

# HEADWAY



Metro Movers

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## The Headway . . .

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## RTD has just completed its first month as a multi-modal Operator!

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# \$ 886.4 Million Budget Approved for Fiscal Year 1991

General Manager Alan Pegg's proposed \$886.4 million 1991 budget which includes \$616.0 million for operations and \$270.4 million in capital expenses was approved by the RTD Board on June 28. The budget includes \$33.6 million for operation of the Blue Line. Capital expenses of \$203.5 million for the Metro Rail Red Line are expected to be shifted to the Rail Construction Corporation, a subsidiary of the Los Angeles County Transportation Commission which has assumed responsibility for construction of the project.

No fare increases or major service adjustments were planned as part of the 1991 budget, announced the general manager.

The proposed budget was submitted to a full committee of the RTD Board of Directors on June 7.

The District's FY '91 operating budget reflects a modest 5.1 percent increase when compared to last year's budget, or 11.1 percent increase with the added cost of the new rail service.

The increased bus service added last year, a total of 50 coaches, will be maintained in service to continue to help alleviate overcrowding during FY '91, Pegg said.

In addition, service quality enhancements, such as increasing bus repainting and rehabilitation programs, will remain a top priority. A concerted effort also will be

made to continue in the area of graffiti and vandalism abatement.

The adopted budget also reflects the elimination of a projected \$19 million shortfall as a result of \$3.2 million in added farebox revenue and additional investment income, a \$13 million carry-over of Proposition A bonus funds for the Blue Line.

Highlights from the FY '91 budget include:

- No change in the District's fare structure.
- A bus service level of 6,950,000 revenue service hours.
- Improved service quality by increased bus repainting and rehabilitation programs.

If the inauguration of rail service between Los Angeles and Long Beach follows the trend of many other cities with new rail transportation systems, there could be significant economic growth in the Los Angeles to Long Beach corridor.

RTD Director Gordana Swanson said that new commercial and industrial parks, construction of low- and middle-income housing and the relocation of businesses and retail shops to within a mile of the 22-mile stretch are likely to follow soon now that the Blue Line is operational.

Continuation of District graffiti and vandalism abatement programs.

The hiring, recruitment, and training of District personnel to ensure a successful and safe operation of the Blue Line.

The District will continue its leadership role in developing, testing, and using clean air vehicles.

Implementation of service enrichment opportunities to better satisfy local community needs.

In the FY '91 budget, the bus farebox recovery ratio is 41.7 percent. The light rail recovery ratio is 4.5 percent.

District buses are expected to carry an estimated 413 million

boarding passengers in the coming fiscal year.

General Manager Pegg noted: "This budget represents a sound financial plan for the District for fiscal year 1991. It will allow us to accomplish the diverse programs required to achieve our goal of providing clean, reliable service without a fare increase.

"Further, it marks the beginning of the District as a multi-modal provider with the start of the Blue Line light rail operations. This service is a major step in providing transit that will better the automobile in terms of costs and time-savings for many of our patrons," he added.

## Blue Line May Stimulate Economy in Rail Corridor

by Ken Echard, News Bureau Representative

"The Blue Line is the first dose of medicine the doctor ordered to restore the corridor to better economic health," Mrs. Swanson said. "While the rail line alone cannot turn the economy around, it certainly will open greater opportunities for commercial, retail, and industrial activity."

Mrs. Swanson noted that among the RTD's long-range goals in its five-year business plan is the fostering of development around Blue Line station areas, adding that transportation and land use agencies must work together.

"We are bent on improving transit service quality in the light rail

corridor," she said, "and we intend to develop, implement, and promote light rail service with the hope that it will generate development in the communities along the route."

The District will work with community industry leaders to increase expansion of transit ridership in the future, as called for by the Regional Mobility Plan and the Air Quality Management Plan, Mrs. Swanson said.

Low-cost housing, some of it publicly funded, could provide a relatively inexpensive place for workers to relocate, Mrs. Swanson noted. "There is *continued on page 6* . . .

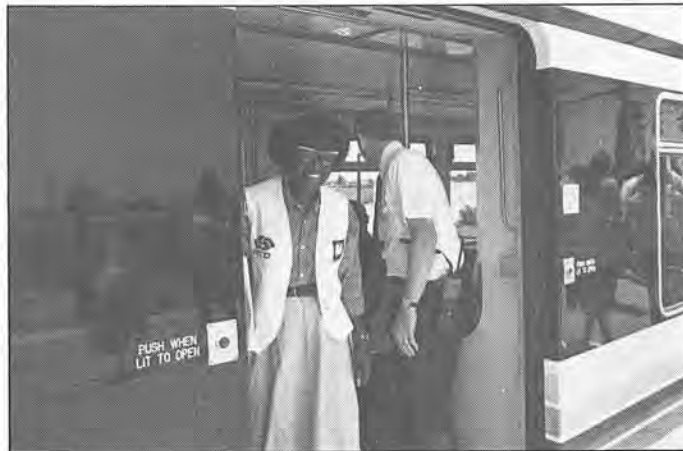
# Community Affairs Department Hosts Information Days

The first of four community events designed to teach residents how to ride and benefit from the Los Angeles to Long Beach light rail system was held June 16 at Del Amo Station.

"These events will provide a fun way for the entire family to learn how the Blue Line works and how it can serve them," said RTD Board Director Gordana Swanson. "I hope everyone takes advantage of them to have a good time as they discover how the Blue Line can improve their lives."

*"A fun way to learn how the Blue Line works."*

Sponsored by the Department of Local Government and Community Affairs, the events featured various forms of family entertainment, bands, refreshments, information booths for English and Spanish speakers, Blue Line train rides, demonstrations, and prizes.



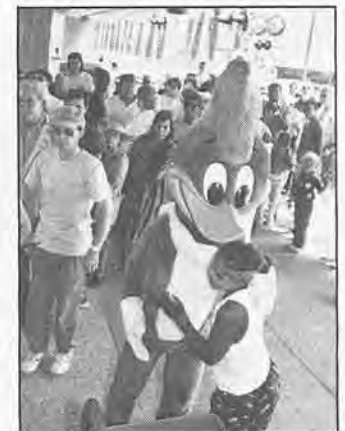
*"All Aboard" said Director of Transportation Leilia Bailey as the eager light rail riders lined up for their first ride.*



*The Community Day held June 16 at Del Amo Station saw record-making crowds of 10,000 flock to the latest Blue Line attraction. This was the same weekend the film Dick Tracy opened. The movie's apparently a flop, but it looks like the Blue Line is a hit. That should teach Hollywood not to compete with the Blue Line--don't they know timing is everything?*

Other events were held at Alexander Haagen Shopping Center, between Century Boulevard and 103rd Street on Grandee Avenue on June 23; at Roosevelt Park, by Nadeau Street and Graham Avenue on June 30; and at the Los Angeles Trade Technical College, across the street from the Washington/Grand Avenue station on June 26.

Free train rides were available to the event sites from area Blue Line stations.



*Woody Woodpecker, an advocate of buckling up seatbelts for safety, was at the Del Amo Community Day. While waiting in line he warmly greeted one of his ardent fans.*



*Eager new, light rail passengers awaited their turn on the platform.*



*The RTD Transit Police helped with getting the word about RTD Blue Line service.*

... continued from page 5



Volunteers from the RTD Telephone Information Department handed out RTD service information to long lines of riders. From left to right: Vickie Lewis, Paula Snowden, and Carmen Trautman rolled posters and maps.



Anne Maclachlan-Huck and Atsuko Dvorak from RTD's Planning Department answered questions and distributed information at the Accessible Service booth.



Community Relations Representative Herb Cranton directed riders to step to their left as they disembarked from the train platform. Cranton led groups of 125 people at a time up to the train platform for the departing trains.

## Second SFV Summit Held

Under the leadership of RTD Board President Nick Patsaouras, a second "Transportation Summit" was held June 16, where community and business leaders joined local and state officials to discuss actions taken to solve the transportation problems of the San Fernando Valley.

During the meeting, RTD General Manager Alan F. Pegg offered a proposal that would extend RTD bus service on Lines 90 and 91 approximately nine miles to serve Olive View Hospital.

Pegg presented this proposal to the RTD Board of Directors at their June 28 meeting and it was approved. The plan extends lines 90 and 91 into Sylmar and on to Olive View Hospital. Service began in mid-July for a six-month evaluation period.

In addition, RTD vowed to continue its work with the Los Angeles Department of Transportation in identifying neighborhood circulation mini-bus service that would enhance access to RTD regular service, while at the same time easing congestion in local neighborhoods.

Other programs discussed at the meeting included exploring the development of electric trolley bus service along Ventura Boulevard between Warner Center and Universal City; the development of a curriculum guide to educate youth, workers, and individuals on transportation issues; and the recommendation of a reversible lane on Sepulveda Boulevard.

"Since our first meeting last April, we have seen the establishment of programs and the development of spe-

cific actions to improve mobility in the San Fernando Valley," said RTD President Nick Patsaouras.

"These transportation improvements are happening now, with the help of community leaders dedicated to providing short-term solutions to traffic congestion," said Patsaouras.

## Economy in Rail Corridor

... continued from page 4

no question this is a place to be in the '90s," she said. "It will be a perfect place for communities to grow and for convenience stores and retailers to relocate to serve them."

It was the Red Cars of the Pacific Electric Railway that helped develop this corridor in the past, noted General Manager Alan F. Pegg.

"It can't help but expand growth in the corridor," Pegg said, adding that RTD bus service connecting with rail service will make it even easier for riders than it was 40 or 50 years ago in the Red Car era.

"There's no reason an economic boom can't happen again," Mrs. Swanson said. "I think it will be fascinating to see what the Blue Line does to the one-mile stretch of Pacific Boulevard between Slauson Avenue and Florence Boulevard in Huntington Park. I believe that is one of the corridor's strongest retail areas."

# Teenage Mutant Ninja Turtles Launch Blue Line



*"This free RTD Blue Line video is even better than pizza," said Teenage Mutant Ninja Turtle Raphael. The video was designed to educate the viewers about the Blue Line.*

The famous four Teenage Mutant Ninja Turtles jumped into action in their first public service appearance to help the RTD get riders for the Los Angeles to Long Beach Blue Line which opened July 14.

Some 100,000 video cassettes starring Michaelangelo, Raphael, Donatello, and Leonardo were distributed free to the public by RTD from July 1 to July 7 at Boys, Market Basket, Viva, and ABC markets, and Sanwa Banks located between Long Beach and downtown Los Angeles along the Blue Line corridor.

The free video, produced by the RTD Marketing Department in English and Spanish, was designed to motivate potential riders in an entertaining way by stressing the need to overcome gridlock, personified as the villain in the video.

"We are very grateful to have acquired the use of the Ninja Turtle characters from Surge Licensing at no

cost to RTD," said RTD Board Director Gordana Swanson. "We want the Turtles' high popularity and appeal to help motivate thousands of motorists to leave their cars at home and try the Blue Line to help defeat 'gridlock,' as they do in the video."

As an added incentive to viewers of the free video, RTD included a sweepstakes contest, offering more than 1,000 prizes with a free, seven-day trip for two to Hawaii as the grand prize.

A \$5 minimum purchase at the food markets and any transaction at the banks was required to get the free 10-minute video, which stars Lori Stewart as TV newscaster April O'Neil.

RTD General Manager Alan F. Pegg said he expects more than 400,000 people in the Blue Line service area to view the video before service begins. He thanked the corporate sponsors who helped make the video possible, including Southern California Edison,

Quality Food International, Sanwa Bank, and ARCO. The video is available to employees through the

Employee Activities Department for a charge of \$5.



*RTD Board Director Gordana Swanson and RTD Vice President Larry Gonzalez help usher in the Blue Line Ridership Campaign at the Flower/Pico Station along with the Teenage Mutant Ninja Turtles.*

## Recent Retirees . . .

Mechanic A James Manier retired from the RTD after 23 years of service on June 21, 1990. Mr. Manier was hired in May 1967 as a Utility A. By 1973 he entered the Mechanic Training Class and achieved rapid promotion. Prior to his RTD experi-

ence, Mr. Manier served 10 years in the U.S. Army. The Tulsa, Oklahoma native has a right to rest on his laurels. Noted CMF Superintendent Ken Miller, "He has a truly excellent record of service with the RTD."



*Mechanic A James Manier was presented with his retirement scroll by Equipment Maintenance Supervisor Don Smith (left) and CMF Superintendent Ken Miller (right) at a farewell party in his honor held at the CMF on June 21, 1990.*

# RTD's Smooth Operators

For what has seemed like an eternity to those in Rail Operations Start-Up (it's actually been 2 to 4 years depending on the position) it's finally started up. The Blue Line is in revenue operation and the RTD is multi-modal!

Over two years ago a cadre of 13 Transportation Supervisors and their Manager Chris Coleman led by Superintendent Paul O'Brien started creating a system from the ground up.

The Start-Up team composed the rail division's standard operating procedures, training programs, supervisor training, in short, the whole administration infrastructure of what is now Division 11, the first light rail division.

