

HEADWAY



Happy Birthday to Us!

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Board Urges Regional Role in Planning, Construction, Operation

by Anthony Greno, News Bureau Representative

Unanimous backing for the RTD to assume a vigorous regional role in public transit planning, construction, and operation has been approved by the RTD Board.

In a proposal calling for consolidation of all regional bus and rail transit planning, construction, and operation, the Board voted 8-0 with three members absent to redefine the responsibilities of the Los Angeles County Transportation Commission (LACTC) and the RTD.

As outlined in the plan adopted by the Board on August 10, the main duties and authority of the RTD would be summarized in two points:

- Provide regional mass transportation in Los Angeles County, with the exception of the authority of the municipal operators and local transit zones.
- Plan, design, construct, and operate an integrated, regional bus and rail system.

The LACTC, established in 1976, would be newly constituted and given strengthened powers to perform oversight responsibilities, administer allocation of transit funds, and adopt major transportation policies.

The reorganized transportation commission would be governed by a policy board comprising the same constituencies as now but would be composed only of elected officials who would meet quarterly.

Thus, the five county board of supervisors members, the Los Angeles mayor, and city council president, and two representatives of the Los Angeles County Chapter of the California League of Cities who are not also officials from Long Beach or Los Angeles, would make up the new transportation commission board. No appointees or alternates would be allowed.

continued on page 3...

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...continued from page 2

The RTD proposal counters SB 1, a measure temporarily suspended in the state Legislature on August 23 for possible further consideration by the Assembly Ways and Means Committee but not before January 1990.

"The provisions in SB 1 will worsen transit organization in Los Angeles County, will result in costly duplicative functions by creating four agencies instead of the present two, and will increase the cost of transit in the region by \$45.4 million in the first five years," said Board President Gordana Swanson.

"It would be a disastrous piece of legislation. The Legislature's first attempt at transit reorganization, in AB 18, was vetoed by the governor precisely because it failed to achieve meaningful reform. This year, SB 1 is a nefarious bill that is not in the public's best interest," Mrs. Swanson said. "It is a bill that is fatally flawed and we are encouraged that the Legislature is looking seriously at this bill, which should never see the light of day."

SB 1 was debated before the Assembly Ways and Means Committee where President Swanson and General Manager Alan Pegg testified against the bill, citing its duplicative nature and costly administration.

RTD Board members also voted unanimously for the creation of an Inter-County Commuter Rail Authority with a regional

responsibility similar to the South Coast Air Quality Management District.

"Commuter rail is inter-regional—that is, it affects more than one county," Mrs. Swanson said. "Merely reorganizing transit in Los Angeles County does not address the demands placed on the system by neighboring counties. The purpose of establishing an Inter-County Rail Authority would be to coordinate and correlate commuter rail projects so the public receives the greatest benefit."

"The provisions in SB1 will worsen transit organization in Los Angeles County."

Mrs. Swanson pointed out examples "of what is happening right now that does not benefit the public at large" by noting that the county transportation commission has made a joint powers agreement for the Los Angeles-Orange-San Diego corridor and is seeking agreements on the Los Angeles-Santa Barbara, Los Angeles-Oxnard, Los Angeles-Saugus, and Los Angeles-San Bernardino corridors.

"RTD is not a party to these agreements and thus commuter rail is being planned without the benefit of system-wide integration

with the regional bus system and future rail lines throughout the region," Mrs. Swanson said.

She attacked the funding structure contained in SB 1, before the Assembly Ways and Means Committee in Sacramento on August 23.

"The RTD currently carries 86.3 percent of the regional transit ridership while receiving 83.5 percent of regional funding, but would be provided only 81.8 percent of the revenues under SB 1," said Mrs. Swanson.

She said that configuration would drain \$6.6 million from the cities served by the RTD that are not also served by their own municipal operators.

"As a result, the cities served by the RTD would be denied adequate bus service or would be faced with higher bus fares," Mrs. Swanson added.

In addition to the RTD, Los Angeles County has 13 other transit operators: Arcadia, Claremont, Commerce, Culver City, Foothill Transit, Gardena, La Mirada, Long Beach, Montebello, Norwalk, Redondo Beach, Santa Monica, and Torrance. Four (Arcadia, Claremont, La Mirada, and Redondo Beach) are dial-a-ride operators.

In outlining the rationale for establishment of an Inter-County Commuter Rail Authority, Mrs. Swanson said:

"Commuter rail will play an increasingly

important role in solving transportation problems, especially since the goal of achieving a jobs-housing balance is long-term and the economics of real estate development will continue to create greater distances between employment and residential centers.

"...commuter rail is being planned without the benefit of systemwide integration with the regional bus system and future rail lines throughout the region."

"Therefore, it will be necessary to create an agency that will be responsible for seeking vitally needed funds for all current and future commuter rail projects, for the development of service in all these rail corridors, for coordination with public transit agencies along the routes, and for the purchase of any rail rights-of-way. This new agency would be composed of a small staff. The policy body would equitably represent the many jurisdictions affected by commuter rail and provide coordination of rail systems across county lines."

State Supreme Court Keeps RTD Operating 4 SGV Lines

Four RTD lines serving the eastern San Gabriel Valley that were originally scheduled to be turned over to San Gabriel Valley Transit Zone, which operates Foothill Transit, on August 28 will continue to be operated by RTD as a result

of a California State Supreme Court ruling on August 24.

The Court agreed to grant a temporary stay of a lower court order pending its review of the petition filed by the United Transportation Union (UTU) and

the Amalgamated Transit Union (ATU). The unions filed the original suit challenging the legality of the zone in July of 1988.

"While the State Supreme Court considers this case, RTD will continue to provide uninterrupted service to passengers in the San Gabriel Valley," General Manager Alan Pegg said.

The planned transfers were the result of a compromise reached between the Los Angeles County Transportation Commission (LACTC) and the RTD so that RTD could receive about \$54 million in Prop A tax dollars being withheld

RTD and Raiders Team Up Against Vandals



Kicking off the latest outdoor anti-graffiti campaign were, from left to right: Mayor Tom Bradley, President Gordana Swanson, General Manager Alan Pegg, and Los Angeles Raider Greg Townsend.

Mobilized to crush graffiti and vandalism on RTD buses, RTD, Los Angeles Raiders, and Mayor Tom Bradley teamed up recently to launch the District's fourth annual anti-vandalism outdoor ad campaign at the Los Angeles Coliseum. This year's ad "Help Us Crush Graffiti" was displayed for the first time on a 22 by 10-foot billboard. RTD spends over eight million a year repairing vandalized buses, money the District could put to better use by

adding more bus service to the region. Nearly 700 outdoor boards like this one are now on display around the county featuring Raiders' center Don Mosebar and defensive end Greg Townsend. Members of youth organizations huddled with Townsend, the mayor, and RTD President Gordana Swanson, and General Manager Alan Pegg before joining together to clean graffiti off the side of an RTD bus.

The Court agreed to grant a temporary stay...

by the LACTC. RTD uses those funds to operate.

The zone was one of eight provisions addressed in the December 1988 agreement between the two transportation agencies. In forming the zone, the LACTC ordered RTD to turn over a total of 11 lines to be operated by Foothill Transit.

RTD already has turned over service on three San Gabriel Valley lines under terms of the agreement, including Lines 495, 498, and 178.

RTD will continue to operate Lines 185, 274/276, 280, and 187 until the Supreme Court rules on the case.

Ridership Holds Steady, Revenues Up

Passenger revenue increased substantially in fiscal year 1989 while boardings remained essentially unchanged over last year, a recent report on ridership trends indicates.

"With the additional revenue, we've been able to put more buses into service and run them more frequently without raising bus fares," said President Gordana Swanson. "It also means that passengers continue to find existing fare and service levels to be a bargain when compared to other modes of transportation."

Swanson said the added revenues were required to offset a decline in federal and state subsidies.

The ridership study covered fiscal year 1989 and ended June 30. It shows that RTD carried 411.8 million patrons and received \$229.9 million in passenger revenue.

Passenger revenue increased 24 percent during fiscal year 1989, far surpassing the forecast of 16 percent. Fare revenue increased \$44.7 million to \$229.9 million from \$185.2 million in fiscal year 1988.

RTD had projected a decline of 8 percent in ridership for fiscal year 1989. However, a decline of only 1.2 percent occurred. Total annual passenger boardings dropped to 411.8 million from 416.9 million in fiscal year 1988. Systemwide patronage was nearly 30 million boardings higher than anticipated.

Operator Absenteeism Down 33% Yields Savings of \$8.6 Million

Absenteeism among bus operators has been reduced 33 percent over the last three fiscal years, General Manager Alan Pegg recently announced.

Citing a study that covers the fiscal years ending on June 30, 1987, 1988, and 1989, Pegg said the reduction in absenteeism translates into \$8.6 million in annual cost savings over the 1986 absence level.

The fiscal year 1989 bus operator absence rate is a 25.7 percent reduction from the fiscal year 1988 target, far surpassing the 10 percent goal, and a 32.9 percent reduction from the fiscal year 1986 absence rate.

Fiscal year 1989, ending June 30, was the final year of a three-year agreement made by the District and 12 other transit operators in the county with the Los Angeles County Transportation Commission to reduce the number of days absent per employee.

"The RTD met its goals each of the first two years by reducing absenteeism by more than five percent from the previous year's target," Pegg said.

The third-year goal was an additional 10 percent reduction from the fiscal year 1988 target absentee rate.

"By meeting the absence rate reduction targets, the RTD will again receive a finding of reasonable progress from the LACTC, thus avoiding a

reduction in Proposition A incentive funding," said President Gordana Swanson.

The absenteeism rating is one of many indicators springing from a triennial performance audit of fiscal years 1986, 1987, and 1988 that was required by the State of California as a condition for receiving Transportation Development Act funds.

Bus operators incurred an average of 21.4 days lost per employee during fiscal

The fiscal year 1989

bus operator

absence rate is a

25.7 percent

reduction from the

1988 target.

year 1989, or 21.5 days lost per full-time operators and 19.6 days lost per part-time operator. The RTD at the end of fiscal year 1989 had 4,135 full-time and 531 part-time operators who drive the District's 2,465 buses.

Pegg said that the fiscal 1989 bus operator absence rate projects to an annual \$8,673,319 cost savings compared with the rate in fiscal year 1986. If absences incurred by bus operators on indefinite leave are included, the savings is \$6,937,008, Pegg said.

Absenteeism among RTD mechanics and other

equipment maintenance employees achieved a 28.6 percent reduction from the fiscal year 1986 absence rate, the report said. The equipment maintenance department's overall absence rate for fiscal year 1989 was 15.5 days lost per employee.

The department had 1,738 mechanics and other maintenance employees at the fiscal year's end.

The reduced absence rate for equipment maintenance employees was listed at an annual cost savings of \$1,384,206.

The combined savings for operators and maintenance personnel is nearly \$8.5 million for all employees including those on indefinite leave, and more than \$10 million for active employees.

RTD has avoided a

reduction in

Prop. A funding.

"The figures given in the report covering fiscal years 1987, 1988, and 1989 demonstrate that outstanding improvement has been achieved over the level of absenteeism in 1986 which was one of our worst periods in history on performance," said President Swanson.

"Employees, unions, and management have worked together on this problem area, and they are to be congratulated," she said.

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Light Rail Start Means Bus Service Changes

Four public meetings were held in August to present proposed bus service plans for the start next July of the Metro Blue Line.

The light rail service will link downtown Long Beach and downtown Los Angeles along a 22-mile, 22-station rail line separated from auto traffic. Passenger trips taking as much as an hour and a half will be cut to under an hour with this new service.

These proposed changes will effect RTD patrons in 22 cities of the 82 served by the RTD. Patrons in a 300-square-mile area, some 15

ded to make a portion of the track available for train service starting July 1, 1990. The first trains will operate between Pico Boulevard in downtown Los Angeles and Anaheim Street in Long Beach.

A second segment of the line is scheduled to be open five months later, with service extended south of Anaheim Street to downtown Long Beach. In 1991, the final segment connecting Pico Boulevard and the RTD Metro Red Line station at 7th and Flower streets is scheduled to open.

The bus service plan calls for many cross-town lines to operate more frequently, and some new service. Some lines that parallel the rail route are proposed to be reduced to allow better deployment of buses elsewhere.

In addition to the public meetings, other planning meetings were conducted with community leaders to refine the District's ultimate bus service plan to be discussed at a public hearing tentatively scheduled in November. The plan is expected to be finalized by January 1990.

The proposal will affect lines serving Bell, Bell Gardens, Bellflower, Carson, Commerce, Compton, Cudahy, Downey, Gardena, Hawthorne, Inglewood, Lakewood, Long Beach, Lynwood, Maywood, Paramount, Signal Hill, South Gate, Torrance, Vernon, and both the city and county of Los Angeles.

Public Hearing Held on Low Emission Buses

A public hearing was held September 28 to consider a grant application to purchase low emission buses.

RTD is seeking Section 3 funds from the Urban Mass Transportation Administration (UMTA) to support a project to buy 20 low-emission buses and to convert two operating divisions to multiple fuel dispensing facilities.

The fueling facilities at Division 5 and Division 15 would be converted from diesel to an alternative fuel.

The total cost of the

project, including capital, operating, and maintenance expenses is estimated at nearly \$4.8 million. The project is to be financed 75 percent by a federal grant with the remaining 25 percent to be funded by the District.

The hearing was held at the Administration Building's Board Room and comments were gathered from interested persons or agencies on the social, environmental, and economic aspects of the proposed projects.

Some lines that parallel the rail route are proposed to be reduced to allow better deployment of buses elsewhere.

percent of the District's service area, will be affected by the changes.

"We have prepared an extensive, phased plan for altering our bus service to connect with the trolley line," said President Gordana Swanson. "Once the entire rail line is in place, a total of 36 bus lines will be affected by the changes."

Swanson noted the Los Angeles County Transportation Commission (LACTC), builder of the line, is sche-

50 Buses Added to Peak Hour Service

An additional 50 buses were put on city streets in September for peak hour service mornings and evenings to relieve overcrowding and improve reliability of service.

A total of 34 lines were affected, with one to four buses being added to each in order to alleviate rush hour overcrowding.

To meet an increase in ridership, integration of the additional buses began in mid-August and were completed by the last week of September.

Four buses each were added to Line 4, running along Santa Monica Boulevard; Line 20, running along Wilshire Boulevard; and to Line 420, the Los Angeles-Van Nuys-Panorama City Express.

Two buses each were added to Line 10, Melrose

Avenue; Line 45, Broadway-Mercury Avenue; Line 60, Long Beach Boulevard-Santa Fe Avenue; Line 66, East Olympic Boulevard-West Eighth Street; Line 68, West Washington Boulevard-Brooklyn Avenue; Line 81, Figueroa Street; and Line 212, Hollywood Way-La Brea Avenue.

One bus each was added at peak hours to the following lines: 26, 30, 40, 53, 55, 70, 78, 92, 94, 108, 110, 111, 115, 163, 180, 200, 206, 234, 251, 434, 460, 470, 484, and 560.

