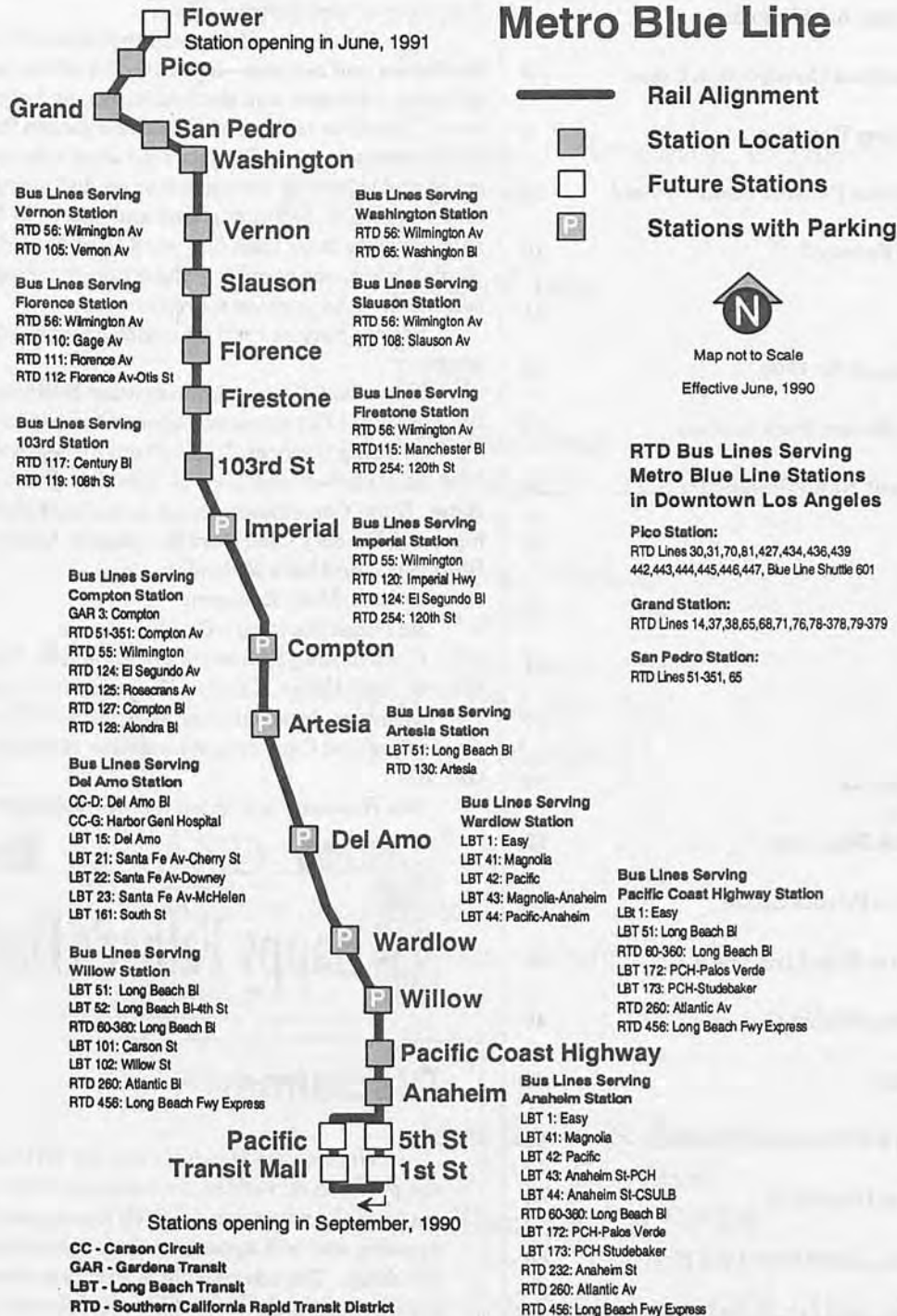


# HEADWAY



**Almost Ready To Go!**

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The *Headway* is published by the Southern California Rapid Transit District for the employees, retirees, and its friends every month. *Headway* is guided by a policy approved by the General Manager and published in the Human Resources Policy Manual. A copy is available on request.

Views and opinions contained herein do not necessarily reflect official District policy.

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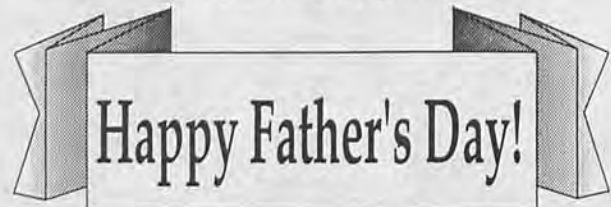
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Business Manager: Carolyn Frazier

Contributing Editors: Paul Lonquich, M.D., Sue Harvey, Axel Heller, Carolyn Kinkead, and Luanna Urie.

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RTD Board President Gordana Swanson and Southern California Gas Company Chairman Dick Farman joined Mayor Tom Bradley on April 17 to unveil the first of 10 compressed natural gas (CNG) buses to be placed into service starting April 23.

"RTD, in its commitment to meet new, stringent 1991 federal emissions standards for urban buses, is a pioneer in clean air technology and in experimenting with alternative fuels," said Mrs. Swanson. "These represent the nation's largest fleet of buses powered by natural gas."

---

*"These represent  
the nation's  
largest fleet  
of buses  
powered by  
natural gas."*

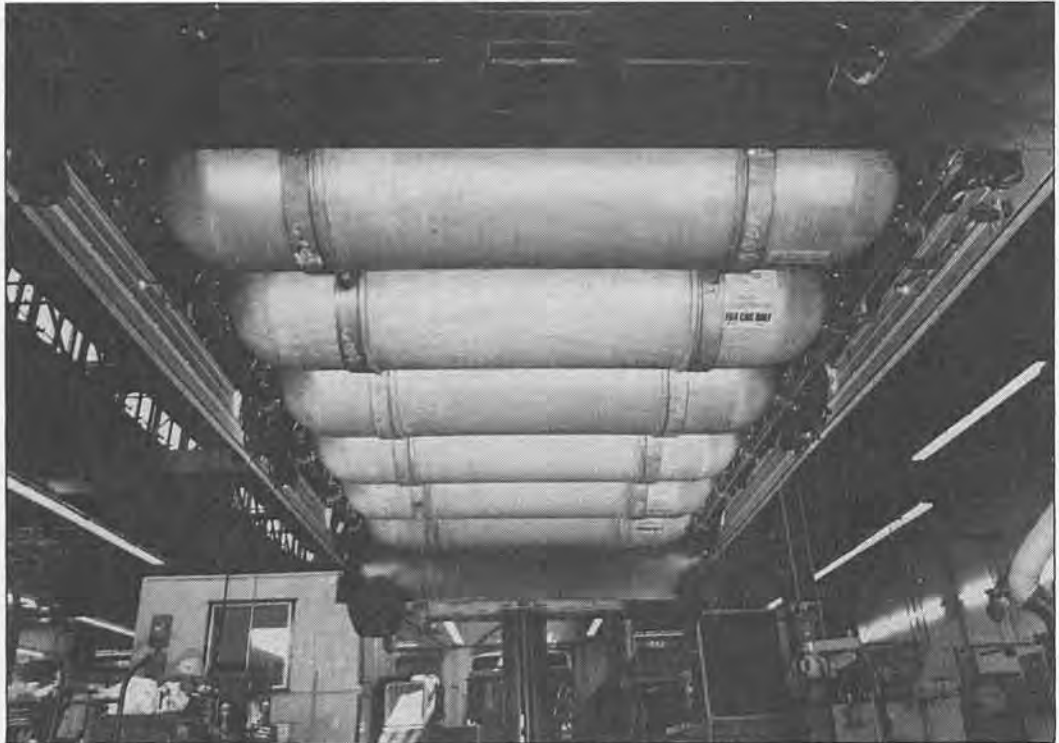
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Speaking at the CMF before policymakers, regulators, environmentalists, and others, Mrs. Swanson noted that the District will take delivery on the last of the buses by the end of this summer.

SoCalGas has been working with RTD on the development of the natural gas bus engines, which are among the first in the nation to be designed and built to run on compressed natural gas. "These buses represent a clean air breakthrough using the latest technology today," said Farman. "We're confident this

## RTD and SoCalGas Unveil the First 10 Natural Gas Buses

by Andrea Greene, News Bureau Representative



program will demonstrate the important role natural gas can play to power transit buses and improve air quality."

"Improving our air quality and relieving traffic congestion are two of the city's top priorities," said Mayor Bradley. "Natural gas powered buses will help us make great progress in meeting both of those goals."

Added Mrs. Swanson: "When compared to diesel, natural gas emits less particulate matter, or soot." In addition to the clean air benefits, "natural gas is readily available and in plentiful supply."

Built by Flxible Corporation of Delaware, Ohio, the buses have modified Cummins-L10

*continued on page 5...*

*The underside of a natural gas-powered bus, put into revenue service in Los Angeles during the latter part of April 1990, features six fuel storage cylinders which can hold 16,000 cubic feet of natural gas—equivalent to 125 gallons of diesel fuel.*



*SoCalGas Chairman Dick Farman (center) and RTD Board President Gordana Swanson receive congratulations from Mayor Tom Bradley at the RTD-SoCalGas press conference to unveil the new compressed natural gas-fueled buses.*



*One of the first CNG-powered buses to be used in Los Angeles was unveiled the first day of Earth Week in April.*

*...continued from page 4*

engines. Southwest Research Institute of San Antonio is making further modifications to six of the 10 bus engines with the goal of meeting the 1991 emissions standards. Those modifications include a spark plug system not found in a diesel bus engine.

The floor structures of the Flexible buses have been reinforced to hold six large fuel storage cylinders, each slightly larger than a 50-gallon water heater. The cylinders, which are alumi-

**“...hold enough compressed natural gas for a 400-mile operating range.”**

num-lined and fiber-glass reinforced and approved by the Department of Transportation, hold enough compressed natural gas for a 400-mile operating range.

The buses take 40-50

minutes to refuel at a temporary refueling station at RTD's Division 15 in Sun Valley. A permanent “fast” fueling station, designed by SoCalGas engineers and funded by the Urban Mass Transportation Administration, soon will begin construction.

To refuel buses, natural gas is drawn from SoCalGas pipelines fed into compressors which compress the gas to about 3,600 pounds per square inch. It is then available through dispensing units similar to a gasoline pump.

The new buses are standard 40-foot coaches

natural gas buses to the District's clean-air testing program, RTD soon will have the facts it needs to make a major decision on which fuel will be used in its next large bus procurement.

“RTD is responding to residents who demand an atmosphere unsullied by pollutants,” Mrs. Swanson said. “The results that come from these tests will dictate the clean-air solutions of the future.”

Mrs. Swanson noted that RTD began testing methanol in the spring of 1989 with the acquisition of 30 methanol-powered buses. Working closely with the



*Mayor Bradley takes his turn at the wheel of the new CNG-powered bus.*



*RTD Equipment Maintenance Director Rich Davis (left) and Alternative Fuels Manager Vince Pellegrin feel great about having done their part in making clean air a reality in Los Angeles.*



*RTD Board President Gordana Swanson and Mayor Bradley enjoy their ride on the CNG-powered bus. Apparently, there was standing room only; doesn't take long with the size of RTD's ridership.*

with seating for 44 persons and are equipped with a lift for disabled patrons.

Other features include air-conditioning, stainless steel construction, tinted windows, large, easy-to-read electronic headsigns, plastic-fabric, vandalism-resistant seating and anti-graffiti interior and exterior paint.

With the addition of

South Coast Air Quality Management District (AQMD), California Energy Commission (CEC), and the California Air Resources Board (CARB), the District is also testing Avocet (a methanol additive and ignition enhancer) and will soon test a particulate trap, which collects exhaust emissions, from a diesel bus engine.

# RTD—One of the Driving Forces Behind the Clean Air Workshop

It was no coincidence that during Earth Week the RTD agreed to act as host to the American Public Transit Association's 1990 Bus Clean Air Workshop, and on the 20th anniversary of Earth Day to roll out for revenue service the first compressed natural gas-powered bus. The District has been in the vanguard promoting alternate fuels that will help clear the air and preserve the quality of life in Southern California.

**The CMF set up space for exhibits and displays of clean fuels and related products during the workshop.**

RTD began testing methanol in the spring of 1989 with the acquisition of 30 methanol-powered buses. The District is also testing Avocet (a methanol additive and ignition enhancer) and will soon test a particulate trap, which collects exhaust emissions, from a diesel bus engine.

The three-day conference held April 17-20 at the Airport Hilton included a variety of technical sessions dealing with clean air and alternate fuels for buses and tours of RTD's methanol and



*Members of the RTD Clean Air Workshop Planning Committee, clockwise, back row: Russ Wilson, Planning; Daniel Ortiz, Operations Control; Jeff Ringsrud, Marketing; Ray Wilson, Alternate Fuels; Ken Miller, CMF; Tony Chavira, Equipment Maintenance; Paul Como, OCPM; and Ross Pool, Hazardous Materials. Middle row, clockwise: Henry Koerv, OCPM; Rick Carron, OCPM; Ben Urban, Facilities Engineering; Anne Zavala, Equipment Maintenance; and Patrick Soto, Local Government and Community Affairs. Seated: Equipment Maintenance Director Rich Davis (left), and Coordinator Ray Kunkle (right).*

compressed natural gas refueling facilities with transportation provided by RTD, of course. The CMF set up space for exhibits and displays of clean fuels and related products during the workshop.

Several RTD staff members were invited to participate as panelists at the conference. Equipment Maintenance Director Rich Davis moderated the panel on methanol. The session included Alternate Fuels Manager Vince Pelligrin detailing the District's experience. Project Engineer David Meyers covered the safety and training

issues involved with methanol.

Bus Facilities Chief Engineer Phillip Meyers attended the Facilities session, instructing the members as to the design and construction of methanol fueling facilities. Hazardous Materials Manager Ross Pool covered the reclamation of oils, antifreezes, CFC's, and solvents. Alternative Fuels Engineer Lauren Dunlap lead a discussion regarding emission testing facilities.

OCPM Director Paul Como initiated a presentation of the materials

*continued on page 7...*



*As a tour sight for the American Public Transit Association visitors, the CMF set up different clean air exhibits. One included the display of a bus involved in the Particulate Trap Project.*

**Several RTD staff members were invited to participate as panelists at the conference.**



*A cross-section of a particulate trap.*



*Equipment Maintenance Supervisor William Simpson leads visitors to the CMF on a detailed tour of the state-of-the-art facility. On their best behavior in front of company, all the CMF supervisors were drafted to serve as goodwill ambassadors during the Clean Air Workshop.*



*One of the CMF's exhibits for the conferees included a beautifully restored GMC bus, model 4801 manufactured in 1958. Senior Planner Russ Wilson was thrilled to see the vehicle No. 5193 restored to her former glory. No. 5193 was the bus Wilson used to drive when he was an operator back when he had to dodge dinosaurs.*



*Supervisor John Manning (left), Warranty and Equipment Mechanic Bryan Markey (center) and Supervisor Harold Torres (right) provided live narrative of an exhibit on the District's attempt to reclaim freon from bus air-conditioning systems so as to prevent further damage to the ozone layer.*

Roger Penske was the dinner speaker on April 19. Penske, who is chairman of Detroit Diesel, stayed over a week following the workshop to watch as his team ran in the Toyota Grand Prix of Long Beach.

RTD staff members started six weeks before the conference to get everything ready for their

guests. The effort included multi-departmental skills and cooperation. Coordinator Ray Kunkle said the planning had been exciting. "I had done this kind of large-scale logistical planning in the military. All the cooperating departments were super, real professionals," said Kunkle.

*...continued from page 6*  
handling features of RTD's automated warehouse and electronic retrieval systems.

Alternative Fuels Manager Vince Pellegrin discussed the topic of Clean Diesel Fuel, what is it today, what will it be tomorrow? Equipment Engineering Technician Dan Quigg participated on the panel

addressing particulate trap technology experiences.

Alternative Fuels Engineer Michael Marelli met with maintenance personnel from many North American transit systems discussing their experiences with compressed natural gas and liquefied petroleum gas as an alternate fuel.

Racing team owner



*The 1958 GMC bus was completely redone by the CMF mechanics and completed in April 1990. Mechanic A Ray Paniagua takes pride in the luster and sheen of the interior as he adjusts the rear door mirror.*

# District Reports Bus Facilities Construction Boom in 1980s

by Anthony Greno, News Bureau Representative

The District has constructed more new bus facilities and made more major improvements to existing bus installations than any public transit operator in the United States in the last decade.

"We can be very proud of our facility improvements," said General Manager Alan Pegg. "Additionally, the RTD has taken the lead in meeting the new requirements relating to clean air. As part of our firm commitment, we are running the largest experimental methanol-powered

---

**The District has constructed more new bus facilities than any public transit operator in the U.S....**

---

revenue fleet in the nation, and soon will begin testing compressed natural gas-powered buses."

RTD carries 1.3 million passengers daily on weekdays using a revenue fleet of 2,795 buses rolling out of 12 operating divisions in the Los Angeles metropolitan area.

Among the major bus facility improvements completed in the last decade:

- The Central Maintenance Facility which was completed in 1987. A

number of new technologies were incorporated in the design, including the automatic storage and retrieval system which uses robots to deliver parts, and the robotic bus painting system. Waste oil and antifreeze recycling, emission reduction testing, and the use of paint low in volatile organic compounds all help to make this an environmentally sound facility.

