nice they take it as a sign of weakness and it just doesn't register," he said.

Back in the car, the team cruised farther down Pacific. At one bus stop Officer Bonzer said he spotted a Crips member. The team left the car to question the man. They ran a check on him. He had a warrant outstanding for possession and sales of cocaine from the city of Bell. The Huntington Park officers took him into custody. While we waited for a black-and-white to pick up their prisoner, TP Officer John Quijas noticed a boy, about 12, at the bus stop. The boy wore a baseball cap with the letters "NTS" and he wore gloves. Quijas said NTS were the remaining letters of what was once a GIANTS cap. NTS stands for Next To Serve, the taggers' crew name.

Quijas stopped the boy and questioned him. He noticed blue paint on the boy's gloves. Quijas aggressively questioned the boy who gave vague answers. The boy, named Alberto, is the brother of a boy Quijas arrested the week before. The arrested brother's tag name is "Drake." "They will deny being taggers to the end. The first thing they'll tell you is a lie. You've got to be hard on them," said Quijas. Several weeks ago Quijas caught 12 taggers in Alhambra and arrested them. He thought that would scare them straight, but a week later they were at it again.

"Taking kids to jail takes 4 to 5 hours of time. You've got to book them, take them to juvenile hall. The new law allows us to write them a citation. It is quicker, more efficient.



Top, in busting up a nest of taggers, the Transit Police recovered over one hundred cans of spray paint, markers, paints, and other tagger paraphernalia. Clockwise around the table, John Quijas, Frank Bielman, Jerry Morin, Johnny Jones, and Lt. Burnley.

Above, Officer John Quijas indicates the work of a tagger on the back wall of a movie house in Huntington Park.

We've written over 50 since the law was enacted. Since January, we've made over 30 arrests of juveniles, those are pretty high statistics," said Quijas.

Back out on the street, we drive our assigned patrol. The officers talked candidly about their thoughts on the causes of tagging and possible remedies. "It's at home," said Sgt. Butler. "The values aren't there anymore. There's just not the same family unity, kids turn to their peers. All the role models are people who have been in trouble before. They battle their way uphill."

Quijas talked about the tremendous manpower need. "Most all police departments lack the

necessary force." They mentioned reaching kids with programs like D.A.R.E. (Drug Abuse Resistance Education). "These programs would get them some role models. Most will join gangs for recognition. They need someone they can lean on, someone who will make them feel good," said Sgt. Butler.

By 9:00 a.m. we met up with the NTS tagger Alberto again. This time he was with a friend. Quijas immediately began questioning the boy.

"Where is everybody going to meet today?"

"What's your tag name?"

Quijas made the friend sit on the ground while he questioned him. Sgt. Butler

checked the roof of the bus shelter, a place where taggers commonly store their markers and paint. Later Quijas told the officers that he had arrested the kid on the ground before and soon the boy would have to make his court appearance. The officers told the kids to get off the streets of Huntington Park and go home. The kids said they would.

Back on the road again by 10:00 a.m. On the corner of Maywood Ave. and Slauson, the officers saw another young tagger dressed in black, with white gloves hanging out of his back pockets. They chuckled at the conspicuous absurdity of it. Passing a brand new stucco house, Sgt. Butler remarked on the temptation that presented to graffiti artists. "I ask them, why do you do this? They all answer, 'To be remembered.' If you keep painting it over, eventually, a month later, they quit."

At around 10:15 a.m. they spotted Alberto, again, on Slauson Ave. This time he was with a larger group. The officers split up the group of kids. Isolating Alberto, they sent the other kids home. Quijas filled out an information card on Alberto. Then he began his questioning anew.

"You're a tagger aren't you?"

"You're lying to me, don't lie to me!"

"If I see you again you'll go to jail."

Quijas asked Alberto who the newest crews were. Alberto began to babble out a string of initials. This reporter then asked him

continued on page 14...

...continued from page 13
what he meant by the letters. Quijas told Alberto to answer the reporter's questions. Alberto said he is 14 years old. He said some of the crews he knows include SNM for Show No Mercy, PFK—Play for Keeps, and NTQ—Notorious Queens. Alberto said the top crew in the area is called KCC or Kids Coe Chilling.

Q: Why do you do this?

Alberto: To see who gets more famous.

Q: What do you use to do what you do?

Alberto: I use spray paints, markers, "mean street" which is white chalk, colors, and testers.

Q: What does your family think of this?

Alberto: Well, my brother is in juvey (juvenile hall). I don't know. My dad don't live with us. Sometimes I live with my grandmother...they don't know.

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a year...***

Q: How do you feel about the cops busting you all morning?

Alberto: I'm embarrassed when people walk by. Cops scare me sometimes.

Q: What do you want to be when you grow up?

Alberto: A lawyer.

Quijas told Alberto to go home, again. After driving a few miles down farther on Slauson, Officer Bonzer turned the car around to return to Pacific Blvd. At the intersection of Maywood

and Slauson, the officers saw Alberto waiting by himself at the bus stop. Alberto saw the officers, glumly, he waved to them, as if to signal a surrender, the officers waved back.

A week following the ride-along with the Transit Police and Huntington Park officers, this reporter received a call from Transit Police Lt. Burnley. His Special Enforcement Team had discovered a gang of taggers encamped at the bottom of the overpass to the Los Angeles County Hospital. There were 10 taggers, but they had a lookout who sounded the alarm in time for them to escape up a cable. In their haste to retreat the taggers left behind quite a cache for the officers. The haul included 105 cans of spray paint, two gallon cans of base paint, markers, a Canon 35-mm camera, a wallet with identification, a photo album of some of the murals they probably painted (hence the camera), and, the most damaging—a complete list of all the kids in the club and their phone numbers. The officers believe the group lives in the Silverlake area and will be in contact with them soon.

In response to the problem two years ago, the RTD, with the economic support of County Supervisor Kenneth Hahn started an Anti-Graffiti Bus Cleanliness Program. Youths from Hahn's Second District were hired to help clean vandalized buses. It is programs like this that Supervising Social Worker Clare Lake, L.C.S.W. of the Reiss-Davis

Child Study Center in West Los Angeles says need to be promoted in order to come to grips with the problem.

"We think a lot of this behavior has to do with the kids wanting to mark out their territory. The fact that a bus is so mobile just extends their territory," she said.

