

HEADWAY



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About the Cover

The creator of this month's cover is George Escalera. George has frequently submitted cartoons to the *Headway* over the years. Formerly a bus operator out of Division 3, George now works as a dispatcher for the Eastside Community Dial-a-Ride for senior citizens and the disabled. A native of Los Angeles, he has painted and cartooned for most of his 37 years beginning formal study at Abraham Lincoln High School with a brief stint at Otis/Parsons Art Institute. A resident of Highland Park, George lives with his three children and their dog. He remembers his bus-driving days with great fondness and misses all his friends at the RTD. The cover represents his Christmas gift to the RTD.

Feedback

Have a comment on this issue of the *Headway*, or an item for an upcoming issue? Take a moment to complete this form, then send it to the

Headway through company mail. Retirees: send to *Headway*, 425 S. Main St., Los Angeles, CA 90013.

What did you like about this issue of the *Headway*?

What did you dislike?

Other comments, or suggestions for future items:

December 1989

Excavation Nearly Complete on 4 of 5 Metro Stations

by Greg Davy, News Bureau Representative

Nearly 617,000 cubic yards of dirt--enough to fill nine First Interstate Bank buildings--have been hauled out of the five Phase 1 Metro Rail stations in the months since bulldozers and cranes began excavating, leaving four of the stations more than 80 percent excavated.

Excavation at two of the stations is almost finished. The 7th Street Metro Center station is 97 percent excavated, and digging at the Westlake/MacArthur Park station at Wilshire Boulevard and Alvarado Street is 98 percent complete.

Excavation work at the Civic Center station and the Pershing Square station at 5th and Hill streets is 81 percent and 82 percent complete, respectively.

"We are nearing an important milestone in the Metro Rail project," said General Manager Alan Pegg. "When the digging is done, we'll be able to concentrate on getting the concrete walls and station platforms poured. Stage II work, which consists of finishing touches such as elevators, artwork, and landscaping, can begin soon after."

The fifth station now taking shape behind Union Station is 31 percent excavated due to a later start because of difficulty in acquiring the necessary land.

As of August 25, 1989, 37 of 65 available Phase 1 contracts had been awarded at a total value of \$476.4 million. Seven Phase 1 contracts have been completed, four of which involved the

clearing of land for construction. Two were for various utility work and one was for the completion of the Maintenance of Way building.

Of the nearly nine total miles of twin tunnels to be dug for Phase 1, more than 70 percent has been completed. More than 105,000 cubic yards of concrete have been poured at the five Metro Rail station sites.

There are 222 unresolved contract claims valued at \$19.8 million, and there have been 669 executed change orders for an estimated value of \$27.3 million as of August 25, 1989.

Other Phase 1 construction milestones for 1989 include:

- Four tunnel excavations to be completed.
- Four station excava-

tions to be completed.

- First delivery of "contact" rail, or the "third" rail that provides electric current to subway cars, is expected.

- Manufacturing to begin of rail cars and fare collection equipment.

- Contracts for Stage II work (tiling, artwork, station esthetics, and final touches) at two more stations to be awarded.

A benefit assessment task force recommended assessment district boundaries for Phase 2 to RTD's Board of Directors in November.

The original cost estimate for the first 4.4 miles of subway beneath downtown Los Angeles was \$1.25 billion. It is expected that the cost to complete the project will come within five to eight percent over the original estimate.

Metro Stations Get Name Change

The stations will look the same--only the names of three of the downtown Metro Rail stations will be different when operation begins in September 1993.

The Wilshire-Alvarado station will be called the Westlake-MacArthur Park station; the 7th and Flower Street station will become the 7th Street/Metro Center station, and the 5th and Hill Street station will be known as the Pershing Square station.

Stations at Civic Center and Union Station

will retain the names originally assigned to them.

The RTD Board of Directors unanimously decided that the new station names will better identify the location of the stations within the context of the entire system, rather than simply identifying downtown intersections.

"We also felt that these new, more descriptive names will be more easily remembered by regular users and visitors alike, and more accurately describe the neighborhoods in which they are located," said Board President Gordana Swanson.

HQ Comes Through for Quake Victims

After the San Francisco Earthquake, the Employee Activities Department put out a call to collect funds for the Red Cross Disaster Relief program.

According to Diane Talton of Employee Activities, employees responded quickly and almost \$1,600 was raised to benefit the victims in the San Francisco Bay area. All checks were forwarded to the Red Cross on October 27, 1989. The Red Cross is grateful to all the generous RTD employees.



Thank you for your dedicated support of public transportation.

Riders to Pay Single Fare on LB-LA Light Rail

by Andrea Greene, News Bureau Representative

When the Long Beach-Los Angeles Light Rail trains start running, a rider will need only to pay a single fare to get to his destination, the RTD Board of Directors decided on October 12.

The Board did not set the cost for that fare. That will be determined later. The Board's decision sets aside for now the option of a distance-based zone fare system; when more lines go into operation a zone fare system may be added.

"When you pay the basic bus fare, you'll also be able to travel anywhere on the Long Beach-Los Angeles Light Rail Line," said Board President Gordana Swanson. "No distance surcharges will be collected."

The basic bus fare will take you anywhere on the LB-LA Light Rail Line.

Under the single fare structure, a rider's transfer purchased on an RTD bus will be honored on the trains. Transfers from other transit operators also will be honored on board the rail system. Passes issued by other operators will be accepted, subject to revenue-sharing agreements to be established between the District and other pass-

issuing authorities.

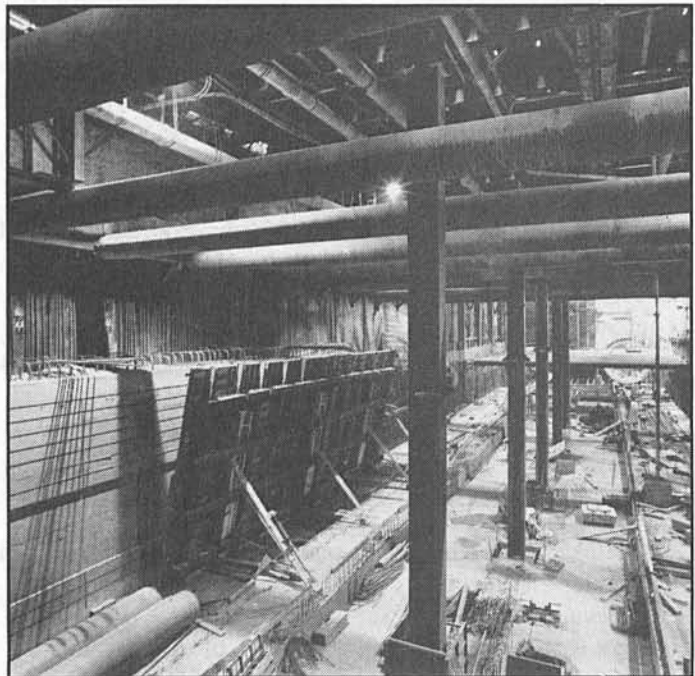
The light rail system will be "barrier free," which means there will be no turnstiles impeding entrance without a ticket. But, of course, patrons will be required to purchase a ticket from a vending machine before boarding. Roving fare inspectors will then check to ensure all patrons have a valid ticket or RTD transit pass.

Ticket vending machines, which will be able to dispense a variety of tickets and transfers, are being manufactured. Under the single fare structure, only those riders paying cash and starting their trip on the rail system will be required to use the ticket machines, while other riders will simply use a pass or transfer as proof of payment.

A public hearing will be held this month on the proposed implementation of this fare policy. The Long Beach-Los Angeles Light Rail Line is scheduled to begin operating in July 1990.

"That process will provide an opportunity to review all elements of the District's fare system so that we can make potential adjustments to be effective for the fiscal year beginning in July 1990," Mrs. Swanson said.

"Basically, the single fare policy is intended to make it as easy as possible for people to start riding a rail system along this alignment again," she said.



Underground at the light rail station at 7th and Flower streets.

Metro Rail Contract Change

Contractors building two of the five stations that will serve the first 4.4-mile segment of Metro Rail each received approval from the RTD Board of Directors on October 12 to receive \$500,000 more to support the project schedule.

The measure is one of several being implemented by General Manager Alan F. Pegg to assure timely completion of the Metro Rail project and to keep costs to a minimum.

The two contractors--Guy F. Atkinson Construction Company of South San Francisco, which is building the Pershing Square Station, and

Granite Construction Company of Los Angeles, which is building the 7th Street/Metro Center station--have been approached on the basis that cost of the changes will be shared based on responsibility for the delays, said Pegg.

Phase 1 of Metro Rail, 4.4 miles of subway beneath downtown Los Angeles stretching from Union Station to MacArthur Park, was originally estimated to cost \$1.25 billion. The final cost is now expected to be between 5 and 8 percent higher. The system is scheduled to open September, 1993

Metro Engineer Beams with Pride About BART

The week following the San Francisco earthquake, Metro Rail Director of Construction Management Sam Louis made a short visit to the Bay area to meet with his ex-staff members from the BART project and find out first-hand how the BART withstood the 7.1 quake.

Louis was employed for more than five years on the BART project as manager of construction development and manager of design. He points with pride to his personal projects--the downtown Oakland subway and the Daly City extension.

"It can be concluded that the subway is the safest place to be when the Big One hits."

"Right after the quake occurred field teams went to inspect the system," said Louis. "This included a helicopter trip to check if the alignment had been affected."

The transbay tube was painstakingly inspected and some leaks were observed but those were grouted immediately. "Inspectors were concerned about the Berkeley Hills tunnel

because of its proximity to the Hayward Fault. It was the one section in the greatest threat of a severe earth rupture, but nothing was affected," he said.

"We designed the transbay tube to cope with a quake of greater magnitude than the 7.1 quake of October 17. At either end of the tube is a U-joint connection that accommodates shaking. It has the capability of moving six inches in all directions."

From reports of those commuters who were traveling via BART when the massive temblor hit San Francisco and Oakland at the height of the Tuesday afternoon rush hour, most were not even aware that there had been an earthquake.

On Monday morning, October 23, when Bay area residents faced the daunting task of finding their way to work and getting there on time, BART was up and running. Louis' ex-staff members called to tell him that even though the cars were twice as crowded, all the lines were running on time. With a major bridge and three freeways out of commission, the BART began running a 24-hour system coming to the aid of many a worried commuter.

"They say a big one is coming, but no one knows when. I do know that our system [Metro Rail] is designed to withstand the maximum magnitude quake. As evidenced by the recent quake in Mexico City and the one in San Francisco, it can be concluded that the subway is the safest place to be when the big one hits," he said.



Metro Rail Director of Construction Management and a former BART engineer Sam Louis maintains that the subway is the safest place to be in a high magnitude quake.

 **Merrill Lynch**

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All-Subway Route Favored in San Fernando

by Rick Jager, Sr. Communications Representative

The RTD Board of Directors on October 12 adopted a resolution in favor of an all-subway rail alignment in the San Fernando Valley. The alignment is widely supported by area community and homeowner groups and was the subject of legislation authored by State Senator Alan Robbins.

That measure, SB 1273, was passed by the legislature during the recent session, but was subsequently vetoed by the Governor.

"We want to go on record supporting subway construction in this area because it is the only viable route to serve this region, having garnered the support of residents, homeowner associations,

and the community," said Board Director Nick Patsouras, an appointee of County Supervisor Michael Antonovich.

The Board resolution said it was the District's view there would not be constructed any exclusive public mass transit guideway, rail rapid transit or light rail system, or any track, other than subway, covered and below grade.

That system, the resolution continued, called for the subway to be built in the area bounded by the "western curb of Hazeltine Avenue, the northern curb of Sherman Way, and a line parallel to and 50 feet west of the western edge of the Hollywood Freeway, the eastern curb of Tujunga Avenue between the

Hollywood Freeway and Ventura Boulevard, and the southern curb of Ventura Boulevard."

The measure has been supported by: Valley Industry and Commerce Association, members of the Orthodox Jewish community, Encino Property Homeowners Association, Sherman Oaks Homeowners Association, the Warner Center Association, the Universal City/North Hollywood Chamber of Commerce, FAIR Transit Coalition, United Chambers of Commerce of the San Fernando Valley, Studio City Residents Association, California Teamsters Public Affairs Council, and Valley Rail Transit.

Division 1 Aids Quake Victims with Check for \$1,000

by Dave Vaillancourt, Div. 1 Asst. Mgr.

Division 3201 employees have an emergency fund which is intended to aid fund members in times of need or family emergency. This fund is supported by donations from fund members each payday and is administered by a committee of volunteers.

On learning that the San Francisco earthquake disaster relief fund was in need of monetary donations, the committee met and agreed to send a donation of \$1,000.

Division 3201 management is very proud of its employees' generosity.

Employees, We Need You!

Four words--"ELIGIBLE FOR REFERRAL BONUS"--can mean extra money in your wallet!

Candidates for certain key positions in Management Information Systems and Transit Police are in high demand right now among all employers in our area. You may have friends who are qualified to fill these jobs.

The District will pay you a finder's fee of \$1,000 (for MIS) or \$500 (for Transit Police Officer), per referral for each applicant you refer who is hired by

the District. The finder's fee is paid to the finder at the end of the new hire's first 90 days of service.

The positions for which the District currently offers the finder's fee are: Transit Police Officer (\$500), Systems Project Leader (\$1,000), Systems Programmer (\$1,000), Senior Programmer Analyst (\$1,000), and Programmer Analyst (\$1,000). The bulletins for these and other hard-to-fill positions will be marked, "Eligible for Referral Bonus" when posted.

It's easy to refer your friends to be considered for District employment. Come to or call the Employment Office (Headquarters, Second Floor, extension 7153) and ask for an application, bulletin, and referral slip. Fill out the referral slip; have your friend fill out the application; attach the referral slip to the application; make sure your friend gets the application in before the closing date. It's that easy!

Placing excellent

employees in every department and position helps all of us get our work done better. So call your friends, find out if they meet the qualifications stated in the bulletin, and refer them as applicants for District positions. A few minutes of your time could make you \$500 or \$1,000 richer!

[NOTE: Personnel Department staff at Human Resources Assistant level and above, and assigned department representative for the selection, are ineligible for the bonus.]

