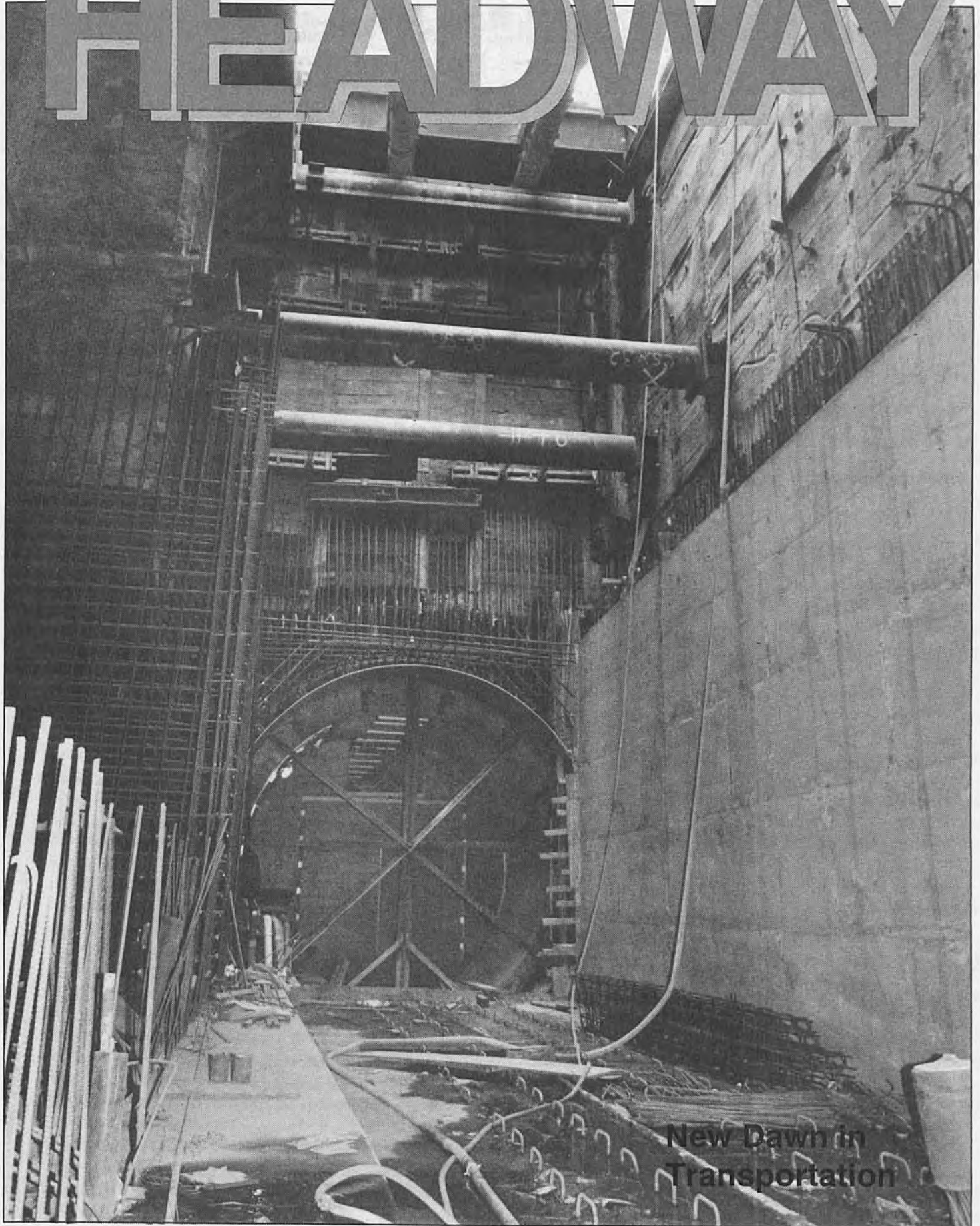


Number 3

Volume 18

March 1990

# HEADWAY



New Dawn in  
Transportation

# TABLE OF CONTENTS

Transit Police Confiscate Bus Passes .....	4
Leading in Graffiti Abatement .....	5
March Fong Eu Visits Division 3 .....	6
Opening Up the TOS Position .....	7
TOS Aids LAPD in Murder Suspect Capture .....	8
Learning Center Opens .....	9
Chokan Named Sailor of Year .....	11
MIS Building Teams Through Meta-Planning .....	12
A Hero in Cypress Park .....	14
Commendations .....	15
Somebody Needs You . . . Buckle Up! .....	18
Bus Goes for Test Ride .....	19
Public Commendations .....	19
Shifting Gears .....	20
Schedule Changes .....	21
Blue Jays Take RTD Title .....	21
Letters to the Editor .....	22
Mobile Mechanics .....	23
Ensuring Pedestrian Safety .....	23
Chunnel Engineer Journeys Into Metro Tunnel .....	24
Division 9's Christmas Party .....	27
Maintenance-Transportation Softball Game .....	28
Breakfast at Division 15 .....	30
Christmas Collection for the Elderly in Mexico .....	30
Operator Hosts Classical Radio Program on KCSN .....	31
Operator's Daughter Meets George Bush .....	32
Births .....	33
Recent Retirees .....	34
Did A Red Car Usher in Atomic Age? .....	35
RTD Goes to the Movies .....	36
Axel's Green Thumb .....	38

## Court Rules Against UMTA Drug Testing Rule

RTD, among other transit properties regulated and funded by the Urban Mass Transportation Administration (UMTA), will not be required to implement a federally mandated drug testing program that was to begin December 21 following a ruling issued by the U.S. Court of Appeals for the District of Columbia on January 19.

The drug testing program was appealed to the federal circuit court by the Amalgamated Transit Union (ATU) and other unions after a federal district court ruled in favor of UMTA's program. The mandatory drug testing program would include urinalysis testing of employees selected for sensitive-safety positions; prior to employment; after an accident where death, injury requiring medical attention, or \$5,000 property damage occurred; when reasonable suspicion of drug use exists; randomly unannounced testing; and before returning to work for anyone who failed a post-accident, reasonable cause, or random drug test. The purpose of the rule was to ensure a drug-free transit workforce and to eliminate drug use and abuse in the public transit industry.

Before the district court, the union argued that UMTA's drug testing regulations pertaining to random drug testing violated the Fourth Amendment's prohibition against unreasonable searches and seizures. While the case was pending, other unions raising similar constitutional issues found courts not inclined to find a violation of the Fourth Amendment. Instead, the ATU challenged UMTA's legal authority to impose a federally designed, comprehensive drug testing program on all recipients of federal mass transit funds.

The statute, drafted by Congress, which culminated in the Urban Mass Transportation Act and created the administrative agency, UMTA, details its scope of authority. UMTA can exercise certain interventions and conduct investigations into local safety matters, but this authority does not include rulemaking on uniform, national criteria to be imposed on local transit authorities. The court held that if Congress had intended to give UMTA broad rulemaking authority over safety matters, it would have expressed such an intent in the Act.

Locally, the District was issued a temporary restraining order by a Los Angeles superior court judge on December 14, 1989 to prohibit RTD from implementing the random testing portion of the anti-drug program.

The action was in response to a lawsuit filed by the  
*continued on page 4 . . .*

# Board Appoints Two Engineers to RCC

by Greg Davy, Sr. News Bureau Representative

Two Los Angeles area engineers with decades of major public works construction experience, including public mass transit projects, were appointed to represent the RTD on the newly formed Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC) in February.

The Board unanimously approved the appointment to the RCC board of Glendale resident Robert E. Kruse, president of Kruse Construction, Sun Valley, and James T. Pott, a Long Beach resident, proprietor of James Pott & Co., a project consultant.

A University of Southern California graduate, Kruse was an officer in the U.S. Navy in the Korean war. From 1953 to 1968 he was a general superintendent and part owner of MacDonal Kruse Construction Co.

In 1968 he became president of Kruse Construction Co., headquartered in Sun Valley in the San Fernando Valley. The firm has built \$147 million in heavy construction work with a specialty in flood control, highways, soil stabilization, and tunneling, including the Oakland Wye for the Bay Area Rapid Transit District. The firm also built two stations with connecting tunnels for the Metropolitan Transit Authority in Washington, D.C.

Kruse has served as co-chairman of the Construction Laborers Pension Fund and the Construction Laborers Health and Welfare Fund.

Kruse was president of the Associated General Contractors of California in 1985 and has chaired several of that organization's units including the heavy construction and utility division, and the long-range planning committee.

Kruse also was chairman of the national public relations committee of Associated General Contractors of America and served as a member of its national executive committee.

Pott is a civil engineer whose experience spans numerous public works projects. In 18 years of service in Santa Clara County, he served as director of the Santa Clara County Transportation Agency where he was responsible for all transit, airports, and highways. He was Director of Public Works and City Engineer for the City of Long Beach for six years, followed by a four-year stint as vice president of O'Brien-Kreitzberg & Assoc., Inc. in Encino, where he oversaw business development and managed major projects such as transportation consultation.

As owner of James Pott & Co., he serves as a development consultant.

A Stanford University graduate, Pott has earned

six civil engineering awards.

The RCC is governed by a seven-member board represented by three appointees from the RTD, three from the LACTC and a

seventh to be elected by a majority of the other six. The RCC is responsible for planning and administering the Metro Rail Red Line subway project.

## Lt. Sharon Papa Selected Transit Police Chief



*RTD Transit Police Chief Sharon Papa.*

Sharon Papa, a nine-year veteran of RTD's Transit Police force, was appointed the District's new Transit Police Chief, announced General Manager Alan Pegg on February 2.

Papa oversees the District's Transit Police department and supervises 217 transit police personnel, including over 100 sworn officers. Her responsibilities include policing the bus system that encompasses five counties and covers nearly 2,300 square miles. She also will be responsible for Blue Line security. Blue Line trains are

scheduled to become operational in July.

Papa joined the District in 1981 as a patrol officer, working her way up the ranks to Sergeant in 1984 and Lieutenant in 1987. She also has served as acting Assistant Police Chief since 1988.

"Ms. Papa brings to the District the leadership and knowledge of law enforcement at a time when the District is beginning a new era in transportation with the start of light rail operations in the county," said Pegg. "It is the District's intent to provide a safe environment for our riding passengers on both bus and rail."

Papa received her Associate in Arts degree in Administration Justice from Santa Monica College. She also has a Bachelor of Arts degree in management from the University of Redlands and is currently working on her law degree at Southwestern Law School.

Prior to joining the District she was a police officer for the city of Santa Monica.

# Transit Police Confiscate 72 Bus Passes

by Rick Jager, Sr. News Bureau Representative

In a nine-month period, the Transit Police confiscated 72 bus passes from vandals caught in the act of damaging and defacing District buses.

At the same time, RTD has identified ten schools throughout the region where acts of graffiti and vandalism to RTD buses continue at a high rate.

In addition to confiscated bus passes, under the District's vandalism abatement program a total of 594 arrests have been made and more than 500 citations issued to individuals for graffiti and vandalism offenses.

"We hope these arrests, confiscations, and citations send a clear signal to those vandalizing District property that we intend to do everything within our power to bring an end to these senseless acts of vandalism," said RTD Board President Gordana Swanson.

"By confiscating bus passes, and identifying problem areas and schools, RTD will continue its fight against a \$10 million problem plaguing the District, money that could be better spent providing additional bus service in Los Angeles," said Mrs. Swanson.

RTD has identified 10 schools where acts of vandalism and graffiti to RTD buses remain a problem. They are: Luther Burbank Junior High in Highland Park, Jordan High in Los

Angeles, Nightingale Junior High in Cypress Park, Audubon Junior High in Inglewood, Foshay Junior High, Starr King Junior High, and Washington Carver Junior High all in Los Angeles; Nimitz Junior High in Huntington Park; South Gate Junior High in South Gate; and Reid Continuation High School in Long Beach.

**"This can be directly attributed to an aggressive RTD community relations program . . ."**

Of those on RTD's 10 worst school list in October, 1989, only two schools, Luther Burbank Junior High and Audubon Junior High remain high problem areas.

"This can be directly attributed to an aggressive RTD community relations program designed to teach students about new graffiti and vandalism laws, as well as the District's program to confiscate bus passes," Mrs. Swanson said.

The Community Relations department will continue their outreach program by visiting schools in problem areas and informing students about new laws enacted to fight vandalism and District programs to combat graffiti.

Those problem areas accumulating the most reported vandalism inci-

dents during the past ten months include (in rank order) Long Beach, South Gate area, South Central Los Angeles, Huntington Park, Leimert Park, downtown Los Angeles, Coliseum area, Inglewood, and West Los Angeles.

Last April, the RTD Board of Directors approved a measure authorizing the Transit Police to confiscate the bus passes of vandals caught in the act of applying graffiti to RTD buses, or otherwise defacing a bus.

Further, the board recommended that students should have their RTD-issued student ID's revoked. The District-furnished ID's allow a student to purchase a discounted bus pass.

Students whose passes are confiscated are given their due rights, and may request reinstatement of their pass. To date, several hearings have been held and no passes have been returned to the students, who must be accompanied by a parent or legal guardian at the hearings.

RTD's vandalism abatement program over the last year has included:

- The addition of three Transit Police vandalism units.
- Expansion of bus rehabilitation and repainting activities.
- Increased staff to clean and repair vandalized buses.
- Increased school and public awareness programs.
- Confiscation of bus

passes by Transit Police Officers.

- Denial of discount pass rights after due process hearing.

- Increased penalties for vandalism-related offenses.

- Implementation of a bus clean-up program through the County Probation Department.

"All of these programs, combined with stiffer penalties and tougher sentencing for individuals caught defacing public property, should provide the mechanism for improved quality bus service this region demands and deserves," said Mrs. Swanson.

## ... Drug Testing

... continued from page 2

Amalgamated Transit Union (ATU), which represents more than 1,700 RTD mechanics and maintenance employees. The case was scheduled for a hearing on February 2, but because of the circuit court decision in January both parties agreed to suspend this hearing. The District will continue to enforce its already stringent drug-testing policy which will not include random testing, but does test all employees prior to employment, after accidents, for cause, and periodically for people who are management-referred to the EAP as a condition of continued employment.