While the Anti-Graffiti Program was a good start, she recommends that the RTD hire kids from the

***...kids want to mark out
their territory...***

more active areas, but instead of just citing the culprits, make them also clean up the graffiti for no pay side by side with those who are being paid. "I think the peer pressure in that situation sends a very clear message to the kids and it should help the RTD meet its objective."

She also suggested the RTD sponsor a wall-painting contest, thus giving the kids a sanctioned place to paint, a place that is permanent and theirs. "Look at the murals on walls. The kids don't touch them." And, finally, Ms. Lake urges the RTD to use its clout to lobby for more community activities like the Boys Clubs which offer children a constructive outlet. Ms. Lake feels the problem is largely a result of the Reagan Administration's lack of commitment to domestic social spending. As less federal funds were available to cities, fewer

public programs could be offered to the children who need it the most.

"There aren't any easy answers, but I think RTD could be part of the answer. As the RTD becomes more visible as an entity that contributes to the neighborhood, the less likely its buses will be desecrated (by the children of that neighborhood)."

Director of Equipment Maintenance L. R. Davis agrees with Ms. Lake's assessment of the problem. "This is a major community problem that is not localized to the rougher sections of the city, it affects the whole area. We have begun to enter the different corridor cities to gather support and build community awareness," he said. Presently, the District is distributing information kits to the different cities and local community groups such as the PTA.

Davis hopes to inspire a much-needed effort on the part of the RTD. He feels that one department like Community Relations cannot raise the consciousness of the public because the problem is so widespread. "We believe we've got a lot of resources available to us in each employee at the District who can go into their communities and act as catalysts for change. The kids and parents of our different cities have got to be made aware that this problem siphons funds from much-needed community recreational programs and services. This is an opportunity for the RTD to take a leadership role."

C PUBLIC COMMENDATIONS



Thanks for a Job Well Done!

Division 3201

Haggerty, Floyd

Division 3205

Fitzpatrick, Eddie

Division 3206

Jones, Sandra L.

Scott, Henry P.

Division 3207

Harris, Tony B.

Howell, Bridget

Soto-Perez, Julio E.

Division 3208

Piche, Richard

Division 3209

Swift, Joe

Division 3210

Holguin, Jose

Division 3215

Augustin, James P.

Erlenmeyer, Bruce

Hernandez, Ruben J.

Vaughn, William L.

Division 3218

Gilchrist, Lela

Welles, Bobby

RTD Customer Relations
Attn. Mr. Tom Horne

Dear Mr. Horne:

This letter is belated and I apologize for that. One week that is. I did sort of promise the driver I would submit a compliment and now do so.

On line 83 early one morning I was very, very much impressed by our driver, Jose Holguin. Three young women wanted very much to get the number 56 bus and it went just ahead of us through downtown.

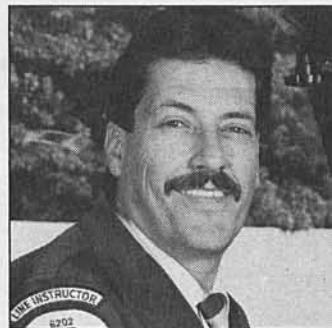
Twice they left our bus and got right to the door of the 56 when despite my driver honking long and loud No. 56 closed the door and drove off. Each time my driver took them back on and desperately tried to pass the one they wanted, but each time it stayed ahead and the second time they were by the door or near it, they were not let on. From North Spring to Olympic Mr. Holguin really did try to help them but each time we got close, the bus they wanted kept ahead and would not yield to loud honking.

The prompting of this letter is because I admired him so very much for I, too, have been by and near a door only to have the driver turn his head and drive off. Just a few days before, I was

"Whatta difference in drivers!"

with a driver that refused to let a woman on who was waving and motioning for him to wait—he did wait for her to cross the street to the curb and then he pulled around her and left her inches from the door. He lectured me for a long way about the loss of time he would have had (all of 10 seconds). Twice on Olympic the same driver waited for 3 changes of lights while we sat through them and one

Aguirre Chosen Operator of the Month



Operator of the Month
Jose A. Aguirre Jr.

Division 12 Operator Jose A. Aguirre Jr. was selected as the Operator of the Month for December 1988.

Aguirre has compiled an excellent driving record since joining the District in December 1980, having

never been charged with an avoidable accident. Additionally, he has been the recipient of six letters of commendations over the years.

"Jose Aguirre's record of accomplishment speaks for itself," said General Manager Alan Pegg. "He is truly a valued employee and is deserving of this recognition."

He and his wife, Rosalinda, live with their four children in Lynwood. An avid baseball fan, Aguirre plays during his off hours with a District team and also enjoys gardening and carpentry work in his leisure time.

other time for less. Three times he sat through light changes but he couldn't let a woman on who was 6 steps from the door. He had to keep schedule. *Whatta difference in drivers.* One was rude and the other so fabulously considerate. Operator Holguin deserves many thanks.

Sincerely,
Lydia Stewart

To Whom It May Concern:

I would like to comment on the behavior of a special driver of your company, his name is Julio Soto-Perez. I took his bus and was so impressed by his good manners, patience, kindness, and consideration that

I insisted he give me his name. I am from New York and thinking of moving here. And, I found something very rare, a courteous, intelligent bus driver, quite extraordinary! I would like your company to know it is very much appreciated, especially as the previous bus driver on the same line, bus 20 I believe, was so curt with me when I asked him a question. He didn't even let me finish my sentence and then closed the door on me. I had to wait another full hour in the dark, in a very isolated area, so, understandably, I was very angry.

Thank you for your attention.

Sincerely,
Mr. Picurillo

TOP OPERATORS

for January



The awards for the Operator Recognition Program for the month of January were announced in early February.

The Manager's Award is presented to recognize and reward the many bus operators who consistently perform in an outstanding manner. The theme of the program in "In Pursuit of Excellence." Those operators excelling in their pursuit are listed below.

Manager's Award

3201	Patricia A. Guerrero
3203	Lisa A. Montes
3205	Gerald F. Luke
3206	German C. Suarez
3207	Robert C. Higbee
3208	Richard M. Gwin
3209	Jose S. Arizmendi
3210	Ralph Menchaca
3212	Elliot S. Ribeiro
3215	John D. Jackson
3216	Vincent L. Harris
3218	Augustine Vigil

Medrano Named Operator of the Month

Division 7 Operator Orlando Medrano was selected Operator of the Month for January.