Service Reliability, Could Be the Start of a Beautiful Friendship

After nearly a year of testing and planning, the Transportation and Scheduling/Operations Planning Departments recently took the wraps off of the District's new "Service Reliability Program."

The Service Reliability Program is a larger, more permanent version of the Service Reliability Improvement Pilot Program (or "SRIPP"), which was initiated in December of 1988. Throughout the pilot program, data concerning operator opinions, on-time performance, traffic accidents, and load distribution were gathered on several test lines. While the departments are still analyzing the preliminary data, Transportation and Scheduling administrators are pleased and encouraged with many of the results to date.

"Operators have always told us, 'If you want to know what goes on, ask us.'"

Operations Control Services Superintendent Dan Ibarra and Scheduling/Operations Planning Senior Statistical Analyst Robert Jackson, recently met with the *Headway* to report the status of the expanded Service Reliability Program and to describe the program's objectives. "Our basic task as the name of the project suggests, is to improve service," said Ibarra. "Our approach is to increase the visibility of the road supervisor with the operators. We know it is



Danny Ibarra (left) and Robert Jackson (right) show the design of the poster that has gone up in each division. The poster specifically identifies the division's road supervisors assigned to the Service Reliability Program and the lines targeted for reliability improvement.

necessary to improve the communication channels between these two groups." As was the case with the pilot program, this is being done by having the road supervisors meet personally with each operator and take account of the problems the line may be experiencing; for example, heavy patron loads.

"We feel this positive face-to-face encounter will work more successfully to improve the image of road supervisors among the operators," said Ibarra. "In the past, it has been the case that when an operator sees a supervisor drive up, the first thing he or she does is look at his or her watch, fearing some negative criticism, worrying about being off schedule. While the supervisor's function is to ensure that the District rules and regulations are enforced

and that the schedule is maintained, we expect a collaboration to take place between the supervisor and the operator. Instead of the negative approach of penalizing the operator for a condition that may be out of her control, we encourage the supervisor to listen to the operator and figure out a solution."

Relying on the feedback of the particular operator, the road supervisor is expected to test various schedule manipulation strategies to determine the best alternative to problems plaguing operators and ultimately, the rider. "We are getting a lot of good information from operators who have always told us 'if you want to know what goes on, ask us.' Well, that's what this is all about," said Ibarra.

After the supervisor tests out the different

suggestions, he or she documents them and turns in the results to the Scheduling/Operations Planning Department. The road supervisors are often asked to make their recommendations personally in meetings held with the Scheduling Manager, Schedule Makers, and other Scheduling personnel. "Increasing the communication between the road supervisors, operators, and Scheduling personnel is a key objective of the Service Reliability Program," said Jackson. During the pilot study, for example, the road supervisors worked closely with Scheduling to resolve a problem of an inappropriately placed time point on line 16. As a result of this collaboration, the Scheduling Department eliminated the time-point, and the number of buses on Line 16 departing downtown Los Angeles improved on-time performance from 30 percent (prior to the supervisors documenting the problem) to nearly 90 percent.

The expanded Service Reliability Program is currently in place on five lines: 1, 20, 30, 204, and 420. These are lines that have appeared on the District's Target Line Program (designed to reduce traffic accidents) and are among the heaviest lines in the system. Eleven service reliability teams began working on these five lines from various divisions on the morning of October 15. "Supervisors were told to meet as many operators

continued on page 8...

... Service

... continued from page 7

as possible. We told them to pass out business cards, get to know these people. We want the supervisors to begin viewing themselves as supporting those who provide service," said Ibarra.

The Service Reliability Program includes all four units of Transportation, that is, Instruction, the Divisions, the Transit Operations Supervisors, and Operations Control Services, with the Scheduling Department taking the lead in data program evaluation and analysis. It is still too soon to draw any conclusions about the program, said Jackson. "Although our preliminary data looks promising, it is difficult to measure the effect of such a program on such variables as customer complaints and accidents. We can however, track on-time performance and load distribution. And, within six months to a year we will have more hard data." Eventually, Jackson plans to interview passengers as part of the evaluation.

"From the results we have seen so far, we are certain that the course of this program will have a considerable effect on operator attitude," said Ibarra. He expects the change will ultimately be noticed in improved operator-patron relations as a result of greater operator courtesy. "This effect will go a long way in improving the District's image," he said.

What Makes These Robots Move?

by Jim Montoya,
OCPM MMSSA*

If you've ever ventured into the Warehouse Section of OCPM, or the Maintenance Production Shop areas, you've probably encountered one of our Automated Guided Vehicles (AGV's). These blue and yellow vehicles move about the facility satisfying materiel requirements throughout the CMF. Whether it's delivering the necessary materiel to complete a transmission rebuild or to deliver seats to the upholstery shop for installation on a coach, these state-of-the-art "Robots" get the job done. The AGV's provide real time control of the pick-up, deposit, and transportation of materiel loads throughout the CMF.

In case you've ever wondered, "What makes

*RTD is leading
the ranks of
technological
advancement
in the
transportation
industry.*

them move, and how do they know where to go?" Here's how:

These AGV's are battery-powered, wire guided, computer-controlled load carriers. They travel along approximately 4,500 feet of wiring that's embedded in the floor surface. Some of the more visible features of the AGV include:

- Two emergency stop



MMSSA Janiece Edwa tests out the AGV's load capacity and performance.

buttons, one located on each side of the vehicle.

- Collapsible safety bumpers on each end of the vehicle that are equipped with safety interlock features that prevent movement when depressed.

- Yellow warning lights that serve as travel indicators to show movement and turns.

- Beeping sound effects to indicate location of vehicle.

These vehicles are self-loading. The load-carrying deck rises under automated control to pick-up or deposit a pallet of materiel at any one of 71 Pick-up and Deposit stands (P & D) throughout the CMF. Each of these P & D stands is equipped with a photocell and reflector to register presence/non-presence status.

The vehicles move freely about, responding to move requests, generated by either an employee via an ASRS terminal or by the requirements of an order

previously released for picking.

On occasion, these vehicles take "time out." When this happens, the vehicle has lost communication contact with the computer. This condition is easily recognized by the rapid blinking and beeping sound that occurs. In order to reintroduce the AGV to the system, the vehicle is manually "reinserted" by the use of a Hand Controller, operated by the Materiel Management System Support Analyst* on duty. The AGV's have the ability to retain their commands even when encountering an error. Once inserted, the vehicles continue on their way as if nothing happened.

The sound and sight of these automated vehicles are a constant reminder that materiel handling at the RTD is leading the ranks of technological advancement in the transportation industry.

SCHEDULE CHANGES



Aguilar, Lilia S., from Secretary to Senior Secretary.
Alexander, Richard L., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Allen-Wilson, Brenda, from Mechanic B to Mechanic A.
Arias, Annette B., from Security Recorder to Typist Clerk.
Argueta, Edgar B., from Cash Clerk/Relief Truck Driver to Vault Truck Driver.
Arnold, Lloyd E., from Mechanic A to Warranty and Equipment Mechanic.
Axibal, Sharon F., from Administrative Analyst to Accounts Payable Supervisor.
Balalong, A. D., from Schedule Checker to Schedule Checker Supervisor.
Barrera, Randolph C., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Beyer-Thomas, Tammy A., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Bicciche, Thomas M., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Biehn, David A., from Mechanic A to Mechanic A Leader.
Blanchard, Stephen S., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Bobb, Alisa A., from Bus Operator Part-time to Bus Operator Full-time.

Breaux, Cheryl, from Typist Clerk to General Clerk II.
Calderon, Debbie S., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Camagy, Alfredo M., from Stock Clerk to Storekeeper.
Cano, Paul R., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Chan, Philip, from Mechanic B to Mechanic A.
Coates, Matthew L., from Electronic Communications Technician to Digital Technician.
Cotroneo, Ronald J., from Mechanic A to Equipment Maintenance Supervisor.
Cuellar, Monica L., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Delgado, Debbie, from Bus Operator Part-time to Bus Operator Full-time.
Dolly, Debra, from Clerk to Personnel Clerk.
Ebarb, Lorraine, from Typist Clerk to Clerk.
Epps, Ronald, from Service Attendant to Service Attendant Leader.
Famighetti, Richard P., from Mechanic A to Equipment Maintenance Supervisor.
Fresnedo, Rosa M., from Bus Operator Part-time to Bus Operator Full-time.
Garcia, Mario D., from Bus Operator Part-time to Bus Operator Full-time.
Garcia, Samuel, from Mechanic B to Mechanic A.
Gazinski, Lech M., from

Mechanic A to Warranty & Equipment Mechanic.
Geffen, Haim, from Senior Planner to Supervising Planner.
Golden, Grace Louise, from Transit Operations Supervisor to Senior Transit Operations Supervisor.
Gonzalez, Juanita, from Utility A to Utility A Leader.
Guevrekian, Simon., from Statistical Analyst to Programmer Analyst.
Gundinger, Phil W., from Mechanic C to Mechanic B.
Grace-Hall, Mary Emma, from Secretary to Staff Aide.
Harrison, Cynthia R., from Senior Secretary to Staff Aide.
Hicks, John E., from Stock Clerk to Truck Driver/Clerk.
Holland, Frank R., from Stock Clerk to Storekeeper.
Ivory, Wilbert, from Transit Operations Supervisor to Senior Transit Operations Supervisor.
Javier, Teresa M., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Johnson, Glenn E., from Mechanic B to Mechanic A.
Kaping, Reginnia G., from Secretary to Senior Secretary.
Luna, Pablo, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Markles, John F., from Property Maintainer A to Cabinet Maker.
Marsh, Rickey J., from Service Attendant to Service Attendant Leader.
Mons, Betty D., from Staff Aide to Staff Assistant.
Moreno, Angel, from Bus Operator Part-time to Bus Operator Full-time.
Mynatt, Christopher I., from Service Attendant to

Mechanic C.
Myers, Grant K., from Transit Operations Supervisor to Assistant Division Transportation Manager.
Nguyen, Thi X., from Mechanic B to Mechanic A.
Nino, Miguel, from Bus Operator Trainee Part-time to Bus Operator Part-time.
Noriega, Ignacio G., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Ong, Albert, from Scheduling Systems Analyst to Junior Systems Programmer.
Orsell, Constantino, from Bus Operator Part-time to Bus Operator Full-time.
Ortiz, Richard O., from Field Equipment Technician to Equipment Maintenance Supervisor.
Parker, Petra E., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Parker, Reid, from Mechanic B to Mechanic A.
Phillips, Steven C., from Customer Relations Technician to Customer Relations Systems Coordinator.
Procopio, Leila, from Human Resources Analyst to Senior Human Resources Analyst.
Ramirez, Deborah, from Bus Operator Trainee Part-time to Bus Operator Part-time.
Ramos, Arturo, from Bus Operator Trainee Part-time to Bus Operator Part-time.
Ramos, Dolores, from Bus Operator Trainee Part-time to Bus Operator Part-time.
Reyes, Ernie G., from Electronic Communications Technician to Systems Electronic Communications Technician.

continued on page 11...



PUBLIC COMMENDATIONS

Thanks for a job well done!

Division 3201

Brown, Peggy J.
Ramirez, Ruben L.
Van Eyck, Manuel F.

Division 3203

Jones, Samuel L.
Miles, Delois
Stone, Eleanor

Rukos, Miguel A.

Division 3205

Brinson, William R.
Luke, Gerald F.
Tircuit, Elmore J.

Division 3206

Collins, Mary
Pitts, Weldon A.

Division 3207

Elliott, Darryl E.
Feldra, Larry F.
Parker, Christopher D.

Hawkins, Lewis A.
Goldstein, Norman
Lawton, Calvin R.
Medina, Maria A.

Division 3208

Fonseca, Guadalupe
Garcia, Vincent A.
Graham, Frank L.
Hawkes, James
Hollander, Mark V.
Roby, Walter A.
Sandoval, George A.

Division 3209

Anderson, Randy L.
Bynum, Bernard A.
Jennings, Lloyd A.
Johnson, William C.
Pepper, George W.

Division 3210

Thompson, Larry P.
Villagran, Salvador J.

Division 3212

Castillo, Natividad R.
Ferrell, Robert

Division 3215

Chapman, Richard G.
Contreras, Paul G.

Haynes, Larry S.
Penn, Clayton O.

Woods, Ronald

Division 3216

Bozonier, Anthony

Division 3218

Doncette, Darren J.

Peace, Harold F.

Robinson, Eugene

Wilhite, Ronald S.

Steyn, John E.

Dear RTD:

Today was a bad day for me. I was tired and exhausted. At about 3:00 I got on the 480 to Pomona. The driver was very neat and kind. He was driving at a safe speed. He talked to all oncoming passengers in a kind tone of voice. This world is cold and cruel but you do meet people who show you that love and kindness is still out there. Thank you for drivers like Tony Bozonier. He is NUMBER ONE. God Bless you Tony and I hope you go a long way in life. God Bless you at RTD.

Thank you,
Merland Turner

Dear RTD:

Each Thursday this summer I attended a writer's workshop for which I took a 45 or 46 bus. I boarded the bus between 9 and 10 a.m.

One driver so improved my day and so

impressed me by his courtesy and intelligence and kindness that I planned to write this long, long ago--which is true of almost anything I finally get around to doing.

His name is Salvador Villagran. He didn't want me to write the letter. I begged and insisted until he finally told me his badge number (I was standing on the top step holding up the bus when he finally told me).

I am blind and I have a guide dog. I mention this because being blind and traveling with--or without a guide dog--makes it impossible not to learn things about a driver's attitudes for better or worse. But I'm not talking in this case about anything the driver did especially for me; he was friendly and intelligent and courteous and alert and patient and kind with every single person in every situation.

If drivers even suspect how much they count with all of us they would be astonished by their effect--on the quality of their passengers' perspective--the moment, the day, a life.