# Taking the Lead in Graffiti Abatement

by Anthony Greno, News Bureau Representative

Transit Police officers, pioneers in the cataloging and tracking of taggers and other graffiti offenders in the Los Angeles metropolitan area, are aiding other law enforcement agencies to crack down on graffiti.

Officers from the eight-member RTD Transit Police graffiti task force, who made 594 vandalism arrests and issued more than 500 graffiti citations last year, are exchanging data with city police departments and sheriff's deputies to track taggers and other graffiti offenders.

Techniques in stake-outs and arrests of youth caught marking graffiti are also being demonstrated by the Transit Police to other peace officers.

It costs the RTD \$10 million a year to clean off graffiti and repair other vandalism done to its fleet of 2,400 buses. The Transit Police are out to cut that cost. "It is imperative that we reduce the yearly cost to taxpayers of graffiti and other vandalism," said General Manager Alan Pegg.

"We are contacted daily by municipal police departments from around the county to identify tags and other examples of graffiti," said Sgt. Shari Barberic, lead officer of the RTD Graffiti Habitual Offender Suppression Team, known as the GHOST squad.

"Pomona authorities, El Monte Police Depart-

ment, Vernon, Los Angeles, and Torrance have called us to identify the monikers of taggers that turn up overnight in their jurisdictions," said Sgt. Barberic. "In Torrance, taggers have been damaging a major shopping mall--there's big damage

said. "The exchange of information is made possible with files that are cross-referenced with the real name and tag name of known graffiti offenders."

Not all of tagging and other graffiti is traceable to male juveniles, Barberic pointed out. "We know



RTD Transit Police Sgt. Shari Barberic and Officer Johnny Jones examine felt-tip markers, a toy pistol, an icepick, cans of spraypaint, and a baseball cap. All of the items were confiscated from suspected graffiti offenders.

there."

Identification of tags and other styles of graffiti is central to the Transit Police system of recordkeeping in the war on graffiti. "We've compiled a list of tagger crews that now has more than 100 entries on it," Barberic

there are four or five female crews operating in Los Angeles currently," she said. "The females call themselves 'tagettes.'"

One of the major areas of cooperation for Transit Police graffiti control officers has been the Los Angeles Unified School

District, particularly its administrators and officers of the School Police.

Transit Police officers attended four of the school district's regional meetings at the end of last summer just before the opening of school in September.

"We gave school administrators and police an update on RTD's graffiti problems, and asked to enlist their aid in graffiti suppression," Barberic said.

"We showed videotapes of our undercover surveillance of taggers at the bus stop for Audubon Junior High School (Leimert Boulevard and Stocker Street in the Crenshaw District) and they were frankly amazed at what was going on. We also showed our display board of items confiscated including pistols, knives, scribes, felt-tip markers, smoke bombs, and emergency break-glass hammers."

A positive reaction ensued from the LAUSD Police and administration. "They have been very forthright on information," Barberic said. "We have good cooperation from the school district."

And that cooperation has proven to be a two-way street, Barberic said.

Other efforts in the RTD war against graffiti include talks by Transit Police officers at junior high and high school assemblies. Talks are given also to

*continued on page 6 . . .*

## ... Graffiti Abatement

... continued from page 5

parents' groups and at elementary schools. "We have to start with younger kids to educate them against graffiti and what it does to society," Barberic said.

School assembly presentations are done in tandem with RTD community relations representatives. "When we go to a school assembly, we have to talk to the kids in their language," Barberic said. "We start out with a humorous presentation, and then show videotapes. Some of the videotapes show stakeouts, so the kids get the idea we're serious and can be watching at any time."

**Graffiti costs RTD \$10 million a year to repair damage done to its fleet of 2,400 buses. The Transit Police are out to cut that cost.**

"The majority of bus vandalism occurs after school, while there is some before-school activity, as stakeouts have shown," Barberic said.

"And those who are caught defacing RTD buses have their monthly bus passes and identification card to buy the passes confiscated. It means a loss of prestige as well as an economic impact for a student."

## Division 3 Gets Chinese New Year Wish



*Gung Hay Fat Choy says Secretary of State March Fong Eu at Division 3 on January 27. From left to right: Operator Paxton Chew, March Fong Eu, Roy Starks, and Maria Flores.*

Division 3 set off the firecrackers on January 27 to announce the galloping entrance of the Chinese Year 4688, the Year of the Horse.

Amid steaming dishes of succulent Chinese dishes, and the pleasurable view of a graceful Chinese dancer, Secretary of State March Fong Eu paid a state visit to the division along with California State Police Commander Robert Byrd.

Operator Maria Flores, coordinator of the Chinese New Year festivities, introduced all the special guests in attendance. Manager Roy Starks extended greetings to Mrs. Eu. Director of Transportation Leilia Bailey expressed her appreciation to Mrs. Eu for coming. "Division 3 is known as our 'family division.' We celebrate all the special holidays of the different employee groups that make up the RTD." Ms. Bailey noted

that while the District actively recruits Chinese for bus operator positions, "They are not often attracted to the job." To which Mrs. Eu responded wryly in a loud stage whisper: "It's because we don't make good drivers. At least that's what they say in some places," she laughed.

Secretary of State Eu greeted everyone with the traditional Chinese New Year expression: "Gung Hay Fat Choy. Now, you are supposed to say it back to me," she said enthusiastically. She presented to Roy Starks and Division 3 a replica of the Great Seal of California commending the employees for their dedication to safe and efficient public transit. As keeper of the Great Seal, Mrs. Eu presented it as a token of lasting friendship to the division. "I wish the employees of the RTD best wishes for a happy and

healthy Year of the Horse." By coming to the division, Mrs. Eu said she realized more clearly who all the movers and shakers were



*Setting the stage for the celebration, a Chinese dancer performed for the Secretary of State and the employees of Division 3.*

in the State of California. "Remembering back to October of 1987, we know who the shaker is in this state, but you are the movers--transporting millions of people each year in a safe manner."

Assisting in the successful New Year's celebration were Joann Johnson, Bill Wilkerson, Liz Estany, and Roy Starks.

## Disclaimer

Neither the *Headway* nor the RTD endorses the products or verifies the accuracy of the claims made in the advertising, which has appeared, appears, and will appear on the pages of the *Headway*. The advertising is simply a revenue-generating measure. Further, we reserve the right to reject any objectionable ad.

---

# Opening Up the TOS Field to Other Ranks

Beginning this year, the Transportation Department will recruit personnel to fill Transportation Operations Supervisor positions from ranks other than bus operators.

"This is the first time we have done this," said Director of Transportation Leilia Bailey. She cited two reasons for the new policy. "In the past we noticed that some operators have had a hard time making the transition from bus operator to TOS. Also, we wanted to give other employees the opportunity to work in Transportation."

Ms. Bailey expects the new recruitment to channel different talent into Transportation. "There is a perception in the organization that Transportation is composed of a bunch of ex-operators who feel that having been a driver is all you need. An ex-driver myself, I can attest to the fact that while operator experience is helpful, it doesn't give you the global picture of operations and how it functions that is vital to management."

She notes also that in recent years the RTD has raised its minimum qualifications and required higher education for supervisory positions. "Operators, without other qualifications have a one-dimensional outlook as compared with someone from, let's say, Scheduling who has a combined Transportation-Scheduling background to bring," she

said. Too many times, Ms. Bailey commented, departments become compartmentalized. Employees within certain sections of the department become specialized, and the generalist employee with a broad base of practical knowledge has virtually become extinct. It is that species of employee that Ms. Bailey seeks to revive.

Transportation has now targeted personnel at a Grade 8 and up, who if qualified, would start in a TOS position at a Grade 13. The department is recruiting for all categories of

TOS--Divisions, Road Supervisor, Instruction, and Radio Communications.

"Today, what we demand of our TOS's is that they act as first-line managers with knowledge of the contract, the operator payroll system, service, accident investigation, the disciplinary process, operator work and assignments, realigning service, and handling emergencies. They have to have good people skills, good writing skills, be able to make decisions on their feet, and, generally, be able to meet the goals and

objectives of the department."

Since the position has been opened to a wider applicant pool, the department has received candidates from Planning, Scheduling, Personnel, and the Community Relations Department. "By bringing these other-departmental employees aboard, we feel we are another step closer to creating a well-rounded Transportation Department. They bring in other aspects of District knowledge. They can bring a fresh, new view to the department which can only enhance it."

---

## Employees, . . . We Need You!

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

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

The District will pay you a finder's fee of \$1,000 (for MIS) or \$500 (for Transit Police Officer), *per referral* for each applicant you refer who is hired by the District. The finder's fee is paid to the finder at the end of the new hire's first 90 days of service.

The positions for which the District currently offers the finder's fee are: Transit Police Officer (\$500),

Systems Project Leader (\$1,000), Systems Programmer (\$1,000), Senior Programmer Analyst (\$1,000), and Programmer Analyst (\$1,000). The bulletins for these and other hard-to-fill positions will be marked, "Eligible for Referral Bonus" when posted.

---

*You may have friends qualified to fill these jobs!*

---

It's easy to refer your friends to be considered for District employment. Come to or call the Employment Office (Headquarters, Second Floor, extension 7153) and ask for an application, bulletin, and referral slip.

Fill out the referral slip; have your friend fill out the application; attach the referral slip to the application; make sure your friend gets the application in before the closing date. It's that easy!

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

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

## Supervisor Aids LAPD in Apprehension of Murder Suspect

TOS-Vehicle Operations Robert Holland, 31, was commended in January by LAPD Chief Daryl F. Gates for his help with the apprehension, filing of charges, and prosecution of a murder suspect taken into custody October, 1989.

Holland, an 8-1/2 year veteran with the RTD and son of retired Schedule and Operations Planning Director Bob Holland, was traveling southbound on Central Avenue at 5:45 on the morning of October 12, 1989, when he noticed the suspect in a blue sedan driving at 5 mph at Central and 2nd Streets. Holland had stopped for the red light, while the suspect ran numerous red lights on Central. He followed the car in a cautious manner. "At one point I saw this car pull up to the suspect's. Apparently they said something to him that caused him to accelerate and almost hit several parked cars. I followed him because I thought he was going to hit something, namely one of our buses," said Holland.

But, what the motorist hit was not merely property but a person. At 6th Street, Holland found the body of a woman in the southbound lane. "I asked several witnesses if a blue sedan had struck the woman and they said yes." After notifying the Dispatch Center, he rounded the bend to the right and discovered that three cars



*TOS Robert Holland was commended for assisting the LAPD in apprehending and testifying against a murder suspect.*

had been hit and that the suspect narrowly missed a bus at 7th Street. "While my main reason for following him was because I thought he was going to hit a bus...it would have been better if he had hit a bus, they can withstand the impact. Few people realize what a vehicle can do to a body."

Holland remained at the scene, assisting the Transit Police, who arrived first and, subsequently, the Los Angeles Police Department who took the suspect into custody. "I stayed at the scene and watched as the investigating officers took charge. I told them that I had witnessed his conduct and volunteered my services." Holland later testified as a witness for the prosecution in municipal court where the suspect was held to answer for murder.

He views his primary

purpose as a Road Supervisor to aid operators. "I am not out here to write up operators, that is just a necessary part of my job. Things are bad enough out here. Operators don't know who they are picking up. These days some riders may have guns and may be quite violent. I want to help protect operators from possible harm."

Holland lives with his wife and three children in Chino. When off duty he says he does not wear a watch and he loves to coach little league, softball, and basketball.

## Corporate Pass Sales Up \$12.4 Million in 1989

Recognizing the increasing need to fight traffic gridlock and air pollution, Los Angeles County employers have contributed an estimated \$12.4 million to RTD's Corporate Pass Program last year to help 118,000 of their employees receive discount fares on RTD buses.

There are 166 private firms, 21 public agencies, 38 city governments, and the County of Los Angeles participating in the Corporate Pass Program, which RTD launched in July 1986.



**Merrill Lynch**

### ARE YOU

Over age 50?

Interested in your Retirement Plan Options with the RTD?

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

**NEXT RTD RETIREMENT PLANNING SEMINAR**

Date: March 12, 1990  
Times: 7:30 a.m. and 7:30 p.m.  
Length of Seminar: One hour  
Place: 400 South Hope Street  
3rd Floor  
Downtown Los Angeles  
Refreshments will be served

Parking Validation Available

To Reserve a space or for more Information

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

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



# EDD Learning Center Hosts Grand Opening



The District's Learning Center opened officially on February with a grand celebration.

The purpose of the Learning Center is to provide individual training and retraining to District employees. The primary use of the Center is for multi-media, self-instructional training programs in personal computer operations.

Personnel at the Employee Development Department's Learning Center extend an invitation to any employee who might like to enhance her current job skills, prepare for promotional opportunities, or just increase knowledge in the growing area of computer operations.

The Center has many of the computer software programs most widely used in industry. Microcomputer self-instructional training programs are available in both video-based and computer-based training tutorial formats. Self-instructional tutorials

available cover such subjects as:

- DOS with micro-computers--the operating system necessary for the operation of every computer that handles the behind-the-scenes functions.

- WORD-PROCESSING PROGRAMS--enable the computer to produce high-quality letters and documents quickly and easily.

- SPREADSHEET PROGRAMS--turn the computer into a powerful and very sophisticated calculator.

- DATABASE MANAGEMENT PROGRAMS--turn the computer into an automated filing cabinet.

- DESKTOP PUBLISHING--allows you to produce "typeset" quality text and graphics for publications.

The self-instructional training program allows users to work at their own pace. During each visit, a user can either complete a couple of modules or an entire program. Employees also have the option of

checking out the self-instructional programs for overnight use.

The Center also offers beginning through advanced Spanish Language Series, Better Business Writing Skills Series, and other programs related to

their training needs. On each visit, employees are assisted by a Training Assistant to choose the appropriate training program.

The Learning Center is located in the Employee Development Department on the second floor of the



supervisory and management skill development areas. "Our library is constantly expanding," said Training Coordinator Deborah Bishop. "We will continue to respond to employees' suggestions to make the Center conducive to

Headquarters Building. The initial hours of operation will be during normal business hours 8:00 a.m. to 4:30 p.m. Employee Development plans to extend the hours in the near future to serve employees on all shifts.