- New operating divisions were constructed in the San Fernando Valley in 1982. Division 15 in Sun Valley on Branford Street near Glenoaks Boulevard, and Division 8 is located in Chatsworth at Canoga Avenue and Nordhoff Street. At Division 15 compressed natural gas-powered buses will soon be operated from Sun Valley in a joint experiment with the Southern California Gas Company.

- Division 18, in the South Bay, was built in 1984 in Carson on West Griffith Street near Figueroa Street to meet the demand in the southern portion of the RTD service area.

- A new Division 10 was constructed also in 1984 on the site of former streetcar yards on North Mission Road in East Los Angeles. Stainless steel fuel tanks were installed in Divisions 10 and 18, allowing for possible

conversion to methanol in the future.

In addition to the new facilities, Divisions 1, 3, and 5 were refurbished making these divisions methanol-compatible. Division 1, on East Sixth Street between Central Avenue and Alameda Street, celebrated

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**A number of new technologies were incorporated in the design of CMF.**

---

its 100th anniversary in November 1989.

Opened on November 7, 1889 as an electric streetcar yard and repair shop of the Los Angeles Railway, Division 1 today is the home of RTD's 30 new methanol-powered buses, the largest such revenue fleet in the world.

Division 3, located in Cypress Park, and Division 5 in South Central, underwent major improvements including the installation of new bus washers, bus interior cleaning systems, building renovation, yard paving, and new underground storage tanks.

Other bus facility milestones include:

- The El Monte Busway Station and parking

lot originally was constructed in 1974. In 1988 a 500-car parking structure was added. The second phase is currently in progress with remodeling and expansion of the station itself.

- A new award-winning Transit Center was constructed at Parking Lot C at Los Angeles International Airport in 1984. And in 1987, the District converted the old facility at Pico-Rimpau to the modern West Los Angeles Transit Center.

"We have implemented a number of projects at various locations to help meet our obligations as good neighbors," Pegg said. Noise barrier walls have been constructed at Cypress Park Division 3, Downey Terminal on Telegraph Road, and the Long Beach Division, at West Chester Place and Fairbanks Avenue; and at the Dozier-Rowan Bus Terminal on Boyle Heights."

The District has made a number of improvements at Division 6 in Venice and Division 7 in West Hollywood to help mitigate impacts on the nearby residents. The improvements included building modifications, operational changes, and landscaping.

"Despite the significant progress we've made in the last 10 years, we cannot afford to stand still," Pegg said. "A number of challenges must be met in order to efficiently meet our obligations as the major provider of public transit in the region. That means a significant future outlay of

*continued on page 9...*



...continued from page 8

capital funds.”

Pegg provided the RTD Board of Directors with planning documents that present two scenarios: a low-growth and a desirable growth rate. “It is safe to say that the actual demand for service will fall as a minimum somewhere between the two,” Pegg said.

The clean air laws coupled with the new state and federal regulations on underground storage tanks will require the RTD to modify or replace all remaining diesel fuel storage and dispensing systems, Pegg told the Board.

***RTD is positioned to increase public mobility while using technologies which will leave the air cleaner for everyone.***

“Converting to methanol will cost between \$200,000 and \$2.5 million per division depending on the age and condition of the existing system at each location,” Pegg said. “If we convert to compressed natural gas, it will cost approximately \$2.5 million at each location for a fast-fueling facility.”

Pegg added that “these are problems we can resolve, challenges we can and will meet.” He said the RTD “is positioned to fulfill its responsibility to increase public mobility while using technologies which will leave the air cleaner for everyone.”

## Parry Appointed Scheduling Director



*Director of Scheduling & Operations Planning Stephen Parry.*

Stephen T. Parry, a 17-year veteran of the RTD, was chosen Director of Scheduling and Operations Planning.

***I consider this my primary challenge: balancing the demand for more service against the reality of less funding.***

Beginning in the Planning Department, his first job out of college, Parry quickly rose up the ranks to increasingly responsible positions to attain Manager of Operations Planning in 1981. From that vantage point, Parry was charged with the task of managing 267 bus routes covering 2,280 square miles. Today, he controls an \$8 million budget accompanied by the tough challenge of looking into a future made bleak by

an absence of any promise of dedicated funding. “People want service. With fiscal certainty we could fine-tune an operating schedule and give them what they want.

***With his characteristic quick smile and cheery tone, Parry added, “But we’ve faced worse things before and made it haven’t we?”***

I consider this my primary challenge: balancing the demand for more service against the reality of less funding.” With his characteristic quick smile and cheery tone, Parry added, “But we’ve faced worse things before and made it, haven’t we?”

In order to meet the stiff challenges, Parry is gearing up by implementing a computerized data base that will make the department’s operation more responsive and flexible in view of shifting public pressures. Parry is also optimistic that the proposed ballot initiatives (the gas tax and Proposition T) may give the District a needed fiscal pick-me-up.

Prior to his appointment, Parry most recently served as project manager for the implementation of the Metro Blue Line. Other ad hoc responsibilities included chairing the Olympics Task Force which planned, implemented,

operated, and evaluated a special system for the 1984 Summer Olympics; and serving as chair of the Papal Visit Task Force for the visit of Pope John Paul II in September of 1987.

Parry received his bachelor’s degree from Occidental College in 1972 and attained a masters in public administration from Pepperdine University. He was a member of the City of Pasadena Strategic Planning Commission from 1984 to 1986. His civic commitments have included serving as director and past chair of the board of the Pasadena Heritage, a 2000-member historic preservation society; and as president of the board of the William Stewart Young Society of Occidental College, the fund-raising group for the college, among many other civic involvements.

Parry and his wife, Jean, reside in Pasadena.

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# Non-Contract and Transit Police Pension Plans Revised

The Board of Directors approved two changes to the pension plans of Non-Contract and Transit Police employees on April 12. Employees who select the old plan, and remain employed by the District for more than 30 years, will receive an additional 1.5 percent (above 50 percent) for each year of service after 30 years. In the event the old retirement table provides a greater pension benefit than the 1.5 percent improvement, the retirement benefit table will be used to calculate the retirement benefit. Additionally, mandatory employee contributions to the pension plan will cease effective July 1, 1990 for all Non-Contract employees.

Non-Contract and Transit Police employees are encouraged to make their election to enroll in either the "old" or the "new" plan. The "old" plan retains the "30 and Out" benefit. The new plan does not have a "30 and Out" benefit, but provides an eight (8) percent improvement in the retirement tables.

Employees must complete an election form by July 1, 1990 or, by default, they will be enrolled in the "old" plan. The Personnel Department requests, to ensure accuracy, that those employees intending to remain in the old plan complete the election form.

Benefits Manager Ed Paull offered a rule of thumb for those who are still undecided as to which

plan is best for them: "If you were hired by the District at an age greater than 30 years, you will generally do better in the new plan. If you do not plan to remain employed by the District for 30 or more years, you will do better in the new plan."

For answers to questions, call Andre Hanna at extension 7174 or Ed Paull at extension 7180.

An updated comparison of employee contributions to pension plans by employee group shows that this Non-Contract benefit has increased in value:

	Current**	1990*
Non-Contract	1.0%	0%
UTU	2.5%	3.25%
ATU	2.5%	3.10%
TCU	2.5%	3.15%
Teamsters	1.0%	1.0%
Transit Police	0%	0%

\*\*Employee Contributions \*(effective July 1, 1990)

The discrepancy in contributions between the unions and the Non-Contract employee group comes as a result of the unions commitment to pay for the full cost of the "23 and Out" plan. These plans have expended significantly more dollars than originally projected by the plan's actuary. The remaining deficit to the UTU, ATU, and TCU as a result of the pay-outs totals well over \$1 million.

# Have You Claimed Your Pension?

The District offers its employees a Deferred Retirement benefit whereby vested employees can leave their pension contributions with the District at the time employment ends and receive a pension upon retirement between the ages of 55 and 65.

Many of the employees who elected this option and are now eligible for retirement have not come forward to claim their retirement benefits.

Listed at the right are the names and dates of termination of the employees who have unclaimed retirement benefits.

Raymond F. Albrecht 3-3-59  
 Arrie Albright 4-16-87  
 Theodore F. Benedict 9-15-79  
 Thomas N. Bristow 7-24-65  
 Mary K. Halliday 7-20-79  
 Welton B. King 1-11-86  
 Cornelia B. Ward 7-22-88  
 Gene A. Ward 10-26-83

If your name is listed — or if you know any of these employees, their addresses or their lawful heirs in the case of deceased employees — please contact the Pension Section of the Personnel Department immediately at (213) 972-7180.

Benefits will be paid upon receipt of proper documentation.



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### NEXT RTD RETIREMENT PLANNING SEMINAR

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 Times: 7:30 a.m. and 7:30 p.m.  
 Length of Seminar: One Hour  
 Place: 400 South Hope Street  
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 Downtown Los Angeles  
 Refreshments will be served

Parking Validation Available

To Reserve a space or for more Information

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 (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.

# COMMENDATIONS



*Division 1 Operator Amadeo Montoya was chosen the Operator of the Month for March 1990. Mr. Montoya was hired as a Bus Operator on July 21, 1972. Operator Montoya has always maintained an exceptional work record. He has not had an avoidable accident in 16 years and has earned a 17-year safe driving award. He has not had a chargeable instance of missout or absence since 1985. He has maintained the maximum merits possible for the past 10 years. He continually receives commendations from his passengers and has always been commended by his division managers for his work performance. Because of his fine record, he is a line instructor and has also earned the Outstanding Operator Award through the Operator Recognition Program for the past two years. Mr. Montoya resides in East Los Angeles with his wife of 35 years, Ida. They have 4 children and 3 grandchildren.*



*Telephone Information Operator Cynthia Farr was selected the Operator of the Month for March 1990. Ms. Farr has been with the District since August of 1986. She has established herself as a courteous and conscientious employee; a definite asset to the District as well as the Information Department. Ms. Farr also was chosen Operator of the Month for July 1987. Ms. Farr is quite proficient in her job duties, receiving numerous commendations.*



*Electronic Communications Technician Isabel Sanchez was selected the Facilities Maintenance & Operations Employee of the Month for March. Assigned to Division 9 Depot, she has been with the department for two years. In this capacity, she installs, maintains, and repairs two-way communications equipment in cars and trucks. She also repairs public address equipment and electronic headsigns in buses. She is more than willing to take on additional assignments such as employee field service training and is always ready to increase her knowledge and skill level. During the month of March, Ms. Sanchez helped to train two new field service technicians, performed inventory control, and headed a coach installation team at Division 2. Her initiative resulted in the timely completion of these projects.*

# Humongous Roadeo Planned for 1990

This year the Maintenance and Transportation Bus Roadeos will occur simultaneously, that means same time, same place for a really big show. Preliminaries will be held at Santa Anita Racetrack July 9-14 and the finals will be held July 21 from 7 a.m. to 1 p.m. also at Santa Anita.

Team coordinators for the joint event are Ray Kunkle for Equipment Maintenance and Vicki Varga for the Transportation side. The day will start with a free breakfast to all willing to get out of bed early enough. Along with the competition to view there will be several static

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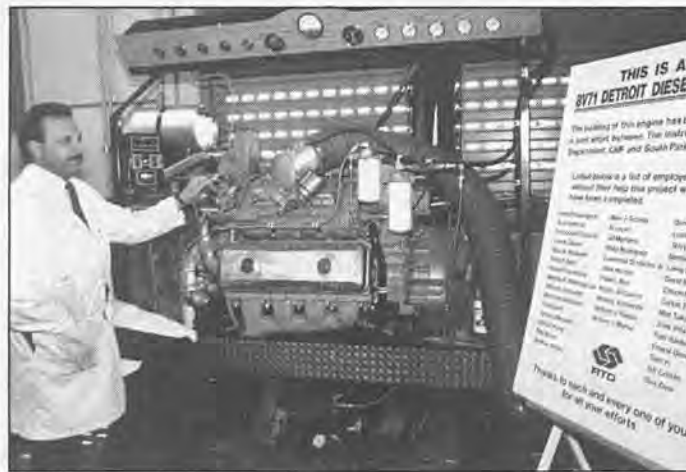
**This marks  
Maintenance's second  
interdivisional  
Roadeo  
competition.**

---

displays including a view of the District's tow trucks, double-decker buses, the Light Rail proto-type car, a methanol bus, and a Transit Police unit. There also will be other items of interest to children.

This marks Maintenance's second interdivisional Roadeo competition. The Maintenance Roadeo is open to all employees who meet the following qualifications:

1. Contestants must have worked full-time for the District for more than one year in Equipment



*Equipment Maintenance Instructor Ron Cotroneo proudly shows the self-standing engine to be used in the troubleshooting competition at the Roadeo. The engine was constructed by Maintenance instructors and employees listed on the poster.*

Maintenance as of September 30, 1989.

2. Employees that are eligible to participate include all Equipment Maintenance mechanics and service attendants.

3. Contestants must not have been involved in any accidents for one year prior to the Roadeo.

4. Contestants must have and maintain an acceptable attendance record that is within the guidelines of the current attendance policy.

5. Any employee who has been suspended as a result of disciplinary action during the past year is ineligible to participate.

The Maintenance Roadeo includes a three-part competition:

•**Power Train Defect**—Two team members are required to identify various mechanical defects for

cumulative points within a specific amount of time.

•**Vehicle Inspection**—Two team members inspect a coach for operational readiness and record all related abnormalities within a specific amount of time.

•**Driving Obstacle Course**—One team member operates a coach through an obstacle course designed with diminishing clearance, serpentine winds, sharp turns, and back-up turns. The team member is rated on safety habits and is timed through the course.

Those interested in competing should see their shop steward or division manager. Equipment Maintenance Coordinator Ray Kunkle can be reached at the CMF for more information or call extension 2-5722.

Bus Operators who are interested in competing

for the Bus Roadeo must qualify by measuring up to rigid standards that take into account past driving record and personal appearance.

In addition to successfully completing a written safety test, the operator—for a period of one year prior to the Roadeo—must have worked full-time as an operator for the District, must have no chargeable accidents, must have had no more than three unavoidable accidents, must have had no more than three missouts, and must have had no suspensions.

---

**Along  
with the  
competition  
to view  
there will be  
several static  
displays...**

---

The actual competition includes a pre-trip bus inspection, a personal appearance rating, and 11 simulated road problems designed to test a driver's ability in negotiating left and right turns, reversing-in turns, passenger stops, reaction time, and judgment.

For more information about the Bus Roadeo competition, those interested may contact their division managers or Vicki Varga at extension 6675.

# The CMF's Engine Teardown/Steam Rack Section

by Bob Parreco, Sr. Equipment Maintenance Supervisor

On behalf of the Central Maintenance Facility, it gives me great pleasure to write an article about the Engine Teardown/Steam Rack Section, which is one of the several shops that serve to support the various rebuild, refurbishing, and fabrication sections at this location. The Engine Teardown/Steam Rack is one of seven sections which form one element known as

speaking, the power plant assembly is dismantled in one day. However, the Grumman Flxible 870 usually takes part of the second day to complete. Once the power plant assembly has been completely torn down, components to be rebuilt are tagged as B/O (bad order) by the mechanic, who serves as a shipper and gasket scrapper. This



*Mechanic A Tony Rodriguez lowers a V-730 transmission onto a shipping cradle and pallet.*



*Mechanic A Mike Diaz loads a hot tank with an overhead crane. Mechanics do not usually do this work. Diaz is filling in for the service attendant who is on vacation.*

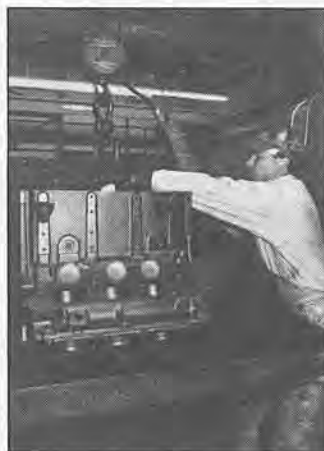
the Support Shop, headed by Senior Equipment Maintenance Supervisor Bob Parreco.

Equipment Maintenance Supervisor Ruben Gonzalez oversees the daily operation and Mechanic A Leader Gunter Kirstenpfad leads the seven mechanics and three service attendant team. On a typical day, you will see a mechanic assigned to three power plant assemblies. Generally

individual inputs commands into the DEC terminal to call for an AGV (Automated Guided Vehicle), more commonly known as a "robot." The pallet of tagged B/O parts and accompanying Material Transfer Form are then loaded on the P&D stand (pickup and delivery) awaiting the robot to take the items and place them in the CMF B/O stock section of Stores. At a later time, the production planner will

release the B/O cores and bill of material to the appropriate rebuild section as a shop order for a specified item(s) to be built.

Items not rebuilt are sent to the Steam Rack for cleaning. Jet sprayers and hot tanks charged with a caustic cleaning solution and heated to 160 degree F and 200 degree F, respec-



*Service Attendant Gerardo Gutierrez removes a 6 V92 bare short block from the jet spray washer.*

tively, are equipment used initially to remove the grime. After spending approximately 20 minutes in the cleaning cycle, the parts basket is removed by the service attendant, who

---

*Once the power plant assembly has been completely torn down, components are rebuilt.*

---

is one of the three-member team at the Steam Rack. The parts basket then goes to the steamer, where there are two service attendants who are kept busy hosing and steaming off the caustic cleaned parts, then air drying each item with compressed air. The large volume of parts that pass daily through the steam rack keeps these three individuals very busy during the eight-hour day.

