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# A Word from the General Manager



**R**TD employees scored some impressive accomplishments over the summer that reflect extremely well on the District. Some were individual efforts; others were team achievements that will influence our operations.

The U.S. Olympic team was no match for the 15 Transit Police athletes who brought home a total of 27 medals in competition

against other California law enforcement agencies at this year's Summer Games in San Diego. In swimming, body building, wrist wrestling, shooting and other events, our RTD stars proved themselves to be tough competitors.

Our officer, Richard Estrada, won a medal in each of the seven swimming events he entered. At summer games sponsored by Arizona law enforcement officers, he won 10 more medals -- eight in swimming and two for track and field events.

In a contest of a different sort -- our annual Bus Rodeo -- the gold went to Operator Daniel Keosababian of Division 3 in a narrow three-point victory over Howard Brenchley, who has won five previous titles. Arnold Herrera placed third. Lisa Arredondo, driving in only her second Rodeo, was ranked sixth -- the highest score, thus far, for a woman operator.

Congratulations also have to go to Brian Markey, Louis Knutson and Charles Judson of our Quality Assurance and Engineering Department. They were the winning maintenance team in this year's Rodeo. Right behind them were Javier Castro, Sal Bottancino, and Mark Hamasaki of CMF, second place, and Alan Wong, Doug Creveling and Fred Hines of Division 10, third place.

Our top driver and maintenance crew will represent the District at national competition later this year.

Turning from athletics to education, the District owes a word of appreciation to our Local Government and Community Affairs Department for its fine work in creating a new rail safety curriculum for use in elementary schools in the Blue Line corridor. Public Affairs Representative Sumire Gant is credited with developing the project.

The curriculum emphasizes, in terms children can understand, the rules for safety near the tracks, at the stations and on board the trains. Travis the Owl is featured

in an animated video, in safety brochures, coloring books and other materials. Classroom work includes word games and puzzles, simple math and some history lessons. Teachers also can arrange for a class field trip aboard the Blue Line.

As the father of two elementary school children who can benefit from such information, I am especially pleased that the RTD has taken the lead in improving rail safety education.

And, finally, continuing with the subject of rail, I'm told by our Operations Department that the District will be up to speed and ready to assume responsibility for operating the Red Line as soon as the start of that service can be scheduled. At this writing, the opening of the Red Line is expected some time in December or January.

Rail Operations Superintendent Ed Vandeventer and Rail Division Manager John Byrd are in the process of training the first group of Red Line operators. Members of the group were chosen from among our best operators.

Our bus and Blue Line operators have established an enviable safety and public service record over the years. I am confident our new Red Line operators will carry on this proud tradition.

In closing, I want to thank each employee -- whether mentioned in this column or not -- who has worked hard under sometimes trying circumstances for the benefit of the District these past few months. Your efforts have been noticed and are certainly appreciated. — Alan Pegg

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## About the Cover

Our cover this month salutes the District's commitment to clean air technology. Pictured are RTD staff and policymakers who have made the District the leader in the testing of methanol-powered buses. From left to right are: Marvin Holen, RTD Board president; Kenneth Hahn, Los Angeles County supervisor; Alan Pegg, RTD general manager; and Rich Davis, RTD's director of equipment maintenance.

Pictured on the back cover is our hero of the month. Ernest Scotti, a Division 15 operator captured the hearts of his passengers when he rushed a little boy who had stopped breathing on board his bus to a doctor's office. The Palmdale resident tells *Headway* that he was driving the 560 line with a full load of passengers when he heard a woman in the back screaming that her baby had stopped breathing.

"I pulled the bus over at Van Nuys and Huston streets and went back to look at the child," he recalls. "The baby's

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Keynote speakers at the methanol press conference included Marvyn Holen (pictured at the podium); Alan Pegg, RTD general manager, and Kenneth Hahn, Los Angeles county supervisor.

## More Methanol-Powered Buses Roll

Cheered on by County Supervisor Kenneth Hahn, the first 34 of an eventual 303 brand-new methanol-powered RTD buses rolled into service October 8.

Hahn, a long-time champion of public transportation, joined RTD officials October 5 at Division 1 in downtown Los Angeles for the ceremonial fueling of some of the new arrivals, and to praise RTD's continuing research into alternative fuels.

"The methanol buses we're fueling up today are living proof that, where there's a will to help our environment, there's a way," Hahn said. "The 303 clean-burning buses RTD will receive are the fruits of a long period of arduous research by dedicated District people. I salute them, and I salute the arrival of these buses."

"State clean-air laws

Chatting with Supervisor Hahn are the RTD folks who make the methanol program work so well. Pictured kneeling and listening to Supervisor Hahn is Louis Johnson, service attendant leadman. Jackie Lee, senior supervisor looks on. In the second row, from left, are Jim Davis, Division 1 maintenance manager; Robert Scott, utility A leadman; Charlette Sharp, storekeeper; Quezi Anan; and Rich Davis, dir. of equipment maintenance. In the front row, from left, are Alan Pegg, general manager, Vince Pellegrin, and Jeff Johnson.





Supervisor Kenneth Hahn shares a light moment with the men who have made the RTD into the premier alternate fuels agency. They are, from left: Vince Pellegrin, alternate fuels manager; Jeff Johnson, supervising engineer; and L. Rich Davis, director of the Central Maintenance Facility.

now make it impossible for us to buy another diesel bus," said Marvin Holen, president of RTD's Board of Directors. "This delivery of methanol coaches represents a milestone in the ongoing quest to clean up our environment."

The bulk of the new 43-seat buses will be divided between RTD's two downtown Los Angeles operating divisions, so far the only ones which are equipped with methanol-fueling islands, according to RTD General Manager Alan Pegg.

"As we order more methanol buses in the future, we will gradually convert more of our divisions' fueling facilities to be able to dispense methanol," Pegg said. "Plans for methanol capability already are under way for Division 12 in Long Beach and Division 9 in El Monte.

RTD placed the \$72.3 million order for 303 methanol buses (an average of just under \$238,500 per bus) following a two-year test of 30 methanol-powered buses, which at that time was the largest ever such test attempted in the world.

In August, 1991, RTD and other federal and state officials proclaimed the test a resounding success, and the District announced that it would begin purchasing only menthol-powered buses in the future.

Test results showed that methanol-burning engines emit only a fourth of the particulate emissions of a diesel engine, and that oxides of nitrogen (NOx) emissions, which contribute to the air's ozone layer, were cut by 65 percent.

RTD technicians also were able to increase the efficiency of methanol en-

gines during the two-year test. Methanol-powered buses average about 1.2

miles per gallon, compared to 3.2 miles per gallon from a diesel engine.



Pictured below are RTD's Utility A Leader Robert Scott and Los Angeles County Supervisor Kenny Hahn. Scott is responsible for fueling the buses.

## RTD Wins Major Civic Award

RTD has been named a winner of the 1992 Business and Industry Award sponsored by Los Angeles Beautiful. The District won honors for its much touted Central Maintenance Facility in the category of conservation.

Specifically cited was the CMF's Building 5, a closed-door paint shop with doors opened only to move buses in or out. The air inside the building is recirculated through an ex-

tensive filtration system that reduces the harmful emissions of the painting operations for both the shop workers and the outside environment.

The bus painting facility surpasses the emission standards of the South Coast Air Quality Management District, the most stringent of their kind in the world.

# RTD Board Approves Use of Tokens

*Tickets will be phased out next year*

Based upon input provided by District operators, the RTD Board of Directors has given a green light to the use of metal tokens to replace the tickets now used as fare on RTD buses and Metro Blue Line trains. Officials anticipate the new tokens with visible security will be in use no later than February of next year.

At its September 24 meeting, the Board directed District officials to accelerate the minting

and purchase of some 5 million two-color tokens about the size of a quarter. The token will be approximately .9 inches in size and will be constructed of two different colors of metals in a "bullseye" pattern. The texture of the token will be a rough surface.

The switch to tokens is expected



*Division 1 operators who were key to the District's decision to return to metal tokens included, from left, C.T. White, Sr. instructor; Robert Duarte, operator; Charles Scott, operator; and Ray Steens, instructor.*

to save the RTD more than \$250,000 a month in fare processing and other costs.

Start-up costs of the token program are estimated at \$478,000, but those costs are expected to be offset within a few months by increased revenues, by eliminating counterfeiting losses, by savings from the cost of

printing and by streamlining procedures at the RTD's central cash counting facility.

"The return to tokens offers the RTD and the public a number of benefits," said Tom Rubin, RTD controller-treasurer. "Not only will we realize savings of millions of dollars each year, the tokens will be more convenient than tickets and easier for our patrons to use when boarding a bus."

Rubin said that with their unique size and design, the tokens will be easily distinguished from any other transit agency token, U.S. or foreign coin. It will be much easier for the bus operator to recognize a genuine token, he said, than to determine whether a ticket or bus pass is counterfeit.

## Token Thoughts

Division 1 Operator Elvia Matthews argued that the two-tone silver and copper token was harder to counterfeit and easier for her to see in the farebox at night.

Hugo Adrian Guerra, who drives the extra board, agreed. "They are much harder to copy," he said, emphatically.

Added John Grant, a 16-year RTD veteran who drives the 30 line, "I think tokens are an excellent idea. It would eliminate a lot of time. We

would cut out two minutes of extra time because folks are always standing up in the doorway trying to get the exact change." Whatever their reasons for pushing tokens over tickets, the trio were among the dozens of operators delighted that Controller-Treasurer Tom Rubin -- "I'm the guy who signs your paychecks," he told them -- had come to Division 1 that day in mid-August to seek their opinion.

Rubin came armed with a farebox,

tokens in assorted colors and shapes, and questionnaires he wanted the operators to fill out with their preferences. What he got was an earful.

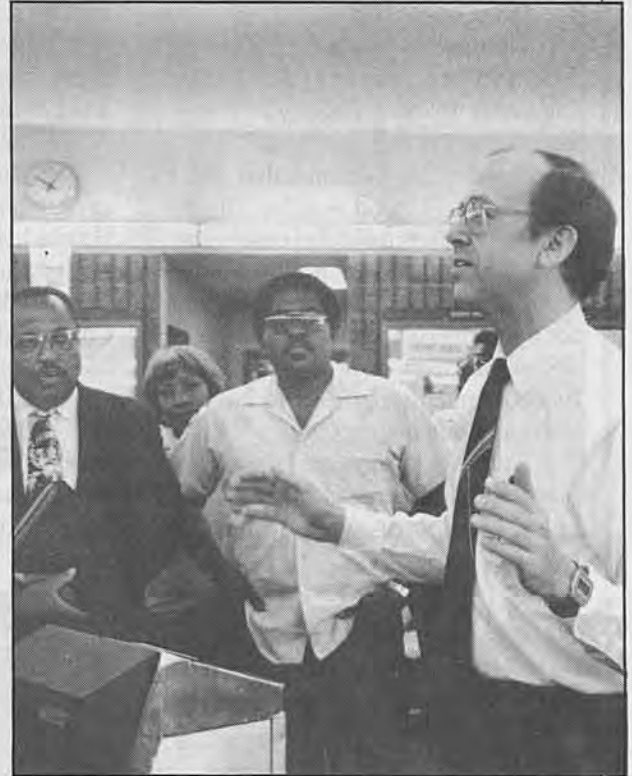
- 84% believed that tokens would speed up boarding over tickets.
- 90% believed that eliminating the \$.45 ticket and lowering the elderly and disabled cash fare from \$.55 to \$.45 would be a good idea.



*Division 1 operators listened intently to Controller-Treasurer Tom Rubin's questions on tokens before offering an opinion. In the foreground, from left, are Operators Jose Jimenez, Adolfo Sanchez, Jose Grande, Catherine Lumpkin and Elvia Matthews.*



*By examining different sizes and shapes of tokens in a model token machine, operators determined that they liked a two-color token designed to include a circle within a circle.*



*Tom Rubin, controller-treasurer, sought to get as many ideas as he could about tokens from the operators. Listening to Rubin, in the background, are B.J. Harris, superintendent of instruction, and Charles Scott, operator.*

- Division 1 operators were split exactly 50/50 between the medium and large token size -- no one liked the small size.
- Two different color metals were far more popular than holes in tokens -- almost five times as many people rated two color tokens "best" as rated holes "best."
- For two color tokens, the circle within a circle was far more popu-

lar than the stripe -- over seven times as many people rated the circle within a circle "best" as rated the stripe "best."

- Of the color combinations, the silver and copper was slightly more popular than the silver and gold. Copper and gold finished a poor third.

Summed up Albert Hawthorne, who drives the extra board, "The

token is a much better way of doing business. That way we'll stay on time."

# Robert Ryan Joins RTD Board



"This thing is longer than a Toyota," whistled Robert Ryan as he navigated the RTD bus around the Division 3 yard.

Chimed in Assistant General Manager of Operations Art Leahy, "It's only worth a quarter of a million dollars if you wreck it."

But he had to admit that Ryan looked pretty good -- after all, the retired engineer told the entourage, he had once driven a Pabst Beer truck. Shot back Division 3 Operator Pat Gray, who gave Ryan superb instructions on how to control the two-ton machine, "You're only as good as your instructor."