The 14-year RTD veteran is described by his co-workers as an operator with high professional standards whose prime driving concern is the care of his passengers.

Medrano has received numerous letters of commendation over the years for his driving performance, both from his manager and his bus passengers.

He has had only one avoidable accident since 1983 and has received the maximum 90 merits for his excellent performance. Additionally, Medrano has



had only one miss-out in 14 years and has been ill but one day since 1983.

"It is especially heartwarming to know that we have such dedicated and professional operators as Mr. Medrano," said General Manager Alan Pegg. "By maintaining such high standards, Mr. Medrano has reached positive goals which we hope other operators will attain."

An avid reader, Medrano holds a bachelor's degree in chemistry and biology from the University of Technology in Colombia, South America.



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COMMENDATIONS



RTD Retirees were recognized at the February 9, 1989 Board of Directors' Meeting and were presented with plaques by RTD Director Jan Hall. Front row, from left to right: Division 16 Operator John Vagenas, Division 12 Operator Thomas K. Pope, TOS James K. White, Division 1 Operator J. B. Alexander, and Division 1 Operator Joseph H. Johnson. Back row, from left to right: Director Hall, General Manager Alan Pegg, and Director of Transportation Leilia Bailey.



RTD Retirees were recognized at the February 9, 1989 Board of Directors' Meeting and were presented with plaques by RTD Director Jan Hall. Front row, from left to right: A Personnel Department favorite who we all miss terribly—Sherry M. Gray, Division 1 Mechanic A David A. Lewis, Division 10 Operator James U. Bass, TOS Houston J. Campbell and his wife Ethel. Back row, from left to right: Director Hall, General Manager Alan Pegg, Director of Transportation Leilia Bailey, and Director of Transportation Gayel Pitchford.

Recently, three employees received 30-year service pins at a special ceremony officiated by Acting Assistant General Manager of Operations Art Leahy. They were, from left to right: Acting Director of Scheduling Bob Holland, Acting Schedule Planner Joe Gay, and Senior Planner Joe Lyle. Bob Holland, who joined the District in 1958 as a bus operator out of old Division 2, became a schedule clerk in 1964 and worked his way up through the department. "It's been great," said Holland. "I appreciate what the District did for me. It allowed me to raise a family and get all the things I didn't expect to get. I am thankful for it all. There is lots of opportunity at the RTD for any young person if they dedicate themselves." Joe Gay started as a bus operator in 1953 out of old Division 8 which was located near the Pico-Rimpau Loop. In 1957 he became a schedule checker and progressed into scheduling making. Joe Lyle signed on in 1958 working out of Division 5 as a bus operator till 1966. In 1971 he became a TOS and eventually promoted into a planner position. "I wouldn't hesitate to do it again," said Lyle.



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RTD Retirees were recognized at the February 9, 1989 Board of Directors' Meeting and were presented with plaques by RTD Director Jan Hall. Front row, from left to right: Division 5 Operator Will R. Evans, Layout Supervisor Art Issoglio, Division 15 Operator Donald P. Leaver, and Division 5 Wardell Morehead. Back row, from left to right: Director Hall, General Manager Alan Pegg, and Director of Transportation Leilia Bailey.



Division 9 Transportation Manager Don Karlson accepted the second quarter Target Line program award on behalf of the operators of Division 9 for their achievement in fleet safety and accident reduction on target lines 76 and 480 from October 1, 1988 through December 31, 1988. From left to right: RTD Board President Gordana Swanson, Division 9 Transportation Manager Don Karlson, Director of Transportation Leilia Bailey, and General Manager Alan Pegg.



Electronic Communications Technician Nathaniel Willis was selected as the Facilities Maintenance and Operations Department Employee of the Month for January. Mr. Willis was commended for the overall excellence of his performance for an extended period of time. He is a proficient repair technician who can be depended on to perform well with minimum supervision. He seeks out additional work when doing field service work, such as preventive maintenance. Mr. Willis has an excellent attendance record and sets a standard for his co-workers regarding work attitude and maturity. He is valued by his supervisor as a true professional.

Division 5 Operator Jesse James Davis, 48, qualifies for a RTD record, in 20 years he has not had a single missout. Mr. Davis signs on each morning at 4:31 a.m. but he admits he doesn't always go to bed early like he feels he probably should. He has three alarm clocks in his house as a hedge against tardiness. What's his secret? "I know I have to be here, so I am here," says Mr. Davis. "I am not nonchalant about it. It's not a big deal to be punctual." Mr. Davis attributes his record to the discipline he received as a soldier in both the Army and Air Force.



SCHEDULE CHANGES



Allen, Erven J., from Data Processor Operator II to Lead Data Processing Operator.

Allen, Laura, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Bishop, Deborah J., from Training Coordinator to Senior Training Coordinator.

Burnley, Stephen A., from Security Guard I to Security Guard II.

Cuevas, Alfredo, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Darling, Jeffrey L., from Bus Operator Trainee Part-time to Bus Operator Part-time.

D'Aurio, Carol M., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Davy, Gregory C., from News Bureau Representative to Senior Communications Representative.

Fierro, Lisa, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Godin, Stephen, from Mechanic B to Mechanic A.

Gutierrez, Miguel A., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Hustava, Theodore C., from Mechanic A to Warranty & Equipment Mechanic.

Jackson, Stephanie, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Jager, Rick L., from News Bureau Representative to

Senior Communications Representative.

Jenkins, Barbara J., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Kennedy, Yolanda R., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Knutson, Louis A., from Mechanic A to Warranty & Equipment Mechanic.

Lane, Pamela M., from Cash Clerk/Relief Vault Truck Driver to Vault Truck Driver.

Morgan, Cheryl E., from Administrative Analyst to Management & Budget Analyst.

Perry, Wynston A., from Accounts Payable Clerk to Supervising Accounts Payable Clerk.

St. Pierre, Jesus Perez J., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Shelton, Clinton, from Cash Clerk to Cash Clerk/Assistant Counting Cash Clerk Supervisor.

Traber, Arthur, from Transit Police Investigator to Transit Police Sergeant.

Van Hofwegen, Dorothy M., from Cash Clerk to Cash Clerk/Assistant Counting Cash Clerk Supervisor.