Many parts having been hot-tanked and steam cleaned require gasket scraping. In addition to the shipper, who scrapes gaskets part of the day as previously mentioned, there is a mechanic who is kept busy throughout the day scraping off gasket material and preparing parts for reuse. This work is accomplished with a putty knife and orbital sander. In addition, these mechanics

*continued on page 14...*

...continued from page 13

are responsible for ensuring that the piston kits are torn down as they come into their work area.

Engine cradle build up and cylinder head teardown keeps at least one mechanic busy during the week. Depending on the backlog of items waiting to be worked, one or two mechanics may perform these functions. Prior to the mechanic building up the engine cradle and subsequent to the engine being torn down, the engine

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*The ATU members who work in this area are commended for their devotion to their work. Industrial injury is a rarity, and all employees have exemplary employee records.*

---

cradle is sent to the Weld Shop for structural inspection and repair. On completion, it is returned to the teardown mechanic, who replaces all power cables, engine mounts, and makes repairs to any brackets that may require attention. The cylinder heads are completely disassembled and the bare head core is sent to the Quality Assurance area where an inspection is made to determine if the item is rebuildable.

The ATU members who work in this area are commended for their devotion to their work. Industrial injury is a rarity, and all employees have exemplary employee records.

## Quest for Improved Public Transit Never-Ending for Rail Operations Superintendent

Greg Davy, Sr. News Bureau Representative

Unlike many who work in the public transportation world, Rail Operations Superintendent Paul O'Brien can't recall ever being crazy about buses or trains when he was growing up in Modesto.

His family would take him on occasional trips to San Francisco, where he took the obligatory cable car ride and maybe a trolley or a train now and then. BART was still just rhetoric when young Paul visited.

It wasn't until he finished his undergraduate degree in urban geography at UCLA and landed his first job in Washington, D.C., in 1976 that a career in transit suggested itself by way of a frustrating experience.

"The Metro subway system had just opened in Washington, and they were having some problems," says the trim, angular 37-year-old. "Trains would constantly be late, or not show up at all. It didn't take them long to work out the bugs, but at the time, I said to myself, 'There has to be a better way.'"

O'Brien has been pursuing a better way ever since. He speaks the same way he approaches his work: methodically and deliberately, leaving as little room as possible for misinterpretation. O'Brien is in charge of 60 employees preparing to operate \$75 million worth of rail equipment. He figures that running it successfully requires



*The last few months have been exhausting ones for Rail Operations Superintendent Paul O'Brien, 37, as the director of start-up activities for the Blue Line scheduled to begin operations July 16.*

someone who can get instructions across clearly, since the slightest miscommunication can multiply into big headaches down the line. It also needs someone who keeps one eye permanently on the clock.

"I've noticed over the years that transportation people, especially someone in operations like me, tend

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*"There has to be a better way."*

---

to be very punctual people," O'Brien observes. "Practically our whole job revolves around being on time, so it becomes second nature."

He got his first taste of transit when he served a brief stint as an RTD bus operator while attending UCLA. "I was impressed

with the vast number of places you could get to on the bus," he remembers. "I also was astounded at how little the public knew about public transportation in general."

His Washington experience whetted his transit appetite, and he returned to graduate school at Northwestern University in Evanston, Ill., to pursue a master's degree in transportation issues.

O'Brien's most effective course, however, turned out not to be on campus but in the rail yards of Chicago, where he landed a summer job through the mayor's office. That soon led to a full-time position with the Chicago Transit Authority as an operations planner.

"It was then I really began to see the impact  
*continued on page 15...*

...continued from page 14

public transportation could have on a city," O'Brien says. "It was like a graduate school of transit."

One of his most vivid memories of his early CTA days was trudging through the snow-covered rail yard at 4 a.m. with the temperature at 25 degrees below zero.

"Part of the training as a planner was learning how to run the trains," O'Brien says. "I had to fire up a vintage 1940s, 6000 series rail car and have it

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*"I also was  
astounded at how  
little the public  
knew about  
public transportation  
in general."*

---

ready to go. There was third rail with 600 volts of DC current exposed everywhere that I had to constantly watch for.

"That experience helped me appreciate even more the modern equipment and safety features going into the Blue Line here in Southern California."

After spending 4-1/2 years in Chicago, O'Brien got his first chance to direct the start-up of a new light rail service in Buffalo, N.Y. He saw it as his golden opportunity to apply what he had learned. Mindful of the birth pangs inevitable in a new system, he stayed another four years after the system had begun operating, constantly striving to

achieve and maintain a high standard of service.

When the position of Rail Operations Superintendent at the RTD opened up, O'Brien jumped at it. "It was a chance to come home and work for a transit agency we had all heard about in Buffalo as a leader in the industry," O'Brien says.

Today, O'Brien spends exhausting days gearing up for the opening of the Los Angeles to Long Beach light rail service this July.

His typical day? "There are no typical days," he says, adding that he wishes some of them were more predictable. "My day is driven completely by where we are in the start-up process."

This morning it could be discussing safety issues with instructors of Blue Line train operators; after lunch it might be overseeing the preparation of a compu-

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*"...with 600 volts of  
DC current exposed  
everywhere that  
I had to constantly  
watch for."*

---

terized signaling system for the trains. The next day he might have a series of meetings with vendors and contractors, attempting the whole time to sort out the substance from the fluff to ensure the best possible rail service.

And what does RTD's rail operations boss do in his spare time?

"Recuperate," O'Brien says wearily, looking forward to sitting down with a good book.

# SCHEDULE CHANGES



**Allen, Melvin B.**, was promoted to Bus Operator Full-Time.

**Aguayo, Carmen**, was promoted to Ticket Clerk.

**Anderson, Harold V.**, was promoted to Mechanic A Leader.

**Boyd, Jocelyn A.**, was promoted to Train Operator Part-Time.

**Burgos, Guillermo A.**, was promoted to Mechanic A Leader.

**Campos, Luis**, was promoted to Electrical Supervisor.

**Canela, Nancy D.**, was promoted to Bus Operator Full-Time.

**Castonon, Robert M.**, was promoted to Train Operator Part-Time.

**Chism, Rose Marie**, was promoted to Bus Operator Full-time.

**Clark, Curtis M.**, was promoted to Equipment Maintenance Supervisor.

**Contreras, Marco A.**, was promoted to Bus Operator Full-Time.

**Craft, Robert L.**, was promoted to Bus Operator Full-Time.

**Crawford, Sandra L.**, was promoted to Bus Operator Full-Time.

**De Alba, Alfonso**, was promoted to Mechanic B.

**Ferrero, Thomas F.**, was promoted to Mechanic A.

**Fisher, Robert L.**, was promoted to Train Operator

Part-Time.

**Galvez, Roxana I.**, was promoted to Bus Operator Full-time.

**Gomez, Efrain E.**, was promoted to Bus Operator Full-Time.

**Gomez, Roger G.**, was promoted to Mechanic A.

**Gotwetter, Harry S.**, was promoted to Mechanic A.

**Guerrero, Antonio**, was promoted to Mechanic A.

**Hamilton, Cecilia I.**, was promoted to Bus Operator Full-Time.

**Harris, Ray D.**, was promoted to Senior Public Affairs Representative.

**Heedly, Patricia A.**, was promoted to Bus Operator Full-Time.

**Hernandez, Helen B.**, was promoted to Mechanic A.

**Jiles, Lindsey L.**, was promoted to Storekeeper.

**Jones, Leslie A.**, was promoted to Bus Operator Full-Time.

**Jones, Tonya T.**, was promoted to Bus Operator Full-Time.

**Jordan, John A.**, was promoted to Utility A Leader.

**Kato, Patricia A.**, was promoted to Service Attendant Leader.

**Love, Teresa J.**, was promoted to Bus Operator Full-Time.

**Lujan, Thomas S.**, was promoted to Warranty and Equipment Mechanic.

**Malloy, Thomas M.**, was promoted to Transit Police Officer. *cont. on page 16...*

...continued from page 15

**Mason Bethards, Carol**, was promoted to Data Entry Operator.

**McGee, Emmitt**, was promoted to Warranty and Equipment Mechanic.

**McNeese, Robert**, was promoted to Service Attendant Leader.

**Micheline, Maureen A.**, was promoted to Planning Assistant.

**Noriega, Bernard**, was promoted to Equipment Records Specialist.

**Oswald, Harry C.**, was promoted to Train Operator Part-Time.

**Padilla, Patricia K.**, was promoted to Employment Manager.

**Page, Richard S.**, was promoted to Planner.

**Parry, Stephen T.**, was promoted to Director of Scheduling & Operations Planning.

**Perez, Jose E.**, was promoted to Mechanic B.

**Priest, Roger L.**, was promoted to Equipment Service Supervisor.

**Pullenza, George E.**, was promoted to Mechanic B.

**Rambo, Napoleon**, was promoted to Utility A Leader.

**Rankin, Paul A.**, was promoted to Warranty and Equipment Mechanic.

**Sabella, Andrea**, was promoted to Senior Secretary.

**Sauceda, Esteban V.**, was promoted to Mechanic A.

**Seale, Tracy E.**, was promoted to Bus Operator Full-Time.

**Senteno, Sandra C.**, was promoted to Service Attendant Leader.

**Smith, Margaret L.**, was promoted to Staff Aide.

**Soto, Brian A.**, was promoted to General Services Manager.

**Stewart, Shirley J.**, was

promoted to Information/Schedule Room Clerk.

**Stoudamire, Michele J.**, was promoted to Bus Operator Full-Time.

**Sullivan, Josephine D.**, was promoted to Bus Operator Full-Time.

**Sutherland, Dale K.**, was promoted to Warranty and Equipment Mechanic.

**Tiangco, Avelino P.**, was promoted to Bus Operator Full-Time.

**Turner, Bobbie J.**, was promoted to Bus Operator Full-Time.

**Valdes, Oscar R.**, was promoted to Bus Operator Full-Time.

**Vanegas, David**, was promoted to Utility A Leader.

**Walker, Jacqueline**, was promoted to Bus Operator Full-Time.

**Wells, Hattie D.**, was promoted to Senior Attendant.

**Witte, Richard D.**, was promoted to Staff Aide.

# SHIFTING GEARS



**Almaraz, Irene**, began with the District on August 7, 1963, retired as an Information/Schedule Room Clerk on March 22, 1990.

**Balliet, Lavona M.**, began with the District on May 16, 1979, retired as a Records Clerk on March 31, 1990.

**Bassett, Henry H.**, began with the District on September 29, 1975, retired as a Bus Operator on March 30, 1990.

**Cooper, Arnett**, began with the District on November 5, 1966, retired as a Bus Operator on March 22, 1990.

**Corey, Edward D.**, began with the District on August

5, 1982, retired as a Construction Inspector on March 31, 1990.

**Cote, Laurent E.**, began with the District on March 11, 1967, retired as a Bus Operator on March 17, 1990.

**Ford, Joseph B.**, began with the District on April 22, 1974, retired as a Bus Operator on January 22, 1990.

**Izquierdo, Alejandro**, began with the District on March 20, 1980, retired as a Janitor on March 24, 1990.

**Jackson, Lincoln**, began with the District on April 10, 1965, retired as a Bus

*continued on page 17...*



**Prelims: July 9-14**  
**Finals: July 21**  
**Santa Anita Race Track**



## IN MEMORIAM

**Ott, William D.**, began with the District on January 7, 1980, was a Material Management Systems Coordinator, passed away April 31, 1990.

**Rona, Seymour**, began with the District on February 11, 1944, was a Bus Operator, passed away March 28, 1990.

**Thomas, William J.**, began with the District on August 29, 1983, was a Production Planner, passed away on April 9, 1990.

# C PUBLIC COMMENDATIONS

## Thanks for a Job Well Done!

### Division 3201

Wood, Samuel

### Division 3203

Bethke, William

### Division 3205

Galvez, Roxana

### Division 3207

Gonzales, Daniel

Sahler, Joseph

### Division 3208

Garcia, Danny

### Division 3212

Garner, Norman

Hernandez, Arthur

### Division 3215

Chapman, Michael

### Division 3216

Everett, Debbie

### Division 3218

Pentard, Al

Thank You RTD and Norma Campbell!

I just retired from my job with the City, after 25 years of service. During all that time I rode the RTD.

When a lady, named Norma Campbell, a secretary at the CMF, learned this, she called the public relations office to see what could be done for me. What a fantastic surprise they had for me on my last day going to work.

When I boarded the 418 at 5:35 a.m., lo and behold, the bus was decorated with streamers, balloons, and a large banner across the back of the bus which read "Happy Retirement Selma." I was also

presented with a 25 year RTD service pin, my medal for riding the bus for 25 years. Everyone applauded and on we rode. By the way, we got to work on time!

Thank you RTD and Norma!

Selma Gellis

*Note: Division 8 through the cooperation of Maintenance Manager Larry Mansker and the Transportation Department also deserve credit for making the event possible.*

Dear RTD:

I am a senior citizen who rides RTD very often.

I would like to comment on the excellent, professional, courteous and kind demeanor of one of your drivers. She was a super example of what, we the riders, hope a driver would be, but very seldom get. Her name is Debbie Everett. You should be proud that you have someone of that quality on your staff.

John Kasnetsis

Dear RTD:

Congratulations to you and your driver, Arthur Hernandez. He is a very well-mannered and good driver.

I haven't enjoyed a bus ride or felt so at ease as I did while riding on bus route 260. I noticed passengers aboard the bus call the

*continued on page 18...*

## ...Shifting Gears

*...continued from page 16*

Operator on March 15, 1990. **Jones, Sandra L.**, began with the District on March 22, 1976, retired as a Bus Operator on January 24, 1990.

**Lamarca, Antonio C.**, began with the District on December 19, 1974, retired as a Bus Operator on February 18, 1990.

**Lambert, Frank H.**, began with the District on March 25, 1967, retired as a Bus Operator on March 26, 1990.

**Larson, Frank C.**, began with the District on March 17, 1960, retired as a Safety Specialist on March 30, 1990.

**Petteway, Jerry C.**, began

with the District on September 21, 1973, retired as a Bus Operator on September 22, 1989.

**Pope, Charles I.**, began with the District on March 18, 1967, retired as a Bus Operator on March 19, 1990.

**Porter, Harriet U.**, began with the District on March 12, 1973, retired as a Utility B on March 31, 1990.

**Porter, Richard**, began with the District on June 29, 1960, retired as an Equipment Maintenance Supervisor on March 31, 1990.

**Richemont, Ethel G.**, began with the District on June 28, 1951, retired as a Mail and Duplicating Clerk

on March 31, 1990.

**Rodriguez, Miguel A.**, began with the District on March 25, 1976, retired as a Bus Operator on March 26, 1990.

**Schuster, Zachary W.**, began with the District on December 18, 1978, retired as a Bus Operator on March 18, 1990.

**Stewart, Penny J.**, began with the District on February 14, 1979, retired as a Bus Operator on November 14, 1989.

**Williams, Eugene H.**, began with the District on March 28, 1960, retired as a Bus Operator on March 29, 1990.

...continued from page 14

driver by his first name, and he was very friendly to all. Art was nice to every one of us. He was very helpful to a couple of older ladies in reminding them where to get off the bus. The fact that he speaks Spanish was helpful to some of the passengers.

I talked to a couple of the passengers, who also commented about how pleasurable it was to have a driver who is concerned about his passengers. He didn't run any red lights, or sway the bus from side to side. It was a pleasure riding on the bus.

Thank you for hiring such a good employee. It is good to know that there still are people who care and make us feel safe while riding on an RTD bus.

Sincerely,  
Irma R. Ayala

Dear RTD:

I wish to bring to your attention the superior job that operator Norman Garner is performing for the District. I have had the privilege of riding with the operator on line 60 which departs Long Beach going to Los Angeles. Prior to Garner, this run on Saturday was at least ten minutes late, but with him arrival time was 99 percent on time. Truly, Garner shows a great deal of professionalism in his job from loading passengers as well as unloading. I have found Garner to be safe and courteous and dedicated; a real credit to the RTD. I hope proper acknowledgment is given him. I would like to nominate him as driver of the year.

Sincerely,  
John W. Bare

Dear RTD:

Again I write as I've often done, in praise of a driver who calls every stop as most do not. Driver Daniel Gonzales on the 10 line rings out the names with excellent enunciation. As a blind rider I depend heavily on streets being called so I don't overshoot and don't need to plague the driver with repeated questions about where we are. See that this able man gets notified of my appreciation for his work.

Sincerely,  
H.G. Burns

**Everyone  
applauded  
and on we rode.  
By the way,  
we got to  
work  
on time.**

Division 5 Operator Angel A. Horo was traveling southbound on line 40 on April 9, 1990 at 2:30 when he discovered every parent's nightmare—a child inadvertently left behind on the bus. Operator Horo called in his name and description. Two hours later with the help of the dispatcher, a field supervisor, and Transit Police Officer Sanchez and his partner, Horo personally returned the four-year-old boy to his mother. "Seeing the gratitude in the eyes of that Hispanic mother made me feel very proud of being part of Division 5, part of the RTD, part of a very effective team," said Horo.