Thank you very much.
Helen Cline

Dear RTD:

This is to commend Jim Hawkes. In the many years of my commuting between the San Fernando Valley and downtown Los Angeles I have been very much impressed with the way bus drivers interact with their passengers irrespective of race, station in life, education, etc. Passengers (mostly Latinos, Asians, and minorities)

almost always would be beaming with pride as soon as they get on their buses and as soon as they get off as evidenced by their chatter and conversation regarding how the operator treated them. I am sure that other passengers who do not belong to the above ethnic groups would be having the same feelings that we do.

I do not drive and I have been using public utilities since 1969 when I arrived in this beautiful country, first in New York City. Surely employees like Mr. Hawkes are a part of making this country the most loved country in the world.

It is amazing to see him on time every morning and afternoon as he goes through the chores of serving the public. He does not rush when he drives and he isn't slow either. He is almost a member of the family to the passengers he serves.

Thank you for this opportunity to communicate with you. More power to you and may the Lord Bless us all.

Sincerely yours,
Adela Valerio

Dear RTD:

Operator Vince Garcia is another one of the fine operators for RTD. He is always professional, cheerful, and on August 9 helped a patron make her connection by observing her, stopping, waiting while she made her way to the coach, and then proceeding. We all know the frustration of waiting for the bus, but when a super operator like Vince saves you the wait

continued on page 11...

... Public Commendations

... continued from page 10 for the next one I think a lot should be made of it.

Please thank Mr. Garcia for a job extra well done.

Yours truly,
Stephen Hall

Dear RTD:

I am writing to compliment Darryl Elliott. He was courteous and extraordinarily conscientious--calling our the stops, naming the connections and, when appropriate, warning riders they were on a "limited" bus that would bypass some local stops. He was doing a good, caring job and I felt he should be credited.

Yours very sincerely,
Irene Oppenheim

If drivers ever suspected how much they count with all of us they would be astonished by their effect on the moment, the day, a life.

Dear RTD:

I am pleased to write you concerning Mr. Weldon Pitts. I find Mr. Pitts to be very courteous and responsible when he is operating the 320 Wilshire bus line.

He always greets the passengers with a smile and has a pleasant personality.

I feel very safe when he's operating the bus and I think he is an excellent driver.

Yours truly,
Loretta Paige

Dear RTD:

I am from Portland, Oregon, where we have a superb bus system and Maxi Rail [in fact, Tri-Met was just awarded APTA's best transportation company of the year].

I have been riding the RTD for the past 8 months, and I would like you to know that Gerald Luke should be highly recommended for his complimentary, friendly, courtesy, and all around concern to make his passengers happy.

I just felt that you should know that you have some terrific bus drivers, and Luke is one of them. Theirs is not an easy job.

I just felt that you should know that you have some terrific bus drivers.

Dear RTD:

After having ridden with William Brinson, I just feel that I want to commend him and recommend him for a driver of the month award, a gold star, etc.

You see, I have ridden public transportation intermittently since about 1923 and now that I am a senior citizen I can really appreciate a driver that calls all of his stops. Half of the time I can't even see them.

You could use more drivers like him.

A constant rider,
Ulysses Howze

Brie, Bobby H., began with the District on October 2, 1975, retired as a Mechanic A on October 3, 1989.

Brown, Claude H., began with the District on September 3, 1966, retired as a Schedule Checker on September 17, 1989.

Davis, Jesse J., began with the District on October 8, 1966, retired as a Bus Operator on October 16, 1989.

Hinrichsen, Norma L., began with the District on September 1, 1970, retired as a Typist Clerk on September 30, 1989.

Kuntz, Delmar L., began with

the District on September 28, 1960, retired as a Mechanic A on September 30, 1989.

Medina, Renato, began with the District on May 29, 1957, retired as a Mechanic A on October 2, 1989.

Moore, Robert J., began with the District on August 20, 1966, retired as a Bus Operator on October 5, 1989.

Smith, Floyd J., began with the District on September 30, 1966, retired as a Bus Operator on September 30, 1989.

White, Cue O., began with the District on June 16, 1947, retired as a Bus Operator on October 6, 1989.

... Schedule

... continued from page 9

Rizkallah, Samir H., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Rogers, Adrienne Y., from Secretary to Staff Aide.

Salazar, Ruben, from Bus Operator Part-time to Bus Operator Full-time.

Saldana, Daniel B., from Bus Operator Part-time to Bus Operator Full-time.

Savatgy, Joe A., from Mechanic B to Mechanic A.

Singh, Prithi P., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Smith, Craig S., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Sprein, Joseph, from Cabinet Maker to Locksmith.

Squier, Gerald L., from Senior Planner to Supervising Planner.

Srinivasan, Vasan R., from Senior Engineer to Project

Engineer.

Stigars, Tammy J., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Tontz, Steve, from Planner to Senior Planner.

Tran, Stacy M., from Division Stenographer to Secretary.

Ulmer, David A., from Property Maintainer A. to Property Maintainer A Leader.

Valenzuela, Armando H., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Vasquez, Fortunata T., from Senior Secretary to Staff Assistant.

Wang, Andi, from Engineer to Senior Engineer.

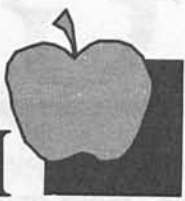
Washington, James K., from Mechanic B to Mechanic A.

White, Myrine, from Senior Secretary to Staff Aide.

Woodard, Gloria J., from Senior Secretary to Staff Aide.

Zimmerman, Richard B., from Security Guard II to Transit Police Officer Trainee.

TO YOUR HEALTH



Smoking Cessation and Weight Gain

by Paul Lonquich, M.D.

Congratulations to the recent graduates of the Smoking Cessation Program conducted by Luanna Urie. These individuals were working with the seven-week program as we went to press and we wish them continued success in their smoking independence. One of the concerns with smoking cessation is weight gain. Let's share a few facts about this problem and ways of addressing it successfully.

Weight gain after smoking cessation was thought to be related to the exchange of food as a substitute for smoking and the need for oral gratification that was once supported by cigarettes. New studies show that this is probably not the whole story. The basal metabolic rate (or the rate at which your body has to use energy to support essential body functions) is slightly increased by the use of nicotine, such as in cigarettes. Because of this, smokers will use more energy (or burn more calories) when they are at rest than nonsmokers. To further support this, a University of Pittsburgh study has found that nicotine will increase your

basal metabolic rate to an even greater extent during light activity by about 12% versus the 5% increase when at rest. As you can imagine, when you quit smoking, your metabolism slows back down to the point of promoting weight gain. But don't be discouraged, the amount of weight gain related to the change in metabolism is small, only about 31 to 69 calories during an eight hour day. This relates to about an extra pound a month which is within the normal weight



range of most people. So metabolic change alone doesn't account for the rapid five to ten pound weight gain of the average smoker who has recently quit smoking. We still don't know the exact cause of weight gain after smoking cessation, but the thoughts are that it is a combination of changes in eating habits, activity levels and physiological changes that affect people individually.

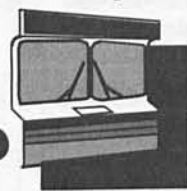
Though you might gain weight, that is NOT a reason to put off your smoking cessation. You can compensate for the change in eating habits or metabolic rate that may occur by eating fewer calories or increasing your activity. You'll be pleased with how much better you feel and that you'll probably be able to maintain your weight (or even lose a few pounds!) with the change in lifestyle.

You might experience constant compulsive munching that first week after declaring your independence, that's ok. Munch on carrots, celery other raw vegetables and fruits, they're good for you, lots of fiber, and they don't have a lot of calories. In the following weeks, exercise restraint and decrease the

amount of fat in your diet and use smaller portions to help combat the possible weight gain. Walking is a great exercise and if you walk a mile a day, that will balance out the change in metabolism. Aerobic exercise can really burn calories and is a great distraction from smoking. If you're huffing and puffing from exercise, you probably won't want to puff on a cigarette and lose more oxygen!

Everyone will tell you it is harder to stop smoking than it is not to start. Smoking as a way of staying slim is bad news health-wise and the risks definitely don't outweigh (no pun intended) the benefits. So if you're not smoking don't start. Good luck and Happy Smoke-Free Independence to All.

TOP OPERATORS



The awards for the Operator Recognition Program for the month of September were announced in early October. The Manager's Award is presented to recognize and reward the bus operators who consistently perform in an outstanding manner. While there are many operators who deserve this honor, budgetary constraints force managers into the tough job of having to choose just one. The theme of the program is "In Pursuit of Excellence." Those

operators excelling in their pursuit are listed below.

September Manager's Awards

- | | |
|------|---------------------------|
| 3201 | Clift Quintero |
| 3203 | Ramtin Gholizadeh |
| 3205 | Alpha W. Marshall-Goodall |
| 3206 | Jeffery L. Rowland |
| 3207 | Benorce Blackmon |
| 3208 | Robert A. Nidetz |
| 3209 | Joseph Palmisano |
| 3210 | George Damian |
| 3212 | Wendell L. Agee |
| 3215 | Clarence B. Hagan |
| 3216 | Robert R. Nordstrom |
| 3218 | Kaiser L. Watts |



100 This Month and Still Going Strong

Retirees Fay and Albert Elmer celebrate Albert's 100th birthday this month.

The RTD isn't the only one celebrating a milestone birthday this year, but we've a long ways to go before we catch up with one of our retirees. Turning 100 this month, Albert Elmer started with a predecessor of the RTD, the Los Angeles Railway Company (LARy) in 1923 at age 33.

Born on his father's farm in Monroe, Wisconsin on December 13, 1889, Elmer's birth notice shared space in the town newspaper with the telling of fantastic breakthroughs in technology and political events. It was during that same year Benjamin Harrison was inaugurated as the 23rd president of the United States. Earlier, in April of 1889, President

Harrison opened the Oklahoma Territory Indian lands to white settlers and the rush began to stake land claims. Electric lights were installed at the White House, but neither President Harrison nor his wife touched the switches. (An employee turned on the lights each evening and they remained burning until the employee returned the next morning to turn them off.) Aunt Jemima pancake flour was invented at St. Joseph, Missouri. The U.S. Supreme Court affirmed the constitutionality of the Chinese Exclusion Acts [these were not invalidated until 1947]. Jane Addams opened the Hull House resettlement home in Chicago. The Confederate president, Jefferson

Davis, died in New Orleans. Across the Atlantic Ocean, Europe's first electric trolley went into service in Kent, England. And, Alexander Gustave Eiffel designed the 1,056-foot high Eiffel Tower for the Paris World Exhibition.

In his own time Elmer has seen technology advance from the horse-and-buggy days to the Space Shuttle. Looking back, Elmer remembered his boyhood vividly. "There were no automobiles then, just horse and buggy. Back then everyone said nothing would take the place of a horse. I never saw a car until 1904. I remember the car drivers would pull to the side of the road when there were horses. The horses would

go nuts!"

Imagine a life with no telephones, no televisions, no electricity. "Without a doubt these inventions made everyone's life easier," said Elmer. "As a boy I can remember when the iceman used to come around and saw off a huge chunk of ice that was used to refrigerate food in iceboxes," he mused.

Elmer sat next to his wife, Fay, 91, during the course of the interview held at their elegant and comfortable apartment in the retirement village of Mt. San Antonio Gardens in Pomona. Both Elmer and his wife were concerned that the interviewer was comfortable and had had enough to eat. They

continued on page 14...



Albert Elmer pitched a mean one at the Pomona Lawn Bowling Club Tournament last year when he was only 99 years old.

... continued from page 13 seemed a bit uncomfortable at first with the attention, not used to someone wanting to know everything about them. Elmer, in his low, gentle voice talked about the beginning of his railroad career on the Burlington Northern in Spokane. His first wife was a sickly woman who suffered from the inclement climate which forced them to move often in search of a more healthful environment. The search took them to South Dakota, Arizona, and finally to California in 1923. His first wife died in 1939. Elmer married Fay in 1951. Starting as a brakeman, Elmer worked his way up to motorman with LARy. "I used to drive the Red Cars from Eagle Rock to Hawthorne. It was a good life. I don't think you could help but like it. I still have a warm spot in my heart for all those people I worked with."

Elmer considered the current transportation

challenges confronting Southern California and said: "They made a big mistake when they got rid of the Red Cars. They had a good system, they just didn't have enough sense to keep a good thing going. We had 5-minute headways, used to be loaded with people. Now they got buses and the town is blue with fumes. Cities in Europe all have streetcars, but we tore ours out."

Asked if he thought people had changed much in his life, Elmer answered, "You know, times change, the whole structure changes, the way people think changes, but morally, things haven't changed for the better. In my day a man's word was a good as gold, not today." Looking at the U.S. economy and people's attitude toward credit, Elmer grew critical. "It used to be a man would pay his last penny to pay off an obligation. People go into debt over their heads. We didn't used to do that. In the early days we lived

within our means, now they all want to live like the Joneses."

Probably just about everyone asks Elmer how he achieved his longevity when they find out he is 100. This interviewer was no exception. "Well," he began to answer, when Fay chimed in quickly with, "He had a good wife!" and both shared a laugh with that. Elmer claimed heredity as his most valuable legacy. "My father lived to be 100. But, you know, I never worry. I do the best I can each day. What's the use of worrying, I could not have done any better than my best. If it turns out, ok, if not, ok too. Some people just worry themselves sick." Elmer said he realized early in life that there many things over which he had no control.

He added that he does stay on a salt-free diet and maintains a consistent regimen of exercise--he is a lawn bowler, a game he took up at 83. He also loves to play chess, checkers, and is an avid jigsaw puzzler. On his 99th birthday, Elmer played in the Pomona Valley Lawn Bowling Club Tournament to benefit Toys for Tots.

He doesn't consider himself a religious or spiritual man, although he thinks religion is a good thing in that it teaches a person to conduct himself in the proper way. "I think the object of all religions is alike--whatever road I take leads to Him. As a young man I used to attend the Indian snake dances in

Arizona, very sacred rituals those. They don't let white men in any more because they made light of it. I respected it as part of their ritual to worship the deity."

Turning to Fay, he asked how it was being married to a 100-year-old man. "My life has been very comfortable with Albert. I trusted him. I think the reasons we have been able to stay together is because of the honesty in our relationship. We are truthful to each other, decent, we cooperate with one another," she said.

