

# HEADWAY

## BUS ROADEO SCOREBOARD

1	MORALES 617	7	HOOKS 598	MILKERSON 554
2	MOORE 600	8	EVANCE 599	WADENEYRA 551
3	CASTRO 592	9	LEWIS 598	TERSON 550
4	BRENCHLEY 590	10	DIAZ 597	545
5	KEOSABABIAN 587	11	JACKSON 587	540
6	CHACON 587	12	COWAN 587	538

## BUS ROADEO S

19	GONZALEZ 531	25	ESCOBE
20	GOMEZ 529	26	WEIHE
21	ARIZMENDI 516	27	VASQU
4	FIELDING 512	28	ROJ
23	SANCHEZ 507	29	RESE
24	TOMPKINS 495	30	MAR



**Cheers To  
Samuel Morales  
1991 Bus Rodeo  
Champion**

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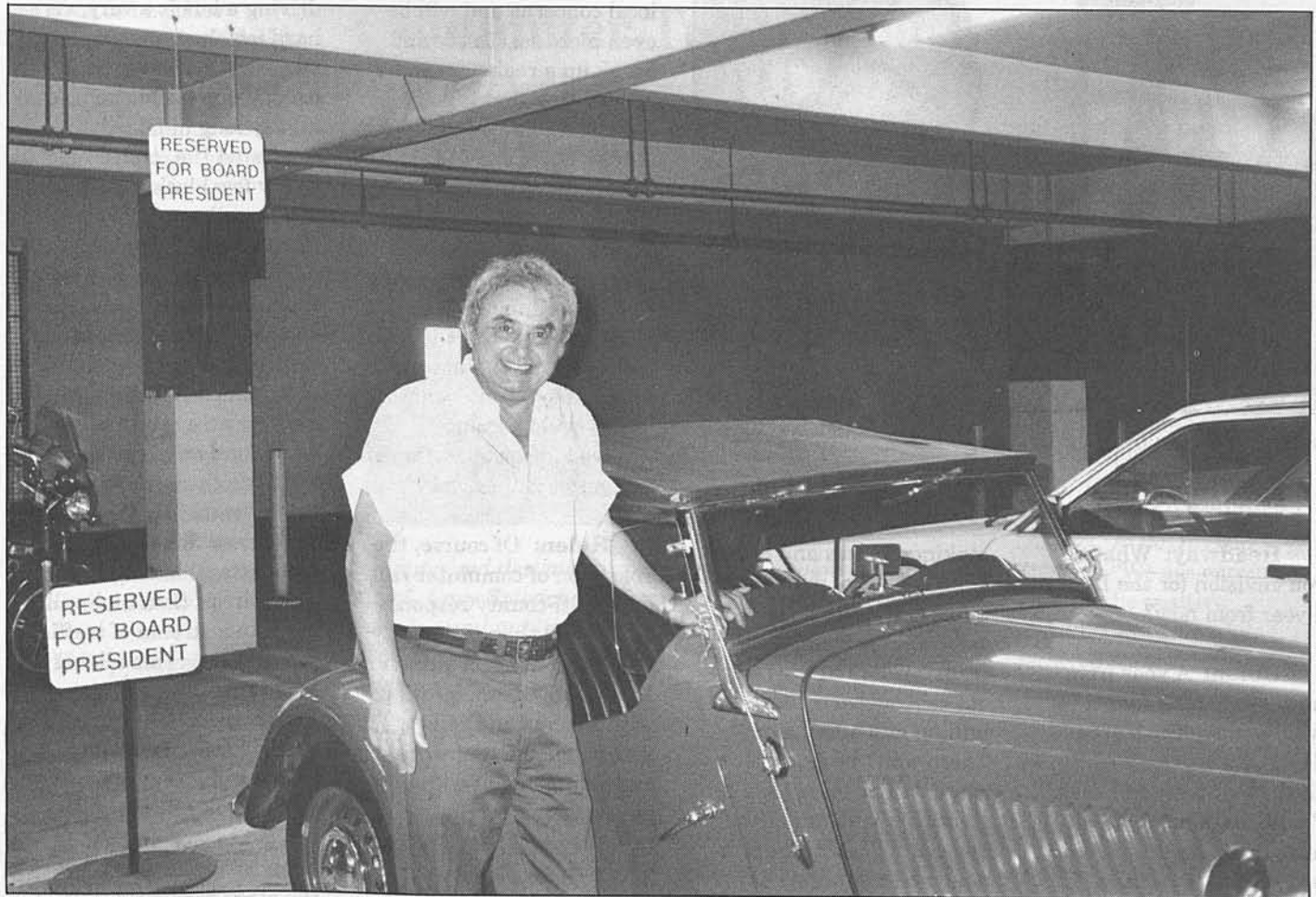
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# Full Steam Ahead



*Marvin Holen, a champion of all kinds of transit. Sometimes he rides the bus, sometimes the Blue Line, and sometimes, Holen will take his deep red 1951 MG out of the garage and tool around town. He says the car gets "a lot of stares."*

**M**arvin Holen is the new RTD Board president. The Los Angeles attorney, who first joined the Board in 1976, served three previous terms as RTD Board president during 1977-1980, and was elected vice president in 1988.

Specializing in business law, he is a partner in the law firm of Van Petten and Holen. He is a graduate of the UCLA law school and a member of the State of California Bar Association.

The Los Angeles resident is president of the Board of Trustees of the California Museum of Science and Industry. He also is chairman of the Finance Committee of the Los Angeles County Transportation Commission (LACTC).

**Headway** readers may remember Holen not only as a public servant, but as the man who explored western Tibet in search of the sources of four sacred rivers in the

fall of 1987. His journey is chronicled in the May, 1988 issue of **Headway**.

He and his wife, Marta, have been married for 30 years. On July 3, Holen shared his thoughts with **Headway** on the state of the District. He also clarified and laid to rest some rumors about RTD's role in shaping the evolving transportation landscape of Southern California. What follows are excerpts from that interview.

**Headway:** Why did you want to be Board president at a time when there is much speculation about the RTD's future?

**Holen:** This will be my fourth term as president. I have the background and experience to help guide the District during this transition period when public transportation is, perhaps, the most important issue in the everyday quality of life.

*continued on page 4...*



*Holen's selection by the Board was unanimous.*

... continued from page 3

**Headway:** What do you envision for the District a year from now?

**Holen:** A year from now, I'm hoping that RTD will be providing a great deal more service with clean, well-painted buses. I'm hoping that RTD will have made it a joy for the passengers to use the system.

**Headway:** There are many rumors among RTD employees as to what will happen to the District next year. As you know, certain rumors tend to be embellished, and some employees equate the mandated "reorganization" of the District and LACTC with the loss of their jobs. Can you reassure us?

**Holen:** The word "reorganization" has accumulated many different meanings for many different people. In fact, reorganization in the context it has, means an effort to find a simpler and more effective decision-

making process and more effective use of public monies. No, the RTD carries 88 percent of the transit riders in the County of Los Angeles -- nearly a million and a half a day. There won't be fewer jobs; there will be more jobs. I'll go on; if a job needs to be done, it will continue to be done and the people doing it will continue doing the job.

**Headway:** There is, then, a definite future for the District?

**Holen:** RTD is the transit operator. It doesn't matter if its bus, subway, street car, or light rail -- RTD is the operator. Only by a single operator providing mass transit, can public transit be fully integrated. There is a place for smaller operators providing specialized service, or certainly for smaller transit operators who, over the years, have worked with the RTD to continue that mutual support of the past. The

RTD has been responsive to local concerns and will be even more so. To try and break up a regional carrier by claiming that it is different to differing communities would be simply destructive.

**Headway:** Commuter rail will be coming to the County within two years, I understand. If the District is the transit operator, is it reasonable to think that it (RTD) could become involved in the operation of commuter rail as well?

**Holen:** Of course, the operation of commuter rail is a multi-county responsibility. And the maximum value of commuter rail for L.A. County is integration with the bus and rail system for the real world requirement that when people get off commuter rail, they still have further places to go. Commuter rail will be an integral part of and, therefore, must be integrated, into all forms of public transportation.

**Holen:** Let's talk

about buses. I believe that driving a bus is a very, very hard job. Just imagine what it takes. The driver is driving a great big vehicle all day long in heavily congested L.A. traffic. Every few blocks, the driver has to pull over to the curb. The driver has to check passengers on the bus in the rear view mirrors. He/she also has to check those waiting to board. At the same time, the driver is keeping an eye on the signal and on the passing traffic to the left. He/she has to watch the farebox. The driver has to concentrate attention on the left side mirror, then and pull out into a stream of traffic. A driver does this all day long. That's a hard job.

Mechanics have an enormous responsibility. Buses and rail cars have to be ready to roll so people can get to jobs and get home again and for all of the other reasons people use public transit. The buses and rail cars have to be reliable and safe -- mechanically safe -- that's our highest duty to our



*Marvin Holen, adventurer and "citizen-soldier."*

passengers and employees. Our Transit Police are required to be police officers and all that means. They have to assert authority, responsibly -- that's a tough job in itself. To make all this come together, there has to be a hardworking infrastructure of support, whether its secretarial, or management, or information operators, or people who communicate with the public or whatever.

**Headway:** In business, as a neighbor, among the people you interact with everyday, what's the most frequent question you're asked about RTD?

**Holen:** Why don't we have more and better public transportation.

**Headway:** Your answer to them?

**Holen:** Money and the will to make it happen. They go together. That's what it's all about -- why I enjoy being a member of the Board and why I continue as a "citizen-soldier."

**Headway:** Do you ride the bus?

**Holen:** I always have. Riding the bus has caused me to bring issues and argue them personally before the Board. I always speak from experience.

**Headway:** Whom do you admire?

**Holen:** Harry Truman. He was a tough and honest man.

## RTD Winning Package: Tailor-Made Commuter Travel Plans



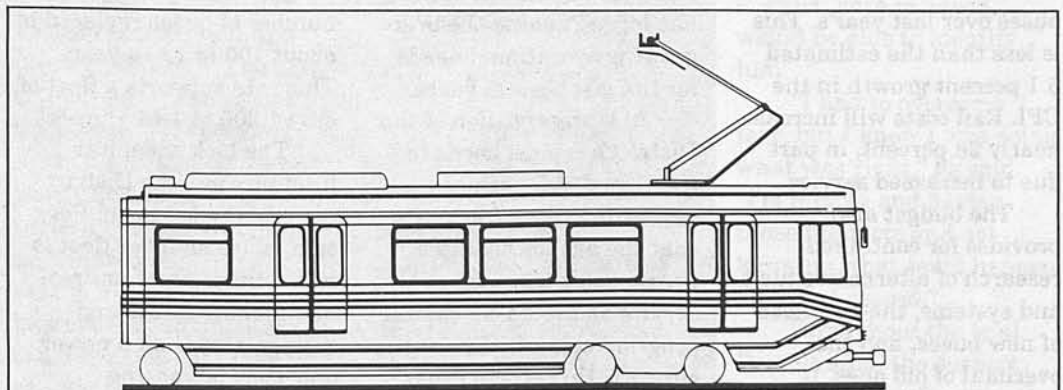
*Computerized designer travel plans win applause and a top award. Gary Spivack, RTD assistant general manager of planning and public affairs, recently accepted the "ACTion" Award from Melinda Sue Norin, president of the local chapter of the Association of Commuter Transportation.*

**T**he District's novel Translink computer program, which designs personalized commuter travel plans for private sector employees, was recently praised by the Association for Commuter Transportation.

Gary Spivack, RTD assistant general manager for planning and public affairs, accepted the "ACTion Award" at a luncheon during the agency's annual Southern California conference at the Sheraton Hotel in Industry Hills.

Translink is a computer software package which prints out bus itineraries for employees, complete with transfer points and times. RTD staff inputs specific information for each individual, such as start and end times, place of residence, and particular disabilities. The program helps businesses comply with air quality standards set by the South Coast Air Quality Management District (AQMD). Said Spivack, "We are encouraged by the positive response Translink has received from the business community in five short months."

The Association of Commuter Transportation is composed of 1,500 members; 850 of them are from California.



*Making Tracks - Transportation's Ed Vandeventer has been appointed Rail Operations Superintendent, replacing Paul O'Brien, who joined Sacramento Regional Transit to head up both the agency's bus and rail operations.*

# No Fare Increase In \$655 Million Budget

The RTD Board of Directors on June 27 approved a \$655 million balanced budget for FY 92 that "calls for improving the quality of service, increasing the Transit Police force, and aggressively pursuing and developing clean-air projects." The new budget will maintain the current fare structure with no fare increases.

The District's budget, submitted by RTD General Manager Alan F. Pegg, includes \$44 million for operation of the Long Beach to Los Angeles Blue Line. The rail system completed its first year of service July 14.

"This budget reflects a lean yet stronger agency that will continue to strive for quality service, emphasizing customer satisfaction and dedicated to providing the best public transit system in the nation," said Pegg.

The District's FY 92 budget reflects a 4.1 percent increase in cost per revenue service hour for buses over last year's. This is less than the estimated 5.1 percent growth in the CPI. Rail costs will increase nearly 28 percent, in part due to increased service.

The budget also provides for continued research of alternative fuels and systems, the purchase of new buses, and the overhaul of old ones. It provides for improved maintenance and anti-vandalism programs.