Peak bus service hours are generally defined as being from 7 to 9 a.m. and 4 to 6 p.m.

The addition of 50 buses this fall brings the total of buses that RTD has in service at peak hours to 1,975.

Construction Agreement Reached in Phase 2 of Red Line

The Board of Directors approved a construction agreement with the Los Angeles County Transportation Commission (LACTC) that defines RTD's role in the construction of Phase 2 of the Metro Red Line on August 24.

Under the agreement, RTD will be responsible for the design, construction, management, and operation of the Metro Red Line's second phase. The LACTC is designated the grantee in the full-funding agreement currently being negotiated with the Urban Mass Transportation Administration (UMTA).

Under the agreement, RTD will be responsible for the design, construction, management, and operation of the Metro Red Line's second phase.

Additionally, the Board approved a separate agreement, committing \$58 million toward the second phase of the project through establishment of benefit assessment districts around stations along the alignment.

"In the true spirit of cooperation between the

LACTC and the District, these agreements clearly show our commitment in constructing the Metro Red Line beyond the first phase," said Board President Gordana Swanson.

Since January, RTD has participated along with the LACTC in the negotiations of the full-funding agreement for the second phase of the project. Those negotiations have led to a draft of the full-funding agreement which is undergoing final review by UMTA.

The Board approved the agreement to provide the \$58 million through benefit assessment districts and also approved a construction agreement between the two agencies which spells out the arrangements for RTD to complete construction of the project.

71 State-of-Art Buses To Be Purchased

A contract for the purchase of 71 new, modern, state-of-the-art buses was approved by the RTD Board of Directors on August 24.

These modern, air conditioned and wheel-chair accessible buses are expected to improve both the quality and efficiency of the existing bus system by replacing old buses that are no longer cost effective.

The buses feature newly designed passenger windows and large, easy-to-read destination signs. They contain the latest diesel

Final Environmental Report on the Red Line Approved

The Board of Directors has approved the Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and adopted the alignment of the Metro Red Line subway project, clearing a major hurdle toward the start of construction of the second phase.

"This final document is the culmination of a number of years of hard work," said Board President Gordana Swanson. "I am very pleased that it is now complete, and that we can move ahead on construction of Phase 2 as soon as funding is in place."

The original Final SEIS/SEIR for the project was adopted in late 1983. However, with the discovery of methane gas pockets along the planned subway route on Wilshire Boulevard in the Fairfax District, the U.S. Congress ordered

additional environmental research and a new route.

A route that would take the Red Line north along Vermont Avenue, then west along Hollywood Boulevard was chosen in July, 1988, from six alternatives. The chosen route, known as the "locally preferred alternative" based on public input, is reflected in the final report.

The SEIS/SEIR is prepared for both state and federal funding entities. It contains ridership estimates and environmental impacts of the system.

The document has been distributed to local and state agencies and members of the public who participated in the study. The Urban Mass Transportation Administration (UMTA) issued a Record of Decision published in the Federal Register during September.

engine technology for reducing air pollution and maintenance costs.

In addition, the new coaches will be equipped with a large front-door, platform wheelchair lift for disabled riders.

With this purchase, 93 percent of the RTD bus fleet will be accessible to persons using wheelchairs, thus fulfilling a commitment the Board made in 1978 to buy only accessible buses.

Each bus will cost \$184,000 for a total contract price of \$14.3 million,

including delivery and spare parts.

The coaches will be financed 80 percent with federal funds and 20 percent local moneys. Each bus will seat 44 passengers and will come equipped with special plastic-fabric, vandalism-resistant seating to further reduce maintenance costs.

The new buses, manufactured by the FlixBus Corporation of Delaware, Ohio, are scheduled for delivery in August 1990.

WE ARE 25 YEARS OLD THIS YEAR! HAPPY BIRTHDAY RTD!

Twenty-five years ago on August 22, 1964 the California State legislature created a new agency with the power to pull together the scattered transit forces that existed in Los Angeles County. The purpose was to make traveling easier for bus riders. The agency's full name was the Southern California Rapid Transit District, or as it has become more popularly known—the RTD.

The Planning Department decided that the anniversary shouldn't pass without notice and deserved commemoration. A celebration was held on August 22 in the Headquarters Library.

Planning Manager Dave McCullough opened the festivities by introducing Senior Planner Gerald Squier, also a local transportation historian. Squier's father was a conductor with Pacific Electric Railway



Left: The One Man & Mule Railway was a primitive but effective way to get city folks out into the wilderness; here a group sees Mt. Lowe and Inspiration Point the easy way.

Company. "I used to ride all the Red Cars with my father, so I got to know all the different lines." Squier has been employed with the RTD for 16 years.

Squier outlined the chronological development of transportation and related technology in the Southern California region. Beginning in the year 1912, Squier talked of the Great Merger between the Pacific Electric Railway Company (PERy) owned by the Southern Pacific Company and the Los Angeles Railway Corporation (LARY) owned by Henry Huntington. "PERy got all the interurban lines from Los Angeles and local lines outside Los Angeles in Los Angeles County, Orange County, Riverside County, and San Bernardino County. It operated passenger and freight cars. Passenger service ended in 1953," he said.

Huntington continued to own LARY until his death in the 1930s when the executor of his estate sold it to the Los Angeles Transit Lines, which was controlled by the National City Lines from 1945 to 1958.

"In the 1920s both PERy and LARY started running buses and formed a joint company called the Los Angeles Motor Bus Company. This was later renamed to the Los Angeles Motor Coach Company in the 1930s." Until 1949 Los Angeles Motor Coach Company covered routes in the Los Angeles Central Business District and on the Westside.

"In the outbacks, little munis (municipal companies) began to form," said Squier. These included the Motor Transit Company, covering interurban and intercity lines, which was

jointly owned by PERy and Greyhound. After the 1930s it was outrightly owned by PERy and covered suburban areas in the northeast and south. Other municipal lines included the Original Stage Line, the Los Angeles to San Fernando line; the Pasadena-Ocean Park Stage line; and the Studio Bus line, operating from Hollywood to Culver City. These last three lines formed the Asbury Rapid Transit System in the late 1930s. In 1954 Asbury sold out to Metropolitan Coach Lines, then operated by Jesse L. Haugh.

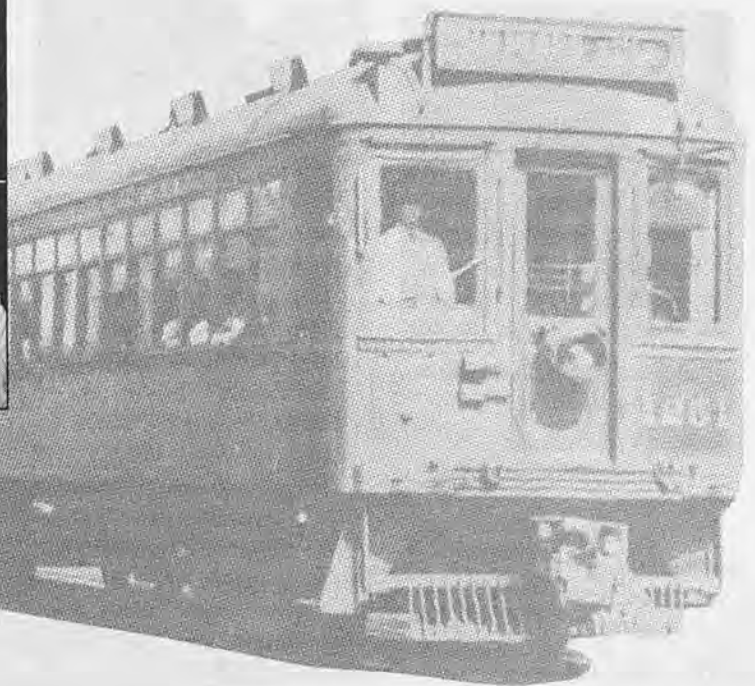
In 1958, the Los Angeles Metropolitan Transit Authority was formed. The Authority purchased Metropolitan Coach Lines, Los Angeles Transit Lines, Riverside City Lines, Glendale City

continued on page 10...

Inset at left: Welcome to our 25th Birthday Party said the RTD Library staff. From left to right: Assistant Librarian Miranda Lee, Special Assistant Cynthia G. Walker, Special Assistant Bernice Roberson, and District Librarian Dorothy Gray.

Inset below: Senior Planner Gerald Squier clarifies the historical schematic of mergers, acquisitions, and dispersals that make up the Southern California transportation scene.

Below: By 1943 wartime traffic to the harbor was being handled by this impressive train; trailer 1251 is on the head end, followed in order by a Portland combo and a Long Beach Twelve. The train is outbound and has just entered San Pedro St., from the Pacific Electric elevated approach to Main Street Station. (ILS)



...continued from page 9
 Lines, Crosstown Suburban Bus Lines, and Foster Transportation Company in Alhambra. The regional authority served four counties and operated until 1964.

"Enter the Southern California Rapid Transit District in 1964," said Squier. As a regional carrier through the sixties and seventies, RTD served and continues, in part, to serve local, suburban, and interurban areas in Los Angeles, Orange, Riverside, and San Bernardino Counties. During the late sixties and early seventies, the RTD absorbed such lines as the Pasadena City Lines, Inglewood City Lines, Blue & White Bus Company, Eastern Cities Transit, San Pedro Motor Bus Association, Highland Transit, La Rambla Bus Line, San Pedro Transit Lines, and Western Greyhound Lines.

"During the late seventies and through the eighties

we began to see the dispersal of RTD service," he said. In 1975 Orange County Transit District formed local and express service; Riverside Transit Agency began to offer local and suburban services in the western portion of Riverside County; and Omnitrans began local and suburban service in western San Bernardino County.

The redistribution of RTD's service in the eighties began to occur in 1985 with the Los Angeles City Department of Transportation (DOT) taking over Minibus service in the Central Business District, Los Angeles, and Westwood. In 1987, Foothill Transit acquired local and express lines serving the San Gabriel Valley, and the Los Angeles City DOT took over the commuter service to the

Los Angeles Central Business District.

Following the complicated criss-cross of rail and motor coaches and later acquisitions, mergers, and dispersals, Assistant General Manager Al Perdon addressed the audience about RTD's future. "I look back first from where we have come," said Perdon. "Since 1964 we have quadrupled the number of passengers carried. Our farebox revenues have risen from \$44,271,634 in 1964 to \$229,882,123 in 1989. We have more than doubled the number of miles operated, not to mention doubling the size of our bus fleet, and the number of our employees."

Perdon said he felt optimistic about the future of public transit in Los

Angeles. "We have control over the quality of service we offer, not Sen. Alan Robbins. Our future rides on this. The RTD Board of Directors proposes an alternative to the reorganization proposal of SB 1, and that is that the Los Angeles County Transportation Commission go back to their policy/oversight role and that the RTD assume its implementation function."

Director of Planning Gary Spivack noted that a bill had been introduced at the federal level to improve employer subsidies for public transportation. "We are going to see the RTD grow from a transit agency to a multi-mode service agency. RTD will expand services not contract."

Concluding his remarks, Spivack led the audience to the refreshment table, which included a large birthday cake with 25 lit candles. Spivack blew them out with one breath. A good omen, he sighed as he gave the thumbs up sign.

Guests at the 25th anniversary party were treated to homemade goodies, cakes, and cookies made and prepared by the Library staff.

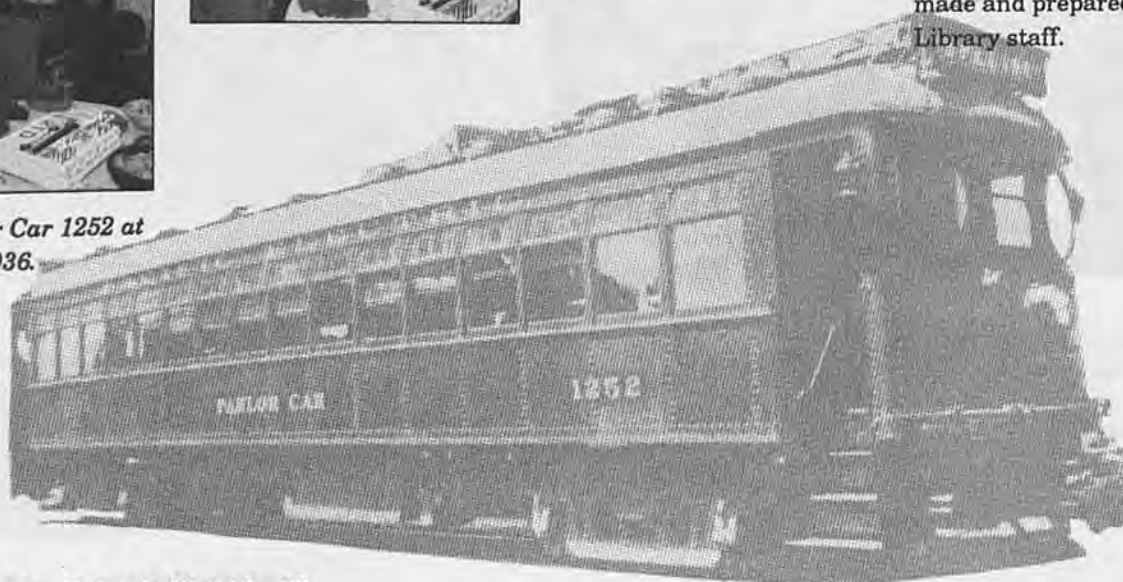


Inset far left: Taking a deep breath Director of Planning Gary Spivack prepares to wipe out all 25 in one swoop.

Inset left: "A piece of cake," says Spivack after he blew out all the candles with one breath.



At right: Parlor Car 1252 at San Pedro in 1936.





PUBLIC COMMENDATIONS

Thanks for a Job Well Done!

Division 3201

Walker, Carrie P.

Division 3203

Cobbs, Earl

Miles, Delois

Sharp, Kris A.

Williams, Manuel

Division 3205

Jackson, Lincoln

Jackson, Sidney C.

Lucas, Diane

Wells, Mary

Division 3207

Fisher, Robert L.

Ginyard, Simeon B.

Pavis, Morris

Sidney, Meredith C.

Division 3208

Piche, Richard M.

Plasencia, Estelle D.

Division 3209

Endara, Luis A.

Johnson, William C.

Pepper, George W.

Senteno, Edward C.

Wilson, Virgil H.

Division 3210

Jenious, Joseph

Padilla, William

Division 3212

Gibson, Darrell R.

Kennie, Robert R.

Kimble, Edna J.

Miller, Peggy G.

Polanco, Narciso

Tryon, William V.

Division 3215

Bentley, Lydia L.

Chavez, Richard

Crowe, Robert B.

Festejo, Jose J.

Hernandez, Ruben J.

Penn, Clayton O.

Smith, Edward J.

Division 3216

Cote, Larry

Sanchez, Edward

Sattler, Corval R.

Smith, Calvin

Scott, K.V.

Division 3218

Horn, Larry J.

Markham, Robert W.

