

# HEADWAY

In This Issue

Public Reacts

Uncovering the Buried Past

Dr. Martin Luther King, Jr.

On the Streets with the Schedule Checkers

S.C.R.T.D. LIBRARY



A Black Tie Affair



# TABLE OF CONTENTS

The Public Reacts to Threat of Service Cuts	3
Digging Begins at Union Station	4
Route and Schedule Changes Made on 89	4
Uncovering the Buried Past	5
RTD Co-Sponsors Construction Contractor's Seminar	6
In Memoriam	6
Public Commendations	7
Commendations	8
Schedule Changes	11
Dr. Martin Luther King, Jr.	12
Shifting Gears	12
Credit Union News	13
Joe White Named Operator of the Month	13
On the Streets With the Schedule Checkers	14
Get Down, Keep it Down Program Concludes Study	16
Transit Police Honor Their Finest	17
To Your Health—Cholesterol	18
A Black Tie Affair	19
Women Helping Women	20
Making Tracks for the Orange Empire Fall Festival	20
Transit Golf Club News	21
Classified Ads	22
Births	22
Wedding	22
Restaurant Review	22
RTD Goes to the Movies	23

## From the Editor

### A Lesson Worth Relearning

Often within the last year I've come on the following excerpt in the commercial press. Every time I read it I am struck by the simple wisdom of it. I hope you think so too. I thought it might serve as a useful meditation for all of us to start off this new year of 1989. This excerpt is taken from "All I Really Need to Know I Learned in Kindergarten," by Robert Fulgham (copyright 1988, Villard Books, a division of Random House Inc.)

*Happy New Year*

*Mary E. Reyna*

### All I Really Need to Know I Learned in Kindergarten

Most of what I really need to know about how to live and what to do and how to be, I learned in kindergarten. Wisdom was not at the top of the graduate school mountain, but there in the sandbox at nursery school.

These are the things I learned. Share everything. Play fair. Don't hit people. Put things back where you found them. Clean up your own mess. Don't take things that aren't yours. Say you're sorry when you hurt somebody. Wash your hands before you eat. Warm cookies and cold milk are good for you. Live a balanced life. Learn some and think some and draw and paint and sing and dance and play and work some every day.

When you go out into the world, watch for traffic, hold hands and stick together. Be aware of, wonder. Remember the little seed in the plastic cup. The roots go down and the plant goes up and nobody really knows how or why, but we are all like that.

Goldfish and hamsters and white mice and even the little seed in the plastic cup...they all die. So do we.

And then remember the book about Dick and Jane and the first word you learned, the biggest word of all...look! Everything you need to know is in there somewhere. The Golden Rule and love and basic sanitation. Ecology and politics and sane living.

Think of what a better world it would be if we all...the whole world...had cookies and milk about 3 o'clock every afternoon and then lay down with our blankets for a nap. Or if we had a basic policy in our nation and other nations to always put things back where we found them and cleaned up our own messes. And it is still true, no matter how old you are, when you go out into the world, it is best to hold hands and stick together.

# The Public Reacts to Threat of Service Cuts

At press time, the RTD and LACTC reached an agreement to prevent a 50 percent service cut. The agreement allows the RTD union contracts to stand and authorizes the San Gabriel Valley Transportation Zone. The agreement also has given RTD the authority to build the second phase of Metro Rail.

The RTD Board of Directors held a public hearing November 29, 1988 to consider the threat of a 50 percent cut in bus service.

Crowds, swelled beyond the capacity of the boardroom, appeared to protest their opposition to any service cuts anticipated by January 2. The RTD Board scheduled the hearing because of the withholding of over \$36 million in Proposition A transit sales tax funds by the Los Angeles County Transportation Commission (LACTC).

The LACTC has withheld \$9 million a month in Proposition A half-cent sales tax dollars from the RTD since July 1988. The LACTC cited non-compliance with guidelines it set forth regarding RTD's labor agreements as the reason for not releasing the funds.

On convening the hearing, RTD President Gordana Swanson said the cuts proposed were unparalleled in RTD history. If implemented, the cuts would be among the most disruptive ever experienced and affect thousands of RTD riders in Los Angeles and other communities.

General Manager Alan Pegg said: "I see many concerned faces but no one is more concerned about this than me. RTD does not want to cut service! This hearing is held to inform you of the gravity of this situation. We are required to keep a balanced budget and we can't do so without funds." Pegg said he felt the LACTC was being unreasonable and was not justified in holding up RTD funds.

The cuts proposed included: 1) the suspension of service on all lines that operate on Saturday, Sunday, and holidays, 2) the suspension of owl service on all weekday lines, 3) reducing all rush hour service by approximately 33 percent on all weekday lines, and 4) reducing midday service as much as 50 percent on all weekday lines.

Acting Assistant General Manager for Operations Art Leahy detailed the nature of the cuts for the audience. The proposals were met by chants of "NO, NO, NO!" from the audience. After a short demonstration, President Swanson called the room back to order and gently told the demonstrators: "Your objections would be better placed at the LACTC Board meeting held tomorrow. It is with deep regret that we discuss cuts in service for a public that needs more service. Surely, the riding public deserves better."

Board Director Nick



"No, No, No, don't cut our bus service!" went up the chant.



Director Nick Patsaouras: "I'm mad as hell and I'm not going to take it anymore!"

Patsaouras apologized to the riders. "I am sure that you, like me, are mad as hell and aren't going to take it anymore. People everyday pay sales tax, we paid for those buses, enough is enough!"

RTD Board Vice-President Marvin Holen declared that the present action between the RTD and the LACTC is not a "turf war," as described in the

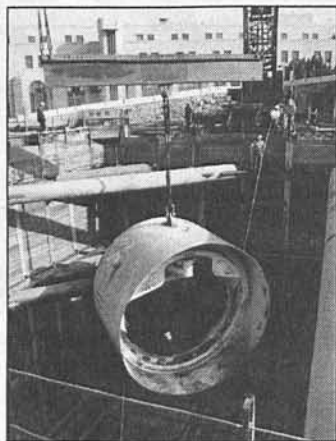
press. "We are engaged in an act of insanity here. But, if we don't get our funds this city will experience massive disruption and this organization will have to lay off 3,500 employees."

Beginning at 10 a.m., the board heard from special interest groups that included students, the elderly, the disabled, workers, single mothers, and union leaders until mid-afternoon.

## Digging Begins at Union Station

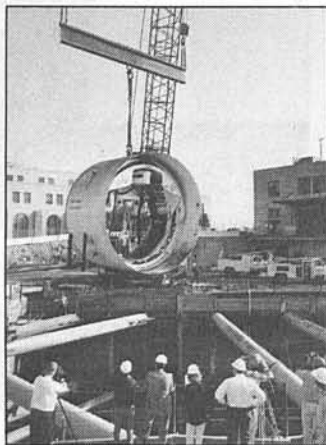
The 200-foot tunnel-digging machine was lowered into the 60-foot excavation pit at Union Station on November 7, 1988.

This machine is one of the same kind used to tunnel a path from the site of the Wilshire/Alvarado Station to the Seventh and Flower Streets Station. Hoisted off its wideload carriers and lowered into the pit, the construction crew began reassembling the machine to begin tunneling from Union Station to 4th and Hill Streets.



Workers guide the shield's descent between the support beams.

Because the soil in this area is of a silt quality, that is, 20 percent Los Angeles River sediment and 80 percent claystone, the tunnel borer can cut through the earth with the seeming ease of a biscuit or cookie cutter. The cutting



Hoisted above the excavation pit, the tunnel borer begins its journey to the center of the earth.

edge or shield of the boring cylinder is thrust forward while a hydraulic back-hoe device dislodges the earth captured in the core so that it can be hauled out on the conveyer belt and muck train. The shield is jacked forward four feet at a time with a thrusting force of six million pounds.

A three-inch diameter probe hole is drilled 100 to 150 feet ahead of the shield of the tunneling machine and a magnetometer is inserted which determines the presence of any metals in its path.

Three shifts will be operating daily during the six months estimated to complete the one-mile tunnel. This section will require about 3,000 hours of machine time. Two workers operate the machine when it is running; one controls the

## Route and Schedule Changes Made on 89

Schedules on 80 lines, primarily night service schedules, and route and service changes on 9 others were adjusted, going into effect Christmas Day.

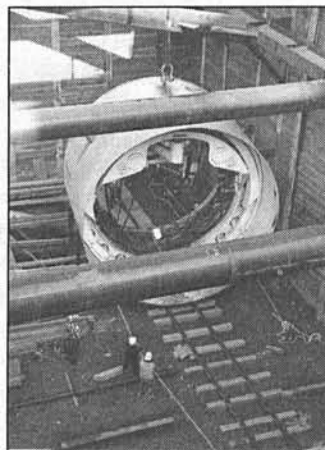
The changes will result in service improvements to some lines in downtown Los Angeles and in the San Fernando Valley, and new travel opportunities. Selected night service was canceled because of reduced demand and to cut costs. The changes to night service were designed to affect the smallest possible number of RTD patrons.

Changes included the start of a new, limited service Line 357 on Western Avenue, similar to a highly successful limited operation launched in September along Vermont Avenue. Major service improvements were also scheduled for the San Fernando Valley, which

are of particular benefit to District patrons traveling to the media centers in Burbank and to the Los Angeles Zoo.

"These changes will improve productivity and reduce operating costs, as well as provide new travel opportunities for many passengers," said General Manager Alan Pegg. "An estimated 100,000 boarding passengers are affected by the schedule changes and about 9,700 are affected by the route changes."

The changes called for rerouting selected RTD bus lines that serve downtown Los Angeles and should provide better access for patrons traveling to and from the San Fernando Valley to the central business district, as well. Further changes are planned for February, Pegg noted.