—submitted by  
Sr. Instructor  
P. G. Smith, Division 5

## Cholesterol Screening Results

by Luanna Urie, Human Resources Analyst

Twelve divisions and CMF received cholesterol, blood pressure, and pulse screenings during the Months of January through March, 1990. The statistical results were very interesting. The Divisions with the lowest percentage of at-risk cholesterol and blood pressure screenings were Divisions 6 and CMF. The Divisions with the highest percent of at risk cholesterol and blood pressure screenings were Divisions 9 and 16. The Divisions with the most varied results were 5 and 8. Division 5 had the highest percent of high blood pressure readings, but among the lowest three of the cholesterol screenings. Division 8 had the lowest blood pressure screening results, but were third down on the list of highest cholesterol screenings percentage wise. The following table depicts this information.

Results of Blood Pressure and Cholesterol Screenings January/March 1990			
Div.	% Chol. 240+	Div.	% BP 140/90+
16	34%	5	61%
9	31%	16	49%
8	30%	9	41%
15	30%	3	34%
18	26%	12	33%
10	23%	1	32%
7	23%	18	31%
3	21%	7	31%
6	20%	15	29%
12	17%	10	26%
5	16%	CMF	26%
1	15%	6	25%
CMF	10%	8	11%

# Expert Eager to Supervise Blue Line

by Andrea Greene, News Bureau Representative

"The politicians stir things up and I take the waves," cracks the man who is Rail Facilities Superintendent for the Blue Line scheduled to begin operations next month.

And Walter "Bud" Moore is riding the waves like a pro.

"I'm no politician," the crusty ex-Chicagoan says. "Leave politics to the powers that be. Leave 800 volts of direct current and 44 miles of cable to my staff and me and I'll make certain the Blue Line trolleys run this July."

Moore was so highly thought of by his former colleagues at the Chicago Transit Authority that he

---

*"Leave politics to the powers that be... and I'll make certain the Blue Line trolleys run this July."*

---

was able to entice four of them to pull up stakes and join him on the Blue Line. Together Moore and company pool 130 years of rail experience—an extraordinary feat for a man who not only excels in electronics but who holds the North American record for spearing the largest yellow fin grouper.

But for now, deep-sea fishing in the Bahamas will have to take a back seat to the new railroad. Says an electrician who followed



Rail Facilities Superintendent Walter "Bud" Moore checks the aerial cables that will propel the Blue Line trolleys along 22 miles of track between Los Angeles and Long Beach.

Moore west, "Bud knows rail like the back of his hands. He pushes to high heaven to get what he wants."

What Moore wants is a system that has no equal.

After settling into his Cerritos house last year, the 53-year old divorcé got down to business, and is achieving exactly that. Unlike the Chicago system to which Moore gave 26 years, the Blue Line trolleys are equipped with ultra-modern features including fully automated cab signals.

Twenty-eight cars will be on the tracks at one time and in the course of one complete trip, they'll travel through 26 grade crossings and 54 street intersections. Moore likens the ride to riding a luxury car on the freeway.

"But cars pollute, and trains don't," he points out. "I'm an environmentalist and I like to contribute to the success of new technology. When I read that school children in Los Angeles have 15 percent less

lung capacity than do other kids, I decided to do everything in my power to see that more railroads are built."

Many years earlier, armed with a master's degree in mathematics, Moore provided his electrical expertise to the Chicago Transit Authority. At one point, he was responsible for 119 escalators on the system and 1,000 plus bus shelters and turnstiles. He was known as the man who could "get things back to normal" after a disruption—disruptions like the one in 1967 where a blizzard silenced 200 miles of track.

---

*"I'm an environmentalist and I like to contribute to the success of new technology. I decided to do everything in my power to see that more railroads are built."*

---

The chances of something like that happening here are remote, Moore says. Obviously, Southern California is not home to bad weather. And as for  
*continued on page 20...*

...continued from page 19

other kinds of disruptions, the electrician who stares death in the face every day because the very nature of his work requires it, says, "The Blue Line is a brand new system, whereas in Chicago, I spent the majority of my time repairing an old system on a minimal budget."

When Moore finally left CTA, he left a position supervising 200 miles of right-of-way including ballasted track, elevated structures, and subways. He had been responsible for all electrical traction power, pumps, fans, and louvers in the subways. He oversaw grade crossings and gates, as well as parking lot lighting.

Those working for Moore on the Blue Line credit his intelligence and perseverance in ensuring that the trolleys will run on track that is flawless. Not only will Moore supervise the stations, landscaping, and power on the 22-mile line, but he will do the same on all Los Angeles rail systems once they are built.

But right now, the start-up of the Blue Line is Moore's life.

"As far as I'm concerned, the July 16 opening of the Line can't come fast enough," Moore says. "Besides, if I have to wait another July before I spear another fish, I want this summer to be known as the summer my colleagues and I got the best thing in town going."

## Hanson Resigns Herself to Private Sector



Rail Activation Director Barbara Hanson accepts her personalized bus stop sign from Director of Transportation Leilia Bailey at a farewell party in her honor held April 11.

Director of Rail Activation Barbara J. Hanson resigned her position in April to pursue interests unrelated to transit in the private sector. Ms. Hanson was given a farewell party by friends and colleagues on April 11 held at Luminarias in Monterey Park.

**She was charged**

**with**

**coordinating**

**operational**

**preparedness**

**for all rail lines.**

As the rail activation chief, Ms. Hanson began her duties on February 8, 1988. She was charged with coordinating operational preparedness for all rail lines (including Metro Rail Red Line and the Light Rail Blue Line) which eventually

will be administered by the RTD. She collaborated with the RTD, Los Angeles County Transportation Commission staff, and all supporting consultants and other government agencies to accomplish a smooth rail start-up.

Ms. Hanson came to the District in 1986 to work for the Systems Design Section in Metro Rail. Previously, she worked for the Southeastern Pennsylvania Transportation

**She collaborated  
with many agencies  
for a smooth start-up.**

Authority (SEPTA) in Philadelphia where she was a member of the start-up team responsible for activating a new commuter rail tunnel, and a new airport rail line.

She plans to join her husband, Earl Peattie, in his business in Tustin.

## ATTENTION!!

### Real Estate Loans

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100% Home Improvement Loans  
Commercial Loans

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818 795-0408

# Your Guide to RTD's Metro Blue Line Train

Starting Monday, July 16, 1990, the Los Angeles Metropolitan area enters a new era in public transit service with the beginning of scheduled rail service from Long Beach to Los Angeles called the Metro Blue Line. Operated by the RTD, the Blue Line is the first of a future 150-mile rail system planned to serve major employers, stores, and activity centers throughout Los Angeles County.

An important part of using the Metro Blue Line for our customers is through connecting bus lines that will serve the stations along the rail line. We realize that our employees, our

most valuable good-will ambassadors, will probably be asked about this new service until the public becomes accustomed to using it.

The following information is designed to inform RTD employees of RTD bus lines that will connect with the Blue Line. This insert includes information on these lines' bus stop locations, hours of operation, and frequency of arrival at rail stations. Information on connecting bus lines of other public bus companies such as Long Beach Transit, Torrance Transit, Gardena Municipal Bus Lines, and the Carson circuit is also

included.

The fare on the Metro Blue Line is \$1.10 and bus transfers cost an additional 25 cents. Passengers may purchase tickets at ticket machines located at each station. On return trips, passengers pay bus operators \$1.35 and receive a rail transfer to the Blue Line.

Passengers should be referred to Neighborhood Bus Maps at each Metro Blue Line Station for the location of the nearest bus stops. In addition, they may contact the RTD or other connecting transit operators for specific bus line schedules detailing exact times that bus trips serve the Blue

Line.

Please remember that all schedule information shown below is for bus service in operation on July 16 and is subject to change without notice.

Metro-Blue Line rail service will initially operate between Pico Station (located on Flower Street just north of Pico Blvd. in downtown Los Angeles, and Anaheim Station (located on Long Beach Blvd. and Anaheim St.) in the city of Long Beach. Hours of service are: Monday - Sunday 6 a.m. to 8 p.m.

*Schedules follow on page 22.*



## RETIREMENT DECISIONS: It's Your Money. So Know Your Choices

- How can I make my money last for me and my spouse?
- Should I go with the company plan, or take my money in a lump sum distribution?
- What are some safe investment choices for my money?
- How can I guarantee the return on my retirement money?



*"As retirement was approaching we began to worry. We knew we needed some financial counseling. We went to several financial institutions and were shocked to learn of the high price for advice. Then we met Roberta and we said voila! Things began to come into focus for us just the way we wanted, thanks to Roberta"*

Carl Jones, retired operator, with his wife Sarah.

Get your questions answered and know your choices before you make your decision.

*Call for information, or to make an appointment.*

Merrill Lynch, 400 South Hope St., Suite 300, Los Angeles CA 90071  
Roberta Mitchell, Financial Consultant (213) 236-2125/(800) 937-0620 ext. 2125

## RTD's Metro Blue Line Rail Service Between Long Beach and Los Angeles

		Weekdays		Saturday	Sunday
Metro Blue Line	6-9	9-4	4-7	6-8	6-8
Hours of Operation 6 a.m. - 8 p.m. Mon-Sun	10 min.	15 min.	10 min.	15 min.	15 min.

### Pico Station Pico Blvd. - Flower St.

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				6-9	Weekdays		Nights	Saturday		Sunday	
				9-4	4-7		6-6	Nights	6-6	Nights	
30	West Pico Blvd. - East First St. - Floral Drive	RTD	24 Hours	2	3	2	4	5-7	10-40	9-30	60
31	West Pico Blvd. - East First St.	RTD	24 Hours	2	3	2	4	5-7	10-4	9-30	60
70	Los Angeles - El Monte Via Garvey Ave.	RTD	24 Hours	10	10	6-15	20-60	10-20	20-60	15-20	20-60
81	Figuroa St.	RTD	4:30 a.m. - 1:00 a.m. Mon. - Sun.	7	12	7	30-60	12-15	30-60	20-30	30-60
427	Canoga Park - Warner Center - Los Angeles Express	RTD	5 a.m. - 9:15 a.m. 3 p.m. - 7 p.m.	30	—	30	—	—	—	—	—
434	Los Angeles Santa Monica - Malibu Express	RTD	6 a.m. - 8 a.m. 4 p.m. - 6 p.m.	3 trips	—	3 trips	—	—	—	—	—

**Pico Station**

**Pico Blvd. - Flower St. ...continued**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				6-9	9-4	Weekdays		Saturday		Sunday	
				4-7	Nights	6-6	Nights	6-6	Nights		
436	Venice Blvd. - Freeway Express	RTD	4 p.m. - 6 p.m.	15-30	—	15-30	—	—	—	—	—
439	Los Angeles - LAX Center - Redondo Beach Freeway Express	RTD	5 a.m. - 12:30 a.m.	30	30-60	30	60	30-60	60	30-60	60
442	Los Angeles - Inglewood - Hawthorne Express	RTD	5:30 - 7:30 a.m. 3:30 - 6 p.m. Mon. - Fri.	10	—	12	—	—	—	—	—
443	Los Angeles - North Torrance Redondo Beach Palos Verdes Express	RTD	5:20 - 7:40 a.m. 2:30 - 5:40 p.m. Mon. - Fri.	35 am	—	30 pm	—	—	—	—	—
444	Los Angeles - West Torrance Rolling Hills - Rancho Palos Verdes Express	RTD	5 a.m. - 9 p.m. Mon. - Fri. 6 a.m. - 8 p.m. Sat., Sun.	20-30	60	20-30	45	60	60	60	60
445	San Pedro Park-N-Ride	RTD	5:50 - 7:30 a.m. 3:50 - 6 p.m. Mon. - Fri.	20 am	—	20 pm	—	—	—	—	—
446	Los Angeles - Carson - Wilmington - San Pedro via Pacific Ave. Express	RTD	24 hours	30-40	60	30-40	60	—	60	—	60
447	Los Angeles - Carson - Wilmington - San Pedro via 7th St. Express	RTD	24 hours	30-40	60	30-40	60	60	60	60	60
601	Blue Line Shuttle	RTD	6 a.m. - 8 p.m.	10	15	10	15	15	—	15	—

# Grand Station Grand Avenue - Washington Blvd.

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				6-9	9-4	Weekdays		Saturday		Sunday	
						4-7	Nights	6-6	Nights	6-6	Night
14	Beverly Blvd.	RTD	24 Hours	4	12	4	10-60	12-24	15-60	15-30	20-60
37	West Adams Blvd.	RTD	24 Hours	4	12	4	10-60	12-24	15-60	15-30	20-60
38	West Jefferson Blvd.	RTD	24 Hours	8-15	15	8-15	12-60	15	20-60	15	20-60
65	Washington Blvd. - Indiana Street - Gage Avenue	RTD	5 a.m. - 11 p.m M-F 5 a.m. - 8 p.m. Saturday 8 a.m. - 8 p.m. Sunday	10-30	30	10-30	60	40-60	—	40-60	—
76	Los Angeles - El Monte via Valley Blvd. via Main Street	RTD	5:30 a.m. - 9:30 p.m. Mon. - Sun.	12	15	10-20	—	15-20	—	20	—
78	Los Angeles - South Arcadia Via Las Tunas Drive	RTD	4 a.m. - 12 a.m. Mon. - Sun.	15-30	30	15-30	30-60	30	60	30	60
79	Los Angeles - Arcadia Via Huntington Drive	RTD	4 a.m. - 12 a.m. Mon. - Sun.	15-30	30	15-30	30-60	30	60	30	60
378	Los Angeles - South Arcadia via Las Tunas Dr. Limited	RTD	3 p.m. - 5:30 p.m. M-F	15	—	15	—	—	—	—	—
379	Los Angeles - Arcadia via Huntington Dr. Limited	RTD	3 p.m. - 5:30 p.m. M-F	15	—	15	—	—	—	—	—
68	Washington Blvd. - Brooklyn Ave. - Montebello Center Mall		4:30 a.m. - 1:30 a.m. Mon. - Sun.	8	10	8	30-60	10	30-60	15	30-60
71	Sybil Brand Institute via City Terrace Dr.		5:30 a.m. - 11:30 p.m. Mon. - Sun.	10	15	10	30-60	30	30-60	30	30-60



**San Pedro Station**  
**San Pedro St. - Washington Blvd.**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
51	Compton Ave. - Avalon Blvd. - San Pedro St. - West Seventh Street	RTD	24 Hours	4-10	10-20	4-10	15-60	5-20	10-60	20-40	30-60
65	Washington Blvd. - Indiana Street - Gage Ave.	RTD	5 a.m. - 11 p.m. M-F 5 a.m. - 8 p.m. Sat. 8 a.m. - 8 p.m. Sun.	10-30	30	10-30	60	40-60	—	40-60	—
351	San Pedro Street - Avalon Blvd. Limited	RTD	6 a.m. - 9 a.m. 3 p.m. - 6:30 p.m. M-F	12-15	—	12-15	—	—	—	—	—

**Washington Station**  
**Washington Blvd. - Long Beach Avenue**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
56	Carson - Los Angeles - via Wilmington Avenue	RTD	4 a.m. - 10 p.m. Mon. - Sun.	20	30	15	20-60	20	60	30	60
65	Washington Blvd. - Indiana Street - Gage Avenue	RTD	5 a.m. - 11 p.m. M-F 5 a.m. - 8 p.m. Sat. 8 a.m. - 8 p.m. Sun.	10-30	30	10-30	60	40-60	—	40-60	—

### Vernon Station Vernon - Long Beach Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays		Saturday		Sunday			
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
56	Carson - Los Angeles - via Wilmington Avenue	RTD	4 a.m. - 10 p.m.	2	30	15	20-60	20	60	30	60
105	Vernon Avenue - La Cienega Blvd.	RTD	24 Hours	10-12	12	10-12	15-60	15	20-60	20	20-60

### Slauson Station Slauson - Long Beach Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays		Saturday		Sunday			
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
56	Carson - Los Angeles via Wilmington Avenue	RTD	4 a.m. - 10 p.m.	20	30	15	20-60	20	60	30	60
108	Slauson Avenue	RTD	5 a.m. - 11 p.m.	8-20	20	12-15	30-60	20	15-60	20-30	20-60

## Florence Station Florence Avenue - South Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
56	Carson - Los Angeles via Wilmington Avenue	RTD	4 a.m. - 10 p.m. Mon. - Sun.	20	30	15	20-60	20	60	30	60
110	Gage Ave.- Centinela Ave. - Fox Hills Mall	RTD	5 a.m. - 10 p.m. M-F 4 a.m. - 7 p.m. Sat. 5 a.m. - 7 p.m. Sun.	10-30	20-30	30	30	30	—	30	—
111	LAX - Florence Ave. - Leffingwell Road	RTD	24 Hours	18-20	20	18-20	40-60	15-30	20-60	40	40-60
112	LAX - Florence Ave. - Otis St.	RTD	6 a.m. - 10 p.m.	30-45	60	30-45	—	60	—	60	—

## Firestone Station Firestone Blvd. - Graham Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
56	Carson - Los Angeles - via Wilmington Avenue	RTD	4 a.m. - 10 p.m.	20	30	15	20-60	20	60	30	60
115	Manchester - Firestone - Pioneer Blvds.	RTD	4 a.m. - 1 a.m.	8-15	15	12	20-30	15	15-30	20	20-30
254	120th St. - Gage Ave. - Lorena St.	RTD	4 a.m. - 8 p.m. M-F 6 a.m. - 7 p.m. Sat. 8 a.m. - 7 p.m. Sun.	30	60	30	60	45-60	—	60	—

