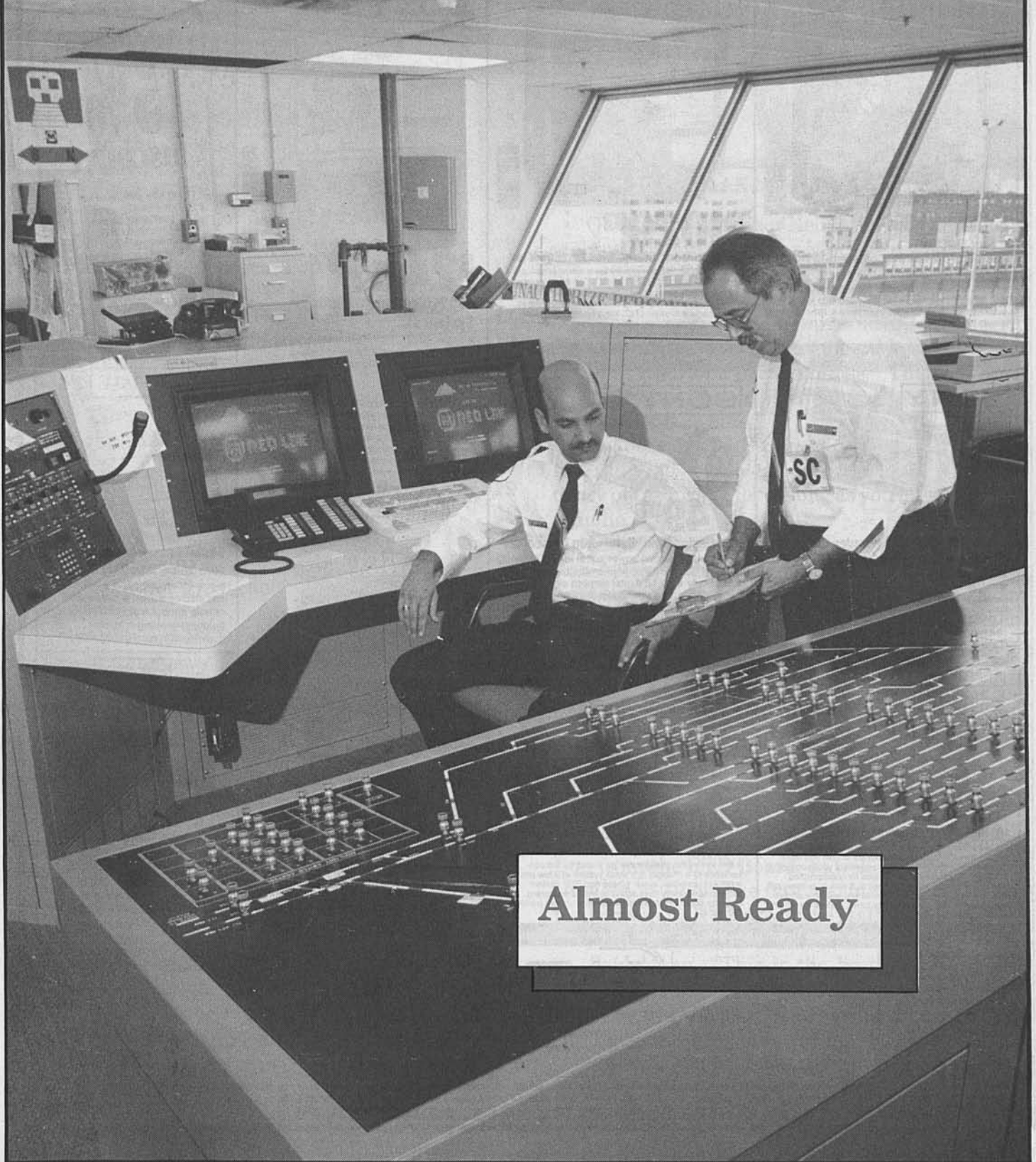


# HEADWAY



Almost Ready

# L.A. TRONICS OFFERS R.T.D. EMPLOYEES EXTRA DISCOUNTS\* ON OUR ALREADY DISCOUNTED PRICES!

**TOSHIBA**



**\$399<sup>97</sup>**

**26" Color TV Monitor Sound and High Resolution Picture**  
 • built-in MTS (stereo reception capability with 5-watts/channel audio speakers) • high resolution (up to 600 lines) picture tube with audio video input jacks • 181-channel compatible tuner • remote control • parental channel-lock CF-2666 (1026668)

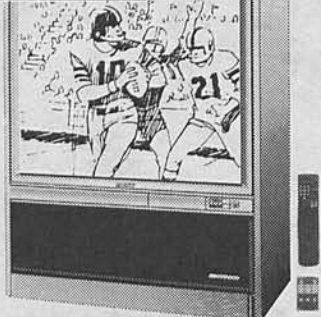
**SONY**



**\$1029<sup>97</sup>**

**32" Trinitron® Stereo Monitor/Receiver**  
 • Trinitron Microblack™ picture tube • stereo broadcast reception • surround sound • A/V window with cursor control • cable-compatible Express Tuning™ system • channel caption/channel guide • direct video/stereo audio inputs • S-Video (T/C) input for high resolution video sources • variable level audio output • 1-event on/off/timer/channel block (1032032)

**SONY**



**\$2487<sup>97</sup>**

**46" Projection Pro Optic™ System TV**  
 • Super-Brite High Resolution Image  
 • Advanced Digital Picture-In-Picture  
 • Stereo Speakers Powered by 22 watts/channel  
 • 2 Remotes

This Super-Brite Advanced TV has a high resolution image, improved clean whites & lifelike color. Has MTS decoder and dbx noise reduction for higher audio fidelity. This Sony has split screen or inset picture and can exchange left/right split. Full on-screen control system and 2 remotes for total control. (1246035)

**Additional 5% DISCOUNT**

on any purchase on our already discounted prices.  
 • Coupon for RTD employees only  
 • Must present a valid RTD employee card to take advantage of discount • Coupon Expires 12/24/92

We carry a great selection of Sony - Hitachi - JVC - Toshiba and Panasonic products

**SONY**



**\$569<sup>97</sup>**

**Handycam® 8mm Camcorder with 8:1 Power Zoom Lens**  
 • low light sensitivity down to 3-Lux illumination • high speed shutter for taping fast moving subjects • wireless remote control • 8:1 power zoom with macro focusing for dramatic close-ups or panoramic long shots • date/time recording to superimpose the date or the time directly on your recording (2025201)

**SONY**



**\$749<sup>97</sup>**

**New Design 8mm Handycam Camcorder**  
 • 8:1 variable speed power zoom lens • new-compact design makes this product very easy to hold steady • 10-bit digital camera signal processing • 2-Lux minimum illumination • 3-mode program auto exposure • high speed shutter • flying erase head • full function wireless remote control (2025310)

Fine Selection of Camcorders at discount Prices

**KENWOOD**



**\$699<sup>97</sup>**

**100 Watt/Ch System with 5 CD Rotary Changer**  
 • this system has it all • 100 w/ch amplifier combines with large 3-way 12" bass reflex speakers to give you room filling sound • the 5-disc CD changer lets you program up to 20 tracks from any of the 5 discs for uninterrupted listening • 7-band graphic equalizer & spectrum analyzer makes it easy to get just the sound you want • includes high speed dubbing deck, digital tuner, matching rack and remote control (3040411)

**aiwa**



**\$469<sup>97</sup>**

**Mini System with Unique 3-Disc-Rotary Changer**  
 • this innovative changer design allows for the convenience of a changer in a small system at a low price • 30 w/ch amplifier, super T-bass and BBE system provide remarkably high definition sound • dubbing cassette deck with dooby NR • wireless remote control (3045350)

Complete HiFi department featuring Yamaha, Kenwood, JVC, Infinitt and Boston Acoustics

**LEADING EDGE®**



**\$899<sup>97</sup>**

**386 SX-20 MHz**  
 PRICE INCLUDES VGA MONITOR  
 • 32 Cache memory • 2 MB RAM memory  
 • 85 MB hard drive • 1.2 MB 5 1/4" floppy drive • 1.44 MB 3 1/2" floppy drive • 1 parallel port • 2 serial ports • 14" color VGA monitor • enhanced 101 keypad  
 • MS-DOS 5.0, • Windows 3.1 • Microsoft Works for Windows • 1 year on-site warranty (6610202)

**PHONEMATE**



**\$59<sup>97</sup>**

**Digital Answering Machine with Voice Time/Day Stamp**  
 • one-touch operation • voice assisted operation • beepless remote control • digital chip for outgoing greeting • memo/conversation record (6033721)

**AT&T**



**\$139<sup>97</sup>**

**10-Channel Cordless with Speakerphone**  
 • clarity plus™ for sound quality  
 • 2-way paging and intercom  
 • 9 number memory • digital security • portable coding cradle included (6022550)

**Price Guarantee!**  
 If You CAN Find A Lower Price, We'll Beat It By 30% Of The Price Difference, Even Up To 30 Days After Your Purchase.  
 After Purchase we'll refund the difference plus 30% of the difference. Must be from a retail store in L.A. or Orange County. Some exact condition. Subject to verification of the lower price and availability L.A. Tronics price guarantee does not apply to cellular phones.

**L.A. TRONICS**

Simply the BEST PRICES on brand name electronics

**WEST HILLS**  
 6751 Fallbrook Ave.  
 (corner of Fallbrook & Vanowen)  
 (818) 716-8111

**ENCINO**  
 17821 Ventura Blvd.  
 (west of White Oak)  
 (818) 344-4104

**TORRANCE**  
 22724 Hawthorne Blvd.  
 (south of Sepulveda)  
 (310) 373-2020

**PASADENA**  
 3660 E. Foothill  
 (corner of Rosemead & Foothill)  
 (818) 577-4444

**HUNTINGTON BEACH**  
 9901 Adams Ave.  
 (corner of Adams & Brookhurst)  
 (714) 964-4400

**WEST L.A.**  
 12121 Pico Blvd.  
 (corner of Pico & Bundy)  
 (310) 820-8444

• No phone quotes. Sales subject to inventory • Prices effective November 1st thru November 30th, 1992 • \*Pictures do not necessarily represent the ad items\* TV's are measured diagonally  
 • Some advertised items not necessarily available in all stores • \*Not responsible for omissions & typographical errors\* • Check details at the store. • Limited time offer.