## WANTED 100 PEOPLE

- \* Indigestion
- \* Female Complaints?
- \* Polluted Water
- \* Sluggish?

100% Guaranteed Targeted Health Products!

Doctor Recommended!

Marlette (213)292-8274  
(818)377-5213  
(714)648-2179

AS SEEN ON TV!

WANTED  
100  
PEOPLE

- \* EMOTIONAL EATERS
- \* BINGE EATERS
- \* NIBBLERS
- \* HABITUAL OVEREATERS
- + CONTROL & NORMALIZE YOUR APPETITE
- + REDUCE INCHES & APPEARANCE OF CELLULITE
- + ALL THE NUTRIENTS YOUR BODY NEEDS TO PROMOTE OPTIMUM HEALTH
- + MAINTAIN A HIGH ENERGY LEVEL
- + EAT YOUR FAVORITE FOODS

\*NOT DRUGS

\*\*DOCTOR RECOMMENDED

\*\*\*100% GUARANTEED

\*\*\*\*100% NATURAL - KOSHER

**we'll pay you to lose up to  
29 lbs in the next 30 days!**

Marlette (213)292-8274  
(818)377-5213  
(714)648-2179  
(619)492-9087

## RTD Donates Bus to LB Children's Museum



Body mechanics Hiroshi Ochiai (left) and Ernie Ramos wield cutting tools to separate the front of bus 7473, a 1975 model, which was mounted as a static display for the Long Beach Children's Museum. The bus front was lifted flat through the museum's front window after removal of the plate glass.

by Anthony Greno, News  
Bureau Representative

Long Beach Children's Museum received the front end of a bus donated by the RTD, under action taken by the Board of Directors in January.

Authorized was the transfer to the museum of bus No. 7473, a 1975 model Flexible that had exceeded its economic life to operate. Mechanics at the CMF severed a five-foot segment of the bus front

end on a permanent static display for the museum.

"We are happy to provide this attraction to the Long Beach Children's Museum, for we believe it will help maintain a positive image of the RTD in Long Beach, the county's second-largest city," said Board Director Jan Hall.

Several years ago the RTD donated a similar display of the front end of a bus to the Los Angeles Children's Museum.

# Chokan Named Sailor of the Year

Human Resources Assistant Howard Chokan, 50, project manager of the RTD's Indefinite Leave Program in the Personnel Department, and a naval reservist, was selected "Sailor of the Year" by the Naval and Marine Corps Reserve Readiness Center in Long Beach on January 20.

In order to be nominated for the recognition, Chokan had to have been selected for the preliminary honor of "Sailor of the Quarter" from his former unit, the NTCC Pearl Harbor 119. Having secured this honor as well as being selected by two different reserve units during the past two years, Chokan was a natural to make it through the tight net of selection. His commanding officer gave him a stellar rating, commenting that "Chokan demands the best of himself and urges others to do the same." While in his unit, he served as Training Petty Officer, Administrative Petty Officer, and on an ad hoc basis as ResFirst Petty Officer, and Career Counselor.

Petty Officer First Class Chokan was selected out of 800 reserve personnel. "It's quite an honor getting through a screen like that. I had some indication from my former commander, Gayel Pitchford. She was gracious enough to put my name in for nomination," said Chokan. He will be for-

mally honored at a ceremony in Long Beach on Navy Recognition Day held March 17. "I didn't consciously work toward this. I was asked to do a job in my unit and I did it to the best of my ability. I am very appreciative of the honor."



*Human Resources Asst. Howard Chokan is the "Sailor of the Year."*

Chokan's name will be submitted for competition in the reserve regional selection of the "Sailor for Navy Readiness Command No. 19," which involves 12 readiness reserve centers in California, Arizona, and Nevada. Following that contest, the next step is "Sailor for All Navel Reserve Forces," held in New Orleans, La. The competition culminates with the "National Sailor for the U.S. Navy" which is held in Washington, D.C.

Serving actively from 1963 to 1966 aboard the *USS Windham County* as a radio operator, Chokan received the Vietnam Service Ribbon, Ameri-

can Expeditionary Forces Medal, Naval Reserve Meritorious Service Medal, and the Armed Forces Services Medal. Not only has Chokan amassed an admirable record of good standing with the U.S. Navy, but the Air Force is just as impressed with him. Chokan served in that branch of the armed forces from 1957 to 1960 and received the Air Force Good Conduct Medal. Chokan said in 1963 he got "itchy feet" and decided to go back into the armed services, but chose the Navy the second time around.

In 1979 he joined the Naval Reserves, "Because I realized I wanted to reconnect with the military and I thought it would be a good way to supplement my retirement income." Chokan's goal is to make Warrant Officer before retiring from the reserves.

In October 1989, Chokan was transferred to the pre-commissioned *USS Fresno* where, in recogni-

tion of his talents, he was made the department head over the Navigation Department.

An active member of the Mission Viejo Elks Lodge, Chokan has served as both chairman of the National Foundation for the Elks Lodge and Chaplain in his local lodge. He also makes time to serve as a mentor and role model to an ex-offender and former drug addict, providing counseling, job skills, and moral support to a young man in need. Despite his commitment to the Navy and his community, Chokan makes the time to continually test and improve himself. He is currently attending La Verne College, where he is in his junior year, working on a B.S. in Business Administration.

## For Sale

For Sale: 15 x 7 Mustang GT aluminum rims, \$150. Call Eddie (818) 547-9285, after 9 p.m.

Pamper yourself and indulge in the  
"ULTIMATE HOUR"

A PERSONALIZED MAKE UP AND WARDROBE COLOR CONSULTATION

- Determine Your Best Wardrobe Colors and how to wear them.
- Learn Your Best Make Up Colors to enhance your natural beauty during a complete makeover.

Call now for your personal appointment with our certified  
Color Me Beautiful Consultant.

Cassandra Durant-Hamm • (213) 294-4838

COLOR ME BEAUTIFUL

# MIS Building Teams Through Meta- Planning

The Management Information Systems (MIS) Department found that getting away from it all can do a body's as well as group's spirit a world of good.

MIS managers attended a two-day leadership conference at the Kellogg West Conference Center at Cal Poly Pomona during the third week of January. One of the objectives of the meeting was to begin the long-term task of team-building. Using an approach developed by IBM pioneers and consultants Carl J. DiLorenzo and Robert Fromaget, who were also on hand to assist, the MIS managers structured their time in order to develop their department's mission statement. This mission statement enables the team to understand where they want to take the organization.

From this general goal they pursued specific objectives by brainstorming. Gathering all the ideas from the sessions, they proceeded to classify them into discrete categories. "With this technique you will see a remarkable transformation of a single person's idea merging and forming into one integrated plan," said DiLorenzo. The fact that everyone contributes gives each member a stake in the matter, the pride of authorship, and a sense of membership "on the team." DiLorenzo and Fromaget provide this consultation service free to valued customers. Their other clients include Transamerica, Capitol Records, Litton Computers, Lockheed, and Hughes, to name a few.

Dr. Edward Chen, director of the department,



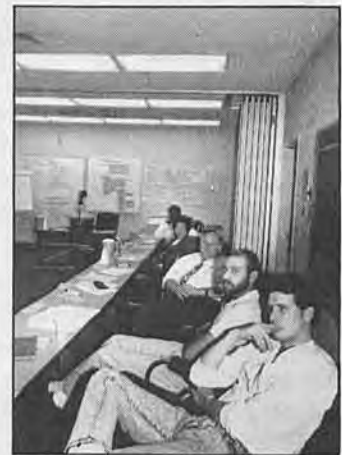
*Systems Project Leader Kitty Kwan clearly defines the training and education of staff that is needed to fulfill the overall mission.*



*Systems Project Manager Joe Vicente drafts his Critical Success Factor for presentation.*



*Frank Spencer prepares his statements for an imminent group presentation.*



*MIS Team Leaders pay attention to strategies for solutions presented by other MIS staff members. From bottom to top: Dan Myers, IBM; Technical Support Supervisor Gary Harrell; Systems Project Manager Lou Stein; Systems Project Leader Kitty Kwan; and Computer Operations Supervisor Mike Johnson.*

commented that the impetus for MIS' involvement in the conference was the will to deliver a superb product to user departments and other customers. "We want to make sure our communication between MIS and user departments is almost perfect. We intend to identify what they want to do, when to get it done, incorporate these goals with our planning and budget process, and get it done," Chen said.

Chen's goal usually takes most data processing

**What usually takes 2-3 years to fully implement these managers hope to accomplish certain short-term goals within 90-180 days.**



Mike Johnson presents his group's master communication plan as Dr. Chen looks on.

centers 2 to 3 years to fully implement, but the managers hope to accomplish certain short-term goals within self-imposed 90-day and 180-day periods by employing the planning technique they learned. "We met in 1-1/2 hour sessions to develop our mission statements. We solicited everyone's ideas and then reduced it to

precise language that reflects each person's input," said Chen. From these sessions, different core groups were formed and each integrated the ideas into one single plan that was presented to the whole group by a chosen team leader.

The technique, known as *Meta-Planning*, typically requires participants to write their ideas on cards and then discuss what issues would impede them. "We tried to be realistic without getting negative in the process. From the ideas that were generated, we identified the kinds of projects we have to do right within the next two years. We called those *Critical Success Factors*."

These factors, called CSFs for short, are defined as the ability to meet commitments within a defined and negotiated level of expectation. "These CSFs let us know, for example, if

we have a goal of delivering quality service, when we've accomplished it, what it means, and what you have to do in the next 90 days," said Chen.

Ultimately the plan is to get the entire organization to see MIS not just as an entity that provides machine cycles to customers, as a utility, but as a provider of solutions that offer business opportunities.

## Volunteers Needed

Have some spare time to donate? We need volunteers to help young people returning to the community from the Job Corps to get back on the right foot. We especially need help in any area of San Bernardino County.

For more information call:  
 Dari Brittenum  
 JACS Volunteer  
 Coordinator Advisor  
 4:00 to 10:00 p.m.  
 Division 9316 x6316  
 (714) 622-9871



Systems Project Leader Robert Makuh (foreground) and Computer Operations Supervisor Mike Johnson list the communication skills needed to enhance MIS' communication both internally and externally.

# A Hero in Cypress Park

by Andrea Greene, News Bureau Representative

Division 3 Operator Lou Trammel is a hero to the dozens of Cypress Park latchkey kids who stand wide-eyed when he displays his finesse in martial arts.

They see him not as his passengers do--as the operator of RTD Line 200--but as the man who unlocks the key to a skill they can refine and perfect. Trammel, an 18-year veteran of RTD, is an expert in jujitsu, the ancient Japanese art of weaponless fighting, employing holds, throws, and paralyzing blows to subdue or disable an opponent.

"I changed when Lou came along," recounts 17-year-old Marcos Luna.

"I was trouble...I was really mean when I was in a gang. I ditched school every day."

Enter Lou Trammel.

Other bus operators, also eager to combine a physical



*Division 3 Operator Lou Trammel, 49, is taking teens off the streets by teaching them discipline through the ancient Japanese art of weaponless fighting, jujitsu. The 18-year RTD veteran devotes much of his time to the teens building their self-confidence, stressing to them that gangs are no place on which to build a future.*

art into a stress-reducer, sought out Trammel's assistance. Trammel himself was so besieged with sign-ups for a self-defense class among fellow operators that he rented a room at the City Parks and Recreation Center. That's when groups of wandering youngsters, like Marcos, with no mother yet at home and no place to go after school noticed Trammel and his jujitsu instruction, and asked to be included.

Trammel was tough, striking a deal with Marcos and his friends who were so inclined. Knowing that kids belonged to gangs because they have a false sense of pride, he recalled telling Marcos: "If you promise to stay clear of gangs, I'll redirect your physical violence into something peaceful."

The deal paid off; 41

kids signed on, trading street warfare for jujitsu instruction.

In fact, Marcos says everything has changed for him. He's doing better in school, thanks to Lou. He plans to graduate from high school next year. To his former friends who urge him to use his sport to hurt others, he says: "Ridiculous."

"This is my sport," Marcos says. "I'm learning to keep physical violence inside of me. My parents are very happy about my change of attitude."

Trammel makes time for Marcos and the other youngsters three times weekly, in between his Alvarado to USC bus route. He understands all too well why latchkey kids want to transform physical prowess into art.

When Trammel was 8

years old, he, too, watched the "bullies" in the neighborhood manhandle each other. He mimicked them, but in the confines of judo school. By the time he was 18, he had earned his black belt. He made his mark in the Air Force. As a Strategic Air Force Command instructor, he taught jujitsu, and in the late '50s traveled internationally as part of a martial arts team, racking up several medals in competition.

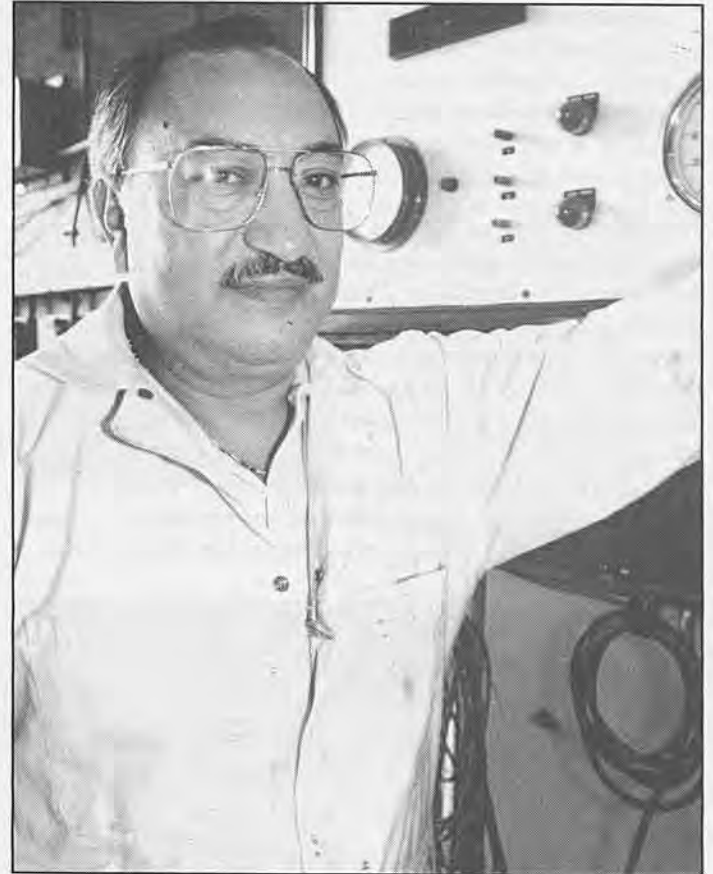
Division 3 Manager Roy Starks can't praise Lou enough.

