

HEADWAY



**Welcome RTD
Transit Police
Rookies:
Hand-picked and
Ready to Roll**

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The Headway . . .

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A Word from the General Manager



We have a brand new department, and I'd like to introduce it to you.

RTD's Corporate Transit Partnership (CTP) Program was created to help businesses find ways to comply with the recently-passed laws that require a company ridesharing plan.

The program head is Teresa Moren, who brings 11 years of RTD planning experience to her new responsibilities. You may know Teresa from her recent excellent work as the District's liaison with our disabled riders.

Teresa and her staff of 12 have hit the ground running. The CTP's representatives are visiting companies to help them set up their own transportation information centers. They are helping survey the company's employees to find out what their transportation needs are, and tailoring their programs accordingly.

You may already be familiar with our Corporate Pass Program that encourages firms to buy RTD bus passes and make them available to their employees

at reduced costs. The Corporate Transit Partnership takes this concept and expands it even further.

Through the CTP, employers can get reduced-cost bus passes through consignment sales programs, mail order or our discounted ticket books. The CTP also is in charge of TransLink, the computer system that provides personalized travel itineraries on public transportation for every employee at the company we are working with.

To help find out what a particular firm's exact transit needs are, CTP reps can custom-design employee survey forms. They take the data collected in the survey to determine how much demand there is for transit services and how to tailor the service to the need.

With the advent of the Corporate Transit Partnership, RTD is now in a position to provide very specialized service to those who request it. One of the most interesting ways is through a "subscription service." If enough businesses in a certain geographical area request bus service and are willing to commit riders to it, RTD can create a new line to serve those businesses.

Here is an example. Right now, the program is working out the details of an agreement between at least eight major firms in the South Bay area. CTP has already done its homework by surveying the companies' employees. The

firms must now work out a financial plan where they commit to "buying" a certain number of bus seats every day.

Once the details are worked out, the District could put up to six buses into service along a special route designed to carry 1,200 employees. There will be 26 runs each morning and evening during rush hours.

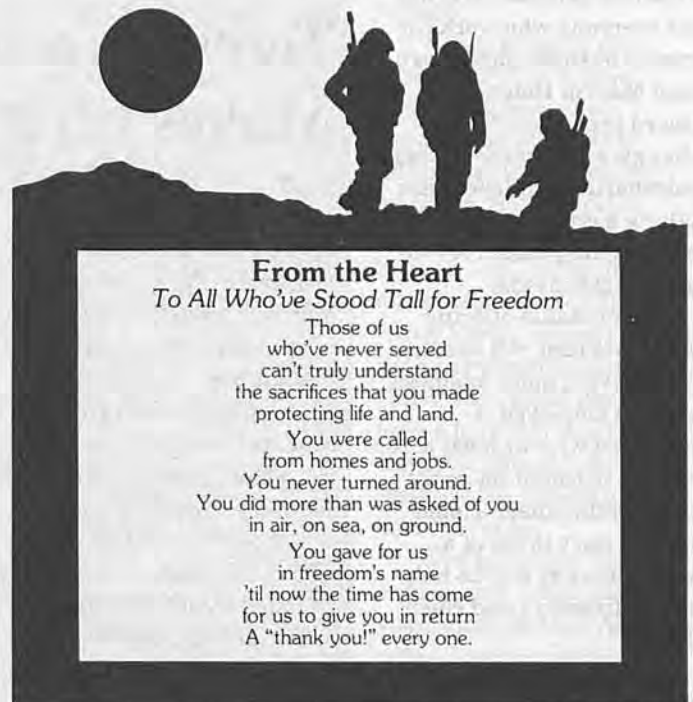
Ridesharing requires community spirit to be successful. The Corporate Transit Partnership Program exists to demon-

strate to Southern Californians that our strict new air pollution laws need not pose a problem to those who are accustomed to driving alone. So far, nearly 1,000 businesses have contacted our CTP Program for its help.

This kind of response gives our new program -- and all of us who provide quality transportation service -- something to be proud of, and something to work for in the future.

Alan F. Pegg

VETERANS DAY: November 11 A Time of Remembrance



From the Heart To All Who've Stood Tall for Freedom

Those of us
who've never served
can't truly understand
the sacrifices that you made
protecting life and land.

You were called
from homes and jobs.
You never turned around.
You did more than was asked of you
in air, on sea, on ground.

You gave for us
in freedom's name
'til now the time has come
for us to give you in return
A "thank you!" every one.

RTD Initiates Commuter Discount Program

Downtown Los Angeles merchants, employers and transportation officials gathered in the colorful confines of Olvera Street Sept. 23 to officially kick off the "Commuter Discount" ridesharing incentive program as part of Rideshare Week (Sept. 23-27).

RTD and co-sponsor Manulife Real Estate joined forces to create the program, designed to reward downtown Los Angeles commuters for using public transportation, car pooling or van pooling.

The Commuter Discount program provides ridesharing employees of participating firms with at least a 10 percent discount when they shop at any of 116 downtown merchants who have agreed to be a part of the program.

"The Commuter Discount program is a win for everyone who works or runs a business downtown," said Marvin Holen, RTD Board president. "Firms that give 'CD' cards to their ridesharing employees are taking a crucial step toward meeting Regulation XV air quality standards.

"Merchants offering discounts also will benefit from having more business, and the employee is rewarded with at least a 10 percent discount on goods and merchandise," Holen said. "I can't think of a more pleasant way to help unclog freeways and clean the air."

RTD General Manager Alan Pegg pointed out that



RTD and co-sponsor Manulife Real Estate Officials teamed up September 23 to kick off the District's new Commuter Discount program. On hand to help unveil the program were, from left: Tom Patton, Los Angeles manager for Manulife Real Estate; Marvin Holen, RTD Board president; Arlene Steger, transportation coordinator for Manulife Real Estate; Teresa Moren, director of RTD's Corporate Transit Partnership Department; Gary Spivack, RTD assistant general manager for planning and public affairs.

the cooperation between RTD and Manulife Real Estate is an excellent example of the spirit of partnership between public

and private organizations that is essential to the success of wide-ranging efforts such as the Commuter Discount program.

Employees who ride-share at least once a week are eligible. Participating downtown merchants will display a "Commuter Discount" decal in their windows for easy identification.

Pegg said if the response continues to be positive, the Commuter Discount program will be expanded to include all of Los Angeles County.

Teresa Moren: She Makes CTP Work

As acting executive director of the the state Demoratic Party, Terry Moren coordinated the largest delegate selection to the national convention in 1980. In 1984, she ran the first state-wide phone bank for Walter Mondale. About the same time, she was the one person at the District who the disabled counted on to get them out of the house and into the world beyond. For all her years of political canvassing and

consumer advocacy, Terry Moren has exuded abounding energy and compassion.

Today she's the woman charged with administering the District's Corporate Transit Partnership Department.

"I'm very, very excited about the program because it's the answer to so many things," the East Los Angeles native says. "This allows us to establish a

continued on page 5...



Customer Relations Department Wins Top Honors

The District's Customer Relations Department has been honored with a pair of prestigious awards from the Society of Consumer Affairs in Business (SOCAP), an international non-profit association of high level professionals in the consumer relations arena.

Marvin Holen, RTD Board president, accepted the regional award Sept. 19, 1991 at the local SOCAP awards dinner at the New Otani Hotel. Hosted by KNBC-TV personality Fritz Coleman, the ceremony included a

special address by consumer advocate David Horowitz via telephone hook-up from Miami. In presenting the award, State Senator Herschel Rosenthal and State Deputy Director of Consumer Services Linda Smith Gaston applauded the District's Transit Rider Bill of Rights and On-Time Performance Warranty programs. The success of the Customer Relations Department in responding to the challenge of the programs was instrumental in the judges' final choice.

The RTD competed in the company category. Last

continued on page 6...



Marvin Holen, RTD Board president and Robert Williams, director of customer relations, are praised for RTD's achievements at the SOCAP awards banquet in Los Angeles.



Teresa Moren

Continued from page 4...

great relationship with the business community, which we've never had before. It's a way of expanding our presence while cleaning the air."

She says companies are frustrated because they've been told to meet Regulation XV, yet they haven't been given the tools to make the regulations work. Until now.

With Moren at the helm, more than 1,000 companies have signed into the program. Bus ridership among company employees has jumped an amazing 74 percent. The biggest myth among employees which Moren and company have had to crumble is that public transit is just for the poor.

"We have to educate

people about the funding situation, too," Moren says. They tell us they voted for Propositions A and C to improve transit, and they want to know where the results are. They're annoyed that the funds being generated don't solve the regulations now, but in the year 2000."

Moren has always fought for the consumer.

As a youngster growing up in East Los Angeles, she was well aware of vendors who would take advantage of people in the neighborhoods. Consumerism had just come into vogue when she graduated from Garfield High School in 1973. She intended to major in consumer affairs at USC, but the school didn't offer the studies and she selected courses in business and public administration.

Her aspirations were realized, finally, when the school selected her to go to Washington . . . and work in the Office of Consumer Affairs.

She graduated from USC in 1977 at a time when the passage of Proposition 13 made it difficult to find a government job. She did get a position with then Assemblyman Art Torres (now a state senator). The Democratic Party, impressed with her organizational skills, soon hired her and before long she was managing their offices in Los Angeles, Sacramento, and San Francisco.

The highlight, she recalls, was when she was working in the Los Angeles office prior to the 1980

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Moren

...continued from page 5

election. Chip Carter worked alongside her in the office, and his father, President Jimmy Carter would call to talk to him. Half the time, she picked up the phone. "Hello, this is Jimmy," he would say. He was so nice. One time he told me he was concerned about his re-election chances." (Carter ultimately lost to Ronald Reagan.)

"It was such a let-down after the 1980 campaign," Moren says, with a sigh. "I worked around the clock planning the statewide convention."

"It was one of a few jobs in the District where you could establish a relationship with people and hug and cry."

Tired and burned out on politics, Moren thought she'd give public service a shot. She joined RTD as a planning trainee. Sometimes, public service proves frustrating to the goal-oriented Moren.

"I've always understood politics. Either I knew the politician or the politician's staff person. I always want to make a phone call to get the job done, but you can't do that here."

Moren found her niche with the elderly and disabled, or rather they found her.

Introducing New Board Member Evan Braude



Evan Anderson Braude, an attorney and a Long Beach city councilman, was appointed to the RTD Board of Directors Aug. 1, 1991 by the City Selection Committee.

Braude earned a bachelor's degree in political science from UCLA in 1970, and a law degree from Loyola University School of Law in 1973. He is an attorney with the law firm of Bennett, Kerry, Kistner and Garcia in Long Beach, where he specializes in business, municipal and administrative law.

He held the post of vice

"It was one of a few jobs in the District where you could establish a relationship with people and hug and cry," she says, passionately. "RTD is their only option in life. We give the disabled person the means by which to visit friends, to do things we never think about. They are so thankful when we do a good job. We just don't understand what it's like."

"I would go out at three

president and general counsel for Mercury Savings and Loan Association for five years, and was in private practice for five years in Long Beach. He has served as attorney-advisor for the Office of the Secretary of the U.S. Department of Transportation, and was deputy city attorney for Los Angeles for three years in the mid 1970s.

Braude is a member of numerous professional, civic and community organizations, including the Los Angeles County Bar Association, the Boys Club of Wilmington, the Long Beach Chamber of Commerce, the Long Beach Democratic Club and the Lions Club International, downtown Long Beach chapter.

He has one son, Jayson. His interests include working with several community and charitable organizations. He enjoys computers and supporting UCLA's athletic program.

in the afternoon in a disguise, and I would watch to see that the wheelchair patron made it on to the bus okay. Only by being there can you make it happen. Change occurs only when you're active."

In the last few years, Moren's priorities have changed significantly. She married a sales application engineer, Mathew, and now has two young children, Amy and Paula.

Top Honors

...continued from page 5

year's recipient was UNOCAL, for its South Coast Recycled Auto Program (SCRAP), in which the company offered cash in return for old, air-polluting cars.

Other winners included Los Angeles Times writer Susan Diamond for her weekly consumer education column and the City of Santa Monica for its Public Electronic Network personal computer bulletin board and electronic mail system.

The Customer Relations Department also won the international award, which was presented Oct. 14 at a special luncheon meeting at the annual SOCAP meeting in Toronto. Holen and Robert Williams, director of customer relations, accepted the award. Previous international winners have included Coca Cola and General Motors.

SOCAP, headquartered in the Washington, D.C. area, has 2,500 members worldwide.

◆

"All of a sudden politics seemed so time-consuming," she says, thinking. "It wears you down."

Her new position combines the best of Terry's talents. With her blend of consumerism and humanism, the business community is in for the best and most caring kind of service.

An Update on the War on Graffiti

Since the District escalated its war on bus graffiti three years ago, the appearance of the fleet has improved significantly. Despite a continued high incidence of vandalism, the District has in place an extensive graffiti abatement program which purports to raise the level of awareness in the schools and with community leaders. As part of the program, RTD added staff for cleaning graffiti and repairing vandalism, replacing cut seats and etched windows. Staff has also increased painting with a more cost effective exterior paint scheme.

The Transit Police Graffiti Task Force has tripled in size, and legislation was signed into law which increased fines and penalties against perpetrators of vandalism and graffiti.

RTD Transit Police have played a major role in the abatement of bus graffiti and vandalism. From April 1989 through August 1991, officers made 823 arrests for vandalism and have issued another 1257 citations. Much of the credit goes to the Graffiti Habitual Offenders Suppression Team, or GHOST, which consists of two sergeants and 15 patrol officers who patrol active graffiti and vandalism areas during various shifts.

When arrests are made by Transit Police officers and/or agencies, the offenders' names are put into the General Reporting Evaluation and Tracking

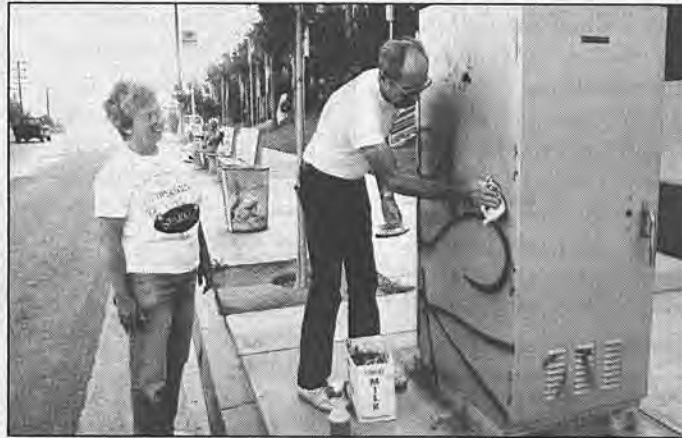
(GREAT) system. This system tracks taggers and highlights repeat offenders and probation violators, aiding officers and the courts in carrying out successful prosecutions. Sergeant Shari Barberic, who heads up the GHOST team, says her officers have entered some 4,000 names. "We have the largest

number of names and the most amount of information on suspects than of any other agency," she says proudly. "We've trained sheriff's deputies in the cataloguing of taggers."