**ALL STORE HOURS: Mon.-Fri. 10 a.m.-9 p.m., Sat.-Sun. 10 a.m.-6 p.m.**

Charge It Today!  
 On Your L.A. TRONICS Charge Card

**L.A. TRONICS**

- Revolving Line of Credit
- No Annual Fee
- No Down Payment
- Low Monthly Payments
- Interest Free Grace Period

# TABLE OF CONTENTS

A Word from the General Manager . . . . .	4
Brenchley Steers to a 10th Place Finish . . . . .	4
Employees Make Metrolink Debut Success . . . . .	5
RTD to the Rescue . . . . .	6
RTD Asked to Test Fuel-Cell Technology . . . . .	7
DBE's Pat Padilla Honored . . . . .	8
RTD Trains Braille Teachers . . . . .	9
Major Civic Organization Salutes District . . . . .	9
Workers' Comp Costs Top \$90 Million . . . . .	10
The Winner's Corner . . . . .	10
RTD Bus Timetables Get Facelift . . . . .	11
Lighterweight Bus is on Horizon . . . . .	12
A Haunted Headquarters Halloween . . . . .	13
Public Commendations . . . . .	15
Scheduling Changes . . . . .	17
Shifting Gears . . . . .	18
In Memoriam . . . . .	18
Quality Service Goes to Division 7 . . . . .	19
Flag Flies at 9 . . . . .	19
Back in Business . . . . .	20
Commendations . . . . .	21
Single Father Households . . . . .	26
By George . . . . .	30
How to Market RTD to Those Who Don't Ride . . . . .	31
Recreation News . . . . .	34



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

## A Tribute to Kenneth Hahn



*Marvin Holen and Kenneth Hahn*

Outgoing Supervisor Kenneth Hahn, affectionately referred to the father of public transportation in Los Angeles County, was honored November 12 at a regular meeting of the RTD Board of Directors.

"You are in truth a humanitarian," Marvin Holen, RTD Board president told the gracious Hahn in front of a packed house. "The only other time this boardroom is filled is when there is a threatened fare hike."

Echoed Charles Storing, RTD Board vice-president: "Anyone who can hold the trust and confidence of the people for as long as you have is second to none."

Hahn, who spearheaded the passage of Proposition A, the half-cent sales tax that provided better bus service, listened as RTD Director Evan Anderson Braude praised his commitment to the citizens of Los Angeles.

"I have grown up listening to how you and Glen Anderson (Braude's father) won the west. Your son, Jimmy, and I were in the city attorney's office together," said Braude. "I wanted to congratulate you on your many years of public service. You are a friend of all the people. I wish you a long and happy retirement."

Holen then presented Hahn with a proclamation from the RTD Board, as well as a farebox last serviced in 1969. The farebox, incidentally, is typically given to RTD executive staff members when they retire.

Said Hahn, "This is the best board I've ever worked with."

"The workhorse of transportation are the buses," nodded Mas Fukai, Hahn's appointee, as applause broke out in honor of the man responsible for it all.

# A Word from the General Manager



**I** am very proud to report that the dedication of talented RTD employees once again has put the District in the national spotlight.

The South Coast Air Quality Management District, recognizing RTD's leading role in the research and devel-

opment of alternative fuels, has informed our Maintenance Department that it wishes to have the District test one of three buses to be powered by a phosphoric acid fuel cell.

Fuel cells are yet another up-and-coming method of powering buses and cars without the smog we normally associate with gasoline and diesel. The U.S. Department of Energy has researched fuel cells extensively in recent years. The cells have gained more attention as their efficiency has improved.

The demonstration project, co-sponsored by the DOE and AQMD, is scheduled to begin in 1994. RTD was chosen not only for its outstanding record in the testing of other alternative fuels, but because it has an Emissions Testing Lab that will be extremely useful in measuring emissions from fuel-cell buses.

Exactly what is a fuel cell? Instead of providing power through combustion or a common battery chemical reaction, a fuel such as methanol or compressed natural gas is injected into the cell, where a chemical reaction called "ionization" takes place.

Part of the ionization process is "dissociation," which separates carbon from hydrogen. Hydrogen is then used with oxygen from the air to generate electrical energy that propels the bus's electric motor.

The fuel cell utilizes a more efficient reaction to produce power and results in fewer, and less harmful, emissions. Because water vapor and carbon dioxide are the only emissions, the AQMD considers fuel-cell vehicles zero-emission.

The clean-air implications of fuel cells are of prime interest to RTD. One of our continuing goals

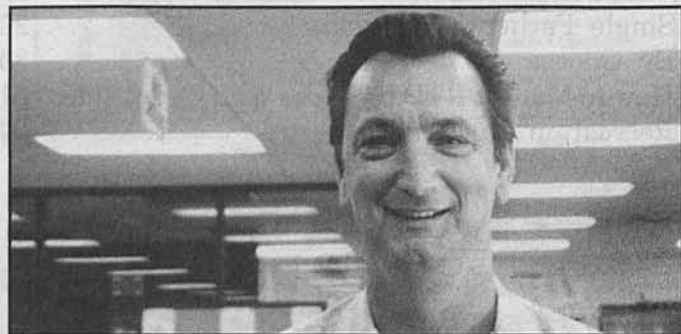
is to find ways to put clean-air buses into service to help lower smog levels. Fuel cells offer yet another way.

The 29-foot test bus will have 24 seats and will be 96 inches wide. Many of our operators will recognize that 96 inches was the width of buses we used in the 1940s, '50s, '60s and '70s. As with any other budding technology, there will be kinks to iron out when we start testing the bus. I have no doubt, however, that our alternative fuels team will produce the same quality results they are achieving now with methanol, compressed natural gas and particulate traps.

The performance of all RTD employees during 1992 continues to demonstrate that when it comes to creativity, talent, dedication and concern, we are second to none in the public transportation industry.

Alan F. Pegg

## Howard Brenchley Steers to a 10th Place Finish



Substituting for an ailing Daniel Keosababian, Operator Howard Brenchley out-maneuvered dozens of competitors from around the country to finish 10th in the 17th Annual International Bus Operators' Rodeo in San Diego. It was the second highest place finish ever for the District.

The Division 12 operator, who was notified only days before that he was to represent the District, tallied 608 points overall out of a possible 650. Brenchley, you many recall, placed second this summer in the RTD Rodeo. He has captured the District's title five previous times.



## RTD Employees Help Make Metrolink Debut a Roaring Success

by Anthony Greno,  
News Bureau Rep.

**W**hen commuter rail came to Union Station in Los Angeles in late October, the RTD was ready with its buses to transport passengers from the train station to their job sites downtown. And in the afternoon the RTD was there, too, with buses operating on their regular routes from downtown to make timely connections with the departing afternoon trains.

So, too, on a lesser scale in suburban stations -- Glendale, Burbank, Van Nuys, Chatsworth and El Monte all had regular RTD service available to help patrons make their commuter rail connections.

Long days of planning, scheduling, and printing of new timetables were seen by RTD employees before the Oct. 26 Metrolink opening of service. In all, 55 RTD lines were designated to accept Metrolink fare media -- tickets and passes -- beginning November 2 after a week of free rides on commuter rail's three routes.

Who were some of the players behind the scenes at



*Continued on page 6 . . .*

... cont'd from page 5

### RTD Headquarters?

Long and sometimes lively sessions of the Metrolink Task Force were conducted by Operations Planning Manager Jon Hillmer and Senior Planner Callier Beard. Planning Director Dana Woodbury took negotiations down to the wire and obtained an agreement on terms of acceptance of Metrolink fare media. Planners Scott Page and Carol Silver, along with Schedule Planners Mike Brewer, Art Henry and Madeline Van Leuvan were called upon for specific tasks in rerouting and extending RTD bus lines to serve Union Station more closely, and to serve incomplete Metrolink stations at Burbank and Chatsworth.

On deck at the trackside or upper bus terminal at Union Station on that warm fall Monday morning for the Metrolink debut were Director of Scheduling Steve Parry, who rode in from Santa Clarita in a somewhat dubious mood. Schedule Manager Frank Schroeder, a Sunland resident and daily bus rider, took the Metrolink in from Burbank and compared notes with Parry after arrival at Union Station. Hillmer, Page, Beard, and Brewer were

## RTD to the Rescue



Mike Brewer and Callier Beard

The woman who boarded the last Metrolink train of the morning in Pomona looked scared when she disembarked at Union Station. Scheduling's Callier Beard and Mike Brewer, who, with Scott Page, Rob Goldman and Martha Butler were guiding train patrons to RTD buses, noticed her first.

"She told us her husband had requested that she save him a seat aboard the train while he found a parking place," Beard said. "But he apparently didn't find one in time because the train left without him."

Beard says it was the last train of the morning. And to make matters worse, the woman thought that Metrolink was offering free *round* trip rides the first week of operation.

"She thought she could take the train back to Pomona right after getting off," she said. "And here she was -- alone at Union Station, which was foreign to her, without her husband, and with no money."

Brewer says he and Beard gave her a ride to the El Monte busway so that she could take the bus back. They gave her a couple of dollars, which she was reluctant to take.

"She seemed so embarrassed," they said.

That afternoon, two huge, beautiful bouquets of flowers arrived at the headquarters building.

They were sent to Beard and Brewer. The card read, "Thank you for taking care of my mom and putting her on the bus today."

Signed, Oscar Benitez.

busy behind a table greeting arriving train passengers, providing them with transit information and assuring

some bewildered commuters that yes, the 400 series RTD express buses would take them to downtown work desti-

nations.

City of Los Angeles Department of Transportation had its Commuter Express buses all over the upper passenger terminal, to the extent that it was difficult to find RTD's buses in berths 9, 10, 11 and 12 at the far northern end of the area despite signs RTD had posted. By Tuesday, Oct 27 and the following day, the LADOT buses tended to thin out a bit. They're scheduled to disappear altogether when the Metro Red Line subway opens for service to the public.