"What he is doing for the community is showing that an RTD operator is a positive force. He's doing it with his own money, and that's commendable. He's taking the kids off the street, and that means progress."

# COMMENDATIONS



*Division 1's Manuel Guzman was selected Operator of the Month for December, 1989. Guzman was hired as a part-timer in 1984 and was promoted to full-time status in 1986. He has never missed a days work due to missouts or illness. He has never had an avoidable accident and, has only submitted two accident reports in his six years with the District. He has the maximum merits possible. In additon, he has received several commendations from his passengers and has always received letters of commendation from his division managers for his performance. Because of his outstanding record, he was selected as a line instructor. Guzman and his wife, Vicky, reside in Pasadena and are the proud parents of two children. In his spare time, he attends L.A. Trade Tech in pursuit of an AA degree. For relaxation, he enjoys playing softball and handball with his coworkers.*



*Division 3 Mechanic A Jose G. Lechuga-Espinoza was chosen Maintenance Employee of the Month for December. Hiring in as a Utility on September 18, 1970, Lechuga-Espinoza completed the Mechanic Training Program in 1977 and was promoted to a Mechanic C. Since becoming a mechanic, Lechuga-Espinoza has taken several instruction classes in the mechanical field, such as stopmaster wedge brakes, EEC wheelchair, transmissions and overhauls all to improve his skills and increase his knowledge as a mechanic. His technical ability is excellent. He can be counted on to complete any assignment given regardless of its technical complexity. He is also experienced in engine overhauls, transmissions, and general repairs all of which he performs excellently. He contributes considerably to the overall productivity of the division and enthusiastically completes all assignments. Additionally, he has an excellent attendance record .*

*continued on page 16 . . .*

## ... Commendations

... continued from page 15

*Property Maintainer William N. Dellosa was selected the Facilities Maintenance and Operations Department Employee of the Month for December. He has served the District with honor and distinction for 15 years, working diligently on every assignment given. Every task assigned, no matter how small, he approaches with enthusiasm, and does not stop until it is completed and the user is satisfied. His supervisors depend on him for his expertise and his willingness to help. He has been especially valuable during the holiday season where he has consistently offered his services during the preparations for the annual South Park holiday feast.*



*Fred Go was chosen Telephone Information Operator of the Month for December, 1989. Born in the Philippines, Go speaks three languages: Filipino, English, and a Chinese dialect called Fu-Kien. He completed his college education while still in his homeland, majoring in business administration and hopes to start his own business some day. Go came to California just four short years ago, and started with the District in February, 1989. His supervisors and co-workers say Fred is a very shy but conscientious worker. His attendance is excellent, not having missed a day since his employment. He enjoys such leisure activities as movie going and basketball. He's not married but hopes to settle down some day (after he makes his fortune).*

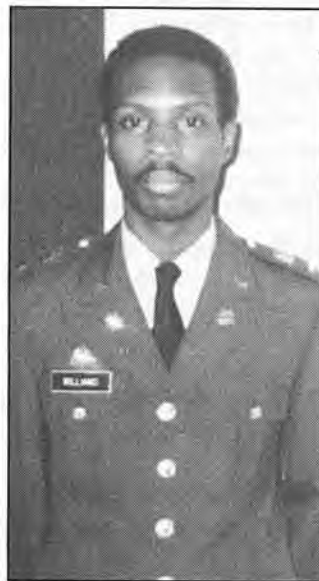
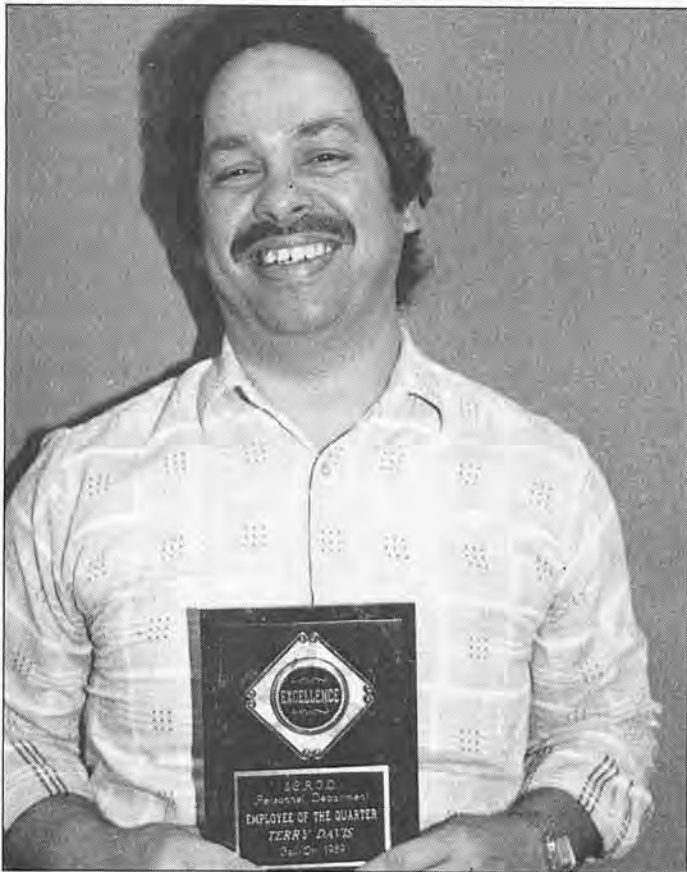




## ... Commendations

... continued from page 16

Records Clerk Terry Davis was chosen the Personnel Department's Employee of the Quarter for Winter 1990. Davis has served the District for over 12 years and is most familiar to RTD employees as the "Bus Pass" Man. Davis is commended for completing an enormous workload on time and with great economy. Known for his grace under pressure, he is valued by his coworkers for his easy-going nature. His talents are many: acting, poetry, singing. Over the years he has assumed the role of the Department's Poet Laureate. He is a pleasure to work with and this award has been a long time in coming to him.



Division 8 Operator Karl J. Williams was one of the many U.S. Army Reservists across the nation asked to serve in Operation Just Cause in Panama during December-January of this year. Williams is a first lieutenant in the Reserves ordered to active duty in the national interest because of special skills he possesses that are simply not available in the active Army. The Department of the Army commended 1LT Williams' contribution to the effort and that of the RTD's in releasing him to defend and further the national policy in restoring a functioning democracy to the people of Panama.



Division 1 Instructor Chris Medina reflects on the positive affirmation that recently appeared on all the doors of operating divisions: "Through These Doors Pass the Finest Operators in the World."



## Somebody Needs You . . . Buckle Up!

by Rufus Francis,  
Safety Engineer

Who will need you more than your loved ones, your family, your friends, the community you serve, and the District you work for? No one? Think for a moment of the opportunities you've passed up and later regretted. Here's your chance to take advantage of an opportunity to avoid being seriously, or even fatally injured. Save your life for somebody who needs you. I'm talking about the use of seat belts. Statistically it has been proven that automobile occupants have a significantly reduced risk of serious injury or death during accidents if they are restrained by seat belts. Approximately 35,000 people die annually in cars, light trucks or vans equipped with safety seat

belts; and about 50% of these people could be saved if they wore safety belts. Safety seat belts cut your chances of being killed or seriously maimed in a crash by about 50%.

SCRTD is launching a campaign commencing the first week of March 1990 through August. The purpose of this campaign is to encourage Bus Operators and drivers of non-revenue vehicles to use seat belts. Seat belts have proven to save lives and reduce the severity of injuries in automobile accidents. They can also help drivers retain better control of their vehicles during accidents and emergency maneuvers.

The Risk Management and Marketing Departments will be distributing handouts, posters,

alerts, and banners to all the departments. Risk Management will also be showing films and videotapes at various divisions, departments and in the cafeteria at the Headquarters Building. Risk Management will also track accident and loss experience related to the failure to wear seat belts and will identify those revenue and non-revenue vehicle drivers who have been able to retain better control of their vehicles in an accident situation by using seat belt.

The use of seat belts is mandated by State Law for all drivers and occupants of passenger motor vehicles designed for carrying not more than 10 persons including the driver. The campaign is geared toward all employees adhering to this re-

quirement throughout and subsequent to this seat belt use campaign. Currently the State has not legislated commercial drivers to use seat belts. However, the past knowledge and experience of drivers have shown that many operators have been injured as a result of not wearing seat belts, this includes instances of falling out of the seat after a traffic accident, collisions, etc. An operator losing control of the bus as a result of being thrown from the seat is unable to control the operation of the bus, thus increasing the risk to others.

This campaign is to encourage all operators to go beyond the mandatory seat belt use requirements and wear seat belts whenever they are provided in a vehicle.



### 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

## Bus Goes for Test-Ride Back East



*RTD's in-line 6-71 engine gets a workout in Richmond, Virginia's snow-slicked roadways.*

Nope it's not what you think. At first glance it would appear that the 496 went just a wee bit off route and ended up on Rim Road toward Lake Arrowhead, or maybe hijacked? No on both counts. It is not Arrowhead, but Richmond, Virginia.

The 1981 GM bus pictured was truckloaded and delivered to the Greater Richmond Transit Company during December, 1989 as part of a demonstration of the new, in-line 6-71 engine manufactured by Detroit Diesel. The new engine offers an innovative configuration that is easier to maintain than the standard V-engine. The District owns the only two existing models in the United States. "We loaned Richmond one of the models," said Alternate

Fuels Manager Vince Pellegrin. "Richmond received #8583 in December. They only kept it two weeks, running it when temperatures had dropped to 20 degrees below. It came back to us full of salt."

The District is testing the models for fuel economy, and Richmond is considering purchasing buses with the newly configured engine.

The bus was used at the Parham Road Park-and-Ride in Richmond. The property operates a fleet of 200 buses and was the first transit operator to run an electric streetcar successfully in 1888.

The photograph was sent by GRTC Supervisor Bruce Korusek. Many thanks to Bruce.

# C PUBLIC COMMENDATIONS

## Thanks for a Job Well Done!

**Division 3201**  
Hill, Leon C.

**Division 3203**  
Galindo, Robert

**Division 3205**  
Harris, BJ ("and staff")  
Holmes, Henry  
Martinez, Samuel G.  
Rodgers, Lyvon  
Saldivar, Anna

**Division 3206**  
Algarin, Paul  
Rowland, Jeffrey L.

**Division 3207**  
Franklin, Willie J.  
Fray, Elethia  
Sahler, Joseph D.

**Division 3208**  
Garcia, Vincent  
Reyes, Arthur M.  
Torres, Juan M.

**Division 3209**  
Leal, Jesus  
Narvaez, Manuel M.  
Stroup, Jane Mae

**Division 3210**  
Cade, Nelson L.  
Hollins, Dana C.  
Rowser, Adala  
Santiago, John  
Shorters, Jimmie  
Tatum, Rodney A.

**Division 3212**  
Scott, Albert E.

**Division 3215**  
Aranda, Mike  
Farmer, J  
Hernandez, Ruben J.  
Maitino, Robert M.  
Rumbada, Kathleen

**Division 3218**  
Adams, Arthur L.  
Cardoza, Juan M.  
Hubbard, Rayford C.

**Department 1800**  
Davis, Mark

Dear RTD:

I would like to commend Mr. BJ Harris and the well-trained staff of assistant managers, clerks, instructors, and TOS's working with him at Division 5. Mr. Harris' staff reflects an attitude of professionalism. After being hurt on the job and being out from work quite a lot, most people, even fellow operators would begin to see you as a minus.

Mr. Harris personally counseled me and encouraged me to lose weight so as to become a more productive part of the Div. 5 team. Many others on the staff have encouraged me, given me pep talks,  
*continued on page 20 . . .*

## ... Public Commendations

... continued from page 19

exhorting me to go for the gold.

Having Mr. Harris and his staff treat me in such a positive way has caused me to see myself as a team player and not want to let the team down. Thanks to the support of Mr. Harris and his staff I have lost 113 lbs. since surgery on March 9, 1989. I look forward to becoming a player on the Division 3205 team.

I would like it if possible that a commendation be given to Mr. Harris and each of his staff members. I would like to commend you sir for having a well-oiled machine at work for you.

In your service  
and in Christ's service,  
Nathaniel Noflin

---

*They exhorted  
me to go  
for the  
gold.*

---

Dear RTD:

On January 19, 1990, I alighted from an airport van in front of the Administrative Building at about 5:30 p.m. As I tried to pay the van driver, one of the local residents approached us to say that he would carry my suitcases into the building. Noting the strong smell of alcohol, I replied strenuously that I did not need his help and asked him to leave

me alone. After unsuccessfully trying to change a twenty dollar bill in order to pay the driver, an accomplice tried to rob me by snatching my billfold from my hand. I was able to prevent him from doing so and settled with the driver. However, while walking into the building, the first local followed me inside and was ordered out by the Security Guard in the lobby. As I left the building a few minutes later, suitcases in hand on my way to the bus stop, I saw the same man approaching me again. I turned around and went back into the building. I explained to the Security Guard what was happening.

Mark Davis was on duty. He then walked with me to the bus stop and waited with me until my bus came. We noticed the same two men waiting with us. After I boarded the bus, the two men tried to board also. It was clear that they would ride until I was ready to get off the bus, and at this point they would rob me. Mark ordered them off because of the smell of alcohol, preventing them from riding on the bus with me.