Dear RTD:

I would like to commend one of your drivers, Eddie Sanchez. Driving the west bound 480 bus from El Monte, he noticed 4 youths with felt tip markers putting graffiti on the rear seat area. He apprehended the youths, took their markers and pens, gave them a short dressing down, called the authorities, and drove slow so the RTD police could meet the bus at Alameda Street. He then turned the youth over to the police. The passengers gave Eddie a big round of applause and praise as they got off.

I didn't want Eddie Sanchez' deed to go unnoticed by his employer. We appreciate him.

Mr. Irvin Saunders

Dear RTD:

In the first week of August, I had the occasion to ride bus 94 from Burbank to LA. As you probably know, the bus is always filled to almost overflowing with passengers, it was



TOP OPERATORS

The awards for the Operator Recognition Program for the months of July and August were announced in early August and September. 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.

July Manager's Award

3201 Alice M. Varela

3203 Louis D. Trammell
3205 Isaac L. Bishop
3206 Laurie L. Greider
3207 George E. Spencer
3208 Ralph A. Bruno
3209 Warren Mitchell, Jr.
3210 William Padilla
3212 Ralph A. Lee
3215 Raymundo Najera
3216 Jimmie L. Prince
3218 Jimi Greene

August Manager's Award

3201 Fernando O. Arce
3203 Jesse E. Salas
3205 Kermit Thornton
3206 Donald L. Powell
3207 William E. Hudson
3208 Nicholas T. Tummolo
3209 Vincent L. Garcia
3210 Robert J. Pitts
3212 Delores B. Isom
3215 Luis A. Rodriguez
3216 Mildred Bradford
3218 Anita T. Sykes

really crowded.

Bus driver, Edward Smith, #16397, was very calm, very courteous, and very efficient. He was in full control of the bus and his attitude—very nice to everyone.

I just wanted to write as a customer and let you know how much this meant to me as I am sure it did to every rider.

As the bus was so crowded and I'm sure most of them were tired from work, (as I was), yet his attitude kept everything relaxed, even though the aisles were crowded.

In my opinion, he is

doing an excellent job of driving and P.R.

Thank you so much,
Addie P. Usher

Dear RTD:

Last Friday I had occasion to ride the RTD buses from Eastland Shopping Center in West Covina to Hollywood and return—my first experience on the buses. I would like to express to you my pleasure with every facet of the trip.

First, I had to call for schedule information. The young lady on the telephone was most helpful with various schedules and

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...Public Commendations

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recommendations. I rode with four bus drivers and they were all equally pleasant and made sure I got off at the right stop and knew exactly where to catch my next bus. I sat on the seat behind the driver and his treatment of everyone was the same—polite, humorous at times, and extremely helpful.

I thoroughly enjoyed my ride and can't see why anybody would want to drive that freeway each day when they can get to their destination so rapidly and comfortably on the bus.

Sincerely,
Kay Darlington
Los Angeles Times
cc: RTD Consumer Affairs

*I told the driver it
was a fine thing having
a poet at
the wheel.*

Dear Editor:

Hope for all of us
springs eternal!

Monday evening, July 10, at approximately 6:50 p.m., I boarded a northbound La Brea bus at Third Street. As I made my way toward a seat, the driver, Clayton Penn, with a courtly gesture and wonderful smile, handed me a lovely red, long-stemmed rose. I thanked him but was assailed by confusion; I was certain the driver was a stranger to me. Then I glanced at my fellow passengers and realized that every woman on the

bus carried a red, long-stemmed rose; and also realized that all the passengers were smiling at me, as the newest recipient, and at each other as though sharing a happy thought.

On disembarking, I told the driver it was a fine thing having a poet at the wheel. He turned his resplendently bearded face to me and replied, "Well, (implying "of course"), I'm an *Irishman*." Truly, who could ask for more!

Sincerely,
N. L. Milson

Dear RTD:

The purpose of this letter is to commend one of your bus operators. This young lady bus operator, Peggy C. Miller, did something that made the day a little bit better for one of your passengers and for me who witnessed the occurrence.

At Rancho Los Amigos Medical Center in Downey, a wheelchair passenger approached the bus. Note: The young lady bus operator at this time was taking her much deserved break during her layover at Rancho Los Amigos, and she was relaxing and enjoying the pleasure of a good book. When she noticed the passenger, she opened the door and asked if he wanted to board. The answer must have been "yes" because she quickly put down her book and proceeded to the rear door. She engaged the wheelchair-lift and quickly and efficiently loaded the passenger. By this time it was 2:33 p.m. and time for departure, and I and the others boarded the bus. I rode only for a short

distance where I would transfer to a northbound #260.

The point I am trying to make is that she didn't have to interrupt her much deserved "breaktime."
....BUT SHE DID! This little bit of extra human kindness made my day, and I'm sure the person in the wheelchair felt the same. It was HOT outside.

Respectfully submitted,
Eduardo Gaytan
Patient Librarian
Rancho Los Amigos
Medical Center

*The point I am
trying to make is
that she
didn't have to interrupt
her much deserved
"breaktime,"...
but she did!*

Dear RTD:

On a very recent visit to Pasadena, to visit my mother in the hospital and convalescent home I found it necessary to take the 187-188 buses to and from these facilities, inasmuch as my car was here in Utah.

I should like to commend one particular driver, Luis Endara, who made it a point to be helpful, courteous, and above all cheerful doing a job that must be tedious and boring, to say nothing of stressful.

Luis Endara was the epitome of a person who has a lemon and decides to make lemonade from it instead of grousing about his station in life.

He was truly refreshing and an inspiration to those of us not fortunate to have our own vehicles.

Such a person deserves to be formally told how much more pleasant my visit to Pasadena was made.

I commend you for your training this fine individual for he truly does serve mankind in his own small way.

Sincerely,
Dolores Brown
Orem, Utah

Dear RTD:

This letter is written to commend Mary Wells for the exceptional service she provides for riders. Mary is always pleasant, courteous, considerate, caring, and professional. Whenever we are on "Mary's bus," we have the security and confidence that we will make our destinations or other connections with other

*The driver's
attitude kept
everything
relaxed, even
though the
aisles were
crowded.*

lines we must take to complete our commute.

It is our opinion that Mary is the best driver on Line 442, and possibly one of, if not the best driver that RTD has. In this regard, we would like to nominate Mary for Driver of the Month and when final

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...continued from page 12

tallies are taken, even for Driver of the Year.

May God bless Mary and her family as she has blessed the riders of Line 442. It is this spirit which should be the norm rather than the exception in RTD drivers.

It is this spirit

which should be

the norm rather than

the exception.

Mary is no longer our driver, she was transferred a few months ago, but we want her to know that we will never forget her.

Attached is a list of signatures of some of the passengers who are in agreement with all of the above.

Respectfully submitted,
Josie Malone

Dear RTD:

You're in a sour mood, someone tried to break in your apartment this week, you haven't worked in 3 weeks. You get up Saturday morning to return your books that are overdue at the library.

You get on the bus and bus driver Carrie P. Walker smiles at you. Why? The bus driver waits a few moments for an old lady to get to the bus stop, she smiles again. Why? The bus driver exchanges a few words with the old lady and another passenger. A few blocks later she takes and listens to a complaint from another old lady. Hats off to Carrie Walker. She made my day.

Ms. Marie Reeves

Safety Lauded at Div. 6 and 9

Second quarter Safe Performance awards were presented to Transportation Division 9 and Maintenance Division 6 at the August 24 Board Meeting in recognition of those that have achieved laudable reductions in both fleet accidents and occupational injuries.

Division 9 Manager Don Karlson accepted the award and a bonus check for \$100 on behalf of Division 9. This was the fourth time the division has received this honor. Division 9 showed a .2 decrease in fleet accidents and was 1.3 accidents below the District goal of 4.2 accidents per 100,000 miles.

During the second quarter, Division 9 was able to reduce its occupational and lost time injuries by 57.5 percent.

Division 6 Joint Transportation/Maintenance Manager Mike Lensch received the award on behalf of Division 6. Although the division has won this award 6 previous times, this is the first time a division has won this award using the same manager for both maintenance and transportation. Alex Dinuzzo is the Maintenance Section Supervisor.

The division was happy to report no lost time injuries for the second quarter surpassing the General Manager's goal of 8.5 lost time injuries per 100,000 hours. For the calendar year of 1989, Division 6 is 3.3 incidents below the goal. During the second quarter, the division worked 18,566 hours without a lost time injury.

Bledsoe Takes Operator of Month Title

Division 7's Charles Bledsoe, whose colleagues call easy-going, even-tempered, and an all-around nice guy, was named Operator of the Month for July.

Bledsoe says he has enjoyed every minute of his driving time in the nine years he has worked for RTD. He missed but one day of work during his 9-year career and has never been tardy. Additionally, he has received numerous letters of commendation from both his supervisor and his passengers. In August of 1989 he received the monthly Manager's Award. Currently, he operates Line 2 on Sunset Blvd.

"Charles Bledsoe joins an elite group of bus operators who openly display the pride they have in their work," said General



Division 7 Operator Charles Bledsoe named Operator of the Month.

Manager Alan Pegg. "Because of his exemplary record and the care he shows for his passengers, we have chosen him Operator of the Month"

Bledsoe is a faithful participant in his church, and in his spare time, enjoys golf and bowling. He and his wife Margaret, a registered nurse, have two children and reside in Baldwin Hills.



Safe Performance winners include, front row, from left to right: Safety Specialist Frank Larson, Risk Management Director Barbara Anderson, Don Karlson, and Mike Lensch. Back row, from left to right: General Manager Alan Pegg, Board President Gordana Swanson, Claims Specialist Barbara Lorenzo, and Assistant Director of Transportation Leo Bevon.

ESP Awards Nearly \$5,000 in Rewards

Seven monetary awards were made at the August 24 Board of Directors' Meeting to sharp-minded employees whose bright ideas resulted in dramatic cost savings to the District.

Director of Personnel Gayel A. Pitchford intro-

was recognized for his simple modification for road service vehicles so they can easily charge both 12-volt and 24-volt systems on a disabled coach. This idea saved time and money for the District by reducing the time for yard and road calls.

changing the feed angle, passengers are able to pay their fare and board more quickly, and dollar bills enter the farebox in better condition. Equipment Maintenance is in the process of manufacturing and installing these devices on all the new fareboxes. Cost savings in schedule time will save over \$1,000 per year.

Division 8 Mechanic Ike Allison suggested that all Neoplan coaches could use the \$25 part used on Flexible coaches instead of the \$50 part specified by Neoplan for the exhaust slip joint. The replacement parts also wear longer than the original, so they need to be replaced only once a year instead of twice. This idea has been implemented on all Neoplan coaches at Division 8 and is now being copied at Divisions 9 and 15, which use the remainder of the 415 Neoplan coaches. First year savings for labor and materials are expected to exceed \$50,000. Allison received an award of \$1,000.

Facilities Maintenance Property Maintainer George Pelley received \$1,000 for developing a new device to replace the bellows attached to the vacuums at each bus cleaning station. This new
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Employee Suggestion Program winners include, front row, from left to right: Mechanic Ike Allison, Mechanic Mario Ugalde, Mechanic Son Joon Yi, and CMF EMS John McBryan. Back row, from left to right: Division 8 EMS John Fischer, Division 8 EMS Richard Reams, Director of Personnel Gayel Pitchford, and General Manager Alan Pegg.

duced each of the seven employees to the Board and presented them with checks.

Division 7 Mechanic A Mario Ugalde received \$390 for suggesting a battery equalizer be used on the articulated coaches at his division. Ugalde noticed that the equalizer on the articulated coaches tended to drain the battery resulting in many unavailable coaches each Monday morning. He noted a different type of equalizer could be used which would not drain the batteries.

Lead Mechanic Son Joon Yi from the CMF Body and Systems Section, a frequent ESP award-winner,

First year savings were over \$5,000. Yi received \$525 in appreciation for his suggestion. A native of Korea, Yi thanked the Board and commented that his suggestions were one method he could repay the debt owed to the United States and the RTD for all the aid and support the United States has given his former country; and for the opportunities the District has offered him.

Division 8 Operator John Faust received \$1,000 for developing a wedge to be attached to the new electronic fareboxes to help feed dollar bills into the farebox at the correct angle. By

Yi thanked the Board and commented that his suggestions were one method he could repay the debt owed to the United States and the RTD.



Employee Suggestion Program awardees include, front row, from left to right: Facilities Maintenance Supervisor James Mayes, Contract Administrator William Marsh, Property Maintainer George Pelley, and Division 8 Operator John Faust. Back row, from left to right: OCPM Director Paul Como, General Manager Alan Pegg, Director of Personnel Gayel Pitchford, and Division 8 Assistant Manager Joe Putt.

Pachan Receives \$1000 Scholarship

CMF Equipment Maintenance Supervisor Jim Pachan in August was awarded the \$1000 Bus Maintenance Management Scholarship presented annually by *Bus Ride* magazine.

The nationally distributed bus industry trade journal, *Bus Ride*, produced by Friendship Publications, Inc., sponsors the competition each year to recognize and reward a deserving individual who wishes to expand his or her education and further his or her career in the bus maintenance industry. The competition is open to anyone in the United States, Canada, and elsewhere in the world. Application deadline is June 15.

Pachan has shown a special desire to progress...he demonstrates the importance of education.

The panel of judges selected from transit properties around the country chose Pachan from among 50 finalists. One judge commented that "Pachan has shown a special desire to progress in bus maintenance. He demonstrates the importance of education." The judges for this selection were: Leo Ash, manager coach service warranty for TMC/MCI, Roswell, New Mexico; Bill Champ, director of bus



CMF Equipment Maintenance Supervisor Jim Pachan wins scholarship.

maintenance for Metropolitan Atlanta (Georgia) Rapid Transit Authority; Joe Dawson, superintendent of maintenance for Jefferson Lines, Inc., Kansas City, Missouri; Chester Langei, general manager for Grand Forks (North Dakota) Public Transportation Department; John Oakman, president of National Coach Works, Inc., Fredericksburg, Virginia; and Steve Steenbergen, superintendent of maintenance for Greyhound Lines of Canada, Calgary, Alberta.

Pachan has been busily pursuing his business administration degree at Valley College. He plans to transfer to Cal State University, Northridge in 1990.

With the RTD for the last 7 years serving the first 5 years as a mechanic, Pachan became a supervisor this year in the Equipment Engineering Department where he oversees bus procurements, modifications, and test projects. The panel of judges found that Pachan not only has shown

his ability in his work by advancing regularly, but he also is demonstrating that education is very important.

Pachan, originally from central Minnesota, has lived in Southern California for nine years. He is married with two children. He is active in coaching little league baseball and is proud of the 9-3 record achieved this year. He also enjoys camping, motorcycling, and four-wheel driving.

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system eliminates the frequent breakdowns and damage that was experienced with the bellows attachment; it also provides a stronger vacuum force to clean the buses. The new system has been implemented at Division 9, and Facilities Maintenance is in the process of replacing this equipment at every vacuum station. First year savings are expected to exceed \$12,000.