Among the highlights of

the FY 92 budget is the District's Corporate Transit Partnership program. The private/public partnership will enlist corporate support for District services and seek to garner other support for services. This funding will help the District continue to be a lead agency in assisting corporations to meet South Coast Air Quality Management District (AQMD) Regulation XV clean air requirements.

The budget includes a District work force of 8,557, a 2.5 percent increase over FY 91. Many of the added staff will support the growing rail system.

Highlights from the proposed FY 92 budget:

- \*Hiring an additional 78 Transit Police Officers.

- \*The purchase of over 100 Methanol-powered buses.

- \*Provide 7.15 million bus service hours and 78,400 rail service hours.

- \*Continue electric bus study to support AQMD clean air requirements.

- \*Conduct on-going review of the first segment of the Metro Red Line.

- \*Make rail design review by the operator a key element in current and future construction programs.

- \*Aid the Rail Construction Corporation (RCC) in design review, planning and preparation for the Green Line Automated Guideway, scheduled to begin operation in 1994.

- "We will continue to seek the necessary funding

needed to expand our fleet of 2,500 buses to accommodate those who choose to ride public transit," said Pegg.

## *A highlight is the Corporate Transit*

### *Partnership Program*

Most of the identified funding for the FY 92 operating budget comes from local sources. Passenger fares are expected to account for the largest share (38 percent). The balance will come from Proposition A half-cent sales tax funds (27 percent), federal grants (seven percent), local funds including state sales taxes (26 percent), and other sources (two percent).

## Capital Budget Plays Catch-Up

RTD's capital budget, the purpose of which is to buy new equipment and facilities for the District, has lagged behind the ever-growing operational needs for the last several years.

In a presentation of the District's capital needs to the Board of Directors earlier this year, Pegg said that the agency operates nearly twice as much service as the FY 92 capital program can afford to support. He reported that this situation has existed for a number of years.

"The District's replacement schedule for its buses should be 205 buses per

year to maintain a fleet of 2,000 buses," Pegg said. "The continuing shortfall has limited the actual number of buses replaced to about 100 to 120 a year. This rate supports a fleet of only 1,200 to 1,440 buses."

The lack of capital funding costs the District more in the long run, Pegg said, since an older fleet is less reliable and requires more maintenance and more spares than a newer one, thus increasing operating costs.

The District is hoping to offset some of the higher maintenance costs via a vie

the Bus Rehabilitation Program. The program was implemented three years ago because of an anticipated lack of capital funding available to replace the large number of RTS-II buses due to be retired at about the same time.

Last January, Pegg submitted a five-year capital improvement and service expansion plan to the Los Angeles County Transportation Commission (LACTC), the county's major transportation funding agency. To date, the LACTC has not responded to the plan.

## Division 10's Portillo Saluted by Sheriff Block



*"I'm astonished; I didn't expect it," said Frank Portillo of the award presented to him by Los Angeles County Sheriff Sherman Block. "I respect these people. The sheriff's department is the backbone of the County of Los Angeles."*

Something caught Frank Portillo's eye that steamy evening. Maybe it was the group of people holding court at the corner of Long Beach Boulevard and 55th Street or perhaps it was the sheriff's deputies who had pulled up in their squad car to take a look. Whatever it was, the bus operator who joined RTD because he relished public contact, was about to lock eyes with a would-be killer.

Trapped in traffic with 17 passengers aboard his bus, the 35-year-old Portillo watched in horror as one of the youths on the corner pulled a handgun, took aim at the deputies, and fired. Like ants scattering, the gangbangers fled into the

Projects. "Get on the floor," Portillo shouted to his passengers. He got down to business. "This is very serious," he said to his passengers. "We don't know if any people got shot."

Collecting himself, Portillo radioed in to the dispatch center. ("The first thing I did was to secure my people.") He checked next on the deputies, who were unharmed. "I'm going to need everyone's names and addresses," Portillo said to his frightened passengers. "In order for them to catch that man you must make that information known to the sheriff's." His patrons hesitated; Portillo did not. "It's the right thing to do," he told

them. "I believe if more people came forward, we'd have less crime."

Weeks later, investigators brought to Portillo

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*"He didn't care about anybody or anything."*

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photos of six to eight suspects. He fingered one immediately. "I had no problem identifying him," he said. "Operators have a trained eye for that because as a driver you're always looking at each passenger."

From September to April, Portillo provided the

necessary testimony. Sometimes he was called once a month; other times, every two to three weeks. The trial itself was not comfortable for Portillo. He was worried that the suspect, once released, would be able to identify him.

"I had to overcome fear, but I knew I was doing what was right," he said. "I'm human and having those instincts and not knowing what could happen made me scared."

Throughout the trial, Portillo said, the suspect made all sorts of gestures at him.

*continued on page 8 . . .*



*I thought about being a sheriff's deputy," says Portillo, a printer by trade. "I have a younger brother; it would be great to have a deputy in the family."*

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Last month, the man whom he identified as the triggerman, was convicted of attempted murder and sentenced to 23 years in prison. He was 23 years old and had a history of convictions for assault and armed robbery.

"He was hard-core," said Portillo, who, interestingly, had once worked for the county probation department trying to redirect gang members. "He didn't care for anybody or anything."

In early June, Portillo waited nervously outside Sheriff Sherman Block's office in the Hall of Justice where he was to be presented with a commendation by the boss himself. His brother, minister, Division 10 Manager John Adams and Transit Operations Superintendent Dan Ibarra all accompanied him. ("This

is the first time we've had a bus operator do something like this," declared Ibarra.)

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*"My dad made the big impact in my life. He taught us not to be afraid of challenges."*

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Within minutes, Portillo and company were ushered into Block's private office and seated on fluffy couches. "We certainly appreciate you coming in and giving us the opportunity to com-

mend you," said Block to an over-awed Portillo. "It would have been very easy for you to mind your own business. Not only did you step forward, but you had the presence of mind to get the other passengers' IDs. Not only did you jump in and get involved, you thought the whole thing out."

"I feel really nervous right now," said the Whittier resident who attended East Los Angeles College. He paused. "I have a little girl, who's ten years old. She has a severe seizure disorder, but she's my pride and joy. She gives me a reason to do the right thing."

Interjected Block, "Those values were instilled in you a long time ago."

"Yes," said Portillo, a former basketball player at Westminster High School.

"My dad made the big impact in my life."

Frank Portillo lost his dad this Memorial Day. "My father taught us not to be afraid of challenges," he remembered. "Some people see things as challenges, others see them as obstacles."

Block agreed. "You know," the Sheriff said, "perhaps Teddy Roosevelt said it best. There are winners and losers. But the greatest sympathy is for those who have known neither."

## Bus Safety Program Scores

**R**TD was named recently as a finalist in the competition for the American Public Transit Association's Silver Award for bus safety during 1990.

APTA presented the District with a Certificate of Achievement in its Annual Bus Safety Award Competition. The competition was open to all fixed-route motor bus systems in Canada and the United States. One hundred twenty-three systems participated in this year's award program. The District competed with those transit agencies serving urban populations of one million and more.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) of Atlanta, GA was chosen for the Silver Award.



# Stand By Me Storm



*"To get a homeless person to trust us, well, you're really asking a lot," says RTD's Gus Hein. "The prevailing theory on the streets was that this was going to be a sting operation."*

Just like the ocean spray that moistened his face as he slept, the tears that fell from his eyes when he rose went unwiped. For Robert Anderson, whose roof is the top of a picnic table in Long Beach, life was drained of purpose.

Within him, churn the devils of Vietnam. Between 25 and 40 percent of the homeless in Long Beach, it is estimated, are veterans. If death on the battlefield did not completely kill their spirit, contradiction finished it off. For part of the lingering turmoil of war is that some of these men who saw combat loved the action. They had never felt

so wildly alive as they did under fire. "I fell in love with Vietnam," Anderson says, softly.

But 25 years of standing in food lines and selling blood to blood banks killed the soul. And so when Robert Anderson, 42 years old and a native of Meridian, Mississippi saw the flyer at the Christian Outreach Center in Long Beach, he thought it was a trick.

The leaflet touted what turned out to be one of the city's largest-ever all-volunteer programs to assist homeless veterans. Called Stand Down '91, it promised homeless vets

access to everything from a shower to a meal to medical, employment and legal help. But Anderson smelled a rat. "I had a couple of warrants for sleeping on the beach," he says. "I thought as soon as I got to Veterans Stadium, they'd arrest us."

But a peak inside the Stadium that third weekend in June did more for Anderson than any therapist could ever do. "Just the smell of the tents brought back the memories of Vietnam. I felt like I was home."

So did 262 other homeless veterans. Orchestrated by RTD's Gus Hein, the program was the lifeline

between society and those vets who felt as if they'd been locked into a closet with no exit. ("My only concern was whether we could engender enough trust in the vets that they would show up," he wondered in the hours before.)

He needn't have worried. "It was the first time," says Anderson, "that I looked for peace and found it within myself."

The project, with Hein at the helm, provided a smorgasbord of services. Local doctors tested for tuberculosis; dentists gave dental exams, and optometrists fit near-sighted vets with eyeglasses.

*continued on page 10 . . .*



*"The biggest disappointment of my life," says Gus Hein, "is that after being accepted at Officer Candidate School in Virginia, I was disqualified from the Marine Corps because of an endocrine disorder. But it's ironic; I've done more for the military now than I could have ever done as a lieutenant in the Corps."*

*... continued from page 9*

"There was this one guy," recalls the soft-spoken Hein, "who showed up that first day at four in the morning. His face was dirty, his clothes tattered, and he had a swollen eye. When I saw him again at two in the afternoon, I could barely recognize him. He was wearing a new suit of clothes, and reflecting mirror glasses."

Stand Down '91 also adjudicated 73 legal cases, located short-term jobs for 19 vets, and shelters for 40 more. There were workshops on post-traumatic stress disorder, substance abuse, Agent Orange, AIDS, family relationships, and developing positive attitudes. "What was so phenomenal," says the 28-year-old Hein, "is that we provided \$80,000 worth of services for nothing."

More than 400 volun-

teers and supporters, among them Congressman Glenn Anderson, made the weekend work.

"Be ashamed to die until you have achieved some victory for mankind," wrote Horace Mann, the educator. For Hein, they were words that inspired.

Last June, he was approached by civic leaders, who urged him to replicate a program held annually in San Diego that has proven to be an effective way of assisting homeless veterans break the self-perpetuating cycle of homelessness.

The call didn't come out of left field. For years, the tanned, blue-eyed Long Beach native had an intuition that he would get involved in the governmental process at some level. But at Loyola University, it was baseball at which he excelled. As a pitcher, he

set a record for the most starts in a season, compiling a 9-5 record. He signed on with the Milwaukee Brewers and in 1985 was sent to a Single A team in Butte, Montana.

"I didn't set the world on fire," he says now. "My elbow was so swollen from previous surgery that I couldn't shampoo, let alone throw the ball."

"Call me a fatalist, if you will, but I'm a firm believer that a lot of things happen for a reason."

He wound up in Congressman Glenn Anderson's local office intervening on behalf of citizens who had bones to pick with bureaucrats and bureaucracies. "I dealt with the Veteran's Administration, the IRS, FBI, Social Security. From the time you're in first grade, you're taught to call your congressman."

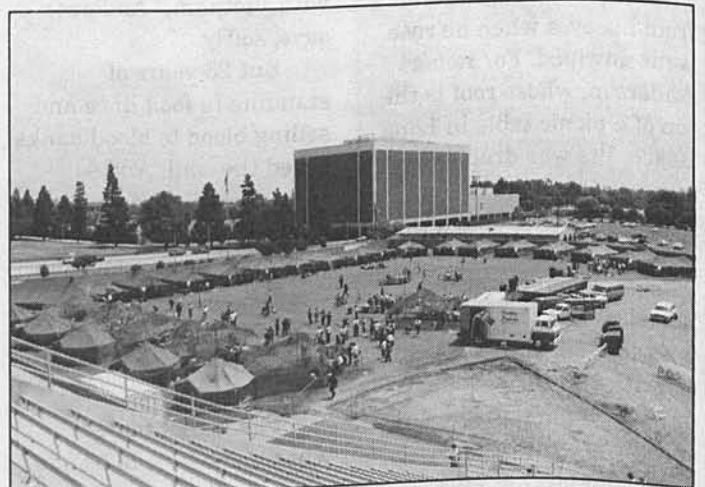
He joined Anderson's

Washington D.C. staff a year and a half later, even penning a bill that mandates the House and Senate to purchase as much recycled paper products as possible. (Called the Congressional Recycling Act, it is up for a vote this session.)

Invigorating though it was, Hein gave up Capitol Hill politics and returned home to develop the Stand Down dream. Without a job ("how could I expect people to sacrifice their time for Stand Down, if I was paid?") Hein went to work. He rallied support quickly. Along the way, he got a job at RTD as a Local Government and Community Affairs representative.