Barberic now uses a video camera to record on tape the suspects her officers arrest.



RTD Gets a Helping Hand



Woodland Hills residents George and Nona Heytens

Over the years, Customer Relations representatives have developed a number of close working relationships with patrons who are equally dedicated to solving transit related problems. Perhaps no relationship has been as mutually productive as that which has developed with George and Nona Heytens, a couple who is waging a private war against graffiti.

On any given day, you are likely to find the Heytens patrolling streets, alleys, and parkways in

Woodland Hills and surrounding areas to search out and remove graffiti. Their first anti-graffiti efforts began over eight years ago when the couple began hand-scrubbing bus benches. When victimized RTD buses gained their attention and ire, the Heytens made the first of what would be many phone reports to Customer Relations.

Recently, Sharon Sterling and Linda Carpenter of Customer Relations met with the couple to

discuss and coordinate anti-graffiti efforts. The Heytens have expressed enthusiastic approval for the District's prompt response to their reports and were particularly impressed with Customer Relations policy of calling them with status reports on repairs.

When a complaint regarding a vandalized bus is received, Customer Relations immediately forwards the report to the appropriate maintenance department with a request for a copy of the completed work order. After maintenance personnel complete the repairs, a Customer Relations representative calls the complainant to advise them that the graffiti has been removed. The Heytens report that it is this commitment, prompt attention and strong follow-through that have won their respect and admiration.

The Heytens have been joined in their efforts by

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The Heytens

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200 members/volunteers and are looking to add more individuals to supervise their "Clean Teams," work groups made up of court appointed community service workers. Membership in their organization, "The Neighborhood Beautification Program," is \$20, the cost of one day's supply of sand for the sandblaster.

Additional support, paint, rollers, trash bags and pick-up come from the

Woodland Hills, Tarzana and West Hills Chambers of Commerce, the Warner Center Marriott Hotel and Deputy Chief Kroaker, head of operations for the LAPD Valley Division.

If you would like to join or contribute to the Neighborhood Beautification Program or simply report graffiti, the Heytens invite you to call the Graffiti Hotline at (818) 346-4082.

Windows to be Replaced and Redesigned

This year, the District will increase significantly the installation of bus windows to replace the windows which have become opaque by a combination of ultra-violet light, abrasion from bus washers, and vandalism.

Staff will replace approximately 800 sets of windows. Also under consideration is the future procurement of buses with glass side windows. The Equipment Maintenance Department is reviewing the possibility of ordering

split, flat glass windows for the 203 methanol buses, now on order. There would be a standees window in the upper portion of the sash area which usually remains unmarked. The lower half of the standees window which is vandalized most often would be smaller and, therefore, less costly to replace.

The District continues to contact other transit agencies and paint/window vendors to gain new information to combat bus vandalism.

The Down Side . . . The Cost

The District's FY 92 budget does not adequately fund the Graffiti and Vandalism Abatement Program, which was designed to meet the Board's graffiti roll-out requirement.

The allocation for overtime to combat the problem has been cut in half because of budget shortfalls. A lack of resources resulted in the mid-summer curtailment of the innovative County Probation Department Anti-Graffiti and Vandalism Program. That project, a joint effort between RTD and the Probation Department and the first of its kind among transit properties in the nation, involved juveniles from detention camps cleaning buses to make restitution.

"A good program," said Equipment Maintenance's Jane Bouffard of the 18-month experiment. "There were very minor disciplinary problems and the program seemed to instill a

work ethic and inject responsibility into the lives of the offenders."

She is in the process of submitting a requisition so that a funding source can be identified and the program continued. The District also is looking for a new youth services supervisor. Problems that existed between the ATU and District over the using of non-union employees to clean the buses have since been resolved.

The program, which cost the District \$750,000 last year, served three purposes: It cleaned graffiti from the interior and exterior of District buses at terminals during the service day, thereby maintaining the fleet appearance for more hours each day; the County conducted a worthwhile work program for youthful offenders; the program set an example of the type of work which can be accomplished by vandals who are in County custody.



Sharon Sterling and Linda Carpenter, both RTD Customer Relations Representatives pose with George and Nona Heytens.

Head GHOST Haunts Vandals



"Right now, the heaviest graffiti area is a tossup between the San Fernando Valley and South Central L.A.," says Sgt. Shari Barberic. "It used to be South Gate and Huntington Park, but we worked those areas really hard."

Sergeant Shari Barberic, who directs the Graffiti Habitual Offenders Suppression Team, is contemplating where to send her officers next.

There's trouble in the San Fernando Valley, between Ventura and Sepulveda, but the real trouble of the week is being caused by a gang of 200 whose name, coincidentally, is Nothing But Trouble.

"I'd say they're responsible for vandalism on 65 to 70 percent of the District's buses these days," she says, assuredly. "Operating out of Leimert Park between

Crenshaw and Vernon, they've assaulted our bus operators and have been known to write on the passengers, even drawing blood."

According to the feisty Barberic, Nothing But Trouble, or NBT, is not your typical tagging crew. They carry big sticks and have been known to riot and terrorize in the Hawthorne Mall. Somewhere along the line, its members made a conscious choice to not only vandalize, but to rob, shoot, steal cars, and deal dope. But typical tagging crews, who continue to destroy

District buses to the tune of \$10 million annually, are not traditional street gangs. They are not territorial. They are not, as a general rule, involved in narcotic sales. They don't carry guns. They don't do drive-by shootings. They do it, she says, because it's a way to get attention.

"Ironically, they feel it's a good alternative to drugs and gangs, and eventually they will outgrow it."

"The driver's side of the bus is more prestigious. It boils down to attention and a lack of respect for other people's property."

She remembers one kid in particular, a student at Washington High school who was taking classes like calculus, and chemistry. He played an instrument and was getting good grades.

"He graduated from high school, enrolled at Cal State Long Beach, and quit tagging."

"It's like an addiction," she insists. "The driver's side of the bus is more prestigious. It all boils down to attention and a lack of respect for other people's property. And the kids come from all backgrounds. We've had kids in Pacific Palisades tear up buses." Barberic says she and her officers see the same young suspects over and over again. She's cited one youth five or six times. "It's frustrating. People tend to look to the police to solve the problem."

But, she says, it doesn't matter how many officers you rely on to knock down the problem. She points her finger at the juvenile justice system. "There's really no sufficient deterrents attached by the system, so essentially you're reinforcing that it's socially acceptable and not a crime to vandalize. And," she adds, "graffiti breeds graffiti. The longer it stays on, the incentive is bigger. When a kid puts his or her tagging name on the bus and nobody see it, there goes your incentive."

If it's such a vicious
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What Local Government is Doing . . .

"It's like squeezing a balloon," Manny Hernandez, director of local government and community affairs says of graffiti. "The balloon just gets fatter somewhere else."

For 16 months, Hernandez' department has stumped Southland

schools in an effort to convince students and administrators that vandalism is a serious problem. Their efforts to, at least, increase awareness are working. "When we first started, there was some reluctance on the part of the school principals," says

Jim Retana, who put together his department's Graffiti Abatement Program. "They thought that vandalism on our buses was not their business. Now, some of those same principals are calling us back to give repeat presentations."

In 1990-91, the depart-

ment contacted 40 percent of the schools within the District's service area. Forty percent of the schools were in the south Los Angeles area, 30 percent were in the San Fernando

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Head GHOST

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"I would not let the juveniles loose so quickly," says Sergeant Shari Barberic. "But then again, I'm not in charge of the juvenile facilities."

cycle, why does she continue? "Because it's a challenge," she says, without pausing. "It's competition with the taggers. We have expertise in a field that no other agency has. We've trained

sheriff's deputies in identifying taggers. I like dealing with people, especially juveniles. They're likeable, They're not the bad seed. They just really don't have a concept of the problem."

Police work is in

Barberic's bones. Her great-great grandfather was the sheriff of Brown County, Kansas. She is married to a Hawthorne police officer, who also happens to be on the SWAT team.

"In order to keep my sanity, I don't worry about him anymore. I know he's a good officer. The only time it hits home is when I see a

police funeral on television."

Her husband, likewise, has made peace with Barberic's career. "He told me if this is what I want to do, then fine. He just wants me to be happy."

When the attractive sergeant is not plotting

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"Taggers are very organized. They carry beepers and keep in touch with each other by walkie-talkies."

Local Government

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Valley, and the remaining 30 percent were in the East L.A. area. A total of 43,442 students have been reached. The department has organized 12 Parent Awareness Nights, involving about 2,380 adults and has contacted another 120 businesses about vandalism abatement.

Hernandez' staff has distributed 103,900 pieces of graffiti abatement information, consisting of bookcovers, information flyers, pencils and erasers with anti-graffiti slogans.

Hernandez says he's in the process of developing a graffiti curriculum, much like the District's clean air lesson plans which were

introduced to Los Angeles city schools last spring. He says he wants to tailor the curriculum to specific classes. "For example, a math teacher can teach students about responsibility by showing them how to

"It's your fault," the kids say. You eliminated recreation and after-school activities."

budget money to buy something they really want."

"When you assign numbers to damaged

properties, students get angry. When they realize they're on the receiving end of the damage and have to stand in crowded buses, they wise up."

He says their attitude changes after they watch a video, produced by the Marketing Department, called, "No More Free Rides." He says that some of them even come up to him and want to know what they can do to help. He carries to classrooms an etched window from the Blue Line train that has been inscribed with the words, "Please don't destroy me."

Hernandez says the juvenile who tags has not

assumed responsibility for being a member of the human race. He says that he recently went with Board member Nick Patsouras to visit a classroom. "It's your fault," the kids said, "You eliminated recreation and after school activities."

"But," Manny says, "We can't teach them morals and ethics. We can do so much, but the burden of what they can do rests with the decisions they make."



RTD Engineers Focus on Electric Trolleybuses



In Vancouver, British Columbia, red-colored electric trolleybuses on downtown streets appear to have frequent headway. Notice how overhead wires are barely visible, and blend in with the trees.

by Anthony Greno,
Press Relations Rep.

Nearly three decades after electric trolleybus lines went the way of street cars in Los Angeles, RTD engineers are re-examining electric bus technology as a means of meeting air quality standards.

Construction on the first trolleybus lines in Los Angeles in nearly 30 years could begin in 1992, with completion and startup of operations by 1995.

"I'm reluctant to set a definite start-up date, but I hope we can have something running by 1995," said Albert F. Perdon, director of RTD Transit Systems Development. "I think that can be done, what with all the environ-

mental clearances and permitting required, as well as working with the cities

"We're basically targeting high density routes."

involved. This is new. We're charting new territory here."

Perdon is project director for the electric trolleybus effort. Nadeem Tahir, supervising engineer for project development, and an RTD employee since 1976, is project manager. He is assisted by senior engineers Rudi Beuermann and Anton Andersen. All four are professional engineers.

"RTD now leads the way in bringing electric trolleybuses back to Los Angeles, just as we had a role in starting construction of heavy rail and in operating light rail between Long Beach and Los Angeles," Perdon said.

Los Angeles had

electric trolleybus service from 1947 to 1963. On March 31, 1963, the Metropolitan Transit Authority, predecessor of the RTD, eliminated the two trolley coach routes and the last five streetcar lines,

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Swanson is Instrumental in Getting More Peninsula Service

RTD bus service has been enhanced on the Palos Verdes Peninsula, thanks to RTD Board Member and Rolling Hills Mayor Pro-Tem Gordana Swanson.

Since Sept. 5 RTD Lines 225 (LAX Transit Center via Aviation Blvd.-Palos Verdes Peninsula),

226 (LAX Transit Center via Aviation Blvd.-Palos Verdes Drive West-San Pedro) and 444 (Los Angeles-West Torrance-Rolling Hills-Rancho Palos Verdes Freeway Express) have been modified to include additional trips as demand warrants.

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which were replaced by diesel buses. The MTA trolleybus lines totaled 23 one-way miles when suspended.

"What we're looking at is an outlay on the order of \$600 million for a representative 10-route system of about 158 miles of route. Long-term, we're probably talking 20 to 30 routes," said Perdon.

The conversion by the year 2010 to electric trolleybus service of 30 percent of diesel bus lines now operating in Los Angeles County is one of the major guidelines in the South Coast Air Quality Management District's most recent air quality management plan.

The AQMD goal calls for 30 percent of about 3,000 buses to be operating at near-zero emission levels. "Electrified buses would be those that operate on 15-minute headways or less," Perdon said. "We're basically targeting high-density routes."

On the initial study list, 15 RTD lines, one Montebello Municipal Bus Lines route and four Long Beach Transit routes are identified for evaluation. The list will be narrowed to eight to 10 candidates, and a final short list of three to four lines will be made within 12 months, Perdon said.

Funding for the electric trolleybus project has been provided by the Los Angeles County Transportation Commission. Last March, a six-month study was completed by RTD and Booz-Allen Hamilton, Inc.

RTD, Raiders Kick Off Clean Air Campaign



RTD and the Los Angeles Raiders are teaming together in an environmental campaign that encourages residents to ride the bus to help clean the air.

At a September 16 news conference that showcased the clean air players, RTD Board President Marvin Holen summarized the message: "Ride the bus, avoid traffic, fight pollution, and help make Los Angeles beautiful."

Mayor Tom Bradley, also on hand, added his support for the campaign: "This public service

on an initial grant of \$750,000. On Aug. 28 the LACTC approved \$8 million for a study that will include preliminary engineering, environmental clearances, and the selection of three to four routes as initial candidates for conversion from diesel.

Of the \$8 million, up to \$6 million will go to ICF Kaiser Engineers of Oakland for consulting services on the electric

campaign represents a civic effort by different organizations to help clean the air in Los Angeles. The Raiders, the RTD and the agencies in this joint effort are to be congratulated for helping carry the message to the public."

On hand at the Coliseum were Raiders players and samples of ads to be displayed on donated outdoor advertising commercially valued at more than \$600,000.

"I am very pleased that the RTD and the Raiders were able to work with advertising outlets to ...continued on page 29

trolleybus project. That contract is under review by the RTD Board of Directors.

Even before any bus routes have been chosen as finalists for conversion to electric trolleybus service, the prospect of which RTD divisions might become involved has already generated considerable interest among employees.

Among RTD divisions being considered for participation in the electric

trolleybus program are: 1, 2, 5, 6, 10 and 15. Division 2, known as Location 2, has been the Transit Police headquarters for several years. But the Transit Police are moving to a rented building at Eighth and Figueroa streets, thus leaving Location 2 at 15th and San Pedro streets open to possibly becoming an electric trolleybus division.