Varela, Xavier R., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Velasco, Alberto, from Bus Operator Trainee Part-time to Bus Operator Part-time.

SHIFTING GEARS



Aykes, Murlin C., began with the District on December 11, 1972, retired as a Utility A on January 16, 1989.

Bass, James U., began with the District on January 29, 1966, retired as a Bus Operator on January 31, 1989.

Benjamin, Moses, began with the District on July 10, 1965, retired as a Mechanic B on October 10, 1988.

Brewer, Irvin, began with the District on January 15, 1979, retired as a Mechanic B on January 17, 1989.

Childs, Charles F., began with the District on February 16, 1976, retired as a Bus Operator on January 4, 1989.

Clautier, Rudolfo L., began with the District on April 4, 1964, retired as a Bus Operator on January 31, 1989.

Issoglio, Arthur M., began with the District on January 28, 1959, retired as a Layout Supervisor on January 29, 1989.

Kirschner, Frank J., began with the District on September 6, 1956, retired as an Equipment Engineer Supervisor on January 23, 1989.

Leaver, Donald R., began with the District on October 3, 1964, retired as a Bus

Operator on January 31, 1989.

Lewis, David Alfonso, began with the District on October 10, 1958, retired as a Mechanic on December 31, 1988.

Marshall, William C., began with the District on January 22, 1966, retired as a Bus Operator.

Martinez, Phillip, began with the District on June 6, 1974, retired as a Bus Operator on February 7, 1989.

Mitchell, Donella, began with the District on October 30, 1978, retired as a Bus Operator on November 11, 1988.

Morehead, Wardell, began with the District on June 6, 1964, retired as a Bus Operator on January 29, 1989.

Nishimura, Yemiko, began with the District on September 2, 1975, retired as a Supervising Control Clerk on January 30, 1989.

Payne, Harry A., began with the District on December 5, 1964, retired as a Bus Operator on February 1, 1989.

Weaver, G. J., began with the District on February 5, 1959, retired as a Transit Operations Supervisor on February 6, 1989.

IN MEMORIAM

Carter, Elmore, began with the District on February 20, 1936, passed away on January 9, 1989.

Deane, Edwin N., began with the District on August 16, 1927, passed away January 1, 1989.

Dowding, Herbert S., began with the District on November 1, 1945, passed away January 7, 1989.

Gates, Walter F., began with the District on March 23, 1959, passed away January 3, 1989.

Heaton, Robert Law, began with the District on November 15, 1940 as a Bus Operator, passed away October 26, 1988.

Lathrop, Ralph L., began with the District on December 1, 1926, passed away December 12, 1988.

Lee, Oliver N., began with the District November 14, 1940, passed away January 8, 1989.

Seitz, Willy B., began with the District on February 21, 1970, passed away December 31, 1988.

Valdez, Luis R., began with the District on August 16, 1981, passed away on January 7, 1989.

TO YOUR HEALTH



Improving Your Stamina At Work

by *Penelope Edwards, MPH Nutritionist*

One of the questions I frequently encounter as a nutritionist is how to combat the feeling of fatigue and loss of vitality that many people experience during the workday. People commonly complain about fatigue in the afternoon hour, or feeling exhausted when they arrive home from work in the evening. While it's unrealistic to expect to end each day with the same level of energy as when you started, it is possible to minimize energy loss over the course of the day.

A number of factors that can undermine our stamina and level of productivity have emerged from years of aerospace research designed to reduce pilot error and fatigue. Some of the biggest contributors identified include: improper nutrition, inadequate sleep, stress, poor musculo-skeletal health (particularly a tight back), and lack of physical fitness.

Assuming that any underlying medical conditions that might cause or contribute to fatigue—*anemia, hypothyroidism, viral infections, etc.*—have been ruled out or treated, here are some tips to help counter the effects of these factors:

Avoid caffeine—Stress acts like a stimulant in your body, so the last thing you need are caffeine-

laden drinks like coffee, tea, cola, or cocoa. Because a drop in energy can occur when the effect of these stimulants wears off, juices, water, or low-fat milk are better choices.

Avoid snacks high in sugar—Reach for fruit or whole grain crackers instead. The short burst of energy from sugary snacks is often followed by a fall in blood sugar which can make you feel tired.

Eat low-fat foods—Stress can raise the level of fats in your blood, so for breakfast, try whole grain cereal, fruit, and low-fat milk instead of eggs with bacon, sausage, or ham.

Eat enough protein—Stress robs your protein stores for "fight or flight" energy. Choose meals with small portions of fish, chicken, low-fat dairy, and other protein-rich foods, accompanied by complex carbohydrates like whole grains, vegetables, and legumes for slow-releasing energy.

Avoid the over-ample, highly rich lunch—to digest meals of this sort requires large amounts of blood flow through the digestive system, and a good part of this additional flow comes from reducing blood flow to parts of the brain.

Don't skip meals—The busier your schedule,

the more important it becomes to set aside the time to eat and refuel your body. Taking a complete vitamin and mineral supplement can help ensure adequate supplies of nutrients vital to the processing of food into energy.

Try a 10-15 minute walk after lunch—Not only will this assist digestion of the meal by speeding up your circulation, but it can help shake out tense muscles, and give you time to clear your mind.

Avoid alcoholic beverages late at night—Alcohol at lunch can slow down your afternoon; alcohol before retiring can alter natural sleep cycles and affect the quality of sleep.

Take a minute to stretch during the day—Take a break in the morning and afternoon to get away from your desk and stretch. Use a chair that provides good support, and avoid hunching over your desk which tenses the muscles in the neck and upper back.

Finally, a good exercise program—one that combines aerobic and muscular fitness—goes a long way toward reducing the effect of stress. Remember that the energy you put into following these tips will be more than repaid with better work-day stamina.

Taxing Issues— What Should You Save?

If you want to save a lot of future hassles, do yourself a favor—keep accurate records.

The Internal Revenue Service recommends that you keep all sales slips, invoices, receipts, bank statements and canceled checks, stock brokerage statements, W-2s, 1099 income-informations slips, employee expense reports, and other documents that prove amounts shown on your personal income tax return.

You should also keep a copy of tax returns, both federal and state. If you are missing an old federal return (up to six years old), you can fill out Form 4506, Request for a Copy of Tax Form, and send it to the IRS Service Center where you originally filed. The charge

for a replacement is minimal.