OCPM Contract Administrator William Marsh recommended a way to shorten the Metro Rail construction for the A141 parcel, which includes the tunnel from Union Station to 5th and Hill. His idea, using three shields instead of two, has saved over \$1 million dollars. Marsh is eligible for this award because he is not part of the Metro Rail staff and this is not part of his regular job duties. Marsh received the maximum award of \$1,000.

El Monte Busway Extension Opens for Business



One of the 135 buses serving the Busway.

Bus riders from the San Gabriel Valley and points east can reach their destinations up to 15 minutes faster, thanks to the mid-August opening of the El Monte Busway extension. The nearly two-mile extension, built by Caltrans, enables RTD passengers to avoid the traffic congestion created by the merging of the Santa Ana and San Bernardino freeways. The 22,000 riders who use the Busway daily will be able to disembark at Union Station and in several years can board the Red Line and make that early breakfast meeting—on time. Nearly a quarter of those who commute to downtown Los Angeles from the San Gabriel Valley do so by bus. The entire Busway now spans more than 12 miles and was designed so that it could eventually be converted to rail. RTD Busway service has taken 12,000 to 15,000 vehicles off the freeway during peak hours.

COMMENDATIONS




RTD Retirees were recognized at the August 10 Board of Directors' Meeting and were presented with plaques by Director Jan Hall. Front row, from left to right: Division 6 Operator John Barberio, Division 9 Operator Edmundo M. Colchado, Division 15 Operator Calvin I. Johnson, Division 3 Operator John M. McClure, and Division 10 Operator Ellis E. Wilson. Back row, from left to right: Director Hall, General Manager Alan Pegg, Division 7 Operator John D. Saunders, Jr., Division 9 Operator Charles Sugarman, and Director of Transportation Leilia Bailey.



RTD Retirees were recognized at the August 10 Board of Directors' Meeting and were presented with plaques by Director Jan Hall. Front row, from left to right: Assistant General Manager-Transit Systems Development, Supervising Architect Joseph H. Taylor, Division 7 Mechanic A Leader David P. Moore, Jr., Mechanic A Gabriel Chagoya, and Division 4 Equipment Maintenance Supervisor Jules Gauthier. Back row, from left to right: President Gordana Swanson, Director Hall, General Manager Alan Pegg, Equipment Maintenance Supervisor Robert Parreco, and Assistant Director of Equipment Maintenance Michael Leahy.



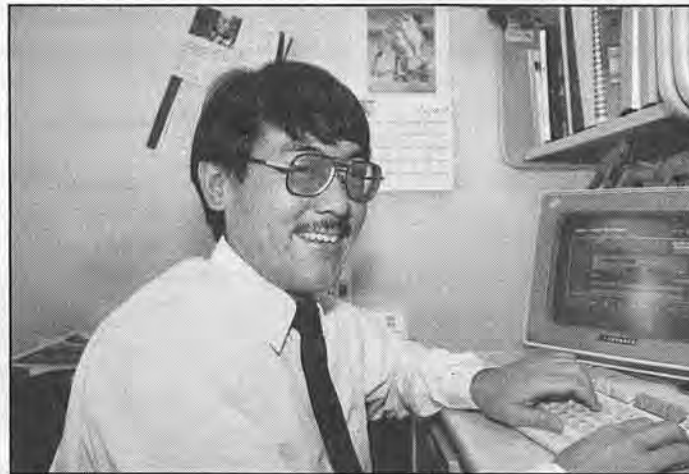
Division 10 Transportation Manager Earl Rollins and Division 18 Transportation Manager A.J. Taylor accepted the fourth quarter for 1989 Target Line Program award on behalf of the operators at their respective divisions for achievements in fleet safety and accident reduction on targeted lines from April 1, 1989 to June 30, 1989. Front row, from left to right: Earl Rollins and A.J. Taylor. Back row, from left to right: President Gordana Swanson, General Manager Alan Pegg, and Director of Transportation Leilia Bailey.



The General Accounting Section selected Senior Accountant Jerry Solomon as its Employee of the Quarter for the fourth quarter of 1989. Solomon has had perfect attendance for 2 out of 3 months of the past quarter. He is always willing to help out on any assignment given him. In addition to his regular duties, this employee was given the assignment of project leader to develop a compliance audit program to audit Workers' Compensation and PL/PD claim payments. Both he and staff have worked long, hard hours consulting with Risk Management and the claims administrators in developing a program that has accomplished the objective of monitoring claim payments. He is a strong asset to the General Accounting Section.



The General Services Department chose Jueretta Turner as their Employee of the Month for July. Ms. Turner is a mopper/waxer at Division 5 and has been with the District for 10 years. She was presented with a plaque and a \$50 U.S. Savings Bond by General Services Manager Brian Soto in a ceremony held at the division on August 18. Attendees at the announcement included Division Manager B. J. Harris, Assistant Manager Dan Dryden, Assistant Manager Karl Mueller, Staff Assistant Juanita Wright, Supervisor Joe Coleman, and members of the division Instruction Department. Ms. Turner's supervisors commented that the quality of her work is such that Division 5 is now spotless. Her cheerful attitude toward her work and her attendance make her an ideal employee.



Senior Program Control Analyst Donald Wong gained an added distinction being chosen the Employee of the Quarter for the fourth quarter of 1989 on August 22, his selection marks the inaugural presentation of the first Transit Systems Development Employee of the Quarter. Wong was selected for his personal qualities and his outstanding technical qualities. He gives freely of his time to assist other departments in problem-solving. Dedicated to the principle of completing assignments as quickly as possible, Wong is known to do his research at home. He goes that extra step when solving problems by passing information along which avoids potential future problems. His technical accomplishments include: creating a microcomputer-based system to track the status of MOS-1 real estate parcels, developing an employee information system, and producing a microcomputer-based system which replaced a mainframe counterpart that is used for processing contractor payments. The estimated savings to the Metro Rail Project is \$80,000 per year.

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COMMENDATIONS

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Secretary Lilia Aguilar was selected the Transit Systems Development-Program Control Department Employee of the Quarter for the fourth quarter of 1989. During the quarter, Ms. Aguilar single-handedly typed the UMTA Quarterly Review Report and accompanying memos and assured the prompt distribution of the report to all participants. Supporting two Program Control sections, Schedules and Systems, Ms. Aguilar promptly produced their reports, memos, and other correspondence within the required deadlines with near-perfect accuracy and efficiency. On the rare occasions when she was caught up with her regular clerical functions, she used this time to develop filing and document control systems sorely needed by the Schedules Section. She unselfishly offered her services to her colleagues, thus assuring that the workload was evenly distributed.



Youth employed at the RTD through the Summer Youth Employment Program who successfully completed the summer session received kudos from the RTD Board of Directors at the August 24 Board Meeting. The program was supervised by Employee Activities Coordinator Diane Talton.



Certificates of Merit were presented to the July Employees of the Month at the August 24 Board of Directors' Meeting by Board Director Jerald Milner. Front row, from left to right: RTD Board President Gordana Swanson, Division 7 Operator Charles Bledsoe, Telephone Information Operator Ha Chau, Division 6 Mechanic A Leader Edward Richards, and Division 7 Transportation Manager Ron Reedy. Back row, from left to right: Director Milner, General Manager Alan Pegg, Division 6 Joint Transportation/Maintenance Manager Mike Lensch, and Director of Customer Relations Robert Williams.

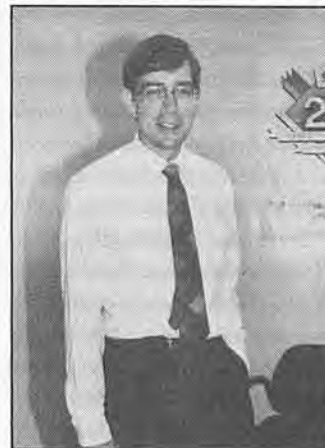


The Printing Section named their Employee of the Quarter for both the spring and summer quarters. Bindery Operator II Walter Billingsley was selected the Employee of the Quarter for spring; and General Clerk Renee Terry was selected for the summer quarter. Both were honored at a ceremony held August 25. Print Shop Manager Al Moore (far left) shows the perpetual plaque to Terry and Billingsley, while Supervisor Carl McKnight presents checks to the deserving employees. "Dependable," is the word which describes Renee Terry says Al Moore. She works efficiently under pressure while remaining congenial toward others. She "anticipates" the needs of the section and executes her duties impeccably and enthusiastically according to her immediate supervisor, Mike Kennedy. As her colleagues note, Renee continues to be an asset to the section and truly deserves the recognition.

Industrious and affable, Walter Billingsley earned his award. Walter demonstrates dedication to his duties beyond the norm. One supervisor points out, for instance, "Walter also serves as TCU Shop Steward, always aiming to improve management and employee relations." Al Moore agrees: "Walter promotes harmony in the Printing Section," an invaluable contribution to the department. For his commitment and accomplishments, Walter deserves the award conferred on him.



Risk Management Systems Coordinator Wes Tremor was given his 5-year service pin by Director Barbara Anderson at a staff meeting in August.



The Personnel Department and members of RTD staff wished Senior Human Resources Analyst Ralph Cady the best of luck as he relocated to Seattle, Washington to reinforce the staff of Seattle Metro's Personnel Department. Ralph was with the RTD for 14 years, the whole time in Personnel. Starting as a typist at the old Broadway location, Ralph worked his way up into the professional ranks. A hard-working, principled man, Ralph is admired Districtwide. He and his wife packed up the U-Haul trailer, their three children, and thankfully said good-bye to the congestion and smog of Los Angeles. We will miss you Ralph and God Bless!

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...Commendations

...continued from page 19



Three employees from Control Accounting and the Treasurer's Office were selected as Employees of the Quarter, they are from left to right: Senior Secretary Dee Cook, Payroll Clerk Willie Koskela, and Payroll Specialist Barbara Shields. Dee Cook was selected Employee of the First Quarter of 1989. She worked for both the Director of Finance and the then-Acting Controller/Treasurer. In addition to her normal duties, Dee assisted the Director of Finance in the observation of the controls of the new fareboxes. Dee helped develop the systems necessary to track the accuracy of the fareboxes and worked double duty gathering the data from the various maintenance divisions. Congratulations and thanks, Dee, for your outstanding performance! Willie Koskela has been with the District for 16 years. His duties are in the area of deductions which he performs in an outstanding manner. His willingness to assist employees with problems as well as the Union Treasurers and the Credit Union show his outstanding qualities. We congratulate him on being selected the Employee of the Fourth Quarter of 1988. Barbara Shields joined the District less than a year ago. She has shown outstanding performance in her duties as liaison between the Payroll Office and the department's timekeeping representatives. In addition to her regular duties, Barbara has assisted the Director of Finance in the observation of the new farebox system. We congratulate Barbara on being selected the Employee of the Second Quarter of 1989!

Passenger Comes to the Rescue

Division 3 Operator Andrew Saunders reports the quick thinking on the part of his passenger, Luis Monge from Pasadena, helped mightily when the overhead panel on his bus came crashing down while he was at full speed on the Busway. "I could not see a thing until I got

control of the steering wheel and could hold up the paneling. Mr. Monge came to my assistance and helped me." Saunders is certain without Monge there would have been a bad accident. A big thanks to Luis Monge for helping an RTD bus operator!

SHIFTING GEAR

Chagoya, Gabriel, began with the District on July 21, 1969, retired as a Mechanic A on August 19, 1989.

Gauthier, Jules, began with the District on September 19, 1946, retired as an Equipment Maintenance Supervisor on July 31, 1989.

Goodwin, Estelle, began with the District on May 17, 1979, retired as a Bus Operator on July 29, 1989.

Houston, Ida M., began with the District on July 7, 1975, retired as a Mechanic A on July 8, 1989.

Lavalas, Hilton, began with the District on May 26, 1962, retired as a Bus Operator on July 17, 1989.

McClure, John M., began with the District on January 25, 1974, retired as a Bus Operator on July 31, 1989.

Mower, Nancy M., began with the District on March 20, 1975, retired as a Transit Operations Supervisor on July 31, 1989.

Napier, Acqueanetta, began with the District on November 12, 1978, retired as a Bus Operator on May 13, 1989.

Robinson, Billy R., began with the District on July 23, 1966, retired as a Bus Operator on July 26, 1989.

Seals, Warnie G., began with the District on June 8, 1964, retired as a Messenger Clerk on August 31, 1989.

Scott, Frank R., began with the District on May 21,

1966, retired as a Bus Operator on July 31, 1989.
Shaw, Herbert E., began with the District on January 12, 1976, retired as a Service Attendant on July 17, 1989.

Sugarman, Charles M., began with the District on July 30, 1966, retired as a Bus Operator on August 1, 1989.

Sylva, George R., began with the District on July 19, 1969, retired as a Schedule Maker II on August 8, 1989.

Taylor, Joseph H., began with the District on July 20, 1981, retired as a Supervising Architect on August 12, 1989.

Willoughby, Clyde G., began with the District on November 3, 1965, retired as a Mechanic A on July 10, 1989.

Wilson, Ellis E., began with the District on July 14, 1975, retired as a Bus Operator on July 31, 1989.

For Sale

Car for sale—1980 Toyota Supra with power steering, power brakes, and power windows. Air conditioning and AM/FM stereo. \$3150 or best offer. Call 213/972-4959 during day or 818/969-8000 at night.

For sale: 7-foot sofa with chair to match, tan color with wood and gold trim in good condition! \$350, call 818/798-9237.

SCHEDULE CHANGES



Alba, Sergio H., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Allen, Melvin B., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Alvarez, Francisco M., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Anderson, Eloise D., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Anderson, Robert B., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Aparicio, Richard J., from Bus Operator Part-time to Bus Operator Full-time.

Arbizu, Fredy A., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Audelo, Saul, from Mechanic C to Mechanic B.

Austin, Elizabeth, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Avila, Gloria M., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Ballard, Famale R., from Bus Operator Part-time to Bus Operator Full-time.

Barnes, Michael K., from Publications Manager to Public Information Manager.

Barrantes, Rebecca V., from Director of Federal/State Liaison to Director of Government & Public Affairs.

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

Bentley, Lee K., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Bhular, Amjad N., from Programmer Analyst to Senior Programmer Analyst.

Blockston, Jocelyn J., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Boeche, Marjorie E., from Service Director to Supervising Service Director.

Boehr, Bob E., from Electronic Maintenance Supervisor II to Facilities Maintenance Manager.

Bonner, Candy R., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Boss, Linda F., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Bowden, Carmel A., from Mechanic C to Mechanic B.

Brown, Barbara K., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Buchanan, Winston A., from Mechanic A to Field Equipment Technician.

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

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

Camacho, Rogelio B., from Bus Operator Part-time to Bus Operator Full-time.

Campos, Francisca, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Campos, Richard E., from

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

Canel, Luis F., from Bus Operator Trainee Full-time to Bus Operator Full-time.

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

Castanza, Tania B., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Castellanos, Ralph J., from Bus Operator Part-time to Bus Operator Full-time.

Castro, Abel C., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Castro, Salvador N., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Chau, To, from Mechanic C to Mechanic B.

Clark, Gary A., from Legislative Analyst to Senior Legislative Analyst.