I have personally expressed my appreciation to Mark, for he literally "saved my neck" that evening. Without him I would surely have been robbed and possibly sustained other injuries.

It is a reassuring thing

to know that we have dedicated employees like him who take their jobs seriously and, particularly, a member of the Transit Police Department who was willing to walk the

extra mile to protect a fellow employee. He should certainly be commended for his action. He'll have my gratitude for a long time.

Roger Rose

---

## SHIFTING GEAR



**Abu-Hajar, Samih I.**, began with the District on March 28, 1974, retired as a Bus Operator on January 3, 1990.

**Bailey, Gilbert**, began with the District on May 21, 1963, retired as a Utility A on January 4, 1990.

**Benn, John H.**, began with the District on February 27, 1975, retired as a Bus Operator on October 23, 1989.

**Childers, Herman L.**, began with the District on January 9, 1978, retired as a Mechanic A on August 31, 1989.

**Davis, Curtis**, began with the District on November 19, 1966, retired as a Bus Operator on January 2, 1990.

**Gamez, Jose C.**, began with the District on March 17, 1975, retired as a Mechanic A on August 9, 1990.

**Gross, Floyd E.**, began with the District on August 1, 1966, retired as a Mechanic A on January 3, 1990.

**Handa, Frances N.**, began with the District on August 3, 1959, retired as a Supervising Cashier on January 2, 1990.

**Hennessy, Earl J.**, began with the District on March 23, 1959, retired as a Bus Operator on January 10, 1990.

**Hillery, George**, began with the District on October 27, 1960, retired as a Utility A on January 2, 1990.

**Levinson, Morris**, began with the District on October 13, 1975, retired as a Bus Operator on January 2, 1990.

**Martinez, James V.**, began with the District on September 4, 1973, retired as a Bus Operator on January 3, 1990.

**Purcell, John F.**, began with the District on October 15, 1971, retired as a Schedule Checker Supervisor on January 2, 1990.

**Stewart, Robert L.**, began with the District on December 18, 1959, retired as a Utility A on January 3, 1990.

**Wilson, Clarence**, began with the District on December 28, 1959, retired as a Transit Operations Supervisor on January 6, 1990.

**Wright, Earl H.**, began with the District on April 9, 1966, retired as a Schedule Checker on January 19, 1990.

# SCHEDULE CHANGES

**Alarcon, Ramon L.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Ayala, Laura J.**, from Mopper Waxer to Messenger Clerk/Relief Mail Carrier.  
**Beltran, Richard N.**, from Cash Clerk/Mopper Waxer to Cash Clerk.  
**Bilich, John J.**, from Estimator to Program Control Manager.  
**Bridges, Charles J.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Cameron, Kevin M.**, from Mechanic C to Mechanic B.  
**Dean, Donnell A.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Dee, Willie**, from Bus Operator Part-time to Bus Operator Full-time.  
**De Guzman, Cynthia M.**, from Storekeeper to Stock Clerk.  
**Delgadillo, Jorge L.**, from Part-time Operator to Full-time Operator.  
**Eiselstein, Jimmy L.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Escareno, Remona C.**, from Information Clerk to Assistant Service Inspector.  
**Findlay, Denice C.**, from Staff Aide to Office Supervisor.  
**Galang, Antonio A.**, from Mechanic B to Mechanic A.  
**Gilchrist, Dorothy L.**, from Bus Operator Part-time to Bus Operator Full-

time.  
**Grewal, Parmjit S.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Guerrero, Georgina**, from Secretary to Staff Aide.  
**Hawari, Marwan A.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Hull, Glen H.**, from Warranty & Equipment Mechanic to Field Equipment Technician.  
**Johnson, Lanita M.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Kang, Maria E.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Kumar, Ashok**, from Supervising Planning - Planning Systems to Scheduling Systems Supervisor.  
**Lopez, Mark M.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Longsdon, Thomas E.**, from Prepaid Sales Supervisor to Prepaid Sales Manager.  
**Loyo, Ted R.**, from Mechanic C to Mechanic B.  
**Martinez, Samuel G.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Masters, Gerald W.** from Typist Clerk to Division Stenographer.  
**Mendoza, Xhavier**, from Mechanic C to Mechanic A.  
**Montez, Mary L.**, from Mechanic C to Mechanic B.  
**Montoya, Theodore N.**, from Senior Materiel

Supervisor to Materiel Manager.  
**Moore, Arlillian**, from Data Technician to Scheduling Systems Technician.  
**Morgan, Gilbert S.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Parchman, Jacquelyn**, from Bus Operator Part-time to Bus Operator Full-time.  
**Perry, Robert T.**, from Mechanic B to Mechanic A.  
**Quiroga, Oscar**, from Facilities Maintenance Engineer to Senior Engineer.  
**Robles, Javier G.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Salimu, Abidala D.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Seja, Raymond**, from Bus Operator Part-time to Bus

Operator Full-time.  
**Toles, Cynthia**, from Data Technician to Scheduling Systems Technician.  
**Vanlaningham, Darrel B.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Vela, Guadalupe Y.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Villalobos, Kathleen C.**, from Bus Operator Part-time to Bus Operator Full-time.  
**White, David L.**, from Bus Operator Part-time to Bus Operator Full-time.  
**Williams, Marian E.**, from Mechanic C to Mechanic B.  
**Wong, Bing D.**, from Mechanic B to Mechanic A.  
**Yeh, Allen S.**, from Accountant to Senior Accountant.

## Blue Jays Take RTD Title

by Elton Ford, Jr.

The season for the District champs--Division 18's Blue Jays--was long and hard!

In short, all of the teams we faced never made it easy for us. Our toughest competitors were the Sharks of Division 6, and, finally, the Outlaws

of Division 3.

The season record for the Blue Jays, including the play offs, was 10-5 culminating with the crown of District Champs.

The Blue Jays are looking forward to defending their crown next season. "Repeat."



The victorious Division 18 Blue Jays. Pictured with their emblems of victory are, back row, from left to right: Reese Randolph, Kerby Brown, Alexander Mays, Leo Simpson, James Brown, and Bruce Hearn. Front row, from left to right: Charlton Plunkett, Clinton Barker, and Elton Ford, Jr.

## Letters to the Editor

Dear Editor:

We find an article in the January 1990 issue of the *Headway* inappropriate and offensive. The article is titled "On the Great Peace March." The pages of our employee paper should not be used as a forum for the political opinions of individual employees of the RTD. You should keep our paper out of the political arena unless you are willing to give equal time to those of us who have differing points of view from those of Mr. Sahlem. The article is particularly offensive because it paints a negative picture of two of the most popular presidents this country has had in the last century while praising the chief executive of the Soviet Union (a country racked with poverty, corruption, and racial tensions). Mr. Sahlem probably has good intentions but he is extremely naive in his perception of both the politics and history of this country.

We sincerely hope that in the future the *Headway* will think twice before providing a forum for political opinions.

Sincerely,

Frank T. Boyer  
Richard C. Lindberg  
Mark A. Forstall  
Jim Weaver  
J.T. Keliher  
(Division 15 Mechanics)

*It is the policy of this publication to present a balanced portrait of the diverse RTD employee population while offering articles that we feel will be of interest to our readers. Our intent in running the Frank Sahlem story was to present a moment in an employee's life that was very important to him, not to endorse any political belief system. Over the years we have run many feature stories that are off the beaten track (no pun intended), and at the same time have attempted to remain sensitive to the many ethnic, racial, religious, and political persuasions found in the RTD microcosm. While we hope not to offend any group by choosing one story over another, invariably, we do because time and money prevent us from including everyone and their opinions in every issue. The Headway respects each employee's right under the First Amendment of the U.S. Constitution to speak his or her mind about any issue even when it is a controversial opinion with which many may disagree. We thank you for sharing your opinions with us.*

Mary E. Reyna  
Editor

Dear Editor:

With the recent rash of new infestations of the Medfly being discovered in new areas where it was not found before, the increase of aerial spraying of malathion has had a profound effect on many residents' outlook on their environment. Many are jumping on the anti-malathion bandwagon. City councils of various cities have gone on record and have sent letters to authorities expressing their displeasure about the constant spraying that is going on within their city limits. (In January a request for a court injunction to stop the spraying in Los Angeles was rejected.)

Is the campaign to eradicate the medfly a failure? Besides spraying malathion once, sterile medflies were released. This program contained the medfly until about November 1989. After this time, outbreaks occurred throughout the county. This exhausted the sterile medfly supply and an extended spraying program was initiated.

Once was acceptable, but being sprayed six or more times created a fear about potential health problems. In fact, malathion requires a large dose to be fatal and will rapidly break down into a less harmful product in our yards. Other pesticides that could be used do not break down as rapidly and are far more toxic than

malathion. The concentration of malathion in your yard is less than one tablespoon after the helicopters pass over. If you happen to use malathion to spray your lawn for fleas, you will actually be using more pesticide, at a higher concentration, than has been sprayed by the state.

Because we are advised to cover our cars to protect them, some people have concluded that this proves the "danger." The effect on car paint finishes comes as a result of the corn syrup bait. When it dries it becomes difficult to remove and can damage the paint.

In order to discredit the state spraying program, a group or an individual in a letter to Mayor Bradley threatened to release medflies all over the county. They intended this to be "proof" that the spray campaign was been a failure and that the "health" of the people is endangered by using malathion.

California's financial health depends upon agriculture, the biggest industry in California. If this industry is threatened, you will pay more for your food, there could a recession, and greater unemployment could result.

For further information on the Medfly program call --818-350-1929

For information on health questions call -- 213-744-3235

Axel Heller

## RTD's Mobile Mechanics on the Go in New Mexico

In January the District purchased 103 RTS model buses from TMC in Roswell, New Mexico. Two of the District's able mechanics from the Equipment Engineering Department spent several weeks in New Mexico providing equipment assistance to the manufacturer ensuring that the buses purchased could move on Los Angeles' mean streets. RTD's ambassadors to New Mexico were Division 9 Mechanic A Mike Stoddard and Quality Assurance Non-Destructive Technician Richard Damron.



*Richard Damron (left) briefs TMC bus manufacturing personnel on the quality necessary for a functional wheelchair lift.*



*Mike Stoddard observes the headlight assembly reporting the methods and specifications.*

## Ensuring Pedestrian Safety

by Denis Shoemaker, Senior Safety Specialist

In today's traffic environment, both pedestrians and drivers need to be aware of hazards faced by pedestrians. The obvious factor which must be considered is that pedestrians don't have the protection offered by the metal body or restraint system found on most vehicles. Therefore, any collision can be catastrophic.

Another factor to consider is that pedestrians can't take the kind of evasive action that vehicles can. They can also be unpredictable, stepping off the curb at the last moment or crossing against the traffic signal. Furthermore, pedestrians have to rely on being seen by drivers, although lighting

conditions often make this difficult.

So what can we do to achieve the greatest level of pedestrian safety?

- Look for pedestrians and be aware of their actions.
- Reduce speed and "cover" your brake when passing pedestrians.
- Make sure pedestrians are a safe distance from your vehicle both before and while making turns.
- Keep your windshield clear of anything that might interfere with your view of pedestrians.
- Use headlights in low light or inclement weather.
- Make sure pedestrians and exiting passengers are safely away from your vehicle prior to leaving a stop.

## CARRILLO REALTY

Serving the San Fernando Valley

- \* RESIDENTIAL
- \* COMMERCIAL
- \* INCOME
- \* INVESTMENT

- ♦ COMPLEMENTARY MARKET ANALYSIS
- ♦ MULTIPLE LISTING SERVICES
- ♦ NATIONAL REFERRALS

DISTRICT EMPLOYEES: List with us and receive FREE a Home Protection Plan and much, much more. FOR DETAILS CALL:

( 818 ) 843-5001

AUGUSTO "Gus" CARRILLO  
1803 W. Magnolia Bl.,  
Burbank, CA 91506

---

# "Chunnel" Engineer Journeys to the Center of the Metro Tunnel



*The two engineers entered the access shaft No. 146 to the right-of-way at 5th and Hill Streets.*

Building a multi-billion dollar public works project like Metro Rail fires the imagination and enthusiasm of those who recognize the potential benefits it brings and, more importantly, its capacity to radically change the way a community solves its daily transit needs.

Apparently the appeal of the RTD construction project is not lost on foreigners. Recently, the Transit Systems Development's System and Construction Safety Department got a call from the British Consulate asking whether Safety Engineer Malcolm Skeel could tour the tunnel construction sites.

Back in the United Kingdom, working out of the the British Health & Safety Executive (the English equivalent of our California Occupational Safety and Health Administration) regional office in East Grinstead, West Sussex, Skeel provides assistance as an internal consultant to factory chemical inspectors on fire matters.

His interest in touring the Metro Rail construction sites in Los Angeles is less related to factory fire matters but more directly applicable to his new assignment as a consultant to the consortium of five British (Transmanche-Link) and five French construction companies employed to build the English Channel Tunnel or



the Eurotunnel, or simply the "Chunnel," for short. The Eurotunnel, when completed will span 50 kilometers or approximately 30 miles connecting the United Kingdom to continental Europe through France. Roughly 24 miles of the tunnel lies directly under the English Channel. Construction systems in use are similar to those em-

ployed on the Bay Area Rapid Transit's (BART) Trans-bay tube from San Francisco to Oakland.

"The major difference between BART and the Eurotunnel is that we are building 3 tunnels from each side of the Channel, the middle tunnel serving as an access tunnel to the other two," said Skeel.

As of January, the

English concessionaire had bored through over 12 miles of underground, beginning at the proposed inland station of Folkestone, which is about 5 miles from the banks of the English Channel or the embarkation point of Shakespeare Cliffs. The diameter of each rail service tunnel is 24.75 feet, the access tunnel is narrowed to a 12-foot opening. On the French side, the terminus station is located at Sangatte in Nord Pas de Calais. From both of these coastal sites, the tunnel boring machines operate in two directions: seaward to meet mid-Channel and landward to the inland terminals.

"We are probably a little further than the French side principally because of soil conditions. They are uncovering lots of clay." The English consortium is using six tunnel boring machines manufactured by Howdens of Scotland, while the French are using five made by a Japanese joint venture. The entire multi-billion dollar project is privately funded with revenue raised through bond sales.