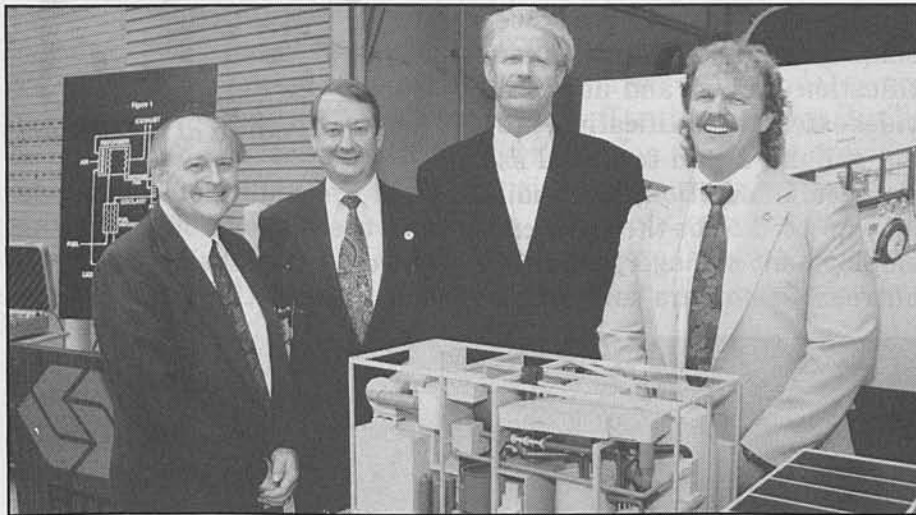
Layout Supervisor Susan Chapman produced an attractive map and diagram of Union Station that pointed out where passengers could board and alight from RTD buses. Printing Services Manager Al Moore and Production Estimator Michael Kennedy taxed their machinery in the basement Print Shop, and pushed employee shifts into extended hours to print new timetables for the more than 55 lines involved in what amounted to a major "shakeup" of bus service.

As a result, timetables were timely and available to the public that first week of commuter rail service. For the first time, the cov-

*Continued on page 28..*

# RTD Asked to Test Fuel-Cell Technology

*Selection is based on RTD's long record of success with alternative fuels*



*Actor Ed Begley, Jr. (center) joins Rich Davis, director of equipment maintenance; Alan Pegg, general manager; and Vince Pellegrin, alternate fuels engineer in announcing RTD's selection as the first public transit operator to test an in-service bus powered by a phosphoric fuel cell.*

**R**TD's pioneering efforts in the research and development of alternative fuels in transit vehicles have earned the District the opportunity to be among the first organizations in the nation to test ultra-low emission phosphoric acid fuel cells in buses.

The fuel-cell testing program is sponsored by the U.S. Department of Energy, and is co-sponsored by the South Coast Air Quality Management District (AQMD).

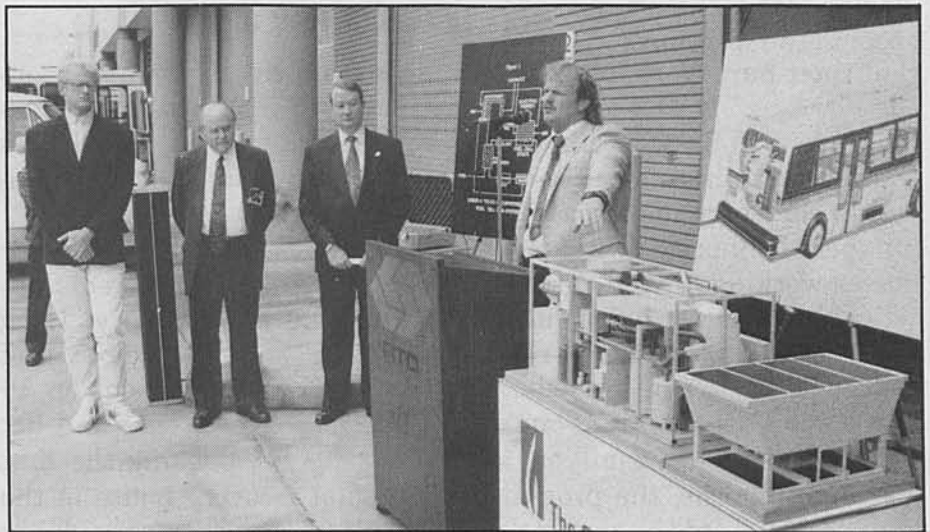
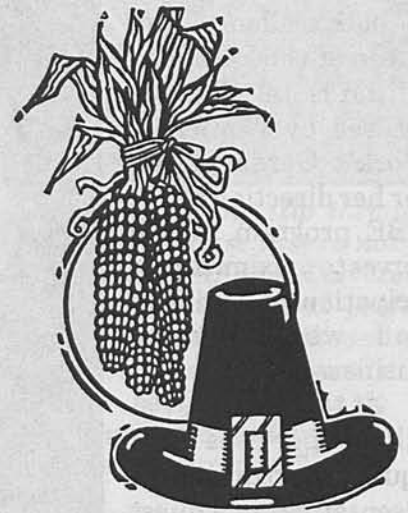
In a letter announcing the AQMD's intention to have RTD as a fuel-cell demonstrator, Dr. Alan C. Lloyd, chief scientist at the AQMD, wrote: "Based on first-hand experience working with (the) . . . fine engineers on your staff, we are very confident that they would do an excellent job of testing and documenting

the bus's performance."

In addition, RTD was chosen because fuel cells are powered by methanol, a fuel RTD already has successfully demonstrated. RTD's Emissions Testing Facility also offers the expertise and

equipment to quantify fuel-cell emissions readings as best as possible, Lloyd wrote.

The so-called "test bed bus" (TBB) equipped with a fuel cell that RTD will test is set to arrive in early 1994. The 29-foot bus will have 24 seats and will be 96 inches wide.



*Pellegrin points to the three-dimensional model of the fuel cell. In the background are Begley, Davis and Pegg. Actor Begley has long been involved with environmental issues.*

# DBE's Pat Padilla Honored

**P**at Padilla, manager of RTD's nationally-renowned disadvantaged business enterprise program, was honored October 16 by the Pasadena organization, *Women at Work*.

Padilla, selected to represent the RTD from among its 8,900 employees, was one of 18 women saluted at the group's 12th anniversary Medal of Excellence luncheon at the Pasadena Hilton Hotel. She was praised by *Women at Work's* Gerda Steele, for her direction of the DBE program, which serves to maximize participation of minority and women-owned businesses.

At the District, Padilla supervises four equal opportunity representatives in a quest to shatter the glass ceiling and ensure that women earn the respect in the workplace that their hard work has merited.

Under Padilla's coordination, the RTD last fall launched a high-energy campaign to increase the number of minority-owned businesses working for the District. When she joined the department, less than 14 percent of contracts were awarded to DBEs in federal contracting opportunities out of a total of nearly \$17.2 million. In just nine months, the program has nearly tripled the amount of money which has been awarded to small businesses, particularly

those run by women.

The RTD, with her guidance, simplified the disadvantaged certification process and now provides extensive certification, pre-bid and pre-award technical assistance. In addition, Ms. Padilla, who used to be the District's employment manager, conducts outreach seminars and work-



*Padilla (right) is joined at the awards luncheon by proud sister, Diana Freyre and mother, Helen Juarez. "We think she's wonderful," Freyre told the others at the table.*

shops and closely monitors contractors to guarantee that disadvantaged business enterprises receive a fair share of RTD contracting opportunities.

Padilla received her bachelor of arts degree in 1981 from California State University, Long Beach. She served as director of the Hispanic Commission on Alcohol and Drug Abuse and her efforts at establishing the first bilingual recovery house in the state of California earned her accolades from both the city and county. She received three awards



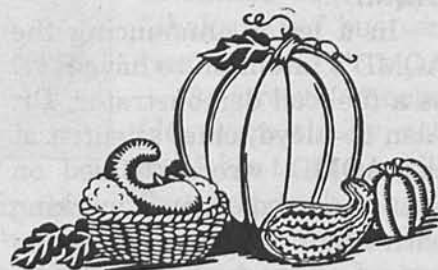
*Pat Padilla at the podium*

from the county of Los Angeles and the mayor's office for that center, which helps a tremendous clientele, in Highland Park.

Padilla and her husband, Fernando, live in the Anaheim Hills. They have three daughters.

*Women at Work* is a non-profit career and job resource center that serves the Greater Los Angeles area. It offers special programs to assist single parents and dis-

placed homemakers, shelter residents, women interested in non-traditional jobs, dislocated workers, and older workers.





# RTD Trains Braille Teachers on Blue Line

What's it like for a visually-impaired person to ride the Blue Line? 130 Braille Institute staffers -- some blindfolded or wearing restricted vision goggles -- found out during a special Los Angeles to Long Beach trip. The excursion, coordinated by Sheryl Carrerow of Local Government and Community Affairs, sensitized staff to the obstacles Braille Institute students face when using the Blue Line. Carrerow provided emergency and safety information during the hour-long trip.

The Braille Institute is a private, non-profit organization that provides training, services and programs to more than 34,000 legally blind and visually-impaired persons each year. The programs and services are provided free of charge.



*The District provided the training as part of its on-going effort to comply with the Americans with Disabilities Act (ADA).*



*"Sometimes people slip through the cracks because they're not in the mainstream," says Carrerow. "This exercise provided professionals who work with the seeing-impaired the opportunity to educate their students to be proficient, independent users of public transportation."*

## Major Civic Organization Salutes District

**C**lutching a bird of paradise bloom, Rich Davis, director of equipment maintenance, accepted on behalf of RTD a major award from the civic organization, Los Angeles Beautiful.

At its 35th award ceremony held in early October at the Sheraton Grande Hotel in downtown Los Angeles, Los Angeles Beautiful praised outstanding organizations, like the RTD, which strived to preserve beauty and enhance the quality of the urban environment.