**103rd Street Station**  
**103rd Street - Willowbrook Avenue**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes									
				6-9		9-4		Weekdays		Saturday		Sunday	
				4-7	Nights	6-6	Nights	6-6	Nights				
117	Century Blvd.	RTD	4 a.m. - 1 a.m. Mon. - Sun.	12-20	20	15	25-40	20	20-40	20	20-40		
119	108th St. - Fernwood Ave.	RTD	5:30 a.m. - 8 p.m. Mon. - Fri.	50	50	50	—	—	—	—	—		

**Imperial Station**  
**Imperial Highway - Wilmington Avenue**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes									
				6-9		9-4		Weekdays		Saturday		Sunday	
				4-7	Nights	6-6	Nights	6-6	Nights				
55	Wilmington - Compton - Downtown Los Angeles	RTD	24 Hours	4-15	12-15	4-15	20-30	12	20-30	12	30		
120	Imperial Highway	RTD	5 a.m. - 12 mid.	12-20	20	15-20	30-60	20	60	30	60		
124	El Segundo Blvd. - Santa Fe Ave.	RTD	5 a.m. - 8 p.m. Mon. - Fri.	45-60	45	60	60	—	—	—	—		
254	120th St. - Gage Ave. - Lorena St.	RTD	4 a.m. - 8 p.m. Mon. - Fri. 6 a.m. - 7 p.m. Saturday 8 a.m. - 7 p.m. Sunday	30	60	30	60	45-60	—	60	—		

# Compton Station

## Compton Blvd. - Willowbrook Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
3	Compton - South Bay	Gardena	5:50 a.m. - 6:50 p.m. Mon. - Sun.	30	30	30	—	30	—	30	—
51	Compton Avenue - Avalon Blvd. - San Pedro Street - West Seventh Street	RTD	5 a.m. - 12 a.m. Mon. - Sun.	10-15	20	15	20-60	20	30-60	45	20-60
55	Wilmington - Compton - Downtown Los Angeles	RTD	24 Hours	4-15	12-15	4-15	20-30	12	20-30	12	30
124	El Segundo Blvd. - Santa Fe Ave.	RTD	5 a.m. - 8 p.m. Mon. - Fri.	45-60	45	60	60	—	—	—	—
125	Rosecrans Ave.	RTD	5 a.m. - 8 p.m. Mon. - Sat. 6 a.m. - 8 p.m. Sunday	15-30	30	20-30	—	30	—	30	—
127	Compton Blvd. - Bellflower Blvd.	RTD	5 a.m. - 8 p.m. Mon. - Fri.	60	60	60	—	—	—	—	—
128	Alondra Blvd.	RTD	6 a.m. - 7 p.m. Mon. - Fri.	60	60	60	—	—	—	—	—
351	San Pedro Street - Avalon Blvd. Limited	RTD	6 a.m. - 9 a.m. 3 p.m. - 6:30 p.m. M-F	12-15	—	12-15	—	—	—	—	—

# Artesia Station

## Artesia Blvd. - Acacia Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
130	Artesia Blvd.	RTD	6 a.m. - 8 p.m.	60	60	60	—	60	—	60	—
51	Long Beach Blvd. - Seal Beach	Long Beach Transit	5 a.m. - 12 a.m. Mon. - Sun.	30	30	30	60	30	60	30	60

**Del Amo Station**  
**Del Amo Blvd. - Santa Fe Avenue**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes									
				6-9	9-4	Weekdays 4-7	Nights	Saturday 6-6	Nights	Sunday 6-6	Nights		
D	Del Amo Blvd.	Carson Circuit											
G	Harbor General Hospital	Carson Circuit											
15	Del Amo	Long Beach Transit	5 a.m. - 7 p.m.	35	35	35	—	35	—	35	—		
21	Santa Fe Ave. - Cherry St.	Long Beach Transit	5 a.m. - 1 a.m.	30	30	30	60	60	—	60	—		
22	Santa Fe Ave. - Downey	Long Beach Transit	5 a.m. - 7 p.m.	30	30	30	—	60	—	60	—		
23	Santa Fe Ave. - McHelen	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	60	—	60	—		
161	South Street	Long Beach Transit	5 a.m. - 7 p.m.	30	30	30	—	30	—	30	—		

# Wardlow Station

## Wardlow Rd. - Pacific Avenue

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
1	Easy Avenue	Long Beach Transit	5 a.m. - 12 a.m.	20	30	20	60	30	60	30	60
41	Magnolia	Long Beach Transit	5 a.m. - 7 p.m.	30	30	30	60	30	—	30	—
42	Pacific	Long Beach Transit	5 a.m. - 7 p.m.	30	30	30	—	30	—	30	—
43	Magnolia - Anaheim	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60
44	Pacific - Anaheim	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60



**Willow Station**  
**Willow St. - Long Beach Blvd.**

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
51	Long Beach Blvd.	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60
52	Long Beach Blvd. - 4th Street	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60
60	Long Beach Blvd. - Santa Fe Avenue	RTD	24 Hours	15	15	12-15	60	15	20-60	20	40-60
101	Carson St.	Long Beach Transit	5 a.m. - 7 p.m. Mon. - Fri. 6 a.m. - 7 p.m. Saturday 8 a.m. - 7 p.m. Sunday	30	60	30	—	30	—	30	—
102	Willow Street - Spring Street	Long Beach Transit	5 a.m. - 7 p.m. Mon. - Fri. 6 a.m. - 6 p.m. Saturday	30	30	30	—	30	—	—	—
260	Long Beach - Pasadena - Altadena via Atlantic Blvd.	RTD	4 a.m. - 9:30 p.m. Mon. - Sat. 6 a.m. - 9:30 p.m. Sunday	15-30	60	12-30	60	60	60	60	60
360	Long Beach Blvd. - Santa Fe Ave. Limited	RTD	5 a.m. - 7 a.m. 3 p.m. - 6 p.m. Mon. - Fri.	12	—	15	—	—	—	—	—
456	Long Beach Freeway Express	RTD	24 Hours	15-30	30	11-30	60	30	60	40	60

# Pacific Coast Highway Station

## Pacific Coast Highway - Long Beach Blvd.

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				6-9	9-4	Weekdays		Saturday		Sunday	
						4-7	Nights	6-6	Nights	6-6	Nights
1	Easy	Long Beach Transit	5 a.m. - 12 a.m.	20	30	30	60	30	60	30	60
51	Long Beach Blvd.	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60
60	Long Beach Blvd. - Santa Fe Avenue	RTD	24 Hours	15	15	12-15	60	15	20-60	20	40-60
172	Pacific Coast Hwy - Palos Verde	Long Beach Transit	5 a.m. - 12 a.m. Mon. - Fri. 5:30 a.m. - 12:30 a.m. Sat. - Sun.	30	30	30	60	40	—	40	—
173	Pacific Coast Hwy - Studebaker Rd.	Long Beach Transit	5 a.m. - 12 a.m. Mon. - Fri. 5:30 a.m. - 12:30 a.m. Sat. - Sun.	30	30	30	60	40	—	40	—
260	Long Beach - Pasadena - Altadena via Atlantic Ave.	RTD	4 a.m. - 9:30 p.m. Mon. - Sat. 6 a.m. - 9:30 p.m. Sunday	15-30	60	12-30	60	60	60	60	60
360	Long Beach Blvd. - Santa Fe Ave. Limited	RTD	5 a.m. - 7 a.m. 3 - 6 p.m. Mon. - Fri.	12	—	15	—	—	—	—	—
456	Long Beach Freeway Express	RTD	24 Hours	15-30	30	11-30	60	30	60	40	60

# Anaheim Station

## Anaheim Street - Long Beach Blvd.

Line No.	Line Name	Transit System	Hours of Operation	Average Frequency in Minutes							
				Weekdays				Saturday		Sunday	
				6-9	9-4	4-7	Nights	6-6	Nights	6-6	Nights
1	Easy	Long Beach Transit	5 a.m. - 12 a.m.	20	30	30	60	30	60	30	60
41	Magnolia	Long Beach Transit	5 a.m. - 7 p.m.	30	30	30	60	30	—	30	—
42	Pacific	Long Beach Transit	5 a.m. - 7 p.m.	30	30	30	—	30	—	30	—
43	Anaheim Street - Pacific Coast Hwy	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60
44	Anaheim Street - CSULB	Long Beach Transit	5 a.m. - 12 a.m.	30	30	30	60	30	60	30	60
60	Long Beach Blvd. - Santa Fe Avenue	RTD	24 Hours	15	15	12-15	60	15	20-60	20	40-60
172	Pacific Coast Hwy - Palos Verde	Long Beach Transit	5 a.m. - 12 a.m. Mon. - Fri. 5:30 a.m. - 12:30 a.m. Sat. - Sun.	30	30	30	60	40	—	40	—
173	Pacific Coast Hwy - Studebaker	Long Beach Transit	5 a.m. - 12 a.m. Mon. - Fri. 5:30 a.m. - 12:30 a.m. Sat. - Sun.	30	30	30	60	40	—	40	—
232	Long Beach - LAX	RTD	5 a.m. - 10 p.m. Mon. - Sun.	15-20	20	15-20	20-60	20-30	30-60	30	60
260	Long Beach - Pasadena - Altadena via Atlantic Ave.	RTD	4 a.m. - 9:30 p.m. Mon. - Sat. 6 a.m. - 9:30 p.m. Sun.	15-30	60	12-30	60	60	60	60	60
360	Long Beach Blvd. - Santa Fe Ave. Limited	RTD	5 a.m. - 7 a.m. 3 - 6 p.m. Mon. - Fri.	12	—	15	—	—	—	—	—
456	Long Beach Freeway Express	RTD	24 Hours	15-30	30	11-30	60	30	60	40	60

# The Support Organization Within One

Once they were called Property Maintenance, but in 1985 as part of a reorganization they were added to Facilities Maintenance and Operations and were reincarnated as the Building & Grounds Department. It is probably one of the most difficult departments to define by function because of the range of their tasks and responsibilities. They do everything from the banal—unclogging toilets—to the spectacular—setting up the 1986 Metro Rail Groundbreaking ceremony. Facilities Maintenance Assistant Director Richard Hunt referred to the department as a support organization within one. "We are responsible for getting a lot of things done that nobody really notices unless it's undone." For instance, the various craftspeople, all 85 of them in the department, do the office remodeling, painting, roof repairing, electrical work, asphaltting, locksmithing, to name just a few of their tasks, which the District requires.

"Every year we refurbish four divisions and do a lot of graffiti removal," said Hunt. An average building needs to get painted every four years. "Who else can do this job except us? The District's structures would decay rapidly without this maintenance. We are sort of invisible, only when there's a problem do people know us," he said.

Within Department 9620 there are five sections.

These five sections are managed by Gil Ochoa, supervisor II, and call South Park their home. Supervisor Richard Kovach, a District veteran of 18 years, heads up the carpenters, locksmiths, cabinetmakers, and plumbers. Marvin Frederick is a cabinetmaker in Kovach's shop. He has custom-built furniture for almost every location in the District, and built special

orders for the 1985 American Public Transit Association Convention held in Los Angeles. "I take pride in my work," said Frederick. "I don't take shortcuts or cut corners. I want to make sure that my work holds up over the years."

Locksmiths Joe Salazar and Joe Schrein assign key and lock systems to every location in the District. "Every lock



Supervisor Tai Lim (in white jacket) completes the early morning division of work assignments among the electricians in the Electrical and Air-Conditioning Shop.



Supervisor Richard Kovach pins a photo of an employee, who has not measured up to attendance standards, in a dubious place of distinction.



Project Manager Russell Meek (left) and Building & Grounds Manager Gil Ochoa (right) survey the department's tasks for the coming week.

and key begins here," said Salazar. "We install them and maintain them." "Them" includes door knobs, disks, filing cabinets, fareboxes, and vault houses. The two Joes respond to trouble calls, fix broken locks, and vandalized locks.

Marco Sanchez supervises the painters and laborers who refurbish the buildings on a regular schedule, and do the hard work of reasphaltting and laying pavements. The laborers erect chain-link fences to protect District property and do line striping at all District locations. "About 90 percent of the employees in this department have come up through the ranks, starting as helpers," said Sanchez. "They moved through different fields and became experts, multi-talented people." Sanchez started as a service attendant as did

*continued on page 37...*



*Power Sweeper Billy Strong takes his vehicle out to sweep clean one of the District's terminals.*



*Russell Meek discloses the library of training materials that are used in his skills classes. He noted that the bookcases were built and installed by the Building & Grounds cabinetmakers.*



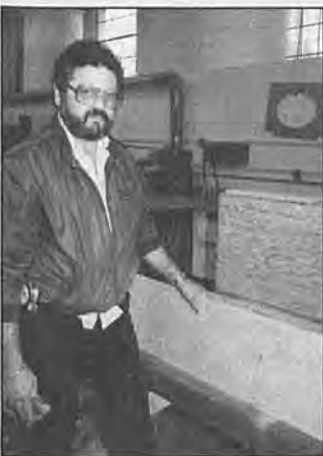
*Cabinetmaker Leader Marvin Frederick completes work on a combined desk-file-and computer set.*



*Plumber Peter Williams prepares a pipe for installation by grooving it with the requisite threads.*



*Locksmiths Joe Schrein (foreground) and Joe Salazar lead a tour of their highly organized shop containing thousands of precise parts that allow them to maintain locks and keys to every District door or container with a lock.*



*Carpenter Joe Gomez commences building a shelf for the Transit Police. Once finished, the shelf will be used to store weapons at the officers' headquarters.*

*...continued from page 36*  
Richard Kovach. "I went to night school after work and picked up locksmithing classes and other skills before I became a supervisor. There is lots of opportu-

nity here for people who want to advance," said Sanchez.

Keeping the District's facilities clean all over Southern California is one of Supervisor Milton

Pittman's formidable jobs. His crew of power sweepers move through the divisions, terminals, and layover zones like the proverbial white tornado. Other team members perform miscellaneous mechanical repair such as rebuilding fuel pumps and nozzles at the depot.

Supervisor Tai Lim delegates jobs to the department electricians and air conditioning specialists. During this time of the year, we all know this section stays mighty busy!

Project Manager Russell Meek oversees all the contracts and permits for everyday fixtures in our environment that we take so for granted, such as elevators, fire-fighting sprinklers, fire extinguishers, escalators, landscaping, and fuel disposal. Those, oh so necessary, parts of life we wouldn't want to be caught without in an emergency. "We need a permit for everything we do," said

*continued on page 38...*

## Bailey Officiates at Pasadena Women's Conference

Director of Transportation Leilia Bailey participated as a panel member at a workshop on non-traditional occupations at the 13th Annual Pasadena Women's Conference held in March. The conference was sponsored by the Pasadena Commission on the Status of Women.

Over 350 women

attended the one-day conference from cities scattered all over Southern California. Ms. Bailey received a special thanks from the Commissioner and chair of the conference, Emily Ballance. Accordingly, Ms. Bailey's workshop got excellent reviews from the participants.

...continued from page 37  
Meek. "This includes operating air compressors, elevators, fire equipment, underground tanks, industrial waste disposal, the paint booth and pressure vessel alarms. Every location has to be inspected every three months. People don't realize the coverage it takes to maintain an area from Riverside to Chatsworth," he said.

**We are responsible for getting a lot of things done that nobody else really notices unless it's undone.**

In addition, Meek is charged with training entry-level employees and preparing them to set foot on their chosen career path. The courses he teaches include math, metals, machine tools, hydraulics, plumbing, electrical, painting, safety, and troubleshooting.

"A person with no skills can come here to learn enough to become a Maintainer B, then go into on-the-job training and build his way up to Maintainer A," said Meek.

Meek opened the Los Angeles Airport Hilton as its chief engineer prior to coming to the District. Previous to that he was employed with Smith International, an oil tool company, for 25 years.

"When the toilets flush correctly most people take us for granted," said Meek. "But it is a lot of effort to make sure it all works." That's an understatement when you consider that this department within Facilities Maintenance works seven days a week and maintains two shifts at all the satellite divisions. There is an old saying: "You never appreciate what you have until it's gone." Given the scope of Building & Grounds duties, just maybe we ought to attend to the meaning of that old adage, considering the alternative.

## RTD Goes to Abilities Expo

The RTD recently participated in the Abilities Expo held in April at the Convention Center. The Expo is designed to inform physically challenged people and the elderly about services available to them.

**A bus was available to demonstrate operation of the wheelchair lift.**

District staff from the Planning Department's Special Studies Section served at the RTD's booth over the three-day conference dispensing information about accessible service lines and related topics. A



Serving the public at the RTD information booth are, from left to right: CACAT member Kim Horton and Planner Carol Silver.

bus was available to demonstrate operation of the wheelchair lift. Staff members were assisted by members of the Citizens' Advisory Committee on Accessible Transportation.



Division 1 Operator Alfred Portillo chats with physically challenged participants at the Expo after lifting them aboard his bus.

## DEPRESSION...

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

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

## RTD Bus Finds a Home at the Long Beach Children's Museum

Escorted by RTD Transit Police and directed to the Long Beach Children's Museum by the Long Beach Police Department, RTD mechanics from the CMF were able to discharge some precious cargo that should enchant the children of Long Beach for years to come.

