

# HEADWAY



**The Cream of the Crop:  
RTD's Halyak and Wadlington Crowned  
Bus and Train Operators of the Year**

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## The Headway . . .

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

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"A truly rich father is one who can get his children to run into his arms even when he comes home empty handed."

—Dr. A.O. Battista in QUOTE

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# A Word From the General Manager

*RTD Offers 50 Cent Fare to Help Those Affected by Rioting and Recession*



Los Angeles Mayor Tom Bradley and County Supervisor Kenneth Hahn joined RTD on June 1 to officially kick off the District's 50-cent discount ticket fare program, approved May 21 by the RTD Board of Directors.

The Board voted 10-0 to implement the program because it saw another opportunity for RTD to help Los Angeles recover from the dual effects of civil disturbance and the lingering recession.

"When the citizens voted favorably for Proposition A, the half-cent sales tax, I told the public that every effort would be made not to raise the prices of bus fare, but, in fact, reduce them," said Supervisor Hahn, who has committed \$2 million in Prop. A discretionary transit funds to the project. "This discount program is carrying out that promise to the people."

In praising the discount fare program, Mayor Bradley said he hoped it was a good sign of things to come. "This is just the sort of transportation solution I hope will be forthcoming from the new Los Angeles County Metropolitan Transportation Authority," Bradley said.

Five-dollar books of 50-cent tickets good for bus fare around-the-clock,

seven days a week will be available through Sept. 30. The \$1.10 cash fare will remain in effect and 25-cent transfers will be available to all riders. Discount tickets will not be honored on the Blue Line.

"We believe this will help people throughout the region heal from the suffering of the civil strife and recover from the worst recession in decades," said Director Antonio Villaraigosa, the board member who spearheaded the discount fare effort.

Books of the discount tickets will be available at all RTD Customer Service Centers, as well as at the 250 RTD pass sales outlets that normally sell discount ticket books.

The discount program could cost the District up to \$3 million per month. Funding will be sought from the state

and federal governments.

"RTD will add as much service as necessary to meet increased demand," said Board President Marvin Holen. "We are confident we can find local and federal funding to help offset the extra costs and loss in revenues."

The reduced fare program will greatly benefit a large percentage of our riders. It also can be expected to increase ridership, just as it did in the early 1980s when our fare was lowered to 50 cents.

As employees, we now have another prime opportunity to show Los Angeles that the RTD can perform well under extraordinary circumstances. I look forward to your support of the reduced fare program.

Alan F. Pegg



# It's Official: RTD and LACTC to Merge Next Year

*RTD's Nearly 9,000 Employees Will Become Part of Operation's Group*

Ending months of speculation, Governor Pete Wilson has signed into law a bill to merge the Southern California Rapid Transit District (SCRTD) with the Los Angeles County Transportation (LACTC) by next year.

The consolidated agency -- whose responsibilities will include planning, building and operating commuter rail and bus systems -- will be renamed the Los Angeles County Metropolitan Transportation Authority. Assemblyman Richard Katz (D-Panorama City) authored the bill, known as AB 152, which states that the two agencies will be abolished as of April 1, 1993.

"The creation of the new Transportation Authority will provide a more efficient and cost-effective agency to better serve the people who use public transportation in Los Angeles," the Governor said.

Also included in the bill is a provision that requires lobbyists to publicly disclose clients and expenditures, and limits the value of gifts LACMTA employees can receive to \$250 a year.

While RTD and LACTC each have 11-member governing boards, the new LACMTA board will have 13 voting members who serve four-year terms and one non-voting member appointed by the Governor. The voting members consist of five county supervisors, the mayor of Los Angeles, two mayoral citizen appointees, a Los Angeles City Council member, and four representatives from other cities in the county. The latter group will be selected from mayors or city council members in four regions of Los Angeles County: the San Gabriel Valley; the South Bay and coastal communities; the Long Beach area; and the Antelope, Santa Clarita and San Fernando valleys.

The LACMTA board will appoint an inspector general to ensure procedural integrity, as well as an executive

officer, general counsel, and a board secretary.

In a joint statement, RTD General Manager Alan Pegg and Board President Marvin Holen said the merger "guaranteed all RTD unionized employees . . . the same rights they now have under RTD labor contracts."

RTD workers will be absorbed into the LACMTA's operation group, which will run the Metro Red Line subway, the Metro Blue Line trolley, the Metro Green Line and other commuter rail routes currently in the works, they said.

Merging the two transit agencies allows the new LACMTA to "provide

a level of public transportation that has been badly needed in recent years," Holen and Pegg said.

"Our riders can be assured we will continue to operate all RTD trains and buses, on which so many depend for getting to work, school, shopping and other destinations," their statement said. "Those of us whose job it is to provide the best possible service to the public are now unified. We know the new agency will continue the proud tradition of RTD and its predecessors."

RTD has, incidentally, been working on a draft organization plan to be included in the implementation of the LACMTA.



*The members of the RTD and LACTC Boards meet to discuss the merger.*

# "Where Do I Stand in the Reorganization?"

*Board Member Villaraigosa Calls for Protection of Non-Contract Employees*

**B**oard Member Antonio Villaraigosa, concerned that the policymakers who authored the reorganization legislation have overlooked the job security of RTD employees, recently proposed that the RTD Board of Directors go on record supporting fair and equitable employment standards during the impending merger.

In an unanimous vote, the Board agreed, adopting a policy that the following provisions are made part of the reorganization:

That the RTD and LACTC streamline any merger through the use of employee attrition or early retirement.

That the RTD and LACTC take into consideration long term employ-

ees' performance and tenure.

That the RTD and LACTC provide an adequate severance package to any employees who are displaced (laid off).

That the RTD and LACTC maintain and ensure fair and equitable minority and women representation at all levels within the newly formed MTA.

That the RTD and the LACTC provide these assurances to employees through the formation of an ad hoc Board committee to develop procedures for a fair and equitable transition to be established immediately. (Board President Marvin Holen asked that the ad-hoc committee be composed of the entire Board.)

Said Villaraigosa: "During the

course of the legislative process, there have been many issues raised, such as cities representation, local content, the name of the organization, which officers get appointed by the Authority, the RTD budget shortfall, and many, many more.

"Yet one major issue has been overlooked. A very serious issue that I want my fellow colleagues to keep in mind, one which is on the minds of 9,000 individuals. And that is: Job security and employee protection. More so, protection for the more than 1,500 non-contract employees who do not have a union to protect their interests."



*Board Director Antonio Villaraigosa proposed a policy, that was passed by his colleagues on the RTD Board of Directors, that is designed to protect RTD Non-Contract employees during the merger. Villaraigosa, the appointee of Supervisor Gloria Molina, is pictured here talking to Board President Marvin Holen at the annual Operator of the Year banquet.*

# RTD Opens Largest CNG Facility in U.S.

*District's Alternative Fuels Program Scores Another First*

**R**TD's pioneering alternative fuels program is blazing another new trail with the start-up of the largest "fast-fueling" compressed natural gas facility at a public transportation agency in the U.S.

The four fueling bays, installed at the fuel island at RTD's Division 15 in Sun Valley, are designed to fuel an empty bus that operates on compressed natural gas (CNG) in 10 minutes.

"The ability to fuel a CNG-powered bus in just 10 minutes represents a considerable improvement over the more common 'slow-fueling' method that can take several hours," said RTD General Manager Alan Pegg. "The only way CNG will become a viable bus fuel alternative in the future is if it can be loaded into the vehicle quickly and efficiently.

"RTD's goal for this project is to demonstrate that CNG technology can work for a high-volume vehicle operation such as ours. We also will work to find ways to further improve its efficiency."

The 1.23 million dollar fueling station is capable of filling 70 buses per eight-hour shift. Each of RTD's 10 CNG buses is equipped with six tanks mounted beneath the bus that holds 16,000 standard cubic feet of compressed natural gas at a pressure of 3,600 pounds per square inch.