On the bottom the crew lines the shield on the tracks.

shield action, while the other monitors the back-hoe. Additional workers will operate the drill probe, erect ground supports, and load and unload materials from rail cars.

Two tunnels, approximately 40 feet apart will be dug. After the first is completed, the machine is returned to the start and digging begins on the second tunnel.

# Uncovering the Buried Past

As the Metro Rail machinery churns up the earth a lot more than just dirt is piling up. Workers and scientists sifting through the unearthed ground are finding artifacts aged over a hundred years as well as some marine fossils dating to the Pliocene Era—2 to 5 million years ago...and, some are even holding out hope for finding evidence of the legendary indian village of Yang Na.

Mass transit projects in other parts of the country which began a decade earlier unearthed historical treasures that have resulted in most current projects paying special attention to curating the lost items found through digging. The Metro Rail Project maintains a consulting contract with archaeologist Roberta Greenwood. Ms. Greenwood identifies the object and catalogs it. Following her curative work, the objects are provided a home so that future scholars may study them.

"Surprisingly, some of these (objects) come out of the earth intact," said Metro Rail Senior Planner Jim Sowell. "Despite the fact that they were unearthed by a back-hoe or were churned up by an auger," Sowell says as he begins to unwrap containers of items recently delivered by Ms. Greenwood. Very gently he picks up a marine snail fossil. "I think this is a dog whelk...this is a limpet, and here's a dove shell. These were deposited from 2 to 5 million

years ago during the Pliocene Era, probably in the muddy, sandy ocean bottom. All of them were found at 5th and Hill Streets." Sowell is amazed at the detail and the remarkably good condition of each of the fossils.

"I think the only thing of note we found at

Wilshire/Alvarado was a fossilized sharktooth."

From a plastic pail, Sowell brings out artifacts wrapped in bubble packing. These represent the latest findings from Union Station. Most of the objects are Chinese dating back to the mid 1800's. Union Station now occupies the area which

was once the Chinese quarters of Los Angeles. But not all of the items are Chinese. Proudly, Sowell shows off a bottle manufactured in 1888 for Paine's Celery Compound, a patent elixir no longer on the market. Next to it he stands a clay ale bottle from Scotland. He is particularly intrigued by a handblown bottle made in England during the 1840s for an unknown food product.

Out of the pail comes a Los Angeles Creamery Co.



*Jim Sowell shows the location of Los Angeles' old Chinese quarters, now the location of Union Station and soon to be the site of a Metro Rail Station. On the table next to Sowell are artifacts unearthed during the digging for the Metro Rail Project.*



*Sowell holds up a pair of wooden Chinese dominoes found at the Union Station site that date back to the mid 1800's.*

---

*"These were deposited from 2 to 5 million years ago during the Pliocene Era"*

---

dairy bottle, it looks to be from the 1930s. "When we were digging up the utilities on Hill Street we found this buried deeper than the customary 10-foot depth for utilities. From that we know that Hill Street has been dug up before and much deeper than we thought."

Most of the Chinese artifacts uncovered are related to Chinese immigrants who came to California with the gold rush of the

*continued on page 6...*

## ...Uncovering the Buried Past

...continued from page 5

1800's. A lot of what Sowell unwraps are parts of Chinese dishes and tea bowls. He points to the characters on the tea bowl and says, "That means double happiness, we've asked the Chinese scholars at UCLA to translate for us."

He smiles as he unwraps the next bundle and says, "I think your readers who are bus operators will really enjoy these," handing forth a pair of well-preserved, wooden dominoes. "I just love these," he exclaims while separating out neatly polished gaming counters used in games such as Fan Tan or Go.

All of the pieces Sowell has unwrapped were found in auger holes. "It should become more interesting as we begin to dig in back of Union Station. We'll be getting down to the true ground surface then." This area of Union Station is supported by 15 feet of fill used to elevate the rail tracks. When the digging begins in earnest, workers will dig 15 feet to the original ground level and then sink another 60 feet to build the Metro Rail stations.

"When the People Mover Project was digging around this area they found indian artifacts. There is some talk that maybe we are on the site of Yang Na, a legendary indian village. It's pretty elusive though; it is mentioned in several reports, but not pinned down with any accuracy."

While Sowell entertains the possibility of such a find, he realistically admits, "The area was a flood plain and people probably didn't settle here. As an industrial zone it has been chewed up badly over time."

---

*Proudly,  
Sowell shows  
off a bottle  
manufactured  
in 1888*

---

If they find nothing of significance a simple report will be drafted and sent to the Urban Mass Transportation Administration (UMTA) and interested institutions. "But if we find something more spectacular, our archaeologist will construct a research design—a set of questions which we hope the recovery of data and artifacts will answer." If discoveries yield more substance to the indian legends, social scientists and historians hope to find answers to their questions about the economic, cultural, and social structure of indian life. Who knows, Sowell muses, out of a project designed for the practical purpose of transporting people we may find keys to the mysteries of humankind's past.

## RTD Co-Sponsors Construction Contractor's Seminar

Prospective rail project contractors and subcontractors, especially businesses owned by minorities and women, were invited to attend a construction contracts seminar sponsored jointly by the RTD and the Los Angeles County Transportation Commission (LACTC).

Held November 16 at the Davidson Conference Center at USC, the session served to inform area contractors of upcoming contracts on the Metro Rail and Long Beach light rail projects and to explain the recently began Transit Bond Guarantee Program for disadvantaged and women-owned businesses.

---

*Minorities and  
women own  
businesses capable  
of becoming  
subcontractors on  
these projects*

---

"Minorities and women own many businesses capable of becoming subcontractors on these projects," said Assistant General Manager for Equal Opportunity Walter Norwood. "Those who attended the conference learned the

ropes' of the process, got their questions answered and had the chance to network with contractors and others who can provide them more business."

General Manager Alan Pegg made opening remarks, Assistant General Manager for Transit Systems Development William Rhine discussed future Metro Rail contract opportunities, and Norwood, along with the Transit Bond Guarantee Program administrators, described the bond guarantee program.

The LACTC, co-sponsors of the event, had Edward McSpedon, director of design and construction for the light rail project, speak on future light rail contract opportunities.

---

## IN MEMORIAM

**Bryant, Wiley S.**, began with the District on September 25, 1945, passed away on February 2, 1986.

**Curt, Esperanza F.**, began with the District on October 21, 1942, passed away on October 17, 1988.

**Seubert, Joseph**, began with the District on July 26, 1922, passed away October 14, 1988.



# C PUBLIC COMMENDATIONS

## Thanks For a Job Well Done!

### Division 3201

Andrews, Derald  
Tran, Dinh T.

### Division 3205

Pratt, Andrew W.  
Ramirez, Raul A.

### Division 3206

Rowland, Jeffrey L.  
Wright, Richard L

### Division 3207

Feldra, Larry F.

### Division 3208

Eckhart, Joseph C.  
Gaitanis, Ruth L.

### Division 3209

Dailey, James R.  
Frazier, Donald  
Lawson, Newitt E.

Leal, Jesus  
O'Neal, Brenda C.  
Patterson, Richard C.  
Rodriguez, John V.

### Division 3210

Brown, Willis J.  
Bustamante, Katy La Von  
Cruz, Jose A.

Luke, Gerald  
Perez, Arthur C.  
Scott, Paul S.

Soto, Raquel

### Division 3212

Padilla, James  
Parker, David

### Division 3215

Bowman, Larry T.  
Harvell, Elizabeth  
Niggel, Sharon A.  
Robinson, Frank  
Rojas, David L.  
Velez, Norma E.

### Division 3216

Everett, Debbie M.

### Division 3218

Creer, Sam

Horn, Larry J.  
Sterling, James T.  
Wilkerson, Johnnie  
**Department 3296**  
Bennett, R. F.  
Johnson, M. D.  
Ortiz, Dan  
Weir-Carrier, Wanda

Gentlemen:

Several Saturdays ago I was riding the freeway bus to El Monte. It was a full bus, and Debbie Everett was the driver of the bus.

She picked up a passenger, who immediately disrupted the other passengers. He attempted to open the emergency window, for one thing. His actions were frightening to the others on the bus.

Debbie took charge; and in a tactful but forceful manner, she instructed the passenger to stop his disruptive actions and to leave the bus. He did, much to the relief of all of the passengers.

Her action in a difficult situation shows her professionalism and dedication to her job. Not only was she a good driver, but showed sincere concern for the safety and comfort of her passengers.

She is a valuable employee of RTD, and should be commended for her performance.

Sincerely,  
T. L. Collins

Dear Sir:

Seldom do I have the opportunity or desire to write a letter such as this, but this one falls in both categories.

On September 6, 1988, I had one of my very rare trips on the RTD. On boarding the bus, I was greeted by Elizabeth Harvell with one of the biggest smiles and a "thank you" as I presented my transfer to her. She did the same to all passengers that boarded. At the next corner an elderly man in a wheelchair wanted to board and

---

*Her action in  
a difficult  
situation  
shows her  
professionalism  
and dedication  
to her job.*

---

as I saw it, he wasn't in a very good mood. The driver very politely asked all passengers standing in the front of the bus to kindly step back as there was a wheelchair coming aboard. After a couple of tries to get them back, we all moved far enough for her to get the space she needed to get the passenger aboard.

There, for the first time, I saw how it was done. And, I must say that I was simply amazed at the mechanics the driver went through to

get him aboard, the lift, etc. Once aboard and locked in, the passenger wasn't too pleased that so many people were standing around him and grumbled about it.

The driver acted as if the passenger were her own father and saw to it that everything was in place before she returned to her seat, turned and thanked all that had cooperated with her. The passenger was only going six blocks and he grumbled the whole way. Again, when we came to his stop the driver was as polite as she could be to him. He left grumbling with not so much as a thank you to the driver. I didn't notice that he paid his fare either. Perhaps he rides free.