Equipment Maintenance Supervisor George Asato from the CMF Body Shop was accompanied by mechanics Dane Sheldon, Abdul Abdou, Henry Yoneyama, Ernesto Gerardo, and Wyatt Lopez brought to the Long Beach Children's Museum the front end of a bus donated

***A five-foot segment of the bus was severed for a permanent static display for the museum.***

by the RTD. Assistant to the General Manager David Dominguez serves on the advisory board to the museum and was instrumental in persuading the RTD Board of Directors to approve the donation in January. The bus transferred was No. 7473, a 1975 Flxible that had exceeded its economic life to operate. Mechanics at the CMF Body Shop severed a five-foot segment of the bus front end for a permanent static display for the museum.

Mechanic A Abdul Abdou designed and fabricated the rack on which

the bus was hauled and devised the winch system which raised and lowered the segment. Mechanic A Sherman Atchison did the welding after Hiroshi Ochiai and Ernie Ramos cut the segment away from the rest of the body. Gary Ward and Ed Coward from the Weld Shop, and Fred Duffy and Leo Duell from the Body Shop added their expertise. Aaron Boyer, Duc Banh, and Robert Johnson performed miscellaneous body work. Sam Saucedo along with Carlos Fernandez and David Urquidi applied the decals and striping. The CMF Paint Shop including Rudy Melendez, Richard Herrera, David Hernandez, Francisco Carlos, Raymundo Carlos, Manuel Vallejos, Guillermo Burgos, and Freddy Steger accomplished the lustrous restoration. Lois Cowan and Lee Cayen did layout and design at the Sign Shop.

***Moving the bus segment into the museum wasn't child's play.***

Moving the bus segment into the museum on Long Beach Blvd. wasn't child's play. Sections of glass from the storefront had to be removed as well as the metal sashes before the bus could enter. Clearance

*continued on page 40...*



*The RTD bus display already has them lining up outside the Long Beach Children's Museum. From left to right: Long Beach Councilman Evan Anderson Braude, Long Beach City Councilman Jeff Kellogg, Museum Executive Director Liz Miramontes Kennard, George Asato, Henry Yoneyama, Abdul Abdou, Wyatt Lopez, Ernesto Gerardo, and Dane Sheldon.*



*Workmen prepare the opening for the bus' entrance.*



*CMF mechanics crank up the bus as they prepare to slide it through the opening.*

...continued from page 39

on the sides and above was extremely tight and negotiating through the opening was precarious at best. With painstaking care Asato and his men were able to squeeze the bus through after almost 45 minutes of maneuvering.

Liz Miramontes Kennard, co-founder and executive director of the children's museum was on hand to accept the bus and was thrilled. "This has been an unbelievable effort. We are so grateful to the RTD.



*With a limited clearance and no room for error, the mechanics painstakingly maneuver it in.*



*Gently wheeled in and ready to take its rightful space, looks like the kids from Long Beach finally got their RTD bus.*

**The museum's purpose is to take the unfamiliar and make it more familiar to children. Giving them the opportunity to touch these objects demystifies their world.**

This becomes our 20th standing exhibit. Our purpose is to take the unfamiliar and make it more familiar to children. Giving them the opportunity to touch these objects demystifies their world. At the same time it fosters imagination and creativity," she said.

This is the second such exhibit the RTD has donated. Several years ago the District donated a similar display to the Los Angeles Children's Museum.

## Earthquake Awareness at Division 3

by Luanna Urie, Human Resources Analyst

Manager Roy Starks and Administrative Assistant Dick Presnell decided to give employees at Division 3203, the best informational experience available on earthquake survival. To accomplish this goal, they enlisted the services of the Los Angeles Fire Department. The Fire Department will provide a series of classes to the Division over the next few months culminating in a full-scale Disaster Day simulation. When a disaster strikes the District will be involved in it on several different levels. Mr. Starks and Mr. Presnell want each individual prepared to save his own life, to know how to provide the best possible protection for his or her family, and to know how to respond to community emergencies. On April 12, 1990, the LAFD presented their first class at 3203.

**The Facts:** There is a 65 percent chance of an 8.0 magnitude earthquake within the next 17 years. In comparison, the Sylmar quake in 1971 reached an intensity of 6.4, the Whittier quake in 1987 reached an intensity of 5.9, and the San Francisco quake of 1989 reached a magnitude of 7.1 on the scale. The other, more positive facts, are that all buildings constructed since 1933 have been designed to withstand earthquakes. Buildings built prior to that date have been reinforced. The wood and

stucco houses so popular in California, hold up very well under quake conditions, and all homes built since 1940 have to be reinforced. In addition, we are constantly improving our chances of survival through preparation for a major emergency.

The best time to make preparations for an earthquake, is NOW! More and more individuals are taking

**There is a  
65 percent chance of an  
8.0 magnitude  
earthquake  
within the  
next 17 years.**

appropriate measures to ensure the health and safety of loved ones, dwellings, businesses, and pets. The Los Angeles City Fire Department (LAFD) has written a very informative booklet called "Don't ignore the need for EARTHQUAKE AND DISASTER SUPPLIES." The Los Angeles City Fire Department will supply individuals with this booklet upon request. The booklet suggests emergency supplies, information for obtaining water during a prolonged emergency, complete with diagrams, and provides an emergency questionnaire which is very useful in thinking through

*continued on page 41...*



...continued from page 40

provisions for children.

LAFD Firefighter III Rick Godinez instructed operators and drivers to slow down and pull slowly to the right when quakes occur while driving on the freeway. Also, remain inside the vehicle. Vehicles are supported on four or more rubber tires. The car provides protection from falling wires and a radio for information. Of course it would be a good idea to avoid stopping on bridges, or on or beneath overpasses.

Firefighter Godinez said to stay inside a building when an earthquake strikes. It is safer to remain inside a reinforced building, than to run outside where there is no protection from falling glass and other objects, out-of-control vehicles, falls on concrete as a result of the shaking and

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***Drivers should slow down and pull slowly to the right when quakes occur.***

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so on. Inside buildings, avoid window areas. Go under a desk, table, or chair and hang on to the furniture. If you are in a corridor, crouch against a weight-bearing wall and protect your head and neck with your arms. If you stand in a doorway, do not hold on with your fingers in the door jamb. Everything will move and your fingers may be crushed. Stay still until it is safe to walk. Have comfortable shoes and a flashlight at your work station. If you

are in a shopping mall, go into a smaller store. Avoid windows and shelves loaded with hard objects.

To protect your home, secure your water heater with straps so it doesn't collapse and start a fire from the gas line hookup.



*Division 3 Administrative Assistant Dick Presnell (left) presents LAFD Firefighter Rick A. Godinez (right) to Division 3203 staff and operators. Firefighter Godinez responded to the division's Earthquake Awareness project.*

Know where the water main is and turn it off to protect your water supply. Know where the electrical panel is located. Shut off the smaller breakers first, then the larger ones. Know where the gas meter is located and learn how to shut it off in case of leaks. It will take an adjustable wrench and about a quarter turn to close it off. Do not close off unless necessary as there could be a delay in getting it turned on again by the gas company. Shut it off only if there is a smell or sound warning of a gas leak.

It is a wise precaution to have a fire extinguisher, crowbar, and a flashlight. It is an excellent idea to have travelers' checks and some ready cash on hand. A transistor radio WITH

batteries is a good idea. The LAFD recommends storing your emergency supplies, (including 5 gallons of water per person and pet), in a plastic garbage can with wheels for portability. The Department suggests the addition of gloves, goggles,

prescription medicines, walking shoes, a wrench, and a blanket. They also suggest having more than one supply cache. Of course food, a sterno stove and sterno, a pan or two, pet food, toilet paper, matches, candles, first aid supplies, and a manual can-opener are important items to include. Do not store water containers on concrete floors.

In preparation for a quake, it is a good idea to use industrial strength velcro to secure electronic equipment and television sets. Use eye hooks to secure book cases or shelves, and small locks on cabinet doors to reduce breakage. Safety film for windows is available.

It is good to know the

Fire Department provides many levels of emergency services. The familiar shiny, red paramedic vehicle is supplemented by helicopters to provide emergency transportation for critically injured citizens. There is a Hazardous Materials Response Unit with testing and collection equipment. In addition, beneath the ground under City Hall, the

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***It is a wise precaution to have a fire extinguisher.***

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Emergency Operation Center is in place. It is the active pulse of the Emergency Response services. This area contains a communication center which is operated in 24 hour shifts. At any time, this area knows what emergencies are taking place within the Los Angeles area. Humanpower, emergency vehicles, supplies of various kinds, can be dispatched within minutes to any point within the area. Communication takes place via telephone, computer, and radio. It is quiet down there, four stories beneath the ground. People are intent on their work and seem unruffled.

A corridor which is a conduit for about 18 inches of squeezed together wires along the ceiling, as well as for the passage of people, leads to a large locked map room. This room is empty and locked unless an emergency or major disaster occurs. Then key employees to represent each city department will converge on this location. The L.A.

*continued on page 44...*

# TO YOUR HEALTH



## Diabetes..How Sweet It's Not

by Paul Lonquich, M.D.

Almost 12 million people in the United States have diabetes, but half of them don't know it. Millions are walking around not knowing they have diabetes and therefore are at great risk of developing the life-threatening consequences of untreated diabetes: blindness, stroke, kidney failure, heart disease, and even death. RTD employees first find out about their risk during their physical exam. Drivers and mechanics are "pulled from service" and advised to have a follow-up evaluation and treatment when glucose (sugar) is detected in their urine.

Diabetes knows no boundaries or limits. It is an equal opportunity disease that affects people regardless of age, sex, race, or financial status. To accurately demonstrate if diabetes is present a simple blood test, performed by your private doctor, is necessary. The new medical consensus is that anyone with a blood sugar level of 115 or higher is at risk of developing diabetes. Compared with the general population, minority groups, pregnant women, and other high risk populations are most likely to get the disease:

\*The rate of non-insulin-diabetes (type II) diagnosed diabetes in blacks is 50 to 60 percent higher

than whites and one in four black women older than 55 has diabetes;

\*The prevalence of diabetes is 13.2 percent in Puerto Ricans, 12.6 percent in Mexican-Americans, and 9.2 percent in Cubans. In contrast, the rate in whites is 6.1 percent;

\*Native Americans have the highest rate of

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*Almost  
12 million people  
in the U.S. have  
diabetes, but half  
of them do not  
know it.*

---

diabetes of any population in the world, and diabetes rates continue to increase rapidly in this population group.

\*Women who develop gestational diabetes during pregnancy are not only at greater risk of giving birth to stillborn babies but are also at high risk of developing diabetes within five to ten years after giving birth. Thirty to 40 percent of these women will develop the disease.

The American Diabetes Association conducted a survey and found that the populations at greatest risk of developing diabetes are also the ones with the lowest awareness levels of

risk factors and prevention. The survey found awareness of and testing for other blood diseases, such as high blood pressure and cholesterol, is relatively high while testing for diabetes and awareness of blood sugar levels is low. According to the study, 50 percent of Americans know their blood pressure numbers and 34 percent know their cholesterol count. In contrast, only 10 percent know their blood sugar number, which is the best indicator for diabetes.

Of the two types of diabetes, the most common—non-insulin-dependent or Type II—can often be prevented, if warning signs are detected early. If a simple blood test shows too high a blood sugar level, a diet and exercise plan can be prescribed to bring the blood sugar level within an acceptable range. For those

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*The ADA conducted  
a survey and found  
that the  
population at greatest  
risk of developing  
diabetes had the  
lowest awareness levels.*

---

patients where the disease cannot be prevented, treatment involves a diet low in calories, saturated fats and sugar, plus regular exercise. Oral medication or insulin are also sometimes needed.

Currently, insulin-dependent or Type I diabetes cannot be prevented or cured. It is treated with daily insulin injections, regular exercise, and a balanced meal plan that

limits sugar and saturated fats.

People with uncontrolled diabetes are susceptible to numerous and very serious health complications. They are twice as likely to die of coronary (heart) artery disease; can develop diabetic retinopathy, an eye disorder that causes over 5,000 new cases of adult blindness each year; are the largest victims of amputations in the United States, outside of accident cases; and are likely to develop damage to blood vessels, kidneys, and the nervous system.

The American Diabetes Association (celebrating its 50th Anniversary) is the

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*...many complications*

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nation's leading voluntary health organization supporting diabetes research and education. The Association is concerned with preventing and finding a cure for diabetes, providing information and support to the millions who have diabetes, and educating health professionals and the general public about this serious disease. They have developed the "Alert Risk Test" which is designed to help you determine if you are at risk for diabetes. Those who suspect they have diabetes should see a doctor immediately. If detected early, it can be managed throughout a lifetime. For more information call the local office of the American Diabetes Association at (213) 381-3639.

*The test follows. Add your score.*

# American Diabetes Alert

PUT YOUR HEALTH TO THE TEST

**A. American Diabetes Association.**

The following test will help you understand the symptoms and risk factors associated with diabetes. A high score does not mean you have or will have diabetes, nor does a low score mean you do not have or will not develop diabetes. Only a medical doctor can determine if you have diabetes.

Circle the points next to each statement that is true for you. Then add up your total score.

**Points Assigned**

1. I have been experiencing these symptoms on a regular basis:  
(These are the common symptoms of diabetes)
  - excessive thirst ..... 30
  - frequent urination ..... 30
  - extreme fatigue ..... 10
  - unexplained weight loss ..... 30
  - blurry vision from time to time ..... 20
2. I am over 40 years old (Risk of diabetes increases with age) ..... 10
3. My weight is equal to or above that listed in the chart ..... 20  
(Weight is a significant factor in the development of diabetes)
4. I am a woman who has had more than one baby weighing over nine pounds at birth ..... 20  
(This could be a sign of diabetes during pregnancy)
5. I am of Native American descent (Native Americans have a very high rate of diabetes) ..... 10
6. I am of Hispanic or Black descent (Hispanics and Blacks have a high rate of diabetes) ..... 10
7. I have a parent with diabetes (Diabetes tends to run in families) ..... 10
8. I have a brother or sister with diabetes ..... 20

**TOTAL**

**Scoring 30-50 points:**

If you scored 30-50 points, you probably are at low risk for diabetes. But don't just forget about it. Especially if you're over 40, overweight, or of Black, Hispanic, or Native American descent.

**What to do about it:**

Be sure you know the symptoms of diabetes. If you experience any of them, contact your doctor for further testing.

**Scoring over 50 points:**

If you scored over 50 points, you may be at high risk for diabetes. You even may already have diabetes.

**What to do about it:**

See your doctor promptly. Find out if you have diabetes. Even if you don't have diabetes, know the symptoms. If you experience any of them in the future, you should see your doctor immediately.

The American Diabetes Association urges all pregnant women to be tested for diabetes between the 24th-28th week of pregnancy.

For further information, contact your local American Diabetes Association or call 1-800-828-8293.

**WEIGHT CHART**

**MEN**

Height (Without shoes)		Weight in Pounds (Without clothing)
Feet	Inches	
5	1	133-146
5	2	137-151
5	3	140-155
5	4	144-158
5	5	148-163
5	6	152-168
5	7	157-174
5	8	162-179
5	9	167-184
5	10	172-190
5	11	176-196
6	0	181-202
6	1	186-208
6	2	192-214
6	3	198-220

**WEIGHT CHART**

**WOMEN**

Height (Without shoes)		Weight in Pounds (Without clothing)
Feet	Inches	
4	9	113-127
4	10	116-131
4	11	120-134
5	0	124-138
5	1	127-142
5	2	131-146
5	3	134-151
5	4	139-157
5	5	144-162
5	6	149-167
5	7	154-172
5	8	158-176
5	9	163-181
5	10	168-186

**Note:** These charts show weights that are 20% heavier than what is recommended for those with medium frames. If your weight falls within one of these ranges for your height, you may be at risk for developing diabetes.



2031 HOWE AVENUE, SUITE 250  
SACRAMENTO, CA 95825

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## Jason Green Goes to UCLA



*Jason Green, son of Division 15 Operator Luther Green, will attend UCLA on a football scholarship while majoring in electrical engineering/computer science this fall.*

Last February 14 was very sweet to Division 15 Operator Luther Green. That's when Luther's son, Jason, signed a national letter of intent to attend UCLA on a football scholar-

**Will attend UCLA  
on a football scholarship.**

ship. Jason attends Bishop Amat High School in La Puente where he has a 3.0 GPA and is also a member of the basketball team. Jason will major in electrical engineering/computer science when he arrives in Westwood this fall.

...continued from page 41  
Unified School District and the RTD will be represented. This center will coordinate all incoming information and outgoing instructions as to the utilization and disposal of disaster or emergency services, personnel, and vehicles.

This nerve center will respond to protect and save our city should a major emergency such as the projected earthquake occur. The mayor will be on hand to make decisions. Other important, experienced authorities will arrive to assist with decisions and instructions. With the assistance of modern technology, each city fire fighter and policeman, will be located and tracked. The location of each emergency vehicle will be known at all times. Areas hardest hit will receive the most services, first. During

normal working hours, this center will be operational within 7 to 8 minutes. Night shifts will begin operations almost as soon since the dispatch center works on 24 hour shifts. It is reassuring to know this center exists in such readiness.

Please do your share

**Beneath the ground  
under  
City Hall,  
the Emergency  
Operation Center  
is in place.**

to make your home safe, your family aware so each member of your family knows what to do in the event of a major quake. Be safe. Be prepared.

# HOT NEWS

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# Physically Challenged Give the Blue Line a Test Run

The 22-mile Metro Blue Line has been designed to be one of the most accessible rail transit lines in the country. On March 28 a sizable group of elderly and physically challenged members of RTD's Citizens' Advisory Committee on Accessible Transportation (CACAT) and the Los Angeles County Transportation Commission's Elderly and Disabled Technical Advisory Committee (EDTAC) embarked on the light rail vehicles to see if it, in fact, lives up to its publicity.