"You know," interrupted Elmer, "I was a bachelor for 12 years before I married Fay and I remember when my father came out and visited me. I had to take care of him. It was hard. Lots of husbands think the wife has got it made, but the wife has the toughest job of the two no matter what the husband does. They are poor souls, especially if she has kids. I suspect if the husband traded places with his wife for two days, he'd be so happy just to get back to his job in the office."

Elmer's advice for a happy marriage: "Don't be selfish. If both partners work, the husband should not expect the wife to do all the housework. He should pitch in. Be honest and considerate. If they do, they'll get along."

Elmer took out a birthday card he received for his 99th birthday from his great grandson. The cover depicted an old

continued on page 15...



Leo Henry Maag posed with his great grandchildren at a 1988 Halloween party.

... continued from page 14

toothless geezer. The inside greeting read: "Floss 'em if you got 'em-- Happy Birthday." Not at all offended and after having viewed it many times before Elmer still laughed at the joke, muttering "That great grandson of mine-- what a kid!"

When Elmer married Fay she had two children by a previous marriage. Elmer legally adopted her children. Together now they enjoy their six grandchildren and 8 great grandchildren. "It's the best deal I ever got in my life. These kids have always been great to me. My granddaughter is coming all the way from Perth, Australia to help celebrate my birthday."

Looking back on it all, Elmer said there was nothing he would change. "I am a happy man. I don't long for anything. I've got a good wife, great kids, grandchildren, and great grandchildren who all think a lot of me. So, why shouldn't I be happy."

Headway also interviewed Mr. Leo Henry Maag of Lancaster in August. At that time Mr. Maag was 99 and in poor health. We anticipated celebrating his 100th birthday in December, but Mr. Maag passed away in September. Mr. Maag was raised in a boxcar as the child of a Southern Pacific way foreman. He started his own transportation career as a lineman stringing trolley wire for LARy in 1920 after returning from the WWI; 37 years later he retired as a foreman. He was active in his community as a member of the Optimists, VFW, Boy Scouts (as scoutleader he took his troop on a 50-mile hike at age 78), and last year he participated as an assistant coach with the Special Braille Olympics. He is remembered as a friendly man who loved life and looked for the humor in it. He is survived by his two children, 12 grandchildren, and 14 great grandchildren.

Passing Cal/OSHA Inspection with Flying Colors

In 1988, the District was cited by the state Occupational Safety and Health (Cal/OSHA) inspectors. Following that painful visit, the District went to great lengths through efforts of the Maintenance, Personnel, and Risk Management Departments to right the wrongs.

During October 4 and 5, 1989, Cal/OSHA compliance officers revisited the District at Division 9 and found the RTD to be in compliance with all regulations. The two-day inspection entailed a review of the records of ventilation systems testing; records of respirator fit-testing for users of 3M organic vapor respirators; a written Hazard Communication Program; records of training for employees who may be exposed to hazardous materials and high noise; records of the

Medical Surveillance Program, including Audiometric and Pulmonary Function Test results; and Material Safety Data Sheets.

The inspectors also interviewed several employees to ascertain the effectiveness of the safety training programs. Industrial Hygienist Ugbu Kalu said, "A special commendation goes to Personnel, Maintenance, and Risk Management Departments. They have been working hard this year to bring the District in compliance with Cal/OSHA regulations, especially Tony Chavira, Ross Pool, and the Maintenance Managers." Other personnel who have been working on this OSHA Program include Leila Procopio, Francis Kanu, and Howard Chokan from the Personnel Department.

In Memoriam

Gschwind, Edmund A., began with the District on May 4, 1928 as a Bus Operator, passed away on September 10, 1989. Knittle, Clarence J., began with the District on November 1, 1919 as a Motorman, passed away on September 20, 1989. LaFrance, Victor., began with the District on September 5, 1945 as a Bus Operator, passed away on September 14, 1989.

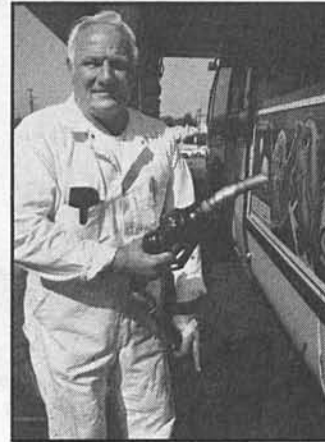
Parker, Francis, began with the District on June 27, 1960 as a Utility A, passed away on August 17, 1989. Vaden, Herman R., began with the District on May 24, 1939 as a Bus Operator, passed away on July 9, 1989. Wilkins, J. S., began with the District on November 1, 1948 as Manager of Employee Relations, passed away on September 11, 1989.

COMMENDATIONS

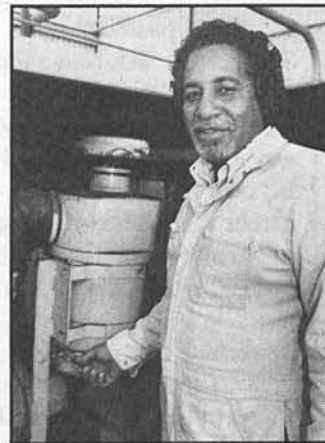



Division 16 Operator Charles J. Warde was chosen the September Operator of the Month. Mr. Warde has been employed with the District for nearly 16 years. During this period he has had 13 years without a missout and has had 11 years without an occasion of absenteeism. He has maintained the

maximum number of merits for nine years. He generally works the extra board since he enjoys a variety in his work. Mr. Warde has been married for 32 years, he has four grown children, and one granddaughter. When not at work he enjoys bowling and fishing. He and his wife reside in Riverside.



Division 6 Utility A Roland Glass was selected as the Maintenance Employee of the Month for September. Mr. Glass' supervisor refers to him as a top class A model employee. He began with the District in 1973 and has maintained an excellent record. He stated that most of his training at RTD has been on-the-job training. He has only had two occasions of sick time in 1988. Mr. Glass' work is so outstanding that it earned him a commendation from UTU Local Chairman Archie Grant. Mr. Glass and his wife, Beverly, have one daughter, Lori, and one son, Donald.



South Park Property Maintainer A Richard Hatchett was selected the Facilities Maintenance Employee of the Month for September. Mr. Hatchett's supervisors state that he has an excellent attitude about his job and that he accepts any assignment or challenge with enthusiasm. He keeps his supervisor informed as to the status of work progress and requests

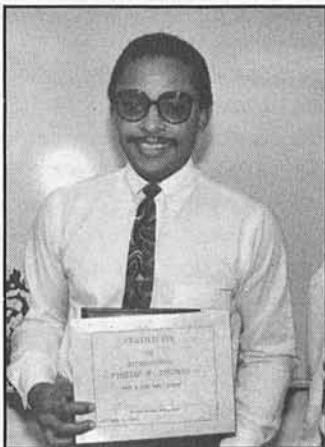
additional assignments on completion of work at his location. In his tenure at the RTD, Mr. Hatchett has shown himself to be a reliable and dependable employee with excellent attendance.



Renaldo Adams was named the Operator of the Month for September out of the Telephone Information Department. An Information Specialist since January 1989, Ms. Adams is considered by her supervisors to be polite, courteous, and at all times the consummate professional, an asset to the department.

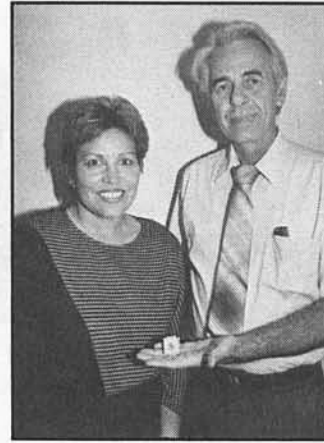


Workers' Compensation Specialist Marlene Allen was chosen the Risk Management Department's Employee of the Quarter for the summer 1989 quarter. Ms. Allen was nominated for the honor by her co-worker, Barbara Lorenzo. Ms. Lorenzo stated at the presentation of the award: "Marlene is the District's expert on everything especially when it comes to Workers' Compensation. Whenever I need help on a Workers' Comp problem, I go to Marlene and she always has the RIGHT answers. She is always willing to take on more than her share and never complains. She willingly accepts special projects and always completes them on time. Marlene's job is now being done by four people. I really enjoy working with and for Marlene. She has a great attitude about her job and life itself--a truly beautiful person. This award is long overdue!" From left to right: Barbara Lorenzo, Claims Manager Nancy Eksterowicz, Marlene Allen, and Director of Risk Management Barbara Anderson.

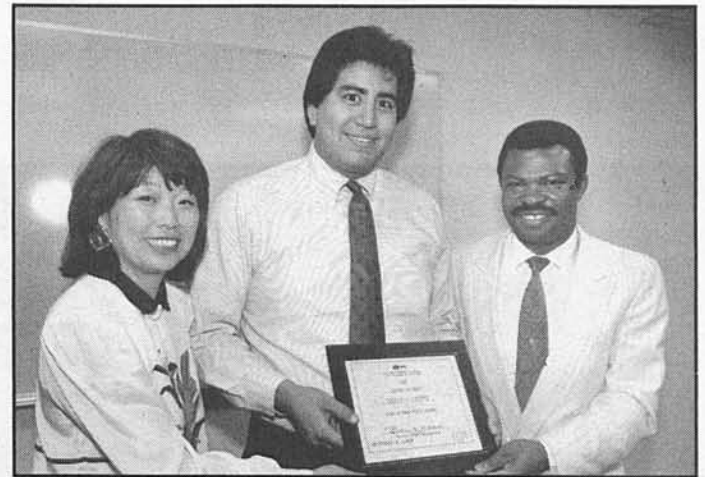


Risk Management Data Technician Phillip Thomas was awarded a certificate of special recognition at the Risk Management presentation ceremony held October 6. Mr. Thomas is considered by Risk Management as the key to their smooth running computer operation. His coworkers state that he always has a smile for everyone and a willingness

that is unmatched. He is responsible for the preparation and installation of all computer equipment in Risk Management.



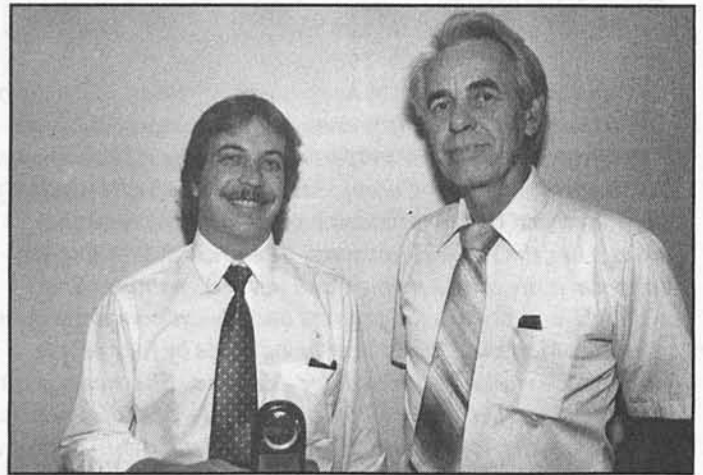
Alice Holland was presented her 10-year service pin in a recent ceremony by Assistant Director-Procurement Mike Hartpence. Ms. Holland recently came to OCPM after over nine years in the Scheduling Department and has proven to be a most valuable addition to the OCPM clerical staff. But, it seems as soon as OCPM counted Ms. Holland as part of their staff, she announced her plans to retire from the RTD in December.



Risk Management's Industrial Hygienist Ugbu Kalu recommended General Services Supervisor Brian Soto for an award of recognition for his cooperation and assistance in the following areas: 1) Compliance with applicable Cal/ OSHA and Fire Department regulations; 2) The use of CEA units for District business; and 3) Responding promptly to problems. All of the above points made it easier for the employees in Risk Management to do their jobs. From left to right: Risk Management Director Barbara Anderson, Brian Soto, and Ugbu Kalu.



Director of Risk Management Barbara Anderson received special accolades from her staff at an October 6 presentation. She was presented a certificate in recognition of her remarkable talents and abilities. Said her staff: "Her high positive energy and sound professional judgment in her dealing with her immediate staff and managers, claims administrators, brokers, and District personnel has created an entirely new 'image' for the department. She has contributed her personal and professional experiences in developing the Safety and Loss Control functions which has already made a major impact on the District's future trend."



Mike Witt was presented with an award and a check for \$100 as OCPM's Clerk of the Quarter for the second quarter of 1989 by Assistant Director-Procurement Mike Hartpence. Mr. Witt is a hardworking, conscientious employee who can be relied on to produce high quality work. His willingness to share knowledge has contributed greatly to accomplishment of the clerical section's goals and responsibilities. He shows great initiative in recognizing areas needing his help and in providing advice and assistance. He is alert to question material coming into his section which may be incorrect or incomplete and seeks clarification in order to eliminate possible purchase order corrections. Mr. Witt has made a positive contribution to the success of OCPM in providing support to meet the District's goals. He has been with the District for eight years.



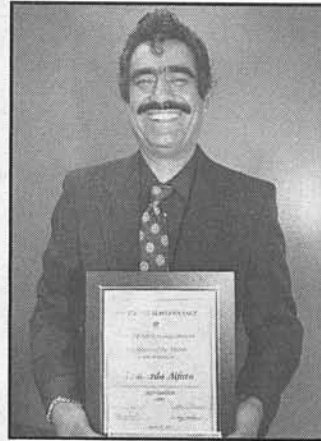
Safety Specialist Denis Shoemaker was recommended for special recognition by the Risk Management Department for his outstanding performance during the quarter. He is commended for his assistance in the Pedestrian Safety Committee Interim Report, revision of the Accident Investigation Procedural Manual, and for video-taping hazardous locations. From left to right: Barbara Anderson, Denis Shoemaker, and Rufus Francis.



Director of Transportation Leilia Bailey was honored by Women at Work on October 27 at the Pasadena Hilton for her contributions to the effectiveness of the bus operations systems, her performance beyond standard guidelines, her inspiration to others, and creative problem-solving. Ms. Bailey was presented a medallion of excellence by Women at Work President Valerie Hood. Said President Hood: "Leilia Bailey was selected by her employer for special recognition because she has performed above and beyond the call of duty, used her energy and creativity to help the RTD and its people attain their goals. She inspires us all." Women at Work is a non-profit employment resource center serving the needs of women and business throughout the Greater Los Angeles area since 1980. Women at Work's services include career planning seminars, workshops on employment issues, up-to-date job listings, career counseling, resume advice, and a resource library.