Ryan, a three-time mayor of Rancho Palos Verdes, is the Board's newest director. Appointed by

County Supervisor Deane Dana, the 62-year old Chicago native replaces Don Knabe, who resigned this summer to manage Deane Dana's supervisory re-election campaign.

Ryan worked 28 years at Northrop Corporation, ending his career as director of communications for the Tigershark marketing project.

In that position, he prepared reports, technical documents and briefings for customers of the F-20 project, for which the huge defense contractor spent billions of dollars.

Ryan, who's been on the Rancho Palos Verdes City council

since 1973, received his bachelor of science degree in electrical engineering at the University of Illinois. He

began his career as a fireman on steam locomotives for Illinois Central. He remains a railroad fan. "Chicago has the best system in the world," he says, remembering his youth. "I think I rode every street car in Chicago. My mom and I would just get on a car and go and watch the motormen."

He first got to know the RTD, he says, when he rode the service to work. He made his son Michael, now a junior at the University of California at San Diego, take the bus to El Camino Junior College. "I was ambivalent about RTD," he says, thinking back.

But shortly after joining the board, and spending a fair amount of time reading reports, Ryan came to a quick conclusion, "The RTD is a super good organization. I think it's got a good

RTD service. "I think it's the general tenor of the streets. Streets are meaner. When people see graffiti, they get mad at RTD."

Ryan himself says he had the mistaken impression that the RTD was letting the vandals into the yard. "I didn't know the graffiti was happening on the streets when the bus moved," he says.

His years of technical design expertise may offer a solution to what the District, at least, can do.

"I'd like to procure buses without handholds on the outside, so the kids can't jump on and paint the bus. Also, I would like the industry to come up

with a high-gloss finish."

Ryan's immediate goal is to bring support to RTD employees. "I think they're doing an excellent job and I'd like to make the job easier."

He says that the upcoming reorganization will be really better for the District. "I know there's a lot of trepidation. But before the merger, nobody really took ownership of the agency," he says, without hesitation. "The state didn't have



One of the first priorities for Director Robert Ryan was learning to drive a bus. Providing that instruction at Division 3 was, from left, Chris Coleman, manager; Tony Malone, Sr. instructor; Ryan, and Pat Gray, operator.

responsibility, nor the city or county.

mission." He blames society for many of the misperceptions the public has about

responsibility, nor the city or county.

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## Spotlight on UTU Chairman Earl Clark

A typical day puts the robust Earl Clark in his Irwindale office at 8:45 a.m. He often works until 6:30 p.m. and spends most Saturdays at his desk. Every chance he gets, he plays golf, fancying benefit tournaments the most. He also loves to fish when he can.

The man who skillfully negotiated eight union contracts says if he had to do it all over again, he'd go into politics. Clark, who also is the vice president of the Los Angeles County Federation of Labor, signed on back in 1947 as a Red Car motorman. He is first on the District's seniority list.

He lives in Glendora with his wife, Audrey, who was severely injured in a 1977 automobile accident. Clark walked away without a scratch -- the memory of which haunts him to this day. The couple has two sons, one of whom is a mechanic at RTD. He has five granddaughters, and one grandson. He has two great-grandchildren.

He recently spoke with *Headway* on such issues as reorganization, retirement, and Foothill Transit. The following are excerpts from that interview.

**On reorganization:** "The merger was something that this union supported. I know that some people at the District were against it, but as corny as it sounds, the people who depend on our service will be the real winners. The turf war was appalling. I just got disgusted that this agency was being accused of lousy service, and of both organizations (RTD and Los Angeles County Transportation Commission) passing the ball back and forth. People were losing faith.

"We know that it (reorganization) is not going to be easy. But challenges make the results all the more rewarding.

"We helped write the merger bill. I sat in this conference room with Neil Peterson and attorneys for the unions and made sure the contracts had pro-



*UTU General Chairman Earl Clark at his Irwindale office.*

visions for my people.

"We don't want to gain anything -- we don't want to lose anything,' we told them. They know we have considerable clout with Assemblyman (Richard) Katz. I think the merger bill is going to make the people who sit on the board not able to pass the buck. They have to put up or shut up. The people are the big winners."

"I've been very much of a strong opponent of privatization. There could be more of an effort by the MTA to privatize. We'll do everything we can to fight it. If George Bush doesn't get re-elected, I don't think there will be so much of a push to privatize. I don't think the Democrats believe in privatization."

**On Foothill Transit:** "It's been a long battle. They don't have the right, in my opinion, to exist. The intent of the legislation doesn't give them the right to take over RTD lines. They don't want to take over the dog lines RTD has. They want to pick the choice lines that have a future and make more revenue.

"And secondly, we have a con-

tract that has been upheld in the courts. (Arbitrator) Lou Zigman ruled that the District violated the contract. It's been on appeal. We're now going back into court -- tomorrow, as a matter of fact.

"Foothill Transit rolls over and plays dead every time. Take, for example, the riots. 'We can't drive you to town,' they told the passengers. 'We're not going to put our equipment in jeopardy,' they told me.

"Foothill Transit was a creation of (former County Supervisor) Pete Schabarum, who was trying to destroy the RTD.

"I've been out to their bus stops and have seen their brand new fleet. The reason they don't have graffiti on the buses is because they don't go through the parts of Los Angeles we do."

"My biggest concern is that the RTD hasn't taken a good enough position on issues, such as privatization and how it affects the divisions in the valley."

*Continued on page 10 . . .*

## Earl Clark

... continued from page 9



**On why the union doesn't strike over Foothill Transit:** "We're going to do it the right way, the legal way. We're not irresponsible. I'm not a believer in strikes, but the one in '74 took us out of the Dark Ages. If the new management tries to get a contract with some of these private agencies, then we're going to have a tough time. Actually, I foresee a tremendous problem with privatization with the new agency. I don't look forward to 1994."

**On RTD operators:** "I don't think RTD drivers are overpaid a nickel. They're second to none in insurance benefits. And this union is proud of that. That only came about as a result of long, hard negotiations. It used to be that people were leaving here with \$50 a month and no health benefits. No more."

"It's not the (caliber) of operator that's different these days. We're dealing with different passengers. People think public transportation is owed them. They think it's an obligation that we pick them up."

**On Transit Police:** I'm a supporter of Transit Police. Chief Papa has made tremendous headway with her officers. They have to remember

the bus operator is not a citizen off the street. He or she is a fellow employee. The thing is -- they don't have enough officers out there. They're spending \$14 million to operate the Blue Line in an 11-square mile area.

"I support the expansion of Transit Police to protect the bus system and to police the Red Line."

**On the Americans with Disabilities Act (ADA):** "We didn't take a position. It's like going against motherhood."

**On random drug testing which was signed into law by President Bush last spring and expected to be implemented by next spring:** "I'm not so much opposed to it as to the supervisors who would enforce it. I don't want them to say, 'I don't like this one so let's drug test him or her. The thing that bothers me is that there could be a false reading, so that's why we now insist that there be a dual test. Yes, we've had differences. And there have been a number which have gone to arbitration."

"Our drug policy has been blessed by the courts. The judge told me if he had it his way, there would be random drug testing. I'm just afraid of false positives. But don't get me wrong. This union does not support or condone the use of drugs or alcohol."

**On the UTU playing a bigger role in the development of a child care center for operators:** "I have tremendous empathy for single parents. If the operators want to make it an issue in 1994, then it's something we'd have to take a look at."

**On future goals:** "We're presently trying to encourage a merger between the UTU (United Transportation Union) and ATU (Amalgamated Transportation Union). It would have to come from the national level."

**On retiring:** "I will be here to negotiate the 1994 contract. Then I'll think about it."

**On whom he admires:** "I like Ed Edelman, the county supervisor. I'm an admirer of Kenny Hahn -- no one has done more for public transportation than he. I'm a strong supporter of Assemblyman Katz, and I find Mike Antonovich a fascinating man, a good down-to-earth guy. And (RTD Board member) Gordana Swanson, she is one of the most fantastic ladies of all times."

**Parting Thoughts:** "I think being a bus operator is difficult. I know that RTD management is often under the thumb of the Board. It's difficult for everyone."

## Division 10 Awarded Quality Service Trophy

Improving its late pull-out and cancellation rate by a greater percentage than any other division, Division 10 was awarded the Quality Service Trophy for the month of July.

In a morning ceremony in early September, Rich Davis, director of equipment maintenance and Ken Miller, acting assistant director of maintenance expressed their gratitude to the employees of Division 10 and encouraged them to repeat the victory the following month.

According to Miller, Division 10's overall effectiveness rate for 7,601

pull-outs was 98.91 percent as opposed to 98.06 percent for June. Kudos to Division 10!



# Richeson Resigns as Assistant General Manager

Eager to begin marketing the novel software package that he developed, Assistant General Manager of Facilities and Procurement John Richeson resigned from the District, effective September 30.

The Colorado native, who worked 10 years for the RTD, is headed to Prescott, Arizona, where he will set up his own business promoting the development of small businesses throughout Mexico and Latin America.

"It's been in the works for a long time," the man who chaired the Blue Line rail activation committee tells *Headway*. "This is the time for making the move," he says, referring to the fact that two of his three children are in college.

Richeson owns the copyright and trademark on a software package that probably would be a small business manager's dream. The program, which is designed for businesses of 22 employees or less -- "microbusinesses," as he calls them -- does payroll, calculates withholding,

leaves audit trails and integrates mailing lists. He had designed an earlier version of it in 1979 when he operated a Florida-based medical financial service that did third party billings.

The 47-year-old entrepreneur has an agreement with a Tempe, Arizona company that will provide venture capital to Mexican nationals interested in starting small businesses in Mexico. Richeson has an exclusive agreement with them to translate his software into Spanish. The company, MH of Arizona, is a U.S. subsidiary of a conglomerate company wanting to do business in Mexico. MH will market the Spanish translation.

Richeson, who holds a master's degree in political science and public

policy from the University of Denver, hopes to cash in on a market mushrooming south of the border. "Mexico is the only country in the world where there's no recession," he says, optimistically.

In looking back over his career with the District, the youthful-looking Richeson says he's most proud of the vandalism abatement program, developed under his charge four years ago.



*John Richeson, assistant general manager of facilities, is retiring from the District and is moving to Arizona where he intends to go into business for himself.*

"Seeing the people out in the divisions working with clean buses was very rewarding to me," he says. "They had pride in their work."

Other sources of satisfaction to Richeson included his overseeing negotiations for two labor contracts, developing good leadership with the unions and serving eight years on the pension committee.

As to the future, Richeson offered a nefarious assessment. "Reorganization is really not a significant issue. They (the powers that be) have to define the vision as to what they want to accomplish and then assign those tasks," he says, confidently.

"Reorganization has been a diversionary issue. It's taken up a lot of

people's time. The bigger problem is a budgetary one.

"I think there is a stated policy not to impact employees and that's positive politically. But they've ignored the fact that there is not an unlimited amount of money," he adds. "The sales tax dollars are over-committed three times. You can shuttle dollars from one account to another but you will eventually have to account for it.

"The transit funds have become funds for all people," he concludes simply.

So why didn't he continue with the transportation industry where he could make a mark, if not here, then somewhere else?

"Well, he says, without hesitation, "You have to be someone who doesn't get politically chewed up in the course of being service-oriented and productive. I guess I'm not willing to play those kinds of games."

Richeson says his wife, Kathy, is looking forward to the move to the community of 30,000 about 95

miles northwest of Phoenix. The couple will live in the home they've had for many years in Prescott. "She was an art history major," says Richeson, "and northern Arizona is great for her because it's loaded with relics of the past."

Joining them will be their youngest child, who's 15 years old. (His eldest son is a fashion designer with the Flamingo label, and his daughter attends Whittier College.)

Richeson, who is the recipient of the four gallon blood-donating pin from the American Red Cross, has sold his home in Tujunga where he was a longstanding member of his church

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# Staking Out Transit Police

by Sgt. Shari Barberic

**D**ivision 5 Operator Laurence Tubbs received praise from transit police for his observations which led to arrests in two separate incidents during the months of July and August.

In the first incident, Investigator Jim Pochick and Officer Gary Doyle received a radio call from Operator Tubbs at Manchester and Prairie regarding a disturbance.

When they arrived, they found a nine-year-old girl in tears. Her sisters explained that a man had tried to kiss them, made lewd gestures, and had attempted to molest all of the girls, whose ages ranged from 16 months to 17 years. The suspect, who was still aboard the bus, was arrested, thanks to Tubbs' timely report.

On August 2, Tubbs reported a juvenile using an altered pass at

Manchester and Vermont. Investigator Pochick arrived and located the suspect from Tubbs' description.

Tubbs returned to the scene and positively identified the suspect, who was arrested for the altered pass. It was later determined that the suspect had a felony no bail warrant for robbery and vandalism as a result of a prior incident with RTD as the victim. Good job, Operator Tubbs! Keep up the good work.