"The two service tunnels are expected to break through later this year and we hope to be operational by June of 1993," said Skeel, obviously proud to be a part of such a mammoth undertaking. Equally proud of our own subway project and delighted to show off the work



*Heading down the 146 alignment, the engineers encounter a work crew setting and welding steel rings for the initial cross-passage construction.*



*RTD Safety Engineer Byron Ishkanian (left) gives Malcolm Skeel, Eurochannel safety engineer, a few safety pointers before descending the switchback staircase to the access shaft.*



*Left: At the base of the access shaft the engineers observe the Moran car carrying concrete to locations where the final lining is set.*



*Ishkanian points out the ring steel curved I-beams that are being installed.*



*Past the work crew they travel further along the 146 left tunnel alignment.*

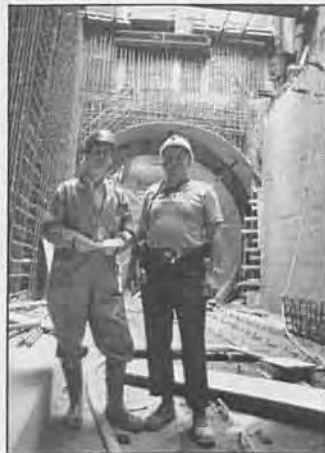
in progress, RTD Safety Engineer Byron Ishkanian took Skeel on a day-long tour beneath the earth at the major construction sites.

Intrepid as a *sherpa* leading the way up Annapurna, Ishkanian escorted Skeel down the excavation site at 5th and Hill into the access shaft. Slogging through foot-deep seepage at points where the tunnel has yet to be sealed with an impenetrable membrane, the men proceeded down the rough tunnel toward the station site at 7th and Flower Streets. As they traversed the underground terrain, Ishkanian paused every now and then to describe the scenery and explain the method and purpose of certain construction. Skeel, studiously, took copious notes of these lectures.

Making their way through the 146 alignment tunnel, the men entered

the future subway station site, its size dwarfing a football field many times over. Eighty feet above, faint daylight flickered through wooden planks lining 7th Street as the lunch hour traffic rushed above.

The two engineers were forced to walk through a narrow clearing between the steel reinforcement rods jutting up from the floor and laterally from the platform. It was tricky negotiating the path through. One false step and they had a good chance of getting impaled on one of the rods.



*At the juncture of the 7th and Flower Station with the Wilshire/Alvarado tunnels, Skeel and Ishkanian stop to survey the construction in progress.*



*At the 7th and Flower Metro station interface with the Metro Blue Line light rail station, a view from the mezzanine looking down to the Metro Red Line subway level.*

Stepping through the opening to the Wilshire/Alvarado tunnels, the men commented on the peace and quiet inside the gleaming underground passageway. Nearly completed except for the tracks, the men felt the

smoothness of the surface.

Trekking east back through the tunnel they exited for a peek at the light rail alignment that will interface with the Metro system. By this time several hours had passed without either one



*Looking south down the Metro Blue Line alignment, Skeel and Ishkanian appreciate the near completion of the station.*

## Division 9's Christmas Party



*The tour is completed with a view of the near-finished Wilshire/Alvarado alignment looking east to a perspective that gradually fades into 7th and Flower Metro Red Line.*

of them aware of it. Without the hubbub of city street life and natural sunlight to measure the passage of time, the sensory deprivation encountered underground distorts one's sense of time.

Ishkanian led Skeel up the aluminum and rough-hewn, wooden ladders to get to the surface. Up on 7th Street Skeel seemed to look at Ishkanian a little differently, as if thinking, "No slouch this Metro Rail."

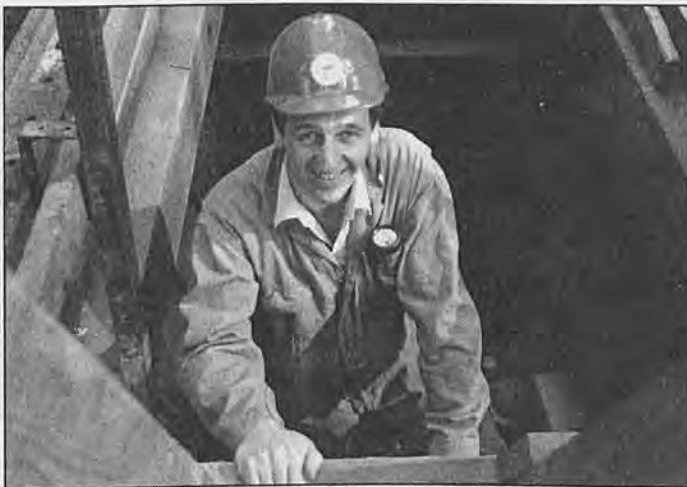
Why is the *Headway* reporting a story that happened over 3 months ago? Well, this story got lost in the mail...but we didn't want to overlook the fine spirit of friendship and caring that makes Division 9's Annual Christmas Party such a treat for workers and their families.

Held December 15, 1989, the event was completely catered with a menu that included turkey and ham as the entrees. Mr. Dwight Benavidez was the disc jockey providing every Christmas song imaginable.

Santa Claus (TOS Ben Welch) was well received and each child got a Christmas stocking. In addition, three video tapes were raffled off to the

children. Other prizes raffled were: a 19-inch color TV, a VCR, a telephone-clock radio, a space saver clock radio, and a clock radio--makes one think these Division 9 folks are real concerned about being on time.

No one went away hungry or out of sorts which is to the credit of all those who tirelessly organized and participated on the Christmas Committee. These dedicated folks included: Chairman Ruben Gonzales, Patti Marcozzi, Arnold Van Gordon, Josephine Drew, Roberta Dixon, Emily Beckett, Robert Apodaca, Janice Mustin, Barbara Coleman, Lloyd Jennings, George Pepper, Fortune Vasquez, Toni Flores, Renee Farley, and Foster Thompson.



*UK Engineer Malcolm Skeel emerges from the Metro underground suitably impressed and much more the wiser.*



*Santa and Mrs. Claus hold an interview with Manager Don Karlson to determine whether or not he was a "good boy" in 1989.*

# Maintenance Trounces

Chinese New Year's Day visited its fortune on the Equipment Maintenance Department while completely eluding Transportation in the much-publicized rival softball match between the two held January 27 at Victory Park in Pasadena.

In a "fun game" between the two departments, Maintenance won by a score of 7-4. When it came time for the "real thing," the Transportation terrors sent out their secret weapons smugly secure in their position against the "Maintenance Munchkins." Jane Bouffard was the lone, official cheerleader for Maintenance, complete with a wilted pom-pom.

Said a Transportation Sports Editorial: "The lines were drawn, the gauntlet thrown. There was blood, sweat, and tears; there was joy. The stands swelled with excitement and cheers. Everyone was at their battle-stations, ready, waiting, then the first pitch was thrown and the game began. It was hard, it was rough. There were casualties on both sides. All could see the battle take its toll." Translated: Maintenance kicked their butts. The final score of the "real game" was Maintenance 3-2.



*The two departments square off before the game. Equipment Maintenance players are in the light colored shirts on the left, and Transportation is on the right.*



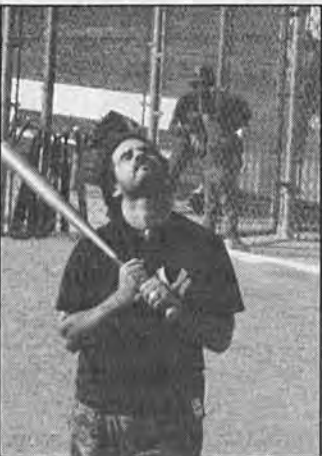
*Assistant Director of Maintenance Tony Chavira makes his first contact with the ball as Leo Bevon and Elton Ford look on in disbelief.*

# Transportation in First Softball Meet

"The Maintenance Munchkins really led us down the yellow brick road," said Director of Transportation Leilia Bailey. Both departments intend to meet again and make it an annual event. Chosen most valuable male player for the Maintenance Munchkins was Division 18 Mechanic Leader Larry Morris, and most valuable female player was Staff Aide Anne Zavala.



Anne Zavala holds her MVP award--how sweet it is.



God! Let me make just one run, puhleeze, says Ernest Scotti.



The winners and champions, first row, left to right: Larry Morris, Harold Torres, and Anne Zavala. Back row, from left to right: Elton Ford, Ken Acox, Dave Lane, Charleton Plunkett, Alberto Concepcion, and Ray Wilson.



Maintenance Pitcher Larry Morris waits for the spirit to move him.

## Breakfast Was on Div. 15

No time for breakfast? Nonsense, said Division 15 Assistant Managers Sue Harvey and Al Boctor. Why, we'll whip up some pancakes, sausages, bacon, toast, eggs, and grits faster than in the time it takes you to complete a pre-trip inspection. And, so they did quite early on January 9 in

ees as well. "By 7 a.m. we fed approximately 250 people," said Harvey. The crew continued to serve until all supplies were exhausted. "We didn't have a lot of help today to get this going," she said. "But, what help we had worked very well."

The breakfast was



Al Boctor serves Division 15 Operator Edward Hernandez a hearty breakfast before morning pull-out.

the small kitchen housed in the division's lunchroom.

Sue Harvey admits you can get it done in that time frame if you get a little help from your friends and start rattling those pots and pans no later 2:00 a.m. Harvey got help from her husband, Division 7 Operator Norman Goldstein who came on his day off, and from Al Boctor and Senior Instructor Mel Holt.

Once they started cooking not only did they feed those operators on early morning pull-out but also the third- and first-shift Maintenance employ-

part of a tribute from division management to the operators for reducing the accident rate on Line 94 by over 33 percent. The division also showed a lowered trend in absenteeism for the month of December, 1989. The successful reduction effort won Division 15 the fourth quarter Target Line award. "We went from over 500 accidents to under 300," said Harvey. "That's a big, big jump down. We hope to do as well on our 212 line. If we do, we will do something else for the operators," she said.

## Christmas Collection for the Elderly in Mexico

Every Christmas a benefit dance is held somewhere in the San Gabriel Valley to collect funds for the senior citizens of Apozol in the state of Zacatecas, Mexico. This past Christmas was a good year for these seniors because of the generous response of many members of the Maintenance Department of Division 10 and other friends of Mexican ancestry.

The dance generated a total of \$3,855 that was used to put together Christmas baskets. They were distributed to the

seniors in Apozol. Most of these "ancianitos" (seniors) range in age from 60 to 100 years. As you can imagine, they were delighted, happy, and thankful for our generosity and concern. We hope to have

---

*These "ancianitos" were delighted, happy, and thankful for our generosity and concern.*

---

another benefit dance this year and if you are interested in more information call Rigoberto Banuelos at Division 9310, (213) 972-6310 or (818) 284-6177. Thank You All My Friends.



Division 10 Mechanic Rigoberto Banuelos (holding microphone) distributes foodstuffs and blankets to senior citizens every Christmas.

## Operator Hosts Classical Radio Program on KCSN

He probably won't be any threat to Rick Dees' position in the Los Angeles pop radio wars nor will you hear him hawking prizes on the airwaves in promotional giveaway programs geared to increase listeners, but Division 8 Operator Mark Marcus does have his share of the Greater Los Angeles radio market.

Monday through Friday, from 3:00 to 5:00 p.m., Marcus hosts a classical music program on KCSN, that's 88.5 on your FM dial. Marcus plans and executes his program each day and has done so since the station sponsored by Cal State University, Northridge opted to change its format to classical. "When they went classical I called them and asked if they needed any help. I figured if I volunteered they might let me work on the 'board', that is, the control system that monitors the tapedeck, CD player, and turntable equipment," said Marcus. In commercial radio stations where resources are greater, one person usually operates the control board while the other hosts the particular program. "At college stations they can't afford to do that," he said.

Marcus has been given virtual freedom to design his program, but because the station considers his slot "drive time," they caution him to stick to the standards like Mozart and Beethoven. "They don't want me to play anything too radical or experimen-



*Division 8 Operator Mark Marcus selects from his classical CD library music to play on his new radio program on station KCSN.*

tal," he said.

KCSN is a relative newcomer to the classical field. Until recently in the San Fernando and Santa Clarita Valleys, the station had a well-known Country & Western format. "There was a whole shakeup among the radio stations in Los Angeles when KFAC, a classical station for the last 50 years switched to a Rock and Roll format. KKGO, formerly a jazz fusion station also switched to Rock because I think the owners figure there is a bigger listening market. KCSN figured there would be a void for classical listeners--that's how the new station was born."

The rapid change in radio formats in Los Angeles and around the country is largely due to deregulation in radio. FCC guidelines formerly required a 3-year waiting period for format changes, now owners may change

formats overnight.

Marcus is delighted to be a pioneer in the radio station's development even without compensation. "People ask me if I'm getting paid, that's like asking me if I'm getting paid for playing golf. It is so much fun! I'm lucky I have an outside income with the RTD so that I can do this."

The 15-year RTD veteran grew to appreciate classical music through his exposure to it in school. As a youngster he looked forward to Leonard Bernstein's Young People's Concerts. "My very first exposure was at age 4 when my father took me to see the Walt Disney film, *Fantasia*. I just developed more and more of an appreciation for it. There is at least 450 years of western music to discover, why limit yourself to the last 20 years?"

Marcus says the most fun about his new job is

that he gets to choose the music played. "I always bring three times the music I need and I keep my introductions to a bare minimum." He is able to bring a surplus since his personal library of CD's numbers over 750 that are valued at over \$10,000. "I tell the listeners what the piece is, who the composer is, the musicians. The most important thing is playing the music. I've never liked it when other announcers are more fascinated by the sound of their own voices. The music is the thing."

His approach and attitude toward classical music will probably gather him many more listeners than the typical classical music radio host could ever dream of attracting. "I don't think this music should be associated with high-faluting types. Here I'm just a working-class person who isn't rich or old like the usual types associated with it. I hope to encourage people to get into it and see how it can enrich their lives." Marcus, on the air, continually encourages people to attend live concerts for what he considers the best way to experience music.