Not only was Ms. Harvell polite and pleasant to all; she is also a careful driver, and her smile and "thank you" was an added bonus.

Sincerely yours,  
R. P. Thompson

Dear Mr. Horne:

Being that I do not drive an automobile, I am a frequent passenger on your RTD buses. For over thirty years I have had occasion to note the attitudes, manners, and behavior of a lot of your bus drivers—some very efficient and helpful, some slightly irritable and seemingly not too happy about their chosen profession.

Although I was not asked to do this, I would like to tell you about the admirable courtesy of your driver, Mr. Dinh T. Tran. Even as he drove a packed bus in San Marino through

*continued on page 8...*

## ...Public Commendations

...continued from page 8

fairly heavy traffic, he still took the few seconds of his time to courteously answer any questions a passenger asked him; he had a ready smile for everyone, and in general his demeanor seemed to make even a brief ride more pleasant.

In view of the absence of such friendliness in 1988 (plus his skillful driving), I believe this young man deserves a "pat on the back," so to speak, from his employers. You (and we, your customers) certainly need more drivers like Mr. Tran.

Sincerely,  
LaVerne M. Anderson

Gentlemen:

I have come across one of your drivers that I think is 100% all the way around, Mr. Jesus Leal.

He makes a person welcome, I mean you feel like you are happy to get on the bus.

Some of the drivers are downright mean! But, Mr. Leal is so careful of his driving, and considerate of all his passengers, helpful in every way, friendly, and most of all, cheerful! We all love him because of the wonderful qualities that he holds.

I have ridden on the bus many time with Jesus and he is always the same.

He deserves a lot of credit. I am writing this for one special reason. You don't find them like him—often.

Ruby Alvarado

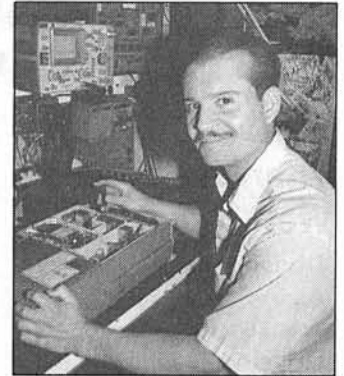
# COMMENDATIONS



*RTD Retirees were recognized at the November 10 Board of Directors' Meeting and were presented with plaques by RTD Board Director Charles Storing. Front row, from left to right: Division 7 Operator Wilfred G. Munroe and his son, and Division 16 Operator Dexter V. Kern and his wife, Jo. Back row, from left to right: Director Storing, General Manager Alan Pegg, and Director of Transportation Leilia Bailey.*



*Staff Assistant Monica Ingram was chosen the Fiscal and Accounting Department's Employee of the Quarter for the third quarter of 1988. Her manager, Mel Marquardt, said: "Monica's helpful and friendly manner is greatly appreciated by the Treasurer's Office. The accuracy and timeliness of her work provides strong support in the efficient daily handling of the activities of the District's Deferred Compensation and 401(k) plans." Monica has been with the District for 10 years.*



*Electronic Communications Technician Adolfo Perez was selected the Facilities Maintenance Employee of the Month for October 1988. Perez is an excellent technician who takes pride in his work and maintains a positive attitude while performing his duties. Perez and a fellow worker invented a "Black Box" continuity tester that tests G.E. control cables in less that one minute. His test set and his innovative ability saved employees significant time during the radio refurbishment project. His quantity and quality of work, his professionalism, and excellent attendance record have earned the respect and admiration of those who work with him. Property Maintainer A. Inez Quintero was the Sweepstakes winner for October 1988.*





Bruce Shelburne and Vera Lacefield were chosen the Scheduling Department's Employees of the Quarter for the summer and fall quarters of 1988, respectively. Their supervisors, Michael Brewer and Joe Gay declared the two Schedule Makers to be "our finest and the most highly motivated." The department looked at the quantity and quality of their productivity. "These two produced an enormous amount of work and consistently met their deadlines," said Gay. Vera Lacefield has been with the District for 12 years. "Recently, she completed a line and passenger analysis, among many others, of Line 28, a heavy line operated along Olympic Boulevard from downtown," said Brewer. "Vera excels in helping others," said Gay. Bruce Shelburne came to the District in 1987 from Visalia where he managed the existing transit agency. "He really knows scheduling," said Gay. "He uses resources well and is an excellent role model for schedule makers." He was recently elevated to acting Schedule Supervisor. Runners-up for the award included Shirley McKenzie for the summer quarter and Bill Kreski for the fall quarter. From left to right: Scheduling Supervisor Joe Gay, Bruce Shelburne, Acting Scheduling Director Bob Holland, Vera Lacefield, and Scheduling Supervisor John Greene.



Certificates of Merit were presented to the October 1988 Employees of the Month at the November 17, 1988 Board of Directors' meeting by RTD Director Joseph Dunning. Those employees included Electrician Leader Arthur Pappas, Telephone Information Operator Liliana Chavez, and Division 3 Operator Joseph R. White. Front row, from left to right: Gaspar Oropeza, Mr. Pappas, Ms. Chavez, Mr. White, and Roy Starks. Back row, from left to right: Director Dunning, General Manager Alan Pegg, and Director of Customer Relations Robert Williams.



Assistant Payroll Manager Bill Hesser was presented a trophy and plaque by David Dominguez from United Way in appreciation of the Accounting & Fiscal Department's generous contributions to the 1988 United Way/SCRTD Campaign. Hesser, left, was the department's representative in the campaign.

continued on page 10...

# COMMENDATIONS



*Differently abled couple Kim and Randy Horton were presented with a certificate of appreciation by RTD Director and Chair of the Ad Hoc Accessible Service Committee John Day and RTD Board President Gordana Swanson at the November 17, 1988 Board of Directors' Meeting. Both the Hortons have cerebral palsy, but in spite of their physical challenge they are quite mobile through their use of the RTD. Over the years, Randy and Kim have been extremely supportive of RTD's accessible service.*



*Three Personnel Department employees celebrate the receipt of their 10-year service pins. From left to right: Benefits Manager Ed Paull, Nurse Elia Hager, and Benefits Technician Andre Hanna.*



*Accountant Neil Ginsberg was chosen the Accounting & Fiscal Department's Employee of the Quarter for the first quarter of 1989. He was recognized for his outstanding performance in assisting the auditors during the yearly audit and in assisting with month-end closings. His supervisors comment that he is always willing to drop his work and help out on special emergency projects. Neil also had perfect attendance for the quarter. In the same ceremony Accountant Ric Hilario was honored for his perfect attendance in fiscal year 1988. From left to right: Ric Hilario and Neil Ginsburg.*

# SCHEDULE CHANGES



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

**Alexander, Paula R.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Amos-Eversley, Sherry L.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Arellano, Cyndi M.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Austin, Elizabeth**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Ayson, Norman D.**, from Part-time Bus Operator Trainee to Security Guard II.

**Ballard, George H.**, from Mechanic B to Mechanic A.

**Barenbaum, Jeffrey A.**, from Materiel Supervisor to Senior Materiel Supervisor.

**Barnes, Michael K.**, from Administrative Analyst to Publications Manager.

**Bauer, Joseph A.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Billingsley, Joseph**, from Bus Operator Trainee to Bus Operator.

**Brar, Bhupinder S.**, from Bus Operator Trainee to Bus Operator.

**Byers, Joseph**, from Bus Operator Trainee to Bus Operator.

**Cabrera, Adolfo R.**, from Part-time Bus Operator Trainee to Part-time Bus

Operator.

**Caldera, Hugo J.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Campbell, Terry D.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Candler, Lisa S.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Cavin, Edward M.**, from Bus Operator Trainee to Bus Operator.

**Chandler, Earl B.**, from Bus Operator Trainee to Bus Operator.

**Cheng, Raphael H.**, from Utilities Engineer to Project Engineer.

**Childress, Carolyn E.**, from Revenue Clerk to Accounts Payable Clerk.

**Cooper, Kathleen**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Cons, Oswald M.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Davenport, Ronald M.**, from Bus Operator Trainee to Bus Operator.

**Davidson, Jacqueline**, from Secretary to Senior Secretary.

**Delgadillo, Jorge L.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Delgadillo, Robert G.**, from Transit Police Officer Trainee to Transit Police Officer.

**De La O, Antonio**, from

Part-time Bus Operator Trainee to Part-time Bus Operator.

**Febles, Fausto A.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Fletcher, John D.**, from Bus Operator Trainee to Bus Operator.

**Formosa, Tomas M.**, from Accountant to Senior Accountant.

**Fradejas, Joel F.**, from Bus Operator Trainee to Bus Operator.

**Galang, Antonio A.**, from Mechanic C to Mechanic B.

**Garcia, Daniel**, from Truck Driver/Clerk to Stock Clerk.

**Glover, Fuller D.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Gonzalez, Catalina**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Gonzalez, Roman J.**, from Mechanic B to Mechanic A.

**Harrell, Gary E.**, from Systems Programmer to Technical Support Supervisor.

**Harting, Jon N.**, from Mechanic B to Mechanic A.

**Her, Ferdinand**, from Electrician Leader to Building and Grounds Maintenance Supervisor I.

**Hermann, Karl V.**, from Bus Operator Trainee to Bus Operator.

**Hill, Jacqueline R.**, from Public Liability/Property Damage Specialist to Senior Public Liability/Property Damage Specialist.

**Jackson, Gail**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**James, Theresa Gonzales**, from Schedule Clerk to Secretary.

**Kurowski, Douglas C.**, from Stock Clerk to Equipment Records Specialist.

**Mabus, Jeffery B.**, from Mechanic C to Mechanic B.

**Mason, Ricky H.**, from Mechanic B to Mechanic A.

**McKnight, Carl E.**, from Printer II to Printing Supervisor.

**Melton, Terrilyn P.**, from Service Attendant to Mechanic C.

**Mijangos, Marcial F.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Mitchell, Monica M.**, from Typist Clerk to Division Stenographer.