On August 5, Operator Jesse Zimmerman was the victim of an assault with a caustic chemical in Huntington Park. Investigator Jim Pochick and Officer William Cody later witnessed another assault with a caustic chemical at Figueroa and King Boulevard, and detained four suspects after a traffic stop. Transit Police Dispatcher Dave Seelig remembered the license plate of the suspect's ve-

hicle as matching the vehicle used in the previous assault on Operator Zimmerman.

Zimmerman arrived and positively identified all four suspects as well as the vehicle, which was impounded. The suspects were arrested and contraband, including two stolen car stereos, a stolen leather jacket, and

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*The officers apprehended the suspect, who was booked for two warrants totaling \$10,000 in bail.*

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## Sgt. George Thompson's Son Stars in Baseball



**J**on Thompson, son of Transit Police Sergeant George Thompson, recently competed in the Senior World Series of Little League Baseball.

Thompson of Torrance, played shortstop for the Central Torrance Senior Division All Star Team, which finished number one in the United States and number three in the world!

Earlier in the summer, he and his teammates played 22 games, clinching victories in the district, sectional, divisional and regional tournaments. The regional tournament was held in Montana the week of August 10, and after a win over a team from Aiea, Hawaii, Thompson and company won the right to fly to Kissimmee, Montana as the western regional representative in the Senior World Series of Little League Baseball.

The senior Thompson, who's been with the District since 1986, says that in the World Series, they faced four teams from the USA, Taiwan, Dominican Republic, Canada, and Germany. He says he encourages his son in his sport and accompanied him to Montana to watch him play.

Jon is a student at Torrance's South High School.

marijuana was recovered.

On August 9, Transit Police arrested a 14-year-old juvenile for felony vandalism at Beverly and Normandie after a report by Operator Linda Grayton. Officer William Cody and Investigator Jim Pochick arrested the suspect, who had done a total of \$17,578 damage to two buses, and who was on probation for prior offenses.

The night of August 16 was a busy one for Transit Police. P.M. Watch Officers William Cody and Brian Burdick arrested a 29-year old male for kidnapping after he boarded Operator Maria Haro's eastbound bus at Wilshire and San Vicente. The man did not pay his fare, and then began threatening passengers with a large metal steering wheel lock.

Haro stopped her bus at Curson and called Transit Police Dispatch. The suspect then threatened Haro and forced her to continue driving the bus

*Continued on page 37...*

# Transit Police Put Dent in Crime Numbers

by Bill Heard,  
News Bureau Rep.

**T**ransit Police are getting twice as many calls for assistance. Arrests have almost doubled. Is crime aboard RTD buses increasing? Well, yes . . . and no.

Yes, says Capt. Sam Dacus, because crime nationwide is climbing. In Los Angeles County, statistics from 1991 show a total of 697,852 crimes -- ranging from homicide, rape and robbery to arson -- were reported. Of those, 351,200 occurred in the City of Los Angeles.

With the county's 9.3 million population, that means 7,754 crimes were reported for every 100,000 persons in 1991. In the city -- population 3.31 million -- a total of 10,610 crimes were reported per 100,000 persons last year.

The answer also is no, says Dacus. Based on ridership figures for the period of July 1991 through March 1992, Transit Police reported only .31 crimes -- robbery, battery or assault with a deadly weapon -- per 100,000 passengers.

In statistics compiled for the period of July 1991 through March 1992, Transit Police logged 20,574 calls for assistance, conducted 81,678 random bus boardings and made 2,438 arrest. Compared with the previous similar period, calls for assistance increased by 91 percent, bus boardings were up by 49 percent and Transit Police

made 85 percent more arrests.

The rising number of crime reports to Transit Police was due in part to the addition of 30 new officers placed on duty beginning in July 1991. More cops on the beat, more crimes re-

ported, more criminals caught, Dacus explains.

"Security is a real factor for a lot of transit riders," says Chief Sharon Papa. "They feel safer when they see more police officers. And, with additional officers coming on the force,

we'll have the resources to follow up on more complaints. That's good for our morals, too."

Earlier this year, the RTD Board authorized Transit Police to hire 44 more officers. Recruiting will take place throughout the fall and groups of 10 will receive initial training at the police academy. The first of the recruits will be patrolling RTD buses late this year, but it will be mid-1993 before all 44 of the new officers are fully operational.

Ironically, the further expansion of the Transit Police will send crime statistics spiraling upward again, Dacus says, because as people see more police in the community, they will tolerate less crime. Passengers and bus operators will report more criminal incidents as the likelihood of getting police action increases.

The veteran police officer, who served with the LAPD prior to joining the Transit Police, often visits with people in communities throughout Los Angeles.

"Statistics can be misleading," he says. "You really have to get out into the community to get the feedback. We're giving more satisfaction to people now than we were able to in the past. It's very rewarding for the individual Transit Police officer to know this."

## Meet Captain Dennis Conte

**D**ennis Conte, a man who dotes on community involvement and has tackled the most complex of assignments, brings 28 years of colorful law enforcement service to RTD's Transit Police.

The Huntington Beach resident is the force's newest captain, and thrilled to be part of a team that, he says, has established renewed credibility within law enforcement circles.

"This is a real win situation for me," says Conte, who ten years ago was the Los Angeles Police Department's man in charge of investigating pornography throughout the city. "I see plenty of challenges ahead."

The handsome East Los Angeles native, whose specialized assignments included coordinating security for the Pope's visit to Los Angeles, supervising bombing investigations, and investigating complaints against other officers, retired from the LAPD this spring.

In nearly three decades with the city's finest, he worked in 17 different locations around the city, culminating with his last assignment as area commander of the Newton Division. There, he supervised 275 sworn officers and 45 civilians and reported directly to Assistant Police Chief Bernie Parks. The division's jurisdiction, which extends from Central to the Santa Monica Freeway, is known as a hotbed of criminal activity.

"It is the highest in the city in terms of gangs and,

*Continued on page 29 . . .*



## Division 15 Snags Division of the Month Honors



Three cheers for Division 15 in Sun Valley, which ran away with Division of the Month honors.

## Blue Line Specialists Graduate

Eight rail equipment maintenance specialists graduated on August 28 from a 480-hour intensive course on the Blue Line light rail vehicles (LRV). They are: Tapan Chakrabarti, Nam Doung, Russell Hurshberger, Nghia Nguyen, Mory Bonakdar, Nam Nyguyen, Joseph Tong, and Scott Hoffman.



Pictured above from left to right are new rail equipment specialists Tapan Chakrabarti, Nam Doung, Russell Hurshberger, Nghia Nguyen, Mory Bonakdar, Nam Nyguyen, and Joseph Tong.

The course, taught by Supervisor Russell Homan, covered train mechanics; everything about the train -- from the propulsion to the public address system -- is detailed. The students learn the parts and how they make the LRV's perform. Congratulations to our newly-qualified rail equipment specialists, who can write the book on LRV batteries, brakes, air conditioning, and automatic train protection!

Platters of shrimp decorated the buffet tables at Division 15, where operators and mechanics toasted the news that their hard work had netted them Division of the Month honors for July.

Coming on the heels of an outstanding California Highway Patrol inspection, the award was very much in order.

At a morning ceremony in early September, Transportation and Maintenance Department top brass thanked the troops, who had ensured that their division capture second place in two categories: reductions in lates and cancellations and miles attained between road calls.

"Division 15 is special," quipped Ralph Wilson, assistant director of transportation. "I don't have to really worry about it. My hat is off to each and every one of you."

Other categories scored included the number of traffic accidents, occupational injuries, customer complaints, absenteeism, accessible service breakdowns and coach cleanliness.

Said Dan Ibarra, director of transportation, "Division 15's nomination was based on exceptional performance for nearly all Transportation and Equipment Maintenance criteria. The division is well-deserving of this recognition."

The sparkling white flag, which signifies the victory, was then hoisted on the pole outside the division. It will fly for one month until another division is crowned.

Maceo Bethel is Division 15's transportation manager. The maintenance manager is John Adams.



# Discount Ticket Program a Phenomenal Success

by Rick Jager,  
Sr. Comm. Rep.

The District's 50-cent discount ticket program exceeded all expectations with the sale of more than 22 million tickets by the end of September.

When the program was first proposed and approved by the RTD Board of Directors, staff had projected ticket sales would reach 750,000. Halfway through the program, more than 10 million tickets had been sold.

"The phenomenal success of this program clearly shows the need for affordable transportation in this region," said RTD General Manager Alan F. Pegg.

"It is through the dedication and hard work of the District's Customer Relations Department that we were so successful in the distribution of these discount tickets throughout RTD's service area," Pegg said.

In the first 10 days of the program, which began on June 1, more than one million discount tickets were sold. Booklets of 10 tickets each were sold for \$5 at all 10 RTD Customer Service Centers and more than 300 private agencies and businesses throughout Los Angeles.

The District's Customer Relations stockroom personnel had the responsibility of receiving and shipping the discount fare booklets. The fare process was both mentally and physically challenging for the staff, who achieved a one-day turnaround to get the initial million tickets on the street, said RTD Assistant Director of Customer Relations Scott Mugford.

Since the demand for the tickets at the beginning exceeded the supply on hand, it was a difficult process to allocate orders.

"The stockroom staff includes Diane Bojorquez, Marsha Clark, Lydia Mendoza, Kim Mitchem and Maria Diaz. They went above and beyond

the call of duty to ensure these tickets were distributed to the more than 300 sales outlets in the city," Mugford said.

The projected cost of the program was estimated at \$1.1 million a month.

RTD continues to seek funding from the Federal Transportation Administration. In addition, the State of California gave the District nearly \$35,000 to support the discount ticket program.

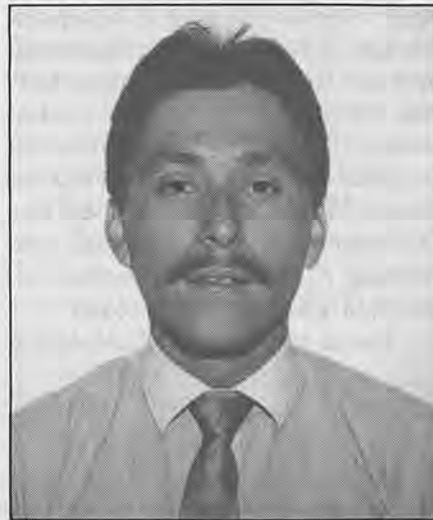
Earlier Supervisor Kenneth Hahn pledged \$2 million in Proposition A transit funds.

## Leftover Tickets?

Through October 31, bus patrons with leftover 50-cent tickets can use them at their face value toward the purchase of 90-cent discount ticket books or monthly passes.

Exchanges can be made only at RTD Customer Service Centers or by mailing unused tickets to RTD, P.O. Box 2290, Los Angeles, 90051-2290. No cash refunds will be issued for unused tickets.

## Harold Torres Awarded 1992 Bus Maintenance Scholarship



Harold Torres, an equipment maintenance supervisor at Division 10, has been awarded the 1992 Bus Maintenance Scholarship for \$1,000. The competition is sponsored annually by Friendship Publications, which publishes the trade journal *BusRide*.

Torres has been employed by RTD

since 1980. He supervises 20 mechanics and 14 service people. Division 10 has 256 buses and a morning rollout of 200 buses.

Torres has completed three years of college in a truck/diesel course at Citrus College in Azusa. He has also participated in a transit operations management training program and has attended a number of Century Bus Maintenance Forums. He says he will use his scholarship to continue his education at the University of La Verne, where he is majoring in business and minoring in human behavior.

According to Friendship Publications, the judges liked Torres' statement as to why he would like to receive the scholarship.

"The future of transit is in the able hands of the professionals currently serving it. Furthering their education will secure the growth of our industry. Not to invest in them will promote the abilities of others to con-

*Continued on page 37...*

# COMTO Hosts Scholarship Jazz Brunch

Organization awards 22 scholarships to high school seniors



From left to right: Congressman Julian Dixon receives an honorary membership award from COMTO regional Coordinator Cerri Williams at the brunch.



From left to right: Attorney James L. Jackson, COMTO president, presents the Employer Recognition Award to Roger Smith, RTD's director of equal opportunity. Smith accepts it on behalf of the District.



The Conference of Minority Transportation Officials (COMTO) hosted a scholarship and awards brunch at Marla's Supper Club in Los Angeles on Saturday, July 25. The event was a "sweeping success" and, according to RTD's Cerri Williams, was highlighted by a delicious buffet and beautiful music provided by the Larry Gales Band. Three talented vocalists sang. Guests were greeted at the door by COMTO Secretary Charlotte Richardson and Executive Vice President and Division 5 Manager Roy Starks.

Sixteen of the 22 scholarship recipients were college-bound high school graduates from Inglewood, Dorsey, Manual Arts and Bloomington high schools and six were selected from students already attending college. The recipients included: Kimberle Mitchem, RTD customer service agent; Andrew J. Vergara, bus operator; Laurie Kay Wilson, graduate student and LACTC student intern; Derrick Montgomery, LACTC student intern; Dawn Michelle Williams, daughter of TOS Cerri Williams; Kenya Henderson, daughter of Bus Operator Loretta Halliburton, and Michael Anthony Green, nephew of Division 1 Steno Emily Beckett.