Codina, Blanca L., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Coman, Dorinel, from Bus Operator Trainee Full-time to Bus Operator Full-time.

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

Cooper, Benjamin, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Coy, Andre, from Bus Operator Trainee Full-time to Bus Operator Full-time.

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

Daniels, Jimmy L., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Dave, Ronald A., from Bus Operator Part-time to Bus Operator Full-time.

De La O, Antonio, from Bus Operator Trainee Full-time to Bus Operator Full-time.

De La Paz, Patricia, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Dhaliwal, Mohinder P., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Dorling, Jeffrey L., from Bus Operator Part-time to Bus Operator Full-time.

Duarte-Orive, Manuel A., from Bus Operator Part-time to Bus Operator Full-time.

Elliott, Derryl E., from Bus Operator Trainee Full-time to Bus Operator Full-time.

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

Febles, Julio A., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Figuroa, Jamie, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Flores, Roberto, from Bus Operator Part-time to Bus Operator Full-time.

Ford, Rosemary, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Forstreuter, Tom., from Data Technician to Microcomputer Applications Assistant.

Freeman, Doris, from Bus Operator Trainee Part-time to Bus Operator Part-time.

Garcia, George T., from Bus Operator Part-time to Bus Operator Full-time.

Garcia, Lawrence, from Mechanic B to Mechanic A.

Garcia-Diaz, Juan A., from Bus Operator Part-time to Bus Operator Full-time.

Garrett, Emory R., from Mechanic C to Mechanic B.

continued on page 22...

...Schedule Changes

...continued from page 21

Gerardo, Ernest, from Mechanic B to Mechanic A.
Ghiara, Osvaldo J., from Bus Operator Trainee Part-time to Bus Operator Full-time.
Goldman, Roderick T., from Labor Relations Assistant to Administrative Analyst.
Gomez, Youry G., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Gonzalez, Albert, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Gonzalez, Kari L., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Green, Demetres, from Bus Operator Trainee Part-time to Bus Operator Part-time.
Grimes, Charlette, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Guerra, Jeannette A., from Staff Assistant to Human Resources Assistant.
Gutierrez, Indolfo A., from Bus Operator Part-time to Bus Operator Full-time.
Gutierrez, Juan, from Systems Electronic Communications Technician to Rail Systems Electronic Inspector.
Gutierrez, Miguel A., from Bus Operator Part-time to Bus Operator Full-time.
Ham, Natalie E., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Hamilton, Cecilia I., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Harden, Craig G., from

Mechanic C to Mechanic B.
Hawkins, Glenda M., from Service Attendant to Service Attendant Lead.
Heffler, William L., from Electrical Maintenance Supervisor II to Facilities Maintenance Manager.
Henderson, Sandra R., from Bus Operator Part-time to Bus Operator Full-time.
Hernandez, Helen B., from Mechanic C to Mechanic B.
Hoel, Jeffrey A., from Property Maintainer B to Property Maintainer A.
Holland, Frank R., from Materiel Control Clerk to Truck Driver/Clerk.
Howard, Elisha, from Mechanic A to Field Equipment Technician.
Jackson, Jack L., from Building & Grounds Maintenance Supervisor to Facilities Maintenance Supervisor.
Jackson, Lolita A., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Jensen, James R., from Staff Assistant to Rail Warranty Failure Analyst.
Jolly, Joseph J., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Jones, Sharon D., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Jones, Tonya T., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Kang, Jaspal S., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Kirsch, Linda L., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Lam, Calvin, from Mechanic B to Mechanic A.
Lawson, Michael H., from Storekeeper to Materiel

Control Clerk.
Lopez, Richard A., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Louie, Calvin S., from Administrative Analyst to Senior Administrative Analyst.
Luevano, Rudy O., from Bus Operator Full-time to Rail Facilities Maintenance Inspector.
Mancera, Raymond, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Marsh, Rickey J., from Service Attendant to Service Attendant Lead.
Martinez, Angela S., from Data Entry Operator to Schedule Clerk.
Martinez, Norma L., from Secretary to Senior Secretary.
Matsubara, Ronald J., from Mechanic C to Mechanic B.
McClintock, David R., from Bus Operator Trainee Part-time to Bus Operator Part-time.
McCoy, Katie D., from General Clerk II to Staff Aide.
McIntyre, Tina M., from Bus Operator Part-time to Bus Operator Full-time.
Mejia, Dario W., from Bus Operator Part-time to Bus Operator Full-time.
Melendez, Lorraine M., from Staff Aide to Office Supervisor.
Mercado, Hugo, from Bus Operator Part-time to Bus Operator Full-time.
Merino, Marcos H., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Mijangos, Marcial F., from Bus Operator Part-time to Bus Operator Full-time.
Miles, Benjamin C., from

Bus Operator Trainee Full-time to Bus Operator Full-time.
Milesel, Guadalupe Susana, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Molano, Jose B., from Staff Aide to Human Resources Assistant.
Monterrosa, Dennis E., from Bus Operator Trainee Part-time to Bus Operator Part-time.
Moore, Alfred C., from Printing Manager to Printing Services Manager.
Morales, Esteban P., from Bus Operator Trainee to Bus Operator Full-time.
Morgan, Margarita, from Bus Operator Trainee Part-time to Bus Operator Part-time.
Moss, Gwendolyn P., from Service Attendant to Service Attendant Lead.
Muhammad, Al-Azeem B.S., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Murphy, Alton C., from Stock Clerk to Truck Driver/Clerk.
Nguyen, Luu Phong, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Navarette, Hernan Jose, from Bus Operator Trainee Full-time to Bus Operator Full-time.
Nicholson, David W., from Service Attendant to Power Yard Sweeper.
Nuila, Gladis E., from Bus Operator Trainee Full-time to Bus Operator Full-time.
Ochoa, Gil S., from Building & Grounds Maintenance Supervisor II to Facilities Maintenance Manager.
Ojeda, Jaime, from Records Clerk to Student
continued on page 23...

...continued from page 22

Intern.

Olivas, Michael A., from Maintenance Staffing Coordinator to Administrative Analyst.

Olivo, Jaime, from Service Attendant to Service Attendant Lead.

Ong, Albert L., from Scheduling Applications Supervisor to Scheduling Systems Analyst.

Orduna, Isreal, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Oriseh, Dorahanna, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Padilla, Andres J., from Bus Operator Part-time to Bus Operator Full-time.

Palomino, Maria De La Luz, from Labor Relations Assistant to Administrative Analyst.

Patron, Gonzalo, from Bus Operator Part-time to Bus Operator Full-time.

Passaretti, Joseph G., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Pena, Tomas, from Bus Operator Part-time to Bus Operator Full-time.

Pettigrew, Tracy L., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Pierovich, Blaise, from Bus Operator Part-time to Bus Operator Full-time.

Ramirez, Roberto, from Bus Operator Part-time to Bus Operator Full-time.

Rico, Antonio, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Robinson, Linda K., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Robles, Jesse M., from Mechanic C to Mechanic B.

Rodriguez, Javier G., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Rodriguez, Pedro G., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Rodriguez, Robert, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Ross, James, from Bus Operator Part-time to Bus Operator Full-time.

Saint Pierre, J., from Bus Operator Part-time to Bus Operator Full-time.

Sahler, Joseph D., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Salcedo, Miguel P., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Saldivar, Anna, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Sanchez, Antonio, C., from Bus Operator Part-time to Bus Operator Full-time.

Sanchez, Jose M., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Sandfrey, Sharon E., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Santellanes, Jorge R., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Seale, Tracy E., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Sewell, Wanda R., from Information Clerk to Staff Aide.

Shahin, Elias H., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Sims, Bessella M., from Secretary to Security

Recorder.

Smith, Edward J., from Bus Operator Part-time to Bus Operator Full-time.

Spencer-Bozeman, Brenda J., from Senior Secretary to Staff Assistant.

Stevenson, Merduice A., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Stringer, Nancy A., from Bus Operator Part-time to Bus Operator Full-time.

Suarez, Ricardo A., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Suchin, Suwat S., from Bus Operator Part-time to Bus Operator Full-time.

Tarango, Arturo, from Bus Operator Trainee Full-time to Bus Operator Full-time.

Taylor, James E., from Mechanic B to Mechanic A.

Tipu, Saiful A., from Bus Operator Trainee Part-time to Bus Operator Part-time.

Trujillo, John G., from Truck Driver/Clerk to Stock Clerk.

Vargas, Jesus P., from Bus Operator Part-time to Bus Operator Full-time.

Valdez-Broida, Elvira H., from Student Intern Assistant Coordinator to Human Resources Assistant.

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

Vasquez, Gilberto M., from Bus Operator Trainee Part-time to Bus Operator Part-

time.

Vercher, Franchelle, from Mechanic A to Field Equipment Technician.

Villalobos, Barbara C., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Vu, Dung N., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Ward, Carolyn J., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Warren, James G., from Customer Relations Technician to Administrative Analyst.

Wells, Harold W., from Stock Clerk to Storekeeper.

Wessely, Lisa A. from Bus Operator Trainee Full-time to Bus Operator Full-time.

Wheaton, Suprena D., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Williams, Deborah D., from Bus Operator Part-time to Bus Operator Full-time.

Williams, Opal L., from Bus Operator Trainee Full-time to Bus Operator Full-time.

Wilson, Estraletta, from Bus Operator Trainee Full-time to Bus Operator Full-time.

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

Zaragoza, Anthony, from Bus Operator Part-time to Bus Operator Full-time.

DEPRESSION...

*Disrupts Lives
Don't Live With It
Get Help*

Call your completely confidential Employee Assistance Program (EAP) (800) 221-0942 or (714) 978-7915
Seek the assistance of state-licensed counselors dedicated to any and all people-related problems.

IN MEMORIAM

Beardsley, Howard C., began with the District on October 16, 1938 as a Transit Engineer, passed away on July 12, 1989.

Burke, Hugh J., began with the District on June 9, 1942 as a Traffic Loader, passed away on June 28, 1989.

Calliham, Melvin L., began with the District on November 29, 1950 as a Mechanic A, passed away on June 27, 1989.

Dent, David E., began with the District on January 22, 1930 as a Mechanical Engineer, passed away on August 16, 1989.

Dupree, Sidney E., began with the District on December 18, 1934 as Chief Instructor, passed away on July 19, 1989.

Estrada, Florencia C., began with the District on November 4, 1943 as a Utility B, passed away on July 10, 1989.

Harrison, William E., began with the District on November 22, 1946 as a Bus Operator, passed away on July 28, 1989.

Hauck, Clarence G., began with the District on November 19, 1936 as an Operator, passed away on August 2, 1989.

Hobel, Lester M., began with the District on October 15, 1946 as a Bus Operator, passed away on August 16, 1989.

Hughes, Arnold O., began with the District on March 10, 1934 as a Supervisor, passed away on August 1, 1989.

Kern, Dexter B., began with the District as a Bus Operator on January 20, 1955, passed away on July 4, 1989.

Ristich, Raymond, began with the District on November 9, 1978 as a Bus Operator, passed away on July 17, 1989.

Schodt, Christ E., began with the District on September 17, 1945 as a Mechanic A Leadman, passed away on September 5, 1989.

Smither, Temp, began with the District on October 2, 1958 as a Mechanic A, passed away July 27, 1989.

Villagran, Manuel, began with the District on July 4, 1947 as a Bus Operator, passed away on July 17, 1989.

Womble, Donald, began with the District on March 16, 1959 as a Traffic Loader, passed away on July 9, 1989.

Are You Prepared?

by Jon Vandercook, Senior Safety Specialist

It has now been two years since the "Big" October 1, 1987 earthquake. Ask yourself the question, "Am I and my family more prepared now than we were two years ago?"

If the answer is "yes," congratulations. You have joined the growing number of Californians who are aware of and are preparing for the inevitable earthquakes or other emergencies which will occur in Los Angeles and throughout California in the future.

If you answered "no," you should ask yourself "What is keeping me from becoming prepared?" The major reasons for not becoming prepared are:

- 1) **Apathy**- "I don't think preparedness is important. It is not a priority for me."
- 2) **Procrastination**- "I'll get prepared later. I have plenty of time."
- 3) **Denial**- "An emergency can't or won't affect me even if it happens."
- 4) **Laziness**- "I know that to be prepared for emergencies is important, but I just have not gotten around to doing anything."

While these reasons might be considered valid by the person who uses them, they deny the basic fact that earthquakes or other emergencies can happen at any time, and that sometime between now and thirty years from now a major earthquake will occur which will affect everyone in Southern California.

Unavailability of preparedness materials dealing with earthquakes, fires, and other types of emergencies cannot be used as an excuse for not making progress toward becoming prepared. The American Red Cross, local police, and fire departments, and many other organizations such as Quakesafe have information on all aspects of home preparedness. For a minimal cost (or in some cases for free) you can get these informational materials.

The bottom line is "It is up to you." Emergencies such as earthquakes will continue to occur. The more prepared you are the better off you and your family will be when they happen.

COMTO Holds Reception for National President

The Conference of Minority Transportation Officials-LA Chapter (COMTO) held a reception August 16 for COMTO National President Margaret Pryor at the Velvet Turtle restaurant in Chinatown.

Mrs. Pryor was elected president at the September

1988 Annual Meeting in Washington, D.C. She is a resident of Oakland, California and has served on the board of directors of the Bay Area Rapid Transit (BART) in San Francisco since 1980. She has been an active participant in the American Public Transit

Association (APTA) as former chairperson of the Minority Affairs Committee. She is a founder and executive board member of the Black Women's Organization for Political Action and is affiliated with a number of other local and national organizations.

Pre-Retirement Class Starting Up

The District's Pre-Retirement Education Program (PREP) for employees and spouses is set to begin this year on Tuesday evening, October 24 at 6:30 p.m. The five-session series will continue on Tuesdays until November 21 in Conference Room "I" of the Administration Building, from 6:30 to 9:30.

PREP is the new name for the District's pre-retirement planning seminars, and the format will be slightly different than in previous years. The central purpose, however, remains the same: to enable employees to begin the thinking and planning for retirement that will help that period to be a satisfying one. There is no set age to begin that process. But, because of the time that is often needed to carry through sound planning, it is highly advisable to begin five to ten years ahead. Repeatedly, attenders are heard to say, "I wish I had known these things years ago." To put off attending until a few months before retirement reduces its value for the individual.

The program runs for five sessions because there is a lot to be covered. One of the top concerns of people who have retired is their health. So, that's where PREP begins: How will you maintain and improve your own wellness so that you will be able to enjoy your life in retirement? The aim is to enable participants to develop specific steps that

they identify as needed to enhance their own wellness.

One of the other major concerns of the retired is maintaining adequate finances for the long term. Consequently, PREP gives considerable attention to making good financial plans for life after RTD. Participants will learn how to prepare a "personal audit." A personal audit is a detailed summary of what a person owns (assets) and what he owes (liabilities), plus income and expenses, both current and projected in retirement. It's essential to line up the facts, and specialists will be on hand to assist program participants.