How long should you keep your receipts? For as long as the IRS may need to look at them to confirm information on your return. Generally, the IRS has three years after a return is filed to question it. The IRS has until April 15, 1992 to audit your 1988 personal income tax return, assuming you file it on or before April 15, 1989. You have the same time frame for filing an amended return claiming overlooked tax breaks—or under payment—you may discover at a later date. After three years, your return is considered closed, except in extraordinary circumstances.

But stop before you dash to the trash can with receipts for 1984 and before.

If you didn't file a tax return for a particular year, the IRS can pursue you for an unlimited number of years. If you filed a return, but omitted more than 25 percent of your income, the IRS has six years to audit your return. For these reasons, the American Institute of Certified Public Accountants recommends that you keep prior year tax returns and all supporting data for a full seven years.

Some receipts need to be kept indefinitely. In order to establish the basis of a piece of property, acquired years ago and improved over many years—your home, for example—you may need documentation going back to date of purchase. Same with stock. When stock is sold, you will be required to report a capital gain or loss,

which is computed by comparing the price of the stock when bought to its price when sold, with stock splits taken into account.

To be safe, hold on to the following for at least seven years:

- Copies of all tax returns and supporting documents, if only to prove you actually filed.

- W-2 wage statements and 1099 income-information slips.

- Canceled checks supporting any tax deductions claimed, as well as for any tax payments made.

Hold on the following indefinitely:

- Information regarding the cost basis of investments, your home, gifts made and received, and other capital items.

Join the RTD Family Album!

The two men in this picture have a lot in common: they both work for the RTD, they are brothers, and their father worked for the RTD. Art Leahy, acting assistant general manager of Operations (left) and Michael Leahy (right) assistant director of Equipment Maintenance say they are just two of a large number of families that work for the District. The *Headway* would like to recognize the commitment



to the RTD of all the families that work for the District. We are also aware

that several generations in families have worked for this organization, so please include photos or information on retired family members as well. In order to participate please send us one group photo (color or black- and-white) of all your family members who work for the District. Please list their names on the back of the photo. We will publish your family's photo and the information you send us in the upcoming issues.

Crystal Ball- Gazing into Retirement

The Social Security Administration has inaugurated a public hotline number: 1-800-937-2000. The hotline lets you order a form to send in to find out what Social Security benefits you can expect when you retire at age 62, 65 to 67, or 70, based on your earnings. The form, SSA-7004, is also available from your local Social Security office.

TOS Campbell Retires

TOS Instructor Houston J. Campbell retired February 24 after 30 years service with the District. Campbell was honored with a dinner at the Velvet Turtle restaurant in Chinatown on his last day that was attended by his family, friends from Division 5, and other employees from throughout the RTD.

Division 5 Manager B. J. Harris served as master of ceremonies for the evening. He praised Campbell's service and commented that as an instructor he has had the opportunity to track the lives of a lot of people at the District. Harris acknowledged Campbell's family including his wife, son, mother, cousins, and in-laws; also in attendance were friends from Campbell's lodge affiliation, the Muharram Temple #95 and the Thomas Waller Lodge #49; and District administrators: Director of Transportation Leilia Bailey, Assistant Director of Transportation Ralph Wilson, and Instruction Superintendent Ed Vander-venter.

Harris then read letters sent to Campbell from his former students. One notable letter thanked Campbell "for all your patience and knowledgeable guidance in teaching me to 'Take care because it is just that simple.'" Other cards, notes, and poems were read. "We are losing a member of our team," said Harris. "Since he's got 30 years we'll



Ethel Campbell and son Victor present a plaque to husband and father, Houston Campbell, at his retirement from the District.

have to take two 15-year people to replace him."

Senior Instructor James Bernard began the evening's roast by extolling the crowd in seeing Campbell through his transition from the working class to the retired. "I remember when you came to Los Angeles in 1959 from New Orleans," he said to Campbell. "I bet you didn't know that you are a celebrity, both you and Mickey Mouse were born in the same year." Bernard and Campbell worked together at Division 7 in the early days of their careers. Senior Instructor Don Scoggins read a poem he had composed for Campbell.

Instructors Keith Green, Luke Scott, James Bernard, and Charles McMillan presented a roisterous tribute in the form of a four-part reading entitled "Twas Six Months before Retirement." The poem spoofed Campbell's old rock truck, his "hot foot," his

love for chicken and grits in the morning, and a certain hilarious reference to a hearing on an accident that Campbell wrote off as nonchargeable to the operator but chargeable to a tree.

Director of Transportation Leilia Bailey presented Campbell with his own bus stop and Ralph Wilson gave him his retirement scroll. "I've more or less grown up around the RTD, and Mr. Campbell I've known you a long time and it's always been a pleasure," said Wilson. Campbell's wife, Ethel, and their son, Victor, presented him with a plaque in appreciation for his service both to the company and to them.

Campbell took his turn at the podium to say: "To see so many people in one gathering who care so much about you...it's a good feeling. Now it's time for me to say good-bye to you all."

Adding Lyrical Lilt to Defect Cards

Division 9316 Equipment Maintenance Supervisor Ted Hustava sent in the following copy of a Mechanic's Defect Card filled in by a female operator and the mechanic's response to her.

Operator Remarks (Be Specific)

Gas peddle too tight,
too hard to push

I hate this bus,
makes me cuss

But I won't fuss,
just do what I must

I know it's a man's job
And I try not to
complain

But my leg is starting to
hurt

And my right knee is in
pain.

The thing is so tight it takes
all

My might and some
more

To push the peddle to the
floor

This is no tease
Fix it please

...it takes all my might

and some more,

to push the peddle

to the floor...

Work Done

I lubed the Cable
& checked the Spring
I think the tension will be
the same, but

If you put your foot
higher on the pedal

It would be easier to
press to the metal.

Ohh, My Aching Back

File this story under Outrageous (or Make Sure It's Your Back You're Bending and Not the Law): A Los Angeles Deputy Sheriff filed a claim for permanent disability because of a job-related back injury. During the time he was seeking disability retirement it is reported that he was bending, stooping, and gyrating, and lifting up women while

working as a male stripper. His work-related injury occurred when he slipped on wet stairs and was later aggravated during an altercation with an inmate. Now he is facing felony charges of attempted grand theft, perjury, and filing a false claim. If convicted, he could receive a 4-year prison sentence.