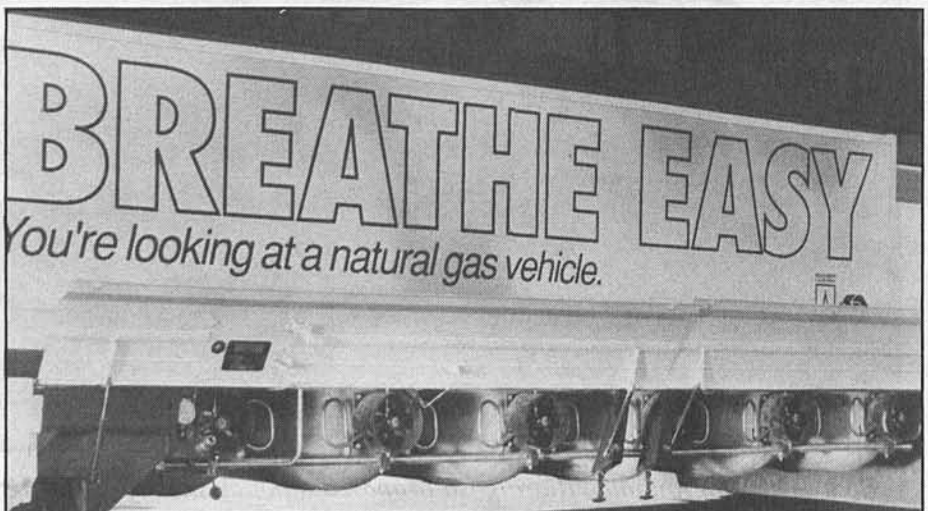
"Fueling a bus with a gaseous fuel instead of liquid presents a number of challenges, mostly because of the difference in the way gases and liquids flow," Pegg explained. "To get 16,000 standard cubic feet of CNG into a bus in just 10 minutes is quite a feat of engineering."

"I am proud of the District's ongoing pursuit of ways to help clean the air," said RTD Board President Marvin Holen. "Our fueling facility will be available not only to RTD buses, but any other commercial ve-

hicle powered by compressed natural gas. To me, this is true leadership -- sharing our new technology with others who can benefit from it."

Funding for the demonstration project is being provided by the Fed-

eral Transportation Administration (formerly UMTA). Funding also is being provided by the Southern California Gas Company, which helped design the facility.



# RTD Introduces Rail Safety Curriculum in Schools

by Bill Heard,  
Press Relations Representative

**D**ressed in a shiny conductor's cap, a vest and neat bow tie, a bilingual Travis the Owl will become the RTD's rail safety spokesman in many Los Angeles elementary school classrooms this fall. Travis, created as a rail safety symbol by the LACTC, is the main character in a 10-lesson rail safety curriculum developed by the RTD's Local Government and Public Affairs Department for use in kindergarten through fifth grade classes. The program targets 60,000 pupils who attend 84 elementary schools in the five school districts bordering the Metro Blue Line.

RTD Director Antonio Villaraigosa, a representative for the United Teachers of Los Angeles (UTLA), took a special interest in the development of the curriculum, hoping it would encourage teachers to work with the District in promoting rail safety to their students.

"It is important for children to learn very early the safety rules they should follow any time they are near railroad tracks," Villaraigosa says. "The design of this curriculum allows teachers to introduce rail safety lessons into their regular day-to-day activities."

Some 3,000 elementary school teachers will receive a mailing from the RTD during the summer. Each packet will contain a 40-page rail safety curriculum guide, samples of the safety coloring book, book mark and lesson folder, a four-color safety brochure, and RTD fact sheets about the Blue Line, Red Line and other programs.

Lesson One in the curriculum is a classroom presentation by an RTD public affairs representative who will show an animated video and deliver a flip chart discussion of rail safety rules. Lesson Two is a field trip that includes a visit to the Blue Line facili-

ties and a safety-oriented ride on the train. More than 6,000 children and adults have participated in Blue Line tours.

Other lessons emphasize train etiquette, damage caused by graffiti and vandalism, train schedules and travel times, bus and pedestrian safety rules and the history of rail transit in Southern California. The lessons make liberal use of word-search and crossword puzzles, symbol recognition games, multiple-choice quizzes and class activities.

"We hope teachers won't conduct a 'rail safety day' and present all the information at one time," says Sumire Gant, a public affairs representative who prepared most of the classroom materials. "We'd rather see teachers plan lessons once a week for 10 weeks. I believe that would help reinforce the information for the children."

Gant and three colleagues -- Sheryl Carrerow, Herb Cranton, and D.A. McClain -- are assigned to the rail safety education program which began in February 1991, following a series of vehicle and pedestrian accidents involving Blue Line trains. Under the supervision of Dan Cowden, senior public affairs representative, they have delivered the rail safety message to some 25,000 students at a rate of five to 10 presentations each week.

As another element of the program, the RTD has adopted three schools that have shown a special interest in learning more about transportation and transit-related issues.

The District works closely with George Washington Carver Junior High School, Lillian Street Elementary School and Grape Elementary School to organize transportation career days and mentor programs linking RTD employees with students. The District also offers special Blue Line tours as rewards to students with perfect attendance.

"It has been 25 years since Los Angeles had street-level passenger rail service," says Manny Hernandez, director of local government and public affairs. "It was necessary for the District to go to great lengths to re-educate people about how to use the trains properly and to avoid dangerous situations. Public safety has to be as much a part of our business as operating the trains."

And, since the District's rail safety programs have hit their stride, the accident rate has dropped significantly. Best of all, there have been no fatalities involving pedestrian school children since Blue Line operations began.



# About the Bus Control Center . . .

by Bill Heard,  
Press Relations Representative

Saturday, May 2, noon. An RTD bus is surrounded by demonstrators on 1st Street, downtown Los Angeles. They demand to be arrested as a protest against the destruction in the city. The demonstrators lie down in the street.

LAPD officers promptly move in and oblige the demonstrators. One by one they are arrested. Police commandeer the RTD bus, load their prisoners aboard and direct the operator to the nearest holding point.

At the Bus Control Center on the fourth floor of RTD Headquarters, a dispatcher receives an urgent radio call from the operator of the surrounded bus. It is one of hundreds the Dispatch Center will handle on its 14 channels during the hectic four days of urban unrest. The scene is controlled chaos as bus dispatchers answer calls and quiz operators for vital information on location, road conditions and other details they need to provide effective assistance.

In this instance, the dispatcher warns other buses away from the protest area, reroutes them around the blockage and calls for another bus to fill the gap. Meanwhile, other dispatchers are in constant communication with operators forced to contend with riot-related disruptions or with those assigned to transport police, fire, military and other personnel.

Even in more normal times, an urgent undertone of radio chatter saturates the Bus Control Center. Most calls are routine reports of mechanical problems or breakdowns, questions about traffic delays, time checks or requests for information for a passenger. Dispatchers respond with advice or directives based on their own years of over-the-road experience as operators and supervisors. Every radio or phone call into the control center is recorded on tape and retained for two

months.

Seated at one of 11 consoles in a large, low-ceilinged room, a dispatcher's world is defined by the length of his or her earphone cord. Arrayed before the dispatcher are two computer screens, a keyboard with

## Seven Reasons to Make a Priority Call

Here are the seven instances in which a bus operator should use the PRI (priority) frequency:

- To report an accident with extensive property damage and/or serious or fatal injuries.
- An ambulance is required for a sick operator or passenger.
- To report a blockade that may delay service on the line.
- The silent alarm system has been accidentally activated.
- To report another bus with flashing marker lights.
- To report a situation that required use of the silent alarm, but only after any danger to the operator or passengers has passed.
- When Transit Police need assistance.

Source: RTD Operators Rule Book

133 buttons for radio and other communication channels, a phone with four more banks of buttons, a rack for trouble report forms, a date-time stamp machine, and shelves for bus route summary binders and other operations manuals.

The computer screen displaying incoming radio calls demands most of the dispatcher's attention. A dozen or more waiting calls -- shown as bus numbers -- may be lined up across the screen at any one time on any of the 10 channels reserved for bus operators. A priority call, shown in flashing numbers on the screen, always jumps to the head of the queue.

"The pace of business, especially during rush hour, requires some patience on the part of operators who call the control center," says Leon Stevenson, acting superintendent. "We can be overwhelmed by the workload during inclement weather or unusual conditions that trigger a large number of calls."

To Dispatcher Dave Woods, also known as Number 25, the most important information an operator can provide is a brief description of the problem, the line and run numbers, bus location, direction of travel and whether the bus is standing or moving. "I know it can upset an operator when they think we're grilling them, but we need this information to help an operator in trouble," he explains.

A walled-off area takes up about a fourth of the control center. Behind its windows, blanked off with blue paper, two Transit Police dispatchers monitor in-coming radio calls. They intervene when an operator reports a crime, accident, or other emergency requiring police assistance.

"Our job is protection of company people, property, assets and patrons," says Transit Police Dispatcher Peter Mellon, noting that an average of 100 emergency calls are logged each day.

A silent alarm signal from a bus gets instant action. A loud buzzer sounds in the control center and the flashing bus number appears in a special crime alert area at the bottom of

*Continued on page 9. . .*



## Be Proud

by D. Baumgartner,  
Acting Assistant Vehicle Manager

**H**ave you ever really stopped and asked yourself what you do for a living?

Recently, I went through the process of refinancing my mortgage. Several forms had to be completed, including one that asked for my job title. This made me stop and think. Senior Transit Operations Supervisor - Vehicle Operations, so what?

Then I realized that I am part of a team directly responsible for the safe and efficient transportation of hundreds of thousands of people every day.

During the six month period from September 1991 to February 1992, our section generated some pretty impressive numbers.