Guest speakers at the morning

brunch were Congressman Julian Dixon; Attorney and Supervisorial Candidate Yvonne Braithwaite Burke; Division 15 Manager Maceo Bethel and LACTC Executive Director Leslie V. Porter.

Each of the speakers offered inspirational comments to the scholarship recipients and invited guests. During the ceremony, COMTO's president, Attorney James Jackson, presented RTD with COMTO's annual Employer Recognition Award, traditionally given to organizations and businesses which have effectively involved members of the minority community in their operation. RTD's Roger Smith, director of equal opportunity, accepted the award.

Leslie Porter, long-time member of COMTO and deputy director of LACTC received a merit award for his outstanding fundraising efforts on behalf of the COMTO Scholarship Fund. Porter's efforts generated an outpouring of financial support from the corporate and business community -- all 22 applicants who applied to COMTO's Scholarship Program were awarded \$500 scholarships.

Scholarship supporters included Shearson Lehman and Kutak, Rock and Campbell (\$1000 donations), Merrill Lynch, Garland Woods,

From left to right: Roger Smith with guest speakers Maceo Bethel, Division 15 manager; and Leslie Porter, deputy executive director of the Los Angeles County Transportation Commission.







# PUBLIC COMMENDATIONS

Thank You for a Job Well Done!

**Division 3201**  
Anna Derden

**Division 3202**  
Perumadura Silva

**Division 3203**  
Ricardo Botelo  
Lee Brown  
Steven Morales

**Division 3205**  
Bettye Edwards  
Alvin Hamm  
Constantino Orselli

**Division 3206**  
William Mask  
Guillermo Merino

**Division 3207**  
Norman Goldstein  
Orlando Medrano

**Division 3209**  
Ramiro DeLaGarza  
Richard Granado

**Division 3210**  
Allen Dale

Shirley Raven-Moore  
Joe Santana  
Edward York

**Division 3212**  
Patrick Monaghan

**Division 3215**  
Ruben J. Hernandez

**Division 3216**  
Dale Aleshire  
James Murphy

**Division 3218**  
Robert Lane  
James Smith

Dear RTD:

My name is Gorge Tsanogis. I am a salesman from Cyprus, an island near Greece and came to visit Los Angeles last week. I was surprised to board one of your buses on Line 206 and meet a young driver, **Constantino Orselli**, who was extremely polite and eager to help me get to the airport. This young man recognized my foreign accent and asked me if I was from Greece. He then gave me all the right directions on how to get to the airport in Greek. I felt so glad to meet this young man that I asked him his name and got his badge number on his shirt.

You should be proud of this young man Orselli because he is an asset to the company. Who could imagine meeting a Greek speaking RTD driver in Los Angeles?

Sincerely,  
Gorge Tsanogis

Dear RTD:

Words cannot express how I appreciate **Operator Robert Lane's** kindness and honesty. He returned the whole folder, including my RTD Bus Pass, VISA Gold Card, cash and all my valuable credit cards and the addresses of my friends and relatives in the U.S. and overseas, when it fell out of my bag on August 25 on Line 226. Also there were all the driver licenses and the social security numbers of my family.

May God bless and reward you and yours always.

With deep appreciation and gratitude,  
Irene T. Soong

Dear RTD:

If I were to form my opinion of society's values in this day and age from what I get in the media, I would have to conclude that we are in very sad shape indeed. Supposedly all service organizations are filled with people who are surly, discourteous, and go out of their way to be non-helpful. And, of course, nobody is honest -- whatever is not tied down is up for grabs.

This is, undoubtedly, the case in a certain percentage of our population, but it is not the norm, at least not in my experience. Last Friday, I left a leather jacket on an RTD bus, the Park-n-Ride, Line 657 to the Hollywood Bowl, and not only was it returned to me, it was done with no fuss whatsoever.

When I noticed the loss, I located and spoke with the supervisor at Hol-

*Continued on page 18 . . .*

Goldman Sachs of New York, Associated Risk Services, Delaney Smith, MD, Baldwin Hills Medical Center, William Wood, Future Diagnostics, Joaquin Sosa, Sosa, Perez and Becerra, I.C. Rideau Securities, Nova Institute and FU-GEN, Inc.

Sharon Sterling, scholarship program chair, and Dr. Delaney Smith,

scholarship committee chair, introduced the scholarship recipients, many of whom were honor students. He also introduced their corporate sponsors.

Cherri Williams made an honorary presentation to Congressman Dixon and gave special recognition to Smith, Porter and Raynard Price of LACTC for their assistance. Each of

the corporate and business sponsors was acknowledged for their outstanding and generous support.

The Los Angeles Chapter Scholarship fund also supports the COMTO National Thomas G. Neusom Scholarship. The late Thomas G. Neusom was a former RTD board member and one of the founders of COMTO.

## Public Commendations

...continued from page 17

lywood Bowl, who contacted the service yard, but it hadn't been turned in.

I contacted RTD Lost and Found on the following Monday. They told me that the jacket had been found and where to pick it up, which I did on Tuesday at noon.

Everybody who I came in contact with: the supervisor, the person taking the tickets at the Bowl, the lady at the Wilshire Lost and Found office, and most especially the driver of the return bus, was not only courteous but went beyond that simple civility and were most helpful and seemed to be genuinely concerned. The unknown person who turned the jacket in is obviously a very honest person, as well.

All in all, a rewarding experience. These people, who are all unknown to me, unfortunately, speak highly of your organization by their actions and should be commended, if at all possible.

This all took place on Friday night, August 21 on Line 657. The outbound bus (the one I left the jacket on) was the first one to leave Torrance, and the return bus was the second one to leave the Bowl. I also was very impressed with the professionalism that was particularly evident with this driver. I hope this helps in locating the individuals concerned -- if so, please convey my appreciation.

With thanks,  
Robert Hughes,  
Manhattan Beach

Dear RTD:

I have recently returned from a two week holiday in and around Los Angeles. During the stay, I picked up a *Downtown News* on August 10. I was interested in the letter about the RTD bus service that appeared on page 4. Obviously, I do not know about any previous problems regarding the service.

I would like to add some praise of

the service.

We spent two weeks on vacation. A resident gave us the RTD free number to telephone, and from the information we received we were able to leave our car behind and use the RTD bus service extensively. On each occasion, we were given good information from the ladies who gave us explicit directions, bus numbers, times, cost, and explained the transfer tickets and also the connection with the Metro system.

We then stayed at a lodge on Century Boulevard where we were able to use the 117 bus to 103rd Street and connect with the Blue Line. We went to Long Beach and Los Angeles also on this service.

Through using the service, we were able to see much more of the Los Angeles area and have a break from driving which made the holiday very enjoyable. We hope to spend another holiday here, eventually.

Yours faithfully,  
B.D. and W.W.G. Hyde  
Essex, England

Dear RTD:

It is not a common occurrence, so it's very refreshing to find someone, especially a bus driver who cares, so when it happens it must be acknowledged. I work part-time in Santa Monica three nights per week and I ride your 33 line into downtown Los Angeles. I appreciate the fact that it takes tolerance and patience to deal with the public, but to work with all types of people, on different levels, late at night requires a special type of person. I believe that this driver, **Allen Dale**, is one.

Over the past few months, your operator has shown exemplary ability and professionalism. I have observed him helping elderly passengers, women with small children and the disabled on and off the bus. There have been times when unorderly, rowdy, or drunken passengers have gotten on the bus. He has handled the delicate situations with ease and has always been

able to avoid unnecessary conflict. That is not always an easy task. He has also on many occasions gone far beyond his duties by waiting at the intersection of Aliso and Main to make sure that I have made my connection to the 480-481 lines . . .

I wish to express my sincere thanks to Mr. Dale, and offer my congratulations to your company for choosing such an outstanding individual as one of your team. His superiors should feel proud and confident in his ability and know that he is, indeed, an asset to your organization. This driver should receive special commendation for exceptional service and dedication. Job well done, and thank you again.

Sincerely,  
Edwine Nutter  
Azusa

Dear RTD:

I would like to congratulate you on having such a wonderful person in your organization. **Alvin Hamm** was on Line 105 before this last shake-up. I'm sorry I never got around to write to you much earlier than now. This man is a great asset to your company. His wife and you are lucky to have him. He always has been so courteous to various passengers. Even now we talk about him and wonder how he is doing and if he misses us like we miss him. He is really sports-oriented and we enjoyed talking about his various trips on vacation. It's really hard to put on paper how many ways he was nice to us. But we do miss him.

Thank You,  
Doris J. Skinner

Dear RTD:

My niece and I took the Venice Blvd. bus Line 33 to downtown Los Angeles to walk around. After we were seated, I asked the bus driver where to get off to walk around and shop. Right away, he said downtown is no place for two ladies to go. "Very unsafe," he said. He suggested we get

off on Main St. and Olympic where there are lots of shops and it is safe to walk around.

I appreciated his caring. We shopped at the beautiful Cooper Building, had lunch, and a delightful day.

Thanks to Mr. Bill Mask -- a very thoughtful and considerate bus driver.

Your truly,  
Mrs. Ruth Capp  
Venice

Dear RTD:

I am writing this letter to commend Operator James Murphy.

I have had the privilege of riding with Mr. Murphy on and off for about two years and I have observed that he not only has excellent driving skills, but he also exemplifies the personal qualities that make him stand out even among the best. He is always very courteous, cheerful, helpful, friendly and kind to all of his passengers, and recently, he demonstrated a level of sensitivity, patience and concern for a group of developmentally-disabled adults that merits special attention.

The people in this group are all clients at Community Rehabilitation Training Center in Covina and rode with Mr. Murphy on Line 490. The center prepares mentally and physically disabled adults for outside employment. I have been on the staff at CRTD for 15 years, so I am well aware that at times the clients will test the patience of even the most gentle, easy-going soul, but Mr. Murphy always interacted with them in a highly professional manner.

He didn't hesitate to correct them when they misbehaved, but he did so in a way that conveyed concern for their well-being and respect and sensitivity for their feelings.

For example, when some of the clients ran across the middle of San Bernardino Road in order not to miss his bus, he explained to them that jaywalking is very dangerous and promised to wait for them if they

crossed the street at the light. All of the clients adored him and called him by his name.

Unfortunately, Mr. Murphy recently took a run on another line, much to the dismay of all the clients who rode with him on the 490. The day after the new driver started, 20 clients signed up to see me to complain about him. I questioned each of the clients individually to find out why they got along so well with Mr. Murphy and had a problem with the new driver the very first day he was there.

Without exception, their responses were the same: "Because Murphy liked us."

This tribute speaks very highly of Mr. Murphy's character, especially considering that it comes from a group of people who are so often made to feel badly about themselves and usually have very low self-esteem.

I also take the bus because I have a visual disability which prevents me from driving. I live in Pomona, so the most direct route for me would be to take the 480 line to Eastland and to transfer to the 490 there, but since Foothill Transit took the 480, I have been taking the 484 and transferring to the 490 at Cal Poly. Going this route adds about an hour to my workday.

When people ask me why do I do that, I tell them that it is because RTD, and Division 16 operators in particular, have the best operators in the world. It is the outstanding, exemplary operators like Mr. Murphy who continuously reassure me of my convictions.

Foothill Transit can't touch this!!!

Sincerely,  
Patricia Kolb  
Rehabilitation Counselor  
Covina, CA

(The letter was also signed by 31 of Kolb's clients.)

Dear RTD:

I currently ride the RTD Line 443 which departs from Artesia Boule-

vard and Inglewood Avenue at approximately 7:36 a.m. Mr. Richard Ribers, the current driver is consistently on time.

Mr. Ribers has not been driving the 443 line for long, but seems to be familiar with the faces of those who ride the 443 and where they exit. Mr. Ribers is friendly and courteous to the riders.

Approximately a week and a half ago, I fell asleep on the bus. I do this frequently, but usually I wake up in time to catch my stop. On this particular morning, though, I was fast asleep. Mr. Ribers stopped the bus at my stop, came back to my seat, awoke me and told me he thought the particular stop was mine.

If it had not been for Mr. Ribers and his courteousness, I would have ended up who knows where and late for work. Others on the bus were as equally impressed as I was by Mr. Ribers' thoughtfulness.

Sincerely,  
Marianne Middlemore

## RTD Buses for the Space Age Folks



RTD recently participated in a rideshare fair at Jet Propulsion Laboratories in Pasadena. While JPL employees work with satellites traveling through endless space at high speeds unbelievable here on earth, many of JPL's employees also ride the RTD to work. Shown here providing route information (from right to left) are Ed Langer from RTD's Corporate Transit Partnership and Jai Ming Yueh from RTD's Management Information Services.

# Living -- Not Dying -- with the AIDS Virus

by Cesar Portillo

**C**hances are, you know someone like "Rosie."

A 31-year-old local office assistant, the single mother of two sees her three kids to school, puts in eight hours, and that evening cooks dinner for her kids and long-time boyfriend.

She just came back from a much deserved vacation in Mexico.

What's unusual about Rosie isn't so much that the AIDS virus has invaded her body.

What's unusual is that she took an HIV test eight months ago.

What's more unusual is that she's getting treatment, taking care of her health, and living -- not dying -- with the AIDS virus.