**Montoya, Joe M.**, from Utility A to Stock Clerk.

**Morales, Carlos B.**, from Mechanic C to Mechanic B.

**Murphy, Donna L.**, from General Clerk to Secretary.

**Page, Richard S.**, from Schedule Maker I to Schedule Maker II.

**Partida, Pablo E.**, from Stock Clerk to Storekeeper.

**Park, Douglas**, from Bus Operator Trainee to Bus Operator.

**Pepperman, Richard B.**, from Mechanic C to Mechanic B.

**Riveros, Pablo F.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Ross, James**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Ruiz, William A.**, from Stock Clerk to Truck Driver/Clerk.

**Stokes, Phillip R.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Taylor, Claverent R.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

**Tokuno-Franks, Teresa K.**, from Schedule Maker I to Schedule Maker II.

**Uk, Nara**, from Electrician

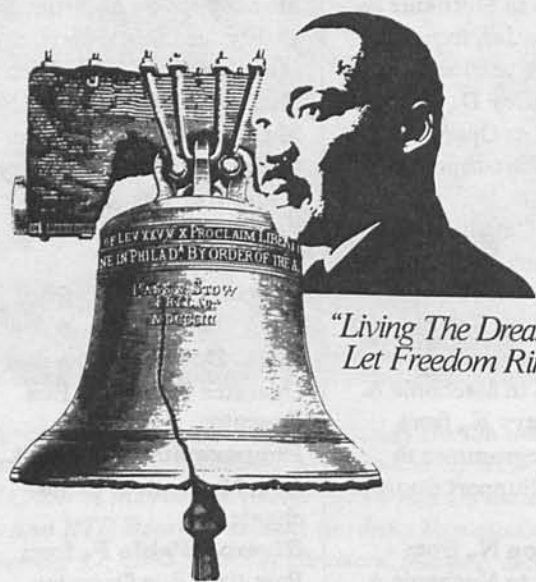
*continued on page 13...*

# Dr. Martin Luther King, Jr.

In this inaugural year that culminates an election process that was strongly influenced by a black candidate for the presidency, we are reminded of the enduring presence of Dr. Martin Luther King, Jr.

King, Montgomery's buses are integrated.

**1958**—Nonviolent protests to end segregation sweep the nation. Inspired by King, young and old, black and white, conduct sit-ins and freedom marches to



*"Living The Dream:  
Let Freedom Ring!"*

Many of us are too young to remember the causes behind the eruption of the civil rights movement under King's leadership. Others of us have forgotten, or never witnessed, the tragedies of this sad chapter of American history.

We certainly don't want history to repeat itself, so we must remain aware of some the events that brought about great changes in our great country.

**1955**—Rosa Parks, a weary, black seamstress in Montgomery, Alabama, refuses to give her bus seat to a white passenger. After a year-long boycott led by

gain equal treatment for all people in restaurants, libraries, hospitals, schools, and other public places.

**1963**—The nation's capital is the site of the largest civil rights demonstration in history. A quarter of a million marchers peacefully call for civil rights, jobs, and freedom for all.

**1964**—Dr. King is awarded the Noble Peace Prize for creating positive social change using nonviolent means. For the work, he becomes a symbol of peace. But in this country and many others, the victory for civil rights has not yet been

# SHIFTING GEAR



**Anderson, John R.**, began with the District on October 3, 1983, retired as an Operator on July 15, 1988.

**Calwell, John H.**, began with the District on February 22, 1964, retired as an Operator on November 1, 1988.

**McDonald, Charles J.**, began with the District on January 15, 1974, retired as a Transit Operations

Supervisor on August 22, 1984.

**Sahagun, Carlos A.**, began with the District on November 9, 1973, retired as a Bus Operator on November 19, 1988.

**Sharkey, Herman H.**, began with the District on September 8, 1975, retired as a Bus Operator on November 5, 1988.

won, and King continues his efforts.

**1967**—Decent jobs, housing, health care, and education are identified as essential if low-income families are to become productive citizens. King draws attention to conditions that seem unthinkable in this land of plenty.

**1968**—King is ready to join sanitation workers in Memphis, Tennessee in a protest for better working conditions. But the peaceful advocate is cut down by an assassin's bullets.

**1988**—Rosa Parks, a guest of honor at the Democratic National Convention, witnesses history again as the name of Jesse Jackson is placed in nomination for the presidency of our country. A few weeks later, the 25th anniversary of the Washington, D.C. civil rights protest

is re-created in our nation's capital.

Our lives will never be the same, thanks to Dr. Martin Luther King, Jr., and those who joined with him to make life better for all Americans. His birthday, commemorated by a national holiday this year on January 16, attests to the scope of his efforts. We must continue to nurture the seeds of dignity and pride that he planted, so that his dream can become a reality.

*Adapted from Seabee Coverall, Port Hueneme, California. Kim Taft, Managing Editor.*

*Artwork from Martin Luther King, Jr. Federal Holiday Commission, Allen Jackson, Deputy Executive Director.*

---

## Credit Union News

# An Alternative For People Who Hate Budgets

by Debbie Flores-Pollock, Marketing Director

OK, so you don't have a budget, never had a budget, never will have a budget. You hate even the thought of a budget. You're allergic to budgets. On your list of fun things to do, preparing a budget is just below testing the response of killer bees to attacks on the hive. Using a budget is even lower on the list. In other words, you're just like most people.

Most people acknowledge they ought to use a budget to plan and control their family's spending and

---

*On a sheet of paper, make two columns...*

---

saving. The problem is, they don't do it. So here's an alternative to an actual, full-scale budget that even confirmed budget-haters can use to stay out of financial trouble.

### Find Out Where You Stand

Asset-to-debt ratio. On a sheet of paper, make two columns. Under the first, list the value of your major assets: home, stocks and bonds, cars and other personal property, savings, retirement plans and so forth. Under the second column, list your debts: mortgage, car loans, credit card balances, other loans. If your assets aren't considera-

bly more than your debts, you probably don't have enough cushion to protect yourself in the event of an unexpected financial crisis that temporarily reduces or eliminates your income. Furthermore, with that much debt you probably can't save enough for big future expenditures like college for the kids or your retirement. The message: start reducing your debt by paying off obligations before making any further major purchases, and start building that financial cushion.

### Income and Outgo.

Although you don't have to draw up a formal budget, you do need to know, with reasonable accuracy, how much money comes in each month and how much goes out. Again, two columns on a sheet of paper are all you need to complete this exercise. Unless you're in real trouble, your monthly income should exceed your monthly outgo. Use half of this excess amount each month to retire debt early and half to build savings.

### First Things First

Do this first. On the first of each month, write a check to the creditor who charges you the highest interest. Make it for your normal payment plus the amount you've determined above. (Do this every month until your asset-to-debt ratio reaches 2-to-1.) Next, write a check to your

---

# Joe White Named Operator of the Month

Division 3 Operator Joseph R. White was named Operator of the Month for November, 1988. White has driven with the District since 1975 and is a recent recipient of a 13-year safety award. Over the thousands of miles he has logged, White has never been involved in an avoidable accident.

He has maintained the maximum merits possible throughout his career and has received numerous passenger commendations, as well as nine district commendations praising his performance.

"Joseph White is a model employee," said General Manager Alan Pegg. "His performance over the years sets a standard of excellence for all our operators to follow."

White and his wife,



Operator Joseph White

Donna, have been married for 20 years and live in Gardena with their 17 year-old son, Cedric. He is active in his union and community and currently serves as a Division Steward with the United Transportation Union and co-chairperson of his division's Labor/Management Participation Committee. White has attended law school at UCLA and is on the way to earning a law degree.

---

## ...Schedule Changes

...continued from page 11

to Electrician Leader. **Valadez, Sixto**, from Part-time Bus Operator Trainee to Part-time Bus Operator. **Weary, William S.**, from Part-time Bus Operator Trainee to Part-time Bus Operator. **Wheaton, Suprena D.**, from Part-time Bus Operator Trainee to Part-time Bus Operator. **Zavala, Arthur F.**, from Part-time Bus Operator Trainee to Part-time Bus Operator.

---

savings program. Get in the habit of treating saving as a regular, mandatory payment, not just something you do if there happens to be some money left at the end of the month.

The alternative budget program isn't foolproof, and it isn't as informative or accurate as an actual budget. But it will give you a good picture of your financial situation and a simple but effective method of improving it. And it's several notches above killer bees.