Senior Administrative Analyst Barbara Olson was selected the Personnel Department's Employee of the Quarter for the first quarter of 1990. She is primarily responsible for updating human resources policies and procedures, and for administering the revised drug and alcohol program and the Employee Suggestion Program. Ms. Olson is undoubtedly one of the most productive members of the Personnel Department. She consistently produces high quantity and high quality work products, is dependable, and can be relied on to complete assigned tasks on time. Even with her heavy workload, Ms. Olson is always willing to pitch in and lend a hand wherever she is needed.



Division 10's Leonardo Alfaro was selected the General Services Employee of the Month for September. Mr. Alfaro has been with the District since August 30, 1983. In his tenure, Mr. Alfaro has consistently proven to be an asset to the General Services Department. His conscientiousness and dedication to his responsibilities at Division 10 are exceptional. His cooperative nature and personality have made him popular among his coworkers and operators at the division. Said his supervisor, "It goes without saying that he's the anchorman in the service we provide at Division 10."



RTD Marketing and Communications Representative Ed Langer (left) presents an RTD Corporate Pass Program Certificate of Enrollment to Dr. John Slaughter, president of Occidental College on October 11, 1989.

Friends of the Mojave Road Rendezvous

by Axel Heller

The Friends of the Mojave Road is an informal organization of people that believe in and enjoy the pristine beauty of the desert. Many of its members are active in desert conservation, searching the historical archives for any information regarding the various people and places in the East Mojave Desert, and combining them into interpretive books. The October Rendezvous is an annual celebration and main meeting of the Friends.

The highlight of the past three rendezvous has been the publishing of a segment of the East Mojave Heritage Trail (EMHT). This trail will cover over 660 miles of interpretive trails in four volumes, each book covering approximately 160 or more miles and the trail can be comfortably traveled in a four-wheel drive vehicle. The trail begins with volume one (Needles to Ivanpah) in the town of Needles and will end in Needles in volume four. Each book begins where the previous book ends. The fourth book will be published at the 11th Annual Rendezvous held in Needles on November 10-11, 1990.

Some of the activities that were scheduled for the two days were group tours -- a geology tour, a mine tour, a botany tour, a tour of the "YKL" ranch house, and trail tours of the



Axel Heller (right) receives a bound volume of the East Mojave Heritage Trail book for his contributions to the Friends of the Mojave Road organization. He was given special recognition by Douglas Casebier, author and chairperson of the group.

Mojave Road and EMHT segments one through three.

The YKL Ranch was the home of silent screen movie stars Rex Bell and Clara Bow. The movies they starred in were made during the 1920's and 30's. Rex Bell portrayed a cowboy hero (he started as a stunt rider), and Clara Bow was commonly referred to as the "Titan-haired beauty with Cupid bow lips." They both moved onto the ranch in the 30's to raise a family and Rex Bell went on into politics in the state of Nevada where he was elected in 1954 as lieutenant-governor, a post he held until his death in 1962. The

ranch was recently purchased by the Viceroy Mine Corporation and it is their desire to try and develop it into a historical center.

The MorningStar mine, operated by the Vanderbilt Corporation, is an open pit mine located in the desert. The operation appears to be environmentally sound. The technique that is used to extract the microscopic gold by using cyanide was explained: A very weak solution of cyanide can dissolve gold and silver in the process to extract the metals. The ore that is being mined contains approximately 0.02 ounces of gold per ton (2,000 pounds) of rock, an average

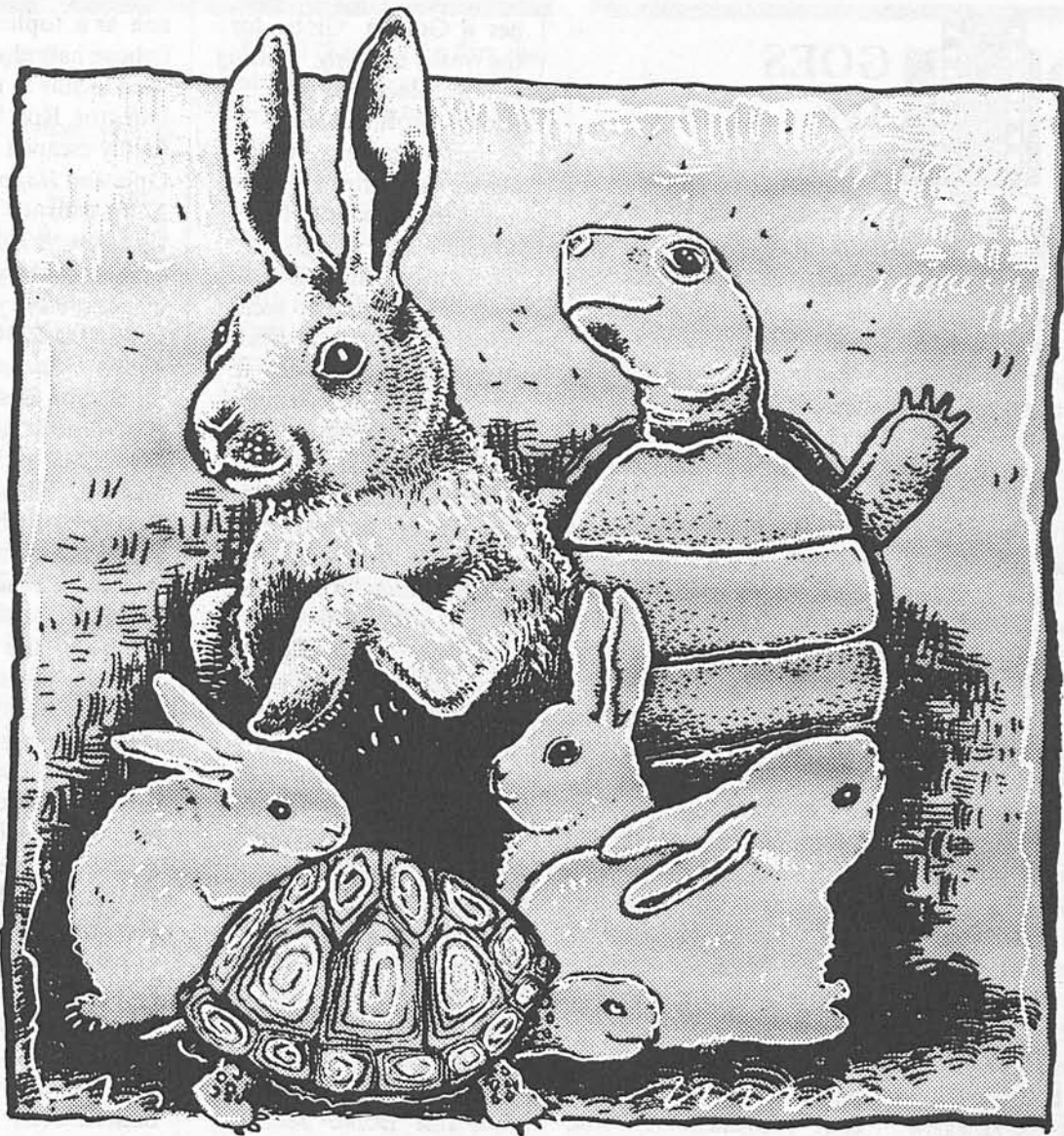
of 64 tons of rock is removed and processed per ounce of gold recovered. You can imagine the size of the operation, they recover about 200 ounces of gold and silver per month.

This is an example of the type of tours that were offered to anybody who attended the rendezvous this year. A four-wheel drive vehicle is not necessary on some of these tours.

Saturday evening is a special part of the rendezvous. There was a slide show of the accomplishments of the "Friends" and "Real People doing Real Things" during the past year. Dennis Casebier, the chairperson of the Friends of the Mojave Road, was presented the highest award given by the Department of the Interior, the "Volunteer for Public Lands" National Award, by Phil Damon of the Bureau of Land Management (BLM).

In order to recognize the volunteers and their contributions, Dennis Casebier presented certificates of achievements, the "Red Ratt Award" or a leather bound copy of the current *East Mojave Heritage Trail* book to people that had done considerable work on the EMHT during the past year. (A word about the Red Ratt award--D. RATT (Desert Rat) is a cartoon character that was developed to help interpret the desert along with his

continued on page 24...



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RTD GOES TO THE MOVIES

Yes, it's the end of the year, and time for all good critics to compose their list of favorites. What makes this year special is that we're celebrating the end of the 1980s. Many things have changed, not the least of which is the way we watch our movies. In 1980, home video had not yet taken off, and if you didn't see a film when it came out, that was it until it came on network television.

In 1989, some movies have only a very brief release in the theaters (or none at all), and show up immediately on videotape at your local video store. Unless the film's a major success, that's the way many of us now see a film -- in the comfort of our home. And, with a basic VCR costing around \$200, a new generation is discovering the old classics (and some of the old turkeys).

This month, I'm going to take you down memory lane, featuring the best (and some of the worst) of the past ten years, most of which are available on home video. If you don't go for football games, you might want to curl up with a few on New Year's Day.

1980 - John Travolta made Country & Western chic with his appearance in *Urban Cowboy*. United Artists was sunk by Michael Cimino's *Heaven's Gate*, which cost three times its budget and didn't make any

money. For those interested in a behind the scenes look at how deals are made (and sunk), I recommend the book *Final Cut*. Dan Akroyd and John Belushi made a hit in *The Blues Brothers*. The *Village People* and disco died in *Can't Stop the Music*. Top money-maker: *The Empire Strikes Back* -- \$223,000,000.

1981 - *Raiders of the Lost Ark* took the country back to the golden days of the serial, becoming the top money-maker with \$242,374,454. Tom Selleck was scheduled to play the role of Indiana Jones, but CBS wouldn't release him from his Magnum, P.I. contract. Faye Dunaway brought the phrase "No more wire coat hangers...ever!" into popular use as *Mommie Dearest*. Kathleen Turner sizzled in *Body Heat*. James Cagney came out of retirement for *Ragtime*, and showed he still had what it takes. Robert De Niro won Best Actor for *Raging Bull*, Sissy Spacek won Best Actress for *Coal Miner's Daughter*, and Best Picture was *Ordinary People*, which also won Best Director for Robert Redford.

1982 - Dustin Hoffman dressed for success in *Tootsie*. Pia Zadora became a joke when her husband Meshulam Riklis managed to buy

her a Golden Globe for the trashy *Butterfly*, beating out Kathleen Turner. Ridley Scott's *Blade Runner* became a cult classic and defined a new look for film and TV commercials. Although labeled as manipulative and sentimental by some critics, *E.T.* won the hearts of audiences, and became all-time box office champ with \$367,667,745. *Chariots of Fire* won Best Picture, while Katherine Hepburn and Henry Fonda took acting honors for *On Golden Pond*; Fonda died shortly afterward.

1983 - *The Big Chill* was the first movie really targeted at the thirtysomething crowd. Martin Scorsese's deal fell through with Paramount for *The Last Temptation of Christ* after six years of pre-production. *Risky Business* made Tom Cruise a teenage heart-throb. *Octopussy* and *Never Say Never Again* both hit the theaters, and Sean Connery proved he was still "Bond. James Bond." *Gandhi* took Best Picture, with Ben Kingsley as Best Actor and Richard Attenborough as Best Director. Meryl Streep won Best Actress for *Sophie's Choice*. *Return of the Jedi* was the big money-maker with \$263,000,000, and people camping out up to a week before the opening.

1984 - Arnold Schwarzenegger escaped the sword and sorcery roles he'd been stuck with when he played the cyborg in *The Terminator*. *Splash* was the first film released under Disney's Touchstone emblem, with Daryl Han-

nah as a topless mermaid (whose hair always managed to stay in place). Director Ron Howard finally escaped the image of Opie and *Happy Days*. Eddie Murphy hit stardom with *Beverly Hills Cop*, which was the year's biggest money-maker, pulling in \$234,760,478. *Terms of Endearment* won Oscars for Best Picture, Best Director, Shirley MacLaine as Best Actress, and Jack Nicholson as Best Supporting Actor. Robert Duvall won Best Actor for *Tender Mercies*.

1985 - Box office was down and the VCR was blamed. Sylvester Stallone pulled a double whammy with *Rambo* and *Rocky IV*. Some critics claimed you couldn't tell the difference between the two. *Witness* convinced skeptics that Harrison Ford could act. *Back to the Future* was box office champ with \$207,997,791. *Amadeus* took Best Picture, Best Director, and Best Actor for F. Murray Abraham as Salieri. Sally Fields won Best Actress and made her "You like me. You really like me," speech. This column was started with a review of *Ladyhawke*.

1986 - "G'day" was heard a lot with *Crocodile Dundee* working it's way up from down under. Sylvester Stallone did his own version of *Beverly Hills Cop* -- and bombed in *Cobra*. Tom Cruise flew high in *Top Gun*, which pulled in \$176,781,728. *Out of Africa* won Best Picture and Best Director. William Hurt won Best Actor, and Geraldine Page won Best Actress -- after sixteen

continued on page 23...

... Movies

... continued from page 22

nominations. *The Color Purple* was nominated for 11 awards and won none.

1987 - Michael Douglas and Glenn Close had a *Fatal Attraction*. *Dirty Dancing* was a surprise hit, and teenage girls began to pant for Patrick Swayze. Warren Beatty and Dustin Hoffman sank in *Ishtar*. Timothy Dalton took over as James Bond. *Platoon* took Best Picture and Director, while Paul Newman finally won Best Actor for *The Color of Money*. Marlee Matlin won Best Actress for *Children of a Lesser God*. *Three Men and a Baby* won hearts at the box office to the tune of \$167,780,690.