Rosie (not her real name) is part of the new

trend in AIDS health care: early treatment, available free of cost to her, that helps her keep the life she knew before HIV.

She sought out care and found it at a local community clinic pioneering AIDS care for women, the AIDS Healthcare Foundation (AHF) in Hollywood.

"She's doing great," says Pam Burian, director of the AHF Women's Clinic. "She visits every two months and we talk about her health and decide what to do to keep her healthy."

"It's working," says Burian. "She's taking AZT, which she gets for free through the state AIDS program, and her T-cell count is up."

Every month, the county of Los Angeles reports the steady increase in AIDS cases. A recent analysis by AHF President Michael Weinstein of county figures revealed a surge in HIV positive results at county clinics.

"The tragedy here is that for every

person who knows they carry the virus, there are many more who don't."

According to Weinstein, infection rates seem to have leveled off in the first high risk groups such as the gay white male community, but the virus is now making bridges to the general population. The number of infected in the general population may soon reach the critical mass that led to the AIDS explosion in the gay community.

Weinstein says the message to anyone who has been sexually active within the last 12 years is "get tested."

"You're far better off knowing your HIV status now and getting treatment, than waiting until symptoms

*Editor's Note: Headway has received a number of phone calls from employees concerned about HIV-related issues. This article, submitted by Cesar Portillo of the AIDS Healthcare Foundation (AHF), supplies much of the information readers have been requesting. The Foundation has helped several RTD employees and their families.*

show up and the treatment options are fewer and less effective.

Burian agrees, and points out that the AHF clinics offer early intervention, as well as a full spectrum of counseling, case management and health services for persons at all stages of infection.

Unfortunately, the AHF clinics see many patients for the first time when they develop full-blown AIDS, when they have developed one of the opportunistic infections that overwhelms the HIV-weakened immune systems.

An alarming number of these clients are people of color and parents of children, according to Juan Ledesma, director of all AHF's clinics. "For instance, we have a Latino father who has children aged one and three. He tested positive for HIV and had a T-cell count of about 12 on his first visit to our clinic."

A normal count of that cell, which

is critical to the immune system, is 1000.

"His immune system has been destroyed," he said.

Had that father tested long before, he could still be working and supporting his family, as "Rosie" does.

"The problem is, for heterosexual people and people of color, HIV isn't perceived as reality. Working and providing for his family was reality for that father, but now HIV has changed that."

Given his late diagnosis, it's likely that his children were infected at conception, and that his wife is infected.

"The terrible thing is that we're seeing more and more of this, when early intervention would have given us more options," says Ledesma.

Every person of color and heterosexual person needs to test for HIV, then use that

knowledge to do something about it.

According to Burian, "When a person comes in HIV positive and

*Continued on page 22 . . .*

## RTD Plays Hurricane Humanitarian

**R**TD played a role in the Hawaii hurricane relief effort, providing two buses to transport fire fighters from their command post on Eastern Avenue to Norton Air Force Base. Two search dogs were also carried to Norton by way of the RTD.

Some 57 firefighters and their equipment were carried -- courtesy of RTD -- September 11, according to Transportation's Maria Reynolds. Division 1 Operator Lisa Bernel, who has been awarded outstanding operator honors, did the driving duties.

# Fall Blood Drive is Big Success



by Luanna Urie, H.R. Analyst

The autumn Red Cross Blood Drive at the Administration Building on September 17 was very successful. We achieved 96% of our goal. Our show ratio, meaning the percent of people who actually showed up to donate blood, after having signed up on the volunteer sheet, was 65% as compared to an average of 45 - 50% from past years.

The Blood Drive representatives did a really fine job of signing people up for the blood drive. Customer Relations Representative Jo Ann McCormick actually had the most people donate blood, with 12 donating one unit each.

Transit Police had seven officers donating their blood. Investigator Leroy Crawford works hard each year to sign them up. Mary Reyna of the Legal Department signed up four volunteer donors who gave on the 17th. Planning and Accounting each had three donors, with Dorothy Benninghoven serving as the Representative for Planning and Dee Cook for Accounting. Pat Clark signed up two representatives from the MIS Department. Other departments represented by donors included the District Secretary's office, Human Resources, Inspector General's Office, Marketing, Government Affairs, Employee Relations and Risk Management.

The Legal Department had the highest percentage of department members donating blood with a third of the department donating a unit of blood each. Then came the District Secretary's office with 14 percent, Transit Systems Development with 13.6 percent, Employee Relations with 11 percent, Telephone Information with 6.6 percent, Marketing with 7 percent, Planning with 6 percent and Transit Police with five percent.

Accounting and Risk Management

each had 3.5 percent of their departments donating blood. Human Resources had .5 percent donate.

Check the list below for the names of those who have made large donations over the years.

NAME	Dept.	Units
Samuel Dacus	1800	54
Jon R. Vandercook	7900	48
Rudi Beuermann	4900	47
Susan Amerson	2200	30
Suzanne Gifford	2200	22
Frank A Harris Jr.	7100	23
Dennis Conte	1800	23
Joel Woodhull	4200	20
Jesse Simon	4200	17
Ralph Carapia	2300	16
Maria E. Writa	4900	16
Frank Sahlem	1600	14
Teresa Espinoza	1600	12
Michelle Figueroa	1800	12
Karen Pedini	1600	12
Mary Lewis	1600	10
Hector M. Figueroa	1800	9
Greg Pitts	1600	8
Phyllis Scales	7100	7
Susan Phifer	4200	6
Joyce Harris	4400	3
Betty Zabala	1400	2
Michele Esparza	1600	2

Aram Derian	7200	2
Mary Reyna	2200	

To all first time donors,  
Thank you . . .

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As a couple of people who donated commented: "It makes me feel good to know I can give someone a little bit of life and a reason to live."

Thank you one and all on behalf of those who will receive your donation.

## Rideshare Raffle Winner

Senior Accountant Tom Formosa was at his desk when his colleagues phoned him to ask him if he had heard the good news. "What news?" he asked. "You just won \$150," came the reply.

The 12-year RTD veteran's name had been picked at the Rideshare Raffle held monthly in the Headquarter's cafeteria. It was the second cash win for the enthusiastic commuter.

Formosa says he has taken the 418 line to and from his North Hollywood home for almost 10 years, and



Tom Formosa and Jay Furman

he recommends the ride highly.

"I don't have to worry about parking," he says. "In the morning, I read the paper, and in the afternoon, I sleep!"

# Back to the Paddle Board

by Anthony Greno,  
News Bureau Representative

The paddle board revolution is coming!

Led by a team at Transportation Central Instruction, the paddle board is being re-designed to include information that will help operators to better serve patrons.

For the uninitiated, what is a paddle board? It's an individual bus schedule supplied to an operator for his or her use. Usually the size is about 4 1/4 by 11 inches, a holdover from street car days.

The new reconfigured paddle board may be 8 1/2 by 11 inches, or business letter size, "to accommodate more information for the operators," said instructor Ira Camp, who heads the committee for the new design. According to Camp, some of the new features still being contemplated for the new larger paddle board are:

- A map of the route, with intersect-

ing or connecting bus line numbers.

- Points of interest for tourists along selected routes, such as the La Brea Tar Pits, museums and theaters.
- Telephone information numbers for various area codes.
- Telephone number of the Lost and Found Department.
- Downtown Los Angeles bus line connections.

"Several months ago we began work on a new paddle board that would have special graphics and possibly pictures to be of greater use to operators," said Instructor Mike Henderson. "At Transportation Central Instruction, we found that lines that cross a route map, connecting lines, and points of interest would be useful for opera-

tors and patrons alike. Also, not everybody memorizes the telephone information number and the lost-and-found number, which patrons frequently ask for."

Transportation Director Daniel Ibarra and Ralph Wilson, assistant transportation director, who gave the original impetus for the project, turned it over to B.J. Harris, acting superintendent at Transportation Central Instruction, who formed a committee which includes Camp as chairman, Senior Tony Sandoval and Instructor Mike Stanford.

"The final draft of the new paddle will be completed soon and will be introduced into the operation after receiving input from operators and other Transportation Department personnel, said Wilson.

---

## Living with AIDS Virus

... continued from page 20

with a T-cell count over 500, we can start education and counseling on fitness, nutrition and safer sex to prevent sexually transmitted diseases and reinfection.

"We talk about oral sex -- which makes lots of people uncomfortable. But someone who's HIV-positive needs to know how to prevent reinfection.

The clinic sees an early intervention client every six months. Should T-cells drop below 500, but remain above 200, "we begin to see them every three months and begin anti-retroviral therapy -- AZT, DDI, DDC, or whatever is new and in the works."

Then, should T-cells drop below 200 "we might change anti-retrovirals

or start prophylaxis to prevent opportunistic infections," which are normally fought off by a healthy immune system but life-threatening to someone with a weakened system.

"We're finding we can keep people with low T-cells living longer and with a much higher quality of life," says Burian."

But for the HIV positive, the ideal situation is Rosie's: Using early treatment to keep progress of the virus in check and in that "early intervention" stage for longer periods of time.

What distinguishes AHF's services, Burian adds, is "that it's all under one roof.

"We don't send people all over the place, and we know that often entire families must deal with infection.

"Our location allows us to work with Children's Hospital, which is

right next door, to provide care for the entire family. We try to address the family as a whole."

At the same Hollywood site, AHF runs its Women's Clinic, the Richard Polanco Early Intervention Clinic, and the AHF Medical Group for the AIDS-Diagnosed.

Burian says her message to RTD personnel is simple.

"AIDS is not a dirty disease, Anyone who has been sexually active in at least the last 12 years should get tested. It's not something that only happens to gay men."

Says Burian, "We can treat early, and we keep patients healthier for a longer period of time. Get tested."

## Keeping Track of the Red Line



*Rail Equipment Maintenance staff have been doing a first-rate job ensuring that the trains will run safely. Poised on the floor from left to right are: John Scott, quality assurance supervisor; Eston Bakaimani, specialist; Paul Kelly, specialist; Suresh Shrimavle, engineer; Ed Smith, specialist; Joselito Suarez, specialist; Tony Pham, specialist; Conrad Santana, instructor; Alan Addie, specialist; Arnold Nacar, specialist; Gary Ross, specialist; Jim Jensen, quality assurance analyst; Glen Abraham, specialist; Dave Samsel, specialist; Linh Tran, specialist; Tim Porter, specialist.*

*On the stairs from left to right are: Shajon Thekkumkattil, specialist; Larry Mosqueda, supervisor; Gerardo Nebbia, specialist; Dave Kalasnik, manager; Rich Morton, superintendent; Mike Olivas, administrative analyst; Lupe Delgadillo, secretary; and Bill Haines, senior supervisor.*

# SCHEDULE CHANGES



**Boatner, Andrea E.**, from Data Technician - TCU to Equipment Records Specialist.

**Bojorquez, Diane T.**, from Customer Service Agent II to Senior Customer Service Agent II.

**Brar, Dalbir S.**, from Bus Operator (F/T) to Train Operator (F/T).

**Camagay, Alfredo M.**, from Stock Clerk to Storekeeper.

**Chandler, Mark E.**, from Cash Clerk to Equipment Records Specialist.

**Chapple, Dorothy R.**, from Stock Clerk to Equipment Records Specialist.

**Clifford, Richard C.**, from Systems Electronic Communications Technician to Systems Electronic Communications Tech. Leader.

**Denham, Melba E.**, from Customer Info Agent I to Passenger Relations Representative.

**Edwards, John D.**, from Property Maintainer B to Property Maintainer A.

**Estavillo, Ramiro**, from Service Attendant to Maintenance Specialist.

**Estrada, Patricia L.**, from Stock Clerk to Storekeeper.

**Gibo, Dennis M.**, from Mechanic "A" to Warranty & Equip Mechanic.

**Hall-Williams, Robin**, from Revenue Clerk to Cash Clerk.

**Klinkenborg, Roger L.**, from Mechanic "A" to Maintenance Specialist.

**Lewis, Charles R.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Lim, Isaac Seung**, from Schedule Maker II to Schedule Supervisor.

**Loredo, Armando R.**, from Senior Auditor to Assistant Inspector General-Mr & Investigator.

**McAdams, Ralph N.**, from Air Conditioning Technician to Air Conditioning Technician Leader.

**McCauley, Frances P.**, from Employee Relations Analyst to EEO Representative.

**Paez, Lena M.**, from Customer Service Agent I to Equipment Records Specialist.

**Penny, Marshall L.**, from Maintenance Assistant to Rail Body & Paint Repair.

**Perez, Luis**, from Electrician to Traction Power Inspector.

**Scales, Phyllis P.**, from Typist Clerk to Revenue Clerk.

**Sneed, Timothy M.**, from Electronic Communications Technician to Signal Inspector.

**Spatola, Anthony F.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Spencer-Bozeman, Brenda J.**, from Staff Assistant to Deferred Compensation Technician.