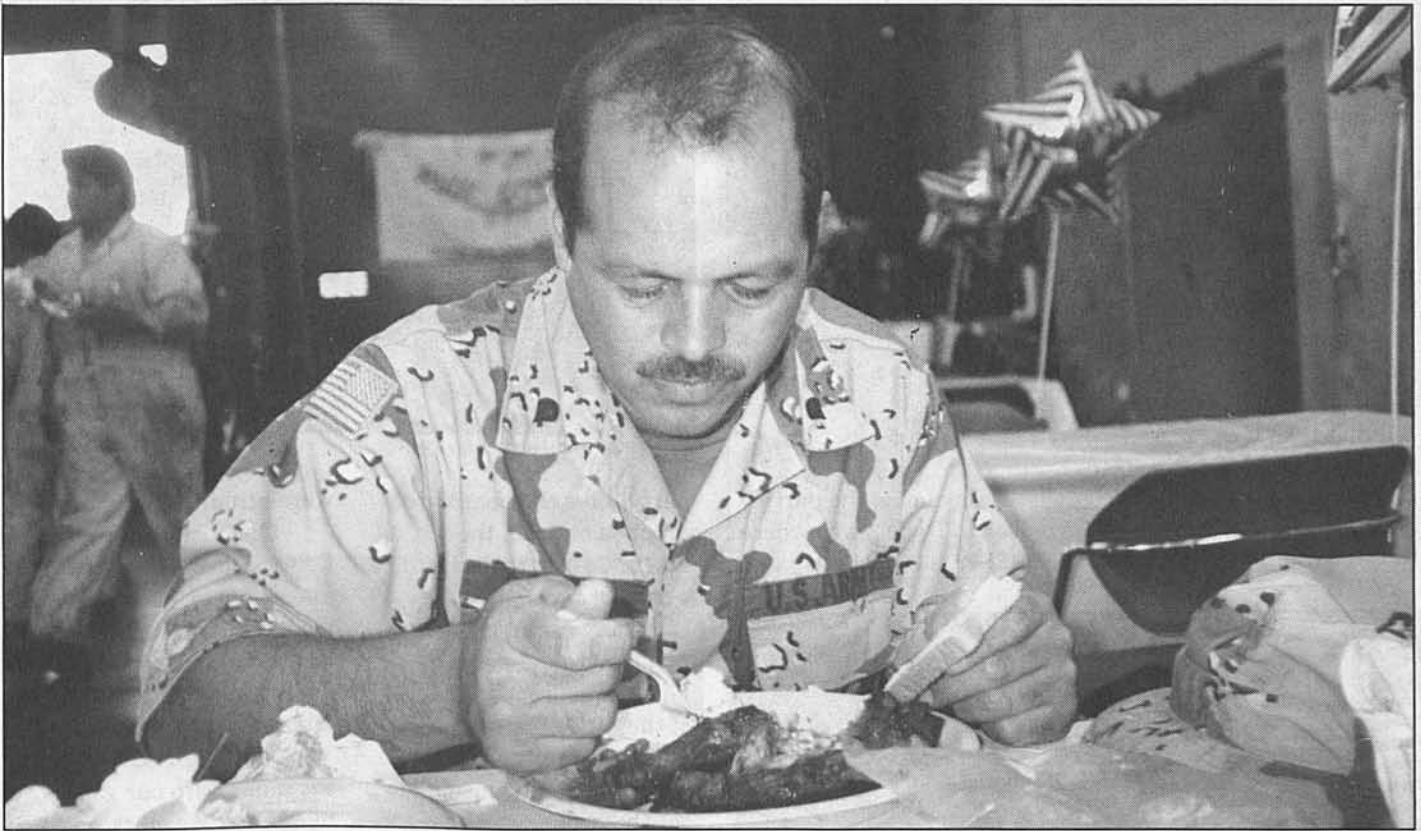
In the early morning hours of June 21, Hein waited. And then watched as Robert Anderson and

*continued on page 14...*



*A tent-city, of sorts, inside Long Beach's Veterans Stadium*

# Cooking Up a Storm



Division 5 rolls out the red carpet and barbecued chicken for Mechanic Rudy Goytia.

For the Goytia family, it was a good way to start the summer. Two of the Goytia men who were deployed to Saudi Arabia had returned home from the Gulf. At a time when thoughts of the operation were melting as fast as desert sands dispersing in a breeze, Division 5 mechanics brought out the works to honor the younger soldier.

With the smell of barbecued chicken filling the air, Rudy Goytia, dressed in combat uniform, piled his plate high. Said the La Puente High School graduate of 1973, "I missed a lot of foods over there. I ate a lot of mashed potatoes."

"I had no beer for five months," he chuckled.

Between mouthfuls, the father of two accepted congratulations from colleagues and murmured, "Life is sure good back home."

"They worked us from sun-up to sundown without a break. The environment was harsh. I saw plenty of scorpions and sand dunes. There was no entertainment; only TV and videos."

Rudy was 18 years old when he first joined the army in 1973. He did a two-year stint in Germany as a generator repairman before signing on with RTD as a bus operator. He jumped to the maintenance side soon

afterward, finding that more to his liking. In 1985, "my brothers talked me into joining the Reserves."

When the war broke,

---

*"I prayed to God*

*that nothing would*

*happen and that I*

*would come back to*

*them."*

---

Rudy's unit was called to the front. "I didn't like

leaving my family (wife, Maria, eight-year-old son, and 10-year-old daughter). I prayed to God that nothing would happen and I would come back to them."

Goytia departed Travis Air Force base for Germany, where he wound up staying three days. The bombing had already started and his commanders thought it too dangerous to land. Finally, they flew to Dhahran. As a member of the maintenance section of a transportation company, Goytia repaired broken radiators and switches. "I fixed a lot of flat tires that were embedded with shrapnel," he said.

*continued on page 12 ...*

... continued from page 11

flat tires that were embedded with shrapnel," he said. Then one February night, a Patriot failed to knock down an incoming Scud, and dozens of Americans were killed as they lay in their bunkers, bunkers Goytia had left one week before.

"They had moved us to within 20 miles of Iraq. We could hear the bombs raining down on those poor people. I think they just couldn't take it anymore."

On May 22, Goytia came home. He said the crowd was so big at the Reserve Center in El Monte

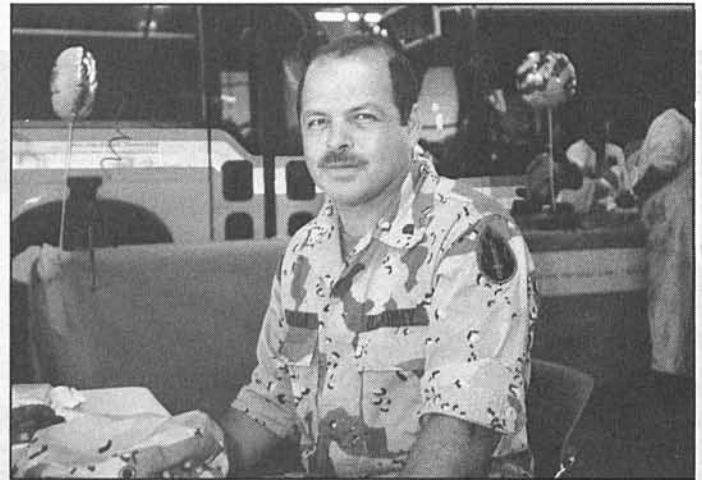
"They have a different way of life over there," he said, shaking his head.

Did his friends at the division notice a difference in their colleague on his return? "No way," said Steve Hearn, a fellow mechanic, "He's always the same, always Rudy. He's a good guy."

Quipped the 37-year old, "I missed them like they missed me."



A day later, the party moved to Division 15 where Staff Sergeant Doug



party. Like the bombs dropped on Iraq, the amount of food consumed was enormous.

Runyon had been assigned to the Aerial Ports Squadron, a division of the Air Force. His job was to load aircraft. On Jan. 5, the blond mechanic got the nod. "I was hesitant, but I knew I was committed when I signed the papers in 1985. I was more astonished that we

were actually going to go."

One month later, he flew to Dover, Delaware and then to Germany. ("We landed in one foot of snow.") An incoming Scud missile welcomed him and his 51 fellow combatants.

"We had to come off the plane with our gas masks on. My mask had a stuck disk on it. I could have suffocated."

Runyon's next stop was King Khalid Military

continued on page 13...



"Never did we forget he was over there."

that he had trouble spotting his wife and children. "I kept walking around until I saw them," he recalled, smiling.

Any regrets? "Oh yes," he said, spooning baked beans into his mouth, "we should have taken Hussein out." He sighed. "I'm grateful to be back in America. The experience sure makes me appreciate running water and better roads."

Runyon had just started back to work. Overwhelmed with the food and festivities, the 29-year-old Birmingham High School graduate was in for a big day. First, his shiftmates had cooked up curried chicken, baked beans, an assortment of breads, and, of course, the customary cake. Then, he was notified that the next shift had planned a second party, and the shift after that, a third



Doug Runyon and friends.

City, about 50 miles from Kuwait. Amidst swirling sand, the Tujung resident chipped away his days unloading countless pieces of cargo coming from the States. "Everything that the army needed was in those planes," he said.

Remembering on this day, Runyon said he endured "dreadful chemicals in the air, burning trash, dust storms, and hot and cold temperature extremes." He worked long 12-hour shifts, and was most excited

when his Division 15 colleagues surprised him by sending a Nintendo game.

"We're proud of this kid," said Maintenance Supervisor Bob Caudill, who is a Vietnam vet. "He served them well.

"He's back home with us now. A lot of us wondered what was going on over there. He would send letters, and then I would read them in the shop to the guys. Through him, we found out what life over

*continued on page 25 . . .*



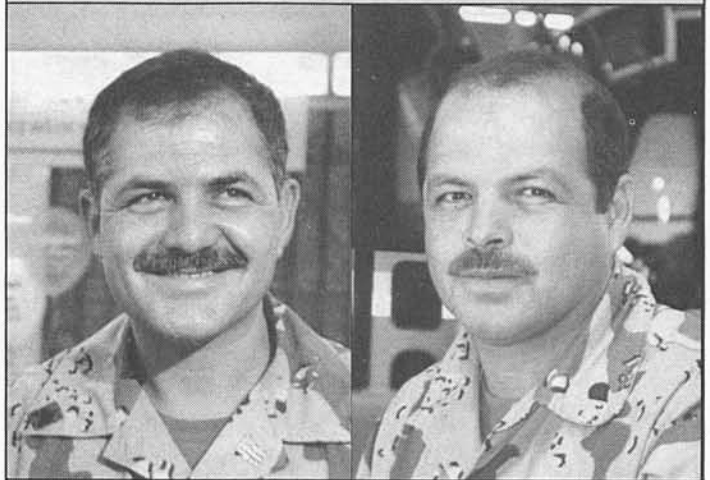
*"The letters from RTD folks really helped."*

## Kiah Calmese, daughter of Darryl, Saluted by NAACP

Kiah Calmese, daughter of General Services Supervisor Darryl Calmese, has been selected to represent the South Central Branch of the NAACP in the Academic Cultural Technological Scientific Olympiad (ACT-SO). Kiah, who will be a junior at King-Drew Medical Magnet High School in Los Angeles, won the honors at the local level

and will travel to the nationals in Houston to compete in the category of Oratory. ACT-SO is a major project of the NAACP and is guided by the conviction that "blacks can succeed in the classroom at the same superior levels of achievement constantly displayed by blacks on the athletic fields of this nation." Kiah, who is on her high school's

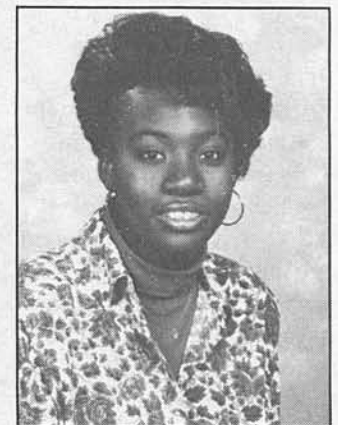
## Family Ties



*The Goytia Brothers*

In the July issue of *Headway*, we profiled bus operator Alfredo Goytia, who was welcomed home from the Gulf by his Division 1 colleagues. In this issue, we spotlight his brother, Rudy, a Division 5 mechanic who also saw combat. What makes their story even more special is that they are among 11 Goytia children -- five of whom work for RTD. They, like most of their brothers and sisters, were born and raised in Mexico. Two of

them, Ruben, who's a senior supervisor at CMF, and Alfredo, served in Vietnam. For the elder Goytias, this was the second time they had to wait out two of their sons' fate. Despite that, Ruben says coming to America was the best decision his parents ever made. "We bless God we are all here. We have absolutely no regrets about being in this country. America has provided us with good jobs and a college education."



*Kiah Calmese*

honor roll, would like to major in pre-med at U.C. Berkeley. Her goal is to become a physician, specializing in obstetrics and gynecology. Her proud father, Darryl, says that in these times, "it's a blessing to have a child like Kiah, who makes responsible decisions not only in her life but in the lives of her peers."

# Pat McCauley Selected to Run with Olympic Torch



Pat McCauley

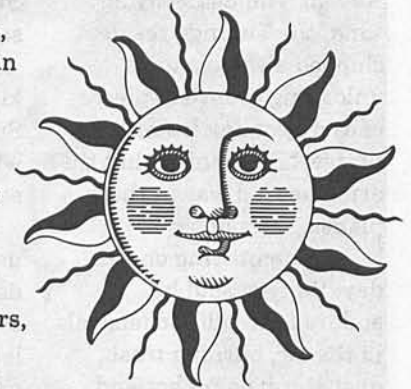
Employee Relations Analyst Pat McCauley says she was thrilled to carry the Olympic torch for 3/4 of a mile on July 1. The Compton resident, who runs four miles every morning, received a call several days earlier from a representative of the "Olympic Torch Run of 1991." McCauley, who had applied in April to carry the torch, was assigned to run a stretch of road between Rosecrans Blvd. and Edall

St. "I wanted to participate in an event, like the Olympics, which showcases the skills and abilities and talents of all races," she said.