25,899 Radio Calls (actually logged)

686 Silent Alarms Responded to

9109 Emergency Service Calls

7106 Passenger Assistance Calls

5381 Road Failure Assistance

Calls

1418 Emergency Detour Routes Established

These numbers don't even reflect the thousands of situations that were handled by the Bus Control Center without being put over the air.

If there is ever any questions about what you do for a living, just stop and think about the thousands of people who call upon you to provide them with a safe and efficient trip to and from their destination every day.

Be Proud!

Food for Thought: The current Operations Control and Services Team represents more than 3000 years of experience in public transportation.

## Blue Line Math for School Kids

**T**est your math skills with these two questions from the RTD's Rail Safety Curriculum for elementary school pupils.

1. Six passengers board the Metro Blue Line at Vernon Station. One passenger gets off at Vernon Station. Two passengers get off at Compton Station. How many passengers remain on the train?

2. If a Metro Blue Line train leaves the Transit Mall Station every ten minutes, how many trains will leave the Transit Mall Station between 6 a.m. and 9 a.m.? (The first train leaves at 6 a.m.)

Now, answer four rail history questions:

A. Who formed Pacific Electric in 1901?

B. What state-owned agency acquired most of the transit operators in 1958 to create Los Angeles' first mass transit system?

C. What year was the Southern California Rapid Transit District formed?

D. How many miles is the Metro Blue Line?

*Answers on page 10 . . .*

*. . . continued from page 8*

the dispatcher's computer screens. While the silent alarm is in effect, no other calls may come in or go out on that radio frequency. An amber light on the operator's radio indicates the alarm signal has been acknowledged by the control center.

Most emergency calls, however, come in on priority, which allows dispatchers to maintain contact with the operator. When a call for assistance is received, the nearest Transit Police or local police unit is dispatched. While enroute, dispatchers try to fill in the details from information provided by the operator.

"Some operators think we're wasting time with our questions," says Mark Whichard, Transit Police dispatcher. "They don't realize a police unit already is on the way."

Dispatchers are always poised to help an operator in trouble, but the exchange of information can sometimes be frustrating -- for both dispatcher and operator.

Some operators forget to press the transmission button on their radio headset. Or they press the button and

immediately begin talking before their call is received at the control center. Others blurt out their message and keep talking.

"Most operators rarely have an emergency," Whichard says. "When one occurs, they are naturally nervous and excited."

It is very important that an operator who witnesses a crime gives the dispatcher as detailed a description of the suspect as possible. Police are better able to track a suspect if they know the race, hair style or other features, and type of clothing to look for. They also want to know which way the suspect went when he or she left the bus.

Operators also should be prepared to give the dispatcher the geographic location of the bus and the actual direction the bus is traveling. Dispatchers point out that a westbound bus line, for example, often is routed along a north or southbound street.

"An operator should identify himself or herself and say 'I have an emergency,'" Whichard advises. "Let the dispatcher ask the questions. We'll do whatever we have to do to handle the emergency."

# Book on Subways Makes for Good Reading

by Anthony Greno,  
Press Relations Representative

Since 1904, subways have been a part of life in New York City on a large scale. There, subways are for traveling to and from work and shopping, as intended. But subways also have other uses, as defined by those who live in the five boroughs that make up Gotham.

Subways are for sleeping, pan-handling, fare beating, and transporting boa constrictors. A tunnel in Brooklyn can serve as a site for a ritual sacrifice of a chicken, as done in Haiti and other Caribbean locales.

Subways also provide a fascination for journalists, such as Jim Dwyer, who for several years wrote a column called "in the Subways" in the late 1980s for *New York Newsday*. Dwyer grew up in Manhattan and calls the city's subways "the great public commons of New York."

A touch of what is in store for Los Angeles beginning in 1993 or 1994 and for every year after that is contained in Dwyer's book, "Subway Lives: 24 Hours in the Life of the New York City Subway," 312 pages, Crown Publishers, New York City, November 1991, \$20.

Floods conceivably are something that could happen to subways in Los Angeles. Take Dwyer's observation on what happened once in Harlem:

"The subways cannot be hurt. It has been tried. One fall day in 1989, a water main broke in Harlem and washed a park into the 125th Street station at Eighth Avenue, home of the A train (and the B, C, and D). Before the faucet was turned off, 18 million gallons of water had flowed into the tunnels; the only way to reach the roofs of the trains was to swim straight down 10 feet. Forty pumps ran around the clock for four days. Then there was the park -- which, when a transit worker named Mike Hardiman was

through with it, was in forty thousand bags, fifty muddy pounds apiece. The city collapses, now and then, but the trains deep running."

As a harbinger of what RTD personnel can hope to avoid from subway operation in Los Angeles, a selection from Dwyer's book contains a catalogue of information that is as varied as it is fascinating and formidable:

One third of all train delays in New York City are caused by door problems.

Farebox recovery on the subways was 68 percent in 1989.

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*"By the end of the 1980s, graffiti was reaching the status of pestilence in many of the world's major subway systems."*

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Ridership on New York City subways reached its high point on Dec. 23, 1946, with 8,872,244 boardings in 24 hours. On a busy day in 1990, the subways carried 3.9 million passengers.

The Command Center on Jay Street in Brooklyn has a model board that stretches for 70 feet across the front of the room. But the board has never been plugged in to the track circuits because it was built before the city's fiscal crisis and then never finished. "No one can see the entire system," reveals John Gaul, director of planning for the subways.

It was a black inventor, Granville T. Woods, who devised the third-rail system for running trains on electricity. Woods' electrical railway system premiered at Coney Island in 1892.

Tagger graffiti on the New York subways was invented in 1970 by a Greek-American kid from Washington Heights named Demetrius. "Taki 183" was his moniker, and *The New York Times* discovered "Taki" was a

diminutive for Demetrius of 183rd Street between Amsterdam and Audubon avenues.

Between the intermittent short vignettes about seven real persons whose daily routines, or part of them, are used as a device to deliver a 24-hour report on the New York City subways, author Dwyer sandwiches in an occasional substantial chapter.

The chapter tracing the growth of graffiti on New York City subways from a tagger to the giant full-color "burners" that covered entire sides of subway cars is perhaps the most revealing and staggering.

By the end of the 1980s, Dwyer notes, graffiti was reaching the status of pestilence in many of the world's major subway systems, just as it was being eradicated from New York's. David Gunn, president of the New York City Transit Authority, gave some advice to a delegation from the Paris Metro, who had come to New York for advice on cleaning trains: "You had better deal with it now or it will become a massive problem for you. I mean, there was, in my opinion, no excuse for that ever getting out of control here the way it did."

---

## Blue Line Math

### Answers

1. Three
  2. Nineteen
- A. Henry E. Huntington  
B. Los Angeles Metropolitan Transit Authority  
C. 1964  
D. 22.5

# More Options for Child Care

by Cheryl Brown,  
Dependent Care Coordinator

One objective of the RTD's Child Care Referral Information Bank (CRIB) program is to present RTD parents with options for locating child care that is both high-quality and affordable.

Our CRIB program has provided hundreds of RTD parents with information on available resources for licensed child care for infants, preschoolers, and school-age children. One such program which serves school-age children is provided by OPTIONS - A Child Care and Human Services Agency. "OPTIONS" is a private non-profit agency offering a variety of services to families regardless of race, color, creed, sex or place of origin. The service area for OPTIONS includes northeast Los Angeles and the San Gabriel Valley. OPTIONS has a "Surround Care Program" which provides a day care for children between the ages of five and 12 on the school campus.

The curriculum for Surround Care incorporates essential factors that enhance the quality of their programs such as safety; supervision, parental input, active exploration/student input, and strong teacher and child interaction. The OPTIONS - Surround Care Program began in June 1986 with four locations. It has since grown to 24 sites in four school districts (Alhambra, Monrovia, Rowland Unified, and Valle Lindo in South El Monte).

If you have questions about OPTIONS, please call (818) 284-9935. If you are looking for other school age child care programs in different locations, contact Cheryl Brown, Dependent Care Coordinator at (213) 972-7155.