1988 - Arnold Schwarzenegger and Danny DeVito were *Twins*. Who *Framed Roger Rabbit?* put new life in the old art of animation. *Dangerous Liaisons* enjoyed critical as well as commercial success, showing that the public can appreciate serious movies. *The Last Temptation of Christ* arrived in a flurry of religious controversy -- and quietly sank from sight. *The Last Emperor* won nine Oscars, including Best Picture and Best Director. Michael Douglas won Best Actor for *Wall Street* and Cher won Best Actress for *Moonstruck*. Sean Connery was finally nominated and won for his work in *The Untouchables*. The big boxoffice winner was *Rain Man*, pulling in

\$171,188,895 for a film that almost didn't get made because of the writers strike.

1989 - In a surprise move, popular opinion mirrored the Academy's as *Rain Man* walked off with five Oscars, including Best Picture, Best Director, and Best Actor for Dustin Hoffman. Jodie Foster won Best Actress for *The Accused*. Indiana Jones hit the screens for the last time, and retired on top of the heap, and *Batman* was the summer's big winner, with current receipts at well over \$200 million. *When Harry Met Sally* was a surprise hit, with its gentle story of love in the eighties and the best scene in the movies this year.

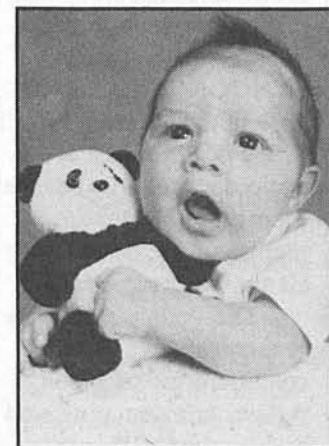
That's only a brief glimpse backwards, and I've been forced to omit many, many movies because of space. There are also the eulogies, the people who've left us in this decade: Lucille Ball, Bette Davis, Cary Grant, Fred Astaire, John Belushi, Danny Kaye, Rock Hudson, Richard Burton, John Huston, John Lennon, Mel Blanc, Graham Chapman, and many others. Their magic lives on in the work they've left behind, and future generations will be able to enjoy them through the magic of videotape.

My time has run out, and I'll close by wishing you and yours a happy and safe holiday season. As Tiny Tim says, "God bless us. Every one." Be seeing you in 1990 - Carolyn Kinkead

Born to Division 12 Operator Donna St. Julian and her husband, Edward, a daughter, Brittany Cassandra, on August 22, 1989 in Harbor City at 6:29 p.m. Young Brittany weighed in at 7 lbs., 14 oz. and was 21-1/4 inches long.

Born to Division 10 Operator Gustavo Sepulveda, 26, and his wife, Michelle, 23, a daughter, Corrina Marie on September 9, 1989 in Los Angeles at 8:23 p.m. Corrina, their first child, weighed in at 6 lbs., 11 oz. and was 19 inches long. "She's very beautiful and precious to us," said the proud, happy mother.

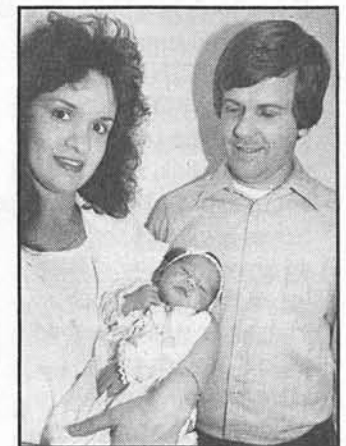
Born to Division 1 Operator George Mize and his wife, Genevieve, a daughter, Brittany Dana, on July 30, 1989. Brittany weighed in at 8 lbs., 6 oz.



Brittany Dana Mize

BIRTHS

Born to TOS Tom Jasmin and Division 1 Operator Stella Jasmin, a daughter, Stephanie, on October 7, 1989. Little Stephanie weighed in at 7 lbs. and was 19 inches long. Lucky Stephanie is the first girl born to the family and simply fascinates her four older brothers. The proud mother and father delighted in showing off their beautiful little girl.



Stephanie Jasmin

Axel's Green Thumb

Indoor Plants

by Axel Heller

Indoor plants have special qualities that are not stressed enough. They generate fresh oxygen, and increase the humidity a little (our closed systems of cooling and heating dry the air.) Indoor plants also can tolerate low levels of light (artificial light is not as bright as the sun). The plants that have a lot of variegation (mixture of white or other colors in the leaves) do not require as much light as non-variegated varieties.

The Pathos plant is very common as an indoor "hanging basket." It is known by several different botanical names, the accepted version today is *EPIPHEMUM aureum*. If you look in a book that is 8 years old it might be listed as *SCINDAPSUS aureus*, or *POTHOS aureus*. The common name, pathos, is your best bet to avoid confusion. The leaves are heart shaped, waxy or leathery. The leaves can be 2-4 inches long and bright green with yellow or with white variegation. You can propagate the plant by making cuttings which will root easily, this being a good way to replace older plants. A tip on your cuttings -- cut at least 5 or more leaves back from the growing tip and cut off the newest 2 sets of leaves. The reason for this is that I found that the new leaves

take too much energy from the rootless branch and there is a greater chance of failure of the cutting if they are left on. Besides a hanging basket, you could have it grow in a terrarium, or if you want, as a climbing vine, just give it some support. Pathos likes shade or indoor light, but it can die back at 55 degrees, the best, lowest temperature is 65 degrees. Water moderately but let it dry out between waterings.

The next plant is the Arrowhead vine and it can be used either indoors or outdoors. The botanical name is *SYNGONIUM podophyllum* and it might actually be known more commonly as a syngonium than as arrowhead. The leaves are shaped as arrowheads and they can be variegated with white streaks. The care and propagation is the same as with the pathos plant above. A tip if you want more variegation -- pinch off the growing tip.

The pathos and *SYNGONIUM* plants are both in the botanical family called *ARACEAE*. If you noticed a similarity between them and philodendron plants you are right -- they all are in the same family.

The coleus plant has very colorful leaves with combinations of green, yellow, crimson, pink, and various shades of purple. This will all vary depending upon the variety. The botanical name is *COLEUS hybridus* or more com-

monly sold as *COLEUS blumei*. Coleus is a good outdoor plant and it is best to plant it in a location that doesn't get full sunlight and a not-to-shady spot either. The colors will be richer in this type of location. It will freeze in the winter, but it might come back in the springtime. It can be an excellent indoor plant but it will require a strong indirect light. The flower stalk is an added benefit with its bright blue flowers, except that the coleus will start to lose its shape. Pinch off the growing tips for a more compact and bushier plant.

All of these plants will be available from the Employee Activities Office. You may contact them at 972-4740.

A few months ago, I mentioned the use of Alar on apples. The latest news is that next year, some of our apples will not be quite as red as before. If you picked apples for color, you will be disappointed. Alar delayed the picking of apples and the ripening time that a brighter red was produced. Not all apples will be affected.

Merry Christmas and Have a Happy New Year!

Axel Heller is a Digital Technician with the Telecommunications Department. He has a Bachelor of Science degree in Park Administration/Ornamental Horticulture from Cal Poly, Pomona.

... Friends of the Mojave

... continued from page 20

many other friends D.D. Ratt and Hardshell McTrek, a desert tortoise).

After the presentations, the annual "bonfire" was lit to warm everyone's soul, and the evening meeting was ended. During breakfast on Sunday morning, the annual business meeting was conducted. This is where all of the goals and plans of the Friends of the Mojave Road are discussed. Because the 4th segment of the EMHT will be completed in 1990, the resources of the group will be used to develop a Desert Cultural Center in the town of Needles.

The next rendezvous will be in the town of Needles, in November 10-11, 1990, and this will be a grand celebration.

Classifieds

Peachface lovebirds, young and healthy. \$30 each or \$50 a pair. Call (818) 249-4967.

Piano for sale. Kawai console with walnut finish in excellent condition for \$1500 OBO. Call Elmo at 972-4723.

Single mother with one daughter looking for same to share a 3-bedroom house with 1 bath, washer/dryer, fenced backyard. Close to Division 7 and Division 5. \$425 rent a month. Call (213) 937-8484 evenings and on weekends.

RECREATION NEWS

December

- 16 - Joan Baez - Universal Amphitheatre
Tickets \$19.50
- 22 - Patti Labelle - Universal Amphitheatre
Tickets ~~\$24.00~~ **SOLD OUT**
- 30 - Barry Manilow - Universal Amphitheatre

January

- 1 - Rose Parade
Seating Tickets - \$30.50
- 2 - Disney On Ice - Sports Arena
Tickets \$11.00
- 12 - Lakers vs. Houston
Tickets \$12.00
- 13 - Torvel & Dean On Ice - Universal Amphitheatre
Tickets \$21.00

Christmas items available until December 22. See's Candy and Ethel M Chocolates, Fruit Cakes, Stuffed Animals, Nintendo Software, JVC Auto Stereos and an assortment of logo wear and specialty items.

Date	Schedule	Location	Mobile Unit
December	18	Division 4	
	19	12	
	20	SP/2	
	21	1	
	25	OFF	
	26	10	
	27	CMF	
	28	3	
January	1 OFF	Division	
	2	9	
	3	16	
	4	15	
	8	8	
	9	7	
	10	6	
	11	5	
	15	18	
	16	4	
	17	12	

For tickets or information on these or other activities please contact the Employee Activities Office 972-4740, Monday through Friday 10:00 a.m. - 3 p.m.

Restaurant Reviews

by Sue Harvey
Div. 15 Asst. Manager

There is a Deli war going on in Los Angeles. For years we've had the same Delis--Art's, Nat 'N Al's, Cantor's, etc. Now there are the new Delis--Starkey's in Beverly Center, the Stage Deli of New York in Century City, and the newest Deli in Beverly Hills, the Carnegie Deli of New York.

The Carnegie serves the biggest sandwiches in town. Most are 10 to 12 ounces. When you sit down, they bring pickles and cole slaw so that you won't starve before you get your meal. If you order an egg cream, they bring you the fixings and you make it yourself so it's always the way you like it.

Since the New York Delis have come to California, the deli meats have gotten leaner and the portions have gotten bigger. Even the older established Delis have changed in order to compete. Some the older Delis had become too complacent since they were the only game in town. Their portions were getting

smaller and the meats, such as corned beef and pastrami, were getting less than lean.

The Carnegie not only has great sandwiches, but the dinners are excellent. They have the regular dinners and daily specials which are well worth trying. They make an outstanding mushroom barley soup that is thick with barley, fresh mushrooms, and lots of fresh vegetables.

With the Holiday season here, it's nice to know that you can order platters and most of the Delis will deliver on New Year's. We always have both a deli meat and fish platter so that friends who drop in can fix a plate during half-time.

Deli platters come complete from most Delis including the bread, meats, salads, and condiments. Remember wherever you get your platters from, order early as this is the busiest time of the year.

The Carnegie Deli of New York
300 N. Beverly Drive
Beverly Hills
(213) 275-DELI
FAX (213) 275-7600.

Carving Out New Careers for Themselves

The District Headquarters cafeteria held an old-fashioned Halloween party for the staff on Goblin Eve, October 31.

The party included treats of hot apple cider and pumpkin-flavored ice cream. Different departments squared off against each other in the pumpkin-carving contest. Bus Facilities took first place honors with its rendition of Bat-pumpkin. John Anaya and his able assistant [or Robin under the circumstances], Victor Donoso, worked diligently with props to effect the Bat-pumpkin look. The hard work paid off not only for the carvers but for their whole department; the

first-place prize was a free continental breakfast for each department member.

Winning second place was the Transportation Department with their creation of a haute couture pumpkin complete with a stylish 5th Avenue hat. The creators of the Ms. high-fashion pumpkin were Jody Little and Maria Palomino.

Third-place went to the Accounting Department for their artistic development of a laid-back California pumpkin sporting a sunvisor and fresh daisies out of the top of his/her head. The creators included Aurora Bahou and Dorothy Pairis.



Award-winning Pumpkin carvers included from left to right: Jody Little, Maria Palomino, John Anaya, Victor Donoso, Aurora Bahou, and Dorothy Pairis.



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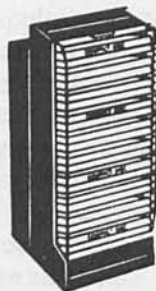
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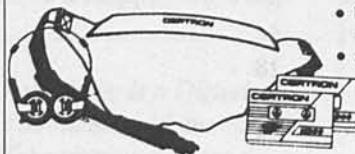
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Division 15's Ghouls and Goblins Come Out

Division 3215, in a joint effort with the United Transportation Union, held a Bar-B-Que and Carnival on October 28, 1989 open to employees, their families, and friends.

The pre-Halloween party brought out the best among the goblins and ghouls among the Division 15 families. Awards were given for the best costume. one popular shocker among the kids was a Ninja Teenage Turtle [I think I got that right, whatever they are].

Besides the major

attraction of homemade bar-b-que chicken, ribs, and hot links, the carnival offered the children a moon bounce, face painting, a haunted house, a TV Safety Show featuring Mickey Mouse, clowns, games, hot dogs, bake sale, snow cones, and a live D.J.

Besides a good excuse to have a good time, the Bar-B-Que and Carnival was sponsored to raise funds for the Christmas Party. What a bunch of party animals those folks at Division 15 are!



Assistant Manager and restaurant critic Sue Harvey and Al Cleaves mind the bar-b-que pits while the gang plays.



The Bar-B-Que and Carnival committee included, front row, from left to right: Regina Sells, Joe Barnette, Virginia Ford, and Liz Harvell. Second row, from left to right: Robert Williams, Debby Johnson, Liz Anderson, Harold Hollis, Nita Worthington, Darryl Richardson, and Foster Thompson. Third row, from left to right: Sue Harvey, Jon Hodge, and Al Cleaves.



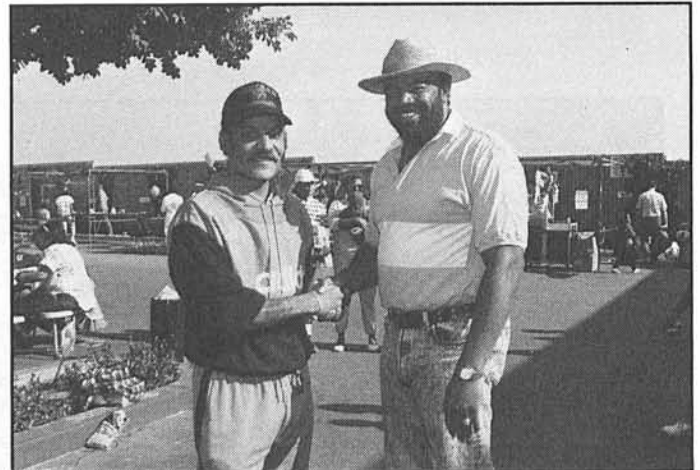
A Ninja Teen-age Turtle visits the property.