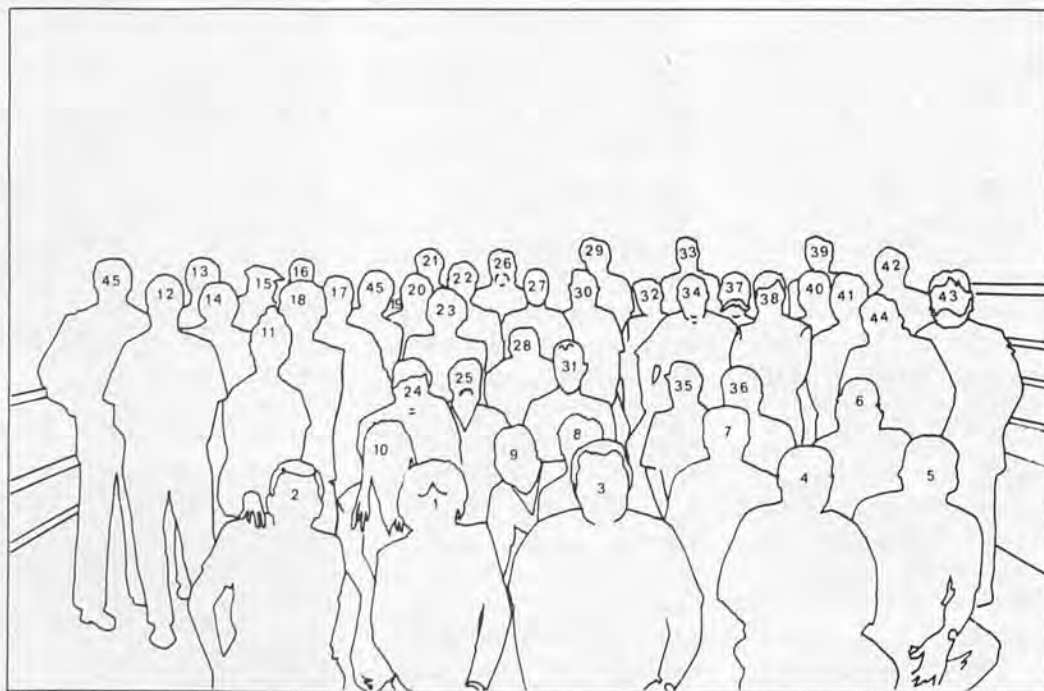
In addition to the fundamental administrative development, this early group of pioneers operated the newly shipped cars day and night to evaluate the qualifications of each car.

Each car had to go through 1,000 miles of testing before it was accepted. It was not unusual for many of this core group to work 14 to 16-hour days.

The team grew larger as 29 veteran bus operators were hand-picked to complete cross-training to become an operator on the Long Beach to Los Angeles Blue Line. Each of the operators are now skillfully operating an 87-foot long train that can carry 230 seated and standing passengers, coupled in two-car trains.



*These people comprise the Rail Operations Team. Please see the numbered line drawing to match all the wonderful faces with names.*



*To find the identity of the person in the photo above, match the number with the shape in the line drawing above. 1-Leilia Bailey, 2-Richard Rodriguez, 3-Hector Gutierrez, 4-R. Fisher, 5-Thurmon Green, 6-Rodney Shorts, 7-J. St. Cyr, 8-Larry Lewis, 9-W. Burton, 10-Jocelyn Boyd, 11-Rebecca R. Smith, 12-Bob Johnson, 13-Luke Scott, 14-D. Jourdan, 15-J. Singleton, 16-E. McLaughlin, 17-N. Huggins, 18-Lynda Reed, 19-D. Gehring, 20-D. Little, 21-M. Moran, 22-E. Vandeventer, 23-Rita Malone, 24-N. Philcox, 25-R. Megliorino, 26-E. Wooden, 27-R. Bean, 28-E. Ribiero, 29-J. Woods, 30-R. Lepins, 31-S. Duncan, 32-R. Owens, 33-R. Castanon, 34-D. Villard, 35-H. Oswald, 36-E. Wooden, 37-F. DeMascio, 38-Tom Jasmin, 39-Paul O'Brien, 40-A. Rivas, 41-R. Flores, 42-B. Kempton, 43-Art Leahy, 44-D. Cale, and 45-P. Davis.*

From May 15 till opening day on July 14, the Start-Up team conducted what they called their own "dress rehearsal." During that period they orchestrated their operations with the efforts of Rail Facilities Maintenance, Track, Power, and Signals employees.

Opening day was the climax to the years of work, dedication, frustration, and anticipation. The Start-Up team did us proud. More details to follow in the September issue.



## RTD Board of Directors Elects Officers for 1990-91



*Nikolas Patsouras was sworn in June 28 as the RTD Board President for the 1990-91 term by District Secretary Helen Bolen.*

The RTD Board of Directors elected Directors Nikolas Patsouras and Larry Gonzalez by unanimous vote to head their body as president and vice-president in 1990-91, respectively, at their June 28 meeting.

Patsouras was appointed to the RTD Board by Supervisor Mike Antonovich in 1981 and was previously elected board president twice before in the mid-eighties. During his initial terms, he led the District through some of its most exciting as well as tumultuous history, notably the minefield of public opinion surrounding the Metro Rail project up to its groundbreaking in 1986.

Quoted in the July 9, 1990 issue of the *Los Angeles Business Journal*, Patsouras said: "No part of the District will be immune from change or improvement. We have to restore credibility, competence, and confidence with the public and our employees. If that entails drastic changes in management, the majority

of the Board is ready to do that."

In 1980 he made an unsuccessful bid for the seat of the 5th Supervisorial District.

He left his home of Athens, Greece at the age of 17 to come to the United States to study. Despite barriers of language and culture, he obtained his bachelor's degree in electrical engineering from California State University Northridge. He is the owner of a highly successful electrical engineering firm in the San Fernando Valley and board member of the Marathon National Bank in West Los Angeles.

An active member of numerous business and professional organizations, Patsouras is past president of the Association of Consulting Electrical Engineers. He was the member of the 1984 Olympics Advisory Commission, and past chairman of the Los Angeles City Board of Zoning Appeals.

He and his wife Sylvia live with their two children Alexi 17, and Tanya, 19, in Tarzana.

Larry Gonzalez, RTD vice president, was appointed to the RTD Board of Directors by Mayor Tom Bradley in October 1988. Gonzalez is the director of news and public affairs at KMEX, Channel 34 in Los Angeles.

Previous to his membership with the RTD Board, Gonzalez served as vice president of the Los Angeles School Board, where he also served as chairman of the building



*Larry Gonzalez was sworn in as the RTD Board Vice President for the 1990-91 term by District Secretary Helen Bolen.*

committee from 1983 to 1987 working to relieve overcrowding in the schools.

Prior to his tenure at the school board, Gonzalez served as staff administrative assistant to State Senator Art Torres.

The former student body president of Roosevelt High School, Gonzalez studied at East Los Angeles College and later majored in public administration at Pepperdine University. He is married and has two daughters, Aileen, 9, and Annette, 7. He and his family reside in Highland Park.

### Photos Sought for Transportation Historical Book

Photographs depicting everything from horse-drawn rail cars to the Pacific Electric Red Cars and early model buses are being sought for a new book being compiled on the history of public transportation in the Southern California area.

Los Angeles author Thomas Shanks is currently working on "A Century of Progress: The Illustrated History of Transportation in Greater Los Angeles," in cooperation with the RTD, the successor of various transit systems that served the Los Angeles area, announced Superintendent of Instruction Ed Vandeventer.

Vandeventer is a transportation history enthusiast and serves as the superintendent of railway operations and vice president of museum services at the Orange Empire Railway Museum in

Perris, California.

Plans for the 9 by 12-inch oversize volume include more than 350 photographs, maps, and illustrations, many in color, depicting public transportation from the late 1800s to subway and light rail projections for the 21st century.

Contributions to the publication may be sent, along with a self-addressed stamped envelope to Thomas Shanks, c/o Transit History, RTD 4400, 425 S. Main Street, Los Angeles, CA 90013-1393.

Companies are also being encouraged to participate in the publication by including their unique history in a special "Profiles in Leadership" section planned for the book. Reservation of book copies can be obtained by calling the publisher's representative, Terri Shapiro at (213) 972-4667.

# Troubleshooting on the U.S.S. Enterprise

Even to sophisticated modern-day light rail technicians, the Blue Line's computerized security system and control center resembles futuristic equipment from the "bridge" in *Star Trek* movies. This high-tech nerve center, a short distance from the Watts Towers, is affectionately called the "U.S.S. Enterprise" by RTD staff but is actually housed within the Central Control Facility (CCF) at the corner of Willowbrook Avenue and Imperial Highway.

The CCF is a two-story concrete-and-glass structure guarded by a six-foot fence and quite near the Wilmington Station. Both the RTD staff and Sheriff's Department deputies direct operations from this facility.

Driving the security and tracking system is the Supervisory Control and Data Acquisition system (SCADA), the computing software for the light rail. The system's "brain" consists of a pair of identical Gould Model 32-67 computers and is one of the major components of a



*TOS Jess Diaz looks up from his computer screen to check an alarm signal indicating crossing signals were down at Vernon Station.*

multi-million dollar communications and central control package, which includes all of the software and hardware necessary to monitor and operate the light rail vehicles. The system will also be used for the Red Line

subway system and the Green Line. It not only monitors the progress of the Blue Line cars but maintains security watch at each of the 22 sta-

tions.

On entering the dimly lit, cavernous command center, your eyes, after adjust-

*continued on page 11 . . .*



*TOS Jess Diaz (right) and Superintendent Dan Ibarra (left) cope with alarms lighting up at the control center.*



*OCS Superintendent Dan Ibarra stays plugged into the system and is able to make his quick decisions based on the flow of information through the Supervisory Control and Data Acquisition (SCADA) system. TOS Gerald Harper (right) closely monitors his computer and makes operations adjustments after another message has been received in the command center.*

... continued from page 10

ing to the change in lighting, fasten on the 30-foot-long color coded map of the Blue Line that shows stations, platforms, and exact locations of every train on the line. The map faces rows of computer terminals set up like the NASA space centers. RTD staff members hunch over them as alarms show up on the screen as blinking red or yellow lights. Behind the computer terminals are 64 television screens linked to video surveillance cameras installed at each station platform.

Fiber optic cables, which run all along the railway, monitor facility functions and send alarm/status messages to the control facility. At the center network, operators acknowledge the message and are able to use this information to make decisions. The alarm system alerts staff to any problems with traction power, overhead contact systems, operations and signaling, passenger stations, or communications and signaling. When the information is displayed on the map, staff is able to make minute-to-minute adjustments in system operations.

For instance, when the passenger station or "PS" signal blinks on the map this alerts staff to any situation, human or mechanical, that may be in process at a particular station. "We have surveillance cameras that are trained on ticket vending machines, the telephones, and the peripheral area," said OCS Superintendent Dan Ibarra. "If there is an intrusion on a ticket machine; say, a person is trying to break in or vandalize it, the cam-

era will pick this up. The closed-circuit TV (CCTV) observer here at the CCF will be looking at the person. The CCTV observer can operate a VCR to record anything that's going down."

If people need assistance, they can call in and the CCTV observer will help. All the ticket vending machines are hooked up to a diagnostic computer. "So, if

we've got a customer who complains from the station that the machine ate her money without giving her a ticket, the CCTV observer can verify this with the computer and rectify the situation," said Ibarra.

In addition to integrating all the RTD systems and at some point achieving inter-modal monitoring, currently the network has direct

access to the Southern Pacific Railway Company's control center in Roseville. This is necessary because the Blue Line runs parallel to miles of Southern Pacific's track along the alignment.

"This system has all the bells and whistles," said Ibarra. "I don't think you'll find this level of sophistication on any light rail system in the country."



Sixty-two closed-circuit televisions will allow observers to surveil activity at every one of the 22 light rail stations.

## An Operator's Prayer

*Please, Lord, watch over me this day. Please help me remember to watch all mirrors, two dozen windows, eight gauges, six warning lights, six dozen faces, three lanes of traffic, and to keep a third eye open for wobbling bicycles, and day-dreaming pedestrians, especially teenagers wearing headsets who are in another world.*

*Please, Lord, Give me a hand for the transfers, the steering wheel, the route book, the radio, and the door handle. And, Lord, please*

*grant me the self-control to keep my hands away from Johnny's neck, and my fist away from Tommy's mouth.*

*And one more thing Lord, don't let anyone be sick all over my bus.*

*And finally, Lord, please watch over us all so that we can get through to retirement.*

AMEN

--reprinted from Division 1's (the cosmopolitan division) newsletter, *The Hub & the Wheel*.

## For Sale

Buyers' Delight: House for sale at 1141 E. Puente Ave., in West Covina for only \$236,900. 1880 sq. ft., 4 bedrooms, 3 bathrooms, central air, 2 fireplaces, new carpets, large dining room, swimming pool, storage shed, washer, dryer, stove, microwave, and 2 refrigerators stay. Fourth bedroom has a separate entrance and is ideal for guest quarters, set-up with fireplace, bathroom, and kitchenette. Call Loyd/C-21 CITRUS, Office (818) 331-7301, Voice Mail (818) 450-6762

Beautiful manufactured home. 3 bdrm, 2 bath, own lot. Built 1986. Covered veranda, beautiful view of Lake Isabella, mountains, etc. One-car garage, drip system. Cul-de-sac, miscellaneous amenities. Nice place for retirees. Contact Joe Lafond at (619) 379-8824 or Wilma at (619) 379-5575

## At Division 18, Maintenance and

Several months ago at the beginning of May, Division 18 Transportation Manager A.J. Taylor and Division 18 Maintenance Manager Max Martinez came together and asked: "Can we talk?" From that encounter began what has turned out to be a beautiful friendship. Both agreed to do something different about the communication gap that has grown between the Maintenance and Transportation camps. Just as the Lodges are known not to speak to the Cabots, popular wisdom has it that operators don't speak to mechanics or mechanics to operators. Division 18 put a stop to all that.

On any given day at the division you might notice operators in blue jeans and shop coats working alongside of mechanics or mechanics riding buses with drivers 2 to 3 hours a day. "Traditionally, when an operator gets a B.O. bus, she or he blames Maintenance. Maintenance will blame Transportation, and on it goes. What Max and I are out to achieve is to get everyone to see that it is not 'them' or 'us', but 'we,'" said A. J. Taylor.