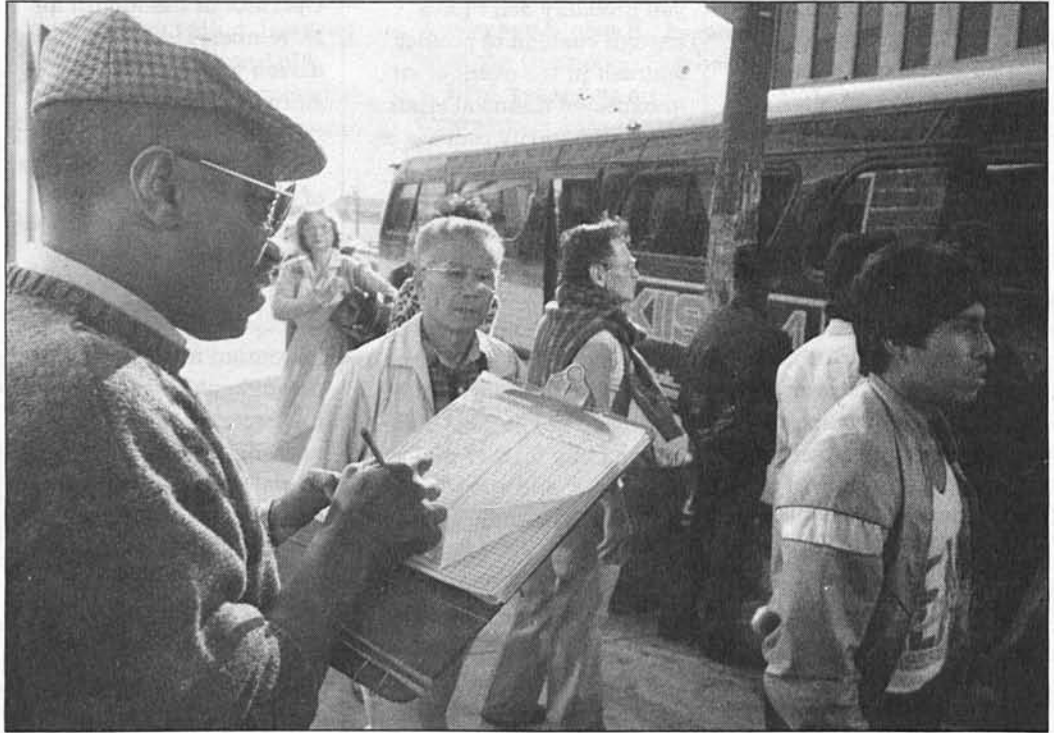


# ON THE STREETS WITH THE SCHEDULE CHECKERS

"It isn't easy doing this job," Eugene "Sarge" Gillis says. "You've got to work in all kinds of weather and at all hours, but we understand that it goes with the territory," says the schedule checker shrugging philosophically.

Schedule checkers are a class of RTD employees that come from the ranks of operators. Technically, they are operators on a leave of absence who come to work for the Scheduling Department to count the number of passengers on lines, types of fares collected, and the running times of District buses on all the lines. This information is gathered manually and electronically and sent back to the schedulers and the planners so they may better analyze travel patterns. From this analysis come schedules better suited to cover the needs of particular lines.

Gillis has worked with the District for 18 years. He is a sergeant major in the Marine Corps Reserves and serves with the El Toro Marine Helicopter Squad 764, hence his nickname.



*Schedule Checker Eugene "Sarge" Gillis checks the passenger counts on the corner of Western and Wilshire.*

"People usually call me 'Sarge,'" he reinforces. The *Headway* met up with Sarge at the corner of Wilshire and Western on a cold, windy afternoon. The buses come by every 7 minutes and Sarge checks each one while simultaneously answering questions put to him by this reporter. As one of the District's best schedule checkers, he begins to talk about his approach to his job.

Today, Sarge is gathering information manually. He counts the number of people who board and

depart each bus as it stops on his corner. "I try to get the bus number as it approaches. If you know the series bus number that tells you how many seats there are on the bus. You check the number (of passengers) who get on and off and how many stay on." He also jots down the actual arrival/ departure time of the bus and compares it to the scheduled time.

"This information lets the schedulers know if they have to add or delete buses on the line."

While on active duty in

the Marine Corps, Sarge did a tour in Vietnam. His military training was in the field of electronics. When he mustered out of the service, the number of available jobs in electronics had just taken a nose dive in the labor market. "RTD called me and I thought it would be a kick to drive a bus," he says. Sarge drove for 5 years and served for 2 years as a radio dispatcher. "Those jobs give you an idea of how the District works." As a schedule checker, Sarge says he has ridden every line and knows every



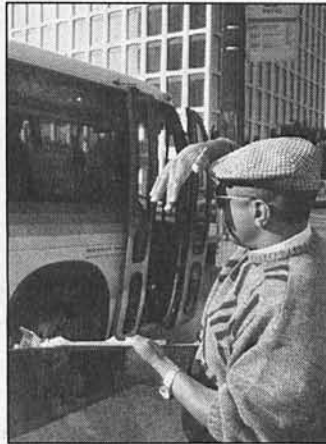
terminal in the system.

"We are ambassadors for the RTD," he says. "The public sees us as the RTD. They'll vent their anger on us before they'll take the time to write to Customer Relations. Besides an ear, we give passengers travel information, help tourists get around the city, translate for foreigners...I have a basic knowledge of Spanish from my working time in East Los Angeles. Why, I'm a walking Thomas Guide."

Out on the streets Sarge tells me he has become street-wise. "Being out on the corner like this you learn things. You learn to get a driver's license number in case of an accident," says Sarge as he is counting the number of empty seats and subtracting them from the total number of seats.

"You have to condition your legs to be able to stand all day. It takes some mental toughness. It's just like the Marines, you have to set your mind to it."

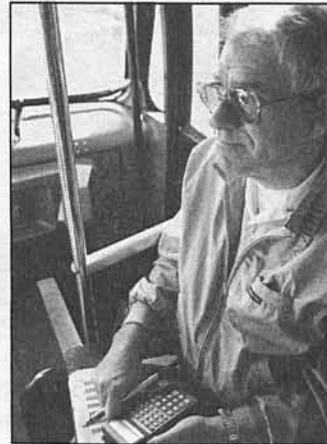
The most fulfilling aspect of the job for Sarge is knowing that when he sees



*Sometimes you have to strain to see to count heads.*

a problem on a line, such as a tight running time, he can do something about it. "I report it when I see it. I come back a few months later and I see the difference and the fruits of my labor," he beams.

"If we didn't do passenger counts, the RTD wouldn't know what the problems are on major transfer points." Sarge admits his concern for keeping an accurate count. "Each schedule checker takes pride in his work. We are usually within one to three passengers of the actual number." He pauses straining to see through the tinted glass of the bus. "These darker windows make a good count difficult. You have to wait until the

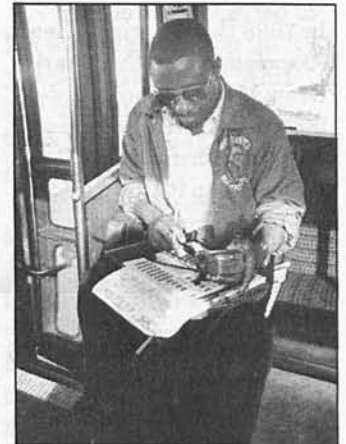


*Schedule Checker Duncan Hamilton on Line 130 eastbound.*

light hits it right."

Today, Sarge began his shift at 6 a.m. He had a split of four hours and will continue on until 6 p.m... maybe. "If the buses are overloaded at the end of my shift or any other checker's, then it isn't unusual to stay on an extra hour until the loads are normalized."

Sarge says he never has a dull moment on the street. He has gotten to know the street people, which ones play on the sympathies of passers-by, which ones are truly needy. "You get to know the pulse of the city, the high crime areas. You know where more buses are needed, you see the changes in population, what do you call it?...demographics? With the increase in fares,



*Gillis checks his fares using the hand-held computer and the scanner attached to it that reads the bar codes.*

you see more people using passes."

#### **Ride Checks**

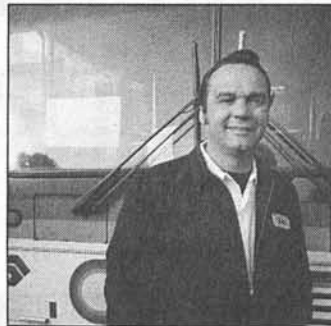
The next week *Headway* rode along with a couple of schedule checkers doing ride checks. On the 130 eastbound, Duncan Hamilton makes himself comfortable on Division 18 Operator Hubert Hayes' bus. Proceeding down Artesia Boulevard he tells this reporter that he's been checking for 17 years. "We do every line once a year," he says. "We are all over the system. Tomorrow I'll be in Riverside, Thursday I'll be at Pomona, and Friday at the corner of Soto and Olympic."

Hamilton gets along fine with his driver. They

*continued on page 16...*

## Get Down, Keep It Down Program Concludes Study

In 1986 the American Heart Association and the Charles Drew Medical Center collaborated on a 2-year study that took form as the "Get Down, Keep it Down Blood Pressure Program." On a



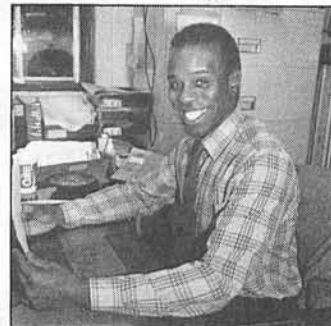
*John A. Deck*

quarterly basis blood pressure screening and counseling was given to RTD employees. In the first

year alone over 2,000 were screened.

Recently, the program concluded and results should be available for the February issue. A preview from early tracking indicates a dramatic decrease in high blood pressure among those evidencing such symptoms.

As an extra incentive to participate employees were offered prizes. A grand prize drawing for a Las Vegas vacation for two was held in October. Those winners



*Wayne C. Adams*

included Division 9 Mechanic John A. Deck and Division 8 ERS Wayne C. Adams.

## ...Schedule Checkers

*...continued from page 15*

used to drive together when Hamilton was still an operator. Operator Hayes says: "The schedule checkers don't bother me any. They are just another person on the bus."

Hamilton counts his types of fares with his hand-held computer as we talk. He answers questions about the mechanics of the machine. He looks up at me and his eyes narrow, "Tell people that we schedule checkers have nothing to do with the decisions on cutting service," he says. "All we do is gather information and send it downtown. They make the decisions. If we had our way, every line would have buses 5 minutes apart, of course, everybody would like that," he laughs.

As I get ready to leave the bus Hamilton reminds me to take all my belongings. He winks and says, "If you leave anything Hubert and I sell it for coffee money."

On the 130 westbound we happen on Sarge Gillis again. The day is cold and Sarge says during winter a schedule checker appreciates riding the lines. Today, he is riding with Division 18 Operator Isaiah Robinson. "I adjust myself to the way the operator drives when I'm counting the fares. If I am unsure of a type of fare, Isaiah will help me. It ensures your accuracy." Over the years Sarge has gotten to know a lot of operators and counts many of them among his friends.