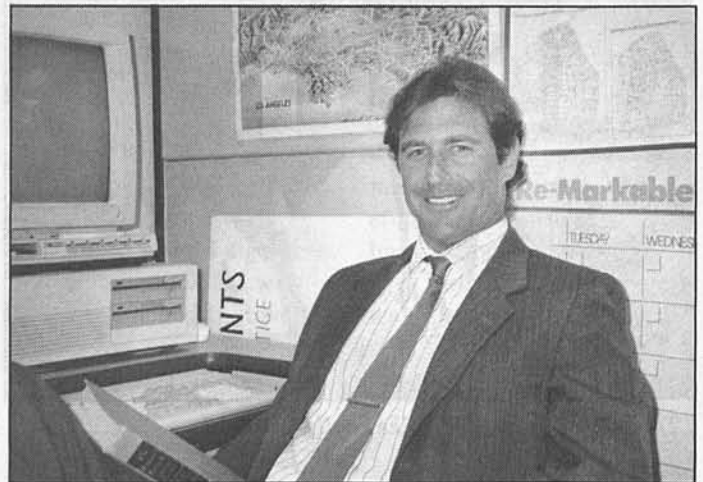
Dressed in shorts and tennis shoes, the Transportation Department employee walked the course because as she put it, "the torch weighed three pounds and I didn't want to trip." The "Torch Run" preceded the Olympic Festival, which began July 12.

Organizers said the "Run" started in Thousand Oaks, wound its way south to San Diego, and then ended in San Diego. Thousands of lucky Southern Californians, including Pat, were chosen to run.

The Cal State Los Angeles graduate has worked for RTD three years, hearing second-level appeals for bus operators. She says she takes the Blue Line to work every day and "loves the ride."



## Stand By Me ... continued from page 10



"We intended to provide the homeless vets with a central location so they could access all of the kinds of services they need to re-enter society," says Hein. "Whether they took advantage of those services, was their decision."

fellow combatants marched single file off the buses into the tent city.

"I left a changed man," says Anderson, who mustered the courage the day after to enroll himself into a psychiatric program at the V.A. Hospital. "I don't know why it took this long. I guess I just needed

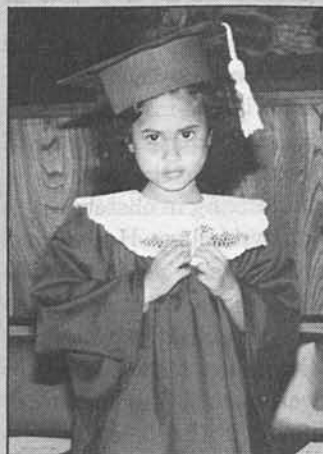
to know that I was loved, and not something to be thrown away."

"When I get out," he continues, "I want three things: a job, a wife, and a family. I never wanted that before."

During one weekend in June, Robert Anderson started living.

## Beginnings

Little Nadia Maria Alvarez, daughter of Printing Service's Manuel L. Alvarez, graduated in June from Baldwin Park Pre-School. Her proud father writes that Nadia, at age four, is now better prepared for kindergarten. Says Alvarez, "Her entire future has brighter horizons thanks to this special program."



Nadia Maria Alvarez

# Dancing in the Moonlight



*Dressed to the nines, more than 900 RTD staffers, celebrated the first year of the Blue Line's operation over a scrumptious buffet dinner at Long Beach's Hyatt Hotel on June 1. The party was given by RTD executive staff as a thank you to all of those who made the start-up and operation such a success.*



## Division 1 Wears the Crown for May



*The District's oldest bus division wears the newest of smiles.*

**B**efore daybreak on June 26, Division 1 had waltzed away with "Division of the Month" honors for May, 1991. Transportation Manager Maceo Bethel was waiting for it to happen.

"We had the largest number of outstanding and meritorious operators of any bus division this last year," he said. "Plus, we came in third in the number of operators who qualified for this summer's Bus Roadeo.

"We have a family atmosphere that epitomizes teamwork. And in our division, there is no schism between the Maintenance and Transportation divisions. Whether it be a

potluck or a party, the whole shop is invited."

Maintenance Manager Jim Davis agreed. "Division 1 is composed of a diversified group of operators and mechanics who come together for a common cause," he said. "Our guys put in overtime to complete the assignments."

The judges agreed. At 5:30 a.m. Nick Patsouras, outgoing board president, and Alan Pegg, general manager, were on hand to present the service excellence awards to both Bethel and Davis. The "Outstanding Division" flag was unfurled and given to cheering employees, who later hoisted it onto the

division's flagpole. It will fly there for a month below the flag of California.

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*"At Division 1  
there is no schism  
between the  
Transportation  
and Maintenance  
Divisions."*

---

Leilia Bailey, director of transportation, and Tony Chavira, assistant director of equipment maintenance, said the division took the title because it showed strong improvements in

both shops.

The Transportation side was judged on the total days for absenteeism for April, 1991 vs. April, 1990; traffic accident frequency rate per 100,000 hub miles for April, 1991; occupational injuries per 100,000 hours of exposure for April, 1991; number of bus-related customer complaints registered for April, 1991 as compared to April, 1990.

Performance criteria for the Equipment Maintenance Department include the improvement of miles between road calls for April, 1991 vs. April, 1990;



# RTD, Davis Win National Recognition



*"Cleaner than a whistle."*

service reliability for April, 1991 vs. April, 1990; occupational injuries per 100,000 hours of exposure for April, 1991; improvement in coach cleanliness for April, 1991 vs. April, 1990; absenteeism reduction for April, 1991 vs. April, 1990; number of maintenance-related complaints for April, 1991 vs. April, 1990; number of maintenance-related lates and cancellations for April, 1991 vs. April, 1990.

The scores showed that Division 1 significantly lowered its absenteeism rate in both Transportation and Maintenance.

Bailey and Chavira say that the division's achievements are particularly significant when one considers that it operates

more high ridership lines through the Central City area than does any other bus division. In addition, all of the District's methanol powered buses operate out of Division 1.

Says Bethel, "We get special requests all the time to provide a methanol bus for a press conference or a tour. We deliver, and we do so on short notice.

"I am particularly proud of our division because we're located in an economically depressed area and yet we do everything we can to keep our home comfortable and clean."

Division 1 is, incidentally, the oldest operating division -- it is 92 years old.

The Urban Mass Transportation Administration (UMTA) has presented Rich Davis, RTD's Director of Equipment Maintenance, with a top national award recognizing the agency's leadership in the adoption and safe use of low emission and alternatively fueled transit buses.

"I was surprised," says Davis, of receiving the UMTA Administrator's Award for Excellence and Creative Use of Technology at a transportation conference in May. "It was unexpected, but it becomes more apparent every day that we're the international leader in clean-air technology."

RTD's fleet of 2,600 buses includes 30 methanol-powered coaches, 10 buses fueled by compressed natural gas, and 21 diesel buses fitted with particulate traps. The District also uses the chemical additive Avocet to transform diesel buses to run on methanol fuel.

"We are proud because we have persevered in our clean air experiments where others said it couldn't be done," says the 17-year RTD veteran. "We're trying to help legislators make good decisions every day about cleaning the air."

Davis credits the RTD

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*"I want to make a difference in the world for my grandchildren."*

---

Board of Directors with its foresight in realizing the importance and plausibility of using methanol buses to clean up Southern California air. He also gives kudos to the hundreds of District workers who have "made it happen."

Says Davis, "I want to make a difference in the environment for my grandchildren."



# Orange County Firm to Design Headquarters

The RTD Board of Directors has given the green light to Catellus Development Corporation's selection of a Costa Mesa architectural firm for the design of a new headquarters building.

McLarand, Vasquez & Partners, picked by Catellus Development Corporation which owns Union Station and 52 acres surrounding the station, will design the 26-story 595,000 square foot building.

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*Construction is scheduled to begin in 1992, and tenants may be able to move into the building by late 1994.*

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Last year, the District agreed to negotiate with Catellus on the construction of a joint development project that will include RTD's new headquarters. The Gateway Center is to be located on a 6.5 acre site on the east side of Union Station in downtown Los Angeles.

The preliminary cost of the phase one tower is estimated at \$120 million, with the total project cost estimated at \$250 million.

According to MV&P President Carl McLarand,

the Orange County company beat out several national companies for the design contract, including those headed by Frank Gehry and Cesar Pelli. Catellus Director of Development Ted Tanner said that McLarand, Vasquez & Partners presented the strongest overall response to the project's needs and requirements. "In addition to having worked on major projects comparable in size and scope to the RTD headquarters, we were impressed by the firm's perception, sensitivity and commitment to a strong positive image for the RTD, the historic context of Union Station, and the relationship and integration into the surrounding community."

Catellus, which is responsible for the design and construction of the Gateway Center, invited RTD to participate in the selection of an architectural firm which will work with its development team. Catellus' preliminary plans call for two towers, totaling more than one million square feet, to be built in phases. The project will be an integral part of the 52-acre Union Station complex. It will be Southern California's premier transportation center with quality office space for government agencies.

Some 60 sites were considered for the District's

headquarters. The Union Station site was chosen because of its proximity to several modes of transportation, including Amtrak trains, the future Metro Red Line subway and the El Monte Busway.

The RTD and Catellus hope to conclude an agreement in the near future with construction to begin in 1992. Tenants may be able to move into the new building by late 1994.

## RTD's Man Behind the Building



John Bollinger yawns. He was at a negotiating session for RTD's new headquarters building until 2 a.m. the night before. Come to think of it, he says, "there have been seven or eight sessions which have lasted until 10 or 11 p.m."

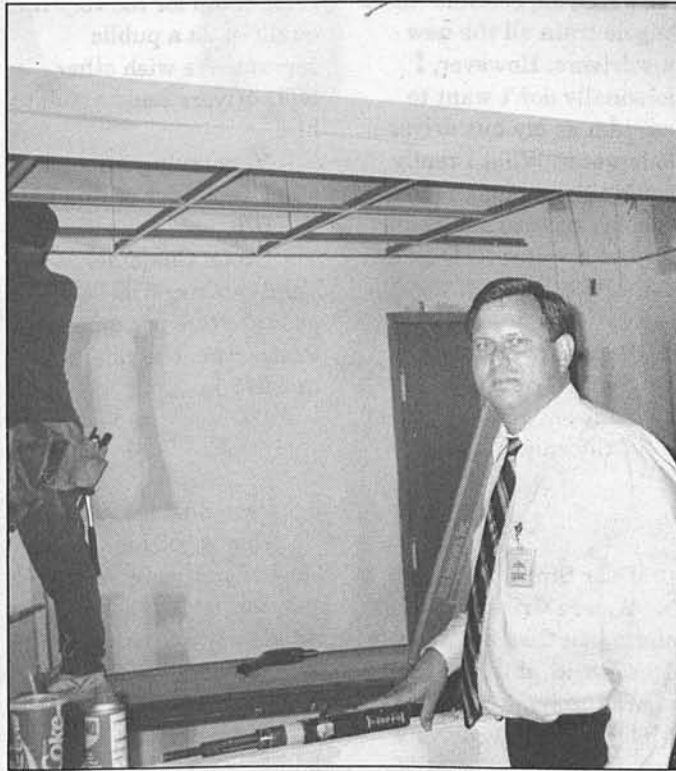
"I get a lot of satisfaction out of this," he says, matter-of-factly. "You have to be in it for the long-term and you've got to have vision that extends beyond the moment."

Bollinger draws on a host of experience for project management. He has a doctorate in architecture from USC, and has worked as a general contractor, real estate broker, city planner, and a mortgage banker. He was the project manager for the World Trade Center in Long Beach.

"We built a base of credibility in Long Beach and we astounded every-

*continued on page 19 . . .*

# Introducing the Baldwin Hills Customer Center



*Men at Work. Dave Bostwick, customer service supervisor, inspected the makings of the Baldwin Hills Customer Center in late June.*

The Baldwin Hills Customer Center opened July 23 in the Baldwin Hills - Crenshaw Shopping Mall.

The service center, which replaces the one at Division 5, is located next to the U.S. Post Office and Sears. The reason for the move, according to Customer Service Supervisor David Bostwick, is that "the older center was situated in a crowded location at a division with no retail trade."

"We wanted to take our services into a transportation hub with good customer traffic," he says. "Our new center, complete with air conditioning and mall security, accommodates customer needs in a

comfortable atmosphere."

The older center at Division 5 sold about 1,000 passes or stamps a month. Says Bostwick, "I anticipate our sales will be higher in the mall."

The Baldwin Hills Customer Center is the third RTD service center to locate within a mall. Currently, Arco Plaza and Del Amo Fashion Center house similar services. Bostwick says the District is in the process of negotiating for additional centers.

The District signed a long-term lease for the 1000 square foot Baldwin Hills Customer Service Center. The center's address is 3660 Martin Luther King Blvd.

## Bollinger

*... continued from page 18*

body, he says. "More than 200 developers from around the world looked at the Port of Long Beach as a potential site."

When he joined the District in late 1989, staff, by that time, had narrowed to eight the number of properties being considered for the headquarters project. The list was cut to three a year later, and in the winter of 1990, Catellus was given the nod. Bollinger, who carries the title, project manager of

real estate development, chairs a task force which meets monthly to chart progress and voice concerns.