He noted when it comes to providing service to the public most drivers just say, "give me a clean, safe bus." Mechanics, on the other hand, will argue that the drivers should be kept from breaking the buses or driving till they break.

"Max and I feel that we work for the same company. For this reason we set a goal: to get operators and mechanics to talk to each other so they are aware of

the problems each one faces," said Taylor. Together they came up with this special project and got the green-light from Assistant Director of Transportation Leo Bevon and Assistant Director of Maintenance Tony Chavira.

"We have operators who spend one week at a time

air-conditioning when the load is full, three-quarters full, or half-full.

The long range goal of the project is team-building. In the meantime, Taylor has noticed that operators are double-checking other operators' pre- or post-trip inspections during pull-out or pull-

Taylor picked three operators to shepherd the program along. They were: John Gates, Warren Cardoza, and Ulysses Johnson.

"I think the operators had a negative opinion toward the mechanics when the same problems kept on coming up," said Warren Cardoza. "But



*Mechanic A William Dorsey (center) took Operators Gates (left) and Johnson (right) into the pits so they could get a firsthand view of the underhousing of the bus.*

working with mechanics to determine what's wrong with a bus so that the driver is then able to identify the problem later when the bus breaks down," said Taylor. Much labor time is lost simply because a problem hasn't been properly annotated or communicated to Maintenance as to what the real problem is, he noted.

Conversely, the mechanics get to ride along with operators and experience full-loads, the effect of broken

in, respectively, to make sure all defects have been identified on a bus. "As a result we have a better fleet of buses going out on the road. We have reduced the number of road calls by Maintenance simply because the operators are policing each other," he said.

"If we all do a good job, we all benefit," said Taylor. "If either Maintenance or Transportation doesn't, we both suffer."

When the project started,

you have to be on the other side of the fence to know what's going on. The main problem was that we didn't give the mechanics enough information to pinpoint the problem," he said.

While a guest mechanic in the Maintenance Department, Cardoza did minor repair work like replacing door switches. "The most important element of this program, in my opinion, is the improved relationship between Maintenance and

# Transportation Talk, and More

Transportation. Before it was like we were two separate companies."

John Gates concurred with his colleague, "In the process, I found out that things did not get repaired because the problem was not properly communicated," he said. "When I relayed this information to other operators, they became more precise in their descriptions on bus defect cards. If you don't explain it the mechanic doesn't know where to look," said Gates.

What Gates discovered during the exchange program was that the mechanics were very much like him. They can't read minds when it comes to mechanical defects.

"I learned that not all buses out on the road may be 100 percent the way I would like them to be, but they are safe. If an operator has the bus out for only two to three hours, a tripper, he should keep it out on the streets. Maintenance has priorities, anything that has to do with safety. Air-conditioning is not a priority. Yes, Maintenance could bring it up to 100 percent, but then it has to bring out another one to him and you've got two buses down instead of just one."

Ulysses Johnson commented that the animosity between Maintenance and Transportation has had years in which to fester and it will take more programs like the exchange program to discharge it.

"Being exposed to the system in the yard I learned so much. For instance, each day only so many buses are cleaned. There is a cleaning cycle that is adhered to. Only

5 buses a day get a major cleaning. The rest of the time they are just blown out. So, on that schedule, if you've got over 300 buses in the yard, a bus only gets a major cleaning once a month," said Johnson.

Johnson thinks if the employees get just a bit more in synch with each other the exposures to "the other side" will pay off. "Just knowing more about mechanics has made a difference. For example, an operator called in an unsafe coach, his brakes were smoking. The mechanics put it on the racks and found nothing. Now, mechanics know that if the brakes are new, they smoke, but an operator wouldn't know that. To an operator it's a safety problem. I heard one mechanic remark in this situation that the operator just wanted off. I confronted that mechanic and I told the mechanic that what he says can have an effect on the other mechanics who hear, I think he got the point," said Johnson.

Division 18 Maintenance Manager Max Martinez believes the program is bene-



Operator John Gates (left) and Mechanic A Larry Pehrsson confer about the engine.



Operator Ulysses Johnson (left) and Mechanic A Lisandro Martinez check to see if the wheel lugs are secure on this outgoing bus.

fitting both sides. "This program is making drivers more aware of the mechanical defects. This is saving a lot of troubleshooting time for us. I send my mechanics out on trippers and they discover the driver's problems out on the line. They are realizing they are real professionals," said Martinez. He noted that since the inception of the program the mileage between road calls has increased, a positive measure for him.

Mechanic A Leadperson Lisandro Martinez thinks the program is helpful. "I think

it brings about more communication between us. We realize the problems they have on the road and they know what we go through," he said. "We have always felt that if they were just a little more specific in their reports we could go right to the problem. As it is one mechanic may be deployed on a bus for two-and-one-half shifts to discover what's wrong with the bus."

After his indoctrination, Johnson said there were just three things he would like to share with other operators: "Operators should start feeling good about themselves. Second, operators should be precise in their descriptions on B.O. cards. And, third, do your job!" Johnson added that if anyone is interested in this program they should consult the manager and he will add you to the list.

Gates admits before he started the program he had a complaint every day. "In the last two months I haven't had one complaint. I am a 20-year veteran, and I know it is working."

# An Interview With The General



*Alan F. Pegg, 44, joined the RTD in July, 1987, as the District's controller / treasurer, replacing Joe Scatchard. He was appointed the Interim General Manager on January 21, 1988. Pegg succeeded John A. Dyer who left office in January 1988 after more than six years in office. Pegg came to the District with a background of more than 16 years in finance, including 10 years of experience with transit agencies in Illinois.*

*The Headway conducted the following interview with Mr. Pegg on June 18, 1990.*

**Headway:** What do you perceive to be the hardest part of this job as General Manager of the RTD?

**Pegg:** Reconciling the interest of the community with the level of service that we can provide and the demands on that service.

This is one of the most intensely used bus systems in the country. There's a constant demand on our capability to deliver service.

**Headway:** What's the answer or solution to this intensity of use?

**Pegg:** Well, there's always the obvious answer which is not only more buses, more people, but more money. I think that

the art is to deliver the service we do within budget, and RTD's done pretty well with that for the last three years. Things that could improve that?

Well, I certainly think the rail system will change the overall characteristics in the service. But one rail line isn't going to make a day-and-night difference. It will make the RTD different. I think it gives us a real opportunity because we become multi-modal. But in reality it will service a relatively small slice of our total ridership. So its more an image difference initially. But image is important. Building on that image, I believe, will help the RTD. Its a real opportunity as we get going, to provide a new kind of service.

**Headway:** This question may sound real basic, maybe, but I've got to ask. I've seen so many overcrowded buses, the congestion, the increasingly poor air quality. I find it difficult to believe that the funding powers in this county aren't aware of what seems like such a basic, obvious need: funding more public transportation. Why isn't there more money?

**Pegg:** The citizen's of California led what was called the tax revolt 13 or 14 years ago. There's been real reluctance for the politicians to approve new taxes. I think that several institutions in California are exhibiting a response to that. It doesn't matter if its the schools, the transit system, or hospitals that have trauma centers that

have been closed down. These are the kind of responses to voter concern about the level of taxation. What that ultimately translates into are lower levels of service.

**Headway:** Don't you often feel that it's unfair for people to complain about the kind of service they're getting when they're not willing to pay for more or better?

**Pegg:** Unfair is not exactly the word I'd choose. People have a legitimate concern about the taxes they pay. There are a lot of competing priorities for everybody's money. This particular one gives us the benefit of being a highly utilized service. We can say that the assets we've purchased get well used. It results in a problem of delivering service against very high demands [for service].

**Headway:** Have you ever wanted to tell people: "Look, you get what you paid for and this is what you paid for?"

**Pegg:** That's an easy response. What we've actually done here in the last few years is to make the quality of service better. The buses are cleaner. We've gone out and started a rehab program so that the mechanical conditions of the fleet are better. We've been able to buy new buses. I think we've done well with the money we've been given. It would be nice to be able to do better, but I think we've done quite well.

**Headway:** Tell me what you feel is the most useful, most productive

# Manager- Alan F. Pegg

part of your job?

**Pegg:** Serving a million and half people a day. Again, I think our mission here is to provide service. Look at the numbers, and compare them around the country. We do a better job of getting out service that people actually use than just about any transit system in the country.

**Headway:** What part of your job do you feel is most rewarding for you personally?

**Pegg:** Being able to take the resources that we have and make the kinds of improvements in the overall service that we've made. It's cleaner, not perfect, but definitely cleaner. It's in better mechanical shape, again not perfect, but definitely improved. Just being able to look at the basic characteristics of the company and say that, we did something that made it get that way--that's rewarding.

**Headway:** Would you say that, perhaps, a watchword of your administration is "Progress, maybe not perfection, but progress?"

**Pegg:** Absolutely!

**Headway:** Do you feel that this would be your most important contribution to the RTD today, or is there something else that you would like to talk about?

**Pegg:** I'd have to say yes. I think that the progress in the bus system has been good. It really is one of the things I'm the proudest about here. When I came here, we had an aging bus fleet but both rehab and purchase sub-

stantially improved it. The major graffiti problem was dramatically improved by both some funds to clean up that graffiti, as well as some enforcement by the Transit Police.

RTD's been an innovator. I'd say that's another thing that I'm proudest of about the RTD. For example, we have the most revolutionary clean fuels program in the country. We've virtually created an industry out of resurfacing the windows on the buses so that they can be reused even after they've been scratched. That industry has driven down the price of new plastic windows.

**Headway:** If you could change things, have RTD change the way you'd like it to be, how would it appear?

**Pegg:** I think I'd see some of this rail construction just happen overnight. That's not reality, but if I could change it with a stroke of a pen... those new facilities would be very important to the transit system. Conforming the bus system to do the job of running somewhat shorter distances, and feeding the rail lines [from the bus lines] would make the demands on the bus systems more realistic. I'd like to see us make a major contribution to cleaning up the air in Los Angeles by changing the transit system to improve things in this air basin. That one issue alone would be very worthwhile.

**Headway:** Back to reality, where do you see the District going in the short term, long term?

**Pegg:** In the long



term, I think a lot of it will depend on a variety of events: Can we really attract people out of their cars into mass transit? I think the answer to that question is a clear "yes!" There's been this historical love affair with the automobile that everybody talks about, but there's a good deal more concern about the environment. Times on the freeways are conspiring to make people more willing to change. I think that the RTD is going to play a major role in decisions about trip making and how it will change. I think out of that comes more recognition and more identification by the population with RTD

and an overall better image for the RTD. We're a major factor in cleaning up the air basin, I think that will be a real benefit to the RTD, as well as to the air basin.

**Headway:** How about in the short term?

**Pegg:** In the short term, we're putting out a budget that is balanced for the third year in a row, with no real service cuts and no fare increase. I think that, combined with a new rail line, will spark some ridership growth. I think it provides RTD with a real short-term opportunity to become identified

*continued on page 16...*

## An Interview with Alan Pegg . . . continued



with rail operations and again to build its image in the marketplace. As well, it provides an opportunity for people to see tangible progress on taxes paid into a rail system and the first steps of our operation. On one of our Community Days in June when we offered the public free rides on the Blue Line, approximately 10,000 members of the public came to ride. I thought it was great. We really didn't put out an intensive publicity effort, and we got that kind of response. I think its a real indicator of how much interest there is.

**Headway:** How does it feel having to answer to

the Board of Directors, effectively having 11 supervisors instead of just one?

**Pegg:** Well...it's always fun to have 11 bosses. You get the opportunity to search for opinions once in a while and sometimes you get the opportunity to have to deal with differences in opinions. I think that's just part of the reality of this job. The reality is, I am where the buck stops for the rest of the organization and I get to report to 11 people. That's just the characteristic of the job.

Sometimes it can be crazymaking. But my attitude is that it doesn't do a lot of good to spend

time wishing it were different. Better to make an issue of the opportunities rather than the problems. The opportunities are that we get 11 people with opinions and identification with the community, we get a chance to find out what each of them thinks and it's good linkage to those different communities.

**Headway:** Are you, on the whole, more optimistic than you are pessimistic?

**Pegg:** Yes, I would say so. I think you can always look at the dark side of any issue, but the opportunities are on the positive side. While the negative side provides some insight into change, overall, it's better to emphasize the opportunities.

**Headway:** How do you relax with the kinds of pressures created by your job, the accountability to 11 Board Directors, and city and county authorities?

**Pegg:** Oh, when I go home sometimes I think about various opinions these people express. When I'm home I'm always free to express myself to my family outside public scrutiny. My family and I enjoy sports and swimming, and I enjoy my family.

This has been a good job. There have been some very tangible rewards from it. I feel I've made some real improvements in the transit system and I focus on those things rather than conflicts that sometimes come up.

**Headway:** I want to talk about your family. Tell me what you do with your

family, your children?

**Pegg:** We go to the beach, the park. We like to swim. My wife and I play racquetball, and we like to go camping when we can find the time. I have two boys ages 4 and 6, and they like to get out and around. We just rode the Blue Line train Saturday at the Community Day. Generally, we like to involve ourselves in events around the community.