—from the County Employee Relations Service Newsletter

Transit Golf Club News

by Marlene Allen

Our golf club is growing! We now have 64 paid members as of March 1. Included in that number are 5 women, and all 5 played at San Dimas. We might be able to have some competition between the women after all but, for now, we're a part of "C" flight with the men.

Because our membership has grown we are experiencing problems in getting enough spots for play in our tournaments. In the past we had problems filling 48 spots, which is the number we used in arranging the tournaments for this year. For San Dimas we contracted for 48 players and we had over 60 requests to play. We were able to get the course to give us 8 more, but we still had to turn some people away.

Be sure to get your

request and money in by the deadline as we anticipate the same type of problems in the future. Also, if you meet the deadline and we are still overbooked, members of the club will take precedence.

The winners at San Dimas were:

A Flight

1st Place—Fred DeCatur
2nd Place—Mark Salazar
3rd Place—Ray Campbell

B Flight

1st Place—Leigh Boyden
2nd Place—Bob Ramos
3rd Place—Jesse

Weathersbee

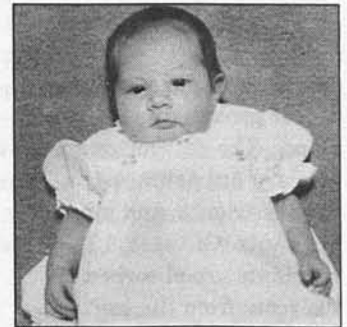
C Flight

1st Place—Earl Clark
2nd Place—Roger Kundert
3rd Place—Charlene Schmidt

Low net: Leigh Boyden—62
Low gross: Fred DeCatur—81
Low putts: Leigh Boyden—28

BIRTHS

Born to Division 7 Operator **Michael Holmes** and his wife, **Celia**, a daughter, **Chelsea Alexandria**, on October 1, 1988 at 4:21 p.m. in Harbor City. Chelsea Alexandria weighed 7 lbs., 5 oz. and was 20-1/2 inches at birth.



Born to CMF Mechanic **B Rudy Silva** and his wife, **Debbie**, a daughter, **Sheree Autumn**, on January 21, 1989 in Fontana. Sheree was 7 lbs., 9 oz at birth. The baby girl's proud grandparents include Division 9 Operator **Loren Hubler** and his wife **Betty**. Sheree is the Silva's third child, she has older brothers David and Rickey.



Gators Chess Tourney

The 3rd Annual Gator-Sponsored RTD Chess Tournament is now scheduled for the weekend of April 22-23, 1989. The entry fee is \$10 payable to John Dover on or before April 14. Information and entry forms may be obtained by contacting Don Lautenbach or John Dover at Location 32 Operations Control & Services at extension 6111.

Wedding

Wanda J. Bell from the Scheduling and Operations Department married **Bobbie Hall**, of the Mail Room on February 26. The loving couple decided on the spur of the moment to do it and to keep it secret, but they told the wrong person and that person told another person. Now, the whole District knows it! Congratulations Wanda and Bobbie, we wish you a long, successful life.—*Chauncy Carter*

WANTED

Do you know someone who is looking for a secretarial job?

RTD has openings for people who can type 60 WPM and take 60 WPM dictation.

Call (213) 972-7152 to make an appointment for a skills test at the Employment Office.

Axel's Green Thumb—Part III

by Axel Heller

Last month, I mentioned that there are 16 essential nutrients required for proper growth and health of plants. The categories are: primary nutrients, secondary nutrients, and micro-nutrients. Of these, 13 nutrients are absorbed by the roots from the soil.

Three essential nutrients are obtained from the air and water: carbon, oxygen, and hydrogen. Carbon is absorbed from the atmosphere in the form of carbon dioxide. Oxygen and hydrogen are absorbed through the root system as water; then, through the process of photosynthesis, carbon is combined with the hydrogen and oxygen to form carbohydrates for the plants and oxygen for us to breathe.

There is a false assumption that if a little is good, a lot is better.

The first group of nutrients found in the soil is called the PRIMARY nutrients. They are nitrogen, phosphorus, and potassium. The three ingredients are listed on the fertilizer bags as 10-15-5 (for example). These numbers indicate the percentage by weight of each nutrient in the order listed.

Nitrogen is required in the greatest amount, especially in lush green plants. Nitrogen is utilized by plants to synthesize amino acids which in turn form proteins. Other vital components that require nitrogen are chlorophyll, nucleic acids, and enzymes. Even though 78% of the air that we breathe is nitrogen, it is not in a form that can be utilized by plants. The most common forms of nitrogen utilized by plants are nitrates. All forms of nitrogen in the soil, no matter whether organic material (amendments) or chemical fertilizer, will be converted by the soil bacteria into nitrates. Because nitrates are highly soluble in water, there is a problem of the nitrogen being "leached" out of the root zone, thereby being "lost" to the plant. This is most common in a sandy soil.

Phosphorus, the primary nutrient listed as 15 in my example, is very important for life and it is present in all living cells. It is required for the storage and transfer of energy, encourages root growth, and improves flower and fruit formation. The soil does contain phosphorus, but it is not readily available for the plant's use because it is "chemically locked up." The soil chemistry allows only a very small percent of the total phosphorus to be soluble and available for plant use. By adding phosphorus to the soil you

can increase the temporary levels of available phosphorus for the plant to utilize before it becomes locked up.

Potassium, the final primary nutrient, is the 5 in my example. Potassium is essential in the movement of sugars and the formation of starches, encourages root growth, and helps make the plant more resistant to disease. An increase in fruit and grain size and quality is noticeable. Potassium occurs naturally in the soil, but again, it is chemically locked up, and only a small amount is available for plant use.

There are three SECONDARY nutrients. These are: calcium, magnesium and sulfur. Calcium is essential for the formation of new cells. Magnesium is essential for the production of the chlorophyll molecule which is required for photosynthesis. Sulfur is a "constituent" of three amino acids that are essential for photosynthesis. Sulfur can be absorbed from the air in polluted areas.