"The process has been conducted on a staff level; the Board has let us do the work. So it really has been as apolitical as it could be."

The Board, he adds, has acted as a catalyst rather than to pull the project apart.

Bollinger says that when the Board votes to commit funds for the first increment of development

in September and December, "we'll be very close to wrapping up the loose ends. There's considerable movement now between parties and there's every incentive to stay in." He expects a financial plan to be in place within the next couple of months. An environmental consultant should be on-board by mid-August, and an interior designer and project representative will follow.

"There are many benchmarks yet to come, and many points and

obstacles to be overcome. But all the elements to make it work are there."

Bollinger is particularly excited about a transit museum of sorts that may be located in the entry area of the new headquarters building. The building itself will contain a child care center, physical fitness center, and serve as headquarters for RTD's transit police.

Bollinger lives in Fullerton. He and his wife, Paula, have an 11-year-old daughter, Lara.



# PUBLIC COMMENDATIONS

Dear Sirs:

This is not a complaint letter! I've written you in the past with complaints regarding RTD or RTD employees. Thank you very much for your immediate attention and response to them.

This, on the contrary, is a letter of acknowledgement and recommendation for an extraordinary employee of yours. He is my bus driver, his name is Angelo, and the number on his sleeve is 2222.

I've spoken to many other passengers who take the same bus, and they all feel the same way about Angelo. And whenever I mentioned to them my intentions of writing this letter, I was told to let you know their feelings as well.

Angelo, like his name, is truly an angel! He makes my (and many other people's) day every morning. He is so full of life. It's a joy to ride the bus with him every morning. He always pleasantly says, "Good morning!" to people and asks them about how they are; when I leave the bus, he always says something like, "Have a nice day!" or "Don't go away mad!" or "Thank the good Lord above that got us

here on time!" How wonderful!!! I leave the bus wishing the good Lord above would give me some of Angelo's enthusiasm to perform my job that day half as well as Angelo does his. And sometimes when I'm getting off the bus, he jokingly says, "Don't work harder than what they pay you for!" I don't think he really believes in that because RTD could never possibly be paying him as much as I know he is worth. He gives 100% of himself 100% of the time.

I truly believe that Angelo is as committed to getting me to work on time as I am. He is always on schedule and gets me to work on time every day. One time, there was an insane man on the bus who kept yelling and screaming and swearing at him and the passengers. I thought Angelo would pull over and call the cops (like many times I've seen other bus drivers do) and I was concerned that I would, for sure, be late to work. However, he turned to the man and in a firm, yet very calming voice, said, "Sir, I'm asking you very nicely to watch your language." Amazingly, the man quieted down a little, and I got to work on time.

RTD should be very proud to have an extraordinary employee like Angelo. If I were you, I would have Angelo train all the new bus drivers. However, I personally don't want to lose him as my bus driver -- do forget it. What I really would like, though, is to see Angelo's picture inside all the Los Angeles RTD buses as the "Employee of the Year!"

Sincerely,  
Gwen Krikorian  
Johnson and Higgins of  
California

Dear Sirs:

We are writing to inform you that we are very pleased with the services we are receiving from one of RTD's very fine drivers, Mr. Shaun Fesler, #18099. We are his regular passengers on bus line 576, Monday to Friday afternoons. Some of us ride every afternoon. The rest ride one, two, three, or four times a week.

Mr. Fesler is very punctual, courteous and kind. Since he started driving this particular line in the afternoons eight months ago, we have safely reached our homes on time. He is friendly to everyone and appears so concerned when one of us doesn't appear at our designated places of pick-up. One passenger, Mary Williams, hasn't been taking the bus for almost two weeks. He tried to inquire how she was doing. We found out Mary Williams was sick and was hospitalized.

We wish RTD would have more of Mr. Fesler's

kind. He is a gem to the company and we wish to see him accorded a fitting recognition for his very fine qualities as a public servant. We wish other RTD drivers could emulate him.

Very truly yours,  
Passengers of Bus Line  
576

(Note: Customer Relations received 38 of the above letters praising Mr. Fesler from the riders of line 576.)

Dear Sirs:

This is good news...! Most of your drivers are nice, but one of them really stands out. We want to compliment Mr. Cleveland, He drives the Route 446 bus that starts out on Paseo del Mar and Meyer Street in San Pedro every morning at 6:40.

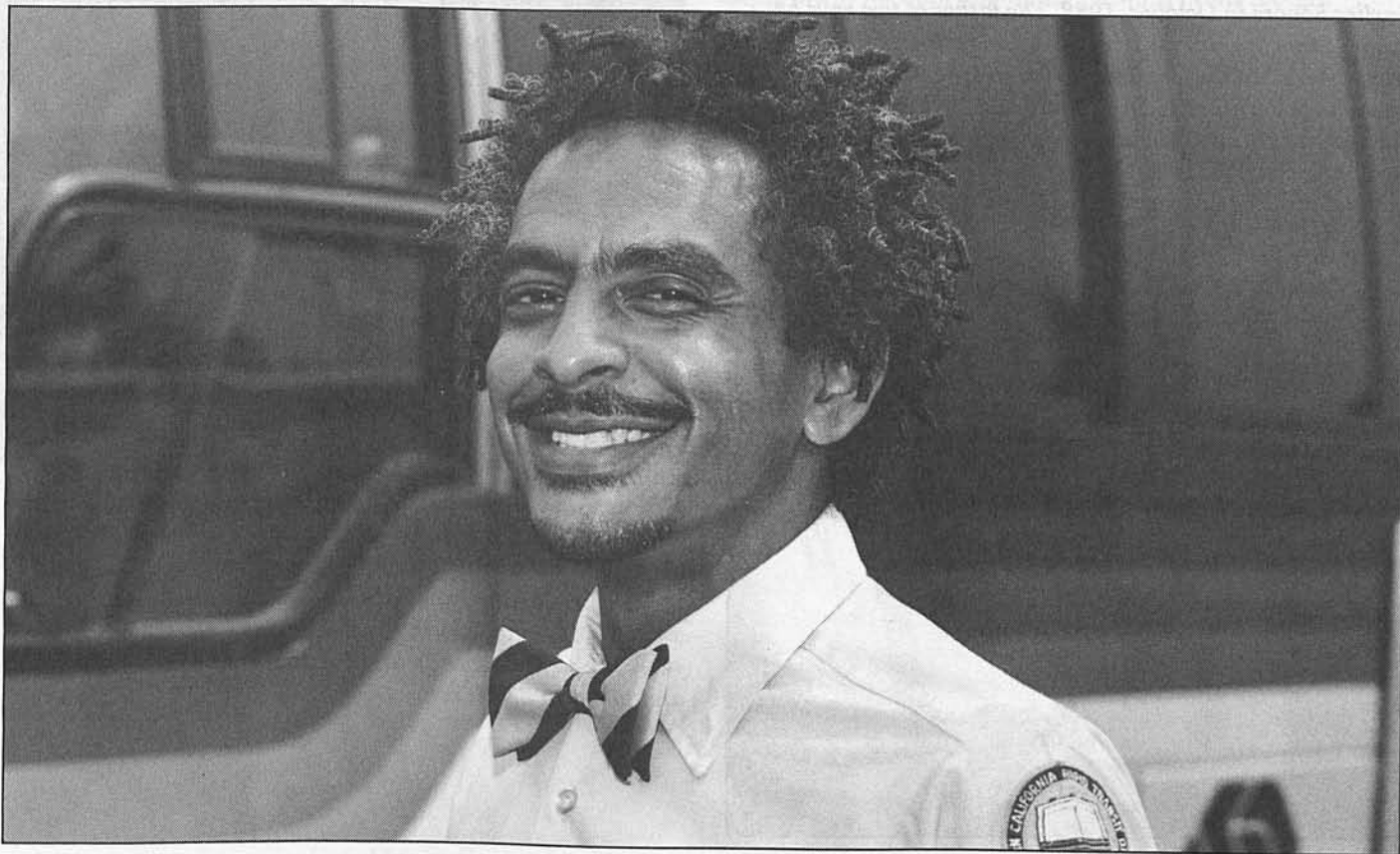
This guy gets into his job. Besides being friendly and fun to deal with, he calls out the upcoming street stops clearly and with style, like an orator: "Del Amo Boulevard. Del Amo Boulevard is your next stop." We love it.

Sincerely,  
Mary Dockery

*continued on page 24 . . .*

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# COMMENDATIONS



Divison 7 Operator **Michael Walden** has clinched the Operator of the Month title for May, 1991. The 16-year RTD veteran says he's always enjoyed driving; he recalls that even before he had a license he would beg his dad to let him take the wheel. His passion for the road is reflected in his superior driving record with the District. He has had only three minor rule violations in the last seven and one half years and has maintained 90 merits, the maximum amount attainable, since 1981. He has had no missouts and but one instance of sick time since 1986. He's also chalked up Meritorious Operator honors for the past three years.

Walden's two loves are his family and golf. He and his wife, Cherie, have three children. His golf handicap is 11, and he dreams of someday competing on the California Mini Golf Tour. As many of his colleagues can attest, Walden is also an outstanding pastry chef.

## More Commendations . . .

**Vinh Trieu**, a mopper-waxer at South Park, earned Employee of the Month honors for May. Trieu, who immigrated to the U.S. from Vietnam in 1984, has racked up a perfect attendance record in his four years at the District. Says his supervisor Darryl Calmese, "Vinh is so outstanding because he's so consistent." This is the second time the Alhambra resident won the title -- he picked up earlier honors in October, 1988. The father of two says he came to this country for freedom, and "here, freedom is everywhere." In his free time, Trieu says he enjoys playing with his two children, ages 12 and one. Some day, he says, he hopes to get into mechanic work. Trieu is pictured here accepting congratulations and a check from Darryl Calmese, general services supervisor, and Brian Soto, general services manager.



**Antonio Rodriguez**, a Mechanic A in Equipment Maintenance, clinched CMF Employee of the Month honors for May. The Pico Rivera resident works in the Engine Teardown Section. His superiors say Rodriguez "constantly exceeds production expectations, has a positive attitude, and gets along well with his co-workers." On the job nine years, he says he spends his free time with his two children and two grandchildren.

**Cary Stevens**, an Equipment Maintenance Supervisor, accepted congratulations on being named CMF Employee of the Month for May. He works in the Production Control Section. He was selected, says his boss, because of the outstanding job in scheduling shops assigned to him. And, to boot, he strives for perfection in all that he does. Stevens just returned from duty in the Naval Reserves.





**Joyce Libretto**, a programmer analyst, has been selected as the MIS Employee of the Quarter. The Glendale resident recently won accolades from the Human Resources Department for applying a new formula in the annual production of Employee Benefit Statements. According to Ed Paull, Libretto created from scratch a method to accurately calculate the "three-year average" earnings of employees. Previously, that "average" was always off "just a bit." Thanks to Libretto's efforts, the calculations are now perfect. She also made suggestions to change existing procedures, so that the project was, and will continue to be, simpler, easier and faster to complete. "More than anything else", the five-year RTD veteran says, "I get the greatest pleasure out of sitting down with a user and then delivering a good product to that person." Libretto, who is single, attended Pierce and Mt. San Antonio colleges.

**Alvaro Coronel**, a Mechanic A in Equipment Maintenance, was chosen CMF Employee of the Month for May. He works in the Transmission Section. His supervisor says he wrapped up the title because he is "a diligent, conscientious and resourceful mechanic who produces quality work." Coronel was presented with a U.S. Savings Bond for earning the honors.



*Joe Lujan, a Mechanic A in Equipment Maintenance, was tapped CMF Employee of the Month for May. He works in the Body Shop. His boss says he captured the honors because he's "dedicated and versatile and performs his tasks in a timely manner." He has a positive attitude and is respected by his colleagues. Lujan took home a U.S. Savings Bond for his winning work.*

## Public Commendations

... continued from page 20

Good Morning!

Please be advised that one of your Operators, #1221 from Division 18, is doing an outstanding job on his route.

I speak for several riders, particularly senior citizens who appreciate him, his attitude, and his respect at all times.

He's on time and polite, helpful and makes the ride with him satisfying.

We, particularly myself, rate him as a good driver and a friend to his riders.

Respectfully,  
M.A. Brown

Dear Sir:

The reason for this letter is to compliment one of your drivers and to draw your attention to this exceptionally fine young man. Yesterday, at approximately 4 p.m., I was a passenger on bus #8993 going in a westerly direction from downtown Los

Angeles to Century City.

This driver, a young man, wearing badge #18479 was very courteous and considerate. His driving was cautious and exemplary. Since I'm a retired university professor from Washington State, I've had the opportunity during my teaching career to observe the behavior of tens of thousands of young people. If driver #18479 is an example of the type of person you hire and train to drive your buses, I wish to wholeheartedly commend you.

Finally, thank you and your driver for a safe and enjoyable experience on the occasion of my having to avail myself of your services.

Yours respectfully,  
Robert Lee Henderson

Dear RTD:

We can't all be president of our own company but we can all be proud of the job we do and do it

well. Such is the case for Charles Johnson out of the El Monte station. He has been with RTD for nearly 25 years and, at least from the opinion of two regular riders, Charles has done a wonderful job. We send this letter to applaud Charles on his effort to do his job well every day and to let RTD know that because of him, there are two satisfied customers.