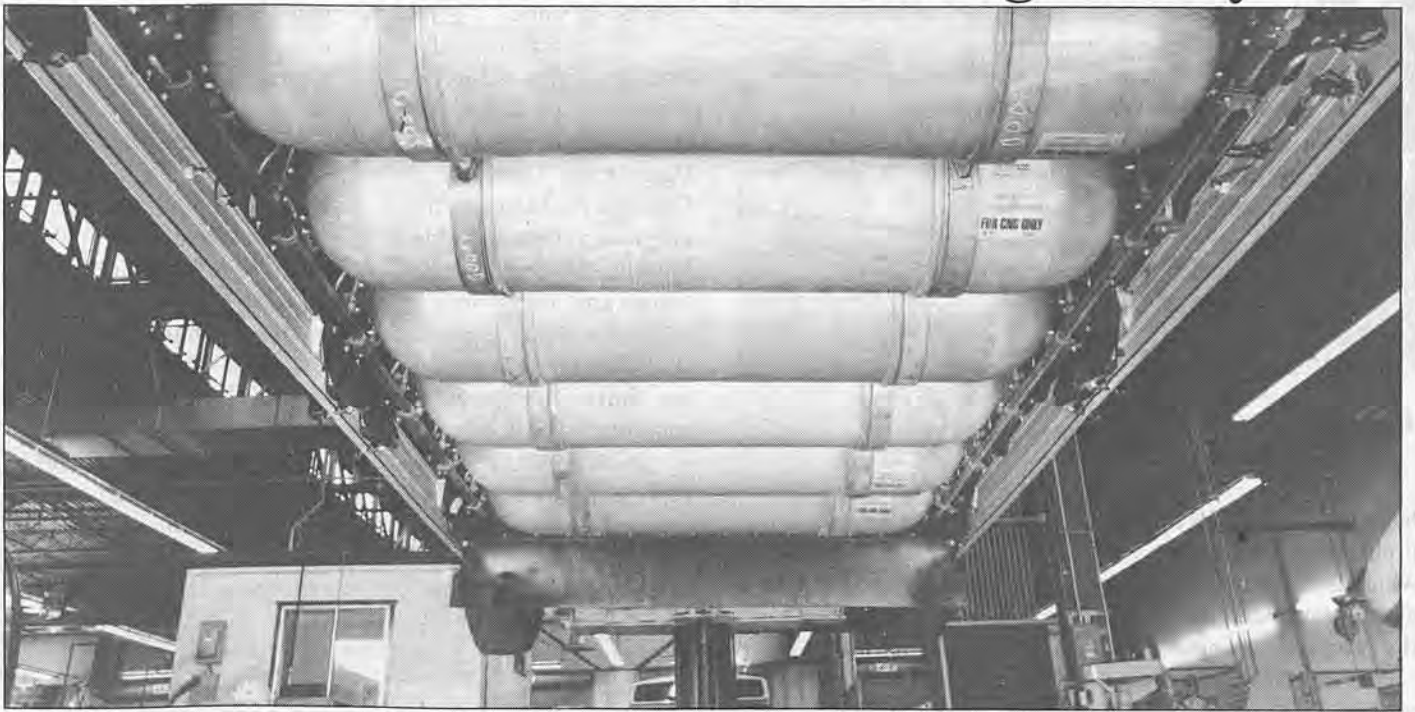
"Those closely involved with the electric trolleybus project, or directly affected by it, have very strong opinions about which divisions should be chosen," said Tahir, the project manager. "The opinions vary from 'Over my dead body' to 'When can we start construction?'"

"We had mixed divisions before, and I think we're heading toward mixed divisions again," said Tahir. "As for operators, we still have operators in service who were working as trolleybus operators when the last lines were discontinued in 1963."

The 15 RTD lines under initial study are: 4 (Santa Monica Boulevard), 16 (West Third Street), 18 (West Sixth Street-Whittier Boulevard), 20 (Wilshire Boulevard-Santa Monica), 30 (West Pico Boulevard-East First Street-Floral Drive), 40 (Hawthorne Boulevard-Union Station), 45 (Broadway-Mercury Avenue), 66 (East Olympic Boulevard-West Eighth Street), 76 (Los Angeles-El Monte via Main Street-Valley Boulevard), 180 (Hollywood-Glendale-Pasadena via Colorado Boulevard), 181 (Holly

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On Division 15's CNG Fast Refueling Facility . . .



It looks, rides and drives just like a regular RTD bus, but buried and hidden from view within the floor structure of this new coach is a reinforced area holding six large fuel storage cylinders of Compressed Natural Gas (CNG). Also missing is black smoke spewing from the tailpipe. Compared to diesel, natural gas emits almost four times less particulate matter or soot.

A way for the future has become a living reality for employees at Division 15 in Sun Valley. The division houses the District's CNG demonstration program that encompasses a fleet of 10 new Flxible coaches built from the ground up to run on CNG.

Nearly a year old and a 180,000 miles strong, the program strengthens the District's commitment as a

pioneer in clean air technology and in experimenting with alternative fuels.

"The District's CNG project is designed to test the feasibility of CNG fueled buses in the transit environment. The project will evaluate the CNG technology against the same criteria as Methanol and other alternative fuels in order to fairly evaluate the positive and negative aspects of each alternative fuel," said Michael Marelli, RTD's Alternative Fuel Engineer in charge of the CNG program.

Two distinct engine technologies are being demonstrated in this project. Four of the buses have a Cummins sponsored engine design that is a basic, carbureted, open chamber, lean burn natural gas engine. The remaining six buses utilize engine technology developed by the

Southwest Research Institute and sponsored by the Southern California Gas Company, which uses a precombustion chamber

with an electronically controlled ignition and fuel-management system.

Marelli notes, "In the
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RTD to Begin Selection of Red Line Operators

Sometime next spring, about 25 senior bus and Blue Line operators will have an opportunity to train as operators on the Red Line.

The six weeks of intensive training will prepare the new operators for the opening of the first phase of the Red Line, MOS-1, which will provide service along 4.4 miles of track running from Union Station to Westlake (Wilshire/Alvarado) Station.

Red Line operator

volunteers will be selected on the basis of seniority for one of four training classes covering rail concepts, safety, terminology and operations.

"We're gearing the training to be very comprehensive," says John Byrd, Red Line rail operations manager. "There's a real difference between operating a bus and a train. You've got to be able to 'walk the walk and talk the talk.'"

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CNG

...continued from page 13

beginning, we had a few problems to overcome, which is characteristic with any new product, but so far the program is progressing very well and reliability continues to improve everyday."

At a cost of \$1 million, the District has constructed

"From day one both Paul Rankin and Paul Stanley, Warranty Equipment Mechanics have been at Division 15 ensuring the program's success."

a permanent CNG fast fueling facility at Division 15 which should be up and running by mid-November.

"This fast-fueling facility will be capable of refueling four buses in ten minutes and one bus every ten minutes thereafter," said Marelli. "With the old

temporary fueling station, it took between 60 and 90 minutes to refuel a single CNG bus."

In total, the CNG program cost \$3.2 million and is being funded by the federal government, Southern California Gas Company and RTD. The District's investment to date is close to \$200,000.

The District still has a few hurdles to cross in the development of a clean-burning, low emissions CNG bus. Currently the program lags behind Methanol development and the engines still need to be certified for clean emissions by the manufacturer. That certification is expected by mid-1992.

The District also will need to demonstrate that it can refuel CNG buses similar to diesel buses. This hopefully will be accomplished with the new refueling station now in place at Division 15.

"I'm excited about the program and tip my hat to all the employees at Division 15," said Marelli. "They have been real supportive of the program

with bus operators and mechanics pulling together to make it work."

"From day one both Paul Rankin and Paul Stanley, Warranty Equipment Mechanics for the District, have been at Division 15 ensuring the program's success," added Marelli. "It's through their efforts and hard work, coupled with the dedication of all Division 15 employees, that the program is beginning to take shape."

In addition to the 10 CNG buses, the District has converted one Carpenter mini-ride bus from diesel to CNG to test the feasibility of converting other diesel running buses to an alternative fuel.

"We have reached a very exciting stage in the program where we can now begin to truly compare CNG

to diesel and other fuels to obtain important data that will be used in years to come in determining which alternative fuel is best," said Marelli.

The District has the most comprehensive alternative fuels and low emissions test program in the nation. In addition to CNG, the District is also testing Methanol, Avocet, a methanol additive, and particulate traps for diesel buses.

"RTD leads the way in developing and testing clean air technologies that future generations will appreciate for decades to come," said Alan F. Pegg, RTD general manager. "RTD employees should be proud of being part of the solution in fighting air pollution."



Roll Out the Red Carpet . . . Again for Division 16



It's deja vu at Division 16 where employees again are the kings of the road.

“You guys may not know this,” RTD Board Vice-President Charles Storing related to Division 16 employees, “but every day each board member gets a sheet on what’s going on in a division’s service area.”

“Well, 98 percent of the time, you guys record 100 percent every day in pullouts and zero, zero, zero on missouts.”

And for the second time in a year, Division 16 chalked up the most points to claim Division of the Month honors. Recipients of the award for August 1991, employees at the Pomona Division have long impressed staff with their considerable pride, unity and spirit.

At a mid-morning ceremony on Sept. 26, Storing, joined by General Manager Alan Pegg and

executive staff members, made the proclamation official.

“You have plenty to be proud of,” Storing told the jubilant operators, mechanics, and support staff. “We’re all behind you.”

“It’s a real pleasure,” said Pegg, who presented Diane Frazier, the division’s acting manager, with a plaque signifying service excellence. “You are the winners and you make RTD the winner.”

The selection of the winning division is based upon performance comparisons that apply to both Transportation and Equipment Maintenance. The criteria for the former include total days per FTE absenteeism for July 1991 vs July 1990; traffic accident frequency rate per 100,000 hub miles for July 1991; occupational injuries

per 100,000 hours of exposure for July 1991; number of cancelled transportation and late transportation assignments for July 1991; number of bus-related customer complaints registered for July 1991 vs July 1990.

“Well, 98 percent of the time, you guys record 100 percent every day in pullouts and zero, zero, zero on missouts.”

Equipment Maintenance was judged on the improvement of miles between road calls for July 1991 vs July 1990; improvement of accessible service reliability for July 1991 vs July 1990; occupational

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

Division 16 led the pack in accessibility and miles between road calls. They placed lowest in the number of lates and cancelled service and saw a significant drop in the number of customer complaints.

“What do you say after all has been said?” asked Acting Transportation Director Ralph Wilson of his Pomona troops. “Well, congratulations and keep up the good work.”

To commemorate the achievement, the customary white flag signifying the outstanding division will grace the flag pole in front of the division for the month.

Following the ceremony, Division 16 employees snacked on a buffet lunch.



“Where It Had To Do With Service . . . That Was Where Her Heart Was”



“I grew up in a strict and staunch family,” said Lei Bailey. “My mother was a no-nonsense woman. I said I never wanted to be like her. Well, you’re looking at my mother.”

“There are no words to say how I feel about Ms. Lei Bailey. When I was a child and used to sit behind my mother on the bus, I never thought about how her career would affect my life . . . I knew she was working to take care of us. She was gone because she was taking care of business. She instilled in us a sense of independence, responsibility -- both of which I hope to pass on to my son.”

Jimmy Bailey

She was barely at her desk that muggy morning in Cleveland, when the phone calls began.

“We’ve already talked to her two times,” her dotting transportation staff chorused. “She says she misses us.”

That they miss her is no understatement. On Sept. 20, amid a sea of pink balloons, District staff bade

a fond farewell to Director of Transportation Leilia Bailey, who chose to further her career in Ohio as

Ralph Wilson Named Acting Director of Transportation

Ralph Wilson, a 24-year veteran of RTD who first joined the District as a bus operator, is the District’s acting director of transportation.

The 47-year old Chino Hills resident succeeds Leilia Bailey.

For Wilson, the appointment is a dream come true. Unlike many others who’ve wound up in public transit by accident, Wilson picked a transportation career on purpose. “I was fascinated by trolleys as a child,” he says. “Where else but RTD can you live out a childhood dream and be a real part of a business?”

“This appointment affords me the opportunity to really get adamantly involved in decision-making and make sure that some of the events that don’t happen . . . happen.”

Wilson, who served as the District’s assistant director of transportation since 1986, oversees an approximately 5,000 member department that includes bus and train operators from 13 RTD operating divisions in Los Angeles County. He also is responsible for managing the central radio dispatch

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assistant general manager of operations for the Greater Cleveland Regional Transit Authority.

True to form, the no-nonsense Ms. Bailey was on the new job Monday morning – some 60 hours after well-wishers clamored to the podium at the New Otani Hotel to share impressions and heap praise on the departing mother of four. Dining on breast of chicken and new potatoes, the 300 attendees heard Barbara Anderson, director of risk management, declare that during Bailey’s tenure, the District saw a substantial reduction in the number of traffic accidents. As a result, she said, the District saved some \$10 million between 1987 and 1991. And last fiscal year, Anderson

“ . . . There were those of you who saw through my abruptness and gruffness and we bonded.”

continued, the fleet recorded the lowest number of traffic accidents per 100,000 hub miles in nine years.

Acting Assistant Director of Transportation Dan Ibarra recounted to the party-goers that he would always remember the confident, statuesque walk his boss had when he was a

rookie operator at Division 1. Assistant General Manager of Operations Art Leahy said he wished every public servant was like Lei Bailey. United Transportation Union General Chairman Earl Clark declared that it was a little known fact that Bailey ran for local UTU chairman. "I'm glad she didn't win," he half-teased. "She would have been chairman today."

But it was the tribute offered by her son, Jimmy, that was perhaps the most poignant, the one that brought most of the house to tears.

"We need stronger support of role models, particularly black models," he said, pausing. "We didn't have to look far. . . we were blessed -- we had one in our own home."

That prompted the woman of the evening to rise. "I need to say that I did spend and dedicate a lot of my time to my career. It fills my heart as well as my eyes to hear my children speak of their love for me. It wasn't always easy."

Bailey, honored two years ago by the Woman's Transportation Seminar as the "Woman of the Year," joined the District as a bus operator in July 1971. Five years later, the former teacher became a division dispatcher; two years later she was promoted to assistant manager at Division 5. By 1980, she had become the division manager of old Division 8 in Van Nuys, a post which she held for 16 months before accepting the transportation superintendent's position in 1981. She subsequently was promoted



"Our real challenge," says Ralph Wilson, "is to get people out of the auto and using public transportation."

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center for buses, the Central Control Facility for the Metro Blue Line and the operations training unit.

The Birmingham, Ala. native has served in numerous capacities with the District including superintendent of bus operations, division manager, assistant division manager and staff assistant since joining the RTD in 1967 as a bus operator.