There are seven micronutrients that are required in very small amounts but are vital for good plant growth and health, and there is very little difference between deficient and toxic levels. They are: zinc, iron, manganese, copper, boron, molybdenum, and chlorine. Zinc is a constituent of several enzymes, including an important growth regulator. Iron is required for the formation of chlorophyll in the plant cells. Manganese

is a catalyst for enzymes in the growth process; it also assists iron in chlorophyll formation. Copper is an activator of several enzymes and also plays a role in vitamin A production. Boron regulates metabolism of carbohydrates in plants. Molybdenum is required by plants to transform nitrate nitrogen into amino acids. Chlorine is required in the photosynthetic reactions in plants.

As you can see, plant growth is a very complex process that requires a proper balance of minerals. An excess of one nutrient can cause a deficiency in another nutrient. There is a false assumption that if a little is good, a lot is better. This idea can kill plants by creating toxic levels of nutrients and increasing the salt level of the soil (chemical fertilizer is actually a type of salt).

Next month I will discuss the different formulations of fertilizers that are available for our use to feed our plants, common deficiencies, and what we can expect as a result-improved fruit production or lush green lawns.

Axel Heller is a Digital Technician with the Facilities Maintenance Department and has a Bachelor's Degree in Park Administration / Ornamental Horticulture from Cal Poly, Pomona.

RECREATION NEWS

Baseball season is back! What fun and exciting action from the World Champion Dodgers and their American League/crosstown rivals-the Angels.

Dodger Action - \$6.00 reserved seating!

April

- 14 Houston - Fireworks night
- 15 Houston - World Series Ring
- 19 Cincinnati - Fielders Glove
- 23 San Francisco - Pin Day #1

May

- 2 Pittsburgh
- 5 Chicago - Baseball Card Night
- 7 Chicago - Pin Day #2

California Angels - \$8.00 Reserved Seating

April

- 8 Seattle - Kids' Opening Night Starting Line-up Figures
- 12 Oakland - Battle of the Bands
- 29 Toronto - All Star Fielders Gloves

May

- 13 New York - Battle of the Bands - Finals

Laker Action

April

- 16 Miami Heat - Senate - \$60.00 (includes parking)
- 18 Denver Nuggets - Colonnade - \$11.50
- 20 Sacramento Kings - Senate - \$60.00
- 23 Seattle Supersonics - Colonnade - \$8.50

Clippers

April

- 21 Seattle Supersonics - \$13 tickets for \$11

Lazers

April

- 15 Wichita - \$18.00 tickets for \$6.00 (Senate)

Sesame Street Live - A costume character ice show for the children - Los Angeles Sports Arena - Saturday, May 20, 12

For Sale

20 years of back issues of *Playboy* magazine, \$5 per

year. 300 of 78s and 33-1/3 records at \$1 each or ?, 250 match covers, foreign and domestic for \$25. 25 old keys for \$10. Lewis P. Gappae at (818) 780-3678.

noon and May 21, 5:00 p.m. \$10.50 tickets for \$8.50.

With Laker tickets becoming a rare item and Clipper games a losing cause, why not come out and see exciting basketball for FREE. The RTD basketball league plays every Tuesday, 7:30 and 8:30 p.m. and Wednesday, 8:00 p.m. at Crenshaw High School. Come out and support your favorite team.

Magic Mountain discount tickets are good any day during the park's normal operating season in 1989. There is no limit on the number you may buy. Adults, reg. \$20.00, are \$14.95; children under 4 feet are \$10.95. Tots 2 and under are free.

Discounted movie tickets are a real family savings. Available are AMC, \$3.00; AVCO General Cinema, \$3.50; Edwards, \$3.50; Edwards - Azusa, \$2.50; Mann's, \$3.50 (NOTE: Mann's cannot be used on Saturdays) Pacific Walk-in, \$3.50; Pacific Drive-In, \$4.00—good for 6 people; and United Artist, \$3.50.

Still available is the incredible discount on railroad approved Bulova and Seiko watches - 40-70% discount from retail price. Dress watches are also available. With Mothers' Day, Fathers' Day and Graduation coming soon, these watches would make an outstanding gift.

For information on Employee Activities events and how to order, call us on 972-4740 weekdays, 8 a.m. - 4 p.m. The office is open for selling 10 a.m. - 3 p.m.

Personal Travel services now available through the Employee Activities Program. Whether you're planning a week's vacation or a weekend jaunt, consider the convenience and service available through the newly added personal travel service of the Employee Activities program.

Currently the travel section can book airfare, hotel, cars, AMTRAK, and transportation to and from the airport. As the need increases, vacation packages and customized itinerary planning will be offered. By supporting the program, you can insure its continued expansion, success, and service.

Personals

Attention:

Tony Tumminieri and George Nahra, please call Nick D'Avanzo. I would love to hear from you. Nick D'Avanzo, 6662 Alexandria Dr., Huntington Beach, CA 92647, (714) 898-8201.

Wanted Volleyball players (mediocre and advanced) to organize teams for friendly matches on Saturdays and/or Sundays in Montclair and Ontario areas. Call Dave Dhillon at extension 4428.

The Classifieds

The following guidelines will assist you in placing an ad in the *Headway*.

•**All Copy Must Be Camera Ready:** In other words, what you see is what you get!

•**Deadline;** The deadline for ad copy is the 1st of the month. (That is June 1st for the July issue, July 1st for the August issue, etc.) Copy received after the deadline will be published in the following issue unless otherwise notified. *Send early!* Advertising space is limited at this time.

•**Full Payment Must Accompany All Ad Copy:** Make checks payable to: SCRTD and send to 425 S. Main St., Los Angeles, CA 90013 Advance ad payments limited to current submitted ad plus one month. The editor reserves the right to refuse any ad.

RTD employees' and retirees' classified ads will continue to run free

Advertising Rates

FULL PAGE: \$160

(7-3/8 X 9-5/8)

HALF PAGE: \$80

(4-3/4X 7-1/4 horizontal) or

(3-5/8 x 9- 5/8 vertical)

QTR. PAGE: \$40

(3-5/8 X 4-3/4)

8TH. PAGE: \$20

(2-3/8 X 3-5/8 business card)

Classified ads sent by non-employees are accepted at a cost of \$3.75 per line per month. RTD employees' and retirees' classified ads will continue to run free.