**Headway:** Are you able to spend a lot of time with your family, given this job?

**Pegg:** Well, it varies sometimes, but I get a good deal of the weekends. But it is less time than I'd like.

**Headway:** Were you able to spend Father's Day with your children?

**Pegg:** Yes I was.

**Headway:** What did you get for Father's Day?

**Pegg:** An electric shaver.

**Headway:** Do you think you're a good father?

**Pegg:** Oh, reasonably so. I probably would be better if I had more time.

**Headway:** Do you like it, the job of being a father?

**Pegg:** Yes, Yes, I enjoy the boys very much.

**Headway:** Do you ever think about having a daughter?

**Pegg:** Well, two seems like enough. It would have been nice, but it wasn't the way it happened.

**Headway:** What special strengths do you think the General Manager has to have and what are those that you have?

**Pegg:** I think it's really



a question of capitalizing on the strengths you have. I have a financial background, and that has helped this organization. I also have an engineering education and I think it's one of the reasons I'm interested in the innovation that RTD has brought to this region, the opportunity to clean this air basin. I tend to be analytical and that's often helpful. You have to be careful not to overanalyze, the company has to move forward. Being able to motivate all the employees in this organization to work together for a common goal is probably the greatest strength and critical to my success.

### Reorganization

**Headway:** Assembly Bill 1784, it requires a unified plan for reorganization between the RTD and the LACTC before 1992, what do you want that plan to look like?

**Pegg:** I think there's been a lot of criticism about the current transit organization in the county and it seems to me the worst problem of the current organizations is that more than one organization under the law is directed to do the same job.

The problem and conflicts come out of the overlapping charters that are within the law today. In fact, there are more than two agencies already involved in transit in Los Angeles County. There are a dozen municipal opera-

tors, more or less. Just creating a piece of legislation that adjusts the relationship between the LACTC and the RTD, doesn't really address the fact that there are quite a number of organizations out there. Municipal operators have concerns about the environment they're going to operate in and so I would be in favor of an approach which looks at the environment more broadly than just RTD and LACTC. We need to define the group of people who are the operators. We need to define a group of people who are going to be the regulators. We need to decide who's going to do construction. But I don't believe what has become a call for some people that one agency is necessarily the solution.

**Headway:** So are you saying that, you think RTD, RCC and LACTC standing separate and as discrete organizations is a good idea?

**Pegg:** I'm saying that each has a useful, separate role. One of the opportunities is to define separate roles instead of defining overlapping roles. That is a useful way to resolve a set of conflicts. If you have one organization collecting the money and taking the regulatory actions, have another organization actually run transit. I think that's a good organizational approach. It provides checks and balances, and it provides some notice to the voters, and elected officials that things are working well.

**Headway:** I think that



probably an interpretation that people made of AB 1784 is that it portends a merger and I think when people hear merger the next thing they think about is conflict and power plays, much internal strife until one person or faction emerges as the ultimate leader.

**Pegg:** I'm not going to buy into that scenario. But I think that more people need to hear about that scenario, because I think it is one of the risks. I don't think it has to happen. Before we go and totally change the legislative landscape, we have to do the easiest and most straightforward thing, and that's to eliminate the overlaps because I think that would go a long way toward eliminating conflict.

I don't think that making one agency of the RTD and the LACTC will solve the conflict. It will shift it. It will shift it to that one agency and the municipal operators. This will cause conflict between that one agency who's running the regional service and all those municipal operators who are running their individ-

ual services.

**Headway:** So, if there is a merger, you're saying by consolidating operating and regulatory functions, we stand a chance of creating greater conflict within one unit; in effect, setting up a fragmented system?

**Pegg:** I think that it will produce poor regulation, because you can't regulate yourself. I think it will produce conflict, greater conflict with the municipal operators because now that regional operator and the regulator will be one, and the outside party will become the municipal operators. It will shift the field and I think miss the opportunity to define clear roles and functions.

### Metro Rail

**Headway:** What direction will the RTD take now that it no longer maintains control of the Metro Rail Project construction?

**Pegg:** I think it will work hard at running the

*continued on page 18 . . .*

## Alan F. Pegg

... continued from page 17  
transportation system as it did during the time as it was constructing [Metro Rail]. I'd like to see a strong design review function be created at RTD so that as the rail system is built, it will be built in a way which is compatible with future operation. There are a couple of alternatives. One can design for construction economies, or one can design for long-term operating economies; and I think there needs to be a balance. Under the current organizational mode, I think that balance is best obtained by having a good design review function at the RTD.

**Headway:** That sounds almost as if you are saying the RTD should become an oversight agency of the Rail Construction Corporation.

**Pegg:** Well, I suppose one can term that oversight, I think it simply defines a cooperative relationship.

**Headway:** About Transit Systems Development [Metro Rail Department] and the people who are subject to be laid off, I understand that sections of TSD are being phased out over the next six months?

**Pegg:** Basically, the Board recently adopted a policy that would provide some special lay-off provisions for people in TSD that will extend over a six-month period. We've tried to provide for people's futures and security in a reasonably compassionate way. And I think it's unfortunate that there hasn't been more of a transition of people to the RCC, but we've had people

get some very good jobs elsewhere within the rail construction business. I think it's a tribute to the quality of people we had.

**Headway:** It seems to me that there's probably some people that have fallen through the cracks and who have been negatively effected by this. They would probably say this transition has not been handled well. Generally, how do you feel this was played out, this dissolution of TSD?

**Pegg:** A great deal of effort was put into bringing those employees to the RTD for the Metro Rail Project. And I know there's great concern in TSD about those jobs, and I'm certain in their position I would identify with that concern. As I've already indicated, I think it would have been better if the transition had been clearer. But I also think that substantial effort has been made to provide

for those people, to provide them with a cushion to make a career change. Everybody under these conditions has substantial concerns, I don't in any way minimize their concerns. I think that many of their concerns have been responded to. Their concerns are very understandable.

**Headway:** The transfer of Metro Rail construction to the Rail Construction Corporation, will this impact management of bus operations in any way?

**Pegg:** Certainly, it will. There were some very talented people in TSD. They assisted in a number of technical problems with bus facilities. I think that any time the company becomes larger and more comprehensive there are benefits for the entire group. So in that sense, I think that taking apart TSD means that we will lose some of those benefits.

By the same token, putting all rail construction together will create a set of benefits for the rail project. It's a trade-off as to which approach is best for the region and taxpayers.

**Headway:** One last question, is there anything that you'd like to tell me that I didn't think to ask, but you were hoping I would?

**Pegg:** I think the real future for transit in this market is the development of a rail system. It will provide a different set of opportunities. Those opportunities are defined around those fixed rails. Rail corridors draw people, industry, and patrons. This is the developing pattern as you put in fixed railroads or any kind of fixed route. It provides a broader, more comprehensive opportunity than we have today. I think that's the real advantage of this kind of technological improvement. As you draw



the region more closely into a set of corridors, some kinds of transit service becomes easier to focus and coordinate around those corridors. So I think that's a benefit of the direction we're going in today.

**Headway:** Anything you'd like to say to the employees?

**Pegg:** The RTD has been here for 25 years, it has provided a livelihood for a lot of people, and it has enjoyed the support of those people. And I think the great strength of the RTD is that those people will continue to provide that support. I appreciate it, it makes my job a lot easier and I know that RTD will continue to be the good service provider that it is, because I believe those people will continue to do those jobs. I have great faith in the people who provide RTD service.

**Headway:** Thank you, Mr. Pegg.

**Pegg:** You are very welcome.

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

*He also worked six years for the Regional Transportation Authority in Chicago, investing cash balances and performing special projects*

*before being promoted to Accounting Manager.*

*Before entering the world of transit, Pegg served as a staff member and senior tax specialist for the accounting firm of Peat, Marwick, Mitchell in Rock Island, Illinois and Davenport, Iowa.*

*Pegg began his higher education at the University of Chicago. He interrupted his education to serve for two years in the Air Force. He was assigned to the intelligence corps at the Strategic Air Command in Omaha, Nebraska.*

*Following his military*

*service, he worked for an electronic firm supervising its manufacturing process as a systems engineer. He resumed his studies at the University of Illinois at Chicago, and graduated with a B.S. in accounting.*

*He is a member of the American Institute of Certified Public Accountants and the Illinois Society of CPAs.*

*Pegg and his wife, Elizabeth, live in Diamond Bar with their two children: Alexander, 6, and Christopher, 4.*



# Results of the Dependent Care Survey Are In

by Luanna Urie, Human Resources Analyst

During the month of February, the RTD conducted a District-wide survey to determine whether employees need or desire assistance with fulfilling the dependent care needs of their children and elderly relatives.

Forty-eight percent of the employees have, or expect to have, children in the near future. Ten percent are already providing care for elderly relatives. Employees made it clear that many are interested in some form of assistance with dependent care.

On June 14, 1990, the Board of Directors adopted several recommendations made by Burud and Associates, the firm who conducted the Dependent Care Survey and analyzed the results. The first recommendation adopted by the Board was to provide a resource and referral service to be implemented and administered by a full-time Dependent Care Coordinator.

The second recommendation would establish a Labor/Management, Work/Family Task Force to assist in the development of a feasible Dependent Care Program.

The third recommendation would make it possible for all employees, regardless of Union affiliation, to have the option to participate in a flexible spending account program for dependent care. The final

recommendation suggests further study to determine the feasibility of a district child care center at the Central Maintenance Facility and/or elsewhere within the District, and the exploration of other possibilities for dependent care assistance for employees.

The Dependent Care Coordinator's responsibility entails the development of a Dependent Care Plan for the District as a whole. This task will involve the study and evaluation of various dependent care options, as well as the implementation of those options selected. One part of the plan includes the implementation of a resource and referral service to acquaint employees with the dependent care services available to them near their work or home. This service will begin after the Coordinator is selected.

Another task includes assessing the feasibility of establishing a child care center near the Central Maintenance Facility in coordination with other departments.

There are other recommendations made by Burud and Associates which need to be evaluated before implementation. This evaluation will also be the responsibility of the Dependent Care Coordinator, as will be the establishment of the Labor/Management Work/Family Task Force.

The Labor/Management Work/Family Task Force

will help expose both sides to the realities of the dependent care issue. It will help evaluate proposed services and ensure implementation in the most effective manner.

The Flexible Spending Account program offers employees a way to save money for dependent care expenses. A sum of money (from \$200 to \$4,800 annually) is set aside BEFORE TAXES, and placed in a special account. It allows employees to stretch their income by paying for eligible dependent care expenses with tax-free dollars. The total amount set aside will be excluded in calculating the employee's federal and state income tax and Social Security tax.

Some non-contract employees and members of the Transportation Communications Union (TCU) already enjoy the benefits of this plan and spend the extra dollars to benefit themselves and their families.

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*The  
Labor/Management  
Work/Family Task  
Force will develop a  
Dependent Care  
Program*

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Some of the other options which will be evaluated include child care reimbursement, family care reimbursement, family emergency time off, District scheduling policies and

practices, training of supervisors regarding work/family issues, networking among employees regarding dependent care resources, the possibilities of home providers for child care near divisions, more flexible maternity leave, more flexible medical appointment times with HMOs, and, counseling for employees on the best use of the District's dependent care benefits.

As matters progress, the *Headway* will keep you informed, so watch for further articles on the status of the Dependent Care Program.

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## Letter to the Editor

I retired as a bus operator from the RTD on March 9, 1990. Recently, I relocated to Baltimore.

In order that my former co-workers know where I am, please put my address in the next issue of the *Headway*.

Benjamin Cupid  
2303 Pentland Dr.,  
#509  
Baltimore, Md. 21234  
(301) 254-8027

Kindly send me a copy of the *Headway*.

Thank you sincerely,  
B. F. Cupid

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## In Memoriam

Chun, Tit H., began with the District as a Mechanic C on March 12, 1990, passed away on June 18, 1990.

## Second "Seminar for Success" Class Graduates

Following a seven-week motivational seminar designed to release the unlimited potential of RTD employees, 13 Maintenance employees have completed the first step in their quest for excellence by successfully graduating from the course on June 21, 1990.

Seminar leader Larry Bates, an Equipment Maintenance Supervisor at the CMF and developer of the course, said the purpose of the class is to challenge, motivate, intrigue, and pass on the science of success.

Using a multi-media approach which included videotapes and audiotapes along with class exercises, Bates sought to raise self-esteem, to teach perseverance, and to introduce them

to successful role models.

Several of the graduates commented on the structure of the class at their commencement exercise noting that format seemed to be one of the most helpful educational experiences they had achieved.

Graduates received certificates of completion from Assistant Director of Equipment Maintenance Michael Leahy and OCPM Director Paul Como.

The graduates included: Milo Victoria, Max Martinez, Gary Eller, Sherie Jackson, John Lyle, Abe Barron, Steve Stairs, Tedd Brewin, J. C. Gonzalez, Jerry Swain, Jackie Lee, Emilio Caballero, and Jeff Vergil.



*The Seminar for Success 1990 Graduates recently received their certificates of course completion. They are, first row, from left to right: Assistant Director of Equipment Maintenance Michael Leahy, Milo Victoria, Jackie Lee, Sherie Jackson, Jeff Vergil, Abe Barron, Gary Eller, and Instructor Larry Bates. Second row, from left to right: John Lyle, Director of OCPM Paul Como, Tedd Brewin, Jerry Swain, Max Martinez, Emilio Caballero, and CMF Superintendent Ken Miller.*

# HOT NEWS

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# SCHEDULE CHANGES



**Allen, Dorothy J.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Au-Duong, Di K.**, from Mechanic C to Mechanic B.

**Avington, Hazel P.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Belton-Hall, Valerie**, from Service Attendant to Roving Janitor.

**Berry, Sheila A.**, from Part-Time Bus Operator to Full Time Bus Operator.

**Boctor, Alfred F.**, from Assistant Division Transportation Manager to Vehicle Operations Manager.

**Brooks, Cheryl F.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Carter, Jeannette M.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Causey, Cheryl A.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Chavez, Alfonso**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Chavez, Rita T.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Chow, Alan W.**, from Cash Clerk to Cash Clerk/Asst. CCC Supervisor.

**Chow, Nelson J.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Contreras, Rey P.**, from Transit Police Officer (trainee) to Transit Police Officer.