Charles Johnson runs the 76 line out of El Monte every morning. Mrs. Helen and I, Ms. Carmen, catch the bus at Valley and Vineburn at 7:35 a.m. Monday through Friday. Any other bus drivers would have us guessing if they are running ahead of schedule or behind schedule; in a good mood or stressed. With Charles, we know he will be in a good mood with everyone and on time at every stop!

Sincerely,  
Ms. Carmen Sanchez





## RTD, Pegg Honored by EPA



RTD General Manager Alan Pegg (center) and California Energy Chairman Charles Imbrecht (left) show off their clean air awards presented recently by Environmental Protection Agency (EPA) official William Rosenberg.

Alan Pegg, RTD general manager, recently accepted a top award from the Environmental Protection Agency for the District's perseverance in cleaning the air.

The Tribute of Appreciation, presented at an awards ceremony at the AQMD, recognizes "the efforts made in promoting the development of clean fuel vehicles and the use of alternative fuels."

RTD operates 30 pure methanol and 12 methanol/Avocet coaches; 10 buses fueled by compressed natural gas and 21 diesel buses fitted with exhaust filters. The District will open a \$2.3 million emissions testing facility later this year.

## Storm

... continued from page 13

there was like."

Two days after Rudy Goytia returned home, Runyon followed. He was greeted by a huge reception at McCord Air Force Base in Washington before flying to Port Hueme. His wife, Cynthia, and daughter, Crystal, were there waiting.

"My wife had told me I'd come home more mature. I think I am more so. I appreciate things that I didn't appreciate before."

"I still haven't adjusted 100 percent to being back," he said between bites. "The little kids are in awe of me. They stand there with their mouths wide open. They are really impressed that I was over there."

From time to time that afternoon, the polite Runyon glanced at all his admirers. "This is too much," he said, putting down his fork. "You know," he declared, looking this writer straight in the eye, "I forgot to mention that I love all my friends at Division 15. I really do."

## Finders, Not Always Keepers

Dear RTD:

Recently I had an occasion to ride the Blue Line train to and from Los Angeles (from Long Beach). When I arrived home in Huntington Beach I discovered that my wallet was missing from my pants pocket. I more or less panicked and called all of my credit card companies to cancel my cards, etc. I assumed that my pocket had been "picked" by someone on the streets of downtown L.A.

Early the next morning I received a telephone call from Charles Walker (badge #9659). He told me that a passenger had

turned my wallet over to him. (He was the operator of the train I was on returning to Long Beach.) My wallet must of fallen out of my pocket and was lying on the seat.

Thereby hangs the tale of my loss and subsequent recovery of my wallet with everything intact.

I want to take this opportunity to thank you all including Mr. Nigel Philcox who returned it to me at the 208th St. facility that morning. "Diogenes" is still alive and residing in Southern California.

Sincerely,  
Irving Losner, M.D.

# Meet Samuel Morales, 1991 Bus Roadeo Champ



"I think he's the best," piped up nine-year-old Vanessa Morales, when asked how she felt about her Dad's win. Samuel Morales has three other children: 12-year-old Sammy, 11-year-old Danny, and six-week-old Christopher.

Samuel Morales' wife and children held their breath. Director of Transportation Leilia Bailey had just announced the fifth place finalist for the 1991 Bus Roadeo. It was not Morales, which meant he must have topped his previous best finish. The Morales family looked fondly at their hero who stood nervously with four other finalists in the Santa Anita parking lot that was engulfed with haze.

"As soon as I knew that I had made it into the top five, I felt like I was going to Canada," said the Baldwin Park resident.

Sure enough, Morales stole the show on Saturday,

July 13 and earned the right to compete in the International Bus Roadeo in Toronto. Chalking up a score of 617, the 12-year RTD veteran tearfully embraced his wife. "I did it babe," he said, his voice breaking.

Morales, who works the Extra Board out of Division 1, said he practiced the tricky right-hand turns the day before "until I got it right." He said he felt good about the competition, and told himself that this was his year.

"I just thanked God," the Sierra Vista High School graduate said, grinning.

His wife beamed. "I'm

so proud of him," she said as she fed their tiny six-week-old son, Christopher.

---

*"He's the best  
husband and  
father."*

---

"He's the best husband and father of my kids. I was praying all night that he would win."

Despite the sticky weather, the 16th annual Bus Roadeo was once again a hit, drawing out hundreds for a day of grilled hot dogs, cold drinks and lively conversation. Among the well-wishers was one couple visiting from Japan. They had stumbled onto the Roadeo by accident, attracted from the fashion mall adjacent to the racetrack by the congregation of buses and people.

General Manager Alan Pegg said of the Roadeo, "this is a lot of fun, it really is. Anytime you can get as big a turnout as this, you know you've got employees who are committed to doing their best."

Morales' closest competitors were 21-year RTD veteran John Moore and 19-year veteran Luduvico Castro who both tied for second place. Moore, an Alta Loma resident, said he knew it wasn't going to be his day when his alarm clock failed to go off. "If only I could have made those right-hand turns better," he chuckled. What makes Moore's performance so astounding is that he'd never before participated in a Rodeo. Moore and Castro were awarded \$750 for their second-place finish.

Summed up Divison 10 operator Rafael Rojas, "I like coming over here and showing my skills. I feel good about coming here to accomplish something."

We'll spotlight the Maintenance Rodeo in the September issue of **Headway**.

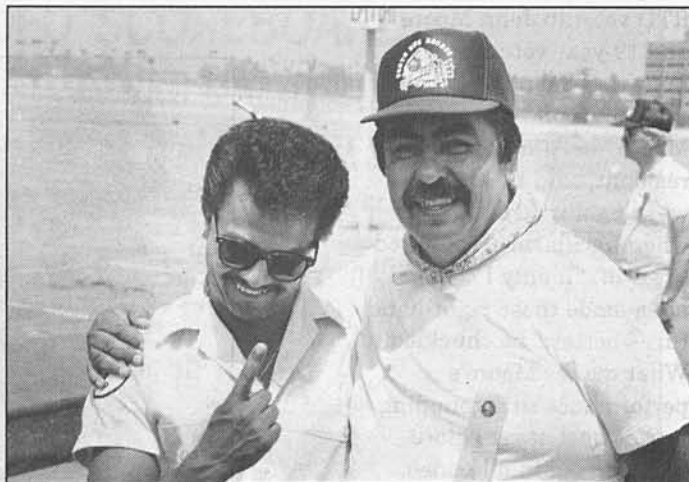


*Even the kids had a blast!*

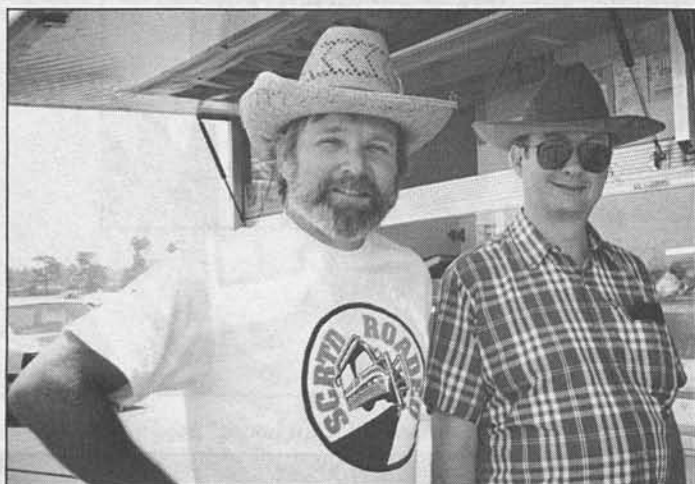


*"Make no mistake about it, we're Number 1. We'll root for Sammy in Toronto!"*

# Sizzling Competition Amidst Searing Temperatures



*"I can hardly wait to go to Canada," said the excited Morales, who had competed in six previous Rodeos. "Finally, this is my year."*



*Art Leahy, assistant general manager of operations, and Alan Pegg, general manager, taking a break from talking shop.*



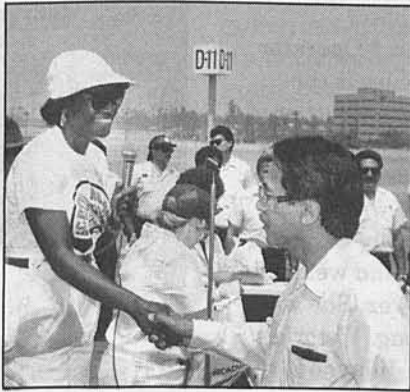
*Dan Dryden, Division 5 assistant manager, and Bob Zelden, Division 1 operator, snacking on munchies and catching up on the latest.*



*"I love being a driver," said second-place finisher John Moore, who had never competed in the Rodeo before. "I'm a people-person."*



*Oops!*



*The tension mounts.*



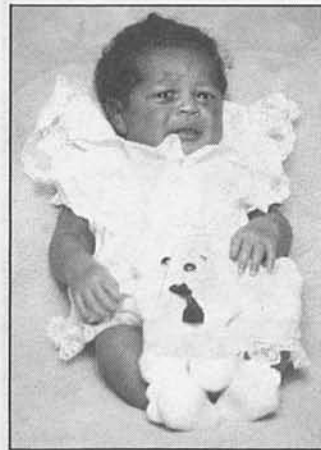
*RTD General Manager Alan Pegg and family*



# BIRTHS



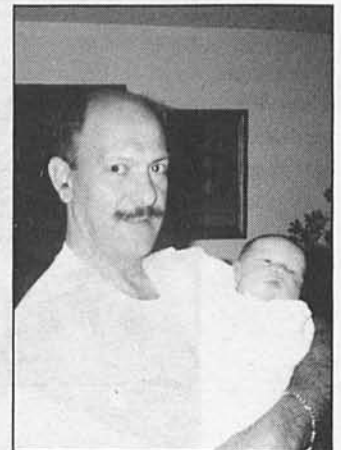
Born to Division 5 Operator James T. Amos II and his wife, Brenda, a son, James T. Amos III, on November 5, 1990. The little one weighed in at 7 lbs., 2 oz. and was 20 inches long. James III has an older sister, Doris, age two. The Amos' write that their son has fun imitating big sister. Says the proud father, "When I look at Jimmy, it's like looking in the mirror."



Born to Division 15 Operator Patricia Stewart and her husband, Terry, a daughter Ferrisha, on May 20, 1991 in Panorama City. Ferrisha weighed in at 6 lbs., 13 oz., and was just over 18 inches long. Her proud parents report that her older brother, two-year-old Terrence, enjoys kissing her. The entire family says the little girl is "extremely precious" and that they waited several years for her. "We are looking forward to her growing years," they write.



Division 8 Operator Mariano Robles is the proud new grandfather of a baby girl named Victoria Lynnea Robles, born June 11, 1991. He writes that the little darlin' was born at 5:31 a.m. and weighed in at 8 lbs. 3 oz. She was 21 inches long. Victoria's parents are Jillayne Minard and Orencio Robles.



## Safety Tips for Children

by Carmen Bell, Child Care Consultant

Parents, foster parents, grandparents, caretakers and those who are concerned about the safety of children should familiarize themselves with as many safety procedures as possible. While none of us likes to think of our children being involved in emergencies such as a fire or car crash, all of us need to think about general rules

and preventive measures that can save lives.

### FIRE

A good fire escape plan should allow for two ways out of each room. Fire can sweep up stairways and through halls with high speed. Therefore, hall doors should always be closed at night.

Most home fires occur at night when family members are asleep, so it is

very important that each bedroom have two means of escape. If possible, windows should be low enough and large enough to climb through. Make sure escape windows are not blocked by furniture and they can be opened easily by young children.

If you have security bars, remember that at least one of the windows in each bedroom is required by law to have a quick release

latch. Without the latch, you or your child could be trapped in the home. Warn your family members against jumping in panic from a window that is high above the ground. In case of entrapment, make sure the door to the bedroom is closed tight. You should open a window a little at the top and bottom to let fresh air in, and hang out a

bedsheet to signal rescuers as to your location. When firefighters know where you are they can help much faster.

Always have a *working* smoke detector installed on the ceilings throughout your home. Smoke detectors cannot prevent fires, but they can give you the warning needed in order to grab your children and run to safety. **TEACH YOUR CHILDREN NEVER TO HIDE IN CLOSETS OR UNDER THE BED.**

All families should conduct fire drills on a regular basis. Small children learn fast! Discuss all emergency procedures with every member of your family.

### CAR SEATS

Use of car seats for infants and children under four years old is required by law in the State of California. Until child passengers are older than four years old and weigh more than 40 pounds, they must be buckled up in safety seats for their protection. You can be ticketed for failing to buckle up any child under age four in a safety seat or over age four with safety belts.

Traffic collisions are the number one killer of children and young adults, but most of the deaths could be prevented by using safety seats and safety belts. The worst place in the car for your baby is in your arms. If you are traveling only 30

mph and the car stops suddenly, your unrestrained body keeps moving forward and could crush your baby with over one ton of force.

### HOW TO WEAR YOUR SAFETY BELT IF YOU ARE PREGNANT

- Place the lap belt low, under the baby.
- Place the shoulder harness over the shoulder and across the center of the chest, never under the arm.
- Wear your safety belt on every ride.

### PREPARING FOR BABY'S FIRST RIDE

Buy or arrange to borrow a safety seat well before your due date so you will be ready to use it on **THE FIRST RIDE**. Practice with a doll before the baby

is born. Safety seats can be adjusted to fit even the tiniest newborn. Your baby will be both safe and comfortable when you use the seat on **EVERY RIDE**.