Wilson attended

to assistant director of transportation and, then, director of transportation in 1987.

Bailey told her admirers that she never settled for excuses. "Do it and come back and tell me later you didn't like to do it," she said, recalling how she ran

California State University, Dominguez Hills as a business administration major and completed several business management courses at the University of California at Los Angeles. He also served as one of the District's principal negotiators in the RTD's 1982, 1985, 1988, and 1991 labor negotiations.

He and his wife, Oneitha, have two sons, Eric and Christopher.

her shop. "But just do it." And a lot of people found that they could.

"I never really set out for people to understand me," she continued. "But there were those of you who saw through my abruptness and gruffness, and we bonded."

Emcee Art Leahy presented Bailey with a commendation signed by Mayor Tom Bradley on behalf of the city of Los Angeles. "Lei Bailey," summed up Leahy, "was a pioneer in this nation for women in public transit."

More than a dozen of Bailey's devoted employees helped orchestrate the good-bye banquet. Duane Bonner, a Division 5 bus operator, recorded the festivities on videotape; Anita Cooper, a secretary at Division 20, arranged for the lovely flowers; Gerald Masters, a secretary in Transportation General, touched Bailey's heart with a poem he wrote that was dedicated to her and

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What's in a Name?

While Lei Bailey was contemplating a career move to Cleveland, her staff was busy submitting entries for a winning slogan that would set the tone and capture the spirit of what the department hoped to achieve this fiscal year.

A total of 153 entries was received. The winning slogan, "Dedicated To a New Era in Public Transportation," was submitted by Michael Turk, senior TOS, Operations Control.

"I didn't give it a whole lot of thought," the 17-year RTD veteran said, smiling. "It just seemed the perfect

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What's in a Name?

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Michael Turk, senior TOS, Operations Control, Theodore Truslow, TOS, Operations Control, Virgil Malonzo, staff assistant, Transportation General pose with their plaques and Lei Bailey, former director of transportation.

saying considering the District is beginning to operate new forms of transportation that will require the coordination and pulling together of everyone."

Virgil Malonzo, staff assistant, Transportation General, and Theodore Truslow, TOS, Operations Control, tied for second place. Malonzo said he thought of his entry, "Shifting Gears Toward Excellence" as he watched race car drivers shifting into higher gear during a televised competition.

Theodore Truslow, TOS, Operations Control

penned "RTD Transportation . . . We're Moving Los Angeles." The 15-year RTD veteran declared his radio dispatcher position was "the best job in the world."

Other runners-up included Damion Garcia, Division 3 operator with the motto, "Image of Excellence," David Woods, TOS, Operations Control, was third runner-up with "Ride the RTD into the Twenty-First Century," Diane Frazier, acting Division 16 manager rounded out the pack with the fourth place catch phrase, "RTD, We are on the move for you!"

Red Line

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The training classes will emphasize safety for passengers and Red Line employees. Comprehension of rules and procedures and knowledge of the vehicle, including inspections and trouble-shooting, and passenger relations, will be taught as a means of ensuring safe, reliable and friendly service.

"Bus operators will find that there's a different feel to a vehicle that runs on rails and can't be maneuvered left or right," Byrd says. "We introduce our operators to a whole new process of thinking, of interpreting roadway conditions and signals."

He notes that a rail operator not only must watch the red, yellow and green wayside signals, he or she also must be aware of what is happening along the track, on the station platforms and in the cars, themselves. In addition, important signals are displayed on the cab's console that indicate the operating status of the train.

The first segment of the Red Line also will have 22 supervisors, drawn from

the ranks of current Blue Line supervisors or Blue Line operators promoted to supervisor. Their tasks will include patrolling the tracks, supervising yard operations, working as train controllers at the CCF and as instructors.

The Red Line will serve five stations during the first phase of operation--Union Station, Civic Center, Pershing Square, 7th and Metro and Westlake Station. It will operate five trains during peak hours and four trains during the base period on a 21-hour schedule beginning at 4 a.m. and ending at 1 a.m. the following day.

A round-trip on the Red Line will take 20 minutes with the trains operating on five- and ten-minute headways. Peak hours will be 6:30 to 8:30 a.m. and 3:30 until 5:30 p.m.

The second phase of the Red Line, MOS-2, is scheduled for completion in 1996 and will serve two additional stations along three miles of track westbound from Westlake Station to Wilshire/Western Station.

RTD Scores in New Transit Guide

"California Transit Guide," a new transit guide covering all of California, has given the RTD a four-star "very good" rating based on the frequency of daytime and evening service.

"We are pleased at the

four-star rating, which provides recognition of the high level of service and frequency provided by the RTD," said Alan Pegg, RTD general manager. "The RTD is the major transit operator in the Los Angeles metropolitan area and will

continue to adhere to high standards in serving the public."

The "very good" rating by the guide was given for service with frequent headways during the day and evening on major routes, usable night service

in the most important areas, and availability of all-night service.

The book lists all of RTD's bus lines plus the Los Angeles-Long Beach Blue Line service. The 176-page paperback guide sells for \$19.95.

Transit Police Make It a Family Affair



"After tonight, some of his enthusiasm is rubbing off on me," said veteran Division 3 bus operator Joann Johnson of her son, Brent, a Transit Police cadet. "Actually, I think he'll be safer on the street as an officer." Brent's father, John, joins the pair in the picture.

For 13 years, Brent Johnson worried about his mom navigating a bus around town. She drove the toughest of lines through Huntington Park, and occasionally had to summon the Transit Police to break up a gang fight. Next year, it may be her son, Brent, who will respond to the call. If all goes as planned, the RTD cadet will be a full-fledged Transit Police officer by February. And now, naturally, his mom is worried about him.

Rudy Serrato knew he wanted to be a police officer. But, he needed to, as he put it, get his feet on the ground. So he got married, joined RTD as a bus operator and with the

money he earned, bought a house. That accomplished, the seven-year RTD veteran figures he can now do what he always wanted to do.

Being Hispanic and growing up in East Los Angeles, Martha Lopez was struck by the number of police officers who didn't understand her culture or speak the language. "I truly, truly believe that I can do some good," she said, earnestly.

Whatever their reasons for applying, Johnson, Serrato, and Lopez made it. Hand-selected to join the force, they survived a four to eight month exhaustive background check. Lopez had survived academy training; Johnson and

Serrato were to leave for the academy the following week. On Friday night, October 4th, their faces, like helicopter beacons

"The Air Force was a piece of cake compared to this. But I'll make it, God willing."

searching for a suspect, lit up with enthusiasm. The Boardroom, normally a sanctuary for political discourse, was transformed into a theatre of unspoken emotion that night. Inside sat 17 cadets, clad in their

khakis, pensive about the next 17 weeks in the academy. In uniform sat fourteen others, fresh out of the academy. With the first group looking on, the second group was sworn in. For the first time ever, both groups shared the moment with their families.

Explained Sergeant Nick Aldana, "We wanted our families to meet each other. So often, we officers forget our families, and forget that they care. We want them to know who we're speaking of when we talk about someone at work. It makes us one."

"Besides," he added, with a smile, "we wanted to

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Family Affair

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"The Transit Police chief is a woman," says rookie Transit Police officer Marla Miller (left) posing with fellow officer Martha Lopez. "If that's not inspiration, I don't know what is."

send our cadets off to the academy with a bang."

Families of the cadets listened intently to Aldana as he outlined what they could expect from their loved ones during the rigorous days at the academy. "When they come home dead tired, it's because they've been pushed to beyond what they think they can endure."

To the cadets, he said, gently, "None of you will quit, you've come too far now. You will come back

and we will swear you in. Help one another."

Afterwards, some anxious cadets speculated on what lie before them.

"It'll be okay," said Brent Johnson, afterwards, over punch and cookies, "because we've already been in pre-academy training downtown. After the first couple of days they cut you some slack. They're behind you 100 percent."

"I'm more anxious than nervous," piped up Maury Winet. "Sergeant Aldana is

a great leader and motivator. He did make us reach down and pull up. I think mentally is where it's at."

Marla Miller, sworn in earlier that evening, was obviously relieved her academy days were over. Tonight she was speculating on life as a police officer.

"This agency is great," declared the tall redhead. "Unlike the other agencies, RTD prepares you for the academy. And they prepare you afterwards . . . before you go in the field."



"You feel for officers who've lost their lives on the streets," says Transit Police cadet Maury Winet, with wife, Maria. "I've developed a desire to pick up where other officers have fallen."

One of the cadets RTD is helping is Dyane Harris, an Ohio native who was a military policeman in the Air Force.

"The Air Force was a piece of cake compared to this," he said. "But I'll make it, God willing, I'll make it."

"And," he added with a twinkle in his eye, "I want to be here in four and a half months when you come back and interview me about what it's like to be going not into the academy, but into the field."



"It's very demanding on the streets," said Sgt. Nicholas Aldana, as he swore in 14 new transit police officers.



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 Employee of Month!

*Rates Subject To Change

Hablamos Español

Transit Police Chief Sharon Papa on Security . . .



I'd like to take a moment to express my concerns for the welfare of all RTD employees. Today we live in a society which demands we maintain an awareness of our surroundings.

Many of us have been the victims of an assault, theft, etc. These incidents are traumatic and many times cannot be erased from memory. When these incidents occur, our first thought is, "Where are the police?" I understand your frustrations and anger. I can assure you that the Transit Police officers care and understand your feelings. However, I believe, we must work together to prevent and reduce the number of criminal incidents. I urge you to read the following information reprinted from the SCRTD Employee Safety and Crime Prevention brochure prepared by the Transit Police Department and make these precautions a part of your life.

Although no one can guarantee that you won't become a victim, this information has been prepared so that you will

not take unnecessary risks, and will help you become more aware of danger signals and the necessity to control your personal property.

Precautions to Use at Work:

Personnel are required to wear employee identification highly visible when they are in the administration building. The wearing of this identification is mandatory to promote better security. Security personnel have been instructed to enforce this policy.

1. Keep purses, money and other valuables locked in a desk or other designated secure area.

2. Observe and report unauthorized people wandering in your work area or anywhere in the building to the Transit Police Dispatcher (972-6280).

3. Lock and secure open doors and windows, if possible, before leaving work.

4. Employees working late or coming to work early should be aware of unlocked or open doors which are normally secured.

5. Employees working late or coming to work early should check open stall doors in restrooms before using. If a stall door is locked, look under the door to see if someone is inside, make small talk to see if you get a response and you can identify the voice.

Employees must be aware of who should or should not be working or using facilities in their work area.

Call the Transit Police dispatcher and report any unusual activity.

Precautions to Use Traveling To and From Work

1. Carry attache cases and/or purses tightly in hand and in front of you, if possible.

2. Carry shoulder purses zipped or locked closed, strapped over your shoulder with your arms over the straps. Don't carry purses down on the side of the body in one hand.

3. Find out which particular areas of the local neighborhood are the most dangerous and avoid them, even if it means traveling a block or two out of your way. Police officers on foot patrol, local business operators and other employees are good sources for this information.

4. Don't walk through or across alleys. If it is necessary to cross an alley, walk as close to the curb of the street as possible and look down the alley as you cross.

5. Don't wear unnecessary jewelry to work, especially gold chains. If you do, keep them out of sight, tuck them inside your shirt/blouse while walking to and from your car or when leaving the building during lunch.

6. To prevent unnecessary exposure while fumbling for keys, and to provide yourself with an improvised offensive weapon, have your vehicle door key in hand and ready to use as you approach your vehicle. Make a quick check

through your vehicle windows to make sure that no one is inside before stepping up to the door. If the inside of your vehicle appears to be normal, get inside and lock all doors as quickly as possible.

7. Don't walk alone if possible. Try to walk with a group of people. If you are leaving work in the company of a co-worker, you should walk together to the nearest one of your vehicles (or the vehicle that is safer to get to) and drive together to the location of the other employee's vehicle. The driver should then remain until the second employee is safely inside his or her vehicle and underway. Both drivers should then depart from the location together.

8. Men should place a small comb in the folded area of their wallet. This procedure makes it difficult for anyone to remove your wallet without detection. Also, if you wear a coat you should consider carrying your wallet in your inside coat pocket.

9. Carry a police-type whistle around your wrist or on your key chain and use it as loudly and persistently as you can if you need emergency assistance.

Remember, when confronted by a subject with a weapon, the loss of personal property is not worth resisting and risking serious injury or death.

Sharon Papa
RTD Transit Police Chief

HIT Scores With Scholarship Fundraiser



With Transportation's Jesse Castorena spinning records, about 100 members and friends of Hispanics in Transit (HIT) twisted to tunes from the '50s and '60s and tasted some of the best hot dogs and hamburgers around on Saturday night, Sept. 21.

Proceeds from the dance, billed as a scholarship fundraiser, will go to further the education of students interested in a transportation career. Anita Allen, co-chair of HIT's Steering Committee and the District's superintendent of facilities maintenance, hopes that by next

fall, the organization can award two \$500 scholarships.

"We also are in the process of adopting a school in a Hispanic area so that we can help meet the needs of those students," says Allen. "Because we believe education is so critical, we want to be out there encouraging young Hispanics to stay in school." She says that the group has already interviewed one school and will make its choice shortly.

According to Allen, the organization has been building momentum since November of last year.

Earlier, then Board member Carmen Estrada had formed a group of enthusiastic RTD employees who were committed to supporting the promotion of Hispanics at RTD. A handful of employees, among them Allen, Ralph Carapia, and Dan Ibarra, spearheaded the group's first event on Cinco de Mayo. Since then, the 50-member group has pre-

pared papers to become a non-profit corporation and has hosted three highly successful events.

"We're looking to get even more involved in the community," adds Allen, a resident of Diamond Bar.

Allen says HIT is open to all District employees. Membership dues are \$20. A spouse can join for another \$10.



Perfect form - HIT members and their guests twist and twirl to the hits of the '50s and '60s at the West San Gabriel Realtors Hall.



Alan Pegg, RTD general manager, and Tacho Puente, retired security guard.



Thanks for a Job Well Done!

Division 3201
Catherine Lumpkin

Division 3207
Alfreda Lanoix *

Division 3208
Jack Bartman
Richard Kick
James Boyd

Division 3209
Willis Caffrey

Dear RTD:

I am writing to express my profound gratitude to your organization and to your wonderful employees who helped me yesterday when I needed them.

At about 4:15 p.m., I got off a Line 487 bus, leaving my purse behind. I realized it immediately, but it was too late to hail the bus which disappeared down Grand. The first thing I did was panic because in that purse, on the bus, was my bus pass, my money, my keys and much more. I didn't have transportation or even the means of making a phone call.