Sarge likes using the computer. It gets him in touch with his military days as a digital data terminal technician and it feels good to him to be on the cutting edge of gathering computer-processed information. "It's easy for me. I figure if you can repair one, you can operate one."

"When passengers see me using the hand-held computer, they know I'm from the RTD. They'll start talking to us about a lot of things. Some may tell us good things about the

driver."

When using the hand-held computer, schedule checkers log information into the computer through the use of a bar code system, much like the one supermarkets use. On a ride check, a schedule checker has several sheets of codes for the line that he or she rides. They board the bus with the operator at the division at whatever the starting point time dictates and ride until the operator returns to the division. The bar code sheets contain codes for 23 different categories of fares. These categories of fares are logged at each different stop on the line. Time points are also checked. At the end of the day, each schedule checker takes his or her computer and downloads the information through the telephone lines through which it is transmitted to and captured by the District's mainframe computer downtown.

Sarge can tell you everything you want to know about schedule

checking. Over the years he has worked with all the old-timers in the Scheduling Department. "They were a bunch of good guys, they trained us. You know, to this day I look at bus benches all over LA because one of my trainers used to sharpen his pencil lead on the cement foundation of the benches. I know where he's been by checking out the bench." Sarge doesn't miss much.

Recently, Sarge was checking on the corner of Venice Boulevard and Crenshaw. He observed several gang members signal to each other in their cars. He saw one lift up a sawed-off shotgun. The car pulled up next to another one. Sarge took cover behind a nearby building. "It just so happens that none of the phones in that neighborhood work. A neighbor of mine who is a police officer happened to come by later that day. I gave him a description of the youths. But don't put that in your story," he tells me. It just goes with the territory.



# Transit Police Honor Their Finest

The Transit Police Department held an awards ceremony for their Employees of the Quarter for the first, second, and third quarters in 1988 on November 22.

The Officers for first, second, and third quarters were Kyle E. Ramsey, William J. Thomson, and Robert H. Lewis, respectively.

The Security Guards for the first, second, and third quarters were William R. Gutierrez, Arnell H. Washington, and Jesse Stevenson, respectively.

James W. Wilson was honored as the Civilian Employee for the first six months of the fiscal year.

Transit Police Lt. Sharon Papa made the presentation to each awardee at the luncheon ceremony held at Freres Taix restaurant.

Lt. Papa's remarks included the accomplishments of each of the awardees, which follow.

Officer Kyle Ramsey has been a member of the Transit Police for six years. After graduating from Edgewood High School in West Covina he married his wife, Kimberley. They have been married for over seven years and have two children, Stephen, 5, and Stanley, 3.

He is currently serving in the California Army National Guard as an armor crewman.

He enjoys fishing, working on cars and building model aircraft. He is working on a degree in



*The Transit Police Department's Finest: front row, from left to right: Lt. Sharon Papa, James Wilson, Arnell Washington, William Gutierrez, and Sgt. Gene McRiley. Back row, Robert Lewis, Kyle Ramsey, and William J. Thomson.*

Administration of Justice and his next major goal is to make sergeant.

Officer of the second quarter—Bill Thomson has worked patrol, undercover, administration, range master, and captain of the Department Pistol Team. During the 1988 pistol season, Bill placed in the top 50 shooters in the state of California. He, along with Shari Barberic, received a silver medal at the National Police Olympics. Bill is on the staff at the Orange County Police Academy. Bill hopes to teach full-time at the academy after he has completed his career as a police officer.

Officer Robert Lewis, Officer for the Third Quarter, has been with the Transit Police for seven years. He was born and raised in Memphis, Tennessee. After graduating from Booker T. Washington High School, he served in the

United States Air Force as a security police officer and was a member of the honor guard for four years.

Robert has been married to his wife, Kerry, for eight years. They have three children, Naathalia, 5, Nakita, 2, and Shaun, 3.

Robert enjoys weight training, the martial arts, and horticulture. His goal is to move up through the ranks and become transit chief of police.

Security Guard II William R. Gutierrez started his police career with the LAPD in 1948 as an identification technician. After 4-1/2 years with LAPD, he accepted a position with the Santa Monica Police Department as a crime scene investigator.

In 1967 he resigned from SAPD and accepted the position of a public safety advisor to the South Vietnam National Police

working for the U.S. State Department. After 2 years in Vietnam, he resumed his police career with the Downey Police Department.

He has been married to his wife, Barbara, for 26 years and resides in Whittier with his five children, Gina, Linda, Greg, Billy, Jr., and Kevin.

William recently won two medals in the police olympics held in Bakersfield in June for men's tennis singles and doubles in the 50-plus age bracket. He has been an active tennis player for 40 years.

William came to the RTD in 1986 and is presently working the early morning shift at District headquarters.

*Bill placed in the  
top 50 shooters  
in...California*

Security Guard II Arnell Washington, for the Second Quarter, was born in Chicago. He moved to Los Angeles in 1969 and finished high school in Compton at Dominguez High. After graduation he enlisted in the U.S. Army and served from 1973 to 1976.

Arnell is married and has three children. His hobbies are enjoying sports on TV and music. He has been a District employee for 4-1/2 years.

Security Guard of the  
*continued on page 18...*

## ...Transit Police

...continued from page 17

Quarter for the third quarter, Jess Stevenson, was born in Ardmore, Oklahoma. He has been with the District for the past 13 years. In 1987 he received a commendation for going to the aid of an RTD employee whose vehicle was being burglarized.

He enjoys jazz and outdoor jazz concerts. His hobbies include plant physiology, jazz music history, and reading.

Civilian Employee for the first six months was Jim Wilson. Wilson graduated from S. E. Missouri State University in 1965 and holds graduate degrees in educational administration. He taught high school in the St. Louis area before joining the U. S. Air Force in July 1966. During 20-plus years of military service, Jim has been stationed in Puerto Rico, Florida, Guam, Thailand, and eight years in southern California. Jim worked as a consultant at the Rand Corporation before coming to the District in 1987.

## About the Cover

Division 7 Operator Artel Dyer and Adrienne Williams, the daughter of Division 7 Operator Betty Williams, kindly posed for this photo at "A Formal Evening of Elegance with Division 7." We thought they seemed a smashing couple to help us usher in the New Year of 1989. Happy New Year from the *Headway*.

# TO YOUR HEALTH

## Cholesterol

### What is Cholesterol?

Cholesterol is a naturally occurring compound present in human and animal cells as well as in their bodily fluids; it's important in physiological processes; but it is thought to be a negative factor in the formation of arteriosclerosis, also. It is part of all animal fats and oils, of bile, gallstones, nervous tissue, egg yolk, and blood. It is an important factor in human nutrition, as well as in normal human metabolism. A derivative of cholesterol can be activated to form a vitamin D.

Cholesterol is necessary for the formation of all hormones and during childhood an extremely low fat diet can adversely affect the rate of growth and development a child should undergo.

### Cholesterol and Children

When cholesterol is within normal levels, growth in the young is normal; the formation of hormones, blood, bile, and other vital human fluids are produced at the levels needed by the body to grow properly. When cholesterol or any of the "bad" low-density lipoproteins get out of hand, at any age, then the body will deposit fatty substances on the walls of the arteries causing arteriosclerosis. This process can begin in children as young as three years old.

As a result of in-depth

studies carried out on soldiers who died in the Korean Conflict and the Vietnam War, it was shown that many of the very young had many deposits on their main arteries and in the branches of the coronary blood vessels. In some cases, autopsies showed extremely early and severe hardening of the arteries.

### Cholesterol Studies

There are some studies that are following children at risk for coronary heart disease. To my knowledge, there is only one study of sufficient time length in progress, which is investigating the normal child with the usual risks of heredity and environment, as reported by the American Heart Association. In short, the study is finding that if you have low cholesterol levels as a child, you will probably have lower levels as an adult. Unfortunately, it still means that we don't know when hardening of the arteries starts but we do know that if arteriosclerotic heart disease runs in your family, then you have a very good chance of developing the problems at an early age. We just don't know at what age it starts. We do know that under constant unrelenting stress that arteriosclerosis will accelerate, but does it cause the condition to begin? We just don't know.

### Common Risk Factors

This childhood and cholesterol project is being conducted by Louisiana

State University Medical Center in New Orleans and has listed common childhood risk factors as:

*Aging* - As we grow older we run a higher risk of hardening of the arteries

*Sex* - Males run a greater risk even at a young age

*Heredity* - Does coronary heart disease run in the family?

*Activity* - How active is the child?

*Life Style* - Smoking? Eating habits? Overweight?

These risk factors don't seem to alter or vary as we age, if we are active as children we are usually active adults, if we are overweight in childhood and if both our parents are overweight we will follow the same path as them. Thus, we can assume that if we are careful with our diet as children, our bodies will take good care of us at an older age. What can parents do that can help their children?

### Help Our Kids

1. Eat properly during pregnancy - our babies are what we eat!
2. Breastfeed your babies
2. Keep active - be a good example for your babies, they mimic what they see, not what they're told.
3. Buy nutritious foods for meals and for snacks - teach your kids to eat well during the entire day.
4. Teach your children to say no to drugs and junk food - limit the amount of sugar and fatty foods you buy.
5. Teach your children to respect education - it is the passport to freedom!

*Make your children aware of what's good for them and the payoff of good health is the reward for us all!*

# A Black Tie Affair

Division 7, dressed to the nines, sponsored its first "Formal Evening of Elegance" at the Hyatt Wilshire Hotel on November 26, 1988.

The Unity at 7 committee developed the idea in its ongoing effort to build team spirit and camaraderie at the division. The organizers have put on breakfasts, parties, raffles, but never a formal affair requesting, of course, formal attire.