**Cortez, Noe B.**, from Transit Operations Supervisor to Senior Transit Operations Supervisor.

**Edwards, Nathan T.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Dear, Marsha A.**, from General Clerk to Typist Clerk.

**Findlay, Denice C.**, from Office Supervisor to Staff Assistant.

**Flores, Luis E.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Ford, Elton**, from Assignment Coordinator Clerk to Equipment Records Specialist.

**Garcia, Fernando**, from Part-Time Operator to Full-Time Bus Operator.

**Gianuizzi, Louis A.**, from Mechanic B to Mechanic A.

**Gillen, John**, from Mechanic C to Mechanic B.

**Green, Demetres**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Helliwell, Thomas A.**, from Mechanic C to Mechanic B.

**Hillmer, Jon A.**, from Supervising Planner to Planning Manager.

**Johnson, Duane P.**, from Contract Administrator to Senior Contract Administrator.

**Kleven, Kathleen**, from Part-Time Bus Operator to Full Time Bus Operator.

**Kumar, Ashok**, from Scheduling Systems Supervisor to Scheduling Systems Manager.

**Ladage, Clifton**, from Transit Police Officer (trainee) to Transit Police Officer.

**Lewicki, Paul C.**, from Material Supervisor to Senior Material Supervisor.

**Long, Leroy**, from Mechanic C to Mechanic B.

**Malone, Charles A.**, from Transit Operations Supervisor to Senior Transit Operations Supervisor.

**Malone, Will A.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Martinez, Luis A.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Molina, Dora**, from Janitor to Mopper Waxer.

**Montoya, James A.**, from Materials Management System Support Analyst to Senior Material Supervisor.

**Perez, Yolanda M.**, from General Clerk I to General Clerk.

**Pettus, Roderick T.**, from

Transit Police Officer (trainee) to Transit Police Officer.

**Powell, Thomas L.**, from Bus Operator to Schedule Checker.

**Provencio, Richard R.**, from Human Resources Assistant to General Services Supervisor.

**Reyes, Joseph I.**, from Stock Clerk to Storekeeper.

**Rodriguez, Jose E.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Romero, Joseph**, from Part-Time Bus Operator to Full Time Bus Operator.

**Sauceda, Samuel**, from Mechanic A to Mechanic A Leader.

**Shoemaker, Douglas M.**, from Rail Equipment Maintenance Specialist to Engineering Associate.

**Swearingin, David E.**, from Transit Police Officer (trainee) to Transit Police Officer.

**Tiongco, Richardo Q.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Tovar, Jose M.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Victoria, Cynthia Y.**, from Staff Assistant to Planning Assistant.

**Wilson, Arthur C.**, from Part-Time Bus Operator to Full-Time Bus Operator.

**Yepiz, Waldo H.**, from Part-Time Bus Operator to Full-Time Bus Operator.

# SHIFTING GEAR

**Castor, Linford**, began with the District on May 11, 1965, retired as a Mechanic A on June 9, 1990.

**Chavez, Edward M.**, began with the District on September 18, 1961, retired as a Mechanic A Leader on March 9, 1990.

**Collins, Adolph B.**, began with the District on March 18, 1967, retired as a Bus Operator on May 31, 1990.

**Douglas, Herman W.**, began with the District on May 27, 1967, retired as a Bus Operator on May 31, 1990.

**Ellis, Lewis H.**, began with the District on July 27, 1959, retired as a Transit Operations Supervisor on August 6, 1986.

**Eremento, Hazel L.**, began with the District on April 1, 1964, retired as an Information Clerk on September 25, 1986.

**Fant, Alfred E.**, began with the District on May 27, 1967, retired as a Bus Operator on May 31, 1990.

**Haas, Harley T.**, began with the District on May 30, 1960, retired as a Bus Operator on May 31, 1990.

**Kelson, Willie J.**, began with the District on September 25, 1965, retired as a Bus Operator on May 8, 1990.

**Lyons, Victor**, began with the District on October 28, 1974, retired as a Bus Operator on October 31, 1989.

**Price, Noel D.**, began with the District on June 25, 1984, retired as a Equipment Maintenance Supervisor on May 26, 1990.

**Vargas, Maria T.**, began with the District on June 12, 1974, retired as a Utility B on June 17, 1990.

**Washington, George**, began with the District on May 6, 1960, retired as a Equipment Maintenance Supervisor on May 6, 1990.

**Wrenn, Gerald T.**, began with the District on November 22, 1966, retired as a Bus Operator on May 31, 1990.

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Carl Jones, retired operator, with his wife Sarah.

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## One of RTD's Ambassadors of Goodwill

As we head to a career day for the students at Edwin Markham Junior High School in Compton during May, Customer Relations Staff Assistant Robert de la Cruz admits he's looking forward to it. Along with his team member, Kevin Tate, and an RTD van filled with boxes of "Clean Team" t-shirts, book covers, RTD service maps, and Blue Line information, he aims to make new friends at the Compton junior high school.

De la Cruz started his work with the school children of Los Angeles in mid-October of 1989 when he worked as a team leader with the Vandalism Abatement Program. "Back then we worked fast to get the word out through the distribution of literature. We informed the students in high-incidence areas that graffiti violations would mean confiscation of their bus passes. We tried to appeal on a win-win level."

"We distributed take-one brochures and thousands of book covers that carried the message. We must have visited 200 schools before Christmas," said de la Cruz.

The response to these information sessions was terrific said de la Cruz. There were many return visits and for many school administrators there was finally a contact to straighten out any bus pass application problems.

"The District had to implement this program because of the \$8 million annual price tag of graffiti," said de la Cruz. "RTD thought it was only fair to warn students what the penalties would be for vandalizing buses. We are now looking to involve



At the Edwin Markham School Career Day, Transit Police Investigator Roy Crawford (left), Robert de la Cruz (center), and Kevin Tate (right) greet students and give them information about the RTD.



De la Cruz manages to get the anti-graffiti message across with a free, colorful "Clean Team" t-shirt, a favorite with all the students



At Humphreys Avenue School in East Los Angeles, de la Cruz presented cut out models of RTD buses to Mrs. Mayra Fernandez' fourth-grade class. The buses have anti-graffiti messages inscribed on them.

the students in the crusade, getting them to see that they are a part of the community and the community needs its buses. We are looking to form 'Adopt-a-Busline' or 'Adopt-a-Bus' programs--sort of an adaptation of DARE. The students can take a bus and clean it, inspire some pride."

De la Cruz' goal is to create a network with the school system so when they have a need they know who to contact regarding the RTD.

As for the students, de la Cruz said: "Paying attention to these kids makes them sit up and take notice of us. It creates a better impression of us, a valuable service that can help them get to where they want to go. So why would they ever want to mess up a good thing?"

---

## Letter to the Editor

Dear Editor:

Please find the enclosed copy of a letter I sent to the Hughes Market Company. It's good to know that there are still some people out there that don't hate the RTD.

"To Hughes Markets:

I am an RTD bus operator and on June 26th at approximately 11:30 a.m., the bus I was driving overheated at Temple City Blvd. and Duarte Road. Due to the extreme heat of the day--110 degrees--me and my passengers stood waiting on the sidewalk for help to arrive.

continued on page 28 . . .



# COMMENDATIONS



Division 12's Patrick Monaghan was selected the Operator of the Month for May. Monaghan has been with the District for 12 years. He has an excellent work record, and he has not had a missout since 1981. Operator Monaghan has never had a chargeable accident during his years of service. He has received letters of commendation on attaining an outstanding record from the Annual Record Review for 12 years.

Operator Monaghan works the 232 line, which travels from Long Beach to LAX. He has proven to be a valuable asset to the District. He has accumulated the maximum amount of 90 merits for the past years. He takes pride in his work. His outstanding performance reflects credit on his division and the District, and offers an example for his fellow operators to follow. He continues to perform at this high level year after year.

Frank Sahlem was chosen as the Telephone Information Operator of the Month for May 1990, an honor he has enjoyed on two earlier occasions. He is a very conscientious worker and a definite asset to this department. Frank feels that he is able to handle his job as well as he does because of his experience as a crisis worker for the Santa Monica/Westside Hotline.

Frank is an avid reader and a poet. He and his wife, Lynn, enjoy life together and spend a great deal of time working for peace and justice issues.



## ... Commendations

... continued from page 25



*Cecilia Alonso was selected OCPM's Clerk of the Quarter for the first Quarter of 1990. Ms. Alonso was presented with an award and a \$100 check by Director of OCPM Paul Como. Ms. Alonso has been assigned the responsibility of operating the OCPM Records Room. During this period, she has undertaken her duties and accomplished them in an outstanding manner. She has made a positive contribution to the success of the OCPM in providing essential support to all aspects of the departmental agenda.*

*A reception was held for the manager and operators of Division 9 on June 5, 1990 after winning the Target Line Award for Line 470 for the Third Quarter of 1990. Director of Risk Management Barbara Anderson made the presentation to Division 9 Manager Don Karlson. From left to right: Barbara Anderson, Don Karlson, Assistant Director of Transportation Leo Bevon, Safety Engineer Rufus Francis, and Safety Specialist Denis Shoemaker.*



continued on page 27 ...

# Commendations

... continued from page 26



*Diane Davis was named the General Services Employee of the Month for May. Diane has been employed by the District since 1987. Since that time she has proven to be an asset to the General Services Department. Diane is a model employee and a very positive role model. Her secret of success is really no secret. Her love for Jesus Christ is her motivation and that love is reflected in her character and personality. Since her assignment to Division 18 the appearance of the division has greatly improved. Diane's work performance gives true meaning to that old saying "Cleanliness is next to Godliness."*

# PUBLIC COMMENDATIONS

**Thanks for a Job Well Done!**

**Division 3201**  
Cordova, Efrain\*

**Division 3203**  
Gadson, Jimmie  
Le Blanc, Mary  
Leon, Robert D.  
Soltra, Joseph

**Division 3205**  
Alexander, E. J.  
Gonzalez, Martha  
Johnson, Edward  
Wharry, Billie

**Division 3207**  
Campbell-Simon, Terry  
Dukes, Lloyd  
Feldra, Larry  
Fulton, Thomas  
Hallowell, Raymond  
Hart, Ralph  
Heflin, Reginald M.  
Sidney, Meredith C.

**Division 3208**  
Davis, Terry  
Hickman, David L.  
Koslow, Joseph G.  
Mullins, Roger L.  
Stevenson, Gordon L.  
Valdes, Timothy

**Division 3209**  
Gordon, Henry  
Pepper, George\*

**Division 3210**  
Rodriguez, Maria

**Division 3212**  
Dailey, George  
Symons, Joseph

**Division 3215**  
Baber, John  
Contreras, Paul  
Davis, Odessa

**Division 3216**  
Boles, John  
Espinosa, Rafeal  
Kemp, John\*  
Slaughter, Wallace T.

**Division 3218**  
Beyene, Berhane\*  
Brown, Beverly Keyes  
Freeman, Gene  
Navarrete, Andrew  
Valdes, Oscar

\* Received more than 1 commendation

Dear RTD:

I speak very little English, but I want to tell you that your bus driver Berhane T. Beyene is very very good. I see him only two days on Western Avenue a week. Everybody likes him, he is very professional. I wish he worked every day on Western Avenue.

Thank you very much  
Magda

Dear RTD:

This is to express my gratitude for the courtesy and kindness of RTD driver George Pepper, who has been driving the 470 line in the evenings.

I am 66 years old, and my control is not what it used to be; last week I felt

continued on page 28...

## Public Commendations

... continued from page 27

a pressing need to use the restroom as the southbound 470 approached Painter Ave. along Philadelphia from Whittier Blvd. I asked Mr. Pepper if he could let me off and wait for me for a minute, and he was good enough to do so.

In the almost 20 years that I have been riding the 470, or its predecessor, the old 72, from downtown L.A. to La Habra, I have had occasion to make this request a few times before and drivers have been generally very considerate, but I should like to add that Mr. Pepper in general has impressed me as competent and courteous, cordial and cautious, and acutely aware of what is going on--both on his bus and on the street.

I am a bus fan anyway; some of the people I have met over the years have become good personal friends, and there are times when boarding the bus is like entering a club one belongs to.

Sincerely,  
Frederick S. Holley  
Los Angeles Times Editorial Department

Dear RTD:

I just wanted to let you know how nice my ride to the beach was today. I was on Wilshire, line 320 when the driver stopped to change with another driver. It was so nice the way the new driver, Larry Feldra, got on. He said "hello," mentioned we were on a limited bus (a lot of people don't look and then yell when the bus doesn't stop at the stop they want),

he mentioned the seats up front are for seniors, called all the stops, and drove the bus great!

Yours truly,  
Elise Shorr

Dear RTD:

I would like to bring to your attention one of your many outstanding drivers, Billie Wharry. I have had the pleasure of riding with her for about three months. This driver makes all the statistics about how stressful a bus driver's job seems to be a mistake, because this lady seems to laugh in the face of those statistics and makes the morning commute a pleasure.

I did not realize what a joy she was to ride with until she went on vacation for two weeks! I did not have the friendly "good morning" or "have a nice day" as I got off the bus. Or her friendly concern for all her passengers with a little laugh or smile. It is easy to see and to hear how much she enjoys her job.

If all your drivers could bring to the work place her joy and enthusiasm every day your job and everyone's job would be so much easier. Thank you Billie Wharry for great service in a profession that can and is sometime a hard and difficult job.  
Sincerely yours,  
Cheri Wylie

Dear RTD:

My name is Terrie Courtney and I take the 42 line to work each day catching the bus at the City

Bus Terminal at LAX riding into LA where I work.

I've been a patron for seven years now. As such I have seen RTD operators that I feel enjoy their work as well as those that have rubbed me the wrong way.