When I got my wits back, I boarded the next bus. That bus carried a two digit number which I can't recall because I was too upset, but I wish I could because that driver was such an angel. I told him my plight and he immediately tried to place a call to your organization to try to trace the bag. By that time we had reached Seventh Street. He advised me to go to your main office to make the report and gave me two

transfers so I could take a 7th Street bus to Main and a Main Street bus to your address.

The driver on the Main Street bus was very courteous about pointing out where your office was. He told me you would be closing soon and I dashed across the street and ran to your Security Officer. His name is Bowlin and he couldn't have been nicer. After asking me some identifying questions he made several telephone calls to try to trace the bus and the bag, and after he got some feedback, he told me that they had located the bag! I can't begin to express my relief; just about everything I need to live with was in that purse. I don't think I had been breathing until he told me it had been turned in. Not only that, he told me that one of your people was going to bring it to me!

After a reasonable wait, Supervisor Brissen came in with a smile and that ugly but important bag. He asked me to look through it to make sure that all of the contents were there (they were) and to sign for the delivery. He,

too, couldn't have been more pleasant.

And then, Mr. Bowlin took the trouble to find out where I could catch the Line 16 bus I needed to get home, and what time it would reach the corner. At 5:15 p.m. I was on my way home. The whole scary episode had taken about an hour and your organization sent me home with my purse. Need I say more? Those employees of yours went out of their way to help an old lady. (I'm 76 and need all of the help I can get.) God bless the RTD and its very nice people.

With much appreciation and thanks to all concerned,

Belle Rogoff

Dear RTD:

I have to tell you about one of your drivers who serves above and beyond the call of duty. His name is Boyd, driver #4301. He drives Line 560 in the mornings, leaving from the Federal Building at 7:30 a.m. He recognizes me as a regular passenger and treats me more like a friend than a passenger. That's a nice feeling.

When we were having cold weather he let me wait on the bus, where it's warmer, before he started his route. One morning when a bum was bothering me for money, he saw the man yelling at me and asked what happened. He asked me to make sure that I was alright as he saw the bum shaking his finger at me. He is an all-around good person who asks what is wrong when I don't show up, and he knows what days I don't work.

In a city where we are all so anonymous, it is very nice to be recognized by someone who I trust with my life on a regular basis.

Let driver #4031 know how much his service is valued.

With thanks,
Renee Rubenstein

Dear RTD:

I am writing in acknowledgement and praise of the attitude of service of one of your drivers, Willis Caffrey. I regularly take the 436 bus from Venice to downtown at 6 a.m. (actually, I would like to commend the regular driver on that route as well -- Vanessa -- for her constant smiling and pleasant attitude).

One morning this past week, I arrived at the bus stop as the 436 pulled away. Willis was driving the 33 right behind that bus and recognized me as a regular on the 436. He stopped and offered to try to catch the bus along Venice Blvd. We did and I made it to work on time, thanks to his willingness to "go the extra mile."

Happy Birthday, RTD!



Librarian Dorothy Gray: "... And one to grow on."

... continued from page 24

This attitude of consideration makes the experience of relying on the RTD a pleasure. Please encourage all of your drivers to have this same level of customer awareness.

Thank you,
Al Konow

Dear RTD:

I am writing this letter to commend one of your drivers, namely Alfreda, #6994.

I am a senior citizen, 71 years old and have been using the RTD facilities for the past 42 years since I moved to Los Angeles. In all this time I have never encountered a driver quite like Alfreda. She is the essence of kindness, patience, and caring for her passengers. She takes time to greet them lovingly and takes a personal interest in the people who ride with her. In view of the fact that the majority of people using Line 217 are senior citizens using canes and often slow-moving, she has the

patience of a saint and it is a great privilege for us to have her as our driver. I know I speak for all of her passengers in appreciation of her wonderful qualities, both as a human being and an excellent and careful driver.

Sincerely yours,
E. Goldstein

Dear RTD:

When I boarded a bus yesterday, I was surprised when I was greeted warmly by the driver named Alfreda, #6994. She also greeted everyone the same way. In addition, she was a good driver.

It makes a difference when the driver speaks to the riders, so she is to be commended.

It would be appreciated if you could advise her of this letter.

All the best wishes,
David Arthur White

Right after Dorothy Gray had cut the cake, the phone rang.

The man on the other end identified himself as a division employee, informed Dorothy he was doing an astrological chart on RTD and wanted to know when the District was born. The timing of the call, Dorothy thought, was incredible.

"I told him he was phoning in the middle of our ceremony in honor of RTD's 27th birthday," she chuckled. "On August 22, 1964, the District was officially born."

The library festivities included the cake and the awarding of two door prizes. Planning's Ike Ubaka won a historical

transit book, entitled *Red Car Days -- Rebirth of the Pacific Electric*, by Raphael Long. Edith Ratliff, also in the Planning Department, took home the book, *Life and Times of the Pacific Electric*, published by the Orange Empire Railways Museum.

To commemorate the birthday, Dorothy and her staff displayed posters asking questions about the District. (How many divisions does RTD operate; how many employees work here, etc.)

The question which seemed to stump the most employees? Name the person who signs our paychecks.

Just Married!



Maria Palomino-Reynolds and Rich Reynolds

Transportation's Maria Palomino wed Rich Reynolds in a beautiful ceremony at the United Methodist Church in Orange on Aug. 17, 1991. Following the ceremony, the two hosted a reception for 250 friends and family members at Anaheim's Grand Hotel. Maria tells

Headway that she met her husband on a blind date arranged by one of her bridesmaids, former RTD human resources analyst, Stephanie Olesh-Keyes. The newlyweds honeymooned in Las Hados, Manzanilla, Mexico. They make their home in Azusa.

COMMENDATIONS



*In his nearly 10 years of service, Operator of the Month for August 1991 **James T. Amos** has never had a chargeable accident and has received a safe driving award every year. When it comes to attendance and punctuality, he excels. He has not had a sick day since May of 1985, and only one missout in nearly 10 years of service. Operator Amos is a line instructor at Division 18 and also works a regular assignment, Line 81, servicing Figueroa St.*

Married with a daughter and son, Amos spends much of his spare time with his family. He enjoys fishing, hunting and bowling. Amos is a member of the Masons and a reservist in the United State Army Reserve.



If you've ever talked to **Maria Alamilla**, then you know you've received District information from one of the best operators the District has ever had. She was recently selected Information Operator of the Month for August 1991. Not only is she praised by patrons, but her pleasant manner and willingness to go that extra mile for her callers wins rave reviews by her supervisors. With the District two years, she continues to maintain an impeccable work record. This honor, incidentally, places her in the running for Operator of the Year.



Mechanic A Leadman **Leroy Brown** was chosen Facilities Maintenance Employee of the Month for August 1991. A 22-year veteran of RTD, Brown has climbed the District career ladder. Originally hired as a Utility A, Brown decided that he would work towards becoming a mechanic. To qualify, he formally trained in the automotive field and in 1966 was reclassified as a Mechanic C. He continued to learn and was promoted to Mechanic A Leader. Brown is a highly reliable and competent leader who willingly works alongside his men to complete a job. He prioritizes his shift work with minimum supervision, assuring that buses are available to meet the demands of the afternoon pull-out. He is well-respected by his fellow workers and management staff.



Meet **Jose Chu** -- Accounting and Fiscal Department's Employee of the Fourth Quarter, fiscal year 1991. Even though Chu is fairly new to the District, it seems to his bosses as though he has been with them a long time. Soon after he joined the Accounting and Fiscal Department, he quickly learned the system and assumed the leadership role of his section. He's a dedicated, hard worker who often works through lunch to get the job done. He has worked on the Accounts Payable Procedures Manual and has contributed his enthusiasm and ideas to the success of two annual accounting picnics. Chu racked up perfect attendance during the last fiscal year. Pictured with him is Controller-treasurer Tom Rubin.



Masamitsu Takata, a Mechanic A in Equipment Maintenance, was named CMF Employee of the Month for August, 1991. His superior work performance coupled with a positive attitude clinched the nomination, according to his supervisor. Takata, who lives in Culver City, performs superior. He's a model employee, says his boss, and works well with co-workers in the Engine Shop. Takata has been with the District 11 years. He's shown here with Dave Lane, acting equipment maintenance superintendent. Takata will take home a U.S. Savings Bond for \$100.



Louis Hernandez, a Mechanic A in Equipment Maintenance, captured CMF Employee of the Month honors for August, 1991. A Pico Rivera resident, the 11-year RTD veteran was selected because of his mechanical abilities and excellent work performance. His colleagues in the Transmission Section say he has a positive attitude; his boss says he's always helping his fellow workers. Hernandez is pictured here receiving congratulations from Dave Lane, acting equipment maintenance superintendent. He'll also receive a \$100 U.S. Savings Bond.

... More Commendations



Under Robert Kang's leadership, efficiency in the Sheet Metal Shop increased over 100%. His excellent work as acting lead person was rewarded by his superiors, who named him CMF Employee of the Month for August, 1991. A 10-year resident of Van Nuys, Kang is a loyal, dedicated, and knowledgeable employee. He is pictured here with Dave Lane, acting Superintendent of CMF. Kang collected a \$100 U.S. Savings Bond for his efforts.

Raiders

...continued from page 12
put together an environmental awareness public service campaign worth more than half a million dollars," Holen said. "We all need to work together to obtain cleaner air in Los Angeles."

A 30-second public service announcement (PSA) featuring Raiders players in action will be distributed to Los Angeles television stations as part of the campaign. The PSA ends with a voiceover message: "When we all work together as a team, we'll clean up L.A."

In outdoor advertising, the campaign involves large and small billboards, bus benches, interior bus cards and exterior king-size bus advertisements. Numerous RTD buses will carry the

environmental advertisements as interior and exterior car cards.

Contributors to the clean air campaign are Metropolitan Outdoor Advertising Inc., Carson; Transportation Displays Inc., Los Angeles; Carders & Posters, Bell Gardens; Gannett Outdoor Co. Inc., Los Angeles; Coast United Bench Ad Co., City of Commerce; and Patrick Media Group Inc., Los Angeles.

"The RTD is vigorously pursuing a clean fuels program," Holen said. "With 30 methanol-powered buses in service-- one of which you see here today-- the RTD has the largest such fleet in the nation."

Trolleybuses

...continued from page 12

wood-Glendale-Pasadena via Yosemite Drive), 204 (Vermont Avenue), 420 (Los Angeles-Van Nuys-Panorama City Express), 424 (Los Angeles-Ventura Boulevard-Warner Center Express), and 560 (LAX-San Diego Freeway-Van Nuys Boulevard Express).

Among municipal bus operators, the Montebello route being considered for conversion to electric

trolleybus service is Line 10, running on Whittier and Atlantic boulevards between Pico Rivers and East Los Angeles College in Monterey Park.

Long Beach Transit routes to be considered are lines 40 (Anaheim Street), 50 (Long Beach Boulevard-East Fourth Street), 60 (Atlantic Avenue), and 90 (Seventh Street-Cal State Long Beach).



Yellow beauty -- A Seattle Metro articulated electric trolley bus is shown inside one of that city's contemporary design stations. One of the exits from the Seattle tunnel station goes directly to a Nordstrom's department store.



RTD's Officer Estrada: Going for the Gold



Transit Police Officer Richard Estrada thunders his way through water.

by Greg Davy,
Sr. Comm. Rep.

It is the crack of dawn, and while most of Southern California is still hauling itself out of bed, Richard Jesus Estrada is pumping iron.

After weightlifting for two hours, he's running -- a refreshing jog that will end 8 miles later at the William A. Smith Municipal Park swimming pool in Pico Rivera, where the 26-year old Estrada has lived since early childhood. There he completes his regimen with two miles of swimming laps.

Then he starts his job as an RTD Transit Police officer.

It's no big deal to Estrada. He figures it's part of his responsibility as a police officer.

"As a policeman, your job is not normal," says Estrada. "You might have

to chase someone on foot or subdue a violent person. Staying in shape keeps your mind sound, and it keeps you looking presentable to people you deal with every day."

Estrada also discovered that hundreds of hours of seat could put him at the top of the heap at the Law Enforcement Officers Summer Games sponsored each year by the California Police Athletic Federation and its counterpart in Nevada.

Competing in 1990 and 1991 against hundreds of peace officers from all over California and Nevada in swimming and track and field events, Estrada stole the show. He entered 31 events and medaled in every one of them, amassing 19 gold, eight silver and four bronze.

In the process, Estrada shattered the California record in the 100-yard

breaststroke, the event he considers his best.

"It was, quite simply, an awesome performance," says Duke Nyhus, executive director of the San Diego-based California Police Athletic Federation, which

"I chose to become a transit police officer because the department is young and growing."

founded the games in 1967.

"Officer Estrada exemplifies the very principles the games were created to uphold: That law enforcement officers will perform their jobs better if they are physically fit. RTD is fortunate to have him on its police force."

Physical fitness has been a part of Estrada's life as long as he can remember. It wasn't until he began attending St. John Bosco High School in Bellflower, a private school for boys, that a career in law enforcement occurred to him.

"I started doing security work for the city of Santa Fe Springs to make some money during school," Estrada recalls. "I found out I liked the work. Then one day, out of the blue, I received an application from the RTD for a transit police officer position."

Estrada is still mystified about who recommended him to RTD, but he filled out the application and returned it. Four months later, he found himself enrolled in the Rio Hondo Police Academy in Whittier, one of the top five academies in the state.

He spent 17 weeks there, earning honors as the top student in his physical training class -- setting the stage for his later accomplishments at the police summer games. Estrada also entered California's "Toughest Cop Alive" contest in 1990, placing third out of about 200 officers competing.

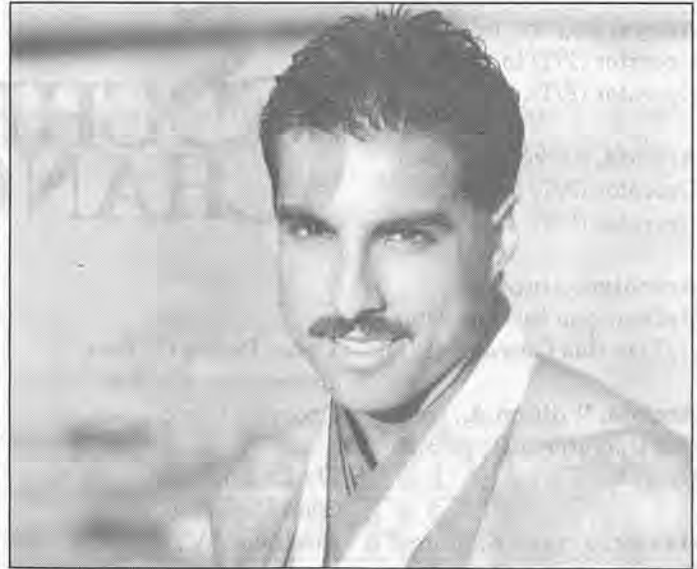
"I chose to become an RTD transit police officer because the department is young and growing," says Estrada, who is a bachelor. "There's lots of room for advancement. I'm also very interested in helping other officers keep in shape, so

I'm helping to set up a department fitness program."