*The Evening of Formal Elegance Committee.*

Rose M. Graves, Tanya R. Johnson, Darcy L. Mason-Chavez, Julio E. Soto-Perez, David R. Terrell, Nathan Weathersbee, and Patsy Goens.

Following dinner, program organizer and TOS



*Assistant Division Manager Sue Harvey and her husband, Norman Goldstein, in their dapper attire.*

With the gentlemen in tuxedos and the women in some of the loveliest formal gowns, the evening commenced at sevenish with music provided by the group Light Wind. Each arriving couple greeted those in attendance admiring each other's finery.

The committee organizers set a standard with their level of elegant fashions. The committee included: Cynthia M. Bullard, Elethia Fray, Kenneth O. Goss,

*The committee organizers set a standard with their level of elegant fashions*

Patsy Goens presented plaques of appreciation to those whose outstanding support helped Unity at 7 get off the ground. The honorees chosen were Division Manager Earl Rollins, Division 3 Manager



*Division Manager Roy Starks receives a plaque in appreciation for his support of Unity at 7.*

Roy Starks, and UTU Local Chairman Charlie Square.

Following the presentation and remarks by Director of Transportation Leilia Bailey, emcee Doug Madison announced the raffle winners. UTU Local Chairman James Williams won the grand prize of \$50.

The dance began when DJ Jesse Castorena started twirling those turntables and folks didn't sit down until 1 a.m.



*TOS Patsy Goens was the evening greeter at Division 7's Formal Evening of Elegance.*



*Patsy Goens discerns the dress quality of UTU Local Chairman Charlie Square's tux jacket. When they said formal attire requested, they meant it!*



*Senior Instructor Jose Romo relaxes after formal dining.*

## Women Helping Women

Do you sometimes wish you had a place to talk about your career/job, finances, relationships (personal and otherwise), health, and assorted other topics, with women in similar situations? Why not drop into the new women's rap group offered by Women Helping Women each Thursday evening from 6:30 to 8 p.m. (Brown Bag dinner 6-6:30 p.m.) at Women's Center at

*Why not drop in...?*

Council House on 543 N. Fairfax Avenue in West Hollywood. The setting is comfortable and informal and the group is facilitated by a WHW paraprofessional counselor. There is no commitment required to attend on a weekly basis; participants may drop in whenever they wish.

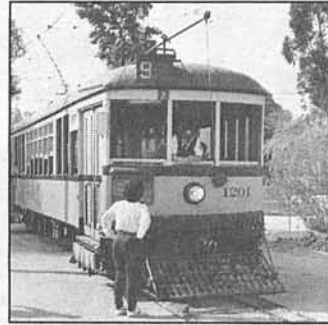
This program is open to women who work in West Hollywood. A \$5 donation per session is requested but no one will be turned away for lack of funds. Women Helping Women also offers career workshops, individual career counseling (by appointments), and a telephone talkline (213) 655-3807. Feel free to call the talkline about any issue, concern or problem. They also have a helpline number for references and telephone numbers for legal assistance and for support for rape victims.

## Making Tracks for the Orange Empire Fall Festival

This year the Orange Empire Railway Museum in Perris hosted its Fall Festival October 29 and 30. Many RTD employees are members of the museum staff and participate in the event as conductors, motorpersons, switchpersons, tour guides, and information operators.

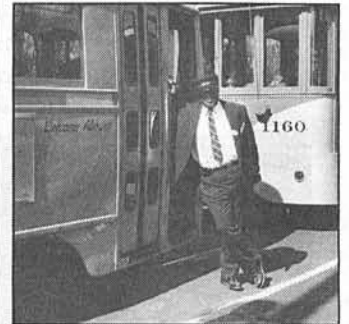
For those of you who have never been to the museum, we urge you go. The rolling stock housed at the museum includes electrified and steam trains, and old PE cars just to name a few. One afternoon at the museum is a fascinating glimpse of railway Americana and great entertainment for the entire family. Riding some of the old Red Cars is a nostalgic return to a simpler past and about as much fun as any E ticket ride at Disneyland.

Those RTD employees who help sponsor the event included: Ed Vandeventer, Mike DeGhetto, Chris Coleman, Ronald Bowen, Rich Morton, Dan Miller, Rita Malone, Steve Brye, Dan Ibarra, Jennifer Ibarra, Alan Weeks, and Harold Davis.

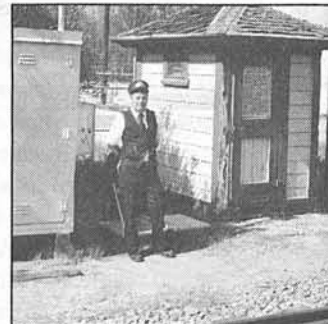


*Division 1 Manager Chris Coleman helped out as a motorman on the Los Angeles Metropolitan Transit Authority PCC Streamliner #3100.*

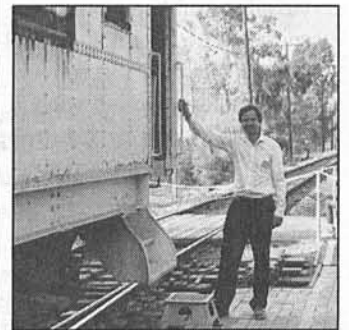
*TOS Rita Malone chats up retired Schedule Maker Alan Weeks who was working as a motorman on the Los Angeles Railway 1201.*



*Alan Weeks does double-duty as a switchman.*



*Senior Planner Steve Brye assisted as a car attendant on a passenger train.*



The new association group salary protector is now available from **Mutual of Omaha.** Remember—your income is your most important asset. For total income protection, please call Chuck McCracken at 213/391-8226

# Transit Golf Club News

by Marlene Allen

The Transit Golf Club held its second annual banquet November 19, 1988 at the Velvet Turtle in Los Angeles. Forty-five members and guests attended.

After dinner trophies were presented to the winners of the club championship in each flight and the runners-up:

**A Flight:** 1st Place—Ray Campbell, Runners-up—Fred DeCatur, Duane Johnson, and Leroy Strand

**B Flight:** 1st Place—Fred Tunstall, Runners-up—Leigh Boyden, Jesse Weathersbee, and Manny Zaragosa

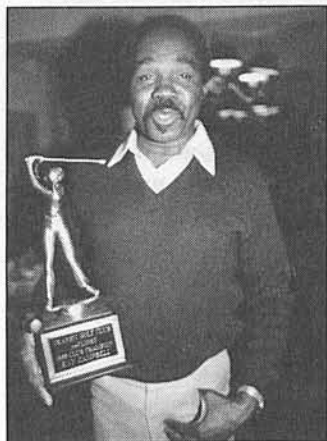
**C Flight:** 1st Place—Roger Kundert, Runners-up—Joe Coleman, Larry Houston, and Charlene Schmidt

President Jim Falcon was awarded the Southern California Public Links Association trophy which he won with the San Dimas Club pro, Dennis Allan, in September. This perpetual trophy remains with the Transit Golf Club for one year. Jim intends to defend the championship and to repeat the performance.

A special plaque was to be presented to Duane Johnson for his hole-in-one at Brookside, however, Duane was unable to attend the banquet.

There was a drawing for prizes and nine lucky members received prizes ranging from putters, driver, pitching wedge, golf bags, to a full set of irons.

The new officers for the coming year are:



*1st Place A Flight winner Ray Campbell*

**President**—Jim Falcon, Scheduling Department  
**Vice President**—Leigh Boyden, Metro Rail, 972-3813

**Secretary-Treasurer**—Marlene Allen, Risk Management, 972-4948

**Tournament Chairman**—Roger Kundert, Employee Relations, 972-4610

**Handicap Chairman**—Manny Zaragosa, Equipment Maintenance

Anyone interested in joining the club or would like more information about our tournaments, please contact any of the officers above.

Membership forms will also be available in the Employee Activities Section of the Personnel Department.

Ladies, we are especially interested in recruiting more women golfers so that we can have a women-only flight to compete for prizes.

The club is also planning to set up some fun



*1st Place B Flight winner Fred Tunstall, second from left; Runners-up, from the left: Manny Zaragosa, Jesse Weathersbee, and Leigh Boyden.*



*1st Place C Flight winner Roger Kundert, third from left; Runners-up, from the left: Joe Coleman, Charlene Schmidt, and Larry Houston.*

tournaments this year. We are considering "best ball," 3-club, scotch doubles, etc. So for those of you that feel you don't play often enough to enter our tournaments, one of these fun tournaments might be just the ticket. If you do enter, you'll find that we have just a few pros in the club. The rest of us are just hackers who enjoy being able to hit a few great shots once in a while!



*TGC President Jim Falcon is presented the Southern California Public Links Association trophy by TGC Vice President Howard Crawford.*

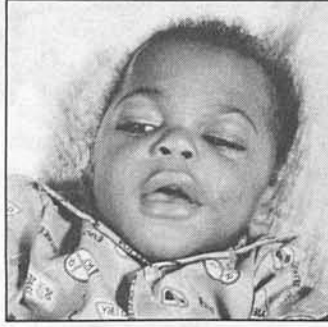
# BIRTHS



*Vicky Lindsey and Lijuan*

Born to Division 18 Operator **Vicky Lindsey**, a son; **Lijuan Junelle Stephens**, on August 22, 1988 in Harbor City. Lijuan was 6 lbs., 14 oz., and 19-1/2 inches at birth.

Born to Accounts Payable Clerk **Phyllis Fairly**, and her husband, Jeshurun, a son, **Jerahmeel Howard**, on October 20, 1986 in Los Angeles. Jerahmeel was born with premature lungs and later developed further complica-



*Jerahmeel Fairly*

tions which kept him in the hospital for 9 months after his birth. "My family, the doctors, and I credit his life to God," said Phyllis. When Jerahmeel can home on July 28, 1987 his hips were dislocated, a tube ran down his side for feeding, and the doctors said he was blind. He is now 2 years old and he can see, his cast is off, and he is eating very well. "My family and I thank God for all he has done for us," said Phyllis.