You have among your employ an operator by the name of Ernest Alexander. To put this succinctly, Mr. Alexander as a public servant epitomizes all that anyone who would aspire to be happy, competent, and a genuine asset to their community could hope for.

I could talk at length about his contagious cheerfulness, his envious patience, or his sincere interest for the concerns of those he serves so well. Instead I will just end this note by saying that the regular riders of his line whom I see every day truly enjoy his company and appreciate his service dearly.

Sincerely yours,  
Terrie Courtney

Dear RTD:

Today I have a pleasant report for you concerning one of your drivers, Efrain Cordova. He is to be commended for the following:

- Calling each stop in English and Spanish all through downtown and west on Sixth Street.

- Using the outside speaker on his bus to let waiting passengers know this is a "#18 bus."

- Asking passengers politely in English and Spanish to "move to the rear."

- Notifying his

dispatcher there was activity by the Fire Department blocking the eastbound lane at Alvarado and flagging down eastbound buses telling them about the problem and advising a detour.

- Offering an elderly lady with a cane waiting at Virgil that he would find a seat for her on the crowded bus.

This driver exemplifies the type of driver who is conscious of the fact that the RTD is here for public need, necessity, and convenience.

Sincerely yours,  
Art Reynolds

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## Letter to the Editor

... continued from page 24

Apparently, Mr. Dan Kroner of the Arcadia Hughes Market saw us as he drove to work because at approximately 12:30 p.m. Mr. Kroner stopped his car at that corner and unloaded bags of ice, containers of water, plastic cups, and plastic bags. I believe that Mr. Kroner should be commended for his actions and recognized for the kindness he showed to me and my passengers. If Mr. Kroner is reflective of the spirit of the Hughes Market chain, then your whole organization should be commended. It's not everyday that someone goes out of his way to help those in need.

Wishing you the best,  
Andrew O. Bernstein

## Frias Is First To Get Finder's Fee of \$500



Director of Personnel Gayel Pitchford presented Transit Police Officer Angel Frias with a \$500 check for recommending a sound candidate to the Transit Police

Just as the Publisher's Clearinghouse producers are anxious to tell you that you *really can win all that money*, so is the RTD Personnel Department with its offers of finder's fees of \$500 or more for referring people for high-demand District positions.

*Yes, you can really receive all that money as a Finder's Fee for referring people for high-demand positions.*

In June, Field Training Officer Angel F. Frias, 28, was presented a check for \$500 by Director of Per-

sonnel Gayel Pitchford for recommending people as Transit Police Officers. One of his referrals was hired and has since passed probation.

"I was careful who I recommended," said Frias. "After all, these are people we count on as we put our lives on the line every day." Frias heartily recommends the programs to others. "It allows the officer to pick someone as their partner rather than allowing someone else to make that decision. I recommend that anybody put out the effort. We need more officers to get involved because the program works."

Officer Frias has been with the Transit Police for two years.

Currently, the finder's fees are available for the following positions: Transit Police Officer (\$500), Systems Project Leader (\$1,000), Systems Programmer (\$1,000), Programmer Analyst (\$1,000), and Senior Programmer Analyst (\$1,000).



### ARE YOU

Over age 50?

Interested in your Retirement Plan Options with the RTD?

Merrill Lynch cordially invites you and a guest to attend our special RTD Retirement Planning Seminar.

#### NEXT RTD RETIREMENT PLANNING SEMINAR

Dates: July 9, August 13, and September 10, 1990  
 Times: 7:30 a.m. and 7:30 p.m.  
 Length of Seminar: One Hour  
 Place: 400 South Hope Street  
 3rd Floor  
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 Refreshments will be served  
 Parking Validation Available

To Reserve a space or for more Information

Call Roberta Mitchell, Financial Consultant  
 (213) 236-2125 or (800) 937-0620 x 2125

Seminars are one hour in length, are held every second Monday of the month, and cover the important decisions you have to face regarding your retirement from the RTD. We strongly recommend that both you and your spouse attend. **Please** call ahead to reserve a space at the Seminar and for directions. The Seminar is free, there is no obligation.

## Newest Rookies



RTD's newest rookies include from left to right: George Cranston, Myron Smith, Louis Hernandez, Craig James, Paul Afroilan, William Cody, Mark Jennings, and Jay Vucinich.

The RTD welcomes the Transit Police's newest incoming class of rookies. Field training for these young men began in May. Rest assured

that your bus line is safe with these capable and energetic fellows. A welcome addition to RTD's finest.

# "Stop, Look, and Listen" Is Still Sound Advice

by Ken Echard, News Bureau Representative

The phrase "stop, look, and listen" has been as much a part of Americana as apple pie and Norman Rockwell paintings. Chic restaurants built inside old boxcars invariably have a signal post with these words tacked to it.

Now that the Blue Line is running, this phrase carries new and important meaning for motorists and pedestrians along the rail corridor. It contains three very sound words of advice for anyone who must cross the tracks at any of the 81 available crossings.

"The tracks are for trains, not people," said General Manager Alan F. Pegg. "Everyone must realize that these are high-speed trains, not slow-moving trolley cars. Each train weighs about 100 tons, and they are almost noiseless."



It is extremely important that motorists and pedestrians alike observe a few simple safety rules when encountering trains to prevent injury and/or damage, Pegg said.

Blue Line trains always have the right-of-way, so all railroad signals and lowered crossing gates should be observed.

Some guidelines to assure everyone's safety:

- While driving alongside tracks on surface streets, be aware of trains approaching

in either direction. Watch for headlights and listen for the trains' horns and clanging bells, especially near intersections, and never turn into an intersection without checking the track in both directions first.

- Never cross railroad tracks against a warning signal, even if the train seems to be a long distance away. A particularly cruel optical illusion often makes a train appear to be approaching slowly when in fact it is bearing down on the intersection at full speed.

- Exercise extreme caution when the roads and tracks are wet. Light rail tracks can be very slippery, causing a train to take even longer than its normal distance to stop.

- Never stop a vehicle on top of the railroad tracks.

- If you are a pedestrian crossing a track, stay well back from the tracks when trains are approaching, es-

pecially while waiting for a train at a station.

- Always look both ways before crossing a set of tracks. One train may have just pulled out while another train is racing in simultaneously.

"Another important thing to watch for is Blue Line trains darting out from behind slower-moving freight trains," said Pegg. "Our trains are running parallel with a number of scheduled freights each day, and the longer, noisier trains can obscure a passenger train coming the other direction."

"We want everyone to enjoy this new, fast, efficient rail service," Pegg said. "We also realize that we must educate everyone--riders, motorists, and pedestrians alike--that safety is our top priority. If everyone observes these simple, common-sense rules, the Blue Line can be the safest, most enjoyable way there is to get around."

## Kids Will Be Kids

Robert Torres, Manager of Occupational Health and Safety

Children can be very playful, adventurous, and high-spirited. When this behavior is exhibited on or near streets, it can make the task of driving a difficult one.

Kids often seem unaware of or unconcerned about the hazards of traffic. They often play in the street, ride bicycles near traffic, jaywalk; the list goes on and on. It sometimes seems that they are oblivious to the potential danger of traffic.

With this in mind, it's

a good idea for drivers to take extra precautions in an attempt to compensate for this behavior. For example:

- Expect to encounter children near schools even at times other than normal school hours.

- Be on the lookout for toys, bicycles, skateboards, etc., left in yards or near the street. Kids are likely to be in the area.

- If a toy, ball, pet, etc., enters the street, be prepared for a child to be chasing it.

- Decrease your speed whenever you think

children might be in the area.

- Give bicyclists, skateboarders, roller skaters, etc., extra room.

- Be prepared for jaywalkers.

- Before entering a crosswalk, make sure that children are out of the crosswalk and none are about to enter. Also, remember that children can change their minds and re-enter the crosswalk after crossing.

- Never pull away from a stop unless children are a safe distance away.

- Check your vehicle's

safety related equipment including the horn, lights, windshield wipers, defroster, brakes, mirrors, door systems, etc.

Many of these precautions also apply to adult pedestrian safety, so practicing them can help maximize safety in this area as well.

If you have any children, it would also be helpful if you discussed traffic safety with them. And while you're at it, let them know that they should never run after or next to a bus, or for that matter any other vehicles.

## It Looks Like a Toy, But It's "Unimog"



The "unimog," another of the specially designed maintenance vehicles on the alert for Blue Line service, shows off its versatility by running along railroad tracks with its rail wheels down. When not servicing rail vehicles, the unimog can travel surface streets.

by Ken Echard, News Bureau Representative

If it came in miniature, your kid would want it. With its eight hoses, a hydraulic jack, fire extinguishers, and cutting torches, it looks like the latest high-tech adventure toy.

But with a price tag of \$268,000, the 14-ton "unimog" is no toy. It is another of the specially designed maintenance vehicles standing by on the alert for Blue Line service.

The word "unimog" is derived from Universal (uni) Motorized (mo) and the German word for "machine" (g). It is a rescue/recovery vehicle that can reposition train cars should they become disabled or require any other emergency assistance.

"It can be compared to a fire truck in many ways," said Lee Agee, manager of RTD rail equipment maintenance. "It can run

lift and move the 99,000-pound rail cars, and dollies used under jacks to help move the car laterally.

If the unimog's services are needed at night, it also is equipped with special lighting equipment and generators. Its eight hoses come in various sizes from 34 feet to 75 feet long.

Like the shuttle wagon, a cousin of the unimog also used in the rail yard, the unimog can couple, or fasten together, rail cars, using any of its 16 gears.

"It's a state-of-the-art



Rail Equipment Maintenance Specialist Russell Homan outfits the "unimog." It holds eight hoses, a hydraulic jack, fire extinguishers, and cutting torches. The vehicles can lift and move 99,000-pound rail cars.

on surface streets up to 54 miles per hour, or run on rails at up to 30 miles per hour."

The unimog comes complete with siren, emergency lights, and other equipment necessary to perform "minor surgery" on a rail car, Agee said. It also has a boom capable of lifting a ton, jacks that can

vehicle, and our operators are ready to use it," Agee said. "The best thing that could ever happen, of course, is that an emergency situation for which it would be needed would never present itself.

"But in case the need arises, our "unimog" is poised and our operators are trained."

## Are You Ready for Year 2000?

If you still groove to "The Missouri Waltz" or boast that you don't even use your bank's 24-hour teller, you're a few decades behind the rest of the world! Catch up quickly with these 1990s talents that are sure to stand in good stead when the century takes a leap.

**Learn Japanese, Spanish, Chinese, or German** International trade success demands fluency not only in the language but skill in dealing with the culture.

Keep up with international politics and economics. Events in other countries DO affect what happens to your life and your pocketbook. Many products sold in the U.S. are now coming from India and Asia. Where is our next source?

**Serve your community.** Volunteer in your local schools to find out what happens with your tax dollars and how leaders are being prepared for their roles in the society that will pay your retirement benefits. Spend time talking with shut-ins in county institutions. Get involved with state or national safety campaigns. Paying your taxes just isn't enough.

**Focus on service.** (A big one for the RTD!) "How may I help you?" has practically disappeared from the English language. Self-service gasoline, do-it-yourself grocery bagging, TV shopping, and computer banking have nearly eliminated human contact. Find out what customers need and offer it. Pamper customers and watch commendations increase.

## From Singing R&B to Songs of Praise

On June 29, 1989, Nelson Mandela and local Los Angeles luminaries gathered on the south lawn of City Hall and were enchanted by the inspiring 500-voice choir from the First AME Church. One of the voices rising above the rest in a duet was RTD's Beverly Witherspoon.

Beverly is one of the RTD's few female welders; and, in fact, was the first lady welder in 1979. Welding was actually a second career for her following a decade and a half as a rhythm and blues singer. "I started singing at 6 years old, I never had any training. Now, I can't say I started singing in church like Aretha Franklin did. But, that's, happily, where I've ended up,"



*Beverly at an R&B concert in Sweden in the '70's.*

she laughed. At age 13 she started traveling and singing on the road. She's toured in almost every state in the contiguous United States and has performed in Sweden, Denmark, Spain, France, and England.

She performed as a duo with singer Charlie Fox in the early seventies going by



*By day, Beverly Witherspoon is a welder at the CMF, but by night and weekends, she is a much celebrated gospel singer.*

the stage name of *Inez and Charlie Fox*. Their first hit was "Mockingbird."

She remained with Fox for 13 years. "It's a lot of work being on the road. You work out your own contracts. It takes a lot out of you. I always felt like I was someone else's property, I wasn't my own boss. You belong to the public. I had a son in 1974 and I just wanted a break from it all," she said. Before retiring completely she sang with groups like *French Coffee* and did backup for Little Anthony.

In the intervening years off the stage Beverly experienced what she called a rebirth. "I am happy to praise the Lord with my voice, the gift He's given me. I've been on top of the charts, but I like gospel music. It is so totally different from R&B, and I don't have to contend with the rat race in the music world."

When she retired from the R&B world and settled down to raise her children, she looked around for a ca-

reer, something to fall back on. "My first job was in the shipyards. That's where I learned how to weld. Working in a labor-intensive job is so different from entertaining. It's a challenge and I like challenging things," she said.

She holds the RTD as her "steady gig" while music is off and on. She has been

with the RTD for 11-1/2 years. The first gospel group she sang with was the Clara Ward Singers. She has recorded with the Rev. James Cleveland in "Help Is on the Way," Andre Crouch, and, currently, sings with the Charles May singers who were pre-nominated for a Grammy in 1989 for the song "Who Are You."

Occasionally, she has ventured out and tried on opera. In March she appeared in *Job* at the Wilshire Ebell Theatre. She plans to appear in the opera, *Jezebel* later this year. And, watch out for a guest appearance in the TV movie "Heatwave," a film recapturing the nightmare of the Watts riots in 1968. Check the credits carefully, she may use her stage name, Beverly Dangerfield.