*Pictured here are: Nyisha Walton; "Ann", the Options After-School Site Director (seated); Michael Walton, Division 5 Supervisor; and some of Nyisha's classmates. This Options' program is on the campus of Jellick Elementary School in Rowland Heights.*

## LOOKING FOR CHILD CARE?

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

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

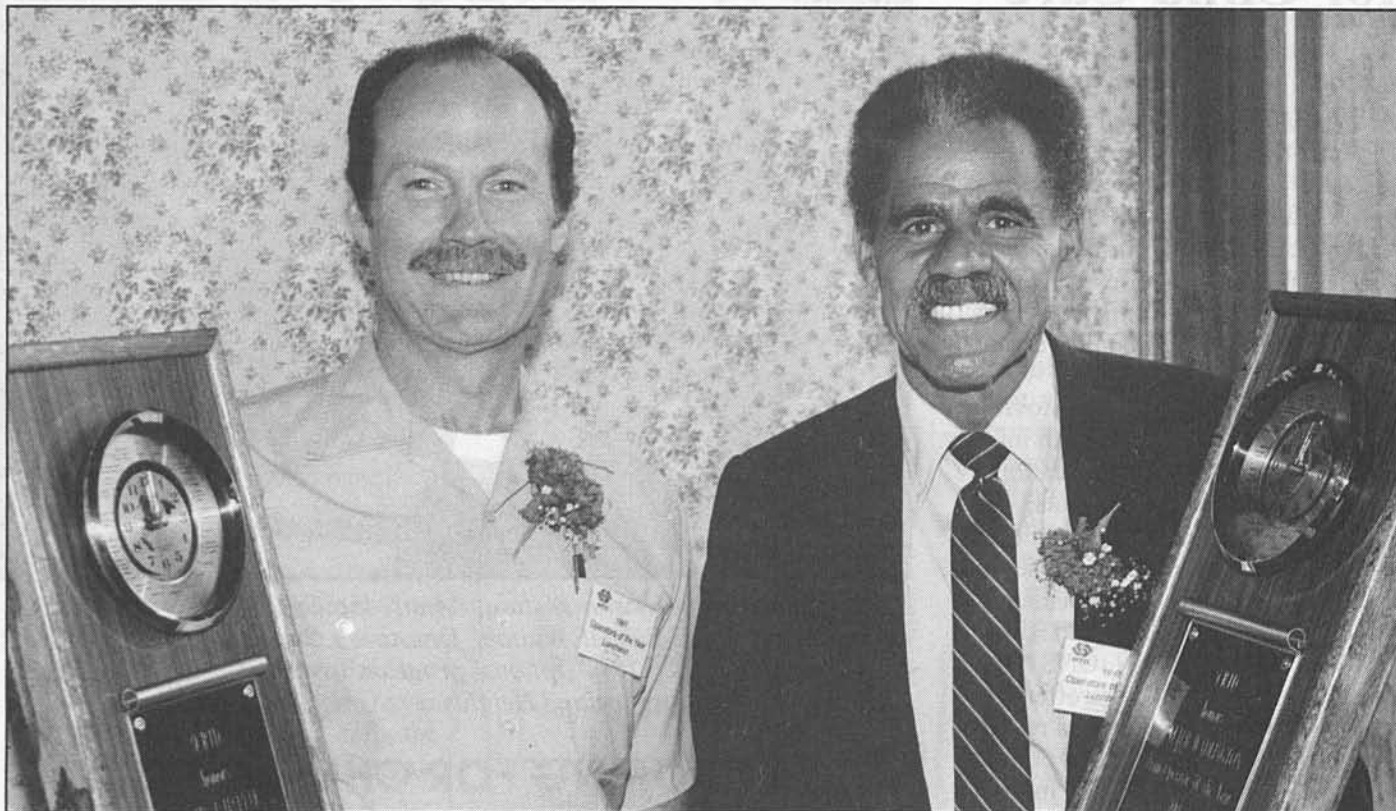


For information about the **CRIB** program as well as other Dependent Care Services and Benefits provided by RTD, call:  
Dependent Care Office at (213) 972-7155

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

# RTD Salutes Bus and Train Operators of the Year

*John Halyak is Named Top Bus Operator; Walter Wadlington is Honored as Best Train Operator*



*John Halyak (right), Bus Operator of the Year, and Walter Wadlington (left), Train Operator of the Year, proudly display their awards.*

“This is my first awards ceremony,” said a proud Director of Transportation Dan Ibarra, as he glanced around the banquet room at Monterey Park’s Luminarias Restaurant. “I am pleased and thrilled to come to this.”

The special banquet May 11 toasted the bus and train operators of the year -- 17-year RTD veteran bus operator John Halyak and his colleague, Walter Wadlington, a 32-year RTD veteran.

“These two individuals serve as role models for other bus and train operators to follow,” said RTD General Manager Alan Pegg. “Together, they represent nearly 50 years of experience in operating both buses and

trains in our region. We wholeheartedly salute their performance over the past year and praise the contributions they have made in providing quality public transportation to the region.

Halyak, who resides in Sun Valley, has maintained an excellent attendance and safety record since he began with the District in 1974. He has not been late to work since 1981 and has not missed a day of work because of an illness in the last six years.

In addition, he recently received his 15-year safety award. He also has been recipient of the District’s Outstanding Operator Award for the last three years.

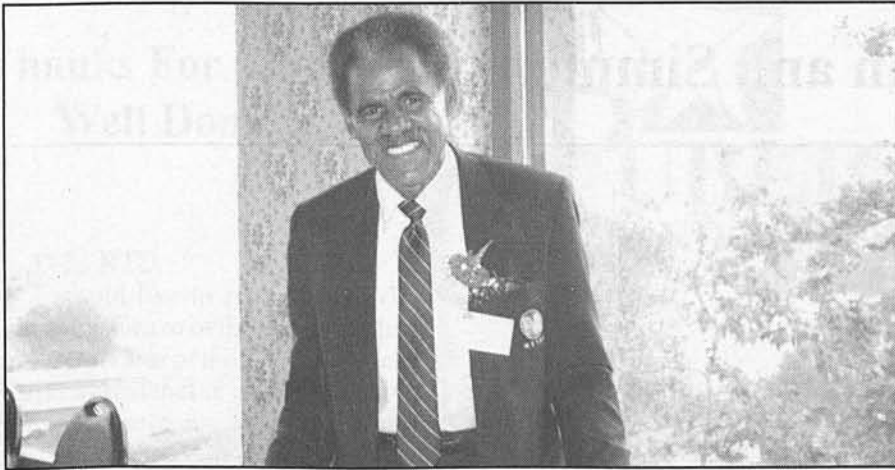
Wadlington has not had an avoidable accident or a missout in more

than 10 years of operating both buses and trains.

The Cerritos resident was a member of the first class of RTD’s Blue Line train operators. He has been running trains along the 22-mile route between Los Angeles and Long Beach since opening day in June 1990.

Wadlington has been married for 30 years. He and his wife, Barbara have three children. His hobbies include golf, dominoes, and cards.

Halyak enjoys jogging and bike riding in his spare time. He also admits to being a couch potato when he gets home from work.



*Walter Wadington, who began his career with the District in 1959, was honored as Train Operator of the Year.*



*This year's banquet coordinators were (from left) Maria Palomino-Reynolds, Deborah Craney, and Jodie Little-Williams.*



*Gordana Swanson, RTD board member, rarely misses a function where RTD employees are being honored. Ms. Swanson, former president of the RTD Board of Directors, is currently running for county supervisor.*

## Operators Coleman and Simmons Retire

Best wishes were extended recently to Operators John Coleman and Harry Simmons. Many of their friends, family and fellow operators turned out to honor the pair, both of whom were superior operators. Operator Coleman was hired in 1961 and Operator Simmons signed on in 1967. Their colleagues tell *Headway* they have demonstrated their love for driving and their perseverance by hanging in there! Those attending the retirement party included Dan Ibarra, director of transportation; Ralph Wilson, assistant director of transportation; Leo Bevon, assistant director of transportation, and Charles Square.



*Harry Simmons and John Coleman smile at the thought of their retirement.*

## New Blue Line Specialists



*Congratulations to our newly qualified Rail Equipment Maintenance Specialists: John Barocca, Roderick Davis, Kevin Doan, Eric Petersen, Gary Dewater, George Cobian, Jeffery Lynch, and Steven Chen.*

Eight rail equipment specialists graduated on April 2, 1992 from a three-month intensive class on the repair and maintenance of the Blue Line light rail vehicles. Not only are the students taught what parts make up the LRV, but how and why the LRV performs the way they do. For this, students must first start out with an extensive background in electronics. That's because just one LRV contains nine microprocessors and over 50 printed circuit cards. All Rail Equipment Maintenance Specialists on the Blue Line are members of the Amalgamated Transit Union, including two who were former mechanics at Division 12 in Long Beach.

## Thanks For a Job Well Done!

# C PUBLIC COMMENDATIONS

Dear RTD:

I would like to recommend **Mr. Francisco Erazo** of the 33 Venice line for the Operator of the Month, or some similar award that is given to a driver for good, courteous, professional service.

I have been riding the RTD on a regular basis for over 20 years. I ride Line 33 daily to my employment and Mr. Erazo brings back memories of bus drivers of years gone by. He knows his regular passengers and he will often wait a second at the stop to see if the person is a little late. When there is a cross bus connection, he will wait to see if anyone is taking his bus. This is rare although I think that this should be a common rule.