For Marcus music is for enjoying. "It's good to have available something you enjoy that's always there for you. You can have as much as you want of it anytime. A lot of people may get into drugs or alcohol for a transcendent experience--that's what I find with my music."

## Operator's Journalist Daughter Meets President George Bush

Tonju Francois, the daughter of Division 9 Operator Stanley Francois, has ambitions to become a broadcast journalist. During President George Bush's visit to Costa Rica in November 1989, Tonju had the opportunity to put her mettle to the test.

The 1986 journalism



*Tonju Francois*

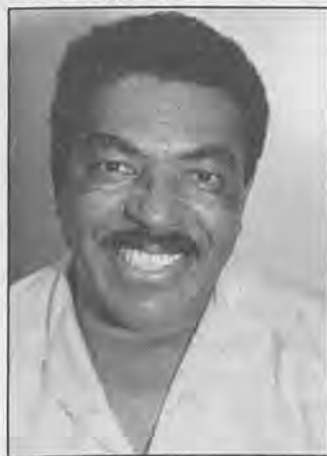
graduate of San Diego State University is in San Jose, Costa Rica studying Spanish at El Instituto de Lengua Espanol.

"When she came home for Christmas she told me all about meeting the president. She was so excited," said Francois. Tonju told her father that Bush's visit helped her make a point with her boyfriend, a reporter for *Time* magazine who lives in the U.S. and who predicted that she wouldn't get within 10 feet of him.

"I walked up to Bush and said, 'Do you like Costa Rica?' He grabbed my face with both hands and said, 'Yes, I love Costa Rica.' I was so excited to be interviewing him that I

didn't push the 'record' button on the tape recorder!"

Chalk it up to a learning experience says her father. Tonju wants one day to work as an anchorwoman with CBS. "She is one of those people who has a lot of get up and go, so she'll probably realize her dream. She's got a beautiful personality," said Francois, her No.1 fan. Francois noted that Tonju will be returning to California in April. So look out Tritia Toyota!



*Operator Stanley Francois talks about his daughter, the journalist.*



*Division 7 Operator Sidney Toles (left) and his son, Douglas, on leave from the U.S. Navy after recently graduating from Navy boot camp.*

## All RTD Retirees Invited

Dear Fellow Retirees,

Here we are again, already well into the 90's. We have left the 80's way back yonder. In this new decade I am sure all of us are looking forward to, or at least hoping for wonderful things to happen in our lives and in the whole world generally.

In the 80's some of our members were called to report to that big "Terminal" in the sky. It is reassuring to know when they checked in their equipment and "signed in" at that terminal there were no more time points or schedules to worry about. They are now enjoying real retirement in true peace and happiness. (Do you think they miss our monthly get-together?)

It was gratifying to see so many people at our annual picnic (133) and at our Christmas Social (103).

I wonder where all you folks who didn't come are and why more of you can't come to Perris on the fourth Tuesday of each month or to the City of Commerce on the second Thursday of each month. We need all of you so please make a determined effort to attend more often and join your former fellow workers and retirees in a friendly social atmosphere. Bring a friend and enjoy a delicious pot luck luncheon. There is never any pressure urging you to join the club, we just need your fellowship. So come out and have a good time.

A big thank you to all the workers who do such an outstanding job making sure our monthly socials are a success. We could not carry on without you girls.

President Bill McGee  
(714) 929-3598

## Sid Toles' Son Graduates from Navy Boot Camp

Division 7 Operator Sidney Toles' son, Douglas, 18,

graduated from the eight-week Navy boot camp in the Great Lakes on January 5, 1990. Douglas, a graduate of Crenshaw High School, was appointed the Recruit Chief Petty Officer by the company commander.

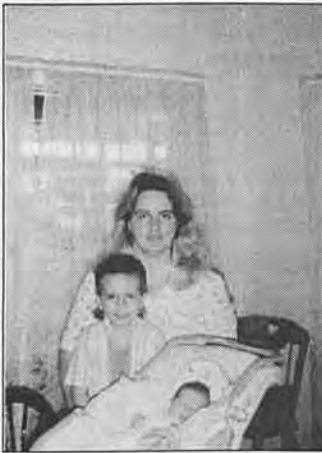
Operator Toles and Cynthia Toles attended their son's graduation ceremony and watched with pride. Cynthia Toles is employed in the RTD Scheduling and Operations Planning Department.



# BIRTHS



Born to Division 18 Mechanic B Marian Anderson and her husband, Systems Electronic Communications Technician Walker Anderson, a son, Eric Jamaal, on November 21, 1989 at 5:42 p.m. in Inglewood. Eric was 6 lbs, 5 oz. and 20 inches long at birth. Born 4-1/2 weeks early, Eric is the Anderson's second child. They have an older daughter who is seven years old. Mother said: "He's a real good baby, if only I could get used to his wanting to play at 4 o'clock in the morning."



Born to Division 7 Operator Nancy Canela, a daughter, Stephanie, on November 11, 1989 at 3:00 p.m. in Los Angeles. Stephanie weighed in at 7 lbs. 7 oz. and was 20-1/2 inches long. Stephanie appears along with her brother, Alex, 5, and her mother.

Born to Transit Police Officer Angel Frias and his wife, Cindy, their second son, Vincent Andrew, on November 5, 1989 in Glendale. Vincent weighed in at 9 lbs. and was 22-1/2 inches long.



Born to Division 15 Operator Albert Duplessis, Jr. and his wife, Vicki, a son, Brent Anthony, on July 1, 1989 in Panorama City. Brent weighed in at 7 lbs. 5-1/2 oz., was 23 inches long, and is the Duplessis'

fourth child. Said his father: "He is only six months old and he already has two teeth. He is strong, healthy and has been breast-fed only. He has not been given solid food yet."



Born to Division 1 Transportation Manager Maceo Bethel and his wife, Barbara, a son, Aaron, on April 14, 1989 in Anaheim. Aaron weighed in at 7 lb., 12-1/2 oz. and was 21 inches long. He is

the Bethel's first child. Said the proud mother: "He's a great baby. He is already in day care and was selected Infant of the Month for December 1989. He's even made his theatrical debut in a play."

# Recent Retirees . . .

## Frances Handa



*Supervising Cashier Frances Handa enjoys retirement.*

Supervising Cashier Frances Handa retired January 2, 1990 after 31 years with the District. She was honored by over 90 friends and co-workers at a retirement party held at Little Joe's restaurant in Chinatown on January 5.

Frances started with the RTD's predecessor, Los Angeles Transit Lines, in 1959 as a Steno with the Stops and Zones Department. "I worked at Division 20, which was located at Pico and Sentous Streets, where the Los Angeles Convention Center is now," she said. Her first job following her graduation from Woodbury University, Frances applied herself and took a promotional advance to the Property Maintenance Department at the present site of Division 10.

She hopped from East Los Angeles to downtown to do a stint as Secretary in

the General Accounting Department, then went on the Cashier's Office. From there she transferred to Scheduling and worked as an Administrative Analyst, then switched back to the Cashier's Office to take a promotion as the Supervising Cashier.

"RTD was my one and only job," said Frances, "and it has provided a very nice income for me." She plans to put some of those savings toward a cruise to Alaska planned for the fall. A native of Oahu, Hawaii,

with family still residing there, she will visit periodically. Without hesitation, Frances was quick to comment that she really does like retirement. "In the beginning of your career you don't notice the years going by. They seemed to go by so quickly, but the last few years, I felt."

She plans to take more art classes to complement her hobbies of doll-making and ceramics. The first thing a visitor notices on entering Frances' house is

the glass cabinet containing exquisitely crafted dolls of all shapes and sizes.

"I know I'll miss all my RTD friends, but I'll probably see half of them at all the retirement parties," she said flashing her beautiful smile. Frances Handa was a favorite of many who worked at the Headquarters Building. She will be remembered as a kind woman who was never too busy to help you with a payroll problem. She will be missed.

## Don Waite

Don Waite, Quality Assurance Manager for the Equipment Maintenance Department for the last 11 years, retired January 19.

Waite and his family were the honored guests at his retirement dinner held at Michael's Restaurant in Commerce. More than 100 friends and co-workers attended.

At the District Waite was responsible for all the warranty processing of new coaches, the development of specifications for new products, and bus maintenance inspection. He administered the Oil Analysis Program, a laboratory study which determined the suitability of engine fluids.

Equipment Engineering Director Jeff Johnson opened the evening event and introduced a roster of speakers and supporters who included Waite's longtime secretary, Mary



*Don Waite and his wife, Barbara, at their retirement dinner held January 19. The couple has been married for 31 years and they have 3 children.*

Martinez, Director of Transportation Leilia Bailey, AGM-Operations Art Leahy, and Director of Equipment Maintenance Rich Davis. Davis commended Waite's performance telling the audience: "His earliest challenge involved a bit of detective work. He was asked to find out what was causing our buses to belch this black smoke. After

using spectrographic oil techniques he discovered that our fuel supplier had put barium in it. When we confronted them with this evidence, the only thing they said to us was, 'How much?' and wrote us out a check for \$600,000."

The evening included much gift-giving. Waite received a cassette-recorder, an RTD business  
*continued on page 35 . . .*

## ... Retirees

... continued from page 34  
card clock, a money tree, his own personal bus stop sign, a personalized, framed schedule, autographed coveralls, and a retirement plaque.

In his parting address Waite expressed gratitude to the District for urging him on to a much higher professional level. "If there is any advice I can give it is to believe in yourself, believe in the company and support its programs. Believe in your job, because your task is most important to the team effort. Don't accept a lack of support and use that as an excuse for not trying. Thank you for all your kindnesses. Good-bye and good luck!"

Waite is a fellow of the Society of Automotive Engineers and plans to stay quite active with the organization during his retirement.

## RTD Ex-Motorman Hunter Celebrates Century Mark

Ex-motorman Clover B. Hunter celebrated his 100th birthday on February 1, reported his daughter, Barbara Griffin. Hunter was born on February 1, 1890 in Sylvia, Kansas.

He came to California in 1923. His first job was doing carpentry on the construction of the Los Angeles Produce Mart. Later, he worked as a milkman for the Crescent Creamery. He then became a motorman for the Los Angeles Railway. He retired from the streetcars after 22 years service in 1946.

## Did a Red Car Usher in Atomic Age?

It's been almost 45 years since retired motorman Bob Hennessy, 74, made an early morning run that may have helped change the whole course of history. The emphasis here is on "may" because Hennessy has never known for sure what freight he was carrying on the box engine he was assigned to drive from Pacific Electric's Los Angeles depot to the Navy base in Wilmington in early July 1945.

His eerie recollection came to light as a result of a recent interview with a reporter from the Long Beach Press-Telegram inquiring about his opinion of the new light rail system scheduled to open this summer, as opposed to the old Red Car system. As the interview progressed, Hen-



At the time of their interview with the *Headway*, the Hennessys had just returned from a cruise through the Panama Canal.

nessy recalled the fateful run at 2 a.m. in 1945 and mentioned it to the reporter. The reporter, Bill Hillburg, followed up on the lead and was able to gather information to fill in the gaps through the Freedom of Information Act.

"That morning I was put in my supervisor's car and taken to 6th and Main and then told to take my box car to Wilmington." Hennessy remembered entering his motorman's cab with two machine gun-toting FBI agents.

"Nobody said a word to me about what was going on, and the baggage compartment was locked," said Hennessy. "They made me drive 5 mph the whole way, and two cars followed beside us on Alameda Street."

He noticed that all the

sidings on the line, all the facing switches, were spiked. "I had never seen that done before." All along the route sharpshooters were posted in the switching towers and armed guards blocked every intersection.

"The men with the guns, they never spoke to me the whole time I drove," said Hennessy. "That impressed me. They were briefed that this was nothing to fool with. No one said a word."

When he reached the naval base he was ordered out of the cab and Navy personnel took over. "A few days later a tower switchman got on my car and asked me 'What in the hell were you carrying. I never saw anything like that in my life.' Well, neither had I. For weeks after, I asked my supervisors and co-workers what the heck had been going on, but nobody knew." Hennessy had carried Navy payroll many times before and had been accompanied by one armed guard, but he had never seen the stringent security posted that night before or after.

Hennessy's wife, Lillian, recalled getting angry when her husband told her about it. "I told him you weren't hired to carry that kind of cargo. I was kind of upset. I remember once a few years later when he was driving buses he found a grenade on his bus. He called his

continued on page 36...

# RTD GOES TO THE MOVIES

## ... Atomic Age

... continued from page 35

supervisor and Navy Demolition had to come out and disarm it."

Hennessy first began suspecting his cargo was historic in early August 1945. That's when President Harry Truman lifted wartime secrecy to announce that a terrible new weapon had been dropped on Japan.

Was Hennessy's mystery cargo the infamous "Little Man" and "Fat Boy," the atomic bombs dropped on Hiroshima and Nagasaki? In his investigation, reporter Hillburg discovered that both devices had been transported by land to the West Coast, where the Navy took over and shipped them to Mare Island Naval Station near San Francisco.

On July 16, 1945, the same day the first atomic bomb was tested at Alamogordo, N.M., "Little Man" and "Fat Boy" left Mare Island aboard the *USS Indianapolis*. The *Indianapolis* arrived at Tinian Island on July 26 delivering its cargo to an air base. On August 6, the bomber Enola Gay took off from the island to unleash a devastation on Hiroshima that rocketed the world into the Atomic Age.

Hennessy, who joined Pacific Electric in 1945 retired from the RTD in 1977. He proudly reported he drove 22 years without a chargeable accident and never had a missout.

He is looking forward to the comeback of rail transportation in Los Angeles County. "I think it will be an improvement, it will be better than sitting on the freeway." To borrow from Yogi Berra, "It's like deja vu all over again." He felt right at home visiting the new light rail cars. "The technology is the same," he said. "I could be driving one of those Metro Blue Line cars in five minutes."

He voiced concern over the lack of extra window protection. "People often threw rocks at us in the bad areas. But the Red Cars were equipped with heavy curtains that kept broken glass out of the cars. Whenever we entered a rough area, we pulled all the curtains down."