Despite her steady gig at the RTD, Beverly continues to devote most of her waking time to music. "Sometimes I think I have to slow up. I get wrapped up in rehearsals  
*continued on page 37 . . .*



*At City Hall, Beverly awaits the arrival of Nelson Mandela. She sits amid the 500-voice choir assembled to welcome the African National Congress leader and foe of South African apartheid.*



## Division 7's "Juneteenth" Celebration

"Juneteenth" is a word that doesn't hold much significance for Southern Californians, unless of course you're a transplant from Louisiana, Texas, Arkansas, or Oklahoma. Back there, Juneteenth conjures up memories of men stoking barbecue pits early in the morning, cases of red soda water, cole slaw, peach cobbler, and lots and lots of watermelon.

But the festivities don't describe the meaning behind the celebration. *Juneteenth* commemorates the emancipation of the slaves in the United States. While officially the Emancipation Proclamation went into effect January 1, 1863, the word did not get to Texas and Louisiana blacks until June 19, 1865. Black folks in the South referred to it afterwards as Juneteenth, and it took on the kind of significance that the 4th of July holds for white folks. In some communities it is a proclaimed holiday and all the businesses shut down. At Division 7, while buses still continued to roll,

black operators decided it was time to share their culture with their fellow operators.

"Our idea was to do a cultural thing," said Larry Hale. "Last year we did a Cinco de Mayo. This allows us to build rapport with the people we work with everyday. It's also a way to counter racism and bias. We weren't trying to offend anyone. It's actually an American holiday," said Hale.

Operators Hale and David Doakes decorated the train room with old photographs of relatives from Oklahoma and Texas who celebrated the early Juneteenth celebrations.

"The operators did a bang-up job on this," said Division Manager Bill Griffin. "They wanted to do it themselves." UTU helped out with a donation of \$500 toward purchase of the food, which included barbecue hotlinks, ribs, cole slaw, baked beans, red soda water (actually RTD red punch), homemade desserts, and plenty of fresh fruit.



David Doakes shared old photos of his family and shows off his grandmother's personal water bucket.

The Division 7 Juneteenth committee planned the event, bought the food, and cooked it up for their fellow workers. The committee included: David Doakes, Rose Graves, Bobby Crum, Wayne Anderson, Rondy Harris, Nathan Weathersbee, Rock Washington (who claims to be a distant

cousin of Booker T. Washington), Thomas Isaacs, Charlie Square, David Alleyne, Barbara Brown, Robin Curtis, Teresa Haywood, Demetrius Jones, Juanita Jones, Fanny Landry, Betty Stewart, Adriane Williams, Betty Williams, Estrallita Wilson, Stacy Wilson and retiree Cecil Hearn as the videotaper.



UTU Local Chairman Charlie Square was the official "linksman" at Division 7's Juneteenth celebration.



Division 7's Juneteenth committee were, front row, from left to right: Rondy Harris, Thomas Isaacs, and Charlie Square. Back row, from left to right: Rock Washington, Nathan Weathersbee, Wayne Anderson, Rose Graves, Bobby Crum, Leo Holland, David Doakes, and Larry Hale. Not pictured are David Alleyne, Barbara Brown, Robin Curtis, Teresa Haywood, Demetrius Jones, Juanita Jones, Fanny Landry, Betty Stewart, Adriane Williams, Betty Williams, Estrallita Wilson, and Stacy Wilson.

## Operator Needs Bone Marrow Transplant

For Division 8 Operator Melvyn Douglas Lewis, a 15-year veteran, it was like being knocked off his feet when last March at the age of 39 he was diagnosed with acute monositic leukemia. Leukemia is a disease in which the bone marrow instead of producing normal white blood cells to vitalize the immune system and red cells to carry the oxygen through the blood, begins producing cancerous blood cells.

He remembers the day he was diagnosed vividly. "I felt like I had the flu coming on that week. My birthday was March 22 and my anniversary date March 27, but I wasn't going to take time off because I wanted to bring home a bigger paycheck. But by March 25 I was so sick I went straight to Kaiser after work." By 8 p.m. they had completed a battery of tests and gave him the unwelcome news.

"It was a blow when they told me I had leukemia. Two days later they began 7 to 10 days of chemotherapy. I was totally out of it. I couldn't recall what I said to my visitors. Following that I was put on 3 to 4 antibiotics a day, nurses taking my vital signs all the time." It was unsettling for Lewis who had never been in the hospital.

The type of leukemia that Lewis has affects people between the ages of 39-41. "It was just traumatic that I had this and it couldn't be detected. There's no way to pinpoint the source," he said.

To date, Lewis has undergone two chemotherapy sessions. "The first was very hard and I was scared.



*Melvyn Lewis is looking for bone marrow donors who are willing to help him save his life.*

But I came out feeling good. I couldn't imagine that I was still ill as good as I felt."

At the time *Headway* interviewed Lewis in late June, he was on his way to get a second opinion at the City of Hope and UCLA. A possible third chemotherapy session is contemplated whereby doctors remove Lewis' own bone marrow, freeze it, bombard it with chemotherapy, and then return it to him. "They say if I take the third barrage of chemotherapy, I have a chance to live a normal life anywhere from 5 to 20 years. But chances of survival are much greater with a bone marrow transplant."

For those who are interested in being a bone marrow donor, Lewis said the process begins with a blood test. "If the blood type matches, then the donor is asked for a sample of bone marrow. The type is then added to the national registry of bone marrow donors. Doctors recommend volun-

teer donors from the patient's racial background. So, a black donor will most likely be matched with me."

If a match is secured, bone marrow is withdrawn from a donor. The marrow is then administered to Lewis through an intravenous drip. But before he begins the transplant treatment, he must undergo substantial chemotherapy. "I understand that treatment will take me within an inch of death and I'll have to be hospitalized for 60 days. The whole process, quite frankly, scares me, but that's probably because I don't know enough about it."

In the meantime, Lewis takes it one day at a time. "I do the best I can and listen to the prognosis." Lewis is grateful to his wife for her support and strength during his illness. "She's really kept it together," he said. The couple has three children ages 19, 8, and 6.

If you would like to be a bone marrow donor:

- You must be 18 to 55 years old, in good health.
- You'll be asked to take a simple blood test. If you're a possible match for someone seeking a transplant, you'll be asked to take more blood tests, and a complete physical.
- You'll be asked to make a \$75 donation to cover testing costs, but those who can't pay will be tested anyway.
- Expect to spend one day in a hospital in your area if you are chosen as a donor.
- Call Life-Savers Foundation to get started: (800) 999-8822 or (800) 950-1050.

Lewis and his family and friends will be holding fun-

draisers in order to help donors cover the \$75 testing fees.

Division 8 Stenographer Diane Collins is coordinating a division effort to help Lewis find a donor and is hoping to get the UTU to underwrite the donor test fees. For more information, you may call Diane Collins at extension 6347.

## Life in the 21st Century

**Recycle, reuse, and refuse.** Recycle paper, glass, and metal. Reuse food storage bags. Convert reams of office waste into internal memo sheets. Refuse to buy products packed in plastic. Put out scraps for the birds or start a compost pile. Watch your garbage collection dwindle.

**Conserve Energy.** Get back into the habit of turning out lights when you leave a room. Buy a car that gets good mileage, or better yet, use RTD buses or light rail, or a bike, or walk. Gradually set your thermostat to more moderate temperatures.

**Get on friendly terms with technology.** At least learn how to bank by phone or computer. Fax instead of mail. Use glass in the microwave. Find out how to control insects without a spray can.

# Women (and Men) Beware

by Luanna Urie

The increase in violence is frightening. Just last month the rate of violence against women increased from the ratio of one in four women who will experience rape during their lifetime, to one in three. This is a staggering, frightening increase.

Meric Holt, a victim of violent crime who nearly lost her life from the violence of the attack, tells it like it is. Her advice for women is equally applicable to men, to the young, to the elderly...Be alert, be aware, be totally aware of where you are, and of who or what is around you at all times. Do NOT allow yourself to be pre-occupied or involved with objects, groceries, or small children when you are in parking lots or on the street.

Avoid being hidden from general view by cars in parking lots, trees, shrubs, and doorways. Don't walk around unlighted, isolated, areas which provide hiding places when you are alone. It takes only 4 seconds for an alert rapist or violent thief to take total charge of a situation when someone is not paying attention to his or her environment.

Men and women, do not ever enter your car without looking into your back seat area. Even if you are parked in a gasoline station, even if the car is locked, check out the backseat for hidden assailants. Women have left their cars to be gassed while they paid a bill or went to the restroom, only to return and drive away with an assailant in the back seat who later

severely injured them. One woman was attacked with a monkey wrench, another held at knife point, another beaten to death.

When you return to your car from shopping or work, and see a flat tire on the driver's side, take warning. A young man may appear to offer assistance, then let you know he is just a few blocks from his destination. Do not surrender your car keys to enable the young man to get into your trunk for the spare. Do not offer a ride. Do not accept offers of assistance, especially if the man is also complimentary about your looks or dress. This is a frequently employed maneuver to entice the unwary into a dangerous situation where the future assailant has full control of the intended victim, and of the victim's automobile.

Sixty percent of all rapes are pre-planned. Don't allow yourself to be lulled into aiding and abetting the plan. For example if you live in an apartment or condominium, when you go down after your laundry, do NOT leave the door unlatched. A typical case of rape or violence occurs when a woman does her laundry. While she is bringing up the clean laundry, the assailant enters the dwelling via the unlocked door and either opens a window for entry later during the night, or enters and stays hidden until the door is locked with the assailant and the victim securely locked inside together.

If you want to recognize

the ideal victim, read the following four descriptions. The four victims were unanimously selected by 88 convicted rapists from a series of video tapes showing various women in different situations. Note that age, attractiveness, dress had nothing to do with the selections. Look for what the four women chosen, had in common.

\* First choice for assault:  
-Woman in mid/late 50s, quite over-weight, dressed in muumuu.

-Loaded down with groceries, large, open handbag on arm.

-Walking between row of parked cars

-Put everything on hood of car and emptied purse to find keys

Had to walk back to trunk to put groceries in back

\* Ordinary appearing woman, mid 30s

-Leaving shopping mall, one package and handbag

-Looking down front and back at new shoes

-Not looking around, opens car and then walks to trunk

\* Older lady hugging shopping bag up to chest

-Frightened look on face; not looking to right nor left

-Did not lock car after she entered it

-Sat in car a while, fussing with things in bag

\* Teen-ager dressed in baggy jeans

-Ear phones in ears as she keeps time to music

-Placed package on back seat, then got out and put it into trunk

-Car was left unlocked while she did the above

What did these victims have in common?

They were preoccupied  
They were not attentive to their environment

They could not identify their attackers

Handling packages, handbags, purchases, radio, keys

They were hidden by cars  
They did not look around them

Cars were left unlocked while they were inside or putting items in trunk

One last sad scenario. If you have little children or an infant. Do not return to your car, place the baby on the front seat, leave the car unlocked while you put the stroller or packages in the rear or in the trunk. Often assailants will hold a knife to an infant or child to force the mother to perform whatever acts the assailant desires. Do not make yourself vulnerable through lack of planning, that will ensure that neither your children nor you are vulnerable.

It is important to look and walk in a brisk, alert, non-victim manner. It is important to look, listen, and take precautions.

## Young Graduates



Leila Marie El Fattal graduated from Eisenhower High School in Rialto in June. Her father, is former Division 9 Operator Frank El Fattal. He wanted us to include this picture to surprise his newly graduated

daughter, and to announce that June 30 is the second anniversary of his retirement from the RTD. Frank's family, from left to right: his wife Angie, Leila Marie, Nadia, Frank, and Linda.



The son of Division 7 Operator Nathaniel Ruffin and Purchasing Department Clerk Alejandra Munoz, Quiyonte Starr Ruffin, graduated from the St. Elizabeth Day Nursery and Kindergarten to the first grade on June 1, 1990. The five-and-half year old scholar enjoys coloring, computers (A500), and he loves "Teenage Mutant Ninja Turtles."



Dan Bilco, the son of Metro Rail Construction Engineer John Bilco, graduated from St. Paul the Apostle School. Dan received the Gold Medal of Excellence in recognition of the high level of academic achievement and character development he has attained. He has also demonstrated commendable skill as an athlete, particularly in the sport of tennis. He has been invited to attend, and extended full scholarships to Brentwood High School, Harvard High School, and Loyola High School. He will attend Harvard in the fall.

## BIRTHS

Born to the daughter (Tracey Dabney) of Division 18 Operator Esther Gilmore, a son, Joseph Aaron Dabney, on June 13, 1990 in Stockton, California. Young Joseph weighed in at 4 lbs., 13 oz., and was 17 inches long. Joseph is Ms. Gilmore's second grandson. "His brother Benjamin is very delighted with the birth," said the proud grandmother.

Born to the son and daughter-in-law (Rick and Shelli Chapman) of Division 9 Operator/Part-time Schedule Checker Laura Chapman, a son, Andrew Clay Chapman, on April 7, 1990 in Arvada, Colorado. Andrew Clay weighed in at 6 lbs, 12-1/2 oz. and was 18-3/4 inches long at 6:07 a.m. Father and grandparents, Sally and Lewis Cordey of Arvada, Colorado are doing great!



Born to Division 7 Mechanic Craig G. Harden and his wife Winnetta, a Division 5 Equipment Records Specialist, a beautiful, bouncing baby girl, Neasha Louise, on June 3, 1990 in Panorama City. She weighed in at 8 lbs, 1 oz. and was 19-1/2 inches long. Also the couple celebrated their first-year wedding anniversary on the same day.