For a complete brochure regarding Child Passenger Safety, contact:

Cheryl Brown, Dependent Care Coordinator, at (213) 972-7155.

For more information about in-home fire safety tips contact: The American Lung Association at (213) 935-LUNG.

**CAR SEATS/SAFETY BELTS**(portions of this section were excerpted from, "Protect Your Baby Now... And Later", published by Safety Belt Safe U.S.A.)

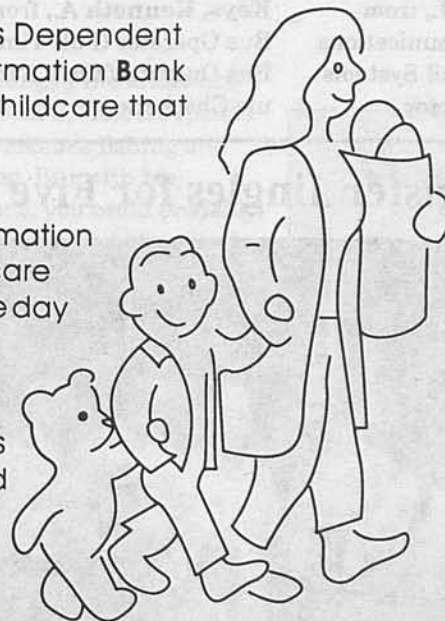
## LOOKING FOR CHILD CARE?

The SCRTD Human Resources Department's Dependent Care Program has a **Childcare Referral Information Bank (CRIB)** program designed to help you find childcare that meets your needs!!

RTD's **CRIB** program can provide you with information about licensed childcare centers, family day care homes, infant care centers, and/or school-age day care centers, within specific zip code areas.

For information about the **CRIB** program as well as other Dependent Care Services and Benefits

provided by RTD, call:  
Dependent Care Office at (213) 972-7155



PLEASE NOTE: The RTD does not endorse or make recommendations regarding the quality of any child care provider and/or program. Parents are responsible for making all final selection decisions.

**Ancheta, Benigno A.**, from Mechanic "B" to Mechanic "A."

**Beard, Callier S.**, from Schedule Supervisor to Senior Planner.

**Bolden, Glenda M.**, from Bus Operator (Full-Time) to Bus Operator/Extra Schedule Checker.

**Bonakdar, Mory**, from Mechanic "A" to Mechanic "A" Leader.

**Bonini, Hugo P.**, from Bus Operator (Full-Time) to Bus Operator/Extra Schedule Checker.

**Choy, Gee K.**, from Mechanic "C" to Mechanic "B."

**Crocker, William "G"**, from Rail Equipment Maintenance Supervisor to Senior Rail Equipment Maintenance Supervisor.

**Flory, Harold J.**, from Electronic Communications Technician to Rail Systems Electronic Inspector.

# SCHEDULE CHANGES



**Gordy, Randolph H.**, from Electronic Maintenance Supervisor I to Facilities Maintenance Manager.

**Haag, Rory**, from Mechanic "C" to Mechanic "B."

**Hawari, Marwan A.**, from Bus Operator (Full-Time) to Mechanic "C."

**Higgins, James L.**, from Transit Police Officer (Trainee) to Transit Police Officer.

**Judson, Charles P.**, from Mechanic "A" to Warranty & Equipment Mechanic.

**Keys, Kenneth A.**, from Bus Operator (Full-Time) to Bus Operator/Extra Schedule Checker.

**Kimbrough, Carol A.**, from Truck Driver/Clerk to Equipment Records Specialist.

**Loomis, Joseph L.**, from Painter to Painter Leader.

**Malonzo, Carmelita C.**, from Accounts Payable Clerk to Data Technician - TCU.

**Markey, Brian D.**, from Warranty & Equipment Mechanic to Warranty & Equipment Mechanic Leader.

**Maxwell, Rodger O.**, from Assistant Computer Systems Engineer to Scheduling Systems Supervisor.

**Monaci, Paul V.**, from Management & Budget Analyst to Planner.

**Murphy, Alton C.**, from Stock Clerk to Storekeeper.

**Sandoval, Rogelio**, from Mechanic "B" to Mechanic "A."

**Soto, George A.**, from Warranty & Equipment Mechanic to Warranty & Equipment Mechanic Leader.

**Tran, Thang Q.**, from Bus Operator (Part-Time) to Schedule Maker I.

**Wong, Quang V.**, from Mechanic "B" to Mechanic "A."

**Youngman, Donald R.**, from Mechanic "C" to Mechanic "B."

## Cash Register Jingles for Five



Cash collectors

Five RTD employees collected special checks last month, thanks to the Employee Suggestion Program. Our congratulations to the following:

Service Attendant Caesar Murillo was awarded \$1,000 for redesigning a putty knife to remove gum from bus floors. He designed a knife with grooves that fit perfectly over the floor molding in the buses. Previously, attendants used a straight blade putty knife to remove sticky substances

from the moldings, and that, of course, took more time. The new design saves the District about \$120,312 in labor costs. Murillo says he's been promising to make breakfast for the guys on the shift with some of his earnings.

Light Rail Vehicle Maintenance Specialist Russell Homan was presented with a check for \$672.20. He suggested that the J8 test connector be relocated to improve

*continued on page 39 . . .*



# Bulls-Eye

By George...

This is a story that will show you there is life after RTD!

To look at him, you would say no way! But that's the reason why he did it. This guy runs around with Mickey Mouse ears and pants so tight they look like pantyhose with sequins.

You've heard of the weekend warrior, like National Guardsmen, racers and hunters. Well, this guy truly is a warrior. I'm talking about Robert Blocker, a Division 9 operator, who gets his thrills from dodging 2,000 pounds of raw hamburger. He is a bull fighter who periodically goes south of the border to take on his prey. Sometimes, its Mexicali, Tecate, Tijuana or Tlaxcala just north of Mexico City.

One day in 1964, Blocker was watching KMEX channel 34 when he saw a bullfight and the seed was sown. He saw a young man named Manuel Benitez, known better as El Cordobes. He was impressed immediately, not only with his skill, but also with his appearance. Just like Robert Blocker, this Matador was blond haired, blue-eyed and tall, not your common run of the mill Latino fighter. After checking around, Blocker found a school in Griffith Park that taught Aficionado Practicos (practicing fans) in the art of Antonio Lomelin (Matador). In 1979,



*When he's on-duty, Robert Blocker drives a bus; when he's off-duty he rides a bull.*

his first appearance was in Tecate, Mexico, and he impressed the other Matadors as they encouraged him to pursue his hobby. His first kill came in 1985 at Tlaxcala near Mexico City. Since it costs a lot of money, he only goes when it is financially acceptable to the family. Blocker's costume, you know, the waiters jacket, knickers and the ballerina shoes (Traje Corto), is black and gray.

Blocker was born and still lives in Pasadena. He is married with children, and is 46 years young (or should I say old???) While

dreaming of the arena and the "OLE'S," Robert spends his weekends fishing and surfing. But with his attitude, you could probably find him behind the wheel of an A/FX fuel dragster doing 200 m.p.h. on a local drag strip.

As far as the bulls are concerned, Blocker will probably be back in Old Mexico in 1993.

If you or any other employee you know has an interesting life after you pull to the pumps, drop a line to George Pepper, Division 9.

## Wanted

Wanted: Cash offers for Safety Awards and Cap Badges from Los Angeles Transit Lines, Metropolitan Transit Authority, and Pacific Electric Railway. Please call or write: Roy Fizer, 1254 West 36th Street, Los Angeles CA 90007. (213) 735-9145.

**Allen, Marlene G.**, began with the District on May 8, 1961, retired as a Senior Workers' Compensation Specialist on June 1, 1991.

**Carter, Odell**, began with the District on May 25, 1968, retired as a Bus Operator on June 3, 1991.

**Casteel, Juan L.**, began with the District on May 20, 1968, retired as a Data Processor Operator II on June 30, 1991.

**Crawford, Lois M.**, began with the District on October 12, 1980, retired as a Bus Operator on March 15, 1991.

**Duke, DeWitt**, began with the District on September 8, 1959, retired as a Bus Operator on May 29, 1991.

**Garcia, Abel R.**, began with the District on May 31, 1961, retired as a Transit Operations Supervisor on June 1, 1991.

# SHIFTING GEAR



**Harvel, Paul T.**, began with the District on April 29, 1976, retired as a Mechanic "A" Leader on June 9, 1991.

**McGowan, Mary L.**, began with the District on June 25, 1979, retired as an Accounts Payable Clerk on August 13, 1990.

**Navarro, Joaquin T.**, began with the District on March 17, 1968, retired as a Bus Operator on May 17, 1991.

**Pinto, Gilbert P.**, began with the District on January 14, 1974, retired as a Mechanic "A" on May 8, 1991.

**Powers, Feodie E.**, began with the District on November 5, 1966, retired as a Bus Operator on June 17, 1991.

**Ramirez, Epifanio O.**, began with the District on September 20, 1956, retired as a Property Maintainer "A" Leader on June 17, 1991.

**Rodriquez, Juan J.**, began with the District on June 23, 1972, retired as a Bus Operator on October 4, 1989.

**Shepherd, Lucious R.**, began with the District on June 8, 1968, retired as a Bus Operator on June 17, 1991.

**Strong, William J.**, began with the District on September 3, 1966, retired as a Bus Operator on June 13, 1991.

**Villareal, P.**, began with the District on May 20, 1967, retired as a Bus Operator on June 17, 1991.

**Walling, Richard N.**, began with the District on May 20, 1967, retired as a Schedule Checker on June 17, 1991.

**Williams, Alton**, began with the District on May 4, 1968, retired as a Bus Operator on June 7, 1991.

## Spotlight on Social Security Benefits

by Ed Paull, Pension & Benefits Manager

This is a short article on your Social Security benefits. Social Security pays benefits when you retire, become disabled, or die. If this article raises some questions in your mind, and/or you want additional information free of charge, DON'T CALL ME, but call Social Security Administration's (SSA) nationwide toll-free number: 1-800-234-5772.

How much do you pay in Social Security taxes?

Both employees AND the District pay 7.65% for all wages up to \$53,400 plus 1.25% for wages between \$53,400 and \$125,000. A District employee earning \$40,000 per year will pay \$3,060 in Social Security taxes. The District matches the amount paid by employees. The combined Social Security tax for this one employee is \$6,120. For the current fiscal year, it is

estimated that District employees will pay a Social Security tax of about \$28 million. When you add the District match of \$28 million, the total tax paid THIS YEAR is \$56 million.

What happens to all this money collected by the SSA?

It is estimated that the SSA will pay \$380 billion in benefits for calendar year 1991, and most benefits will be paid tax-free. If you are not one of 40 million

individuals RECEIVING benefits, then you are one of the 134 million individuals PAYING for those benefits.

How can I get an estimate of my Social Security Benefits?

Call the SSA on their toll-free number (1-800-234-5772) and request that they send you FORM SSA 7004. The SSA will send you the form in a few days. FILL

*continued on page 36...*

# HOT NEWS



## EAGLE MORTGAGE BANKERS

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Sat. 10:00 - 3:00 P.M.

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RENTERS  
YOU COULD BE HOMEOWNERS  
WITH **5%** DOWN

# 10% Jumbo Fixed to \$400K

\* RATES SUBJECT TO CHANGE

## IN MEMORIAM

**Bull, Clinton H.**, began with the District on March 25, 1940, retired as an Operator on March 27, 1976, passed away April 25, 1991.

**Breznjak, Peter S.**, began with the District on November 6, 1934, retired as an Operator on September 27, 1974, passed away May 19, 1991.

**Dravis, Cora M.**, began with the District on January 8, 1951, retired as an Operator on February 1, 1974, passed away September 1, 1989.

**Gertsch, Frederick**, began with the District on January 15, 1954, retired as a Division Dispatcher on January 15, 1984, passed away on May 13, 1991.

**Gilder, Jeska D.**, began with the District on July 20, 1980, passed away on June 2, 1991. He was a Bus Operator.

**Haldeman, Catherine D.**, began with the District on March 10, 1937, retired as an Information Clerk on October 1, 1966, passed away April 5, 1991.

**Jones, James W.**, began with the District on May 26, 1962, passed away May 14, 1991. He was a Transit Operations Supervisor.

**Kelso, Richard W.**, began with the District on November 3, 1947, retired as Chief Special Agent on January 3, 1983, passed away on June 14, 1991.

**Lenoue, Julius E.**, began with the District on September 6, 1924, retired as an Operator on June 24, 1974, passed away May 23, 1991.

**Ramirez, Henry M.**, began with the District on October 25, 1945, retired as a Mechanic "A" on April 1, 1977, passed away May 27, 1991.

**Robtoy, Wilford G.**, began with the District on January 2, 1975, passed away on June 11, 1991. He was a Bus Operator.

**Sholley, Dale W.**, began with the District on June 6, 1960, retired as a Bus Operator on October 7, 1982, passed away on June 14, 1991.

**Steiger, Florence H.**, began with the District on February 14, 1951, retired as an Accounts Clerk on July 17, 1978, passed away on May 11, 1991.

**Tomlin, Emil R.**, began with the District on March 27, 1923, retired as an Operator on June 1, 1964, passed away May 19, 1991.

**Watson, Elodies**, began with the District on February 2, 1959, retired as a Bus Operator on October 1, 1973, passed away on April 6, 1991.