In retirement, Hennessy doesn't concern himself much with getting the transit authorities to do it his way. Instead he and his wife lead an active life in their community and busy themselves with their hobby as ham radio operators and as world travelers. They have traveled through all 50 states and through 42 countries. "We go on one cruise a year...Yeah, we love it. We're spending our children's inheritance traveling," he chuckled.

At the time of their interview with the Headway, the Hennessys had just returned from a cruise through the Panama Canal.

Our Rating System

\*\*\*\*\* - A Classic

\*\*\*\* - Excellent; worth your time

\*\*\* - Average; Discount tickets strongly suggested

\*\* - Fair; Has some good points, but flawed

\* - Poor; Don't waste your time

BOMB - *Summer Lovers* -- Darryl Hannah would probably like to forget this one.

Originally, I had intended to review *Born on the Fourth of July*, the Oliver Stone/Tom Cruise vehicle that has been garnering so much media attention, and will probably earn Tom Cruise an Oscar. It seemed like a perfect contrast to *Glory*, another film on the horrors of war. As I worked, though, I realized that when you read this, *Born on the Fourth of July* will probably be plastered everywhere in the pre-Oscar fever, and *Glory* will be mostly lost in the shuffle. Therefore, I will dispense with the review of *Born*, and simply tell you that although it is a long movie, it is a movie well worth the time. I do not advise taking small children, but I urge you to go see it.

As for *Glory*, it is probably as far from Vietnam as you can get. Set during the Civil War, it tells the story of the first colored regiment of the United States Army, the first negro regiment to

actually see battle. This is not war as we know it from the nightly news. In the 1860s, men marched bravely into to battle with the regimental band playing, the colors flying, and their officers marching at the fore, swords drawn. It was warfare played according to strict rules, a gentleman's game where honor and glory were paramount.

The focal point of the story is Robert Gould Shaw, the son of wealthy abolitionists who, at the age of 23, assumed responsibility for forming and training a regiment most other officers didn't want anything to do with. Much of the script is drawn from his letters home, documents which chronicle a young man's journey as he comes to realize the bloodshed behind the pretty picture of soldiers marching off to battle. They tell the story of a man who grows steadily disillusioned, not with the cause of fighting to free the slaves and keep the union together, but with the officers around him, who are not so enamored of the Cause as they are of feathering their own nests.

Then there are the men. Most of the recruits of that first regiment were runaway slaves who'd come north in search of freedom and saw this as a way to get back something of what they'd lost in slavery. Some were educated free blacks

continued on page 37...

## ... Movies

... continued from page 36  
from the north, who joined because they felt it was an opportunity to strike a blow for freedom and equality. Remember, while many Northerners wanted to free the slaves, they didn't necessarily consider them in anyway equal. The emotions range from intense anger to enthusiasm to steady patience. While Shaw is the focal point, these men are the story, and the movie doesn't forget that. We watch as they grow from a ragged group of recruits to a fighting unit that becomes a sort of brotherhood.

The acting is superb. Matthew Broderick, as Shaw, mixes the impetuosity of sheltered youth with growing wisdom and cynicism. He's just the right age for this role, as is Carey Elwes, who portrays his friend, who comes along as major when Broderick is made colonel because it seems the thing to do. He's a born cynic, who sees from the beginning that the politicians never intend this unit to fight. Among the men, Morgan Freeman and Denzel Washington are the two names most easily recognized, but there is such a pool of talent among these black actors that it makes you wonder why Hollywood doesn't use them more. That, however, is a story for another time.

*Glory* balances the glory of war with the horror. When the flags are flying, the drums

beating, there is something magnificent about it all. Part of this is because of the fine acting, which never gets out of kilter -- no one is so good that they stand head and shoulders above everyone. It is an ensemble piece. The other reason is that the film avoids the 500 extras with modern haircuts stuck in blue uniforms from Western Costume look by using living history "recreationists" to serve as the background color. For once, a film about the Civil War looks lived in, as if these men really do wear these uniforms everyday. We even, on occasion, get a hint of some of the other uniforms that were worn by the soldiers -- not all units dressed alike. When all is said and done, there is a power to this movie that sweeps you away.

Rating: \*\*\*\*-1/2 Comments: Go.

*Video Corner* -- As promised, this is a new feature to let you know what's good in video that will be coming out this month. A constant frustration about this column is that what I write in January sees print in March, and movies are usually gone from the theaters by then. In the five years since I started this column, however, the video has become the primary form of movie viewing for many people, and movies are coming out on video faster and faster. Some never even make it to the theater, just come out at the video store.

Since many of you who read this column have a

VCR, here is a sampling of what's hitting the video stores in March.

*Field of Dreams* -- This is one of the surprise mini-hits of 1989. It's the story of a man who hears a voice that tells him to build a baseball diamond in his cornfield. While the premise may sound corny, it's a gentle story of how lost dreams can found again if you just believe hard enough.

*The Abyss* -- One of the biggest bombs of 1989, the pun that it's abyss-mal is obvious, but I'll use it anyway. An friend told me that it has great special effects, and the plot doesn't get in the way of it. If there hadn't been so much hype, it might have actually had a chance.

For you old movie buffs, there is the continuing program by Turner Entertainment to release some of the classics in the Turner Library. Recent releases have included the 1938 version of *The Prisoner of Zenda*, starring Ronald Colman, which is far superior to the 1952 Stewart Granger version. The Busby Berkley movies are also being released on a regular basis, so there's really something for everyone.

We're getting the first hint of summer now, and next month we'll be looking ahead to what's supposed to be big. One thing I can tell you -- *Back to the Future Part III* has been moved from June to Memorial Day weekend. Now, let's see what the other studios will put up against it. Be seeing you  
--Carolyn Kinhead

\$\$\$

REFINANCE

or

PURCHASE

\$\$\$

FOR 15 YEARS AT:

6% FIXED. GPM  
AND SAVE  
THOUSANDS  
OF DOLLARS

MONEY IN 10 DAYS

\$17,500

100% TAX DEDUCTIBLE

- o NO APPRAISAL REQUIRED
- o ALSO FOR RENTAL UNITS
- o NO PRE-PAYMENT PENALTY

RATES SUBJECT TO CHANGE  
SE HABLA ESPANOL

Office Hours:  
Mon. - Fri.  
8:30-8:30 p.m.  
Sat. 10:00-3:00 p.m.

CALL

EAGLE  
MORTGAGE BANKERS  
TEL. (818) 914-2796

# Axel's Green Thumb

The Daffodils are coming!  
The Daffodils are coming!  
The Daffodils are coming!

The daffodil is one of the first of the early bloomers of spring. The flower is characterized with a sweet fragrance and colorful appearance.

Another name for the daffodil is NARCISSUS, and the most popular variety is the NARCISSUS Poeticus (Poet's Narcissus). This variety has white flower petals with the center edged in red and a yellow "eye." Another common variety, longer and yellow colored, is known as "Trumpet." The name comes from the Greek myth about a handsome youth named Narcissus so entranced with his own beauty that the gods turned him into a flower. The Narcissus is native to Europe and the Mediterranean areas.

The crocus blooms in late winter/early spring. The name crocus comes from the Greek KROKOS meaning saffron. Saffron may be obtained from CROCUS Sativus and it is commonly used as a bright orange-red dye. A very popular and available variety is CROCUS

Vernus, also known as Dutch Crocus. This crocus is planted in mild-winter areas and blooms in February-April. The flowers come in varying shades of white, yellow, lavender and purple, often with streaks of color. The leaves appear grass like and the flowers blossom in long stemlike tubes that "flare" into cup-shaped petals.

The hyacinth is a member of the lily family. The flowers are very fragrant and bell shaped; the leaves are narrow and bright green. The variety that will be most common is called HYACINTHUS Orientalis (Common Hyacinth) with the Dutch Hyacinth being derived from it. The Dutch Hyacinth has bell-like fragrant flowers in white, with shades of blue, purple, pink, red, cream and buff.

The final flower I will cover also requires the most cultivation in order to survive in our climate. This flower is the tulip, a member of the lily family. The flower gets its name from the Turkish *tulband* -- a turban. There are so many varieties and colors available from white, cream, yellow, pink, red,

orange, lilac, purple, and maroon. The tulip requires more work because it needs a nice long cold spell. After the summer the tulips need to be dug up and chilled in the refrigerator until the fall when they are to be replanted. If this isn't done, the flower will become smaller and of poorer quality each following year.

All of these flowers require a well drained soil, moderate amount of water and a fertilizer higher in phosphorus for a better quality of flowers. The plants will appear to "die" after blooming. Don't worry they will appear again next spring like magic.

The daffodil, hyacinth, and tulip are bulb plants. A bulb is rounded and is composed of many "fleshy" scales that store the food

and provide the plant with protection. An onion is an example of a bulb. The crocus is a corm. A corm is an underground stem that can produce roots, leaves and flowers. The major difference of a corm when compared with a bulb, is that food is stored in the center of the stem, whereas the food is stored in scales in bulbs.

The Employee Activities office will offer several varieties of these flowers. Call them at 213-972-4740.

Next month we will cover some new turf and discuss the differences among the more common grasses used for lawns.

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

## M & M Limo Service

Your Satisfaction  
is our Pleasure

Corporate Accounts • Weddings • Proms  
Concerts • Night on the Town  
Home from the Hospital

John McKinney  
Owner

24 hr. Service  
(714) 946-5575

## Cancer Is Complex



For the latest cancer information from the National Cancer Institute's Cancer Information Service, write:

The National Cancer Institute  
Building 31, Room 10A24  
Bethesda, Maryland  
20892-3100 U.S.A.

Getting the  
Information  
Is Simple

Or Call:  
**1-800-4-CANCER\***  
**(1-800-422-6237)**

\*In Hawaii, on Oahu call  
524-1234.  
Neighbor islands  
call collect.

# SALE!

## VERSATILE CONTEMPORARY COUNTRY, IN WASHED OAK FINISH

### BONUS DISCOUNT TO RTD EMPLOYEES



SALE ENDS MARCH 18

**5% MEMBERSHIP CARD**

Your free 5% Bonus Discount Card is waiting for you at FMSA. This card can be used on all furniture, mattresses, lamps, and accessories, including sale items (During this sale only). Carpeting, Draperies and Appliances are excluded.

#### STONECROFT BY BERNHARDT

Since 1947, discriminating decorators have brought their most demanding customers here. Three floors, 65,000 sq. ft. of elegant furniture, including today's look in Country English. So timeless, it harmoniously mixes with other furniture styles. Add it to your home today at big sale savings.

**QUEEN 4 POSTER BED**  
Reg. Decoratc Price \$839 **SALE \$699**

**NIGHT STAND**  
Reg. Decorator Price \$389 **SALE \$349**

**ARMOIRE**  
Reg. Decorator Price \$1320 **SALE \$1195**

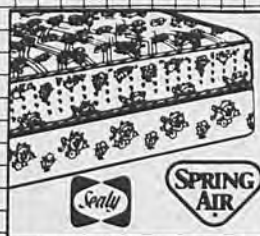
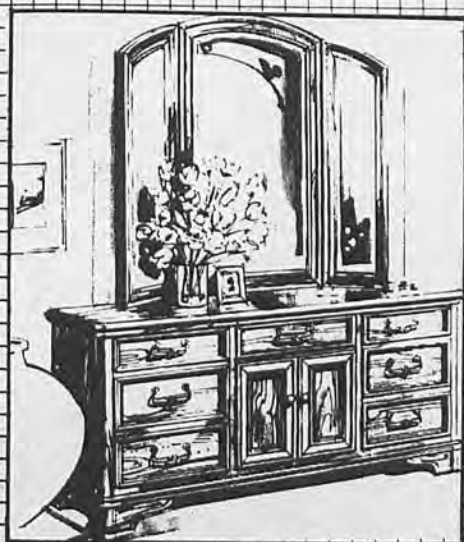
**DRESSER**  
Reg. Decorator Price \$929 **SALE \$829**

**TRI MIRROR**  
Reg. Decorator Price \$439 **SALE \$389**

Other matching bedroom and dining pieces also sale priced. Allow 6 - 8 weeks for delivery

#### CHARGE IT

90-Day no interest (O.A.C.) / Mastercard  
Visa / Discover / American Express



**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

# FMSA

**Furniture Manufacturers  
Sales Agency, Inc.**

2027 S. Figueroa St. Los Angeles  
(213) 746-3663

Tues-Fri: 10am-6pm, Sat: 9am-5pm,  
Sun: Noon-5pm, Closed Mondays

Free Parking

# RECREATION NEWS



**March 3** Whale watch from Long Beach 1:30 P.M. sailing - three hour tour. Save \$1.00 per person  
Adults (12 & over) \$11.00 Seniors \$10.00  
Children (5-11) \$9.00 Under 5 yr. \$3.00

**March 24 through April 29** - Magic Mountain Special \$11.50 a \$9.50 savings.

**New Phantom of the Opera Dates**

Tickets are \$50.50

Sunday, June 24 2:30 P.M.

Tuesday, July 3 8:00 P.M.

Sunday, July 15 2:30 P.M.

**Dodger Fever is back .....**

Annual freeway series with the Angels at Dodger Stadium  
March 31 7:00 P.M. - Baseball card night \$7.50 reserved seats.

**New Logo items** available in the Employee Activities include sports bottles - \$2.00 plastic squeeze bottle with a covered straw.

- Several varieties of hot liquid mugs, new black satin jackets in adult and children sizes. \$30.00 to \$34.00. Matching satin caps available for \$9.50. Want

tee shirts, sweats? Stop by the office or see items on the mobile unit.

**Mobile Unit Schedule** Division

Feb. 19	10
20	CMF
21	3
22	9
26	16
27	15
28	8
Mar. 1	7
5	6
7	18
8	4
12	12
13	2/South Park
14	1
15	10

Mobile unit hours are from 9:00 A.M. - 12:15 P.M. Monday through Friday.

## 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, Axel Heller, and Luanna Urie.

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

**Printed by:** RTD Printing Department  
Al Moore, Manager

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

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

Los Angeles, Ca.  
Permit No. 32705