## Classified Ads

Wanted roommate to share an apartment in Phillips Ranch area. Amenities include own bedroom and private bath, furnished, and utilities included. Weight room, racquetball court, and 3 swimming pools, brand new. Need to pay first and last month's rent to move in. Rent is \$400 a month; \$875 to move in. Call Donna Curtis at (714) 623-0653.

Boat trailer for 14-15-16-ft. boat, easy roll-on tires, new registration, \$450. 50 hp Chrysler outboard, all attachments, \$550. Wizard 14-ft boat—35hp Evinrude and trailer. Complete with radio phone \$1100. Call Joseph Lafond at (619) 379-8824.

For Rent: One bedroom condo in Canoga Park (only one mile from Division 8). Unfurnished, stove, dishwasher, carpet, drapes. Security building, very clean. \$575/month. Call Rose (818) 709-8456.

## Wedding

Division 3 Operator Jim I. Lacuran, 64, married Division 8 Operator Linda Rhinehart, 31, on November 7, 1988 in Denver, Colorado.

The couple met in 1985 when Jim was part-timing on the 493 line. Linda rode the bus to the school where she was training to become a medical assistant. Linda said she was attracted to Jim by his sense of humor and his sympathetic nature toward his passengers. "He liked me because I was friendly," said Linda.

Jim wasn't sure about getting involved with a passenger, especially one that was so much younger.

"It was getting to me. I told myself I wasn't going to talk to her. But, she talked to me...well, one thing led to another," he said.

"I used to tell her I had one leg in the grave and one leg dragging. 'What do you want with me? Why not find someone younger? She'd put her arms around my neck and say, 'But I love you.' I would have to say it is the most beautiful love of my life," said Jim.

The couple honeymooned in Denver and Salt Lake City, Utah. They reside together with Linda's son Tommy, 7, in El Monte.

## Restaurant Review

*By Sue Harvey, Div. 15 Asst. Manager*

There are all types of cultures and each one has its own distinct lifestyle and food. The foods of our youth, the dinners at grandma's... this is what soul food is. It is what makes us homesick for times past when we eat the foods we ate when we were young.

At the Stage Deli of New York in Century City, they serve food that reminds me of grandma's, chicken soup with light-as-air matzoh balls (although my grandma's were heavy as lead), beef brisket with potato pancakes, lean corned beef and pastrami, and homemade kosher dill pickles. There is an art to making good pickles and there are no good commer-

cial ones on the market, at least none that taste homemade. They serve egg creams which contain neither eggs or cream, just flavoring and soda water. Also, they have Dr. Brown's celery tonic, which no self-respecting restaurant would be without.

The sandwiches are overstuffed and served on rye bread. There are three different mustards on the tables. All the salads are enough for four. If you go for breakfast the omelets are a sight to behold.

It isn't fancy, just plain formica tables and kitchen-style chairs. But then you don't go to a deli for looks,

*continued on page 23...*

# RTD GOES TO THE MOVIES

## Our Rating System

- \*\*\*\*\* - A classic;  
*The Maltese Falcon*
- \*\*\*\* - Excellent; worth full admission
- \*\*\* - Average; S'okay, but nothing to write home about
- \*\* - Fair; it just doesn't quite work
- \* - Poor; a waste of time

**BOMB** - *Son of Robin Hood* (only, it's a girl)

## *Cocoon: The Return* - \*\*

Now, I loved *Cocoon*. It was one of the first films I reviewed in this column, and the enormous talent of such actors as Don Ameche, Hume Cronin, Jessica Tandy, Wilford Brimley, Maureen Stapleton, Gwen Verdon, and Jack Gilford, along with director Ron

## ...Restaurant Review

...continued from page 22

but if you look around you could be surprised at who else is there for the food. Sunday morning is a great day for star-gazing at the deli.

I'm sure the food at the deli would never meet the heart association criteria for health (the chopped liver alone could raise your cholesterol for a week) but it does meet the criteria of the heart to remind you of home, childhood, and family.

*New York Stage Deli,  
10250 Santa Monica Blvd.,  
Century City. 213/553-3354*

Howard created a very warm, touching film about friendship and growing old. It was such a success that a sequel was inevitable. Unfortunately, as with many sequels, it does not come anywhere near the original.

Like *Cocoon*, this sequel deals with the Antarians return to recover comrades who lie sleeping on the ocean floor in their cocoons. However, they've also brought six of the seniors who fled to Antares with them back for a visit. There's an old saying that you can't go home again, and the film proves its true. The six have trouble coping with life on Earth, and the attendant aches and pains (on Antares they stay young, but once back home, they start to age), but the sight of them surprising people with their considerable energy for folks of their years rings hollow this time. We know that being with the Antarians gives them youth and strength; it only figures that this will cause problems, otherwise, we wouldn't have a film.

I wanted to like this film, but there was too much going on, too much showing off how well the "old folks" could cope beyond our expectations for things to ring true. There is sadness when Hume Cronin makes the sacrifice of giving his life force to save his beloved wife from death, but it doesn't have the emotional impact of the sequence from

the first film when Jack Gilford, after being the only one to refuse to take a dip in the Antarians' invigorating swimming pool, gently carries his wife's body there in hopes of bringing her back. Now, I hate comparing sequels and originals, but the filmmakers (it is not the same team this time around) have purposely planned too many scenes that have parallels with the original to avoid it. It's as if they sat down, decided what were the emotional highs, and tried to do the exact same thing. *Cocoon: The Return* is a disappointment for those who enjoyed the original.

On a related note, the book *Cocoon: The Metamorphosis* is not a novelization of the film, but an original novel that posits a different sequel to *Cocoon*. If you liked the first film, you might be interested in giving this a try.

## *Without A Clue* - \*\*\*

In the century since the invention of Sherlock Holmes, fans of "The Canon," as it is known, have come up with many strange and curious theories regarding the Great Detective. It has been suggested that Watson was a woman, Holmes was a woman, Holmes was the father of detective Nero Wolfe, Watson was actually Irene Adler, etc. Now, the makers of this film say that Watson, who wrote the Holmes stories, was really the brains of the operations.

It transpires that Watson was hoping for an appointment to a prestigious and conservative medical college when he helped a patient of his solve a

mystery. Not wishing to draw attention to himself, he said he received the information from one Sherlock Holmes. After not getting the appointment, he wrote the story up for "The Strand" magazine, and discovered he'd created a monster. Everyone wanted to meet Holmes. In desperation, he hires a down-and-out drunken actor named Reginald Kinkead (Hmm — I like that name) to portray the detecting genius. As the film opens, both parties are getting rather tired of the game.

So far as the mystery, it's pretty much standard Holmes, with Moriarty responsible for stealing the plates for five pound notes. The thrust of the film is the comedy of having this third-rate actor playing the Great Detective, and it never really rises above that single joke. Remember the TV series *Remington Steele*? It suddenly hit me that this was that type of plot, and, no matter how much Reginald bumbled about, he would emerge heroic in the end.

This is an amusing piece of fluff, though, with Michael Caine as "Holmes," and Ben Kingsley (yes, the one who played Gandhi) as John Watson. Jeffrey Jones is a delight, as usual, as Inspector Lestrade. Jones is fast emerging as one of America's most talented character actors, slipping into almost any role. On the distaff side, Lysette Anthony plays the female who needs Holmes' help. It is amusing to note that, for all the girls encountered in the Sherlock Holmes films (he

...continued on page 24

## ...Movies

...continued from page 23

always seems to be helping women and/or getting romantically involved with them), the Holmes portrayed by Arthur Conan Doyle did not particularly care for the gentler sex.

*Without a Clue* is, ultimately, an engaging piece of fluff highlighted by the comic talents of Caine and Kingsley. For all its predictability, the timing is superb, and there are one or two surprises. This is a good film for those afternoons when you just want to have a few laughs and not tax your mental abilities.

*Be seeing you —  
Carolyn Kinkead*

## Money in 10 Days

As a homeowner you can have \$17,500 in 10 Days

- Homeowners New and Old!!
- Landscaping
- Remodeling
- Room Additions
- Home Improvement Purposes

### 100% Tax Deductible

- No Appraisal Required
- Also for Rental Properties
- No Prepayment Penalty
- No Equity Loan - \$251./mo. 15 Yrs.
- 2 Day Approval
- Up to \$43,750 for Units

### Real Estate Loans

Now's the time to finance or refinance and save thousands of dollars\$\$\$\$

\*Adjustable 6.875% • Fixed 10.25%

(Loans for High Risk Credit Also Available)

\*Rates Subject to Change

Se Habla Espanol

### Free Consultation & Information

- Home Improvement Loan
- Bill Consolidation Loan
- 1st & 2nd Real Estate Loans
- Fixed & Adjustable
- Free Real Estate Loan Evaluation
- Free Referral Service to Qualified Real Estate Brokers

Financing For Commercial & Residential • FHA/VA/Conventional

## EAGLE MORTGAGE BANKERS

530 E. Alostia • Glendora • (818)914-2796

# HEADWAY

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

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

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

**Mary E. Reyna, Editor**

**Staff Writers:**

Elia Hager,  
Carolyn Kinkead,  
and Luanna Urie

Typesetting, design, and production:  
Nancy Niebrugge Public Relations

Printed by: RTD Printing Department  
Al Moore, Manager

Southern California  
Rapid Transit District  
425 So. Main St., 2nd Floor  
Los Angeles, CA 90013

**BULK RATE  
U.S. POSTAGE  
PAID**

Los Angeles, Ca.  
Permit No. 32705

**S.C.R.T.D. LIBRARY**