**Yarbrough, Perry D.**, began with the District on October 19, 1923, retired as an Operator on January 1, 1962, passed away December 30, 1990.

## Social Security Benefits

... continued from page 34

form in a few days. **FILL OUT THE FORM**, and mail it back to the SSA. They will send you an estimate of your Social Security benefits based on YOUR assumptions.

The most important thing you can do **AFTER** receiving your estimate is to review it very carefully to see that the SSA has properly recorded ALL of your earnings. If the SSA has not recorded your correct earnings, you may

not receive all your entitlement from Social Security. The SSA will make corrections to your records with proper documentation.

The Human Resources Department maintains a small stock of Form SSA 7004 on hand, so if you absolutely cannot wait for your form to arrive from the Social Security Administration, feel free to stop by and pick one up, or call Carole Smith at (213) 972-7182 and she will mail you a copy of the form.

## Division 18's Davis Graduates



*Brenda Davis, bus operator at Division 18, aspires to be an attorney. She worked full-time at RTD while attending college part-time.*

**D**ivision 18 Operator Brenda Davis graduated from Cerritos College on May 19. Davis, who lives in Carson, earned her A.A. degree in Business and Paralegal studies. She will start Whittier College, she says, in August, and then

hopes to go to law school. The 11-year RTD veteran says one day she would like to work in the District's Legal Department. Married with two children, Davis presently drives line 53. She was awarded "Outstanding Operator" honors for 1989-90.

# Restaurant Review

by Sue Harvey,  
Division 15

Several operators have asked about restaurants in the Orange County area, so recently I spent some time in Costa Mesa near the South Coast Plaza. I was able to try several restaurants. I hope to go back and visit some restaurants in Newport Beach and Laguna Beach.

One restaurant which I highly recommend to anyone and is worth the drive if you don't live in the Orange County area is Scott's Seafood Grill and Bar. The original Scott's is located in San Francisco, and if you are up there, be sure to try it.

The Scott's in Costa Mesa is reminiscent of a colonial plantation house. There is a large open-air patio for dining at lunch or dinner, smaller rooms for private parties, and the main dining room with simple but elegant ambience. The service is excellent without being obtrusive. All of the waiters are very knowledgeable about the various dishes, and the menu changes weekly.

Scott's has a great oyster bar that features several different types of oysters. The night we were there I tried Kunamoto, Fanny Bay, Blue Point, and Long Island oysters. Each has its own flavor. We also tried the Lobster Pot Stiebers served in a fresh basil sauce. This was an outstanding appetizer.

Along with the traditional New England Clam Chowder, they offered a Dungeness Crab Bisque. We never had tried that dish before, but we would gladly try it again.

All of the entrees come with appropriate vegetables. We ordered Scott's Seafood Saute, which consisted of large prawns, eastern scallops, and dungeness crabs sauteed in a light cream sauce with a touch of capers and brandy. This dish was served with a combination of white and wild rice, fresh asparagus, and a carrot puree. We also ordered the fresh herb-rubbed baked salmon served with roasted potatoes, fresh asparagus, and zucchini. Both entrees were outstanding. The portions were nice: not too small and not overwhelming.

Save room for the desserts. The desserts are rich, elegant, and decadent, such as "Chocolate Opulence," which is a bitter-sweet chocolate bottom covered with velvet chocolate mousse topped with cocoa butter cream and chocolate shavings.

I tried the chocolate chip cheese cake. This is a layer of chocolate mousse, a layer of raspberry, and topped with chocolate chip cheese cake. It is served on a sea of bittersweet chocolate sauce and raspberry puree.

They have an excellent and reasonable wine list. Dinner for two with appetizers, wine and dessert is about \$80.

# Checkmate!

by Emmitt Pippin



And the king is...Division 15's Roger Milan

Chess players throughout the District gathered at Division 3 Transportation on March 8 to commence the 5th Annual Chess Tournament.

Three-time champion Primo Sumagaysay had geared up to win back the crown that he had lost last year to Michael Zackary, who is no longer with the District. Jorge Nilo, Marcial Nieto, Al Muranyi, Jon Mossembekker and Reginald Simon were all ready for battle at this year's chess championship. Well, tradition was not to be, as newcomer Roger Milan, 2nd Shift Mechanic at Division 15 came in

quietly, took on all participants and beat them all.

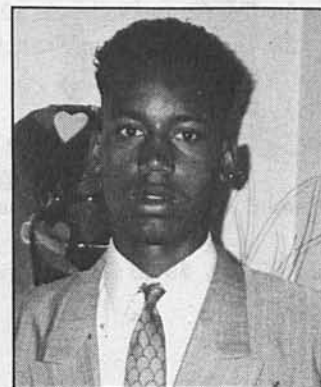
"This was quite an accomplishment with all of the good players in this year's tournament," he said. "It promises to be even tougher next year."

Michael Ball, acting tournament director, presented Milan with a \$100 check, chess set, and certificate for his outstanding performance in this annual event. He said that next year's tournament will include divisional play. Those in attendance cheered the news.

Thanks to the UTU union for their strong support of this year's tournament.

# Onward, Upward

David Rickenbacker, son of Dispatcher Linda, graduated June 19, 1991 from Burroughs Jr. High School. The 15-year-old will enter Manual Arts High School in August.



David Rickenbacker

# RECREATION NEWS



August 15 - September 15

## August

- 15 Dodgers vs Houston - Ball Night \$7.50
- 17 Stevie Nicks - Greek \$26.50
- 18 Bugs Bunny on Broadway - Greek \$29.50
- 18 Dodgers vs Houston - Trading Card Day \$7.50
- 23 Natalie Cole - Universal \$20.00
- 24 Aretha Franklin - Greek \$28.50
- 24 Amy Grant - Pacific Amphitheatre \$28.00
- 25 Jazz Explosion - Universal \$20.50
- 29 Dodgers vs Pittsburgh - Wrist Watch Night \$7.50
- 31 Dodgers vs Chicago \$7.50
- 31 Liza Minelli - Greek \$35.50

## ◆◆◆◆

## Sept.

- 2 Dodgers vs St. Louis - Back Pack Night \$7.50
- 6 - 29 L.A. County Fair - Adults \$5.50 Children \$3.50  
Fair Park ride tickets \$10.50
- 18 Dodgers vs Houston \$7.50
- 22 Dodgers vs Atlanta - Ring Day
- 22 City of Angels - Shubert Theatre 2:00 p.m. \$50.50
- 27 Randy Travis - Universal \$25.50
- 28 Dodgers vs San Francisco Team Photo Night  
\$7.50
- 28 Tom Jones - Greek \$24.50
- 29 Dodgers vs San Francisco \$7.50 Fan Appreciation  
Day

## ◆◆◆◆

Summer Water Parks now open

Wild Rivers \$9.50 General (reg. \$15.95) \$7.50 Juniors  
(3-11)  
(reg. \$11.95)

Raging Waters \$10.00 Adults (reg. \$15.95), \$8.00 Juniors  
(4-10)

## ◆◆◆◆

- Good any day tickets available for: Universal Studios  
for \$18.50 Adults and \$14.50 Child
- Sea World at \$16.25 Adults and \$12.25 Child
- Magic Mountain \$17.45 General \$13.00 under 4'tall

## ◆◆◆◆

- Tickets for movie theatres are as follows: Edwards  
\$4.25; AVCO General Cinema \$4.50, AMC \$4.00,  
Pacific Walk-In or Pacific Drive-In \$4.50. United  
Artist \$4.00 and Cineplex Odeon \$4.75.

## ◆◆◆◆

The Employee Activities office is open from 10:00 A.M.  
until 3:00 P.M. Monday through Friday. Second floor of  
the Headquarters building, telephone 972-4740.

## Mobile Unit Schedule

The mobile center will operate Monday through Friday  
from 9:30 A.M. until 2:00 P.M.

August	Loc.	Sept.	Loc.
16	16	2	Holiday
19	8	3	11
20	15	4	1
21	7	5	10
22	6	6	3
23	5	9	CMF
26	Maint	10	9
27	18	11	6
28	4	12	8
29	12	13	15
30	2		

## ◆◆◆◆

RTD Softball League is underway with 7 teams competing  
this year for honors. Games are played on Sundays at  
Gunn County Park, 10130 South Gunn Ave., Whittier.  
Game times 10:00 a.m., 11:45 a.m. and 1:30 p.m. Come  
out and cheer for your favorites.



# Special Transceivers Fitted on Select Buses

Buses operating out of Division 1 are now equipped with transceivers that should help RTD dispatchers quickly locate those drivers needing emergency assistance.

The Automatic Vehicle Location (AVL) System can pinpoint the location of a bus within a short distance over a 4,100 square mile area. The system is able to transmit signals to and from radio dispatchers at RTD headquarters, who then can relay accurate information to the nearest law enforcement agency.

This particular system, supplied by Teletrac of Inglewood, has been tested and demonstrated to be successful by other transit agencies, said Alan Pegg, RTD general manager.

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*The AVL can pin -  
point the location  
of a bus within a  
short distance.*

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"New technologies have been developed in recent months that, when

installed on our buses, should help us locate them in case of emergency in a quicker way than in the past, regardless of whether the bus is on or off its route," said Pegg.

"We will test these devices to determine if they meet our needs, and if so, we will then consider installing them on our entire fleet."

On June 13, the RTD Board unanimously approved the expenditure of \$57,000 to lease 225 units of the system from Teletrac. If the units prove

successful after a test period of two months, the District has an option for \$1.25 million to outfit the entire fleet with AVLs.

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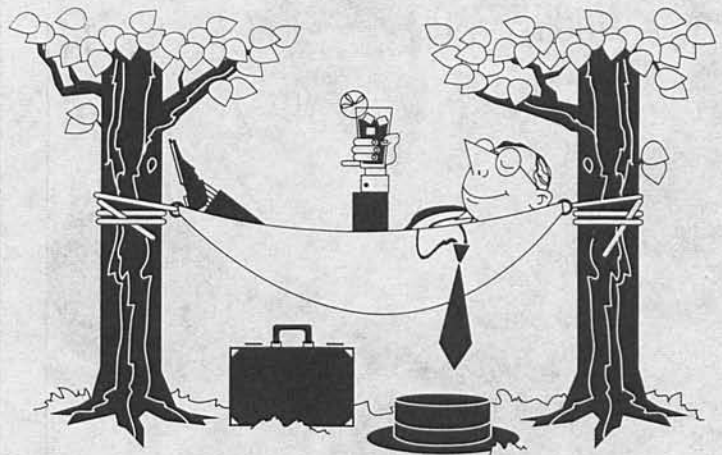
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accessibility for testing purposes. Presently, the connector is difficult to access with the inherent risk of damaging or dislodging other critical circuits. He relocated the connector to the front of the test rack where it is now immediately accessible by keyed access. His suggestion, when implemented, represented an annual cost savings of \$6,722. Homan says he'll put the money toward a motor home.

Equipment Maintenance Supervisor Gary Bowman and Machinist Dane Sheldon split \$1000 for their ingenuity -- a device to remove the triangular plates from the

R.T.S. type radius rods. The previous method, beating them out with a hammer, proved to be not only dangerous but also very time consuming. The annual cost savings from this suggestion is \$17,668.

Rail Equipment Maintenance Specialist David Samsel is thinking of ways to spend his \$1000 award. His idea was to turn the pantograph carbon strips to extend their life. Presently, these items are automatically changed at the six month inspection. His re-thinking extends their life by another six months. Annual cost savings is \$45,437.



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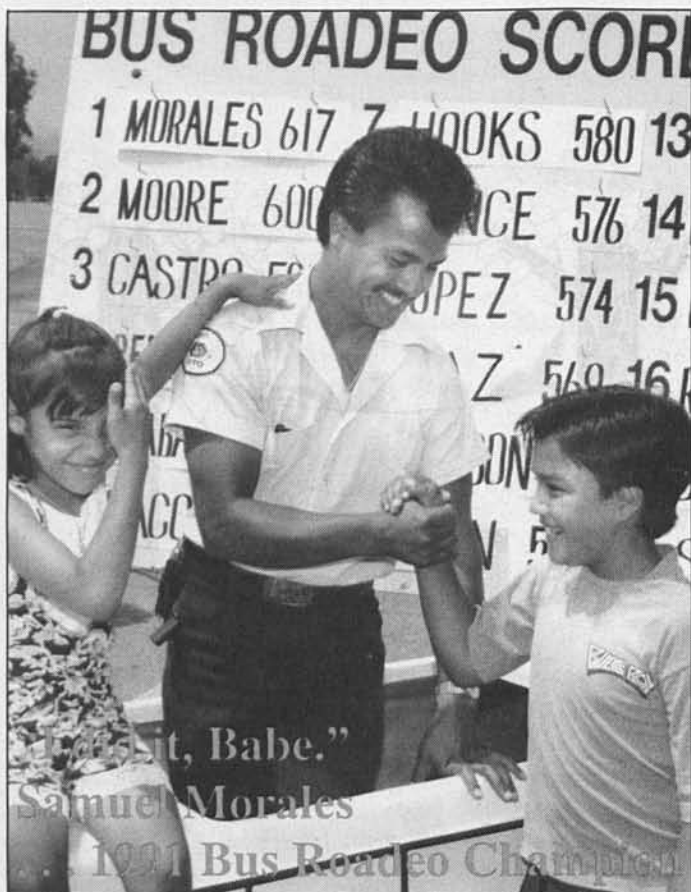
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