*Paul Como, director of OCPM, Rich Davis, director of equipment maintenance, Ed Walsh, director of facilities maintenance, and Phil Meyers, director of facilities engineering accept the L.A. Beautiful award on behalf of the RTD.*

# Workers' Comp Costs Top \$90 Million since 1990

RTD Board President Marvin Holen joined numerous local business owners Wednesday, Oct. 7 at a rally against escalating workers' compensation costs, sponsored by the Los Angeles Economic Development Corporation (EDC), a non-profit organization.

EDC is made up of large and small local business firms and local government agencies that include the City and County of Los Angeles, the City of Glendale, Long Beach and others.

Holen said the RTD has been hit to the tune of nearly \$90

million in workers' compensation costs over the last three years.

More than a third of the cost of workers' compensation paid by the District since 1990 has been for the administration of the state-mandated program and attorney fees.

"If RTD could cut its total costs by one third, we could place an additional 75 buses on the streets during rush hour to ease overcrowding, not to mention improving both traffic congestion and air quality," added Holen.

Since 1990, the RTD cost of

workers' compensation has averaged \$30 million a year. Over the three-year period, RTD has spent \$17.3 million in administrative costs, \$14.6 million in lawyer and other related fees and \$29.8 million in medical costs.

"These costs are exorbitant, when you realize that only a third of the RTD costs over the last three years, or \$28 million, actually went to injured employees," said Holen.

Holen noted:

- RTD workers' compensation costs are approximately 4.5 percent of the District's \$683.4 million annual budget.
- 12.6 percent of fares collected goes to pay workers' compensation claims.
- Fourteen cents of every \$1.10 base cash fare is being spent on workers' compensation.
- \$5.30 of every \$42 regular monthly passes goes for workers' compensation.

"RTD over the years has worked to reduce workers' compensation costs and will continue to improve our administrative efforts," said Holen. "We at the District view this as a non-partisan issue and look to both the state legislature and the governor to develop a reform package that will be fair to both the employee and employer."

## The Winner's Corner



*Cholesterol-fighter Richard Cuevas, a Division 1 operator*

Congratulations to Division 1 Operator Richard Cuevas, who lowered his cholesterol to below 200 in just three months. The bus operator says his cholesterol was so high, he was turned down for insurance. He says he changed his eating habits, substituting fish and turkey for meat and

munching on "lots of fruit."

Cuevas, who has worked at the RTD 10 years, says he was inspired by his father who is 68 years old, but looks 50. "I stopped eating junk food and drinking beer," he says. "I feel better and have much more energy."

# RTD Bus Timetables Get Facelift

by Rick L. Jager,  
Senior Communications Rep.

## LINE 128

### MONDAY THROUGH FRIDAY SCHEDULE

NO SERVICE OPERATED ON SATURDAY, SUNDAY AND THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.

E A S T B O U N D					
Lv Magnolia St. & Tamarind Av.	Lv Alondra & Paramount Bls.	Lv Alondra & Bellflower Bls.	Lv Alondra & Pioneer Bls.	Lv Alondra Bl. & Carmenita Rd.	Ar Adella Dr. & Santa Gertrudes Av.
6:00AM	6:14AM	6:20AM	6:28AM	6:33AM	6:43AM
7:00	7:16	7:22	7:30	7:35	7:45
8:00	8:14	8:21	8:29	8:34	8:44
9:00	9:14	9:21	9:28	9:33	9:43
10:00	10:14	10:21	10:28	10:33	10:43
11:00	11:14	11:21	11:28	11:33	11:43
11:59	12:14PM	12:21PM	12:30PM	12:35PM	12:48PM
1:00PM	1:14	1:21	1:30	1:35	1:48
2:00	2:14	2:21	2:30	2:35	2:48
3:00	3:16	3:23	3:32	3:37	3:50
4:00	4:16	4:23	4:32	4:37	4:50
5:00	5:16	5:23	5:32	5:37	5:50
6:00	6:13	6:18	6:27	6:32	6:41
7:00	7:13	7:18	7:25	7:30	7:39

## LINE 128

MONDAY THROUGH FRIDAY SCHEDULE  
NO SERVICE OPERATED ON SATURDAY, SUNDAY AND THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.

E A S T B O U N D					
COMPTON Compton Blue Line Station/ Tranail Center	PARAMOUNT Alondra & Paramount	BELFLOWER Alondra & Bellflower	NORWALK Alondra & Pioneer	CERRITOS Alondra & Carmenita	LA MIRADA Adella & Santa Gertrudes
6:00A	6:16A	6:23A	6:31A	6:36A	6:45A
7:00	7:19	7:28	7:37	7:43	7:52
8:00	8:19	8:28	8:37	8:43	8:52
9:00	9:16	9:23	9:32	9:40	9:48
10:00	10:16	10:23	10:32	10:40	10:48
11:00	11:18	11:25	11:35	11:43	11:51
12:00P	12:18P	12:25P	12:35P	12:43P	12:51P
1:00	1:19	1:26	1:35	1:43	1:53
2:00	2:20	2:27	2:35	2:43	2:54
3:00	3:20	3:27	3:35	3:43	3:54
4:00	4:20	4:28	4:37	4:44	4:55
5:00	5:19	5:27	5:37	5:43	5:54
6:00	6:17	6:24	6:33	6:39	6:48
7:00	7:17	7:24	7:33	7:39	7:48

### Older Timetables

**R**TD has recently completed upgrading nearly all of the District's 240 timetables in an effort to make them easier to use, improve their readability and overall appearance.

The District's Scheduling and Operations Planning Department undertook this project some two years ago in an effort to make the bus timetables user friendly and easier for the public to understand.

The improvements include the use of a larger, computerized laser-printed type and Page-Maker layouts instead of past layouts that were done manually. The new timetables also include a computer-generated map compared to the old maps that were prepared by hand.

This newest upgrade to the District's timetables contrasts with the last production improvements made in 1988 when the District began using a dot-

matrix computer font which had to be manually laid out and was often difficult to read.

RTD has now computerized 40 of the maps used either in the timetables or as summary maps used by operators, TOS personnel and instructors. This enables the District to make changes to the timetable without having to manually lay-out the entire schedule.

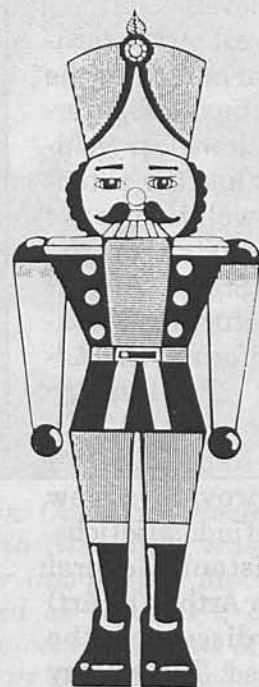
In addition, RTD is experimenting with a "New Format" timetable that simplifies the schedule by including new charts that give the service frequency in minutes and approximate travel times similar to those used on the Blue Line timetables.

So far, two timetables for Lines 70 and 18 have the new format. These lines were chosen for this particular upgrade because they offer continuous end-to-end service.

These "New Format" charts will enable the rider to estimate when the next bus will arrive and

### New Timetables

the travel time to their destination. RTD currently distributes approximately 12 million timetables annually.



# Lighterweight Bus is on Horizon

by Anthony Greno,  
News Bureau Rep.

When it comes to technology and innovation, RTD is an outstanding leader in the public transit industry.

Alternative fuels such as methanol and compressed natural gas are used daily in revenue service on the streets of Los Angeles, as are particulate traps on bus exhausts along with the additive Avocet to convert bus engines to methanol from diesel.

And RTD's chassis dynamometer at the Central Maintenance Facility can analyze six types of gas emissions on two levels each.

Newest on the technological horizon is the "dream bus," a lighter-weight, low-floor vehicle that has the potential to revolutionize the bus industry in the United States. And, if manufactured in Southern California, the Advanced Technology Transit Bus--ATTB among specialists--could provide a new source of industrial jobs.

Assistant General Manager Arthur T. (Art) Leahy discussed the Advanced Technology Transit Bus for federal officials recently at

hearings held in Long Beach.

"Preliminary findings in the search for a new technology bus show the need for a lighter-weight, non-diesel powered, low-floor transit bus that could

The commission's purpose is to review the effects on the U.S. economy of reduced defense spending. Members also are exploring ways the government can help workers and companies make the transition to

## RTD Gets Federal Grant for Lightweight Bus

The RTD has announced that it will receive a \$4 million federal grant to develop an ultralight bus using materials similar to the kind used on the outer shell of the B-2 stealth bomber.

The funds will be coming from the Federal Transportation Administration (FTA). The District will kick in an additional \$1 million for the research project to develop the bus, which would weigh about 10,000 pounds less than ordinary buses.

Marvin Holen, RTD Board president, said four private companies -- Hughes Aircraft Co., Lockheed Corp., Northrop Corp, and Rockwell International Corp. -- are expected to bid on the \$5 million project.

Outgoing U.S. Senator John Seymour said: "The technology to create lightweight buses is readily available through California's aerospace industry, and projects like this will create thousands of jobs in California."

The \$4 million federal grant covers the cost of the first of three phases. Federal involvement is expected to increase to a total of \$21.7 million. The RTD will invest \$798,000 of local Proposition C funds to help fund the first phase.

be built by using proven aerospace technologies," Leahy told members of Defense Conversion Commission, a congressionally mandated unit of the Defense Department.

the post-Cold War era of scaled-back defense production.

Leahy presented a prepared plan, which already has been submitted to the Federal Transit Administration



Art Leahy

for funding to start the initial phase of research and development.

"Composites such as carbon fiber material linked with aluminum unibody structures have been identified as possible alternatives to reduce weight," Leahy said.

"The RTD is interested in a low-floor bus configuration because of its improved ability to accommodate the needs of the disabled population, while eliminating the relatively high cost and low reliability associated with current technology wheelchair lifts."

Leahy added that the International Composites Institute, a research body headquartered in Canada, has confirmed the technological and economic feasibility of a bus with advanced composite materials.