I am very nervous about driving (that's the reason I use the RTD) but I always feel very safe and relaxed when riding with Mr. Erazo. He is always cheerful, polite and never drives recklessly. He seems relaxed and has confidence in his expertise as a driver. He is completely in control at all times. He knows and loves his job and it shows.

Drivers of Mr. Erazo's calibre are almost an extinct species.

Yours truly,

Ms. Alberta J. Washington

Special Education Teacher, Arlington Heights Elementary School.

Dear RTD:

Last August, when the regular driver on Line 485 was on vacation, there was a substitute driver on the line by the name of **Rubin Perez**. I just want you to know, even eight months later, just what a nice and personable driver that he is. I must say that I miss his cheery hello and his "Let's get out

of here," as I would board the bus. However, I have had the pleasure of riding with him on three other lines in the past few months, most recently, to my surprise, on Line 401. When I missed the 485, I took the 401 to downtown, and was happy that I did - just to be able to ride with Rubin again, for he's the type driver that one wouldn't mind missing a bus for just to be able to ride on his bus. Always neat and cordial, I like his friendly smile and pleasing personality. I'm sure that many of us riders on the RTD have our favorite drivers on the system -- Rubin's mine!

Yours truly,

Tremain Trenair  
Altadena

Dear RTD:

This letter is written on behalf on **David Perez**, the operator on Line 130. Each evening I catch this line eastbound at the Artesia Blue Line station at 8:15 p.m. He is always very courteous and considerate. The other regular riders appreciate the level of service he provides. He is a good driver and a nice person, and should be recognized. He always waits on those departing the train, which is nice because his run is the last one going far enough east for many of us to get home.

Operator Perez keep up the good work!

Sincerely,  
Rod Hill  
Los Angeles

Dear RTD:

This is just a short note to commend one of your bus drivers, **Mr. Leonard Gillmore**, Bus Line 120. Mr. Gillmore is a very kind, respectable, and caring driver. He is also a very cautious driver.

Mr. Gillmore shows the kind of respect and niceness that I need on my way home from work or on my way to school each evening. He patiently waits for each passenger to get on the bus and he never seems to be in a rush. More importantly, he is always on time. It seem that I never have to wait on him for very long.

I only wish that each of your drivers had the kindness that Mr. Gillmore displays each time he picks me up and drives me to my destination. It's a type of niceness that makes me relax on my way home or to school. You should be proud to have Mr. Gillmore as a part of your staff as I am proud to have him as my driver.



# COMMENDATIONS



*Alicia Vasquez* marched away with Information Operator of the Month honors for March 1992. Her personal dynamics and communicative skills far exceed that of the average employee, says her boss Elfriede Becker. With the District since 1985, she maintains an impeccable attendance record, receiving numerous commendations and awards. She has been honored as operator of the month on three prior occasions and was the operator of the year in 1988.





*Congratulations to Sheila Azbi of the Accounting Department, who walked away hands-down with Employee of the Quarter honors. As is typical, Azbi worked hard to better the department, helping out wherever needed. This quarter, she went the full nine yards, meeting deadlines of one of the sections formerly staffed by three individuals.*



*Meet George Young, a Mechanic A in the Paint Shop, who was honored recently for being named CMF Employee of the Month. Young, of South San Gabriel, was chosen for the honor because he is very knowledgeable in his trade as body repairman. His performance is outstanding, and he is always helping out his co-workers. "I like the working conditions here," he says.*



*Kudos to Norman Boucher, an equipment maintenance supervisor at CMF, for being named Employee of the Month for March. He oversees the Mechanical Shop, which is a complex task because of the myriad mechanical units that must be rebuilt. With the District since 1976, he is the key player in ensuring that each unit is built to its highest possible quality. Boucher says the people with whom he works make his job tops.*



*Jamie Serratos also gets the nod for CMF Employee of the Month. Assigned to the Mechanical Shop, he performs well in the compressor, drive axle, and engine governor sections. He is well-organized, cooperative, and helpful in training mechanics. He's been with the District 18 years.*



*"They're a good bunch of people to work with," says Philip Williams of his colleagues. The Mechanic A recently clinched CMF Employee of the Month honors. The Diamond Bar resident works in the Running Repair Shop where he's consistently dependable and accurate in carrying out responsibilities to a successful conclusion. According to his boss, he recognizes the importance of quality and his quantity of work is extremely high. He is fair, cheerful and follows business-like procedures to accomplish District objectives.*

# SCHEDULE CHANGES



**Abdelrashoul, Elsayed I**, from Electrician to Traction Power Inspector.

**Canales, Michael M**, from Bus Operator (F/T) to Transit Operations Supervisor.

**Cardiel, Edward F**, from Mechanic "B" to Mechanic "A".

**Carter, Devron**, from Mechanic "C" to Mechanic "B".

**Chan-Wing, Henry S**, from Mechanic "B" to Mechanic "A".

**Clay, Steve**, from Mechanic "B" to Mechanic "A".

**Cobbs, Mary L**, from Service Attendant to Service Attendant Leader.

**Colicchio, Anastasio**, from Configuration Control Analyst to Senior Configuration Control Analyst.

**Fletcher, Marcus L**, from Mechanic "B" to Mechanic "A".

**Hill, Arley R**, from Mechanic "C" to Mechanic "B".

**Ishola, Jacob O**, from Mechanic "B" to Mechanic "A".

**Jordan, Harold**, from Bus Operator (F/T) to Transit Operations Supervisor.

**Kane, Christopher H**, from Mechanic "B" to Mechanic "A".

**Kangaroo, Afshin**, from Programmer Analyst to Senior Programmer Analyst.

**Kelley-Yanuzzi, Lorene**, from Staff Assistant to Transit Operations Supervisor.

**Larson, Mark A**, from Transit Police Officer (Trn) to Transit Police Officer.

**Lindsay, James B**, from Mechanic "B" to Mechanic "A".

**Moran, Miguel V**, from Train Operator (F/T) to Transit Operations Supervisor.

**Ornellas, Fernando**, from Mechanic "B" to Mechanic "A".

**Ostry, Peter**, from Mechanic "C" to Mechanic "B".

**Retamosa, Georgina**, from Electronic Communications Technician Leader to Rail Electronic Communications Insp.

**Semadeni, Alberto A**, from Mechanic "A" to Mechanic "A" Leader.

**Sweeney, Sandra M**, from General Clerk/Marketing to Customer Service Agent I.

**Tadiaman, Arthur M**, from Mechanic "B" to Mechanic "A".

**Tarver, Zane R**, from Service Attendant to Service Attendant Leader.

**Tee, Whimbin V**, from Programmer Analyst to Senior Programmer Analyst.

## In Memoriam

**Amico, Vincent C**, began with the District on March 27, 1972, retired as a Mechanic "A" and passed away on April 16, 1992.

**Darby, Doris**, began with the District on April 03, 1972, retired as a Sr. Secretary and passed away on April 23, 1992.

**Fisher, Robert L**, began with the District on May 04, 1987, retired as a Train Operator (P/T) and passed away on April 13, 1992.

**Gilley, Ward T**, began with the District on August 25, 1975, retired as a Bus Operator Full Time and passed away on March 07, 1992.

**Lago, Albert**, began with the District on September 22, 1986, retired as a Data Processor Operator II and passed away on April 15, 1992.

**Lukes, Tracy S**, began with the District on September 10, 1943, retired as a Mechanic "A" and passed away on March 10, 1992.

**Senior, Walter C**, began with the District on April 13, 1973, retired as a Schedule Checker and passed away on April 23, 1992.

# SHIFTING GEARS



## Congratulations Mary! We're Proud of You!

**Fink, Harold**, began with the District on April 29, 1963 and retired as a Sr Accounts Payable Clerk on April 30, 1992.

**Gay, Joseph L**, began with the District on September 17, 1953 and retired as a Schedule Supervisor on April 30, 1992.

**Hagan, Clarence B**, began with the District on August 04, 1972 and retired as a Bus Operator Full Time on March 30, 1992.

**Hill, Samuel**, began with the District on November 25, 1967 and retired as a Bus Operator Full Time on April 20, 1992.

**Jackson, Richard L**, began with the District on March 22, 1982 and retired as a Service Attendant on April 30, 1992.

**Kratz, Robert F**, began with the District on July 03, 1975 and retired as a Mechanic "A" on April 03, 1992.

**Lindberg, Richard C**, began with the District on May 07, 1979 and retired as a Mechanic "A" on May 08, 1992.

**Meyers, Virginia L**, began with the District on March 25, 1963 and retired as a Data Entry Operator on April 20, 1992.