**Trujillo, Zenon**, from Electrician to Traction Power Inspector.

**Warner, Douglas B.**, from Stock Clerk to Storekeeper.

**Watson, Marvin L.**, from Typist Clerk to Clerk.

**White, Linda M.**, from EEO Representative to Employee Relations Analyst.

**Winet, Maury**, from Transit Police Officer (Trn) to Transit Police Officer.

**Yakemonis, Steven E.**, from Property Maintainer B to Property Maintainer A.

# SHIFTING GEARS



**Alexander, Gerald L.**, began with the District on May 03, 1969 and retired as a Bus Operator Full Time on August 31, 1992.

**Byrd, Alfred L.**, began with the District on December 17, 1974 and retired as a Mechanic "A" on August 02, 1992.

**Carter, Edward**, began with the District on August 09, 1969 and retired as a Bus Operator Full Time on August 10, 1992.

**Gray, Stephanie A.**, began with the District on June 28, 1981 and retired as a Bus Operator Full Time on November 05, 1991.

**Legans, John E.**, began with the District on August 23, 1969 and retired as a Bus Operator Full Time on August 31, 1992.

**Lopez, Javier**, began with the District on November 04, 1974 and retired as a Bus Operator Full Time on August 30, 1992.



## In Memoriam

**Casillas, Samuel C.**, began with the District on February 23, 1943, retired as a Mechanic and passed away on July 29, 1992.

**Cobb, Charles R.**, began with the District on August 26, 1967, retired as a Transit Operations Supervisor and passed away on July 13, 1992.

**Foley, John C.**, began with the District on June 16, 1975, retired as a Mechanic "A" and passed away on July 12, 1992.

**Greathouse, R.**, began with the District on September 28, 1966, retired as a Mechanic "A" and passed away on July 30, 1992.

**King, Leo W.**, began with the District on February 22, 1981, retired as a Bus Operator Full Time and passed away on July 14, 1992.

**Moreno, Hector M.**, began with the District on December 16, 1974 and retired as a Bus Operator Full Time on August 29, 1992.

**Myles, William**, began with the District on November 20, 1969 and retired as a Utility "A" on May 08, 1992.

**Paciolla, Jerome J.**, began with the District on November 02, 1968 and retired as a Bus Operator Full Time on August 31, 1992.

**Limon, Jose V.**, began with the District on June 03, 1959, retired as a Property Maintainer A and passed away on August 23, 1992.

**Smith, Donald E.**, began with the District on September 24, 1963, retired as a Bus Operator and passed away on July 16, 1992.

**Southard, William B.**, began with the District on November 16, 1946, retired as a Special Agent and passed away on August 10, 1992.

**Valdez, Rogelio**, began with the District on June 19, 1971, retired as a Bus Operator Full Time and passed away on August 29, 1992.

**Smith, Carl G.**, began with the District on November 17, 1961 and retired as a Mechanic "A" Leader on August 14, 1992.

**Thompson, Anthony L.**, began with the District on July 24, 1969 and retired as a Utility "A" on July 31, 1992.

**Van Hofwegen, Dorothy M.**, began with the District on April 21, 1969 and retired as a Cash Clerk/Assistant Cash Clerk Supervisor on August 29, 1992.

## BIRTHS

Born to Equipment Record Specialist Carol Kimbrough and her husband, Patrick Harger, a son, Stuart Marshall Harger. The tot made his debut on June 6, at 7:06 a.m. He weighed 9 lbs, 6 oz, and was 21 1/2 inches long at birth. The proud mom tells *Headway* that Stuart is her second son -- her eldest, Mitchell, is seven years old.



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# Joint Development Projects: What They Are, and Why RTD Works to Get More of Them

By Greg Davy,  
Sr. Comm. Rep.

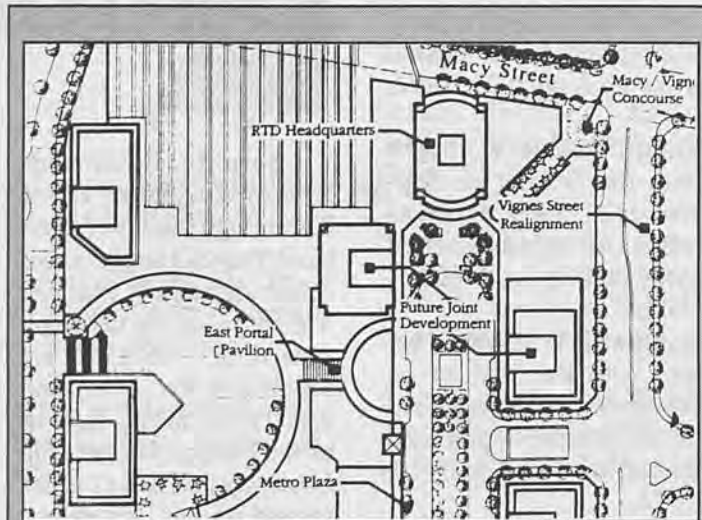
You scratch my back, and I'll scratch yours.

This bold saying encapsulates the main idea behind a joint development project. Company A provides a service, but could do it better if it had more money. Company B has the money, but could make even more if it used the services of Company A.

Recognizing each other's needs, Company A and Company B make a deal: Company B provides the money to Company A to help improve its service, and Company A's improved service will in turn help Company B become more successful. Working together, both companies contribute to making their community a better place.

With new transportation projects being planned and built at a rapid pace, RTD has recently taken the lead to initiate several joint development projects designed to encourage public transportation use in conjunction with sound community growth.

"Each project has its own purpose and role in the community," says Karen Heit, an RTD Supervising Planner who has been involved in several joint development projects for the District. "But the ultimate goal is to provide easier access to more public transportation users while simul-



## Update on the Gateway Project

Many of you have requested information on the progress of the Gateway Center, which will include a public transit center and the much-awaited headquarters building for the new MTA.

RTD's John Bollinger is the project manager for the more than \$350 million joint development project, which represents a three-year commitment by RTD and San Francisco-based Catellus Corporation to the development of the Union Station area.

He tells *Headway* that President Bush recently

taneously providing convenient cultural and business centers for those transit users."

An excellent example that is well under way is the Westlake/MacArthur Park Station Area Masterplan. This project calls for a \$70

signed legislation, that earmarks \$27.5 million for the public transit center portion of the project. Earlier the Los Angeles Transportation Commission had approved the first increment of funding for the center. When it is completed in 1995, estimates are that as many as 115,000 to 200,000 people a day will pass through a beautifully decorated public transit center served by various modes of transit.

Since the funding has been given the green light,

*Continued on page 27...*

million development above the Westlake/MacArthur Park Red Line subway station that would feature 220,000 square feet of retail space, 300 housing units and some medical offices.

"We like to think that this project, especially, is

an example of what the future of Los Angeles will look like," Heit says. "It's a beautiful community center where people can live and work, and the subway system is only steps away, encouraging people to use public transportation instead of cars.

"The hope also is that, once the project is built and functioning, it will be a catalyst to the revitalization of the rest of the area, which has fallen on hard times in recent years."

RTD Board member Nick Patsaouras, an advocate of joint development projects, points out that "by integrating life around public transportation, Los Angeles County has the opportunity to reduce automobile congestion and subsequently better our air quality, provide a more efficient land use pattern and create a better quality of life for all county residents."

The District's largest joint development venture is the Gateway Center Project, where the headquarters of the new MTA is likely to be. Not only will the Gateway Center serve as a hub for several modes of transportation, it will feature office, retail, and hotel facilities on the 67.5 available acres near Union Station.

The District is investigating a number of other

*Continued on page 27...*

joint development possibilities around some of its bus facilities. The Planning Department and RTD's Department of Local Government and Community Affairs are meeting with citizens in Venice and West Hollywood to discuss ideas for redeveloping Division 6 and Division 7 to make them compatible with their respective environments.

Planners are studying whether an alternative fuels fueling facility could be jointly built at the corner of Macy and Vignes streets next to RTD's Central Maintenance Facility. Owners of commercial vehicle fleets who need a place to fill their vehicles with alternative fuels such as methanol and natural gas would contribute to the cost of construction.

Transportation centers, built specifically to accommodate public transportation vehicles but also provide retail space, are being considered at various locations, including Location 24 in Van Nuys. RTD is meeting with the Van Nuys community and is conducting traffic impact studies to establish the feasibility of a transit center joint development in the Sherman Way and Van Nuys Boulevard area.

RTD has long considered the notion of connecting subway stations with retail outlets. In fact, when the stations were built, designers planned for this possibility by having knockout panels built into the station. Knockout panels are designed so that the panel can be removed at a later date without endangering the structural integrity of the

groundbreaking could come as soon as this January or February, says Bollinger, who also oversaw the construction of the Long Beach World Trade Center.

However, financing for the headquarters building, which will include the Transit Police headquarters, an upgraded and expanded bus operations control center, and a childcare center, is not included in this initial funding package.

"Presently we're preparing and reviewing the Environmental Impact Report (EIR) for the headquarters building and expect to present it to the RTD Board for certification at the end of October," he says. "If it is certified, it will enable the Board to go ahead and obtain financing for that

station. Three separate joint development projects are being explored with merchants adjacent to the Metro Center Station at 7th and Flower streets in downtown Los Angeles.

part of the project."

Bollinger says that he continues to put in long hours on the project.

"I have a personal commitment to see it through," Bollinger says seriously. "The success of this joint development project will help encourage the commitment and involvement of developers and tenants in other cities."

"I had a vision from the outset," he says about the Gateway Center. "I try to focus ahead on aspects that move us forward."

Bollinger is particularly excited about the decor of the transit center, which will feature "substantial participation from the community in terms of the cultural, historical and artistic spirit representative

of the peoples in the community."

"I want this project to be tied into the history of L.A. and Union Station," he says.

The development of the project, which comes at the height of the Rebuild LA effort will spark hundreds of jobs. "We have a major thrust for minority participation in design and construction. The RTD has set high goals in DBE participation."

Bollinger says the public obviously can't see the building of the subway going on beneath the city, so the very construction of this project will signal the first outward manifestation of Los Angeles' new public transit system.

We'll keep you posted.

When it is properly planned, Heit says, a joint development project can be the ultimate "win-win" situation. "Many other cities show the spectacular results of joint development

projects like the ones we're pursuing," she says. "Washington D.C. is a sterling example of a city much of whose recent development has revolved around its transit system. And people love it."

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## What's New with the Trolleybus Program?

**F**unding for two demonstration electric trolleybus lines has been approved by the Los Angeles County Transportation Commission. Line 30/31 and a second line in Long Beach on Anaheim Street are slated for the initial conversion, according to Al Perdon, RTD's director of transit systems development. Perdon oversees the District's trolleybus program.

Nadeem Tahir, project manager, says that the administrative draft of the Environmental Impact Report (EIR) is now in circulation and will be distributed publicly around October 23. Final engineering and design leading to construction is set to begin within the month.

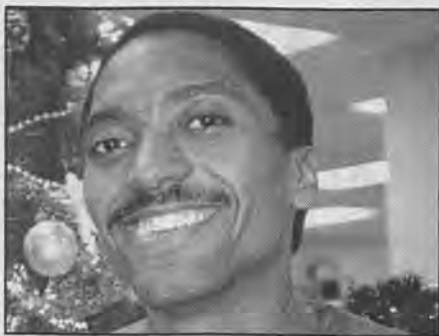
The electric trolleybus is expected to make a significant contribution to cleaner air in the Los Angeles basin.



*Pictured above are Marta Maestas, RTD's public affairs representative who was recently assigned to the ETB project and J.C. Flores, a public information officer with the AQMD. The two are standing in front of a typical ETB installation, which was displayed in AQMD's lobby during Rideshare Week in September. Planning's Twan Le created the model.*

## Another Play for MIS' David Lindsey

*Local critics give his work, now playing at the Burbage, a thumb's up!*



**R**TD's David Lindsey (featured in our February, 1992 issue) who, by day writes computer programs in the MIS Department, and at night, plays for the stage, is well on his way to stardom. A second production, written by the programmer analyst and

now playing at the Burbage Theatre in West Los Angeles, has won critical acclaim by local reviewers.

Called *Avenging Angel*, his latest work is the story of a "psychotic gangbanger" who returns to his neighborhood after nine years in prison. The story is a portrait of a family's struggle to interact -- of Angel who can't say no to a return to violence and of his cousin, a college grad who's trying desperately to get out of the neighborhood.

Says *L.A. Weekly* which listed it as a pick of the week, "This is a starkly honest play worth seeing." *Dramalogue* writes that "the issues involved in the play are currently tearing the nation apart and demand our

immediate attention."

"Lindsey has a more original, and perhaps more truthful, resolution to this contemporary reflection on good and evil," the review says.

Says Lindsey, simply, "I'm happy."

The reviews are his first; a previous play, called *Dream Gone Wild*, was selected through the Mentor Playwright Project for a limited run at the famed Mark Taper Forum.

*The address of the Burbage Theatre is 2330 Sawtelle Blvd. You can purchase tickets at the door for \$15. Avenging Angel runs Thursday, Friday, and Saturday nights until November 14.*

## Captain Conte

... continued from page 13

economically the poorest," he says. It was also the hardest hit in the April unrest, with 292 buildings damaged or destroyed. But the spirit of those who live in the area was similar to what he experienced at the 77th Division years ago.