"Lightweight transit vehicles will significantly decrease fuel consumption by increasing average miles per gallon," Leahy said. "Hence, the development of a lightweight bus will provide the

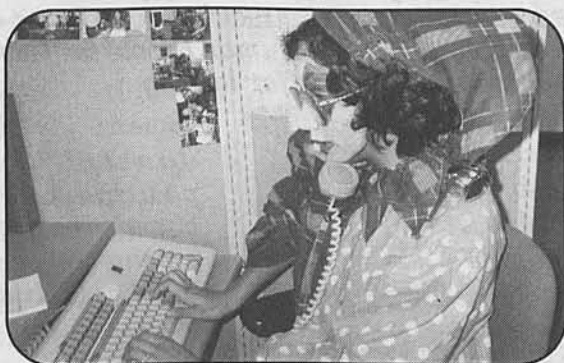
*Continued on page 29*



**Rose Johnson** answered the telephone as a pirate. Johnson, who has worked for the RTD 18 years, said no one said anything about her dress.

"What's so funny about this picture?," you ask. She looks perfectly coiffed and groomed -- a sterling example of a superb telephone information officer. Well, the only problem, is -- meet **George Marino**, who had quite a time making his way to work Halloween morning. "The people on the street kept calling, 'Hey, baby,' the 3-year RTD man says. "You should have seen the security guard. He just stared at me." "I look like my sister," he said, chuckling, "This is fun."

## A Haunted Headquarters Halloween '92



**Renee Balderrama** did not clown around with RTD customers calling in for information. If they only knew!



Information Operators **Becky Moore** and **Marcia Standifer** teamed up in costume for this picture. Moore (on the left) dressed as Olive Oyl; Standifer spent Halloween as Minnie Mouse. The two were part of the crew who decorated the room for a special lunch.



Would you give these folks candy if they came to your door on Halloween? The suave **John Bilco**, project engineer from Transit Systems Development is flanked by (from right) **Hope Powell**, human resources analyst; **Babara Olson**, human resources analyst; and **JoAnn Smith**, human resources analyst.

## More BOOtiful People . . .



The RTD is always looking for the best applicant. Would you will be willing to ask this man for a job? Actually, **Al Rice**, assistant director of human resources, is a nice guy. He is pictured with **Barbara Olson**.



**John Bilco** from TSD must have the holidays confused -- this is not the season with mistletoe! The engineer, who, incidently, hails from Transylvania and dressed up as Dracula every Halloween, is pictured trying to plant a kiss on Typist-Clerk **Jessica Acosta's** cheek. Human Resources' **Carmen Sison** and **Linda Huffer** look on.



**Janet Wentz**, position control coordinator, was among the winners at the Halloween bash.



# COMMENDATIONS

Thanks for a Job Well Done!

**Division 3201**

Ricardo Suarez  
Hector Valdez

**Division 3202**

Clarence Jack  
Anthony Marquez

**Division 3203**

Andrew Kellam  
Larry Pollard

**Division 3205**

Kenneth Kemp  
James Mayle

**Division 3206**

Andrew Harris  
John Homan

**Division 3207**

Pete Avila, Jr.  
Michael Chapel  
James Lawson  
Orlando Medrano  
Jose Reguero  
William Vander-Ploeg

**Division 3209**

William Altemeier  
Loren Hubler

**Division 3210**

Paul Scott  
Jim Shorters  
Juan Vasquez  
Kenny Willis

**Division 3215**

John Bottey  
Allison Burton  
Heriberto Brand  
Rosa Macklin  
Robert Maitino  
James Noss  
Ursula Price  
Frankie Ramos  
Ursula Price  
Mike Turner  
Donald Van Dyke  
David Wilson

**Division 3218**

Charles Conner  
Ignatius Arellano  
Lawrence Le Vine  
Bryant Robinson  
Celeste Sears  
Catherine Silva  
Steve Woods

TOS Harry Bayless

Dear RTD:

On September 21, in a hurry to get to an appointment, I forgot my checkbook and my day's agenda on a Line 92 bus operated by **Mr. Eddie Lopez**.

It was not until I was about three blocks away that I realized that I was missing those items.

Of course I had to go through the hassle of calling the bank to freeze the account, calling the people who give me my job assignments to ask them about two weeks of appointments. I had to make another call to void a check I just received that day.

Suddenly my life was very miserable.

Today, I received a card from RTD informing me that my belongings were turned in and I had to pick them up. I went to the RTD Customer Service Center and I was so surprised to receive

everything just as I had left them, including the \$20 bill I had in my checkbook.

The kindness and honesty of Operator Lopez was greatly appreciated. Mr. Lopez sets the example of what we, the users of RTD, would like to see in every official service provider.

Dear RTD:

On Saturday, July 18, my mother-in-law was reported missing from her retirement home. She was found wandering the streets around Vermont and 7th at three in the morning on Sunday.

I'd like to express our family's heartfelt thanks to the alert bus driver, **Lucio del Cid**, who noticed her confused state and alerted RTD police. They, in turn, called LAPD, which had a missing person's bulletin out on her.

I'd like the bus driver to know I truly appreciate his concern and actions for a distressed elderly person. Who knows what would have happened to her if he had not called in?

He is a true good samaritan. Thanks and appreciation also goes out to the RTD police staff.

Sincerely,  
Wendy Hirota  
Woodland Hills

(The two officers were later identified as **Sean Richardson** and **Richard Mana**.)

Dear RTD:

I have been riding your bus lines for 46 years so I have seen many different drivers. I would like to say that your driver **Ursu-**

*Continued on page 16 . . .*

## Public Commendations

... continued from page 15

**la Price** is a very kind person -- she has a smile or good word for everyone getting on. I was recently on a bus and all the people getting on welcomed her with a good "Hello." It proves she has many friends.

This is good news for you -- hope you will let her know she has made lots of friends on the 180 line.

Sincerely yours,  
Kathleen Gill

P.S. I am 93 years old. I was born in 1899.

Dear Operator **Dan Garcia**:

On a recent morning as I approached the Headquarters Building, I witnessed bus 8652 pull over to the curb on Main Street farside of Winston Avenue at about 6:41 a.m. The operator waited for a woman who was running frantically to catch the bus. As she boarded, she smiled from ear to ear in obvious appreciation. She was clearly grateful because the operator was courteous enough to wait for her.

I am told that you were the operator at the wheel of 8652.

This letter is to advise you that I caught you doing something right. You are to be commended for your courteous and caring customer service. I am directing your division manager to credit your record with a well-deserved commendation. I am proud of operators, such as yourself, who quietly carry out their responsibilities with courtesy, dignity, and pride.

Please keep up the fine work!

Sincerely,

Dan Ibarra

Director of Transportation

Dear RTD:

On behalf of the community and the American Red Cross, I would like to thank you for all of your hard work and enthusiasm in support of your most recent blood drive.

We were able to collect 41 pints of lifesaving blood which has helped to save over 160 lives. That is significant and I hope you personally feel good about your efforts. We couldn't have done it without you.

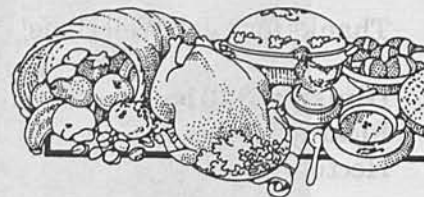
Thank you again for your support of the American Red Cross and specifically for your

commitment to the community blood collection process.

Sincerely,

Loretta M. Freeman

Donor Resource Development



## Local Mayor Thanks Transit Police

Dear Chief Papa:

Our small community of Highland Park has been plagued by vandals and shoplifters and, consequently, our merchants are suffering and are suspicious of everyone.

However, a few days ago, I witnessed an arrest made by three young officers from the Transit Police Department. They handled this arrest so efficiently -- there was no shouting or brutality, and in spite of being outnumbered they remained calm and courteous. Thank you to Officer **Michael Jules** and the other two officers (I did not get their names). Congratulations on a job well done -- keep up the good work!

They are welcome in our neighborhood anytime.

Sincerely,

Jean-Marie Durand

Honorary Mayor, Highland Park



Officers **Tony Hackett** (above) and **Victor Cerda** (below) are among the outstanding Transit Police officers who have received praise from the public. Hackett runs the force's DARE unit; Cerda is the subpoena control officer.





# SCHEDULE CHANGES



**Angus, Aerwin A.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Bedard, Jack**, from Electronic Communications Technician to Maintenance Specialist.

**Conn, Lawrence R.**, from Assistant Management & Budget Analyst to Management & Budget Analyst.

**Davidson, Jacqueline**, from Senior Secretary to Staff Aide.

**Diaz, Roger**, from Laborer "A" to Painter.

**Escarcega, Albert**, from Service Attendant to Electronic Communications Technician.

**Flesch, Timothy P.**, from Mechanic "B" to Mechanic "A".

**George, Rickie D.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Griego, Christopher J.**, from Transit Police

Officer (Trn) to Transit Police Officer.

**Hamilton, Gary W.**, from Electronic Communications Technician to Systems Electro Communications Technician.

**Johnson, Brent E.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Keltner, Brian E.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Kim, Pyung C.**, from Electrician to Traction Power Inspector.

**Ledesma, Luana L.**, from Customer Service Agent I to Senior Customer Serv Agent II.

**Lee, Deborah J.**, from Mechanic "B" to Mechanic "A".

**Lowe, Gladys Lizette**, from Assistant Management & Budget Analyst to Management & Budget Analyst.

**Matias, Gisleno F.**, from Mechanic "C" to Mechanic "B".

**Mendoza, Steven**, from Transit Police Officer (Trn) to Transit Police Officer.

**Moreno, Alberto**, from Mechanic "C" to Mechanic "B".

**Nacar, Arnold G.**, from Maintenance Specialist to Rail Equipment Maintenance Supervisor.

**Olavarria, Steven A.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Padilla, Gwendolyn Y.**, from Stock Clerk to Storekeeper.