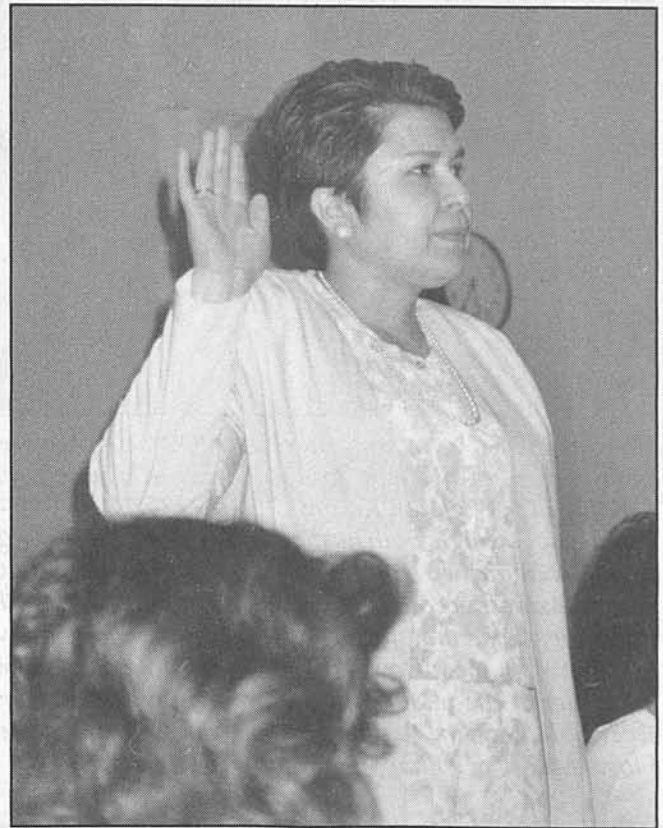
**Pak, James I**, began with the District on March 02, 1975 and retired as a Equipment Records Specialist on March 31, 1992.

**Ponce, Ralph**, began with the District on March 29, 1976 and retired as a Bus Operator Full Time on March 30, 1992.

**Rems, Carl W**, began with the District on August 22, 1968 and retired as a Bus Operator Full Time on April 28, 1992.

**Spencer, Herbert W**, began with the District on December 09, 1955 and retired as a Bus Operator Full Time on April 25, 1992.

**Vance, Leslie L**, began with the District on March 29, 1969 and retired as a Bus Operator Full Time on April 22, 1992.



Mary Reyna received her J.D. Degree in May 1991, from Whittier College School of Law. She was admitted to the California Bar and Federal Bar on June 8, 1992. Mary is currently working in the Legal Department of the RTD. She enjoys working on Employment Law cases, and plans to remain in the Labor Law field. She also plans to practice law within the area of Women's Rights.



## In the RTD Family



Many in RTD's Accounting and Fiscal Department were lucky enough to witness the nuptials of their colleague's two daughters last fall. Sheila Azbi, a 17-year RTD employee, proudly gave away her daughters in a magnificent double wedding at the Persian Knight Club. Her girls, 21-year-old Elli and 20-year-old Melody both married Marines. And if that's not enough, both husbands (Kevin Young and Adam Moulen) share the same birthdate -- February 22. What's more is that the two couples now share a home in West Covina. RTD employees in attendance include (from the top) Sharon Axibal, accounts payable supervisor; Regina Chan, accounts receivable supervisor; Tom Rubin, controller-treasurer; Lois Athey, former accounts receivable supervisor, who retired after 42 years with the District; Mike Butler, director of finance; Dave Wakeling, assistant accountant manager; Josie Nicasio, manager of accounting. Posing in the center of the photo with her two beautiful daughters is Azbi, who's currently the acting supervisor of accounts receivable. Says the Reseda resident, who's thrilled to be in this country: "I'm so happy. They are very, very nice guys. I love them. I'm so happy they married Americans."



## BIRTHS

Division One Bus Operator Margarita Jimenez proudly announces the arrival of her third grandchild, little Schanice Marie, in early May. Born at the Kaiser Permanente in Bellflower, the toddler weighed in at five pounds, 12 ounces and was 18 inches in length. Says her doting grandma: "She is so precious and all eyes. I'm really excited."

# Equipment Maintenance Provides Riot Relief

By Cheryl D. Brown

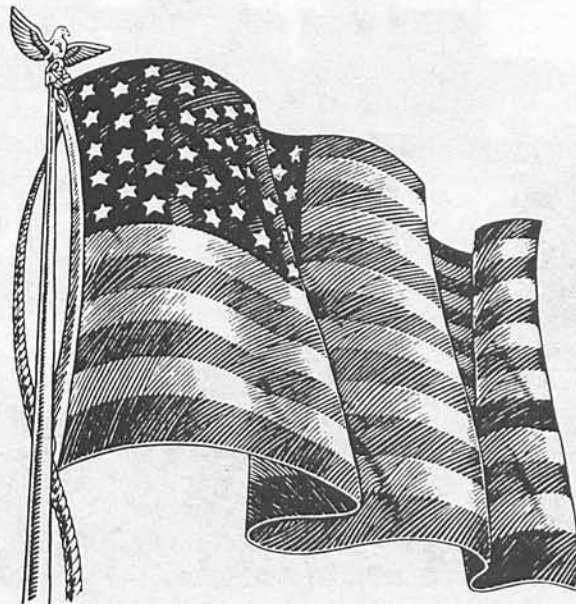
The Equipment Maintenance Department initiated a fund raiser to assist the Los Angeles communities that were affected by the riots. Funds were collected from May 7 - 11, 1992. All of the funds that were raised were donated to the First African Methodist Episcopal (F.A.M.E.) Church to assist those who may have lost their homes during the disturbances.

Ms. Pearlene Ridgeway, a mechanic at Division 3301, came up with the idea for the project, and was the single point person for the project. The idea for this project was publicized throughout the department and all employees were encouraged to participate by Ken E. Miller, (Acting) Assistant Director of Maintenance, Operations. Ms. Jo Derry, Secretary was responsible for keeping track of the funds as they were submitted. Mr. Miller reported that the total amount of funds collected was just under \$3,000!!!

Rev. Leonard B. Jackson, of F.A.M.E. came to the Central Maintenance Facility and was presented with a cashier's check. Rev. Jackson expressed his sincere thanks for the funds and stated that approximately 1500 people have been fed at the church on a daily basis since the riots. F.A.M.E.'s motto is "First to Serve", and its record exemplifies this. Currently, with a membership of over 5,000 and more than 27 task forces within and beyond the walls of the church, F.A.M.E. plays a major role in all phases of activities in the South Central Community. Dr. Cecil L. "Chip" Murray is the senior minister.



*Pearlene Ridgeway presents a check to the Rev. Leonard B. Jackson of the F.A.M.E. Church. Pearlene is joined by Jo Derry and Ken E. Miller, who aided in the fund raising effort.*



## Division 3 Hosts June 1992 "Mini-Master Shake-Up"

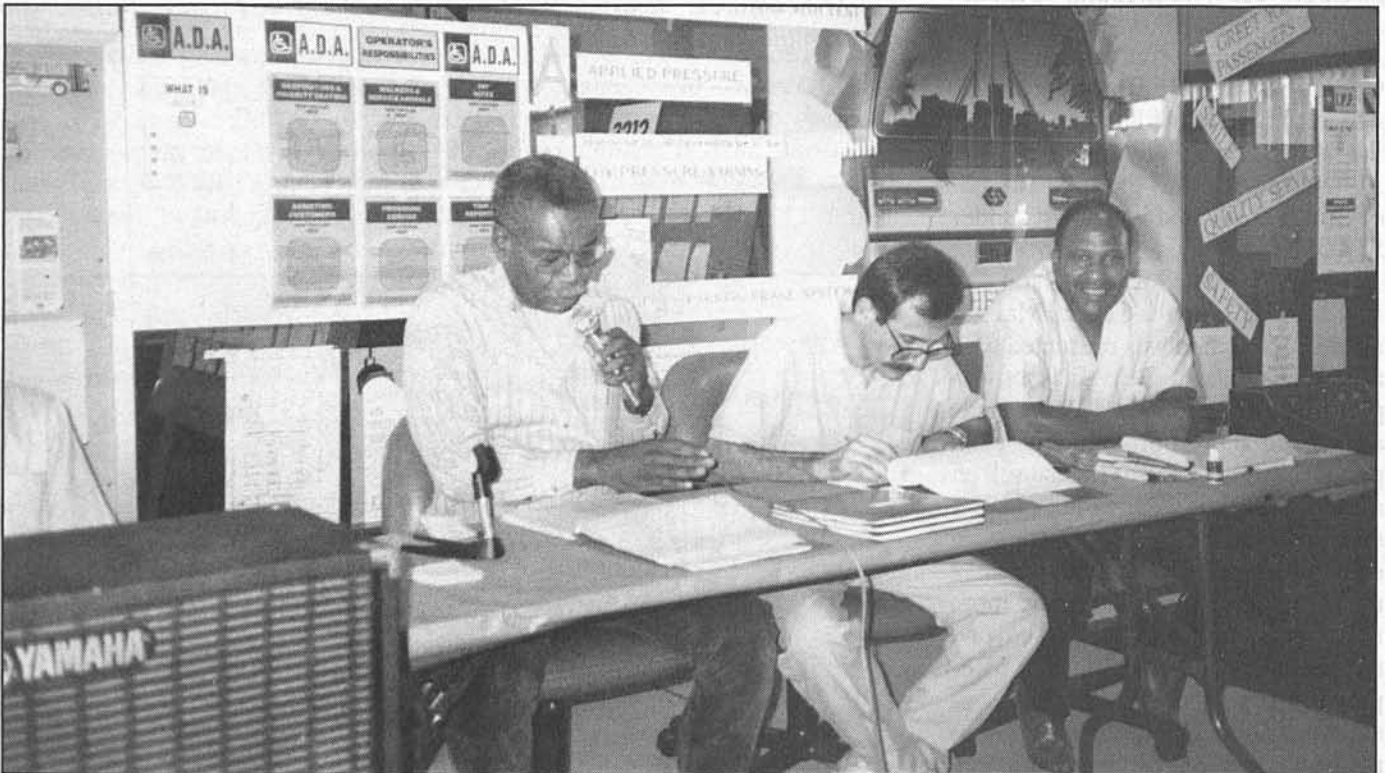
Division 3 buzzed with excitement as approximately 500 full-time Bus Operators appeared for the first day of the "Mini-Master Shake-Up", on Saturday, May 30, 1992. This "Mini-Master Shake-Up" was unique because now operators had an opportunity to bid for openings at the newly reestablished Division 2. Division 2 will have full operating status as Division 3, 9, and 12, will be downsized because of planned construction projects.