A third important segment of the series provides input on "lifestyle" issues. They have to do, for example, with decisions about how to use one's time, whether to take on some form of employment, relationships with other people, and living arrangements. Some lifestyle decisions have a price tag on them. However, whether they have or not, pre-retirees would do well to consider them—and if they are married, to consider them as couples.

PREP is offered jointly by the Employee Development and Equal Employment Opportunity departments. It is planned and conducted by Rog F. Rose, a member of the EEO staff, who is very concerned about the needs of older employees. He brings to it a back-

Trading Traffic Corridors for School Corridors



Data Technician Shirley Mitchell prepares to go back to school.

Planning Department's Data Technician Shirley Mitchell completed her last set of keystrokes on the computer before shutting down permanently on September 8.

With the RTD for 13 years, Shirley recently took a leave of absence to complete her degree in electrical engineering at Cal State University, Long Beach. For the last couple of years Shirley had been going to school on a part-time evening basis, but now

she's required to take extensive labs that are only offered during the day.

To date Shirley has completed Calculus III, three classes in Physics, Chemistry, and Digital Logic. She has managed to finance her education through the RTD's Tuition Reimbursement Program.

While many would gasp at the content of her courseload, Shirley says she enjoys science and learning. "I've had good professors.

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ground of 13 years with the District, plus varied work as a job counselor, pastoral counselor, and community college instructor, as well as post-graduate studies in gerontology at USC and Cal State, Fullerton.

The program is planned to be offered four times during the year.

PREP has nothing to sell, except the concern for

self-examination and thoughtful planning. It does not tell people how to live, but it presents options for a good life in retirement and leaves the choices to the participant. That is, after all, where they belong.

For more information, call Employment Development at 972-7113, or Rog F. Rose at 972-4910.

Following in His Parent's Footsteps

Division 9 Operator Eric Congiardo has a family tradition to keep up: both his parents drove buses for the RTD.

His father Frank and mother Dorcas were considered a well-known bus driving team in their day. Frank drove the old local number 6 line in Highland Park. Dorcas drove the Santa Anita special until her husband died, whereupon she took over his line. As a driver she was nicknamed "Pete" by her fellow drivers.

Today, Eric, a 10-year



The late Dorcas Congiardo and her son Eric home on her split. Eric has driven for the RTD for the last 10 years.

veteran, keeps the "family business" alive and maintains a distinguished record. When old-timers met him they remembered his mother and dubbed him "RePete." He has been a frequent finalist in past years' rodeos.

Twins Rack Up Lifetime Perfect Attendance

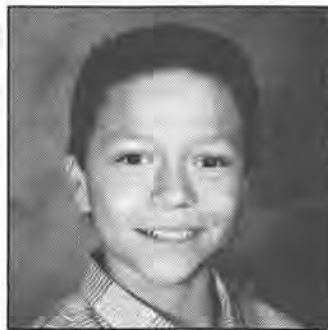
Anthony and Ernie Reyes, the twin sons of Division 9 Electronic Communications Technician Ernie G. Reyes, graduated from Sierra Vista Junior High School June 14, 1989 and set a record of perfect attendance since they started kindergarten.

They intend to continue their record over the next four years at La Puente

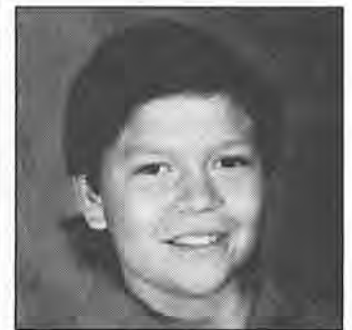
High School, where their father graduated.

Both boys graduated from Sierra Vista as honor roll students. They played trombone in the school band and will be playing in the La Puente marching band.

Ernie senior says he tries to stress that companies do look back on student's records to see if



Ernie Reyes, Jr.



Anthony Reyes

they are dependable. "My wife, Ophelia, and I try to teach the importance of going to school.

"I make sure and stress this, and going to work everyday, and showing respect for teachers... and the importance of staying in school."

The twins said they'd like to become police officers someday, although Anthony has considered playing music for a living.

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Sergio J. Martinez

Richard R. Duarte

...School

...continued from page 25

And, when school is fun, you do it because you want to." She must enjoy it in order to maintain her 3.04 grade point average while balancing work and the care of her 15-year-old son. "You just need good organization skills," she said. "Besides my son cooks and does the housework, so that helps. It does seem that once you start doing it you have more time."

With science, Shirley contends she can see how she can invent or build something. Eventually she wants to build her own computer. "I've been fascinated with computers," she said.

Shirley plans to graduate in May 1991 and would like to come back to the RTD.

Thank You

I would like to thank all my friends throughout the District for their donations and consideration. Their sympathy for my father's death (Paul Ortiz) is greatly appreciated by me and my family.

*Thank you, Michael Ortiz
Equipment Inventory
Specialist MIS 7200*

Retirees Corner

The RTD Retirees Social Club would like to extend an invitation to all retirees to join them for a pot luck luncheon at the City of Commerce Aquatorium, 2535 Commerce Way in the City of Commerce. They meet at 12 noon on the second Thursday of the month. The officers are, as seen in the photo, President Joe Stevens flanked by Vice President Frank Richardson, and Treasurer Julian Johannes, and seated is Secretary Shirley Richardson. These good folk will give you a hearty welcome and you are sure to find a lot of old friends and new ones too. Then, join the "chow" line for some delicious eating and enjoy!

Annual Picnic Held at Orange Empire Railroad Museum

The RTD Retirees Club, City of Commerce will hold its annual picnic at the Orange Empire Railroad Museum in City of Perris. This year the picnic will be co-sponsored by the Retir-



RTD Retirees Social Club officers invite all retirees to attend monthly meetings in Commerce. Seated: Secretary Shirley Richardson; back row, from left to right: Vice President Frank Richardson, President Joe Stevens, and Treasurer Julian Johannes.

ees, City of Commerce and the Retirees of Perris. There will be no admission charged and All RETIREES of the RTD are welcome to share this day. The time and place: October 24 commencing at 10:30 a.m. at the Orange Empire Railroad Museum, City of Perris. The pot luck luncheon begins at 12 noon, followed by free rides on the trains and streetcars. Further information may be obtained by calling Joe Stevens, 818/284-7236; Julian Johannes, 818/330-1915; Bill McGee, 714/929-3598; Frank or Shirley Richardson, 619/242-8461; Jim Holzer, 714/927-7591; or Bill Hall, 714/925-2750.

Note on a Retiree

Retired Division 3 Bus Operator Bill Teen recently underwent triple bypass surgery. Retired Operator Howard Moser called the *Headway* to report in early September that his friend is doing fine.

Let Us Know

Are you or a member of your family breaking records, making history or otherwise turning heads in sports, the arts, or education? If so, you belong in the *Headway's* spotlight. Send a synopsis of the achievement, employee's name and job title, telephone number, department or division—along with a photograph, if available—to the *Headway*, RTD, 425 S. Main St., Los Angeles, CA 90013.



Retirees come for an old-fashioned potluck and the social life.

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:

October 1989

Wedding

Division 1 Mechanic A Randy Edmonson married Lisa Robinson on July 22 at the Ivy House Wedding

Chapel in Inglewood. The new Mrs. Edmonson teaches at Locke High School in Los Angeles. The couple makes their home in Hawthorne.

TO YOUR HEALTH

Chemical Addiction: New Thoughts on an Age-old Subject

by Paul Lonquich, M.D.

Habituation to some practice considered harmful for the subject; pharmacopsychosis; habituation to the use of a drug, the deprivation of which gives rise to symptoms of distress, abstinence or withdrawal symptoms, and an irresistible urge to take the drug again.

—*Stedman's Medical Dictionary*

The above is the definition for addiction, specifically drug addiction. It is interesting to note that addiction is not defined by how much of a substance you consume, but rather by what occurs when you deprive your body of the expected chemical. Due to individual responses, it is impossible to say how much of a certain drug will cause an effect on someone, however most people will exhibit some form of impairment when exposed to even minimal amounts.

Humans have been a drug-using species for millions of years. In fact, we have been ever since we discovered that certain things that we eat or drink could affect our bodies or alter our state of consciousness.

Current research and new information is changing the way we view addiction. One thing that seems to be universal in addictive behavior is that the pleas-

ure, or "reward" a drug gives is the key aspect, not the fear of suffering withdrawal. In addition, addictive substances seem to share many common features in their actions in the brain, engaging brain circuits related to emotion, motivation, and behavior. Besides having different tolerances to chemicals, individuals will also differ greatly in their susceptibility to addictive drugs and their capacity to recover from addiction. There is not a single "addictive personality" as was previously thought, however personality traits do play an important role in addiction. Finally, improved understanding of where drugs work in the brain and how memory processes are related to addiction may be the key to improving treatment modalities.

The brain, and therefore addiction, does not differentiate between legal and illegal drugs. Tobacco, alcohol, and prescriptive medication has the same capacity for addiction as do the "street drugs." In fact, since they are more "socially acceptable," we may be discovering that their addiction potential is higher. In the coming months, we'll be discussing how certain chemicals affect the body, but right now, let's

look at some statistics. According to the *Dallas Morning News* and the National Institute on Drug Abuse, 1.43 million people have used heroin in their lifetime. Now contrast that with the 113.1 million who have used alcohol in the last month, and you can see the problem that faces us. The estimated annual deaths in the U.S. in 1985 that were attributed to chemical causes as determined by the

and other opiates - 4,000; and Cocaine - 2,000. That is over half a million people in 1985 alone, and the high cost of human life is not the only cost that is incurred with addiction. Federal spending on research in 1988 amounted to \$81 million on alcohol and \$132 million for drugs and the budgeted amount for 1989 went even higher. In the workplace, statistics reveal that 23 percent of all U.S. workers use dangerous drugs on the job, and the cost of drug abuse to the business community is estimated at between \$60-\$150 billion per year.

Chemical abuse and addiction is pervasive in our society and is a danger to the individuals involved and the public at large. Remember that the District and the Unions representing the employees support a drug-free workplace. This is for the benefit and safety of our employees and the public. Employees who wish to voluntarily and confidentially seek help for chemical dependency are encouraged to contact the Employee Assistance Program (EAP) at 1-800-221-0942.



U.S. Surgeon general were as follows: Tobacco - 390,000; Alcohol - 125,000; Alcohol in combination with other drugs - 4,000; Heroin

Paul Lonquich manages the medical desk in the Personnel Department. He graduated from Ross University School of Medicine.

Joining the Serenity Quest While She Continues Her Own

Two years ago Acting TOS Brenda Esquivel began the first step of a spiritual journey that would lead her to a life of greater acceptance and serenity. Today, she is a staff member of a publication that goes by the name of *Serenity Quest*.

She was one of four women who started the newsletter as a clearing-house and disseminator of information for people involved in 12-step self-help programs such as Alcoholics Anonymous, Alanon, Adult Children of Alcoholics, Gamblers Anonymous, Overeaters Anonymous, Cocaine Anonymous, Narcotics Anonymous, Debtors Anonymous, etc.

Brenda, a member of Adult Children of Alcoholics, (ACA) grew up in a family with an alcoholic father and a co-dependent mother. "That means she enables him to drink," said Brenda. Her father was fired from his job for driving under the influence of alcohol. He still drinks and her mother has supported him the last eight years. "I'd like to see her leave him, she's only 54 years old and has a whole lifetime ahead of her," she says sadly.

She describes the home she grew up in as dysfunctional and remembers the shame she felt at being different. "Your life becomes shrouded in secrets. You are always trying to do something to make the situation

better so the alcoholic will not be angry or hurt." She believes the children from dysfunctional homes suffer



TOS Brenda Esquivel helps publish a newsletter that promotes growth and healing in her community.

from a lack of nurturing. "All the attention is placed on the addict, the alcoholic, the person with the problem. No one else has time to be a child, you're always an adult."

Through the absence of nurture, the adult child of an alcoholic is not taught how to take care of herself. She isn't valued as a human being. "For example, my father hugged me only twice in my life, the day I graduated from high school and the day I got married." Caught short, the ACA will attempt to gain value by becoming a caregiver. "They spend most of their lives giving care to others to increase their own value," she said.

These childhood lessons leave a scar that needs to be healed, Brenda says. Letting go of the memory of

the past and its power over her is a continual struggle. As recently as when she was a part-time bus operator, she recalls her life had deteriorated to the point that she was suspended for missouts because "everyone else in my life was more important than me," she says. Brenda joined ACA two years ago after her six-year relationship ended. "I had to do something. I had hit bottom—I was driven to ACA because I had reached such a low point in my life."

After her relationship ended, she became the most important person in her life. "I think the biggest change is in my serenity. I know I have no control over people, places, and things."

With her own children, ages 18, 16, and 4, she says she is able to nurture them when she isn't "practicing my own disease," of attempting to control others and situations. "Since I have been on the program, they've been able to grow. Things seem to have changed dramatically. My daughter just recently graduated with a 3.4 grade point average, and my son's grades have improved."

Information for people involved in 12-step self-help programs.

Still, she admits the hardest thing to do is to let go—"To take your hands off."

A gift from the program she says, is self-acceptance. "I can get up in the morning and the committee isn't

there anymore." The "committee" she refers to is the constant negative thoughts that came to mind first thing in the morning, haunting her with critical messages about herself that she believed. "I can have a nice day without them telling me what a failure I am. Working a program (that is, joining a self-help

After her relationship ended, she became the most important person in her life.

12-step program and applying the principles to one's life) doesn't mean your life will be non-problematic. For me it means you learn to accept life on life's terms."

At their next convention, ACA members will vote to change their name to Children from Dysfunctional Homes so as to include adult children whose parents were gamblers, workaholics, compulsive overeaters, compulsive cleaners—"Anything that they may have done to avoid feeling."

Brenda helped start *Serenity Quest* along with ex-RTD Operator Connie Amstone, Donna Spangler, and Bernie Morrison to fill a need for a more centralized method of distributing information. "We found that most people need to belong to more than one program, and thus need information about other 12-Step programs. *Serenity Quest* does this."

The newsletter prints
continued on page 30...

Lucky Landers Walks Away Without a Scratch

Electric Maintenance Supervisor II Robert Landers, 57, recently made a crash landing at a golf course west of Corona and walked away with only a stiff neck and a bump on his head.

Landers, flying from the Meadowlark Airport in Huntington Beach, crash-landed his Cherokee Piper near the sixth hole at the Green River Golf Course.

Alone in the plane, Landers said he was about two miles west of the Corona Airport when his engines started sputtering.

"As soon as I couldn't restore power, I knew I had to find a place to land quick," he said. "All I saw was the golf course."

Landers said his plane swooped over the heads of golfers, who weren't too

concerned about his flight until they saw it crashing before them. The plane clipped a grove of trees, then nose-dived to the golf course and spun after its left wing hit the ground.

He was examined at the scene and sent on his way. "I walked away—I'd say that was lucky," he said. But the airplane's wings, propeller, and front end were heavily damaged, he said. The plane which Landers owned for 13 years probably will have to be junked.

Landers said he has no idea what caused the craft to malfunction. He has flown for 13 years, and this crash was his first accident.