**Pine, Robert W.**, from Mechanic "A" to Mechanic "A" Leader.

**Reyna, Mary E.**, from Human Resources Analyst to Assistant Counsel.

**Royster, Jerry D.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Sawires, Shaker M.**, from Supervising Engineer to Construction Claims & Special Projects Officer to Acting Assistant General Manager, Facilities and Procurement.

**Scearce, Timothy D.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Serrato, Rodolfo C.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Smith, Edward J.**, from Maintenance Specialist to Rail Equipment Maintenance Supervisor.

**Sumagaysay, Primo M.**, from Traction Power Inspector to Electrician.

**Tillman, George K.**, from Transit Police Officer (Trn) to Transit Police Officer.

**Tovar, Enrique I.**, from Mechanic "B" to Mechanic "A".

**Villalobos, Armando**, from Mechanic "C" to Mechanic "B".

**Weissmann, Mark S.**, from Transit Police Investigator to Transit Police Sergeant.

**Williams, Neal E.**, from Mechanic "B" to Mechanic "A".

**Wilson, Lucy**, from Customer Info Agent I to CCTV Observer.

**Zazueta, Robert**, from Mechanic "C" to Mechanic "B".

# SHIFTING GEARS



**Armstrong, Fred D.**, began with the District on May 11, 1987 and retired as a General Services Supervisor on September 10, 1992.

**Browning, Joseph**, began with the District on May 31, 1966 and retired as a Utility "A" Leader on August 31, 1992.

**Campbell, Trevor R.**, began with the District on May 09, 1979 and retired as a Bus Operator Full-Time on August 24, 1992.

**Diaz, Rogelio**, began with the District on April 14, 1972 and retired as a Mechanic "A" on September 17, 1992.

**Dickison, Bill R.**, began with the District on March 16, 1973 and retired as a Transit Operations Supervisor on September 21, 1992.

**Gardner, Samuel**, began with the District on May 29, 1971 and retired as a Transit Operations Supervisor on September 16, 1992.

**Jackson, Dora M.**, began with the District on September 22, 1975 and retired as a Utility "B" on October 17, 1992.

**Johnson, Tommie L.**, began with the District on September 06, 1969 and retired as a Bus Operator Full-Time on September 09, 1992.

**Jones, Joshua A.**, began with the District on September 20, 1969 and retired as a Bus Operator Full-Time on September 30, 1992.

**Martinez, Manuel P.**, began with the District on August 03, 1976 and retired as a Utility "A" on March 30, 1992.

**Moore, Eddie**, began with the District on December 08, 1960 and retired as a Utility "A" on September 21, 1992.

**Moran, Michael A.**, began with the District on March 15, 1987 and retired as a Bus Operator Full-Time on August 20, 1992.

**Smith, Bobbie J.**, began with the District on

October 12, 1980 and retired as a Bus Operator Full-Time on July 02, 1992.

**Tiffany, Rogers H.**, began with the District on September 16, 1969 and retired as a Schedule Clerk on September 30, 1992.

**Villalon, Teresa I.**, began with the District on June 19, 1967 and retired as a Equipment Records Specialist on September 15, 1992.

## In Memoriam

**Ahumada, Gilberto P.**, began with the District on May 20, 1990, as a Bus Operator Full Time and passed away on September 11, 1992.

**Fonner, James A.**, began with the District on September 23, 1946, retired as a Schedule Checker and passed away on January 07, 1989.

**Garcia, Alexander J.**, began with the District on January 21, 1972, retired as a Bus Operator Full Time and passed away on August 19, 1992.

**Gauch, Fred J.**, began with the District on October 28, 1961, retired as a Bus Operator Full Time and passed away on May 12, 1992.

**Graham, Melzer L.**, began with the District on January 16, 1935, retired as a Electrician and passed away on March 27, 1990.

**James, Arthur**, began with the District on January 02, 1980, as a Service Attendant and passed away on September 16, 1992.

**Kapitan, Michael**, began with the District on August 24, 1924, retired as a Supervisor C.C.C. Office and passed away on September 28, 1992.

**Moser, Howard D.**, began with the District on January 12, 1943, retired as a Bus Operator and passed away on June 09, 1992.

**Nelson, David P.**, began with the District on September 15, 1942, retired as a T.O.S. and passed away on August 10, 1992.

**Ruff, Johnnie**, began with the District on June 08, 1963, retired as a Traffic Loader/Ex Sched. Chkr and passed away on May 07, 1992.

# Quality Service Trophy Goes to Division 7

Division 7 grabbed the Quality Service Trophy for the month of August, according to Ken Miller, acting assistant director of maintenance. The division, for the second time this year, improved its pull-out rate by a greater percentage than did 11 of the other divisions for the month.

Miller says that Division 7 achieved a 99.09 percent for 7,036 pull-outs accomplished. All of the other divisions except 5 and 16 had a slight reduction.

Division 5 improved by .01 percent and Division 16 by .12 percent (tied with 7). Miller decided to award the trophy to Division 7 because it makes more pull-outs than the Pomona division. But Miller was quick to

point out that Division 16 has achieved a 100 percent perfect pull-out this year for five out of the eight months evaluated.

On hand for the presentation at Division 7 on October 14 were Dan Ibarra, director of transportation; Art Leahy, assistant gen-

eral manager of operations; Ed Vandeventer, assistant director of transportation; and Ken Miller.

Division 7 Manager Emilio Caballero and Acting Manager Joe Putt received the trophy.

## Flag Flies at 9

Division of the Month honors for September went to Division 9 in El Monte.

The division's win was based on strong across the board performances on the equipment maintenance side, according to Rich Davis, the department's director.

On the transportation side, there were impressive improvements for reductions in lost time from work-related injuries and traffic accidents per 100,000 hub miles.

Both Davis and Dan Ibarra, director of transportation, say that their performance consistency plays a large part in September's award.

This is, by the way, Division 9's third award since the program began nearly two years ago.

## All Shook up at 7!



*On the same day that Division 7 was presented with the Quality Service Trophy, operators were busy bidding for new lines as part of the quarterly shakeup. On a whim, Art Leahy, assistant general manager, sat down and ran the shakeup.*

### In Memoriam

**Shea, Ralph E.**, began with the District on June 20, 1939, retired as a Division Dispatcher and passed away on June 07, 1992.

**Turpin, William H.**, began with the District on December 21, 1959, retired as a Traffic Loader and passed away on August 09, 1992.

**Veil, Emmett H.**, began with the District on February 19, 1925, retired as a Foreman and passed away on May 28, 1992.

**White, Walter J.**, began with the District on March 27, 1971, retired as a Bus Operator Full-Time and passed away on July 15, 1992.



# Back in Business

## Popular Employee Suggestion Program is Recharged

Nine employees, whose inventions have saved the District thousands of dollars, collected award checks at a short ceremony at the Central Maintenance Facility in late October. You may remember that the Employee Suggestion Program had been suspended for several months because of the District's budget crunch. But, because of the District's determination to reward employees whose brainstorming has saved the RTD millions of dollars annually, the program has been included in the fiscal year budget.

The honored employees included CMF's Rudy Melendez, Bill Dellosa, Alexander Aftanas, Tom Duncan, Gary Ward, Albert Sampson, Don Smith, Nathaniel Willis, and Antonio Bernardino.

**Rudy Melendez**, supervisor of the Paint Shop, developed the new bus paint scheme. The new color scheme has improved the image of the buses, enabling graffiti to be removed far more easily. This has significantly reduced the time required to repaint the vehicles. This idea has an annual cost savings of \$400,000 for each of the first four years. Melendez was awarded \$1,000 for his clever and cost-saving idea.

**Bill Dellosa**, a farebox technician, substituted a nylon insert for the existing nut on the locking pin assembly on the bottom of the fareboxes so that the farebox would no longer get stuck in the receiver vault. The winning suggestion has been implemented with no repeat failures to date. His idea represents an annual cost savings of \$38,610.

**Alexander Aftanas and**



*Employee Suggestion Program winners are, from left, Alexander Aftanas, Rudy Melendez, Albert Sampson, Nathaniel Willis, Bill Dellosa, Antonio Bernardino, Don Smith and Gary Ward.*

**Don Smith** will split \$100 for their drilling and tapping of two holes to the Neoplan buses, which allows the doors to be used interchangeable. Aftanas is a mechanic. Smith is an equipment maintenance supervisor. Their modification represents an annual cost savings of \$513.

**Tom Duncan** was credited with designing a tool and procedure to repair air conditioning coils while still on the buses, which eliminates the removal and replacement time. It also is a much safer procedure than the previous one. The suggestion has been implemented and represents an annual cost savings of \$14,500.

**Gary Ward and Albert Sampson** split a \$1000 award for their design of a pitman arm "puller" that allows the steering box housing to be repaired or serviced without having to re-