If you see a group of youngsters gathered in a circle around a police officer on Broadway in downtown Los Angeles sometime, it's probably Estrada. He keeps a supply of baseball cards in his uniform pocket as he patrols Broadway on foot.

"Kids are always kind of hesitant when a police officer walks by, so this helps break the ice," Estrada says.

Estrada's broad smile and his winning attitude might have something to do with it as well.



Estrada displays the seven medals he won in the California Games. In the 50 and 100 yard free style events, he finished third, winning two bronze medals. He earned two silver medals for placing second in the 100-yard breaststroke.

Random Alcohol, Drug Testing May Be Implemented Soon

Under legislation passed by Congress on October 9, the District could begin random drug and alcohol testing of employees as early as this spring. The bill, which gives the Urban Mass Transportation Administration the authority to impose a national drug testing program, is now awaiting President Bush's signature. It is expected to be signed by Bush by the time this issue of *Headway* goes to press. The passage of the bill comes two months after the discovery of an empty crack cocaine vial in the operator's cab of a wrecked New York subway train. Five passenger's were killed and more than 200 injured Aug. 23 when the 10-car train jumped the tracks while approaching Union Square station in Manhat-

tan. A blood alcohol test taken on train operator Robert Ray more than 13 hours after the wreck showed an alcohol level more than twice the legal limit for driving a car. Ray was charged with manslaughter, then later indicted for murder in the deaths of the passengers.

While the cause of the accident has yet to be determined, Secretary of

Transportation Samuel Skinner is applauding the passage of the legislation.

"The American people have the right," he told *Headway* through a spokesman, to expect a safe, drug-free transportation system."

Several years ago, UMTA had drawn up rules that included mass transit workers in the mandatory drug and alcohol testing required of all other trans-

portation workers.

But in January 1990, the U.S. Circuit Court of Appeals for the District of Columbia, ruled that the agency had no regulatory power and could not force its rules on the mass transit systems it helps finance. In the absence of regulations, the National Transportation Safety Board (NTSB) has urged UMTA to use the power of the purse to persuade mass transit systems to follow uniform guidelines in drug and alcohol testing programs and several other critical safety areas.

Under the bill, transit properties must test for marijuana, cocaine, opiates, phenacyclidine (PCP) and amphetamines. Currently, some transit properties test

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If you use illegal drugs, statistics compiled by the National Institute of Drug Abuse, show that you:

- are 3.6 times more likely to become involved in accidents.

- have 2.5 times as many absences lasting 8 days or longer.

- use 3 times the average in sick benefits.

- are 5 times as likely to

file workers' compensation claims.

- are 7 times as likely to be the target of garnishment proceedings.

- are estimated to function at only about 67% of your work potential.

- are repeatedly involved in grievance procedures.

SCHEDULE CHANGES



Anaya, Ray M., from Bus Operator (P/T) to Bus Operator (F/T).

Aranda, Steve, from Bus Operator (P/T) to Bus Operator (F/T).

Arechiga, Antonio Rafael, from Bus Operator (P/T) to Bus Operator (F/T).

Arriola, William A., from Bus Operator (P/T) to Bus Operator (F/T).

Baltierra, Lisa K., from Bus Operator (P/T) to Bus Operator (F/T).

Berkman, Boris E., from Planning Systems Assistant to Planner.

Bridger, Ida Mae, from Bus Operator (P/T) to Bus Operator (F/T).

Brown-Musgrove, Troylynn, from Bus Operator (P/T) to Bus Operator (F/T).

Butler, Martha K., from Schedule Maker I to Planner.

Chacon, Xavier, from Bus Operator (P/T) to Bus Operator (F/T).

Chawdhry, Malika M., from Secretary to Senior Secretary.

Cody, Tommy W., from Transit Police Officer (Trn) to Transit Police Officer.

Coles, Lottie E., from Bus Operator (P/T) to Bus Operator (F/T).

Cooper, Anita, from General Clerk to Secretary.

Cruz, Pedro C., from Information Clerk to Accounts Clerk.

De La Torre, Robert N., from Mechanic "B" to Mechanic "A".

Del Castillo, Floresto, from Bus Operator (P/T) to Bus Operator (F/T).

Del Cid, Lucio H., from Bus Operator (P/T) to Bus Operator (F/T).

Edwards, Wesley C., from Bus Operator (P/T) to Bus Operator (F/T).

Estrada, Frank Y., from Mechanic "A" to Mechanic "A" Leader.

Frazier, Carolyn M., from Secretary to Senior Secretary.

Gallardo, Ralph, from Bus Operator (P/T) to Bus Operator (F/T).

Garcia, Juan Fernando, from Bus Operator (P/T) to Bus Operator (F/T).

Garrett, Cynthia E., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Gonzales, Adelaida, from Bus Operator (P/T) to Bus Operator (F/T).

Gonzalez, Raul A., from Information Clerk to Storekeeper.

Green, Randolph, from Bus Operator (P/T) to Bus Operator (F/T).

Guerrero, Georgina, from Typist Clerk to General Clerk II.

Haines, William H., from Rail Equip. Maintenance Supervisor to Senior Rail Equip Maintenance Supervisor.

Harmon, Joanne Y., from Bus Operator (P/T) to Bus Operator (F/T).

Harris, Ray D., from Sr. Public Affairs Representative to Public Affairs Manager.

Hawkins, Andre, from Bus Operator (P/T) to Bus Operator (F/T).

Heras, George, from Bus Operator (P/T) to Bus Operator (F/T).

Hernandez, Richard E., from Bus Operator (P/T) to Bus Operator (F/T).

Hibbler, Shermayne, from Bus Operator (P/T) to Bus Operator (F/T).

Hughlett, William, from Bus Operator (P/T) to Bus

Operator (F/T).

Jenkins, Barbara J., from Bus Operator (P/T) to Bus Operator (F/T).

Johnson, Darryl A., from Bus Operator (P/T) to Bus Operator (F/T).

Knapik, Joseph, from Rail Signal Inspector to Rail Signal Supervisor.

Latin, Teodoro A., from Bus Operator (P/T) to Bus Operator (F/T).

Lindsey, Darren R., from Transit Police Officer (Trn) to Transit Police Officer.

Lopez, Eddy A., from Bus Operator (P/T) to Bus Operator (F/T).

Marino, Frank S., from Bus Operator (P/T) to Bus Operator (F/T).

Martin Del Campo, Roberto, from Bus Operator (P/T) to Bus Operator (F/T).

Martinez, Librada, from Bus Operator (P/T) to Bus Operator (F/T).

Meadory, Julia F., from Bus Operator (P/T) to Bus Operator (F/T).

Medina, Maria A., from Bus Operator (P/T) to Bus Operator (F/T).

Micheline, Maureen A., from Planning Assistant to Planning Sales Representative.

Montgomery, Michael J., from Mechanic "B" to Mechanic "A".

Moreno, Victor M., from Bus Operator (P/T) to Bus Operator (F/T).

Morfin, Jorge Alcaraz, from Bus Operator (P/T) to Bus Operator (F/T).

Noya, Fredrick J., from Transit Police Officer (Trn) to Transit Police Officer.

Oriol, Christian, from Stock Clerk to Storekeeper.

Ornelas, Miguel E., from Bus Operator (P/T) to Bus Operator (F/T).

Parra, Diana M., from General Clerk to Secretary.

Perea, Linda M., from Bus Operator (P/T) to Bus Operator (F/T).

Pittman, Cedric, from Bus Operator (P/T) to Bus Operator (F/T).

Poblano, Margarito Z., from Bus Operator (P/T) to Bus Operator (F/T).

Polk, Charmon Bernetta, from Bus Operator (P/T) to Bus Operator (F/T).

Quezada, Alfonso, from Bus Operator (P/T) to Bus Operator (F/T).

Ramirez, Jose R., from Bus Operator (P/T) to Bus Operator (F/T).

Retana, James R., from Public Affairs Representative to Senior Public Affairs Representative.

Rodriguez, Jose Mario, from Bus Operator (P/T) to

Bus Operator (F/T).

Rodriguez, Tony L., from Transit Police Officer (Trn) to Transit Police Officer.

Ruiz, Gilbert, from Bus Operator (P/T) to Bus Operator (F/T).

Salazar, Richard M., from Bus Operator (P/T) to Bus Operator (F/T).

Santiago, Steve, from Bus Operator (P/T) to Bus Operator (F/T).

Sears, Celeste E., from Bus Operator (P/T) to Bus Operator (F/T).

Sicam, Florante P., from Bus Operator (P/T) to Bus Operator (F/T).

Stokes, Phillip R., from Bus Operator (P/T) to Bus Operator (F/T).

Tate, Susan M., from Information Clerk to Customer Info Supervisor.

Tidwell, Birthella, from Senior Secretary to Staff Aide.

Torres, Armando G., from Rail Equip Maintenance Assistant to Rail Equip. Maintenance Specialist.

Tran, Linh D., from Rail Equip. Maintenance Specialist to Rail Traction Power Inspc.

Valdes, Ramon N., from Administrative Analyst to DBE Representative.

Vega, Hector, from Bus Operator (P/T) to Bus Operator (P/T).

Walton, Mark S., from Mechanic "C" to Mechanic "B".

Warner, Mark D., from Transit Police Officer (Trn) to Transit Police Officer.

Woodard, Otis W., from Bus Operator (P/T) to Bus Operator (F/T).

SHIFTING GEAR



Andrews, Russell E., began with the District on March 23, 1968, retired as a Bus Operator on September 11, 1991.

Bouler, Julius C., began with the District on August 22, 1968, retired as a Bus Operator Full Time on August 24, 1991.

Coleman, Lydia E., began with the District on April 02, 1979, retired as a Bus Operator Full Time on May 21, 1990.

Durant, Gerald B., began with the District on August 31, 1963, retired as a Bus Operator Full Time on September 16, 1991.

Fabiano, Gloria, began with the District on April 19, 1972, retired as a Equipment Records Specialist on June 4, 1991.

Fabiano, John N., began with the District on August 17, 1968, retired as a Bus Operator Full Time on August 31, 1991.

Garcia, Alexander J., began with the District on January 21, 1972, retired as a Bus Operator Full Time on April 19, 1991.

King, Vaughn L., began with the District on August 31, 1981, retired as a Mechanic "A" on September 17, 1991.

Miranda, Mario G., began with the District on November 12, 1980, retired as a Mechanic "A" on April 25, 1991.

Thompson, Richard C., began with the District on August 25, 1975, retired as a Bus Operator Full Time on August 31, 1991.

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Calling The Doctor For Your Child

Source: *The American Academy of Pediatrics*

Experts say the No. 1 rule is to Trust Your Judgment and Instincts

EMERGENCY SITUATIONS

Call immediately if the child:

- * is seriously injured
- * has a high fever
- * has difficulty breathing
- * has blood in urine or prolonged diarrhea
- * has an unusual rash
- * has a gray or ashen skin color
- * refuses to eat for three or four feedings
- * is extremely lethargic

CUTS

If bleeding persists, or you need to hold the skin together to stop the bleeding, the child may need stitches. Call the doctor if you can; otherwise, go to the emergency room.

HEAD INJURIES

Always call the doctor when the child is under a year old or when the eye is injured. In other children, call immediately if there are any of the following symptoms:

- * loss of consciousness
- * vomiting
- * behavior alteration
- * troubled breathing

FEVER

Fever is a sign that the body is fighting infection and is a normal part of the recovery process. However, call the doctor if the fever is unusually high—generally above 101 degrees, 100 degrees in newborns—or if it lasts longer than three days. Call immediately if the fever is accompanied by any of the following:

- * pain on urination
- * drooling or refusal to swallow liquids
- * breathing difficulty
- * seizures

VOMITING

Make sure it isn't caused by poisoning. If the child has swallowed a potentially toxic substance, call the poison center immediately. (The telephone numbers to the Poison Control Center are: (800) 777-6476 or (213) 484-5151.) For vomiting from overeating, give the child liquids to prevent dehydration. Call the doctor if the vomiting continues after a few hours.

SIGNS OF DEHYDRATION

In infants, call the doctor if the child vomits or has diarrhea and then doesn't urinate for eight hours.

Call if there is repeated vomiting in a brief period of time.

In older children, call if you see the following:

- * Child doesn't urinate for eight to 12 hours
- * Child loses fluids through vomiting or diarrhea
- * Child has sunken eyes or

"doughy" skin that doesn't return to normal when pinched

* Child is not behaving normally, is unusually lethargic or irritable

COUGHS

A cough that appears only at night, especially if it sounds like barking, could be a sign of croup. A persistent cough could indicate chest or sinus infection. Call the doctor in either case.

COLDS

Call the doctor if the cold lasts more than a week, if there are unusual symptoms or if there is a high fever.

EMERGENCY NUMBERS

Near each telephone, you should post the following:

- * Name, telephone number and address of pediatrician
- * Location of nearest emergency room
- * Telephone number of local poison center
- * Mother's work number
- * Father's work number

BIRTHS



Born to Aimee

Yvonne Boucher, daughter of CMF Equipment Maintenance Supervisor Norman W. Boucher, a daughter, Coral Leanne. Her proud grandfather writes that the little one was born September 8, 1991 at 2:35 p.m. Born two weeks late and weighing in at nine pounds, Boucher says his granddaughter looks like she is almost two month old. "She has beautiful dark blue eyes and thick dark brown hair and is very beautiful," he says.

Shifting Gears

...continued from page 33

Torres, Jorge C., began with the District on March 3, 1981, retired as a Mechanic "A" on May 16, 1991.

Winner, Barbara V., began with the District on December 29, 1975, retired as a Bus Operator Full Time on May 1, 1991.



ELDERCARE

If you have taken on the responsibility of caring for an elderly loved one, it might help to know that you are not alone. Millions of Americans are providing at least some level of care for the elderly. How can you provide for someone else and care for yourself, too? The tips below might offer some help.

Avoid Isolation

One of the biggest problems for the caregiver is the feeling of isolation, particularly if your elderly relative is seriously ill. If a relative can provide some care each week, or if you can occasionally pay for a temporary healthcare worker, take the time to pursue outside interests. You need the time to regenerate and you might feel more capable of coping after an outing to a mall or movie.

Be Assertive

It's very easy to get caught up in the caregiver role, then wonder why no one else will help out. Learn now to ask for specific help. Rather than saying, "I wish someone else would take mother to the doctor," say "Mother needs someone to take her to the doctor on Thursday at 1 o'clock. I would appreciate it if you would take her."