All stations, facilities, rail vehicles, and park-and-ride lots have built-in features to service the special needs of these groups.

After disembarking from the RTD buses with the help of the lifts, the wheel-chair passengers tried out the entrances to the stations, which are constructed as low-sloping sidewalks rather than steep ramps. The low slopes make it easy to walk or maneuver a wheelchair onto the station platform. The handrails along the sloping



*Ready for a ride on the light rail to test its accessibility at the Wardlow Station, are from left to right: Maggie Cervantes, liaison to the LA City Department of Transportation from the City Accounting Office, RTD Accessible Service Project Manager Anne McLachlan-Huck, Kim Horton, RTD CACAT member, Rita Vega-Acevedo, LACTC Local Assistance Analyst, and Jeff Cressy, chair of the LACTC's Elderly and Disabled Technical Advisory Committee.*



*RTD's CACAT members, Kim and Randy Horton found it comfy and cozy after flipping the seats to accommodate their wheelchairs.*

sidewalks feature vertical bars that are easy for someone in a wheelchair to grip.

Because the stations are barrier-free, that is, there are no turnstiles or

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***Built-in features to service the special needs of these groups.***

---

gates to pass through, many passengers traveled quickly up the ramp. The rail car doors open at the exact level of the station platforms so passengers made a fairly smooth transition from the platforms into the vehicles. Many wheelchair passengers found it was easier to

back into the cars, thus allowing the larger back wheels to negotiate the center of gravity rather than the smaller front wheel tires.

Once on board, wheelchair patrons used the space for wheelchairs near the doorway at each end. The space enlarges to accommodate more disabled passengers by the inclusion of two flip seats. There are no tie-downs so wheelchair passengers are advised to hold onto railings in the event of sudden stops. The vehicle doors have chimes to alert the blind that the doors are closing.

Following the smooth ride, most of the passengers reported a favorable review of the system. Others made reasonable suggestions to improve what appears to be a most accessible system.

# Letters to the Editor

Dear Editor:

I have been an operator now four months with the District. I was very concerned and worried my first day at El Monte basic. I still remember when an instructor came to me and said: "You're driving today." My past employment has been in law enforcement. I have a lot of school and training behind me. At this time I would like to say that the District has one of the best Instruction programs that I have attended.

Your first day you say, "No way can I drive this thing." Then a few days pass and you're driving this big thing due to your instructors at basic. Now comes your first day at the division with division instruction and Line Instructors. They all work hard to help teach, groom, and polish you. And, before you know it you are an RTD operator, one of the best.

The Instruction Department no doubt is the blood line to a safe and

successful operator for RTD. Thanks to Instruction for my new and safe career.

Henry F. Rodriguez  
Division 3208

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*The Instruction*

*Department*

*no doubt is the  
blood line to a safe  
and successful  
operator for RTD.*

*Thanks to*

*Instruction*

*for my new  
and safe career.*

---

others about such an oversight.

I do not have a working typewriter, and Joe Lafond knows much more about his and Tom Brown's early days as a "switcher" to start out, not what this brief few lines stated.

It hurts me also to receive the *Headway* so far past any happenings regarding the RTD, etc. Joe Coates was also on the "memoriam" list—another fellow I knew during our PCC streetcar days at Division 20 and later on buses. He was a badly wounded Marine during WWII, shrapnel sliced through his face, mouth, and not a word about him either! There's room in *Headway* if some of the other (yawn!) pages of every person "moving up"—!!

When I die, you can't mention it at all—prefer it that way.

B. Goddard  
Glendale, Calif.

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*Tom Brown  
had a  
long career  
with this  
company and  
its predecessors.*

---

*Editor's Note: Our apologies for the distress we caused you having reported Mr. Thomas R. Brown as a Division Supervisor. Going back through the old index files kept in the Personnel Department, I found that Mr. Brown had in fact retired as Transportation Superintendent in 1977. He*  
*continued on page 47...*

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## RTD's Archivist

by Dorothy Gray, Librarian

About a year ago I was browsing through the materials stacked in the archives to generally familiarize myself with our holdings in anticipation of reference queries about the contents of the collection. I came across several trust deeds of the Los Angeles Consolidated Electric Railway Company and other documents of the Main and Fifth Street Railway Syndicate of Los Angeles. These were original deeds and documents dating back to 1891 through 1898. It seemed immediately necessary to organize these materials and preserve them. I set out to develop a procedure for conservation and preservation of the SCRTD transportation archival collection. To date we have catalogued 750 documents and accessioned



*Librarian Dorothy Gray at work among the stacks of her SCRTD and its predecessors collection that dates back to 1891.*

about 1,500 photographs. The collection is kept in a separate room located in the RTD Library on the fifth floor of the Headquarters Building.

Dear Editor:

I was very saddened to see Thomas R. Brown listed "In Memoriam" in the April issue. I had known him since the first month on the job with LATL (1951) at which time he was a clerk at Division 5 (54th and Van Ness).

I felt even worse when I saw the uncalled-for mistake as to his beginnings with LARy!

I talked with Joseph Lafond, who is also retired, as I am, and he said, "yes, they (Headway) sure left out a LOT about Tom Brown! But yet, on page 7 of the April *Headway* is a full-page story on a Mr. Bradford!! [Cornelius Bradford]

How can this be? Tom Brown had a long career with this company and its predecessors. You will be hearing from Joe Lafond for sure, and maybe a lot of

...continued from page 46  
 did begin with the RTD's predecessor LARy as a motorman. The information used as text for the In Memoriam column comes from a weekly report that is fairly sparse of information. Retirees in the past complained that there was not enough information supplied to accurately identify old friends who may have passed away. We have tried to correct this by asking clerks to research the files for the last known position of the decedent. We will revise the format to make that clearer to our readers.

It is not possible to run a full-page story of every employee who passes away during a given month. We ran the story of Cornelius Bradford because it was written by an RTD employee about her bus operator and friend. We think it is good policy to impress on our readers, many of whom are operators, the kind of influence they can achieve with the public and the goodwill they can create among their customers like Nancy Spear. Ms. Spear's tribute to Mr. Bradford was beautifully written and contributed to by Mrs. Bradford. We would appreciate receiving a written submission from you about Mr. Brown or any other RTD friend you would be willing to share with us.

Dear Editor:

I would like for you to send me a copy of the April Headway. I did not receive one this month. I always look forward to receiving the Headway. Recently, I received a call from Betty

Goddard, last week telling me that Tom Brown had passed away. She and I have remained good friends over all the years. She was somewhat disturbed, as the reference in Headway stated he was a supervisor. At retirement he was a manager, he also had been a driver, streetcar operator, and part-time switchman. After WWII in 1946 and 1947, he worked as a flagman with the track repair crew at night. I'm probably the only one that remembers him working on

**We would appreciate  
 receiving a  
 written submission  
 about any RTD  
 friend you would be  
 willing to  
 share with us.**

the night crew. He worked for years as a clerk, now known as a dispatcher.

The last that I recall is that he was a manager of Division 6. He may have gone to some other job with the company, as I retired before him. I really don't recall when Tom began with the company. I believe he may have been in the service during the war and started April 6, 1943, then went into the service shortly after that. I returned in February 1946. Tom was at Division 5 on my return. He always was a likeable person to everyone who knew him. Thank you.

Sincerely,  
 Joseph J. Lafond  
 P.S. See that I get my copy of Headway.

## Recent Retirees



### **Bernard Mulder**

*CMF Mechanic A Bernard G. Mulder retired from service after 14 years with the District on March 31, 1990. Mr. Mulder was presented with a commemorative plaque by Equipment Maintenance Supervisor William Simpson (left).*

### **James Devers**

Division 12 TOS James Devers retired from the RTD on April 20, 1990 after 34 years of service. Mr. Devers joined the Los Angeles Transit Lines as an operator in 1956. He was a line instructor/operator at the old Division 4 located at Venice and La Brea. On attaining full instructor status in 1972, Mr. Devers served Division 7, Division 18, and Division 3 before becoming a senior instructor at Division 12. Over his many years of service, Mr. Devers said the most significant change he observed was the reclassification of supervisor. "Now everyone is a TOS. The depart-

*continued on page 48...*



*Division 12 TOS James Devers and his wife, Elaine, are presented with their own personalized RTD bus stop sign and a 30-year Safe Performance ring by Division 12 Transportation Manager Eugene Hamilton.*

...continued from page 47

ments are merging. For so many years we've worked as separate departments. Now this opens it up to younger people. Before you went through the chain of command. There aren't too many of us around who have worked for 34 years." Of his own individual performance, Mr. Devers cited his most significant accomplishment: "I never had a missout in 34 years."

For Mr. Devers teaching was a challenge he enjoyed. "I remember Art Leahy was in my basic instruction class 19 years ago. I guess he didn't do so badly by me," he chuckled. "It was a rewarding experience. It had to have been, after all I stayed here 34 years, didn't I?" Assistant General Manager for Operations Art Leahy remembers Mr. Devers as a demanding instructor. "All his students were successful," said Leahy at a luncheon held at Division 12 on April 20.

As a retiree, Mr. Devers has plans to take on a new career as convention director for his fraternal organization, the Free Masons. Mr. Devers is a 33rd degree Mason, the highest degree attainable in the organization. He will be responsible for the territories of California and Hawaii. "Before I do anything, I just want to rest up for a while and pick up the pieces," he said.

A dinner-dance to celebrate his departure was held at the Los Angeles Airport Marriott Hotel on April 21.

#### Eugene H. Williams

Division 1 Operator Eugene Williams retired 30 years from the exact date he was hired on March 28, 1990. Mr. Williams distinguished himself as an Outstanding Operator while in service. At his retirement party, the Division served up a roasted pig, which Mr. Williams is attempting to carve as his active operator friends look on. Mr. Williams now hopes to indulge in his favorite sports which include hunting and fishing.



Eugene Williams serves up dinner at his retirement luncheon held at Division 1 on March 28.

## Axel's Green Thumb

### Turf Management

A well maintained lawn adds value to your property. This month I will explain how to get the most out of your lawn. So, how do we maintain a healthy lawn?

Believe it or not, your lawn requires the greatest amount of water and nutrients for the area covered than any other plant in a landscape. The root system is very shallow, about 3 inches, so an application of water is required on a regular basis to support a large leaf-to-root area. Grass requires a regular application of fertilizers, especially nitrogen, because every week the lawn is mowed and the clippings are removed. The green clippings represent lost nitrogen. One way to reduce the amount of fertilizer applied is to leave the clippings on the lawn, (I know that it looks unsightly). This will also benefit the soil by returning organic material back to it thereby improving its texture with improved water and nutrient retention. Steer manure is normally applied in the spring (when it is on sale); the nitrogen quantity is low, but it is the organic material that is the most beneficial.

One of the things to consider is the mowing height. Set the mower no lower than 2 inches for cutting height. The best level is 3 inches (normally the highest level of adjustment on the mower). This is the best level especially during drought conditions

(we are in our seventh year of drought already), the soil is shaded more and the root system will be able to go deeper. An added benefit to "tall" grass is that weed seeds are shaded and do not develop as readily.

Many people believe that a thick cushion on a lawn is desirable. For the lawn this is an unhealthy situation and it is a haven for insects and diseases. This cushion is known as thatch, and it is caused by several different factors. Thatch is a thick growth of the grass growing on top of

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---

each layer with the bottom layers dying out because of shade; it is this accumulation of the dead material that exceeds the decomposition rate that becomes thatch. The roots develop and become entwined in this soft cushy layer instead of the soil. The roots and plant do not benefit from the water and nutrient retention capabilities of the soil, and this can create a "hard pan" in the soil, thereby creating a situation that stresses the plant and makes it more susceptible to diseases. This thatch layer also harbors many different

*continued on page 49...*



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insects that will destroy your lawn.

The common method that is used to reduce thatch is to use a mower called a vertical mower, nicknamed a 'verticutter.' This device cuts the grass in an up/down motion thinning the grass layers. (Your normal mower cuts only across the top). Because this equipment can be expensive and used very

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*A 'verticutter'*

*cuts grass*

*in an*

*up/down motion*

*thinning the*

*grass layers.*

*Verticutting is*

*normally*

*done in the*

*spring and*

*fall.*

---

little by the homeowner, you could rent it. Verticutting is normally done in the spring and in the fall. Large turf areas such as parks, play fields, and golf courses do this on a regular basis, because their business is turf.

Another problem that can occur is soil becoming compacted thus creating a hard pan. This normally can be seen where there is a lot of foot travel or even vehicle travel. An aerator can reduce soil compaction and there are several types available. Some examples are: coring, which leaves small cores of soil on the

lawn surface; slicing, which cuts a slice or groove deep into the soil — about 4 inches; spiking is similar to slicing but it isn't as deep. What these machines are actually doing to the soil is breaking up or loosening the layers that have developed to allow air and water to penetrate more readily. If there is any soil that is moved to the top of the lawn it becomes an added benefit called topdressing.

Topdressing is soil added to the lawn surface to help reduce thatch build-up by improving the micro-environment, providing a better contact between soil

and thatch. Topdressing also fills in the low areas in the lawn. When topdressing, add soil no more than 1/8" deep at a time to prevent the grass from becoming buried.

A healthy lawn requires a healthy soil. By using insecticides, weed killers, and even chemical fertilizers will create an unhealthy situation and they can do more harm than good. Chemical fertilizer will promote rapid growth and this could increase thatch build-up, increasing the work required to maintain the lawn area. Using more organic material

such as grass clippings, steer manure, and "recycled" leaves from a compost pile will greatly improve the soil condition, no matter what type of soil you have. With a little work you will have the best lawn in the neighborhood.

Next month we will cover several different types of irrigation systems that are available.

---

*Axel Heller has a Bachelor of Science degree in Park Administration / Ornamental Horticulture from Cal Poly, Pomona.*

## EARN \$500 OR \$1,000 IN YOUR SPARE TIME!

You will receive \$500 or \$1,000 guaranteed just by helping your friends get jobs at RTD. The odds of receiving this cash is a lot better than trying to win the lottery! Candidates for certain District positions are in such high demand that we will pay you to help in the job search.

Currently the following positions are eligible for finder's fees:

**Transit Police Officer (\$500), Systems Project Leader (\$1,000), Systems Programmer (\$1,000), Programmer Analyst (\$1,000), and Senior Programmer Analyst (\$1,000).**

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

"So," you ask, "when do I pick up my check?" It's easy! Come to or call the Employment Office (Headquarters Building, 2nd Floor, ext. 7153) and ask for an application, job bulletin, and referral slip. Have your friend fill out the application, you complete the referral slip and attach it to the application; then make sure your friend turns in the application before the closing date. It's that easy! You receive your check after your friend has completed 90 days of service.

**BUT WAIT, THERE'S MORE!** There is no limit to the amount of money you can receive. You receive the bonus for each position filled. So, **COME ON DOWN** to the Employment Office, and start dreaming of how you're going to spend all that extra cash!

## Dana Maye Crowned Miss City of Inglewood



*Miss City of Inglewood Dana Maye.*

Dana Maye, the daughter of TOS Walter Maye, was chosen Miss City of Inglewood 1990-91 and won over \$2,500 in scholarship prizes.

A graduating senior from Westchester High School, Ms. Maye is now the

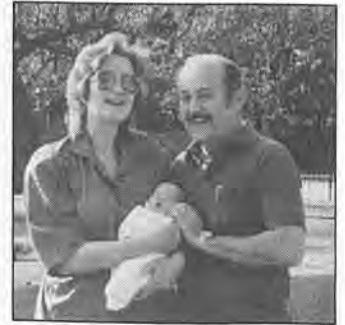
official hostess for the City of Inglewood and is available to make appearances at functions such as grand openings, banquets, and special meetings. The Miss City of Inglewood Scholarship Pageant Organization is sponsored by the Kiwanis Club of Imperial Crenshaw, and sanctioned by the Mayor and City Council as well as the Inglewood/Airport Area Chamber of Commerce.

Ms. Maye performed a modern dance routine in the talent competition, which accounted for 40 percent of the judging criteria. She will represent the City of Inglewood in the state finals for the Miss California Pageant in San Diego. If she wins the upcoming state finals, she goes on to the Miss America Pageant.

## BIRTHS

Jon and Patty Pergl of Fontana are proud to announce the birth of their 8 lb., 6-1/2 oz. daughter, Brittany Jo, on March 3, 1990, at 3:42 p.m. at Kaiser Foundation Hospital of Fontana. The proud grandparents are Joe and Carolyn Pergl of La Puente and Orville and Martha Steenbock of Fontana. Steenbock is a Mechanic A at Division 10.

Born to Division 7 Operator Joseph D. Sahler and his wife, Sue, a son, David Darby, on January 15, 1990 in Claremont. David weighed in at 7 lb., 4 oz.



*The proud Sahler parents, Sue and Joseph, with their newborn son, David.*

Born to Division 7 Operator Rich Lopez and his wife, Rosaura, a son, Domenic Sebastian, on March 28, 1990. Domenic weighed in at 7 lb., 14 oz.

## 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

**The main purpose  
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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

*continued on page 51...*

# Disney World Trip Brings You into the Disney Decade

The Disney Decade of growth and expansion has begun at the Walt Disney World Resort with the opening of Star Tours in the Disney-MGM Studios Theme Park. This thrilling space adventure takes travelers on a wild intergalactic trip based on the "Star War" films.