I am Minnie Mouse, right?



Operator Nita Worthington brought her daughter.



A little solidarity between management and the union: Manager Harold Hollis (left) and Thomas Isaac, union treasurer, (right).



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CARING FOR NUMBER ONE

Self-Love Isn't Selfish

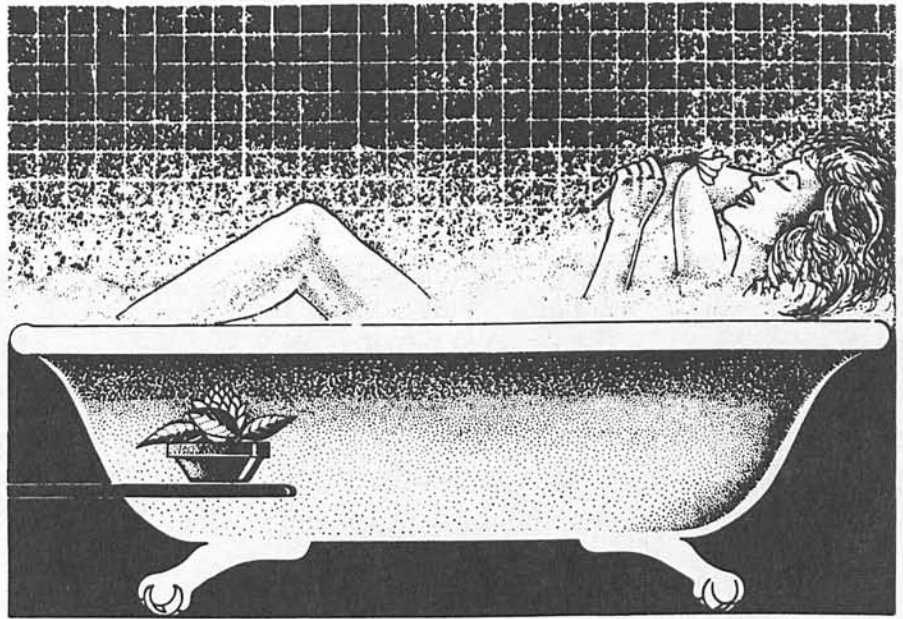
Should you "look out for number one"? Are you part of the "me" generation? Our society sends out mixed messages about self-love. Looked at one way, "number one" and "me" are trying to find the best in themselves. Looked at another way, caring for "number one" and "me" is labeled "selfish." Taking care of yourself seems to fly in the face of childhood lessons of modesty and humility. But taking care of yourself and holding yourself in high esteem can allow you to give much more freely of yourself to others.

Caring For You

Self-love is about you. You take care of yourself and your body. You get enough rest and quiet time to be able to keep things in perspective. You are able to be assertive and to set limits because you care about yourself and you don't want to disappoint others. You are secure in yourself.

Caring For Others

Self-love includes others. When you



Take care of yourself. Get enough rest and quiet time to keep things in perspective.

care about yourself, you are able to reach out and share with others. This, in turn, builds self-esteem and gives you a sense of purpose in life.

Making Lives Better

Self-love enhances the people around you. When you value and respect yourself, you are also able to value and respect others. People who love themselves are tolerant of others and don't feel the need to dominate or put others down. People who have a difficult time loving themselves, however, usually find pleasure only in being at one end of the dominance scale or the other.

The Self-Love Attraction

Self-love brings people to you. Everyone likes to be around people who care about themselves because people with high self-esteem are able to care about others. Far from being selfish, people who have self-love are able to make their own lives, and the lives of others, healthy and satisfying.



When you care about yourself, you are able to reach out and share with others.

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A Day in the Life of Division 10 . . .

Photos by
Mario Neri

Technical Consultant:
Henry Tiscareno

Division 10 is the District's operating satellite in East Los Angeles located at 742 N. Mission Road. Rough geography places the division in a triangular enclave bounded on the north by Mission Road's string of auto junkyards, on the east by Interstate 5, and to the south by Interstate 10.

The division grounds cover over 20 acres and has the capacity to house 250 buses. Over 480 bus operators and 80 mechanics and 47 service attendants are assigned to the division.

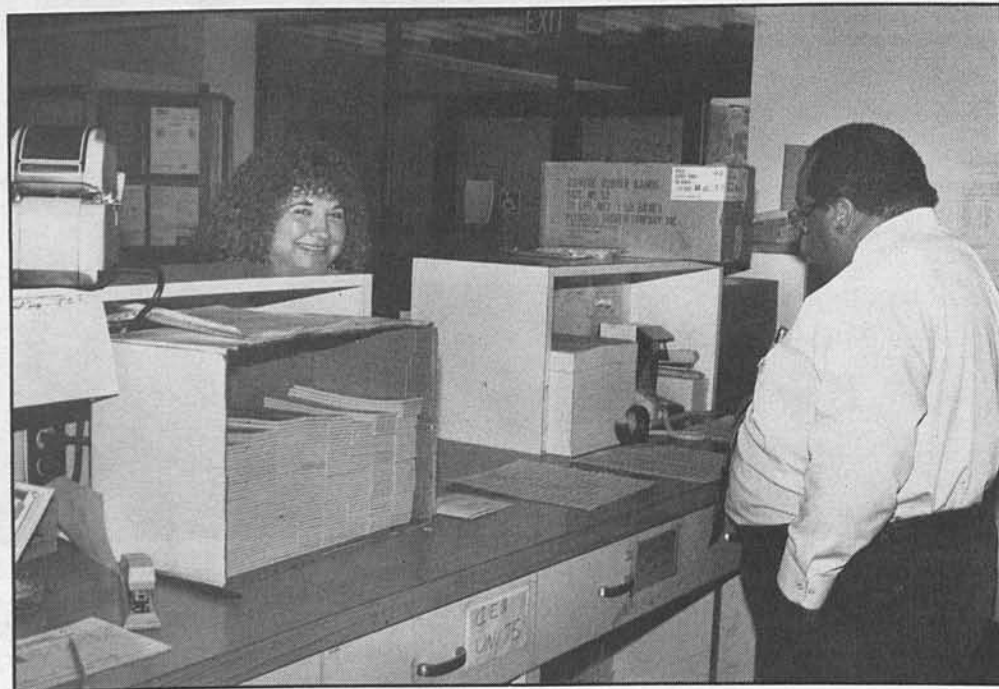
The yard includes a transportation building, a maintenance building, a steam area, a fuel and vacuum station, a bus washer, a tire shop, and two vault houses. It contains 14 underground storage tanks which hold 121,000 gallons of diesel, 10,000 gallons of leaded gasoline, 10,000 gallons of unleaded gasoline, 10,000 gallons of motor oil, 10,000 gallons of waste fuel, 5,000 gallons of antifreeze, 10,000 gallons of waste oil, 10,000 gallons of torque oil, and 5,000 gallons of solvent.

Opening its doors for operation on June 17, 1984, the first coach, #8723, was rolled out at 4:05 a.m. George Marsala was its first Transportation Manager and Milo Victoria was the first Maintenance Manager. The mechanics reported to work on June 14, coming from Division 1, 2, and 3. The present division Transportation Manager is John Adams and the Maintenance Manager is Ray Kunkle.



SUN-UP AT 10

Service Attendant Fidel Hernandez greets sun-up at Division 10 after a pass through the wash rack to shine up the buses for morning rollout.

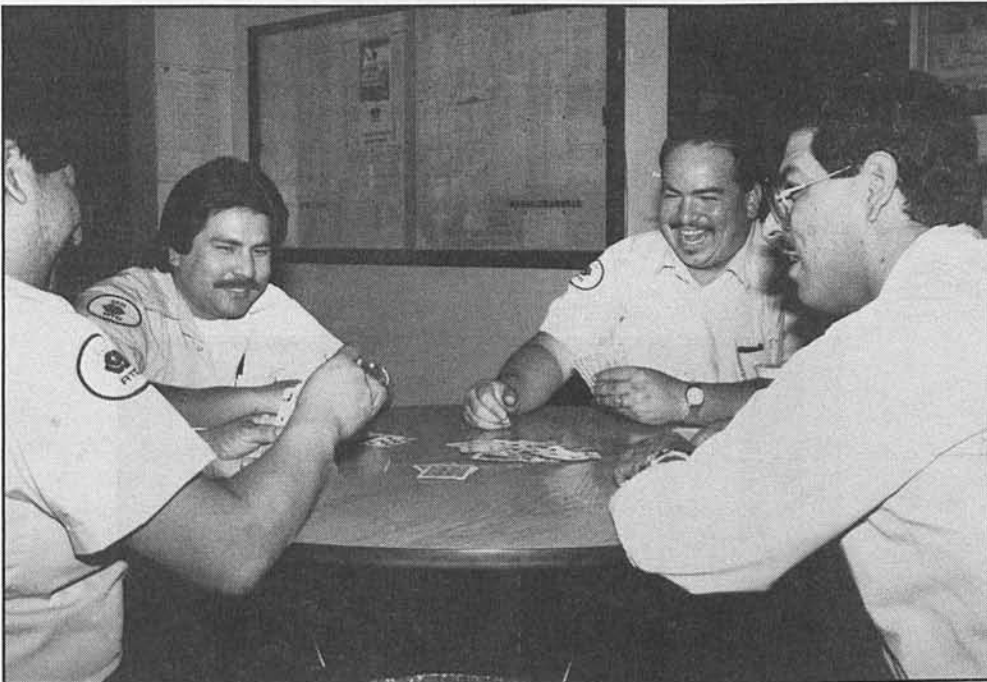
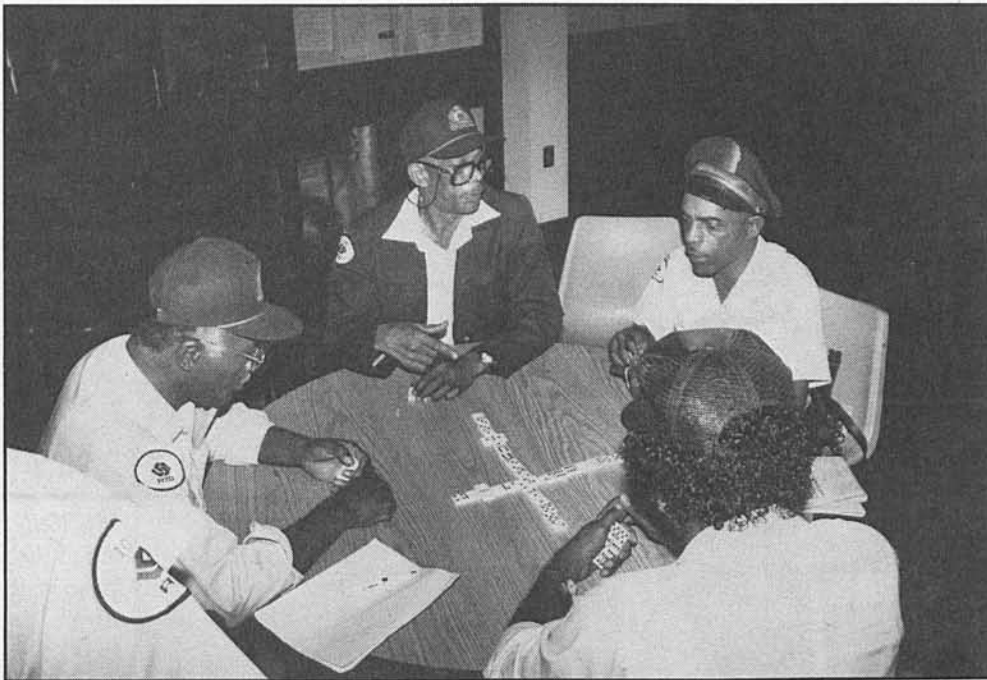


SHAKE UP

Operators Angel Soriano (left) and Julio Miramontes (right) discuss among other things, the distinctions of certain bus runs listed on the shakeup board behind them. The operators will select from the list of runs those lines they wish to bid on during the shakeup period.

SIGNING ON

TOS Everett Lewis signs on Operator Margaret Tucker.



DOMINOS

Dominos--the traditional game played by operators--are a favorite pastime for operators waiting in the train room before the start of their runs. Clockwise around the table are veteran players: Joe Jones, Robert Dawson, Ed Pemberton, and Fred Tunstal.

CARD PLAYERS

Of course, a game of cards is one way to unwind after a run. Clockwise around the table: Julio Gallo, Edward Vazquez, Ernest Martines, and Rick Saiz.



KELLY FAMILY

Operator Willie Kelly's family stopped in the train room that day to visit daddy's "office."



THE ASSISTANT MANAGER

Acting Assistant Division Transportation Manager Lon Harris holds a private conference with an operator.



PRE-TRIP INSPECTION

Operator Preston Hicks gives his bus a pre-trip safety inspection.



THE MANAGER

Division Transportation Manager John Adams carries on with the daily business of running Division 10, which often includes hours on the phone and lots of paperwork.