"You can become burned out," he says, of the constant criminal activity. "But the people who live there really welcomed our response. They were big supporters of an increased budget. I got a keen sense of being appreciated."

Conte credits a teacher for steering him down a law enforcement career path. "I joined to stay out of trouble," he laughs, remembering the turbulent times he and his group of friends shared in their blue-collar neighborhood. "And the guys I hung around with all managed to land good careers -- some are teachers, one is an attorney, the other is a consultant."

He attended East Los Angeles College and obtained his bachelor of science degree in criminal justice at California State University, Los Angeles. He also holds a master's degree in public administration from the University of Southern California.

Six years after joining the LAPD as a patrol officer, Conte made sergeant and was assigned to the elite Metropolitan Division. He was one of 65 hand-picked officers. It was there, he says, that he made some long-lasting friends. And some memories.

"I remember doing stakeouts at three in the morning at the bank," he says.

Next came that assignment at the 77th Division, which was during the years that the selling of rock cocaine mushroomed. "No question about it," he says, when asked if there is a connection between the advent of cocaine and gang violence. "It was the major contributor to the increasing violence among black gangs" he says. "We had the expectation back then -- in the 70s -- that it was going to be a major

problem."

A series of promotions followed -- to lieutenant in the training section, to watch commander at the Newton Division, and to a series of detective and administrative assignments in narcotics, vice and intelligence.

"The higher I went, the more I liked it," he says.

He was eventually promoted to captain of the Harbor Station in San Pedro.

In August 1989 after achieving "captain 3 status," he assumed command of the Newton Division. In June he won a position with the Transit Police.

Conte, who oversees Transit Police patrol operations, gives high marks to Chief Sharon Papa. "The credit goes to the Chief," he says, without hesitation. "She's been a bold leader -

- there's no hidden agenda with her. Her leadership has brought much credibility to this agency."

Conte, in fact, knows eight or nine Transit Police officers, who have come from the LAPD. One of them is Captain Sam Dacus, who was his detective partner back in 1968.

"I'm impressed that Transit Police is one of the few organizations in the state that is hiring," he says.

When he's not reading reports or walking a footbeat, you'll find him at home "boogie-boarding," his favorite pastime.

Conte and his wife, Joanne, who teaches special education, have two children; their son is in his junior year at USC and their daughter is in her senior year at Huntington High. "They're great kids," says Conte, smiling. "I'm really very fortunate."

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# COMMENDATIONS



*Joe Eiland of Los Angeles is RTD's Operator of the Month for July. A 17-year RTD man, the Division 5 operator has earned a 16-year safety award and has accumulated a total of 90 merits, the most merits attainable. He has maintained an excellent attendance record and has never been late for an assignment. He currently drives Line 111 along Florence Avenue.*

*He and his wife, Janas, have three children, two daughters, Jessica and Stacy, and a son, Javas. In his spare time, Eiland enjoys fishing, horseback riding and watching football on television. He also works with the senior members of his church. When he retires, he hopes to work with young people and teach them about careers in transportation.*

## Introducing the Award-A-Shelter Program

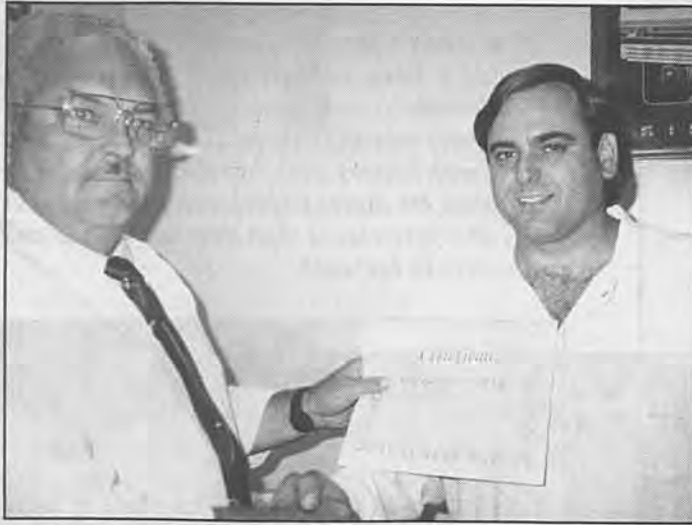


Hat's off to **Thomas Yee**, a mechanic A in the Midlife Section who was chosen Employee of the Month for July because he is doing an outstanding job in training his co-workers and working on Neoplan buses. He is one of a few mechanics capable of working on all different jobs in the Midlife program, says CMF Production Manager **John Rivenas**.

"If it wasn't for the people I work with, I wouldn't have earned this," says **Melvin Henderson**, a mechanic A in the Electrical Shop, who recently clinched CMF Employee of the Month honors. He was selected because he performs his duties in an outstanding manner and demonstrates a high degree of pride and initiative in his work.



Kudos to **Annette Goodlett-Owens**, a typist clerk in equipment maintenance. She was named CMF Employee of the Month for July because she works diligently, accurately, and is very knowledgeable about office procedures. She has compiled an excellent attendance record and has good rapport with management.



*Mechanic A Michael Palmer was chosen CMF Employee of the Month for July because he is an excellent mechanic who takes pride in his work. The 13-year RTD veteran says, quite simply, he likes the work he does. He works in the Running Repair Section. He is pictured with his boss John Rivenas, who offers congratulations.*



*Information Operator of the Month honors go to Frank Sahlem, who has held the title on three previous occasions. He is a very conscientious worker and a definite asset to his department. Sahlem is an avid reader and writer of poetry. He and his wife, Lynn, enjoy their life together and spend a great deal of time working on peace and justice issues. Currently, they are planning for the adoption of a child.*



*Congratulations to Kathy Lau, Human Resources' Employee of the Quarter. The Temple City resident, who is the RTD's travel technician, won accolades for her-quick thinking during this summer's airline fare reductions. According to her boss, Diane Talton, the four year-veteran went in to her travel computer system and changed everybody's existing ticket to match the lowest available price. Many travel agents did not do this for their clients. Lau, whose husband works for the Department of Water and Power, saves District employees about \$400 per ticket by looking for the lowest available fare. "I have a wonderful boss," she says, smiling. "She keeps me going!"*



# Introducing the Adopt-A-Shelter Program

By Bill Heard  
News Bureau Rep.



*Masks and gloves in place, students from Huntington Park High School scrub graffiti off a bus shelter ceiling. The Adopt-a-Bus-Shelter program is sponsored by the RTD.*

Angelica Yocupicio, 15, and Raul Juarez, 16, attend separate high schools, have their own sets of friends and are involved in different extra-curricular activities, but they have one interest in common. They are working with the RTD to clean up their neighborhoods.

The high school juniors, summer interns in the Local Government and Community Affairs Department, are among several hundred youngsters who participate in the District's "Adopt-a-Bus-Shelter" program at four area high schools. Members of Youth Community Services and other clubs at Huntington Park, David Starr Jordan, Washington Preparatory and Manual Arts high schools have worked alongside Angelica and Raul to attack the graffiti and vandalism that damages bus shelters.

How do they get kids to join them in what can be a dirty, messy task? "We tell them they should be proud of their neighborhood," says Angelica, a student at Huntington Park High. "They should represent their neigh-

borhoods by doing something positive."

She and a group of kids, that at times has numbered 40 or more, scoured a local bus shelter this spring until it almost sparkled. Their work

drew favorable comment from bus passengers and nearby merchants.

Several times after school this year, the RTD sponsored cleanup events at bus shelters near the four high schools. Operators and maintenance employees from Divisions 3, 5 and 18 provided cleaning materials and pitched in to work with the kids.

"Getting down to the nitty-gritty was the next logical step in our graffiti and vandalism program" says Bill Gay, public affairs representative. "First, we had operators and service attendants making presentations in the schools. We also brought the kids to the divisions to see how hard we have to work to remove graffiti from our equipment."

Gay, who recently transferred to the District's electric trolleybus program, had wanted to extend the Adopt-a-Bus-Shelter program to Bell High School in southeast Los Angeles,

*Continued on page 35...*



*Leaves and trash that had littered a bus shelter area go into the rubbish as students from David Starr Jordan High School near the end of a cleanup project. The RTD is seeking to expand its Adopt-a-Bus-Shelter program to other schools.*

# The Realities of Long - Term Care For The Elderly

by Cheryl D. Brown,  
Dependent Care Coordinator

Current statistics show that about 80% of people over 65 years old are healthy enough to carry out their normal activities, and that only about six to eight percent of the aged are living in long-stay institutions (nursing homes, mental hospitals, or homes for the elderly).

Typically, those 85 years of age and older deal with institutionalized care in a nursing home as a fact of life. These senior citizens often live with chronic health conditions and are dependent upon formal and informal caregiving systems to remain as independent as possible. For these individuals long term care is a major life event which has a social and financial impact.

A significant number of working adults are currently involved in the care of an older person and are personally feeling the impact. Many are asking themselves: "How can I avoid the devastation that long-term care presents?" — or simply - "Who will take care of me?" Clearly, there are no easy answers, but it is important that we become aware of the issues surrounding long-term care and the resources available to provide assistance.

To promote awareness of these eldercare issues, RTD's Human Resources Department has invited a representative from the Long Term Care Ombudsman Program to provide noon-time Eldercare workshops available to all employees. The Long Term Care Ombudsman program consists of concerned community members who are willing to advocate for the rights and dignity of residents in nursing homes and community care facilities.

The Ombudsman investigates complaints; promotes community awareness of needs of residents; and

answers questions about long term care and other related services.

Specifically, the Ombudsman is trained to resolve problems relating to:

- Residents' Rights
- Dietary Concerns
- Legal Concerns
- Financial Problems
- Quality Care
- Medical Care
- Abuse

Learn how the Ombudsman program can help you to improve the quality of life of your loved ones who may be in long term care facilities. Learn how to avoid problems *before* they occur. Classes may be scheduled at your convenience!!



## OMBUDSMAN PROGRAM

If you or someone you know is concerned about the quality of life and care for someone in a nursing home or a community care facility — attend the NOON-TIME ElderCare workshops scheduled for:

TUESDAY - NOVEMBER 10, 1992  
RTD HEADQUARTERS BUILDING  
5TH FLOOR, CONFERENCE ROOM "I"  
11:30 A.M. - 12:30 P.M.

TUESDAY - NOVEMBER 17, 1992  
TUESDAY - NOVEMBER 24, 1992  
RTD HEADQUARTERS BUILDING  
5TH FLOOR, CONFERENCE ROOM "A"  
11:30 A.M. - 12:30 P.M.

If you are unable to make the workshops that are scheduled on these dates and times, or if you would like to have a class at your worksite, please call Cheryl Brown at (213) 972-7155.



**de-moc-ra-cy** \di-'mäk-rə-sē n., 1. a government in which the supreme power is vested in the people and exercised by them directly or indirectly through a system of representation usually involving periodically held free elections.

—Webster's Ninth New Collegiate Dictionary

# CELEBRATE DEMOCRACY: EXERCISE YOUR RIGHT TO

# Vote



## Adopt-a-Shelter

... continued from page 33

Crenshaw High in South Central and Garfield High in East L.A. -- all target areas for graffiti and vandalism.

His former colleagues in Local Government are following through with those plans.

Pete Serdienis, manager of stops and zones, applauds the Adopt-a-Bus-Shelter program. He notes that the RTD is responsible for maintenance of almost 20,000 bus stops in its region, of which an average of almost 3,000 must be replaced every year. About 2,000 of those are damaged by vandalism or graffiti.

"Graffiti breeds graffiti," he says. "Taggers and gangs compete by marking over each other's graffiti. Keeping shelters and the area around the stops clean gives a better image to public transit and many discourage tagging."

Raul and his friends at Jordan High believe in keeping their neighborhood clean, and this spring they had an unplanned opportunity to test their convictions. Fires, vandalism and looting scarred the buildings and homes around their school and the nearby bus shelter. Plans to clean the bus shelter suddenly expanded to the entire street.

Some 150 teenagers and 40 adults formed a dozen teams and, with brooms, rakes, paint rollers, rags and cleaning solution, attacked the damage. They swept up debris, threw piles of rubbish into trash bins, cleaned walls and painted over graffiti. In just

one afternoon, the area was clean.

"Everybody was really happy to help," recalls Raul. "We had never seen our surroundings that nice."

While Raul and Angelica actively support the RTD's Adopt-a-Bus Shelter program and its emphasis on getting high school kids involved in cleanup activities, they think the long range target must be elementary school pupils.

"To stop graffiti, you have to go to the little kids," says Raul, who, along with other YCS members has spoken in classrooms at Weigand El-

ementary School near Jordan High.

"They learn from their elders," Angelica adds. "It's difficult to get through to the older kids who may already be doing graffiti."

In fact, some teenagers are puzzled about why Angelica, Raul and their friends take the trouble to clean up graffiti they didn't cause.

"You owe it your community to help," Angelica explains. "You have a responsibility to your community. And, time flies when you and your friends are working together."