He was moving his plane to Corona Airport because Meadowlark Airport is scheduled to close.

Asian-Pacifics Feature Rubin at Monthly Meeting

The Asian-Pacific Employees Association invited Controller-Treasurer Tom Rubin to address their quarterly luncheon held at the Design Center restaurant on August 4.

Rubin provided the members with a brief description of his professional background and then launched into topics of timely interest to the members. Namely, the relocation of the Administration Building. Rubin said the Board of Directors are considering 8 locations in the downtown area, but the fact remains that the present lease does not expire until November of 1992. "It is going to take us a minimum of three years to move from our present location.

Our space needs are considerable. We project a need for approximately 435,000 square feet, this also takes into consideration an on-site child care facility," said Rubin.

As to financial issues, Rubin said that because ridership did not fall off as much as anticipated, farebox revenues were more than projected. "These proceeds we will put back into service improvement," he said. The District only lost 1-1/2 percent of its ridership.

Other guests and members in attendance included: OMB Director Larry Schlegel, MIS Director Dr. Edward Chen, Risk Management Director Barbara Anderson, and Finance Director Mike Butler.



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...continued from page 29
personal stories, poetry, cartoons, articles, ads, clean and sober events, and provides a meeting directory for most 12-step programs as well as for Incest Survivors, Stutterers Anonymous, and Alanon for the hearing impaired. The staff has received requests for copies from folks as far away as Minnesota and Washington. "We started publishing 200 a month back in April 1989, now we are up to 800," she says.

"It is an amazing thing, we get a lot of personal stories from men. Most of the information we publish is from men. It's amazing when you think that as women we are taught to communicate our emotions, but for men to sit down and

do this surprised us all."

After five months of publishing the monthly newsletter, which is funded through advertising and subscriptions, Brenda says they are breaking even with expenses. "We've gotten a good response, good community support. It's a place for people to be heard, to communicate their successes and failures."

The statement of purpose that appears on the newsletter: "A newsletter to promote growth and healing in our community."

Subscriptions to *Serenity Quest* are \$12 a year for 12 issues. Those wishing to subscribe may do so by sending a check or money order to Serenity Quest, P. O. Box 204, West Covina, CA 91793.

Letters to the Editor

Dear Editor:

I am distressed by the ad which appeared on page 25 of the July issue. It is an invitation to District retirees to put their lump sum distribution checks into the hands of Roberta Mitchell, financial consultant for Merrill Lynch. It promises "highest yield with the greatest safety."

I find it appalling that SCRTD employees and retirees are encouraged by an official publication of the District to place their lump sum distributions into the care of a total stranger. We are told nothing about the qualifications of Roberta Mitchell as a financial consultant. We know nothing about the specific investment instruments that are to be sold to our people.

One of my duties is to conduct the District's Pre-Retirement Planning

I would recommend

that some kind

of disclaimer be

published...

Program for employees and spouses. As such, I have the responsibility to choose those outside consultants to make presentations to our people on financial planning and investment options to maintain financial security over the long haul. We are careful to bring in only those professionals who are

Certified Financial Planners, the professional designation of prestige and competence in the field. (Is Roberta Mitchell a CFP? If she were, the ad would have said so.) In addition, we look for those who will provide information on a wide range of issues concerning post-retirement financial security, not just what to do with lump sum distributions. And very importantly, we make it clear to employees

*The rationale
for the...ad,
we are told, is
that it generates
revenue.*

and spouses that the choice of the presenter is in no way a District endorsement of his/her services. In fact, we choose those who do not advertise their professional service to individuals outside of the classroom. It is disturbing to think that retirees who respond to this ad will believe that they have received the services of a financial planner. The bottom line for Roberta Mitchell, after all has been said, is the amount of commissions from putting clients into the investment instruments that Merrill Lynch happens to be promoting at the time, not the services rendered to District employees.

I am besieged with phone calls from financial

consultants in the major brokerage firms in Los Angeles, requesting me to arrange for them to come in and talk with pre-retirees and other employees about investing lump sum distributions with them. I routinely resist their requests. If employees want to go to these people in the brokerage houses on their own, that's their decision. But I will not be in the position of recommending, in effect, the professional services of someone by providing him or her with a forum for self-advertisement to our employees. To do that, it seems clear to me, would place the District in the position of liability in event that an employee is given poor advice and suffers substantial financial loss through someone whom the District has made available to solicit business.

The rationale for the Merrill Lynch ad, we are told, is that it generates revenue. But can the few hundreds of dollars gained really offset the potential liability that is also generated—a liability that could run into the hundreds of thousands? The District skates on very thin ice in this kind of business deal. Do we need to target ourselves for more lawsuits?

What can be done now falls into the category of damage control. I would recommend that some kind of disclaimer be published in the next issue of *Headway* to make it clear that the subject advertisement is not a recommendation of Roberta Mitchell or Merrill

Lynch. This should be done in the strongest possible terms. I would also hope that no further ad of this kind ever appear in the *Headway* again.

Very sincerely yours,
Rog F. Rose
Equal Employment
Opportunity
Representative

Editor's Note: We think Mr. Rose's suggestion to publish a disclaimer in the Headway regarding advertising has merit and one appears in this issue and shall appear in each upcoming issue.

Dear Editor:

I, Janice L. Scott, would like to bring to your attention that I have been listed in Division 5 for Public Commendations. It should have been Division 3207.

Thank you,
Janice L. Scott

*Visitors may
not recognize
the verbal abuse
as "shop talk."*

Dear Editor:

Several times a day I walk through my division and interact with many people. I enjoy sitting down and discussing any and every subject and communicating the most current information. Several operators have shared their concerns and I have listened

continued on page 32...

...continued from page 31

carefully to each of them with equal importance. As a result of these conversations we have solved some problems. I have learned a lot.

One thing I have learned concerns me greatly. You see, some operators habitually limit their vocabulary to verbs and adjectives of a very descriptive and undesirable quality. In other words, they consistently use PROFANITY. Now I understand the difference between "shop talk" and "profanity," but some people do not. A few operators have communicated to me that in line with being courteous to passengers, we need to be courteous to ourselves, and in that area, I must concur.

At Division 1 and Division 4, we have many people from different backgrounds who do not utilize descriptive adjectives and find those who do offensive. In addition, everyone who visits Divisions 1 and 4 are not always RTD employees and consequently many do not recognize the verbal abuse as "shop talk."

For example, on August 1, 1989, we were visited by two gentlemen from the United Way and Boys Scouts of America. They gave a presentation on the benefits of United Way. Frankly, I was embarrassed at the use of profanity in the presence of these guests. On Friday, August 11, 1989, through Sunday, August 13, 1989, Personnel was taking pictures of employees and dependents for the new passes. Unfortunately, many wives, children, and other non-employees had to walk through the trainroom. What do you think they might have heard? How

would you feel if your family overheard the Profanity?? Let's clean up our language and respect others as well as ourselves.

We will continue to have visitors for various reasons. Please help me to hear you clearly by not injecting the static of profanity into your conversation.

Sincerely,
Maceo Bethel
Division 1 Transportation Manager

Dear Editor:

I am an operator out of Division 12 and I would like to take this time to give thanks to a very nice, warm, helpful, and friendly road mechanic. His name is Manuel Zaragosa. This young gentleman is always there when you need assistance. Manny is always parked at Terminal #31 assisting with mechanical bus problems. He is very good at what he does and enjoys his job. I have not seen a problem come up that Manny could not repair. Thank you Manny for being at the terminal on August 1, 1989 about 2:45 p.m. when I had a coach with a farebox that was jammed with dollar bills. You really made my afternoon not having to leave the terminal late nor delay service having to wait on a road supervisor to clear my farebox.

With your assistance for this small problem service was maintained and I was able to read the fare readout during rush hour. It is my pleasure to commend you for doing great work and enjoying what you are doing out there. Thanks for being near by.

Sara Cross

Axel's Green Thumb

Water—Part II

Last month I wrote about our imported water sources: Colorado River water, Sacramento Delta water and Owens Valley water. On August 8, there was a major disruption in the City of Los Angeles water supply. For almost 2 weeks, there was no water flow down the LA Aqueduct in Owens Valley because of the damage that Mother Nature wrought. There were flash floods in several parts of the desert, especially in Owens Valley in Inyo

*Living in a
"desert" community,
we should all pay
attention on
the water usage.*

County. As of this writing (mid August), legislation has been introduced in the state legislature for a possible \$100 million bond (statewide) for the city of LA to locate and develop alternative water sources. In effect; there is no major water conservation program being developed, just a few advertisements. We have had already 3 "dry" years with a possibility of another dry year. Living in a "desert" community, we should all pay attention to the water usage. We have been very fortunate that the month of August was "cooler" than normal,

otherwise we would be in a far more serious situation with our "lack" of water.

This month we will examine ways to save water in our landscaping. A well maintained landscape adds value to the property, especially on resale. Choosing the right plants will make a difference. There is a movement to return to "native" plants because they adapt to the climate and low rainfall of Southern California. Having a drought-tolerant plant doesn't mean that it doesn't need to be watered, it just means that it requires less water than another type of plant. As an example, a tropical plant needs humidity and lots of water to be happy, while a California poppy will be happy with the dew in the morning and an occasional mild rainfall.

We have to examine our current practices of irrigation. So the questions are: How much water to give our plants and how much water do the plants actually need, and how often do we water? Do you water by hand with the hose? Do you have installed sprinklers? Are the sprinklers turned on manually or on an automatic timer? Do you attach a sprinkler to the hose and move it around? What time of day do you water? How much water runs down the street when you are done? What type of soil do you have — a sandy or a clay type soil? I will try to answer these questions this month.

Because there are so
continued on page 33...

...continued from page 32 many plants that are available that require medium amounts of water (most of the plants sold), I was disappointed in going over my resources of drought-tolerant plants that, as of yet, are not well known or popular. One family of drought-tolerant plants is the poppy. We have a California native that is seen in bloom during early spring and summer, and it does not need watering. Most of the poppy family will accept some watering in our gardens.

What are the water requirements for a particular plant? It will depend on the age, size, and type of plant. A tree for instance will require a large amount of water on a hot day due to evaporation. A tree can obtain some water from its deep and massive root system. What is the correct way to water a tree? Most of the trees are situated on our lawns and we water our lawns on a regular basis with a shallow watering for

***Shallow watering
of a tree will
cause the tree to
concentrate its
roots near the surface.***

the grass. This will cause the tree to concentrate its roots near the surface, creating possible safety hazards — cracked sidewalks, cracked driveways and even cracked foundations of buildings. Most of the feeder roots are located

at a distance of 2/3's from the trunk of the full canopy of the tree. For example: if the branches extend for a distance of 25 feet from the trunk, then the majority of the feeder roots are about 17 feet from the trunk. This is where you would want to add most of the fertilizer and water for the tree. A simple way to deep water is to leave your hose at this distance and let it trickle or drip just enough for a small puddle to develop and move the hose every 4-10 hours (if you remember) for a few days, more often during hot weather. In winter the tree might not require any watering, especially if it loses its leaves (deciduous).

When a plant is young it will require a little more water until its root system can be established or re-established after replanting. There are a few vitamins and hormones that are sold to help this transition (Vitamin B-1 is an example). After it gets older it will have more leaf surface for cooling so it will make a difference if it is planted in full sunshine or partial shade for its water requirements. Some plants will actually wilt during the day no matter how much water they receive because their root system can not keep up with the heat. They will recover as the temperature cools (tomatoes have this tendency). Too much water can actually damage plants by drowning them, the root system requires oxygen and too much water will replace this air and the roots can suffocate.

Rose bushes love to be in full sunshine and require a generous amount of water during hot weather. Wild

rose bushes can be found next to streams and creeks, which is a clue that they like water. Bougainvillea is a tropical native (Brazil) and requires a good amount of water until midsummer, then cut back the amount of water to promote better flowering.

***A clay type soil will
absorb water very
slowly while a
sandy soil will
absorb water
rapidly.***

There is a large variety of Cactus plants that are available that will make an excellent garden of low water requirements. In a future article, I will take you on a tour of a cactus garden without the thorns.

How we water is important. A clay type soil will absorb water very slowly while a sandy soil will absorb water rapidly. Watering by hand with the hose is very time consuming and tedious, but it can be efficient; you can go back over an area that is slow in absorbing the water. If you use sprinklers, some areas will be watered unevenly because of overlapping and there will be some run-off down the gutter. Use of an automatic timer is the least time consuming for watering but it might be the most wasteful. If the timer can be set for multiple waterings, a shorter water period that is repeated, could cut down on the waste by allowing the soil to absorb the water.

Watering during the heat of the day (11 A.M.-4 P.M.) allows the water to evaporate quickly before it can be absorbed in the ground. Watering in the early morning (12-5 A.M.) or the late evening (9-12 P.M.) will promote growth of diseases and fungus, but again these times are excellent for the least amount of water that evaporates in the heat but it may cause other problems.

The most efficient method of watering is using a drip irrigation system. A drip irrigation system places a small flow of water, from half a gallon per hour to 3 gallons per hour, for several hours at a time (12 to 20 hours). This method is commonly found in orchards and on hillside plantings. It has not been utilized by homeowners because of the initial expense involved in the design and installation costs. In the long run it will save our precious water and add value to our property by offering a very green garden. I will do a more extensive article in the spring about drip irrigation.

Next month I will discuss a few specific plants and the proper care that they require. The first plant will be the Mexican Christmas Flower. Can you guess which plant it is?

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

Annual Chess Tournament Holds No Surprises

The Third Annual RTD Chess Tournament held no surprise in its outcome as the reigning champion Primo Sumagaysay maintained his crown with 10-1/2 points out of a maximum of 11.

This is the third time Sumagaysay has won the title. "It's an honor for me to have won for the third time," said Sumagaysay. "And, I share the honor with the Chess Tournament Coordinator Emmitt Pippen who did the hard work of setting up and also with Mike Ball, the second place winner."

Sumagaysay says he plays chess just for fun not like the grand masters who play for "blood and money." Although Sumagaysay didn't make out too badly himself in this tournament by winning the purse of \$130 and a certificate pre-

sented by Employee Activities Coordinator Diane Talton.

The champion wished to thank all those employees who cheered him on. "They inspired me to try my best," he said. I want to thank the employees from Division 15, the Filipino Employees Association, the Asian-Pacific Association, and Bill Heffler."

"It's an honor for me to have won for the third time."

Sumagaysay admits that it is not easy becoming a champ. In fact, the first five games of chess he ever



Employee Activities Coordinator Diane Talton (back left) and Chess Tournament Coordinator Emmitt Pippen (back right) presented certificates and a check to first-place chess tournament winner Primo Sumagaysay (front left) and to Mike Ball (front right).

Restaurant Review

by Susan Harvey, Division 15 Asst. Manager

To continue with foods from around the world, on Pico Blvd., there is a small home-style Mexican restaurant. It's not a fancy restaurant but the food is good and the portions are large. We really enjoyed the soup, their chicken soup is a meal by itself, a large bowl with vegetables and lots of chicken. They give a 20 percent discount to all RTD employees.