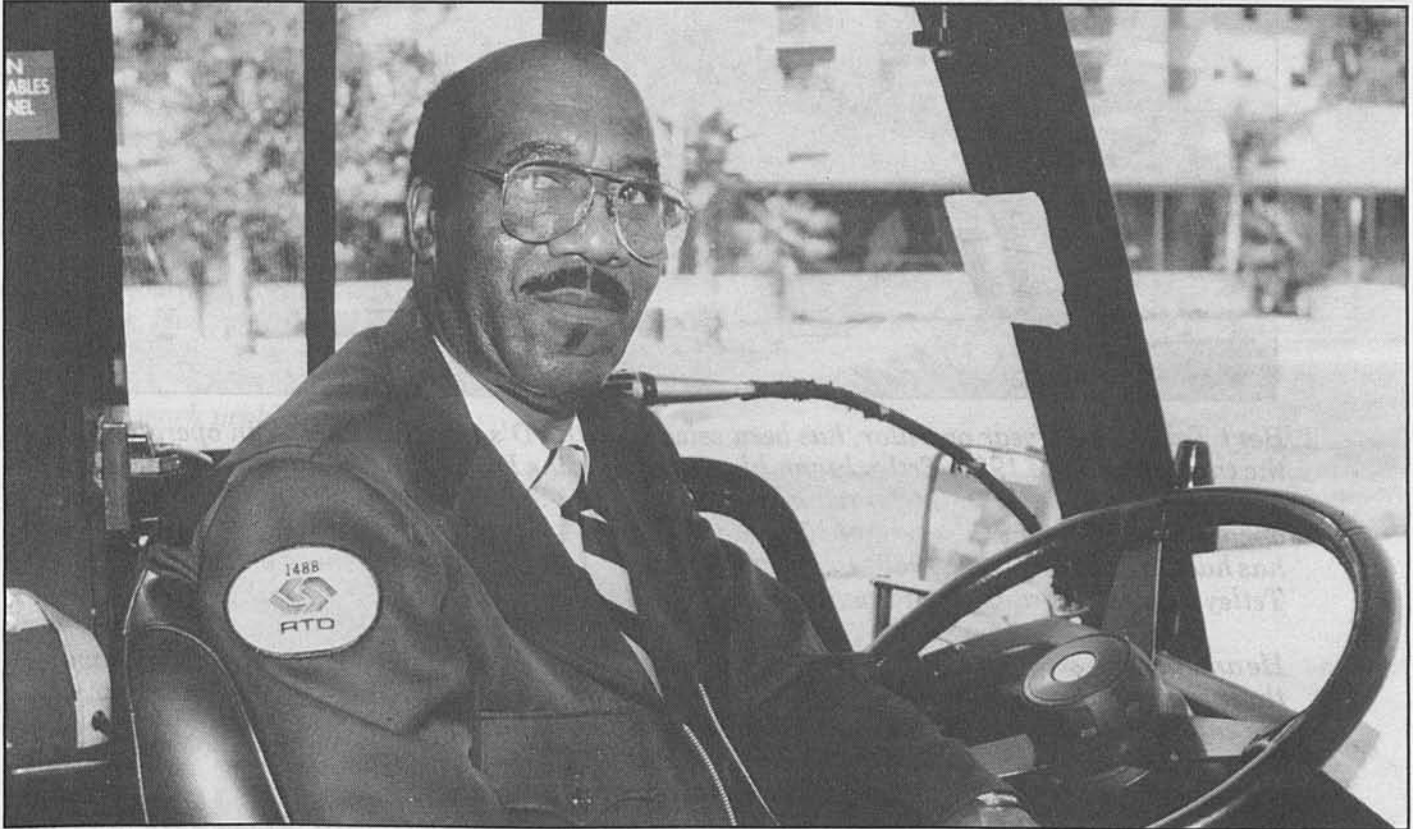
move it from the 503 Neoplan buses as was the previous procedure. This "puller" saves many labor hours, coach down-time, and is a safer procedure. It has been implemented and represents approximately \$24,000 in annual cost savings.

**Nathaniel Willis and Antonio Bernardino** share a \$1,000 award for their design and implementation of a metal guard to protect routinely damaged bill module sensors and encoders on the fareboxes. It is a simple but very effective addition that saves the District about \$115,250 annually.

Human Resources Nina Cappocchia oversees the Employee Suggestion Program. If you would like to contribute your ideas and inventions, give Nina a ring at 2-7172.

# COMMENDATIONS

Noriega, a mechanic at  
Sunset Transit chosen  
for his work  
dedication  
and good  
service



**Columbus Burnette** has been selected RTD Bus Operator of the Month for August. The 29-year veteran has maintained a good record through his nearly 30 years of service. He has had only three avoidable accidents. He has not missed work due to illness since January of 1989.

Burnette works out of Division 7 in West Hollywood and drives Line 2 along Sunset Boulevard from downtown Los Angeles through Hollywood, Beverly Hills and Brentwood to Pacific Palisades.

In his spare time, he enjoys fishing and likes to travel. He and his wife, Mary, have been married for 30 years and live in Inglewood. They have two daughters, Arlene and Alvetta and a grandson, Renex. Burnette also has a son-in-law, Albert Cleaves, who works as an RTD operator in Sun Valley.



**Bert Tetley**, a 25-year operator, has been selected as RTD's top Blue Line train operator for the third quarter of 1992. Tetley began his career with the District in 1967 at RTD's Division 8 in the San Fernando Valley. During his tenure at the RTD, he has received numerous letters of commendation and has received the highest number of merits attainable. In addition, he has had no missouts since 1989. In February of 1990, just prior to the opening of the Blue Line, Tetley received a transfer and was a member of the first train operator training class.

He and his wife, Gloria, reside in Mission Hills and have been married for 32 years. They have three grown children and two grandchildren. His hobbies include collecting coins and guns. He enjoys hunting. He also is a model railroad enthusiast.

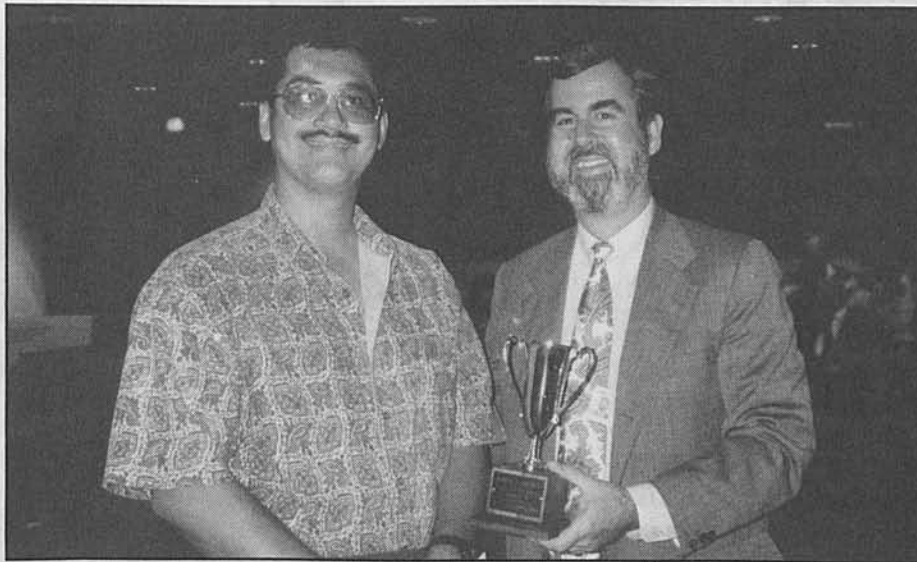
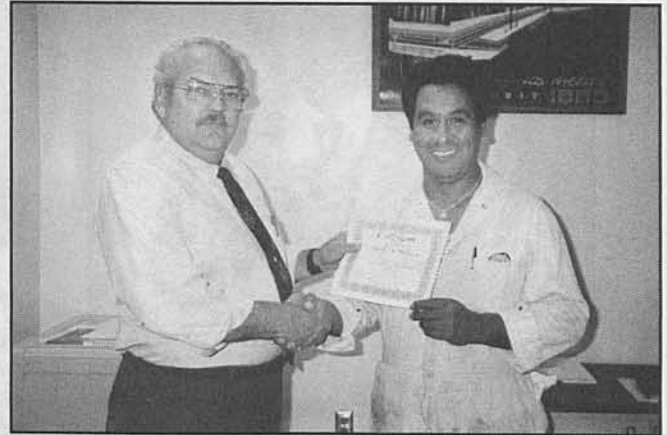


**Donald McKenzie** has been chosen Information Operator of the Month for September 1992. McKenzie's personal dynamics and communicative skills far exceed that of the average employee. With the District since 1990, he maintains an impeccable attendance record, receiving numerous commendations and awards. He was previously selected Operator of the Month in January of 1991. He is an avid reader and is rarely without a good book. He especially enjoys a good horror story. He is the father of three.



**Jennet Guerrero** takes home Employee of the Month honors for September. She works as a word processor in the Administration Office. Her boss, John Rivenas, says her work performance is excellent. She is cooperative, creative, and takes initiative in resolving daily work problems.

Pictured below is **Angel Noriega**, a mechanic A in the Engine Teardown Section. He was chosen CMF Employee of the Month because his work performance is tops! His boss, CMF Production Manager John Rivenas (on left) salutes his good attitude and says he has great rapport with everyone in the shop.



**Manny Alvarez**, a bindery operator in the Print Shop was selected Employee of the Quarter by the Scheduling and Operations Planning Department. Alvarez, who has been with the District for more than nine years, "kept it altogether, kept the other departments happy when the Print Shop was down two bindery operators," according to his boss, Mike Kennedy. Alvarez works with an automated paper cutter and multi-binder and always knows the correct direction of the grain of paper. Bindery, by the way, is a specialty within the printing industry. Pictured with Alvarez is Steve Parry, director of scheduling and operations planning.



*RTD Board Vice-President and La Puente City Councilman **Charles Storing** recently congratulated October Operator of the Month **Enrique Serrano**, who, as it turns out, also lives in La Puente. Serrano has been with the District a whopping 32 years and has recorded only 3 sick days in the last 23 years! He has earned all sorts of honors and commendations, including a 31-year safe driving award. Serrano was introduced to the Board at a regular meeting in late October. We'll have bigger story on him in our next issue.*

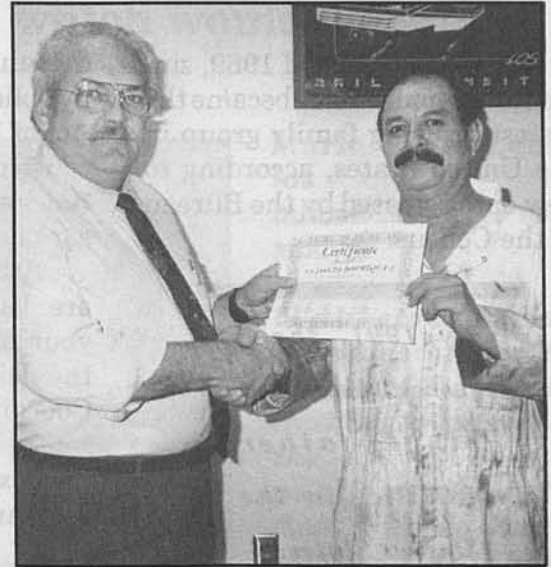
***Prince Williams**, an RTD operator out of Division 18, retired this October after 23 years of service with the District. Williams was praised by the Board for his service to the patrons. He is flanked by Board Director Antonio Villaraigosa and General Manager Alan Pegg.*







**Victor Yacobucci** was named CMF Employee of the Month for September. He is a mechanic A in the midlife section. He specializes in modifying the tools and equipment needed for the program and has received a monetary award for designing a safety device for the Grumman engine.