## Far From Roughnecks



The RTD recently participated at a joint rideshare fair with Santa Fe International and Brown & Root Braun, both Alhambra-based oil drilling equipment companies. The employees pictured above are design engineers and not those who work on the drilling rigs. Shown here providing transit route information is Ed Langer from RTD's Corporate Transit Partnership.

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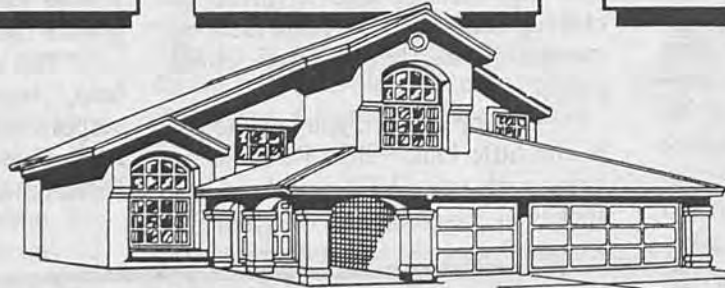
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## FREE INFORMATION

Real Estate Broker/Cal. Dept. of Real Estate and Licensed under  
Dept. of Corporations.

## Richeson Resigns

... continued from page 11

choir. He does not regret leaving California.

"I was never enamored of the Hollywood scene," he says. "In Prescott, I can see an antelope out my door at ten in the morning."

Earlier in life, Richeson served six years in the Air Force, where he says, jokingly, "I held a top secret clearance and was privy to briefings that I read in *Time* magazine the week before."

*Headway* wishes him well in his newest venture.

---

## New Board Member Ryan

... continued from page 8

"The RTD didn't belong to anyone. It was an orphan in the storm -- nobody's baby."

Ryan says even though he is a rail buff, he knows full well that the agency can't devote all of its funds to the building of new rail lines. "They can't put all the cash in the new system," he says, emphatically. "If that emphasis (rail over bus) happens, its going to be a real tragedy."

Ryan wants the RTD to use tokens, rather than cash fare. He would like to eliminate transfers, and see one flat fare charged for riding the bus.

He has been a member of the regional and state coastal commissions and was appointed by Governor George Deukmejian to the State of California Board of Control in 1983.

Ryan is the vice-president of the Los Angeles West Mosquito Abatement District.

His wife, Jo, is the city clerk of Rancho Palos Verdes. Besides his son, he has two other children: his daughter is in her first year of medical school at Michigan State University, and his younger daughter is a graduate of the University of California, Riverside and is working as an emergency medical technician.

## Torres Honored

... continued from page 15.

trol the future of a complex industry they can only presume to know. I plan to be a part of transit's future," he said.

Torres was born in Cale, Colombia. When he was three years old, his

---

## Transit Police

... continued from page 12

without making service stops.

Officers Cody and Burdick stopped the bus at Wilshire and Highland and apprehended the suspect, who was still armed with the steering wheel lock. The suspect was booked for kidnapping and for two outstanding \$10,000 felony warrants.

Fifteen minutes later, P.M. Watch Officers Griego, Wedemeyer, Curiel, and Sean Richardson arrested two men for attempted strongarm robbery at 7th and Hill. **Division 6 Operator Evan Hale** reported that the two men had demanded his money as he made his service stop. Hale replied that he had no money, and the two men punched Hale and ripped his uniform shirt pocket off before exiting the bus.

Officers Griego and Wedemeyer drove up and Wedemeyer detained one of the suspects immediately. Bystanders pointed out the remaining suspect to Officer Griego, who went into foot pursuit, but lost the man in an alley. A perimeter was set up to search for the outstanding suspect, who was later caught by officers Curiel and Richardson after he climbed out of a trash bin and again tried to run away. Both suspects were booked for attempted robbery.

That same evening, **Investigator Frias and Officer Trulock** responded to a silent alarm on a southbound Line 45 bus driven by **Operator Connie Soto**.

The officers stopped the bus at

family moved to the United States so that his father could enter college.

Golf, camping, hiking and bicycling are among his hobbies. He and his wife, Rhonda, have a daughter, Catrina.

Says Torres, "I like the work and I like the direction we're headed -- with the combination of rail and clean-air buses.

Olympic and Broadway and officers Royster and Winet contacted Operator Soto, who pointed to a man sitting in the rear of the bus. Soto said the man had boarded her bus at Broadway and Seventh, then had grabbed her wrist and applied pressure causing severe pain to Soto. The man let go of Soto, pushed a female passenger and sat down. Officers arrested the man, who was on parole for assault with a deadly weapon.

On August 25, **Officers Rick Curiel and Sean Richardson** received a radio call of a man with a knife aboard a bus at Wilshire and Fairfax. They arrived and took the man into custody without incident. Further investigation revealed that the man had attempted to rob a passenger at knifepoint before walking away down the aisle of the bus, apparently dazed. The man displayed symptoms of drug intoxication and was transported to a hospital prior to booking.

GHOST officers recognized a known NBT gang member as he boarded an RTD bus in South Central Los Angeles. Officers Noya, Plazola, and Wells had received information from other GHOST officers that the suspect was wanted for outstanding warrants as a result of providing false information to officers during a previous arrest. The officers apprehended the suspect, who was booked for two warrants totaling \$10,000 in bail.

Your Transit Police Department encourages your continued cooperation in the effort to provide a safe environment for our passengers and employees.

# RECREATION NEWS



9:30 A.M. until 2:00 P.M.

<u>Oct.</u>	<u>Loc.</u>	<u>Nov.</u>	<u>Loc.</u>
19	4	2	16
20	12	3	8
21	11	4	15
22	2	5	7
23	1	6	5
26	Maint. Day	9	18
27	10	10	2
28	3	11	14
29	CMF	12	12
30	9	13	11
		16	1
		17	10

## October

- 24 UCLA vs Arizona State \$11.00  
USC - Washington State
- 30 David Sanborn - Universal \$23.00
- 31 Ice Capades - Forum Super Specials \$15.50  
Loge seats for \$7.00

X X X X

## November

- 7 UCLA vs Oregon State \$11.00
- 8 Lakers vs Sacramento \$14.50
- 14 USC vs Arizona - Tailgate party \$18.00
- 14 WWF Wrestling \$18.50
- 14 Kings vs Edmonton Oilers \$20.50
- 17 Clippers vs Detroit \$19.00
- 19 Clippers vs New York \$13.50
- 19 Kings vs Chicago \$17.50
- 20 Lakers vs Chicago \$14.50
- 21 Ballet Folklorico De Mexico - Shrine 8:00 P.M.  
\$40 orchestra tickets for \$34.50

X X X X

Need new calendars or Dayrunners systems books. A large variety of items along with Halloween and Christmas novelties, decorations and gift items available at fantastic savings in the Employee Store.

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; Cineplex Odeon \$4.75

X X X X

### Mobile Unit Schedule

The mobile center operates Monday through Friday from

X X X X

Hard to believe but Christmas is just around the corner. Start thinking about your See's Candy purchase order forms which will be available November 1. They are due back to Employee Activities with payments by November 20. Grandma's Fruit Cake will be available just in time to enjoy for Thanksgiving and Christmas. Employee Activities will also be selling selected Ethel M chocolate products and hand made holiday gift baskets.

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.

## About the Cover

... continued from page 3

face looked blank and his body was totally limp."

"I just grabbed him and tucked him under my arm."

Ernest Scotti, who's unmarried, then "ran like mad down the street and burst into a doctor's office, yelling for help." The doctor flipped the baby over, patted his back, and then ran with the little guy next door to the Sherman Oaks Hospital Emergency Room.

Scotti's quick actions saved the little one's life. His passengers, some of whom he's transported for the 12 years he's driven for RTD haven't stopped praising their hero.

"As soon as I get back from vacation," Scotti tells *Headway*, "I'm going to take a CPR class."

# Open Enrollment is Here Again!

*This is the time when many employees get chance to modify medical policies*

*by Ann Craver,  
Pension and Benefits*

**O**pen Enrollment 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 into one of the other medical and/or dental plans for Calendar Year 1993. 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 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 during the month of December from the 1st through the 18th with no exceptions.

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

*Wednesday, December 2 at 9:00 a.m.*  
*Wednesday, December 2 at 1:30 p.m.*  
*Wednesday, December 9 at 9:00 a.m.*  
*Wednesday, December 9 at 1:30 p.m.*

Further information can be obtained by calling Ann Craver at (213) 972-7186 or Ext. 2-7186.

## **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, 1993. Information packets will be mailed in January to all employees and eligible retirees. Please be sure Benefit Programs Administration has your current address. All enrollment changes made by TCU employees during the Open Enrollment period will be effective March 1, 1993. Further information can be obtained by calling the Administrators Office at (800) 427-5342 or (818) 442-5342.

## **Amalgamated Trust Union Health and Welfare Trust Fund**

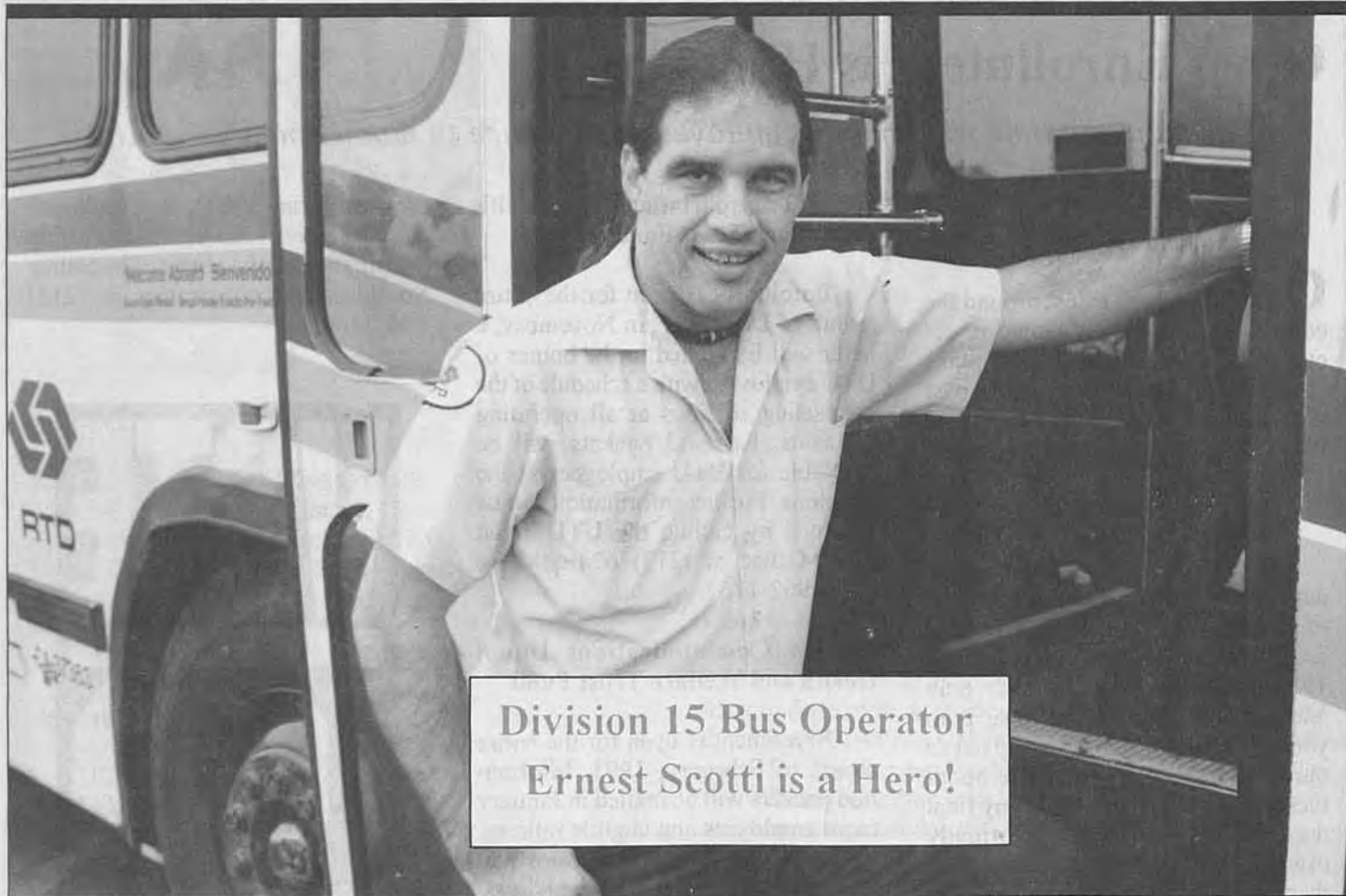
Open Enrollment was held during the month of June 1992. All enrollment changes made by ATU employees during the Open Enrollment period were effective July 1, 1992. Questions regarding ATU coverage can be answered by calling the Trust Fund Office at (213) 383-1277.

## **Teamsters Union Security Trust Fund**

Open Enrollment was held during the month of May 1992. All enrollment changes made by Teamster em-

ployees during the Open Enrollment were effective June 1, 1992. Further information can be obtained by calling Southwest Administrators at (213) 386-3300.





**Division 15 Bus Operator  
Ernest Scotti is a Hero!**

# HEADWAY

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

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

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