Join Others

Ask your physician, community hospital or public health department for referrals to support groups available to people providing eldercare and consider joining in. You'll not only have a source of support, but often others will have already solved problems you might be having. They'll be happy to share their experiences and information with you.

Investigate Daycare

Some communities have daycare programs for the elderly and many provide transportation, too. If your relative is not too ill to participate, he or she might like to be out of the house and socializing with a group of peers. This will also relieve you of all-day responsibility.

Avoid Burnout

Many times we feel obligated to "do it all," but providing eldercare can easily sap your inner resources without your knowing it. The resulting stress can be uncomfortable for everyone. Make it a point to talk regularly with others outside the home and don't hesitate to get counseling if you begin to feel overwhelmed. Often, just one or two minor adjustments in your routine can make the difference.



Being A Caregiver

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New Law to Provide Special Buses for Disabled

"The Americans with Disabilities Act (ADA) gives civil rights protection to individuals with disabilities that are like those provided to individuals on the basis of race, sex, national origin, and religion. It guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services, and telecommunications."

— U.S. Dept. of Justice

by Bill Heard
Press Relations Rep.

When the District bought its first buses with wheelchair lifts in 1974, Los Angeles was on its way to becoming a national leader in providing transportation for the disabled.

There would be no difference between the service offered the disabled and that offered other passengers, the District said. The disabled would have access to the same service area, hours of service, travel times and level of transfers. There would be no advance reservations and no trip restrictions.

Today, all 220 RTD bus routes are accessible to the disabled and 98 percent of the District's 2,500 buses are equipped with lifts. By the end of 1992, every bus in the fleet will be able to

embark and transport wheelchair users.

So, when President Bush signed the Americans with Disabilities Act (ADA) into law in July, 1990, Los Angeles already was ahead of many cities in the Northeast and Midwest.

"Thanks to our foresight in working with the disabled, the District already is in compliance with much of the ADA," says General Manager Alan F. Pegg. "In such areas as operator instruction, information services, accommodating, hiring and training the disabled, we

well as to their own employees. Bus and train operators must receive more training in providing service to the disabled.

Schedule information, including publications and telephone service, must be available for hearing- and sight-impaired passengers. Headsigns must be readable by the sight-impaired. Passengers not in wheelchairs, but who are unable to climb stairs, must be allowed to use the lifts.

Transit systems also must expand efforts to hire and accommodate disabled employees. This includes

the system now operating in Orange County, which provides individual bus service on telephone request by the passenger.

Federal regulations say paratransit service must be similar to "service provided to individuals without disabilities who use the fixed-route system." Like other transit systems, the RTD is responsible for submitting a paratransit plan to the Urban Mass

As of March, more than 12 million boardings were made by seniors, many of whom are disabled.



can point to significant progress.

"But, the ADA legislation is far-reaching and can be expected to generate further changes in District operations," he added. "An internal RTD task force is looking at how the ADA will affect us and what more we need to do to make it work."

Beginning in January, the nation's transit systems will be required to make all facilities--pass sales outlets, bus stops, buildings--fully accessible to disabled members of the public as

providing special training, rewriting job descriptions and modifying facilities for them.

But, the most important change required by the ADA calls for creation of disabled-only transit systems using specially equipped vehicles. In many cases, these systems will parallel a city's established bus and train routes.

This type of transit--called "paratransit service" by the ADA--has usually been known as Dial-A-Ride. The best example might be

Transit Authority (UMTA) in 1992.

ADA guidelines indicate that paratransit service must be provided along corridors that may range from a quarter-mile to a mile-and-a-half on each side of fixed routes. Proposed regulations call for a next-day service reservation system. At least one non-handicapped person could travel with a disabled person. Fares would be comparable to fares on fixed routes.

The cost to the District for setting up and operating a paratransit system would be considerable, according to testimony given by Anne McLaughlan-Huck, Accessible Service Program Manager, who spoke for the

In Memoriam

Brown, Derald A., began with the District on April 09, 1946, retired as a Division Clerk and passed away on July 17, 1991.

Chan, Stephen P., began with the District on April 27, 1981, retired as a Mechanic "A" and passed away on August 28, 1991.

Childers, Gene P., began with the District on October 21, 1953, retired as a Traffic Loader and passed away on May 22, 1991.

Cosentino, Michael S., began with the District on December 24, 1952, retired as a Bus Operator Full Time and passed away on May 28, 1991.

Garcia, V., began with the District on September 08, 1953, retired as a Mechanic "A" and passed away on August 14, 1991.

Kinermom, Prewitt, began with the District on June 08, 1964, retired as a Mechanic "A" Leader and passed away on August 11, 1991.

Lampshire, Lyle J., began with the District on July 14, 1941, retired as a Bus Operator and passed away on May 28, 1991.

Meevoy, Roger A., began with the District on December 24, 1962, retired as a Bus Operator Full Time and passed away on August 15, 1991.

Mendoza, Julia S., began with the District on January 03, 1944, retired as a Utility B and passed away on July 30, 1991.

Parker, David, began with the District on February 11, 1972, retired as a Bus Operator Full Time and passed away on August 11, 1991.

Riley, Jack J., began with the District on March 12, 1947, retired as a Mechanic Leadman and passed away on July 29, 1991.

Robinson, Hobert W., began with the District on September 30, 1943, retired as a Mechanic and passed away on July 30, 1991.

Soto, Andre, began with the District on December 15, 1972, retired as a Senior Transit Operations Supervisor and passed away on August 17, 1991.

Szathmary, Murray H., began with the District on July 31, 1944, retired as a Mechanic and passed away on August 02, 1991.

Wilson, James W., began with the District on December 14, 1987, a Support Services Supervisor and passed away on August 22, 1991.

District at a U.S. Department of Transportation hearing in April. She estimated one-time paratransit system start-up costs at \$7.45 million to \$10.8 million, with the RTD's annual operating costs ranging from \$38.9 million to as high as \$107.4 million, depending upon level of service. Based on these estimates, paratransit could take as much as \$30 million each year away from the District's fixed route operations.

Whether the District will ever have to operate its own paratransit system is doubtful. The LACTC has assumed responsibility for paratransit service by forming a county-wide

Consolidated Transit Service Agency (CTSA) that would coordinate the large number of existing paratransit systems. A written plan is due to UMTA in late July, 1992.

Preliminary plans call for phasing in a cooperative paratransit system over the next five years. A demonstration project will begin some time next year in the San Gabriel Valley. During the U.S. DOT hearing, McLaughlan-Huck noted that the RTD had recently celebrated 10 years of accessible service to the disabled. As of last March, more than 12 million boardings were made by disabled passengers and more than 56 million were made by seniors, many of

whom are disabled.

The District's record in serving the disabled and its plans for improvements in accommodations should help smooth the way toward full compliance with the ADA.



A Footnote

Editors note: *Headway* wishes to thank RTD retiree Pasqual Palacios who suggested that we publish the positions last held by those whose names appear in our In Memoriam column.

Currently we list the employee's name and the position in which he or she first started. He says many people may have started at entry level positions, but by the time they've retired from the District, they've achieved more. We will try our best to go with Mr. Palacios' suggestion; however, the records of some of those who worked here long ago are not as complete.

Palacios, by the way, retired from the District in 1978 as the manager of stores. He began his career as a laborer with Pacific Electric Co. He lives in Los Angeles.

Thanksgiving

A Family Affair



Nostalgia reigns on the all-American holiday called Thanksgiving. Our memories—perhaps of a grandparents' antique-laden home filled with the aroma of roast turkey—are not likely to be duplicated. But we can make sure that our children have equally warm recollections to pass on to future generations. This year, make your family's Thanksgiving an unforgettable one, not with extravagance, but by involving everyone in making memories.

Everyone Gets Into the Act

Busy families welcome all hands to orchestrate festive Thanksgiving meals. All but young babies can suggest menu items; parents can assure entries even in not universally loved categories such as vegetables. Then in a thoroughly American tradition, families vote for the components that finally go into the meal. Responsibilities for fixing each dish can be assigned as well. Adults may need to guide preparation of the stuffing, for example, which may require some advance planning.

Family members select from an array of other tasks to be carried out before Thanksgiving and on the big day: shop, decorate the table, fold napkins, contribute to the community Thanksgiving basket, feed birds, dig up intriguing historical perspectives about Thanksgiving (the Indians and Pilgrims probably did not celebrate the harvest together).

Eye-catching aprons can lure the most reluctant cooks into the kitchen, so supply everyone with a festive cover. With tasks delegated in advance, final preparations run smoothly, the meal is delicious, the table is cleared in no time—and a great time is had by all.

Celebrate!

Make sure Thanksgiving isn't all work and no play by including other activities to brighten the holiday. Before eating, ask each person to add to the prayer of thanksgiving. The bashful can write their words of thanks on slips of paper.

Music, either singing family favorites or listening to traditional renditions of "Over the River," brings the whole family together.

Ann Yost, a writer for the WASHINGTON POST, suggests that school-age children each ask a relative to reminisce about holidays past, and that the anecdotes be typed up for all to share (far away relatives could contribute either in writing or by phone). Children can record memories with cameras ranging from simple point-and-shoot varieties to videos.

Many families have Thanksgiving traditions that span generations, such as watching parades, launching winter holiday plans, or playing some boisterous games. Whatever you do, the entire celebration can be a family affair that will live on in people's hearts for years to come.

About Open Enrollment . . .

Open Enrollment season is just around the corner. Once again, it's time to re-evaluate the medical and dental plans you've been enrolled in for the past year to ensure that your needs, and those of your family, are being met.

What is Open Enrollment?

This is your opportunity to add a dependent(s) or change your enrollment in the medical and dental plans for Calendar Year 1992. This opportunity comes only once each year, and you owe it to yourself and your family to find out as much information as possible about these plans before you make any final decisions. Some of the plans currently offered may have some changes made to them. Remember, it's difficult to make a wise decision without making an informed decision, so plan to attend one of the Open Enrollment meetings listed below for your employee group.

Non-Contract Employees and Transit Police

Enrollment is open for the month of December, and closes on December 20, 1991 with no exceptions.

Open Enrollment meetings with representatives of the various medical and dental plans are scheduled in the Boardroom, Headquarters Building, on the following dates and times:

- December 4, 9:00 a.m.
- December 4, 1:30 p.m.
- December 11, 9:00 a.m.

December 11, 1:30 p.m. Further information can be obtained by calling Ann Craver at (213) 972-7186 or Ext. 27186.

United Transportation Union Health & Welfare Trust Fund

Enrollment is open for the entire month of December. In November, a letter will be mailed to the homes of UTU employees with a schedule of the counseling sessions at all operating divisions. Renewal packets will be available for UTU

employees at the divisions. Further information can be obtained by calling the UTU Trust Fund Office at (213) 624-6487 or (818) 962-1762.

Transit Communications Union Health and Welfare Trust Fund

Enrollment is open for the entire month of February, 1992. Information packets will be mailed to all employees and eligible retirees. Please be sure that the Trust Fund has your current address. All enrollment changes made

by TCU employees during the Open Enrollment period will be effective March 1, 1992. Further information can be obtained by calling the TCU Trust Fund Office at (714) 739-8476 or (213) 921-3730.

Amalgamated Transit Union Health and Welfare Trust Fund

Open Enrollment was held September 16, 1991 through October 28, 1991. All enrollment changes made by ATU employees during the Open Enrollment period were effective November 1, 1991.

We're On Line For You

by *Leonora Lustado*
Credit Union Manager

Here at the Credit Union, we realize that no one likes being put on hold. So, we're offering different ways to best serve you when you call us.

Are you aware of our Share Withdrawal Request Line? A pre-recorded share withdrawal line is available to take your withdrawal request at any time, 24 hours a day. Simply leave your name, badge number, location you wish to receive your check, amount of the withdrawal, and the date and the time of your call. As soon as we receive your request, your withdrawal will be processed and sent to you. You can even make your request on weekends or holidays and it will be processed the next business day. The Share Withdrawal Request Line is (213) 972-6196.

Here's a tip: Friday, payroll day and the follow-

ing Monday after payroll are our busiest days. If you request service during these days, we'd like to help. If it's more convenient for you, leave your name and your telephone number and we'll make sure you get the information or the service you need.

Apply for a QUE! How would you like to access your account 24 hours a day? Yes, now you can with our QUE system. Through a touch-tone telephone, you can quickly and easily do transfers, withdrawals, and inquiries on your account. To sign up for this service, just call the Credit Union at (213) 972-6183. A Personal Identification Number will be assigned to you. Sign up now. You'll find this service simple and convenient on your busy schedule. Remember, our goal is to make the Credit Union's service even better.

Credit Union Office Hours:

Monday through Friday:
9:00 a.m. - 3:30 p.m.

Last Working Day of Each Month: 9:00 a.m. - 1:00 p.m.

Telephone Numbers:
Teller Department: (213) 972-6183

Share Withdrawal Request Line: (213) 972-6196
Loan Department: (213) 972-7969

Collection Department:
(213) 972-6184
Que! System/Audio Response: (213) 972-6185
Fax Machine: (213) 972-6186

Mark Your Calendars:
The Credit Union will be closed November 11, Veteran's Day and November 28, Thanksgiving Day.
Address: 124 West 4th St. Sixth Floor, Annex E
Los Angeles, CA 90013

What Do You Know About Smoking?

by Luanna Urie, Human Resources Analyst

If you smoke, if you know and love a smoker, if you hate cigarettes, this is a little test just for you. Answer the questions and check out YOUR knowledge about smoking.

AND don't forget that Thursday, November 21, is the Great American Smoke-out Day. If you smoke, give yourself a healthy break and refrain from smoking for 24 hours. Get someone to adopt you and give you encouragement and goodies to help you survive GAS Day. If you don't smoke, adopt a smoker and help them give up smoking for 24 hours.