Josefina's
3604 W. Pico Blvd. Los Angeles 213/735-8577

played he lost. "I think the interest is important, that is what courts the most. I read books about chess, I analyze games of grand masters. One must learn openings, the middle game, and the end game; but practice is most important," he said.

Second-place winner Mike Ball made a respectable showing with 7-1/2 wins out of 11 games played. "This tournament taught me to see things differently, next time I'll give him more of a challenge. My opening and middle games were good, but Primo had the end game," said Ball.

"Chess is a good arena to make mistakes and learn from them," he said.

Third- and fourth-place winners were Jorge Nilo and Karl Hermann, respectively.

The tournament coordinators report that interest is growing for the game at the District and that next year's tournament promises to be a major event.

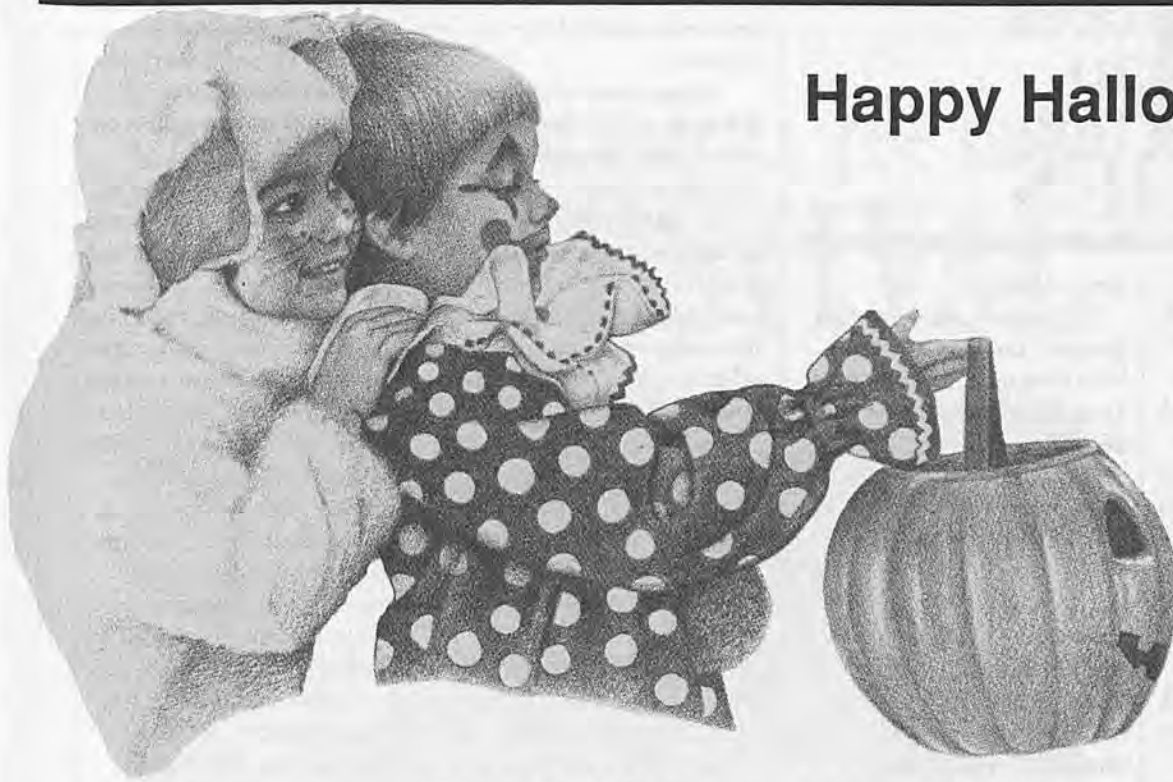
Something you don't find all over is a Cuban restaurant. Well, the Cafe Bolero has great Cuban food, from the black beans and rice to yuca with garlic sauce. We started by sharing an appetizer plate with empanaritas, papas rellenas, croquets, and tamales. We tried lentil soup and the sopa of frijoles negros (black bean), both were delicious. The pollo Cubano is a chicken fricassee Havana-style with potatoes and vegetables. The chicken was tender, lightly spiced, and delicious. I had the lechon asado, baby roast pork in a great lemon and garlic sauce. Dinners were served with black beans, rice, and sweet platanos or plantains. They also have

Dinners were served with black beans, rice, and sweet platanos or plantains.

Cuban sandwiches, one that is made with roast pork, sweet ham, Virginia ham, and Swiss cheese. Try the rice pudding or the mango sorbet for dessert. The rice pudding had lots of cinnamon and raisins, the way it should.

Cafe Bolero
361 S. La Cienega Blvd.
Los Angeles
213/657-1472
Ask for Adolfo.

Happy Halloween



Children always want to know, "What are you going to be for Halloween this year?" These days, they're asking their parents as often as their friends.

Once a year for this capricious holiday, we allow our alter egos full rein. Zany costumes, eerie sounds, and scary masks are all the rage again. No longer just five-and-dime styles, many adult costumes (and those for children, as well) are now, "haute vulture."

Many adult costumes are now "haute vulture."

Looking for something a bit unusual to celebrate this ancient tradition whose roots have generally been forgotten? Here are a few ideas for a fun-filled, safe evening.

Feast on Food-Who wants an ordinary candy bar when there are so many other interesting seasonal foods? Try a cup of witch's brew: hot, spiced apple cider. Bake pumpkin bread, muffins, pies, or cookies. Make pumpkin ice cream. What child—young or old—wouldn't enjoy decorating a Halloween pizza?

Party Hearty-Instead of trick or treating, get together with a few parents, couples, or singles in your neighborhood and throw a bash. Be creative, starting with the invitations and decorations. Children will be the important guests at this party, so be sure to ask for and use their ideas. Do something different that they will not have done in school.

- Have a pumpkin-decorating contest (several, if the party includes different age groups). Each person brings a pumpkin. You supply the paste-ons.

Artists are lurking inside many of us, so stock up on prizes for lots of categories.

- If you're really ambitious, set up your own haunted house. Look for unusual sound effects, lighting tricks, pungent smells, and weird textures.

Use face paint rather than masks.

Mystery is as important as fright.

- See what kinds of costumes friends can design by using only two or three items, such as newspapers and tape.

- Tune up the guitar and lead the youngest children in singing all their favorite Halloween songs. They might even teach the adults a few!

Try Terrific Treats- Look for balloons, stickers, bright

pens, erasers, and other inexpensive toys, such as those used for birthday-party favors. Give away pennies or even nickels. You'll probably spend less than you would on candy or gum, and parents will be most appreciative.

Celebrate Safely-At home, keep your sidewalk and porch well lighted for young visitors. Keep jack o'lanterns with candles in a safe indoor place, away from curtains. Dress children in costumes that allow them to walk and see. Use face paint rather than masks. Incorporate reflective tape into costumes. Accompany younger children. Send flashlights with older children. Never go to the homes of strangers. Check all treats for anything suspicious. Don't be haunted for years to come by one careless ghost.

Have a Happy Halloween!

RTD GOES TO THE MOVIES

Our Rating System

- ***** A classic; *Top Hat* with Fred Astaire
- **** Excellent; worth going out of your way to see
- *** Average; does no more and no less than what it's supposed to
- ** Fair; has good points, but flawed
- * Poor; don't waste your time

BOMB - *Glen or Glenda* — a pseudo-documentary about a confused transvestite

When Harry Met Sally - ****

I am not "thirtysomething." Although I was born during the period that produced the baby-boomers, I find myself removed from them by upbringing and interests. As such, I haven't been interested or amused by many of the entertainment vehicles that have come along detailing the trials and tribulations of these so-called "yuppies."

This movie is different. Although the people portrayed here have good jobs, are upwardly mobile, and shop at "The Sharper Image," that isn't what it's about. Rob Reiner has gone back to the heart of the matter once again, and given us a very funny, very touching film about being alone and single, and sometimes finding love where you least expect it. Most of all, it's about relationships between men

and women.

The story concerns two people, Harry and Sally, who first meet in 1979 when they drive from Chicago to New York together. They disagree almost immediately when Harry says that men and women can never be friends because the man will always want to have sex with the woman, whether she's attractive or not. From there, the film follows the two main characters through the next ten years as they bump into one another again and again, and slowly start (to Harry's surprise) to become friends. Interspersed with this are short clips of various couples who've been together for a long time talking about how they met, which forms an ironic counterpoint to the action in the film.

Billy Crystal is Harry, and Meg Ryan is Sally. You have to mention them together, because the film works because of the balance between the two. If we didn't believe in them, didn't like them, we wouldn't like the film. Besides, they make a great team. It's fun to watch the changes in these characters as they age, and how they change in different ways, growing separately while they grow closer. You can recognize these people, see aspects of yourself and people you know in them, and that enables the movie to step beyond the bounda-

ries of being about two upwardly mobile New Yorkers.

A good deal of the credit has to go to Rob Reiner, of course, who seems to specialize in making "small films." His movies have a certain sense of intimacy, as if you're spying on very special, private moments. I have only one caution to offer: much of the dialogue is sexually frank, so think before you take younger children. This does not mean they use the language crudely or for shock value. Since the movie deals with the relations between men and women, sex very naturally is a main topic. In fact, one of the best scenes in the film is when Meg Ryan fakes an orgasm in a restaurant just to show Billy Crystal how easy it is. Trust me; you'll love it.

The Wizard of Oz / Gone With the Wind - *****

Now, I've been mad at Ted Turner lately. You know him; he's the guy responsible for "colorization," that silly process where they take films such as *Casablanca* and *It's a Wonderful Life* and put computer-generated color in them. It's stirred quite a controversy, and I come down on the side of the filmmakers who object to these movies being altered. For one thing, the color's usually not very good. However, Turner has discovered another audience, that of the film buff. Several years ago, Turner bought and sold MGM/UA for the sole purpose of obtaining its film library, a library which includes films such as *Gone With the Wind* and *The Wizard of Oz*. Now,

to commemorate the fiftieth anniversary of these two classics, Turner Entertainment is releasing special commemorative editions on video.

The Wizard of Oz is a treat for anyone who's loved the film. The print that was used for this tape has been carefully restored, returning the Kansas portions to their original sepia tones, instead of the black and white that we're familiar with from the television broadcast. This gives a much warmer tone to the sequence, imparting the look of an old photograph, which was director Victor Fleming's original intention. At the end of the film are several rare clips, including stills of Buddy Ebsen as the Tin Man, accompanied by his recording of "If I Only Had a Heart." Ebsen was originally scheduled to play the Tin Man, but was forced to withdraw from the film because he developed an allergy to the makeup they were using, and was replaced by Jack Haley. There's also a section of the Scarecrow's dance that was cut, and home movies of a number called "The Jitterbug." When you see "The Jitterbug," you can understand why it was cut, as it dates the film, but it makes a nice addition as a separate piece at the end of the tape.

The new version of *Gone With the Wind* isn't out as I write this, but it should be a spectacular tape. Earlier this year, Turner Entertainment, in association with Fuji Film, presented a restored version of this American classic at the Los Angeles County Museum. The version that

continued on page 37...

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Help Wanted

Each year the Orange Empire Railway Museum holds a summer and fall

Rail Festival in the city of Perris. The Fall Festival will occur on October 28-29 (see ad). Over its years of operation many RTD

employees have participated in these events. If you are a rail buff and would like to pitch in, call Ed Vandeventer at extension 26675.

...Movies

... continued from page 36 has been rereleased in theaters, shown on television and used for the first video release dates from the 1950's. If you look at original stills from the film, you'll see how bright the color is in the photos compared with the film itself. Turner and Fuji worked to prepare a new negative for the film, restoring it to the color and format that audiences saw in 1939. The sound has also been digitized, so that it's sharper than before. This means that we'll be able to hear nuances on our sophisticated VCRs and televisions that the audiences back in '39 missed. If you know someone who loves this movie, seriously consider getting it for them for Christmas.

Well, summer is over, and we're all looking forward to Christmas and the attending insanity. The second shift of the studio's big movies are about to start, this time leaning toward the more serious, more meaningful, more likely to be considered for an Oscar. This being October, what you'll see at the movies currently is a mish-mash of low-budget horror flicks designed to capitalize on Halloween (the holiday, not the movie). The same holds true at the video store. The best double feature, though, is the one I saw at my local video store the other night:

October 12:

**Pet Sematary
Roger Rabbit**

Be seeing you.

— Carolyn Kinkead

RECREATION NEWS



October

- 14 Jose Luis "El Puma" Concert - Universal \$19.50
 27 Ice Capades - Forum - \$6.50 and \$4.00
 28 USC vs. Stanford "Homecoming" - \$10.50
 UCLA vs. Washington - \$10.50
 29-31 Halloween Haunt—Knott's Scary Farm - \$16.50

November

- 4 USC vs Oregon State includes Postgame Concert
 "The Beach Boys" - \$10.50
 10 The Jets Concert - Universal - \$19.00 tickets for \$14.50
 11 UCLA vs Oregon - \$10.50
 12 Whispers Concert - Universal - \$22.00
 26 Kenny Rogers Christmas Show - Universal
 3:45 p.m. \$28.50

Mobile Center Schedule

9:00 A.M.-12:30 P.M. at the following locations:

October	Location
10	Division 9 (10 a.m.-1:15 p.m.)
11	16 (10 a.m.-1:15 p.m.)
12	15
16	8
17	7
18	6
19	5
23	18
24	4
25	2
26	South Park
30	1
31	10
November	
1	CMF
2	3
6	9
7	16
8	15
9	8
13	7
14	6
15	5
16	18
20	4
21	12
22	South Park/Div. 2
23	Off
27	1
28	10
29	CMF
30	3

New Logo Items

- Character Bus T-Shirts, Children and Adult sizes \$5.50 to \$7.50
- Character Bus Pocket FM radios - Great for outdoor personal entertainment! \$13.00.
- Also available Bulova and Seiko Railroad Approved watches for men and ladies. 40% savings of the suggested retail price.

RTD Baseball Schedule

	1:30 PM	Blue Jays vs Gators
	3:15 PM	The Braves vs Tigers
Sun	10:00 AM	The Braves vs The Outlaws
Sept. 24	11:45 AM	Gators vs Sharks
	1:30 PM	Admirals vs Tigers
	3:15 PM	Blue Jays vs Blazers

Sunday, October 1, PLAYOFFS begin.

- For more information on these and other recreational activities, please call 972-4740. Office is open for selling 10-3 p.m., Monday through Friday.



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Transit Police and Raiders Make It



Primed to crush graffiti and vandalism in the RTD bus fleet, RTD Transit Police show off a new billboard unveiled recently at the fourth annual anti-vandalism outdoor ad campaign at the Los Angeles Coliseum. RTD Transit Police have assigned 15 officers to a graffiti task force. The vandalism problem is county-wide and most of the perpetrators are between 12 and 17 years of age. Transit police are arresting more vandals than ever before, and continue to appeal to community youth organizations for help. Making an all-out effort to crush vandalism (from left) are Transit Police Officers Mark Weissman, Brenda Grinston- Asem, Johnny Jones, and Carlos Diaz.

HEADWAY

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