The Disney Decade continues this summer with five other new shows premiering at the Disney-MGM Studios Theme Park. "Here Come the Muppets" is a musical stage and screen spectacular featuring Disney characters hosting the Muppets. The Magnificent Muppets All-Star Parade will hit Hollywood Boulevard each day with curbside capers in a rolling parade of lovable lunacy.

The "Dick Tracy Musical Revue" will be staged five times daily in the Theater of the Stars on Hollywood Boulevard. Every day guests will be able to take part in the fun of a new version of "Let's Make a Deal," the television game show classic being produced for airing on NBC-TV.

"Disney Channel Auditions" is an entirely new kind of audience participation show where you not only will watch auditions in progress but will have a chance to show your own talents. The winning "screen test" each day will be shown on the Disney Channel.

In the Magic Kingdom, two new live shows will also open this summer. "Mouseketeer Music Blast" is a live stage show in the Tomor-



rowland Theater featuring the host music of the "The New Mickey Mouse Club" seen on the Disney Channel. The "Disney Afternoon" is a new character show inspired by the smash hit "Disney Afternoon" show—"Chip n' Dale's Rescue Rangers," "Ducktales," and "Talespin."

You can experience the Disney Decade by joining our special employee group trip. Included in your trip is admission to the

Magic Kingdom Park, Epcot Center, and Disney-MGM Studios Theme Park, plus beautiful Walt Disney World Resort accommodations and dining. Don't miss this fabulous trip. The deadline for signing up is drawing near!!!

For further information, please contact: Adrienne Rogers, Employee Activities Office, (213) 972-4738.

...continued from page 50 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,

The Officers

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

Jim Holzer  
Vice Pres.  
714-927-7591

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

Frank Richardson  
Vice Pres.  
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.

# 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** - *The House of Lurking Death* — the title says it all

If I hadn't been given tickets to see *Crazy People* at Paramount Studios, I probably would have waited until it was on video. The plot is cute and pretty basic. Adman cracks up, writes crazy ads and is committed

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*The plot is cute and pretty basic.*

---

to a mental institution. There, among the crazy people, he discovers that the outside world is the crazy one, and he and his fellow patients are reasonably sane. Of course he falls in love, and of course there is a corrupt doctor (there's always a corrupt doctor) who wants to use the talents of the patients to his own ends. The patients, how-

ever, break free, and all ends happily.

The story is nothing to write home about. You've seen it a hundred times before, and know exactly what's going to happen next.

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*A fine clump of character actors who are adept at portraying the quirkiness of human nature without going too far overboard.*

---

Dudley Moore and Darryl Hannah are the leads, and perform adequately, although I got the feeling they were somewhat on automatic; this is not a film that requires a great stretch in the area of dramatic talents. The other patients in the group are the best, a fine clump of character actors who are adept at portraying the quirkiness of human nature without going too far overboard. All in the film seem to realize that this is froth they are serving up, and play it with the lightness that is required.

The real reason to go see this film is the ads themselves. When Moore goes crazy, he starts to write realistic ads, ads that actually speak the truth. Through a mix-up, these ads go out to the public and are a big hit. What would you say to "United Airlines — We get more people there alive"? Or the ad for the diet product that tells people they're fat. If they don't want to be, they should use this product. The ads hit you one after the other with pin-point accuracy, forming the heart of the parody. Whereas the film itself may occasionally go a little flat, the ads never let you down. They only use recognizable brand names here, and it adds to the hilarity — especially in the car ads. If you've ever gotten aggravated with ads and their outrageous claims, you'll enjoy these.

**Rating:**  
 Movie - \*\*\*  
 Ads - \*\*\*\*\*

**Comments:** The real reason to go see this film is for the ads in it, and they will translate beautifully to home video. When you see this one on the shelf, I would suggest you go for it.

In April, two events happened within a week of one another that closed another chapter in the legend that's called Holly-

wood.

On April 19, Pickfair was torn down. Pickfair was the Beverly Hills home of Douglas Fairbanks, Sr., and Mary Pickford, better known as "America's Sweetheart." She was famous for her curls and for the sweet, innocent roles she played. A forerunner of Shirley Temple, many of Pickford's vehicles were, in fact, remade for Temple. There was something of a scandal when she divorced her first husband in order to

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*She became the symbol of the very town she spurned.*

---

marry Fairbanks, but that did little to harm her career. What finally sounded the death-knell for her was the moment when she moved from little girl roles (surrounded by tall actors and oversized props) to more adult ones. The public simply never accepted her in that light, and she stopped making movies. Pickfair, however, remained the "in" spot of Hollywood in the twenties and thirties, it being considered quite a coup to find yourself on the guest list.

*continued on page 53...*

...continued from page 52

Mary Pickford died in 1979, having divorced Fairbanks long ago and become a recluse, and the estate, with its swimming pool that was large enough to float a small boat in, went on the market. Jerry Buss bought it, then sold it two years ago to Pia Zadora and her husband. They intend to build an "Italianate Renaissance"-style house on the lot. Once more, the old makes way for the new.

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*Garbo was one of the biggest stars to make the translation from silent to talkie.*

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Greta Garbo died on April 15. She had retired from films in 1941, but her legend never dimmed. For years she avoided the paparazzi, and her line from *Grand Hotel*, "I want to be alone," became her trademark. Almost everyone knew who Garbo was, even if they had never seen one of her films. She became a symbol of the very town she spurned, of the distant glamor days when the movies were something special.

If you've never seen a Garbo film, I would highly recommend them. The sight of her first appearing through the steam clouds of the train station in *Anna Karenina*, is one of the most beautiful moments in film.

*Queen Christina*, where she had a young Laurence Olivier fired from the picture in favor of her lover John Gilbert, is a visual feast for the eyes. *Camille* is most likely her most famous role, but many people remember her first line in *Anna Christie*: "Giff me whiskey." It was her first talkie, and the event was heralded by the simple phrase, "Garbo talks!" In *Ninotchka*, the catchphrase was "Garbo laughs!"

Garbo was one of the biggest stars to make the translation from silent to talkie. Her silents are not readily available in video stores (if someone knows a store where they are, please let me know), but even without sound, the camera loved her. She wasn't beautiful in the classic sense, but she had that

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*She wasn't beautiful in the classic sense, but she had that indefinable quality that made a true star.*

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indefinable quality that made a true star. A private woman who never married and shunned the limelight, she's left behind a legacy of film, which is the way she would probably prefer to be remembered.

"We are such stuff as dreams are made of—  
And our little life is rounded with a sleep."  
William Shakespeare  
*The Tempest*

## Skills for the 1990s

These nine survival tips for the '90s come from USA TODAY'S Craig Wilson.

1. Grow another hand or become ambidextrous. This will be necessary for driving, talking on the phone, and faxing material from your car seat at the same time.
2. Get an eye exam. Almost everything, includ-

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*Become  
computer  
literate.  
If not,  
you won't be  
able to  
bank,  
shop,  
or  
even  
play with  
your kids.*

---

ing TVs will be getting smaller in the '90s.

3. Learn a new sport: the real football, or soccer, as we call it. Now that the U.S. team will be in World Cup competition, you will need to become knowledgeable about this other football.
4. Become computer literate. If not, you won't be able to bank, shop, or even play with your kids.
5. Beat the biological clock. Learn to apply Retin-A without friends discovering your secret.
6. Buy an office building and impress your friends.
7. Look for recycling to no longer be a choice, but a standard. Relearn your materials since you will need to know that plastic, for instance, is not paper.
8. Learn to withstand higher temperatures. Thanks to the greenhouse effect, summer (and winter, spring, and fall) is getting warmer. Be sure to use lots of sunscreen.
9. Save money by becoming more self-sufficient. Take the "I-can-fix-whatever-in-less-than-15-minutes" course at your local community college.

## Any June Graduates?

Are you graduating this month? Your husband? Your wife? Your children? Send the news of your long-awaited event or that of your loved ones to the

*Headway*. We will publish your news in the August issue. Send photos if available, color or black and white, and send as early as possible.

Stay happy  
with clear  
communi-  
cation.



# FEELING GOOD ABOUT EACH OTHER

## *Communication Keeps Relationships Fresh*

Building a good life together is a continuous process. As we move from young love to parenthood, and then on to maturity, our needs change.

Many issues—money, in-laws, sex, children, drug and alcohol abuse, or verbal, emotional or physical abuse—are common causes of communication breakdown. All of these issues are loaded with strong emotions.

Clear communication can be the glue that keeps you growing together in positive ways.

### **Put A Smile In Your Style**

Talking to your partner in an honest, direct way is a challenge. It's easy to fall into speech pattern traps which muddy what you want to communicate. For example, the simple habit of starting a conversation with a "why" question can put your partner on the defensive. Developing a way of talking that expresses your true feelings can be more important than your words. Your smile and touch say that your teasing is loving, not sarcastic.

### **Solve Speech Problems**

1. Be honest. Start with "I feel..."
2. Be aware that you might be misunderstood. Ask.
3. Be open. Your feelings can draw out your partner.
4. Be creative. Use laughter to tackle tough talk.
5. Be specific. Your partner may not understand.
6. Be sensitive to reactions. Withdrawal signals tension.
7. Be expressive when you listen. Use verbal and non-verbal feedback.
8. Be patient. Interruptions can be irritating.
9. Be careful. Offer reassurance that you are interested.
10. Be fair. Avoid sore spots that end conversation.

### **Enjoy Verbal Intimacy**

Since more time is spent in talking than having sex, verbal intimacy is the key to maintaining a satisfying relationship.

Verbal tricks include:

- Repeating back what's said so you're both in tune.
- Using "I" instead of "You" to express feelings.
- Listening without giving advice.

Nonverbal tricks include:

- Using a friendly, soft tone.
- Matching expression and gestures to your message.
- Being physically close to talk.

### **Argue Successfully**

Change and conflict are natural stages in being together. Cooperation and compromise are what can keep you together.

Here are tips from happy couples:

1. Say what's bothering you by being specific. "I feel upset when you..."
2. Be positive. "I appreciate it when you call if you're late..."
3. Listen without comment, defense or disagreement.
4. Discuss details. Avoid old issues.
5. Negotiate to agreement, even if it's to disagree!
6. Be ready to be wrong or equally guilty.
7. Assume your partner wants you to be happy.
8. Put yourself in your partner's shoes.
9. Take 10-minute breathers.
10. Remember why you like each other.

If you need help, don't hesitate to call a counselor.



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♥ Marriage Enhancement ♥ Couple Counseling ♥ Pre-Marital Counseling

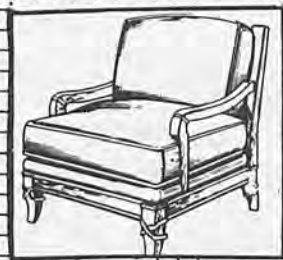
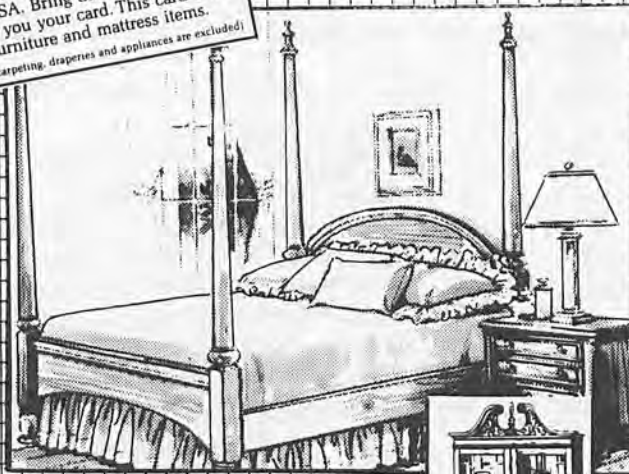
Call (800) 221-0942—Your Employee Assistance Program

# THE OTHER MART.

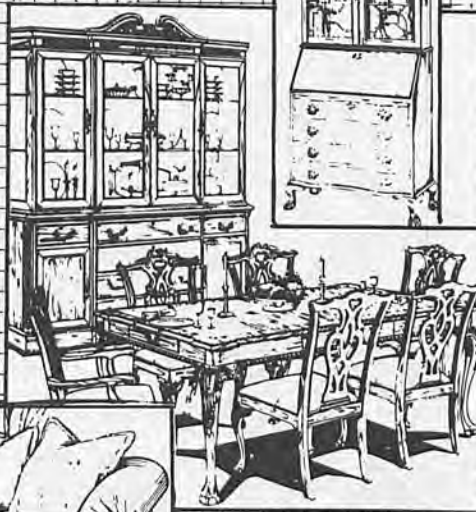
(OPEN TO THE PUBLIC)

## 5% MEMBERSHIP CARD

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



**FINE FURNITURE  
AND INTERIOR DESIGN**



**MAJOR APPLIANCES/VCR's/TELEVISION**  
Amana, Caloric, Insinkerator, Jenn Air, Litton,  
Magic Chef, Maytag, Modern Maid,  
Sharp, Westinghouse, Whirlpool, RCA, Zenith

## You don't need a re-sale number!

Just 3 blocks from our store is "The Mart", the wholesale furniture center of Southern California. Unfortunately, unless you own a furniture store or are an interior decorator with a re-sale tax number, you can't buy there. Fortunately for you, you don't need "The Mart". That's why we're here!

## The smart alternative.

Since 1947, decorators have brought their most demanding customers to F.M.S.A. and still do! Why? Because it's the best of "The Mart" and the Design Center all rolled-up in one! On 3-floors and 65,000 square feet, you'll see the best that the leading furniture designers and manufacturers have to offer for today's stylish living.

Classic and traditional renditions of 18th Century, French and Country English, California Contemporary, faux stone, marble, brass, glass, etc. Cherry and Mahogany with cabriole legs and "ball and claw" feet. Light washed finishes on a variety of woods. You name it, we've got it.

## Prestige Brand Names Only

Marge Carson, Lane, Stanley, Bernhardt, Hickory-White, Dixie, Stiffel Lamps, Cavalier Leather, Sligh, Sealy, Spring Air, etc. The very same brands you see at fine department stores and galleries, but not at our prices!

## Strictly Decorator Prices

You'll find our prices well below department and specialty store prices because of our volume buying, low-rent downtown location and working family ownership. Bottom line: ludicrously low overhead.

SOFAS .....	\$799 - \$2499
CHAIRS .....	\$349 - \$1299
ENTERTAINMENT CENTERS & CURIOS .....	\$899 - \$1999
5pc. BEDROOM SUITES .....	\$1299 - \$5999
7pc. DINING ROOM SUITES ..	\$1399 - \$9999
5pc. CASUAL DINING SETS ....	\$389 - \$1999
QUEEN MATTRESS SETS .....	\$399 - \$1299

## Personalized Decorating Service

No charge for professional in-store decorator assistance. In-home consultation available at very modest prices.

## Name Your Credit Terms

Revolving charge and 90-day no interest (O.A.C.)  
Visa / MasterCard, Discover / American Express

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Tues-Fri: 10am-6pm, Sat: 9am-5pm,  
Sun: Noon-5pm. Closed Monday. Free Parking.

# RECREATION NEWS

## June

- 16 Dodgers vs. San Diego - Pin #5 \$7.50
- 17 Playboy Jazz Festival - Hollywood Bowl \$23.00
- 19 Dodgers vs. Houston - Cap Night \$7.50
- 22 Hank Williams, Jr. - Greek \$25.50
- 23 Angels vs. Detroit - Fireworks Night \$8.50
- 27 Angels vs. Chicago - Autographed Ball \$8.50
- 29 Dodgers vs. St. Louis - Pin #6 \$7.50

## July

- 1 Dodgers vs. St. Louis - Old-timers Day \$7.50
- 4 Dodgers vs. Chicago - Fireworks Night \$7.50
- 4 AmericaFest Fireworks - Rose Bowl  
Adults \$13.00, Child \$7.00

- 5 Dodgers vs. Pittsburgh - All Time Card Set #4 \$7.50
- 5 Alabama - Greek \$25.00
- 6 Smokey Robinson - Universal \$24.50
- 8 Dodgers vs. Pittsburgh - Helmet Day \$7.50
- 14 Santana - Greek \$24.50
- 15 Reba McEntire - Universal \$21.50
- 18 Angels vs. Milwaukee - Squeeze Bottle \$8.50
- 21 Johnny Mathis/Dionne Warwick - Greek \$24.50
- 24 Basia - Universal \$24.00
- 25 Dodgers vs. San Francisco \$7.50
- 26 Spyro Gyra - Greek \$22.50
- 27 Dodgers vs. Atlanta - Autographed Ball Day \$7.50
- 28 Ringling Bros. Circus - Long Beach 11:30 A.M. \$10.50
- 29 Dodgers vs. Atlanta - Sports Sock Day \$7.50

## HEADWAY

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

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

Mailing address: Headway, 2nd Floor, 425 South Main Street, Los Angeles, CA 90013. (213) 972-7165

**Mary E. Reyna, Editor**  
**Carolyn Frazier, Business Manager**

Staff Writers: Paul Lonquich, M.D.,  
Carolyn Kinkead, and Luanna Urie.

Typesetting, design, and makeup: Scheduling and Operations Planning's Typesetting & Layout Section—  
Layout Supervisor Susan Chapman, Typesetting & Layout Operator Michael Laichareonsup, and Typesetting & Layout Operator Jean Williams.

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Al Moore, Manager

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