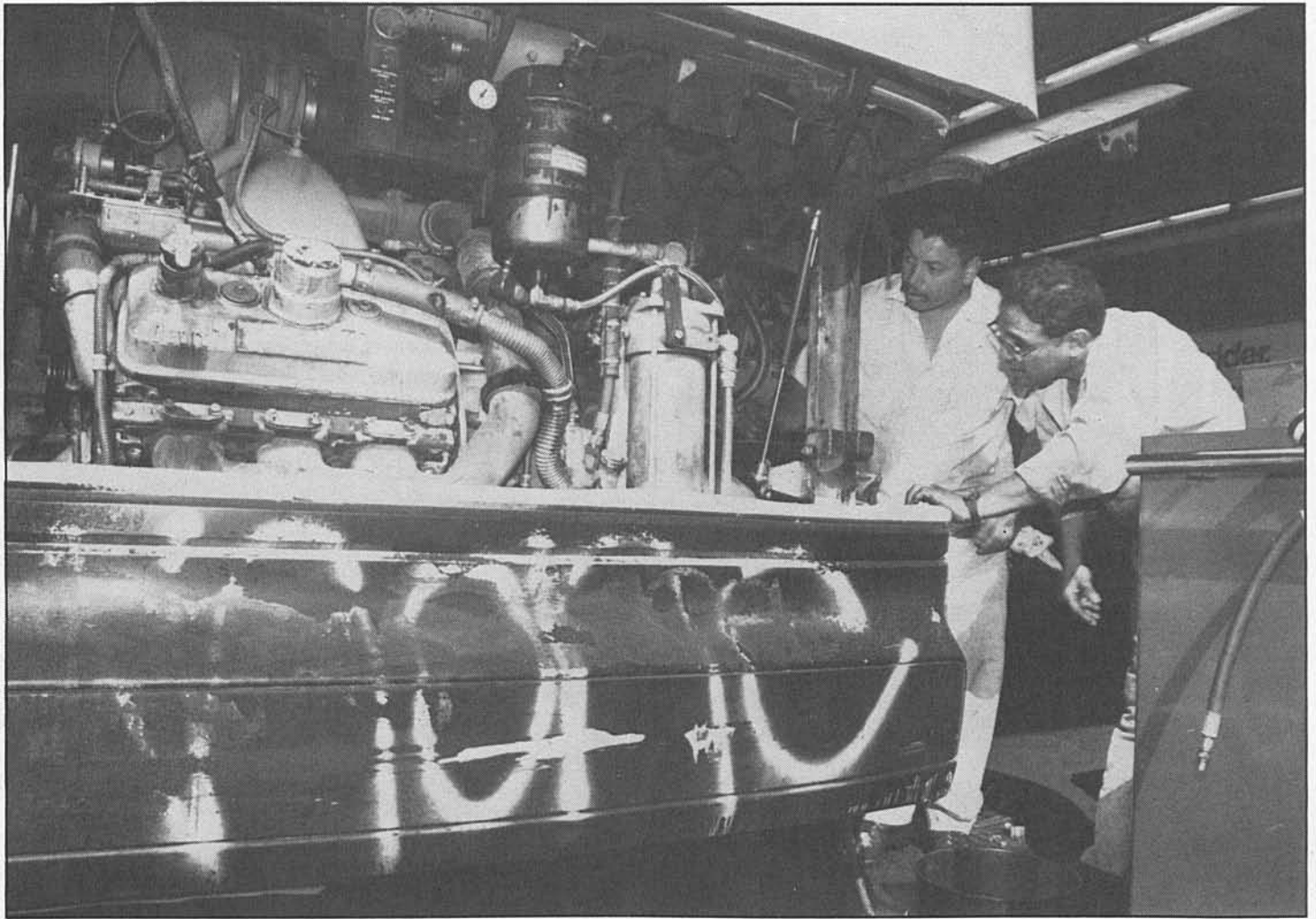
FAMILY DAY

These Division 10 employees performed as the hard-working committee that produced the October 28 First Annual Halloween Party. They include B.J. Citizen, Louella Houston, Liz Chuntaranakorn, Bob Duron, Eloisa Diaz, Archie Grant, David McReynolds, and John Adams.



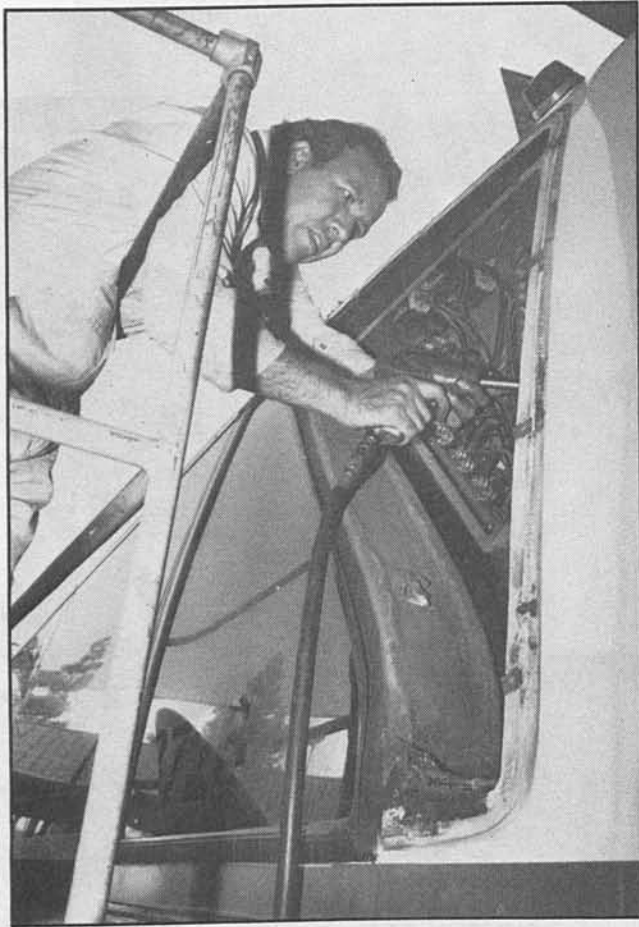
BITING HUMOR

Two young visitors dressed appropriately for Halloween graced the yard of Division 10 on October 28. They elected to keep their identity hidden, at least till sundown.



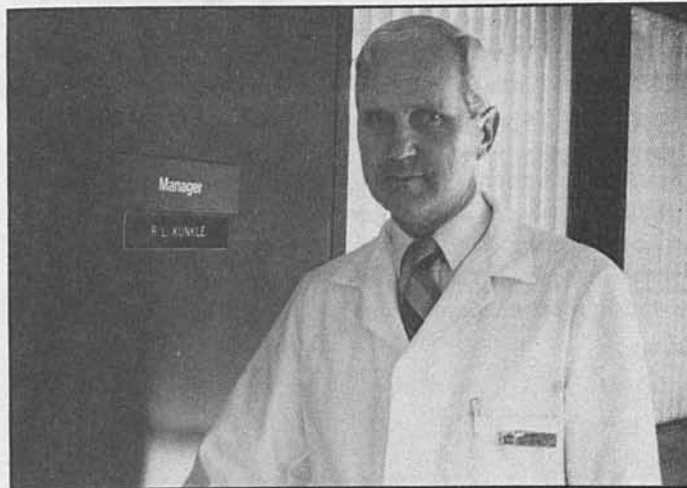
TROUBLESHOOTING

Mechanics Santiago Barrera (left) and Henry D. Alfaro (right) experienced difficulty installing an alternator because some gear bolts were bent. They persevered and their persistence paid off on a bus not only distressed internally but defaced by the continuing scourge of graffiti.



FIXING A/C

Mechanic Jose Becerra uses an air gun to reinstall an air-conditioning panel after doing work repair on the rear end of the bus.



THE MANAGER

Division Maintenance Manager Ray Kunkle begins another busy day.



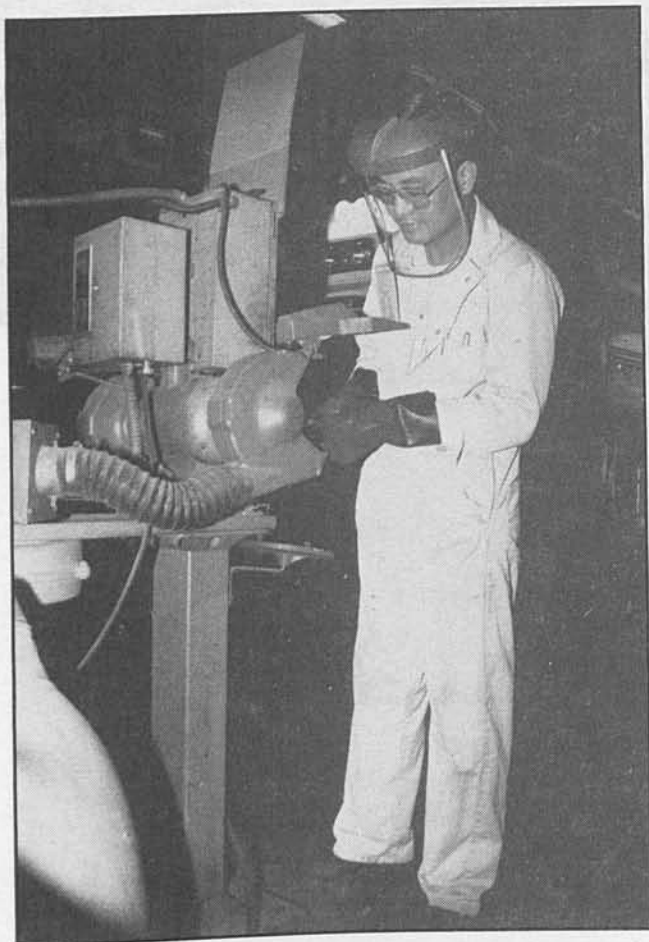
TRANSMISSION

Mechanic Xavier Mendoza repairs a transmission.



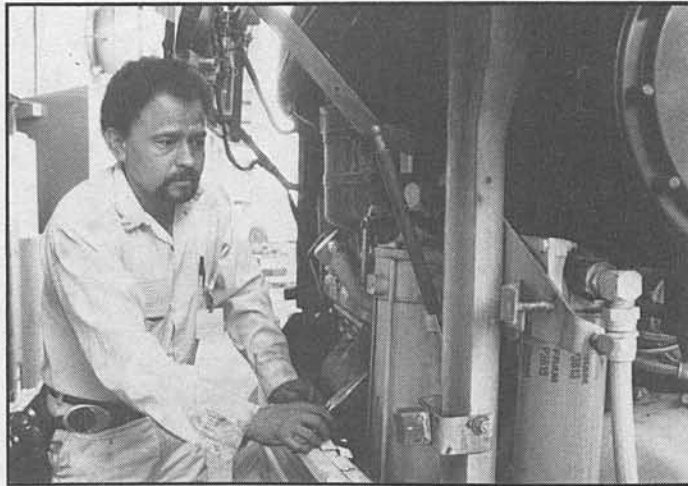
IN THE PITS

Mechanics Jesse Quezada (right) and Albert Richter (left) examine the suspension system on the underbelly of a bus in the maintenance pit. The pit allows them to stand under the bus parked above them.



AT THE GRIND

Mechanic Thanh Pho sharpens a chisel at the bench grinder.



MORE TRANSMISSIONS

Mechanic Jorge Gomez checks the transmission fluid.

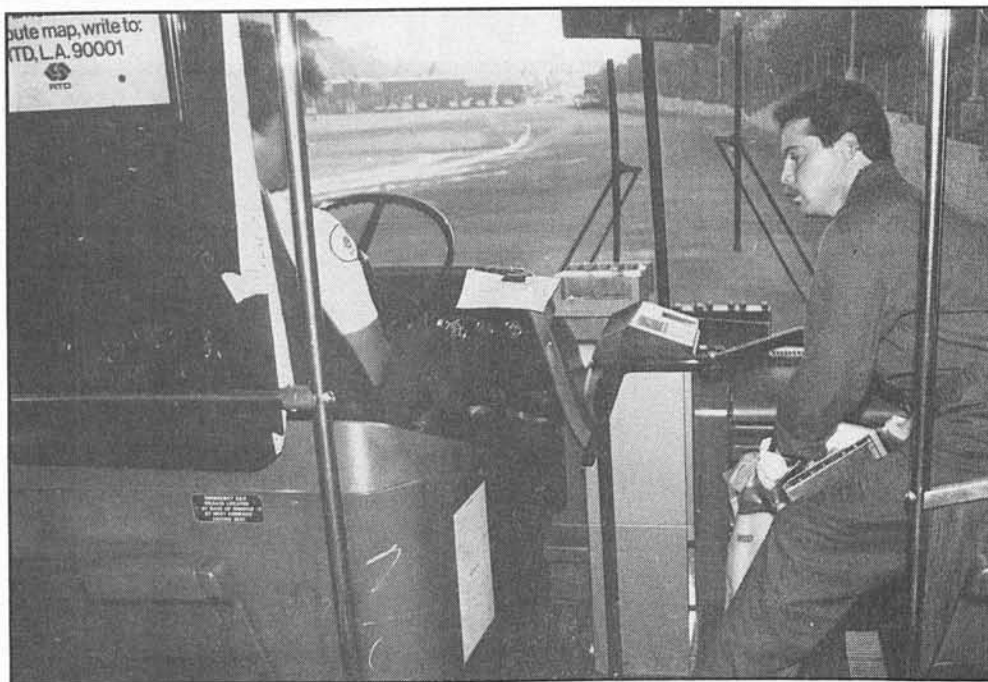


LUGGING A WHEEL

Lorraine Vargas replaces a wheel after relining.

Calling it a Day

• • •



THE VAULT

After a full day in revenue service the bus returns to Division 10 and the first person to greet the operator is Richard Rios, a service attendant vaulter who unloads the farebox vault off the bus for deposit in the vault house. These stored fares are later retrieved by employees in an armored vault truck and taken to the cash counting facility.

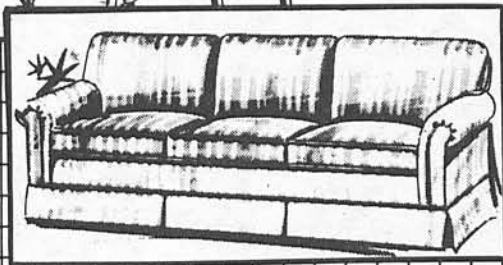
SWABBING THE DECKS

Before the bus goes completely out of service for the night Service Attendant Alzie Jones makes sure the deck is clean for boarding patrons the following morning.

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HEADWAY

I would like to wish each employee and their families a Merry Christmas, Happy Hannukah, and a Happy New Year. I will be taking off from December 4 through December 19 to study for finals, thus if you are planning any terrific events at your particular division or for your department, remember: take photos with black-and-white film, take good notes, and send it all to Mary E. Reyna in care of the Headway. See you soon.

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