Although only 50 operators were scheduled per hour to come in for bidding, it appeared that at any one time throughout the day, Division 3 was filled with several hundred opera-

tors. According to James Woodson of the Transportation Department, "Many of the Operators come before their scheduled time in order to see other operators who they may not have seen in some time. It's almost like a family reunion! Others [operators] come in early due to the curiosity factor. They want to see what runs are left." Mr. Woodson also added that the "Mini-Master Shake-Up" could not have run as smoothly as it did without the assistance of the Facilities Maintenance Department, Scheduling and Operations Planning Department, and Printing Department. A special thanks goes to Gerald Masters, of the Transportation Department who

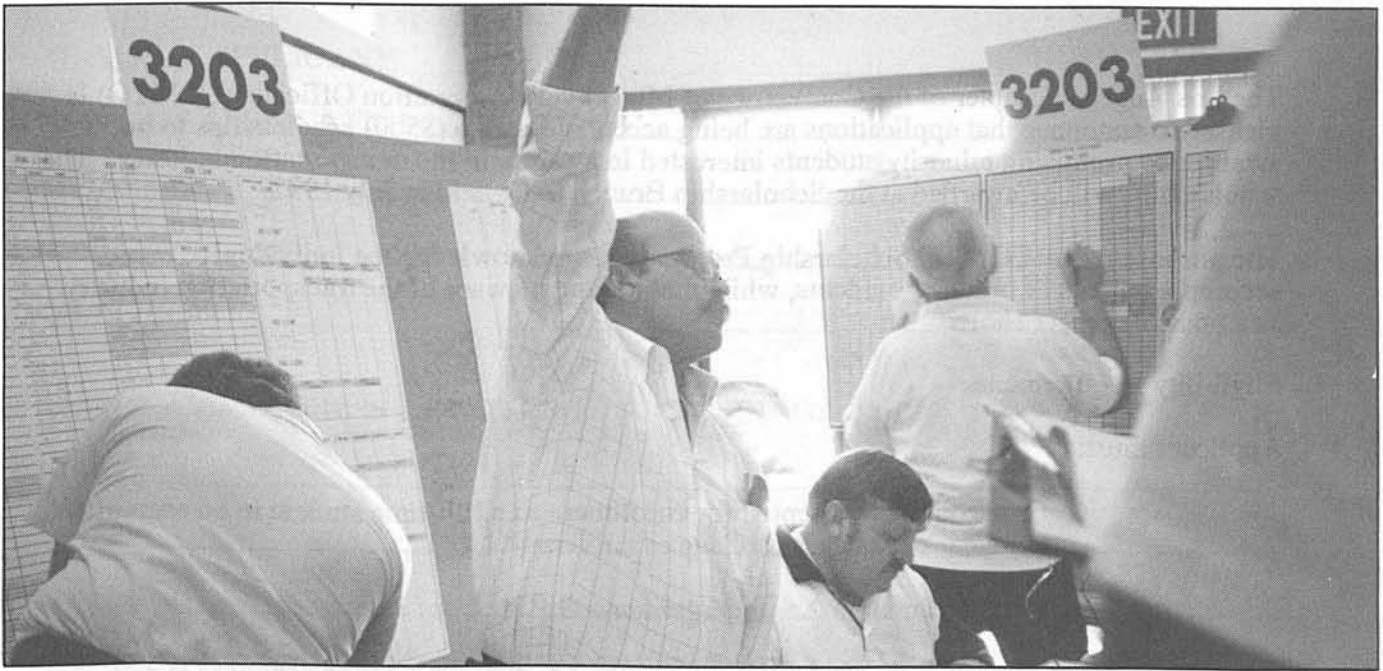
helped to establish a system to monitor and revise the listings of bid runs.

During the "Mini-Master Shake-Up" the operators selected their work locations, work assignments, vacations and bonus holidays in accordance with the seniority provisions within the current labor agreement between the District and the United Transportation Union. RTD General Manager, Alan Pegg; Assistant General Manager of Operations, Art Leahy; Director of Transportation, Daniel Ibarra; and Assistant Director of Transportation, Ralph Wilson attended the mini-master shake-up.



*James Woodson calls out schedules while John Achramowicz checks the lists and Roy Starks, Division 3 Manager, observes the action.*





*Asst. Manager - Division 3, P. G. Smith confirms an operator's bid into a division.*



*Several operators gather to express their interest in the newly reestablished Division 2.*

The Los Angeles Chapter of the Conference of Minority Transportation Officials (COMTO) is pleased to announce that applications are being accepted for two (\$500) scholarships to be awarded to promising minority students interested in a career in the transportation industry. The scholarships will be awarded at the Scholarship Brunch to be held in July 1992.

The purpose of the COMTO Scholarship Program is to acknowledge the individual accomplishments of minority students, while making them aware of the transportation industry as a possible career choice.

**Eligibility Requirements:**

**Applicant must:**

- o Be enrolled or accepted for enrollment as a full-time student in an accredited two-year or four year college or university.
- o Have a minimum 2.5 undergraduate G.P.A.
- o Freshmen should have a minimum 2.5 cumulative high school G.P.A.
- o Interested in a career in transportation or a related field such as Public Service, Architecture, Planning, Safety, Engineering, Business, Marketing, etc.

If you have any questions about the scholarship or application procedure, please contact Sharon Sterling, Scholarship Program Chairperson at (213) 972-7018. Completed applications are due no later than July 3, 1992.

**MAIL TO:**

COMTO SCHOLARSHIP COMMITTEE  
P.O. BOX 78997  
LOS ANGELES, CA 90016

All SCRTD employees and their families are invited to attend the:

COMTO Annual Scholarship Brunch  
Marla Gibbs' Jazz Supper Club  
2323 W. Martin Luther King Blvd.  
Los Angeles, CA 90008  
Saturday, July 25, 1992  
10:30AM to 1:30PM  
Donation \$35.00 Reservations (213) 291-7274

COMTO SCHOLARSHIP APPLICATION

NAME OF APPLICANT \_\_\_\_\_

DATE OF APPLICATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE( \_\_\_\_\_ ) \_\_\_\_\_ ( \_\_\_\_\_ ) \_\_\_\_\_  
Home Work

NAME AND ADDRESS OF COLLEGE ATTENDING:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NUMBER OF COLLEGE CREDITS EARNED \_\_\_\_\_

NAME AND ADDRESS OF HIGH SCHOOL ( 1992 graduates only)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

GRADE POINT AVERAGE \_\_\_\_\_  
(Forward officials transcripts)

DEGREE SEEKING \_\_\_\_\_ AA \_\_\_\_\_ BA \_\_\_\_\_ BS \_\_\_\_\_ MS \_\_\_\_\_ MA

MAJOR \_\_\_\_\_

How did you learn about the COMTO Scholarship:

Recommended by \_\_\_\_\_  
School \_\_\_\_\_ RTD Headway \_\_\_\_\_

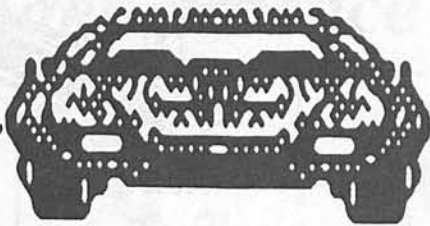
Please submit an essay listing the extra-curricular activities in which you participated (clubs, student government, community activities, athletics, school newspaper, band, etc.), honors and awards received. State your career interest and how it is related to transit.