RTD MOVIES GOES TO THE MOVIES

Our Rating System

- ***** A classic; *A Star is Born*, with Janet Gaynor
- **** Excellent; worth seeing
- *** Average; okay, but don't go out of your way
- ** Fair; it tries, but flawed
- * Poor; don't bother

BOMB - *Lost Horizon*, the one with Peter Finch and Liv Ullman

Her Alibi - ***

Cute. That's the best word to describe this movie. A slight plot: He is a mystery writer, who sees her in a courtroom, being charged for murder. The police don't really have hard evidence, so he comes up with an alibi for her. This, of course, means that she has to come away with him to the country until the police get off her trail. Now, he's not certain that she's innocent, he just feels it in his heart (his publisher thinks it might be indigestion). He's also inspired by the fact that he's been going through a dry spell in his work, and seeing her has started a whole new book, one that promises to be his best yet. To add to this already silly plot, the producers threw in the fact that she and her family are defectors from behind the Iron Curtain, and the KGB-types are after her. They, of course, are the ones who committed the murder she's accused of.

Now, I've told you the basic story, and I don't feel that I've given anything away. As I said, cute and simple. What makes it funny is that we hear the story that the hero is writing as he's writing it, and what's actually happening and what he has happening in his book are two different things. Especially since he obviously sees himself as the hero, who's a James Bond type, and he's a complete klutz.

Tom Selleck is cute as a klutz, a role he often played on *Magnum, P.I.* That's the reason why the film works as well as it does. Selleck is, as many women have noticed, a very attractive man, and he also has a certain amount of charm, a certain self-deprecation that says he doesn't really take all of this seriously. While Paulina Poriskova, who plays the damsel in distress, is good, the real key lies in the fact that we like Selleck. You feel for him as he tries to overcome his writer's block, and laugh when he wreaks revenge on his ex-wife by writing her into his book as the victim of an exploding microwave oven.

It's a harmless piece of fluff, an enjoyable way to pass a couple of hours. If it's not in the theaters when you read this, take a look around the video stores; it'll probably be out around June, and it's definitely worth the buck or two for the rental fee.

Lawrence of Arabia - *****

I first saw this movie in 1969-70, right when I was starting my love affair with motion pictures. (I can, by the way, remember when this passion started: November, 1968. The film was *2001: A Space Odyssey*, and my father took me for my birthday. Thank you, Dad.) I was too young to understand all of the implications in David Lean's script, but what I saw on the screen swept me away. This is the picture that made Peter O'Toole a star, and you can see why he's a star, and why Lean is considered a great director. It was the second release of the film, when the studio had cut an additional twenty minutes from what they'd cut before the first release to bring the running time down.

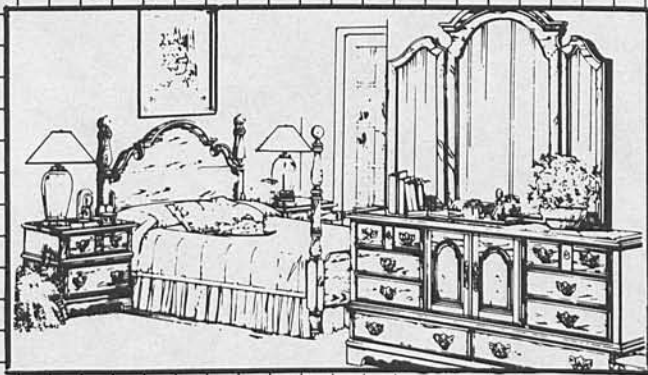
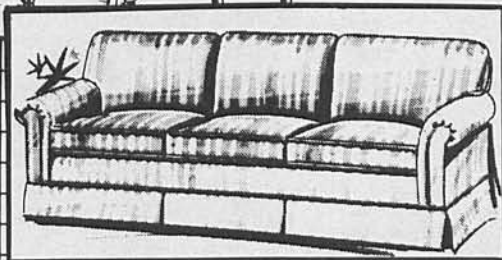
Now, the lost footage has been discovered and restored to the movie. I highly recommend that you see this film if you want to see a fascinating, enthralling picture about a man who, even beyond his death, remains something of an enigma. For those of you who don't know the story, T.E. Lawrence was a young British army officer who "went native." An archaeologist, writer, soldier, he set the British army on its ear with his view that the Arabs had more right to the desert than the British. Called both a hero and a traitor, he wasn't always a likable man, something which Lean never shied away from. This is a thinking film, so don't go if you're in the mood for a comedy.

Be seeing you

— Carolyn Kinkead

Decorators' best kept secret!

5% MEMBERSHIP CARD
Your free 5% Bonus Discount card is waiting for you at FMSA. Bring this ad with you and we will issue you your card. This card can be used on all furniture and mattress items. (Sale items, carpeting, draperies and appliances excluded)



BONUS DISCOUNT TO RTD EMPLOYEES 65,000 sq. ft. Furniture Department Store

Since 1949, L.A.'s smartest interior decorators have brought their customers here. No other store offers our kind of selection, quality and prices. You'll actually shop in a 3-story megastore filled with more quality furniture under one roof than you ever dreamed possible.

Department Stores—Eat Your Hearts Out!

The same brand names, quality, style, fashion and service available at finer department stores. But you'll pay up to 30% below their everyday and sale prices. Why? Low rent, family ownership and a small but expert sales staff means our overhead is a fraction of other stores.

Charge It.

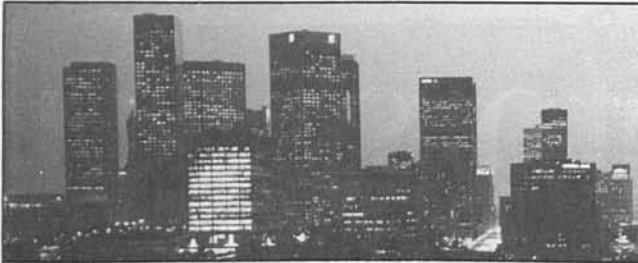
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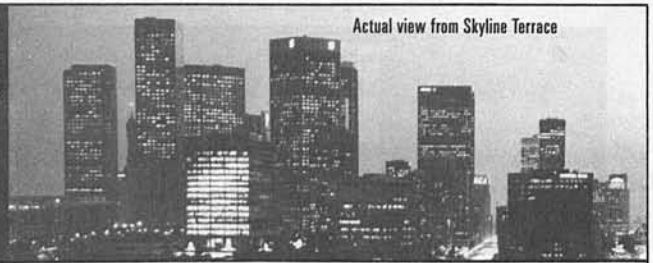
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HEADWAY

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