## Discount Tickets to LA County Fair

Employee Activities is now offering discount tickets to employees and their families to the 1990 Los Angeles County Fair in Pomona, scheduled for Sept. 7-30.

Tickets may be purchased during regular operating hours - 10 a.m. until 3 p.m. weekdays, or through company mail.

General admission to the Fair is \$5.50 for adults -- a savings of 50 cents on weekdays and \$2.50 on weekends from the regular \$6 and \$8 respective weekday and weekend prices.

In addition, tickets for *continued on page 37*

## Retirees Meeting Place

Dear Fellow RTD Retirees:

This is a cordial invitation inviting you and your spouse or friend to come and enjoy a pleasant reunion with some of your fellow RTD retirees.

Monthly social meetings are held on the fourth Tuesday of each month at noon in the Town Hall of the Orange Empire Railway Museum (Perris) and on the second Thursday of each month at the City of Commerce Aquatorium (Commerce) at noon.

The main purpose of each club is to provide a relaxed and comfortable environment for RTD retirees to meet and socialize. The meetings commence with a pot luck lunch. Each couple is asked to bring enough hot food or dessert to feed themselves and one additional person (sometimes we have visitors) plus your own utensils: plates, knives, forks, spoons, etc. The club will provide coffee and cups. Kitchen facilities are available enabling us to heat or reheat hot dishes. After lunch there is a discussion of old, current, and new business.

One dollar per person is collected at the entrance. Half of the proceeds are returned to some lucky members by means of a ticket raffle, the other half is used for club expenses.

We look forward to seeing you at one of our socials in the near future. There is never any pressure urging you to join the club. Come and visit, then decide for yourself. If you would like to come early,

the Town Hall and the Aquatorium are always open by 10:30 a.m.

If you have any questions, please contact any of those listed below.

Sincerely,  
Bill McGee  
Club President (Perris)  
714-929-3598

Jim Holzer  
Vice President  
714-927-7591

Joseph Stephens  
Club President  
(Commerce)  
818-284-7236

Frank Richardson  
Vice President  
619-242-8461

### DIRECTIONS Perris

From north or south on SR215 go west on 4th Street (Hwy 74) and make a

left on "A" Street and a left on Mapes Road (the first street south of the museum parking lot) and a left along a private road to the "Town Hall."

Town Hall of Orange Empire Railway Museum, 2201 A Street, Perris, CA. Commerce

Westbound on the Santa Ana Fwy: Take Washington Blvd. turnoff, then turn right on Telegraph Road, right on Washington Blvd. and at the 3rd traffic light, which is Commerce Way, turn right to the Aquatorium.

Eastbound on the Santa Ana Fwy: Take Washington Blvd. turnoff, then west on Washington Blvd. and at the 2nd traffic light, which is Commerce Way, turn right to the Aquatorium.

Commerce Aquatorium, 2535 Commerce Way, City of Commerce, CA.

## Discount Tickets to LA County Fair

...continued from page 36

children ages 6 to 12 have been discounted from \$5 on weekends and \$3.50 every day with the group sales package. Kids ages five and younger are admitted free.

Special wristbands may be purchased for the Fair carnival, providing the lowest price anywhere for a full day of rides. Wristbands purchased with group sales tickets are available for only \$7.50 and are good for admission to all Fair carnival rides.

The Fair opens at 11 a.m. Monday through Friday and at 10 a.m. on weekends. Closing time is 10 p.m. Sunday through Thursday and 11 p.m. Friday and Saturday.

The Fair is located two blocks north of the San Bernardino Freeway (10) in Pomona and is accessible from the Fairplex Drive (formerly Ganesha Blvd.), White Avenue or Garey Avenue exits.

## From R&B to Songs of Praise

...continued from page 32

and recording sessions. I leave straight from work and there are times I stay at the studio till 3 a.m. then come to work. Through the grace of God I can endure all things."

With such a heavy work week schedule, she doesn't give herself many Sundays off. She sings every third and fourth Sunday at the First AME Church, then sings at the Victory Baptist Church, and a variety of others.

On the day of the Mandela visit, Beverly was radiant in a green suit, one of the colors of the ANC flag. She

was bristling with excitement as she waited with the thousands gathered at City Hall for the arrival of Mandela. Her admiration of the man was evident in her face as she talked about him. "For a man to spend 27 years in prison for fighting for his principles, and not to be bitter. I admire that, I am a fighter too. It's a shame we can't all live as equals in this country or South Africa."

She sang a duet with Charles Mays entitled, "Holy Ghost."



# RTD GOES TO THE MOVIES

## Our Rating System

- \*\*\*\*\* - A Classic
- \*\*\*\* - Excellent; worth your time
- \*\*\* - Average; Discount tickets strongly suggested
- \*\* - Fair; has some good points, but flawed
- \* - Pathetic; Don't waste your time

**BOMB** *Frankenhooker*-I kid you not

*"Sit down beside me -- I'll tell you a story*

*Of beautiful women and men who are bold.*

*The kind of a story to help you remember*

*The wonder of childhood, before you grew old."*

Storytellers are something special and wonderful, people who give you a warm feeling inside and take you back to more innocent days. Unfortunately, in this day and age of electronic babysitters, the craft has started to vanish. That's why *Word Pictures* is such a special video. It captures a master storyteller at work, using his "old wave special effects" to weave a spell about the audience.

Taped in Chicago by WTTW, the local PBS station, the main attraction of *Word Pictures* is Mark W. Lewis. He moves with grace and feeling, bringing us into his tales. There are two stories and a couple of songs on the sixty-minute tape. The first is the shorter of the two, called "Down the Hall Behind." It tells of an old man who is dying, and how his mind wanders back down the memories of his life. It's

funny and touching, and not at all depressing, which is what the subject matter would lead you to believe. It's suitable for children, but it also doesn't talk down to the adults in the audience, who are just as enthralled.

After "Down the Hall Behind," Mark brings out Craig Coulter, who helps him with a number called "Sibling Blues." Simple tale about children who are left to be baby-sat by their older brother while the parents are out. Anyone who's ever had a brother or sister will understand exactly what's going on. Next is "Johnny Sands" an Irish tune with a typically Irish bent (I'm part Irish, so I'm allowed to say that).

The centerpiece of the evening, however, is "The Mermaid's Myth." I've heard Mark do this piece in performance before, and it's one that just seems to get better with each telling. The setting, naturally, is a sea coast town, and there are metaphors that so well define the character of the place. One of my favorites is of the women who spoon greasy children into their beds.

This myth is not the same one as "The Little Mermaid" by Hans Christian Anderson or the Disney movie. This tells the story of Delphinus, the mermaid who falls in love with him, and of Syamus (a generic term for whale lice), the villain who seeks to destroy them. There's passion, evil, and great battles, all told in careful detail.

One thing I would like parents to be aware of: just because this video is the type that would be classified as "children" or "family," that does not mean the stories are sugar-coated. There is violence in the stories, and descriptions of things that are not always pleasant. It's nowhere near as bad as anything they might have seen on television, but these are not stories that necessarily end with "and they all lived happily ever after." The stories and songs are intelligent, literate, and assume that the audience is the same.

On occasion, the camerawork becomes a little intrusive, taking you away from the performer and some of his gestures. It's nice to see that the audience is entranced, or a side angle, showing both performer and audience, but not when it interrupts the flow of the story.

For the most part, though, the video is sheer magic. This is one you will probably have a little problem finding at first, although I would say it would definitely be worth the effort of ordering a copy for yourself. The full title is *Word Pictures -- Storytelling with Mark W. Lewis*, produced by WTTW/Chicago. For parents, I highly recommend this as an alternative to afterschool cartoons. For those without children, I recommend this as a flight of fancy. And if you should ever have a chance to see Mark Lewis in performance as a storyteller, don't miss it. It's a treat for you and any children you might have with you.

**Rating: \*\*\*\*\*** **Comments:** This is a tape that doesn't really fit the norm. In addition to being a wonderful hour of pure magic,

it's a record of an art that is slowly being destroyed by our media-oriented society. Slightly difficult to find as it's done by a small company, but well worth the effort. Highly recommended.

This column came about partially because I finally found a copy of this tape (after hearing about it for months), and partially as a reaction to the new fall schedule. I won't say that I only watch the news or PBS, because I don't, but I am appalled by some of the pablum that's being handed to us.

The four networks (I'm including Fox) have scheduled 50 sitcoms for the coming season. That covers approximately a third of the prime-time viewing hours available. Some of them are worthwhile; "Murphy Brown," "Wonder Years" and "Designing Women" are some of my favorites. Most are not. And those 50 sitcoms don't include programs like "America's Funniest Home Videos."

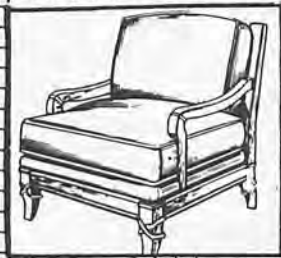
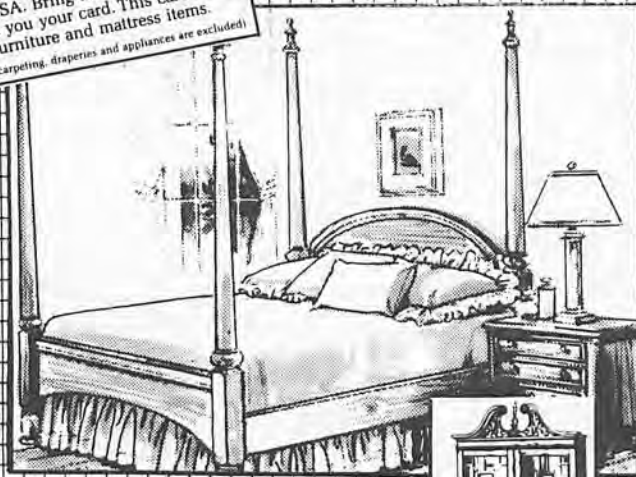
What to do about all of this? If you really want to watch television, rent a movie, perhaps something that you normally wouldn't pay six or seven bucks to see (Cineplex Odeon is now charging \$7.50 for entry). More and more video stores are stocking up on foreign or offbeat titles, so there's a good deal out there to titillate the imagination.

There's always going out to the movies, perhaps trying some of the smaller films instead of the blockbusters that are garnering all the attention. Another option is turning off the television and curling up with a good book. Be seeing you -- Carolyn Kinkead

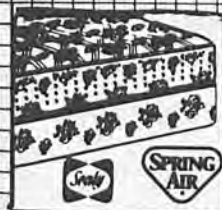
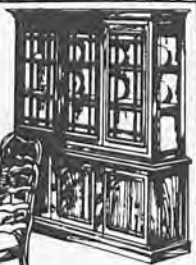
# THE OTHER MART.

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# RECREATION NEWS



Raging Waters Water Park Adults \$10.00 Child \$8.00  
(Regular Adult \$14.95 Child \$8.50)

For information on these or other products and services available through Employee Activities, please call 972-4740. Don't forget the many logo items, vitamins, stuffed animals and gift items available in our office or on the mobile center. Office hours 10-3 p.m.. Monday through Friday. Mobile Unit at designated locations 9:00 - 12:15 p.m.

## August

- 21 - Dodgers vs. Philadelphia - All-Time Card Set #5 \$7.50
- 24 - Ziggy Marley and the Melody Makers - Universal 9:00 P.M. \$24.00
- 25 - Los Lobos - Greek \$22.50
- 25 - Sept. 1 - MAGIC MOUNTAIN SPECIAL \$11.45
- 26 - Emmanuel - Universal \$27.50
- 26 - Dodgers vs. New York - Great Moments Artworks

## September

- 1 - Angels vs. Chicago - Back Pack Night \$8.50
- 1 - Julio Iglesias - Greek \$36.00
- 3 - Dodgers vs. Houston - Back Pack Night \$7.50
- 5 - Dodgers vs. Atlanta - All-Time Card Set #6 \$7.50
- 7 - L.A. County Fair (See discount tickets story)
- 7 - Sept. 30 - Frank Sinatra and Don Rickles - Greek \$50.00
- 7 - Byron Scott All Star Basketball Tournament \$25.00 tickets for \$20.50
- 8 - John Denver - Greek \$27.50
- 8 - UCLA Football vs. Oklahoma \$13.50
- 9 - Dodgers vs. San Diego \$7.50
- 21 - The Highwaymen - Willie Nelson, Johnny Cash, Waylon Jennings, Kris Kristofferson - Universal \$35.00
- 21 - Dodgers vs. San Francisco - Team Photo Night \$7.50
- 21 & 22 - Anita Baker - Greek \$34.50
- 22 - Chicago - Universal \$25.00
- 23 - Dodgers vs. San Francisco Fan Appreciation Day \$7.50
- 27 - Bonnie Raitt - Universal \$23.00
- 30 - Angels Kansas City - Fan Appreciation Day \$8.50

## Year Around Tickets - Good any day attraction is open

- Universal Studios Tour - Adults \$15.75 Children \$11.60
- Sea World Adults \$15.75 Children \$11.60
- IMAX Theatres Adults \$3.50 Children \$@.75
- Magic Mountain Adults \$16.45 Children \$11.50
- Discount Movies - Pacific Drive-In \$4.50
- Pacific Walk-In, Manns, Edwards, AMC, AVCO General \$4.00 each
- Wild Rivers Water Park Adults \$9.25 Child \$7.25 (Regular Adult \$14.95 Child \$10.95)

## Mobile Unit Schedule

August	Location	Sept.	Location
13	3	3	off
14	9	4	11
15	16	5	1
16	8	6	10
20	15	10	CMF
21	6		
22	7		
23	5		
27	18		
28	4		
29	12		
30	2		

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