Mail application to:  
COMTO SCHOLARSHIP COMMITTEE  
P.O. BOX 78997  
LOS ANGELES, CA 90016

For information call: Chairperson Sharon Sterling (213) 972-7018

## TDFCU's Auto Loans...the better way

Auto Dealers are once again offering rebates, special deals, or whatever it takes to clear out their



inventory. If you've been thinking about buying a new car, now is a great time to do so! Take advantage of dealers' rebates, and finance your loan with us. We finance new auto loan up to 100% including tax and license and your rate can be as low as 9.25% if you put a downpayment of 25% or more. Call our loan representative at (213) 972-7969 for an application.

### "Que" Service

Are you going to check your balance? Transfer funds? Ask what share drafts or checks have cleared your checking account? If you have a touch tone phone at home or work, you can use our "Que" service. This service is "free" and can give you account balance, transfer payment from your shares to your loan, accept withdrawal request, etc... 24 hours a day. Ask us to mail you an enrollment form today!

### Good Reasons Why Saving with us is the Best Step you can take!



Why save with your credit union? Well besides our competitive rates and convenient payroll deduction, there's several other good reasons:

- Your share account and other deposits are federally insured up to \$100,000 by the NCUA.
- You become a member of an organization owned by its members. It is always easier and more pleasant to do business where you are a member and not just an account number. This, of course, is completely unlike the way banks and S&Ls operate.
- The Credit Union will help and encourage you to save and pays higher interest on your money than banks and S&Ls.

-When you save with us, you support an organization whose sole purpose is to help its members prosper and get ahead. You're always welcome and we hope you come in often.

### CREDIT UNION: ANNUAL MEETING

Your credit union's board and staff thank the many members who joined us for our annual meeting on March 21, 1992. For those who were unable to attend, here is a recap of this year's board election results.



### BOARD OF DIRECTORS

Incumbents Homer Rogers Jr., Ray Harris, and Pat Williams were re-elected.

The officers for 1992 are:

Helen Bolen - President  
Kathy Harper - Vice President  
Homer Rogers Jr. - Treasurer  
Ray Harris - Secretary

Other board members are:

Albert Reyes  
Joann Smith  
Pat Williams

\*\*\*

QUE Automated Telephone Teller  
24-hour Account Access  
(213) 972-6185

Share Withdrawal Teller.....(213) 972-6196  
Teller Department.....(213) 972-6979  
Loan Department.....(213) 972-6184

### Office Hours:

Mon-Fri, 9 am to 3:30 pm  
Last workday of each mo., 9 am to 1 pm

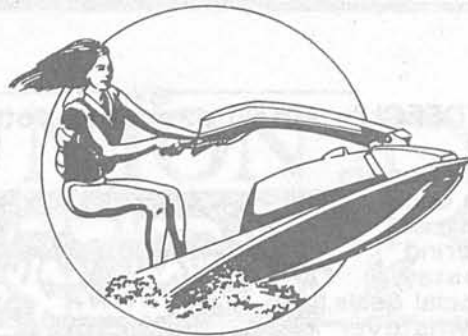
### Address:

124 West 4th St., Annex E, 6th Floor  
Los Angeles, CA 90013



at your Credit Union

# RECREATION NEWS



## June

- 27 Wynonna Judd - Pacific Amphi. \$25.25
- 28 Dodgers vs Houston 1:00 P.M. Pin Day #5 \$8.50
- 28 Paula Abdul/Colour Me Badd Pacific Amphi. \$31.85 and \$28.00
- 29 Dodgers vs San Diego 7:35 P.M. Baseball Radio Night

X X X X

## July

- 2 Dodgers vs Phil. - Beach Towel Night
- 3 Natalie Cole - Pacific Amphi. \$26.90
- 4 Dodgers vs Phil. - Fireworks Night
- 4 Fireworks Spectacular - Rose Bowl
- 5 Dodgers vs Phil. - Oldtimers Night
- 6 Natalie Cole - Greek \$28.00
- 6 Dodgers vs Montreal - Cap Night
- 9 Dodgers vs St. Louis - Pin Day #6
- 11 Dodgers vs St. Louis - 12 noon - Helmet Day
- 12 Dodgers vs St. Louis - Camera Day
- 17 O'Jays and The Whispers - Universal Amphi. \$35.00 and \$22.50
- 18 Michael Bolton - Pacific Amphi. \$28.00
- 25 Circus - Anaheim 11:30 A.M. \$12.00
- 30 Dodgers vs San Diego - Autographed Ball Night
- 31 Freddie Jackson - Amphitheatre \$21 tickets for \$16.50

X X X X

Water Parks now open at discounted prices. Tickets must be purchased from Employee Activities.

Raging Waters - San Dimas  
Adults \$14.00 (11 and over)  
Children \$9.45 (4 - 10)

Wild Rivers  
Adults \$10.00 (10 and over)  
Children \$8.00 (3 - 9)

X X X X

Save money at the movies. Discount tickets available for the following movie theatre chains: Edwards \$4.25; AVCO General Cinema \$4.50; AMC \$4.50; Pacific Walk-In or Drive In \$4.50; United Artist \$4.50 and Cineplex Odeon \$4.75.

X X X X

Summer is coming - family discount tickets are available for Magic Mountain, Sea World, Universal Studios Tour and Wild Bill Western Extravaganza. Also available are discount cards for Knotts Berry Farm, Palm Springs, Aerial Tram, Golf and Stuff, Queen Mary, Spruce Goose and the San Diego Zoo.

X X X X

### Mobile Unit Schedule

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

June	Loc.	July	Loc.
22	15	1	11
23	7	2	1
24	5	3	10
25	18	6	3
26	4	7	CMF
29	2	8	9
30	12	9	16
		10	8
		13	15
		14	7
		15	5
		16	18
		17	4

X X X X

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.

# AMERICANS BY FACE AND HABIT

## *Independence Day: July 4, 1992*



Sharing in community Fourth of July celebrations brings us together as Americans. Regardless of age, income, or continent of origin, we spread our blankets side-by-side to watch the fireworks. We sit and mingle and remember our roots as a nation.

Abraham Lincoln expressed the purpose of the Fourth so eloquently:

*"We hold this annual celebration to remind ourselves of all the good done in the process of time, of how it was done and who did it and how we are historically connected with it. And we go from these meetings in better humor with ourselves—we feel more attached, the one to the other—and more firmly bound to the country we inhabit."*

Our 1992 Independence Day celebration presents an opportunity to see a composite face of today's Americans. Demographer Daniel Weiss in his book *100% American* (Poseidon Press) takes an incisive look. According to Weiss, here's how we Americans live, love, eat, think, dress, play, shop, sleep, vote, worry, diet, dream, and celebrate:

- |  |   |
|--|---|
| 3% of Americans think Elvis Presley was history's most exciting figure | 56% of Americans are at their best in the morning   |
| 4% of American households contain six or more people                   | 61% of Americans read a daily newspaper   |
| 5% of Americans visit McDonald's each day                              | 64% of Americans live in the state where they were born   |
| 6% of Americans walk to work   | 69% of Americans believe in having fun  |
| 12% of American adults have 17 or more dental fillings                 | 70% of Americans own running shoes, but don't run   |
| 14% of Americans snack all day   | 75% of Americans, if given enough money to live comfortably for the rest of their lives, would still keep working |
| 15% of Americans own their own computers                               | 78% of Americans graduated from high school   |
| 23% of Americans own a cat   | 92% of American households have telephones  |
| 24% of Americans feel rushed   | 96% of American schoolchildren can identify Ronald McDonald (second only to Santa Claus)                          |
| 28% of Americans find their jobs very exciting,                        | 98% of American households have at least one television   |
| 30% of Americans smoke cigarettes                                      | 100% of Americans, if nothing else, are Americans!  |
| 34% of Americans go to the movies each month                           |   |
| 39% of American households own a dog                                   |   |
| 50% of American men are shorter than 5'9"                              |   |
| 52% of Americans live within 20 minutes of work                        |   |



Busy this summer receiving shipments of spare parts and supplies, the Stores Department at the Red Line catches its breath in front of the new rail cars. From left to right are Alfredo Camagay, Jeff Barenbaum, Roy Rodgers, Jose Larios, Ray Gomez, and George Wang.



Flanked by Human Resources' Al Rice and Gayel Pitchford, Former *Headway* Editor Mary Reyna is sworn in as an attorney before the Committee of Bar Examiners.

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