1. Smoking contributes to all these health problems but one:

1. gall stones
2. wrinkles
3. ulcers
4. high blood pressure

2. How many chemicals are in each cigarette?

1. 1-50
2. 2-100
3. 3-1000
4. 5-4500

3. When parents smoke, their children are more likely to do so.

1. 1-T
- 2-F

4. One pack of cigarettes a day at \$2.00 per pack equals:

1. \$350 per year
2. \$500 per year
3. \$672 per year

5. Smoking is a way that many people handle stress.

1. T
2. F

6. Once a baby is born, is it alright to start smoking again?

1. T
2. F

7. Is it safe to smoke one or two cigarettes a day?

1. T
2. F

8. Smokeless tobacco is a safe way to use tobacco.

1. T
2. F

9. How much longer is the life expectancy of a person who has never smoked?

1. 12 years
2. 10 years
3. 7 years
4. 5 years

10. Smoking only one cigarette causes:

1. increased heart rate
2. increased blood pressure
3. cold hands and feet
4. all of the above

11. A precancerous cell in the lung of a smoker would (blank) when one quits.

1. disappear
2. remain unchanged
3. become normal
4. become cancerous

12. Nicotine is a highly addictive drug, not just an every day habit that can easily be broken.

1. T
2. F

The correct answers are as follows:

1. Answer #1
2. Answer #4
3. Answer #1 true
4. Answer #3
5. Answer #1 true
6. Answer #2 false
7. Answer #2 false
8. Answer #2 false
9. Answer #4
10. Answer #4
11. Answer #1
12. Answer #1

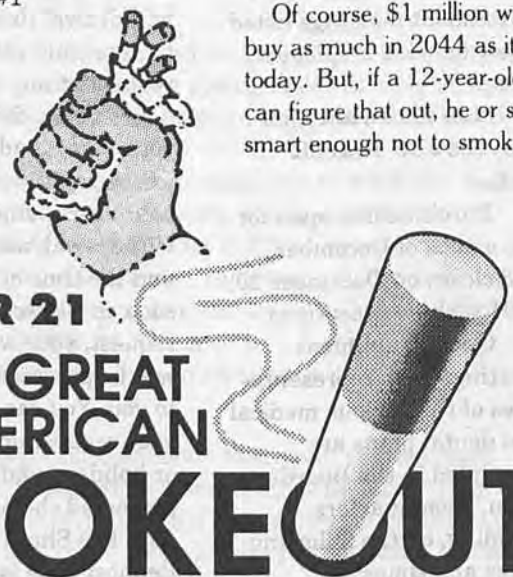
“Smoking cessation represents the single most important step that smokers can take to enhance the length and quality of their lives.”

—Surgeon General
Antonia C. Novello

Help Your Kids Save \$1M

If the price of cigarettes rises 5 percent each year (current increases are about twice that), then a kid who puts the cash he or she could spend on a life-time pack-a-day habit into an investment paying 8 percent interest annually would save \$100,000 by age 39 and \$1 million by age 65, according to the American Lung Association.

Of course, \$1 million won't buy as much in 2044 as it can today. But, if a 12-year-old can figure that out, he or she is smart enough not to smoke!



NOVEMBER 21
THE GREAT AMERICAN SMOKEOUT
KICK THE HABIT FOR GOOD!

Bailey

...continued from page 17

printed inside the written program; Johnny McKinney, a Division 16 bus operator, provided limousine service for Bailey; Leo Holland, a Division 7 operator, served up wonderful tunes as the night's disc jockey.

Concluded CMF Director Rich Davis: "My personal prediction is that Lei Bailey will be a general manager someday."



Drug Testing

...continued from page 31

only for narcotics, and not alcohol. Testing for alcohol is not included under UMTA regulations published in 1988 which govern the control of drugs in mass transportation. The District, which tests for more substances than almost all agencies, tests for a total of 18 substances, including alcohol. Besides the above five, the remaining 13 include drugs which require a doctor's prescription. The bill requires random testing, which the District does not presently do.

Thanks to the District's stringent testing policy, the number of employees testing positive has plunged. In September 1985, 20.5 percent of employees who hit a trigger in the policy and had to take a test were positive for drugs or alcohol. In September 1986, the positive rate dropped to 5.43; a year later, it declined to 4.23. In September 1988, the

continued on page 43...

The District administers approximately 7500 drug screens a year. Employees are required to take a drug test for the following reasons:

- Vehicular accident (revenue and non revenue) involving damage greater than \$1,000, an injury, or fatality.
- Injury, vehicular or industrial.
- For cause, which means that two supervisor's must be present to document all indicators on performance, both behavioral and physical.
- Re-test (after off-duty positive).
- Biennial exams

Positive drug screens are always confirmed by a second alternate method. Positive alcohol on-duty test will be subject to discharge proceedings. Positive on-duty or off-duty hallucinogenic results are subject to discharge proceedings. An employee who tests positive for prescription drugs must present a valid prescription in their name and dated prior to the drug test collection date. If none is available, then the employee is subject to dis-

charge proceedings. Positive on-duty marijuana-discharge proceedings are initiated if the employee was involved in a street accident or physical altercation. Positive marijuana in all other instances can enter Employee Assistance Program on a management referral in lieu of a possible discharge hearing. The employee must agree to the following:

- rehabilitation proceedings within 24 hours and start program within 72 hours.
- satisfactory completion of EAP.
- no duties or compensation until released to return-to-work.
- must test negative on a return-to-work drug screen.
- two-year mandatory periodic drug and alcohol testing.
- subject to discharge if a positive drug and alcohol on-duty result.

Preventing just one "average accident," says Director of Human Resources Gayel Pitchford, will pay for our drug testing program for years.

Head GHOST

...continued from page 10

strategy to nab the taggers, she relaxes at home reading novels by Stephen King or Joseph Wambaugh. Sometimes, she and her husband will head for the theatre, where she relishes horror and thriller flicks. Sometimes, she'll head to the range and shoot pistol. A member of the California police pistol combat team, she took a gold medal in the semi-automatic course at this summer's Nevada Police Olympics.

She's also busy raising her 17-year old son, who's pondering a law enforcement career himself.

As for her nemesis, Nothing But Trouble, Barberic is in the process of targeting the gang under the Street Terrorism Enforcement Program. It means, she says, that those suspects her officers arrest will be eligible for a three-year sentence. She has to show first that NBT members have committed a certain number of crimes. Once she determines that they meet the criteria, she and her men will notify each and every gang member.

Says Barberic, "They've demonstrated that they're perfectly willing to assault our officers."



RECREATION NEWS

Thanksgiving Day: NOVEMBER 28

November

- 17 Raiders vs Sea Hawks * \$33.50
- 21 Clippers vs Portland * \$22.50
- 22 Lakers vs San Antonio * \$13.50
- 23 USC - UCLA - Rose Bowl * \$27.50
- 23 "Cats" returns to the Shubert 2:00 p.m.
\$50 tickets for * \$35.50
- 24 Phantom of the Opera 2:00 p.m. * \$50.50
- 25 Rams vs 49'ers * \$30.50
- 26 Clippers vs Chicago * \$25.50
- 29-30 Julio Iglesias - Universal Amphitheatre
* \$27.00
- 29 Phantom of the Opera Special 2:00 P.M.
* \$45.50

December

- 8 Raiders vs Bills * \$33.50
- 8 WWF Wrestling - Sports Arena \$17.50
- 8 Phyllis Hyman - Universal Amphitheatre
* \$27.50
- 11 Clippers vs Detroit * \$22.50
- 14 Phantom of the Opera 2:00 p.m. * \$50.50
- 15 Lakers vs Utah * \$13.50
- 21 Private Lives - Wilshire Theatre 2:00 p.m.
* \$36.50

Think now about Christmas Shopping See's Candy orders due by November 22. Regular retail price per pound - \$8.40 - Your RTD discount price \$6.30 per pound.

Also available are fruit cakes, Ethel M. Candy, a wide assortment of novelty Christmas decorations, wrapping paper and gift items. Check with Employee Activities for those special items.

- ****
- Good any day tickets available for:
 - Universal Studios for \$19.00 Adults and \$15.00 Child
 - Sea World at \$16.55 Adults and \$12.35 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.

Mobile Unit Schedule

The mobile center will operate Monday through Friday from 9:30 a.m. until 2:00 p.m.

Nov.	Loc.	Dec.	Loc.
18	9	2	18
19	9	3	4
20	16	4	12
21	8	5	2
22	15	6	11
25	7	9	1
26	6	10	10
27	5	11	3
28	Holiday	12	CMF
29	Maint.	13	9

Save over 35% on Wild Bill's Wild West Dinner Extravaganza

Sun. - Thurs.	Reg. \$29.76	Now \$19.50
Fri. & Sat.	Reg. \$32.99	Now \$24.50
Children	Reg. \$19.95	Now \$14.50

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.



Drug Testing

...continued from page 41

positive rate for incident-based testing was down further, to 2.74. In September 1989, it was 2.08, and the following September, the positive rate had dipped to 1.96. This last September, the percentage of positive employee drug screens was the lowest ever -- 0.62%.

Director of Human Resources Gayel Pitchford, author of one of this country's toughest public agency drug and alcohol policies, also credits United Transportation Union General Chairman Earl Clark with helping to ensure the program's success.

"Prior to 1985, we spent a year talking to the unions," says Pitchford, who also chaired the American Public Transit Association's Task Force on Drug and Alcohol Abuse. "He (Clark) didn't take us into court. He, too, doesn't want drugs or alcohol in the workplace. He was one of

the primary movers in getting our policy into place."

Pitchford also gives high praise to division managers for consistent enforcement of the policy and for the many EAP referrals they have made. "They've been meticulous in getting the word out," she says.

Where to Go if You Have a Problem . . .

Headway urges any employee who needs help combating a substance abuse problem to contact the Employee Assistance Program (EAP). Simply call the 24-hour helpline at 800-221-0942 or 714-978-7915. All counseling is confidential and the first three sessions are free.

Last year, the Employee Assistance Program (EAP) worked with approximately six and a half percent of the District's employees, many of whom requested assistance in dealing with family or marital problems. No one at the District will know the sort of problem for which you're receiving help.

The following is a composite case, put together by EAP's Bruce Steele, to protect confidentiality. Not all turn out as well as this case. Some do. When this is so, everyone is a winner: the employee, his family, RTD, the union, and the EAP.

A male in his forties was a self-referral to the

EAP. He was a longterm, chronic alcoholic. He had been a mechanic for many years, was very functional, and in fact, seldom missed work.

However, his job performance was beginning to deteriorate, by his own admission. He had been an excellent employee, apparently, for his entire career with RTD. This man had lost his first wife to divorce, due mostly to his excessive drinking. He seldom saw his three children -- by their choice. His second marriage was beginning to suffer from his drinking.

A friend urged him to call the EAP. He was very nervous when he came for his appointment. He knew he was an alcoholic but didn't know what to do about it.

I (Bruce Steele) explained to this man that he had a disease. In discussing his family background, I learned that his mother and father were both alcoholics. He began drinking as a young teen

and had continued to the present.

Long before he sought employment with the District, he'd received a DUI. He had been through Drunk Driving School. He had attended Alcoholics Anonymous meetings as part of those schools. But he wasn't yet ready to confront his disease.

"To my latest knowledge, he has been sober for over a year...he will, quite hopefully, finish out his career with RTD."

However, he was ready to hear and understand when I described the disease of alcoholism. He was referred to a treatment program, which he attended faithfully. He began to eat right and to exercise.

I followed this me-

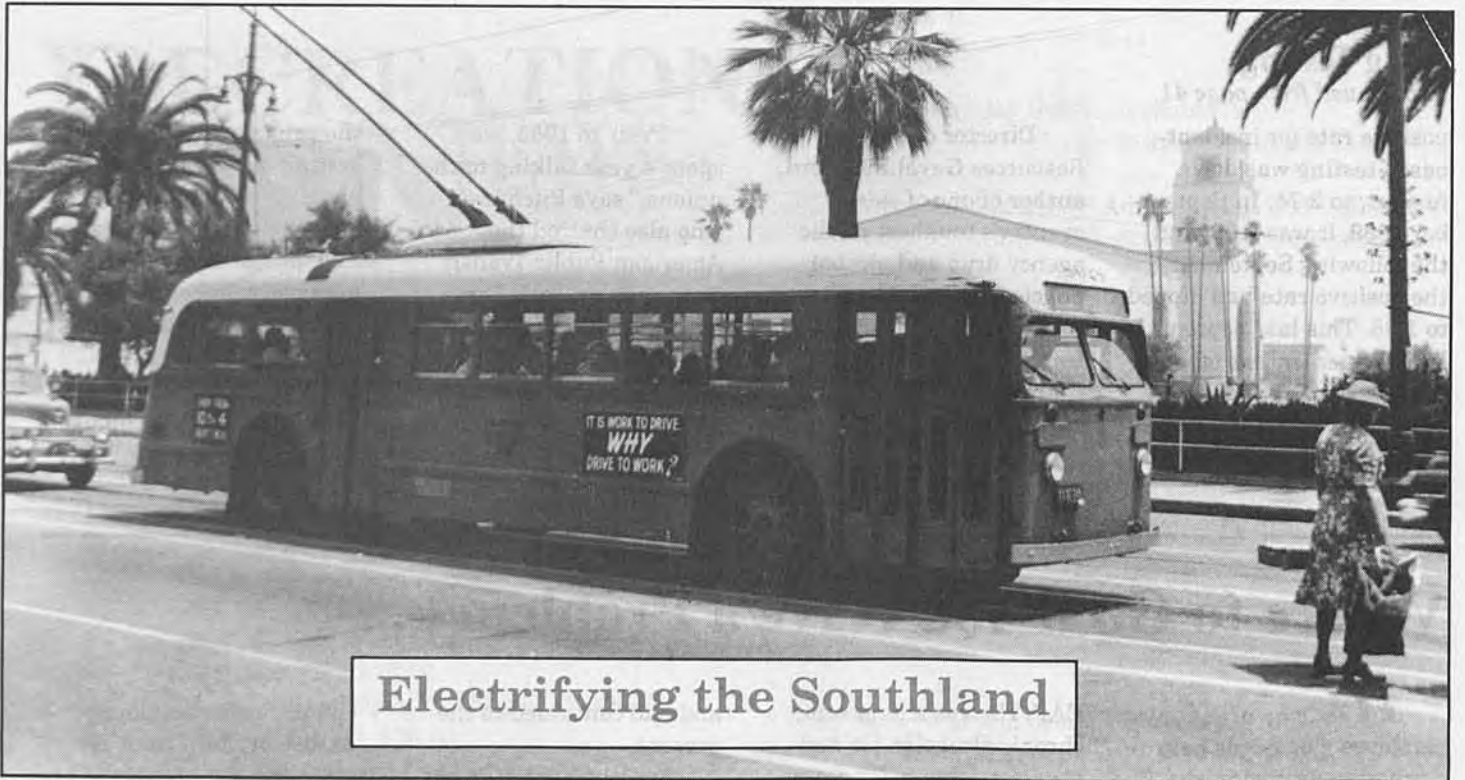
chanic, as his employee counselor, for a year. He attended A.A. as part of his program and sent in meeting attendance forms. To my latest knowledge, he has been sober for over a year. His wife has attended Alanon, for family members, so she can understand his disease. He will, quite hopefully, finish out his career with RTD. He is sober and finding a whole new style of life. He has repaired his relationship with his children. He understands he is to take it one day a time.

EAP

Help Yourself
Help a Loved One

Call (800) 221-0942

Your Employee
Assistance Program



Electrifying the Southland



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

**Bulk Rate
 U.S. Postage
 Paid
 Los Angeles, Ca.
 Permit No. 32705**