**Antonio Rodriguez** was named CMF Employee of the Month for September. He is a mechanic A in the Engine Teardown Section. His boss, John Rivenas, with whom he is pictured, says his work performance is consistently high and he performs his duties with little supervision. Rodriguez knows a lot about his job, says Rivenas.



"Our people routinely go beyond the call of duty," Dan Ibarra, director of transportation told the RTD Board of Directors November 12. "**Ernest Scotti** did what any operator would have done."

Scotti, the Division 15 operator, who saved the life of a three-year-old boy who had stopped breathing on board his bus, received congratulations from Board directors. Pictured above is **Director Jim Tolbert, Director of Transportation Dan Ibarra, Director Nick Patsaouras, Ernest Scotti, and General Manager Alan Pegg.**

The humble Palmdale resident, who stopped his packed bus on the 560 line, picked up the lifeless child and ran into a nearby doctor's office, was featured on Channels 2 and 4 and in the Daily News and was chosen Citizen of the Week by KNX radio.

# Single Father Households: Fastest Growing Family Group

Between 1985 and 1989, single-father households became the fastest growing family group in the United States, according to new data released by the Bureau of the Census.

---

*By 1991, there were 1.4 million single-father families in the United States.*

---

The number of single fathers caring for their children rose 33.1 percent in the late '80s. By 1991, there were 1.4 million single-father families in the United States.

This number is still small compared to the 8.7 million single-mother families. The rapid growth of single-mother households in the early 1970s signaled long-term changes in family law and structure, including the rise in no-fault divorce. The current growth of single-father households also reflects long-term social trends, including changes in custody laws and a growing number of never married fathers caring for their children.

Many of us who considered single-parent families as a women's issue are beginning to revise our assumptions. It is clear that single fathers have as many of the same needs as single mothers.

The rapid rise in single-father families has spurred the

demand for gender neutral family policies, like the Family Rights Act of 1991, and will continue to cause changes in corporate attitudes about men's work and child care needs.

Attention all Dads! If you are looking for childcare near your job or your home, please call the District's Dependent Care Coordinator at (213) 972-7155.

(Excerpted from *Issues in HR* July/August 1992)



## Two Equipment Maintenance Employees Wed!

Equipment Maintenance Supervisor Steve Mullaly and Quality Assurance Clerk Mary Martinez were married on Saturday, June 6 at a candlelight ceremony at the Chapel L'Amour in Las Vegas.

Several RTD friends and family were there to celebrate the happy occasion. Stella Duncan of equipment maintenance administration was the matron of honor and Thomas Duncan of Division 10 served as best man. Steve and Mary's three sons attended to the groom and were there to give the bride away.

Mullaly has been with the District for 17 years; Mary for 23 years. The couple makes their

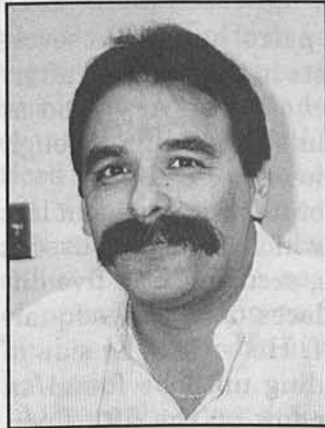


home in West Covina.

Our best wishes to the newlyweds and may their happiness continue!

## RTD Talk

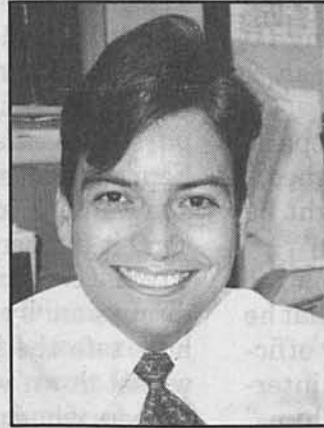
### If you could have any job at RTD, which would it be?



**Rudy Melendez,**  
supervisor, Paint Shop

*"I'd like to be a division manager. I am inspired by friends doing the job now. I like dealing with people rather than working strictly by the book. There are a lot of variables to making pull-out when you're a division manager. Yes, I know it's a tough job, but that's part of life. I'm getting my experience now being in charge of the Paint Shop."*

*"I'd like to be a division manager. Yes, I know it's a tough job, but that's part of life. I'm getting my experience now being in charge of the Paint Shop."*



**Mario Perez-Ceballos**  
human resources analyst

*"I'd like to be the chief executive officer for the new M.T.A. I think that Los Angeles is on the cutting edge of public transportation. I would find it very exciting to be involved in fulfilling the transportation needs of people in so many different counties in Los Angeles. I would rely a great deal on getting dynamic transportation experts (just like Clinton got the right experts in his winning campaign). And I would allow people in the community to give direct input on what needs to be done and how they can be a part of the process."*

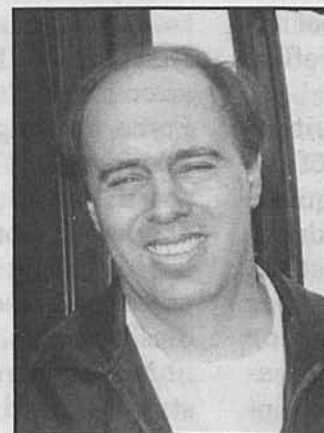
*"I'd like to be the chief executive officer for the new M.T.A. I think that Los Angeles is on the cutting edge of public transportation. I would find it very exciting to be involved in fulfilling the transportation needs of people in so many different counties in Los Angeles. I would rely a great deal on getting dynamic transportation experts (just like Clinton got the right experts in his winning campaign). And I would allow people in the community to give direct input on what needs to be done and how they can be a part of the process."*



**Tony Bernardino,**  
communications technician

*"I'd like to be an engineer. That's the field in which I got my degree. I got nine years experience with microwaves. Then I got laid off. So here I am - in a stable job at RTD. One day, I'll get an engineering position. I'm working on it."*

*"I'd like to be an engineer. That's the field in which I got my degree. I got nine years experience with microwaves. Then I got laid off. So here I am - in a stable job at RTD. One day, I'll get an engineering position. I'm working on it."*



**Scott Mercer,**  
bus operator, Division 12

*"I'd like to be a radio dispatcher or road supervisor. I'm looked up to as a person with great knowledge. There is an operator advisory group which is being formed and I've been nominated to represent my division. The election will be held soon. As a bus operator, I help people, which I really like. As a dispatcher or road supervisor, I'd be helping both the operators and the public to get through the situations that arise."*

*"I'd like to be a radio dispatcher or road supervisor. I'm looked up to as a person with great knowledge. There is an operator advisory group which is being formed and I've been nominated to represent my division. The election will be held soon. As a bus operator, I help people, which I really like. As a dispatcher or road supervisor, I'd be helping both the operators and the public to get through the situations that arise."*

# State of Security at District



**C**hief Sharon Papa remembers the day she walked into the Headquarters Building and said "Good morning" to the security guard on duty. "He told me that I should be wearing my ID badge and I told him, "Yeah, I guess I should."

"He wondered what department I worked for, and I laughed," she says, smiling. "I thought he was kidding."

Papa finally realized that he didn't know who she was, that he was one of the few security officers she hadn't personally interviewed for the job. "I told him," she recounts to *Headway*. "He was so red. He said something like, 'Oh my God, I'm so sorry.'"

Papa, though, was much im-

pressed by his insistence that she produce her badge.

She tells *Headway* that it is imperative that employees wear their badges and report to the Transit Police any breach of security. Her officers say there have been too many times that an employee calls, complaining "My purse was rifled through. It has happened once before." Papa says she wants to know the very *first* time it happens.

Since there has been much discussion by employees as to how safe the building *really* is, we sat down with Papa and the officers who are charged with its security and talked about what has happened inside.

Lieutenant Elston Burnley, who spent eight hours in the

building one Saturday searching for any weak spots that might be accessible to suspects, oversees a special patrol that has worked undercover in the Headquarters building.

That patrol has caught several suspects in the building after-hours, who were "very good at coming in the building through the windows."

He points to one incident last year in which a suspect used a fire hose, securing it in five different places on the Headquarters' roof. He scaled the side of the building until he found an open window on the fifth floor. According to Burnley, the suspect stole personal checks from a Metro Rail consultant's coat pocket. Officers traced the

## Metrolink Success

*Continued from page 6 . . .*

ers of many RTD timetables sported a Metrolink symbol for the blue-ink series made effective October 25, 1992.

Bus operators were either puzzled or contemptuous of the control gate and "ticket" required to gain access to the south driveway of Union Station. **Assistant Vehicle Operations Manager Johnnie Johnson and Senior TOS Fred McReynolds** patrolled the RTD bus berths top-side to check load factors. **Instructors Fred Flunker, John Jung, George Dixon and Ozell Smith** were at the parking lot gate in the morning to assist operators in overcoming the formality of the control gate and

tickets for the first couple of days. The afternoon shift was handled by **Instructors Beverly Jones, Demetrius Jones, Charles McMillan and Joe Gonzales.**

**Acting Superintendent of Instruction B.J. Harris**, who attended all of the Metrolink Task Force meetings had the job of relaying to RTD operators the specific details and instructions of operating buses on lines serving Metrolink stations. RTD operators studied their new "paddles" closely as they traveled north of Figueroa and other streets toward Sunset Boulevard and Macy Street. The lower-level bus terminal for Metrolink wasn't finished in time, so lines 55 and 60 had to make stops on Macy Street outside Union Station, and go on to lay over at Terminal 31 in front of the Central Mainte-

nance Facility at Macy and Vignes streets. The Macy Street stop was filled with newspapers, dust and dirt from construction and the sidewalk offered a piece of plywood as a bridge over a trench cut for electrical installations that hadn't been completed.

The first week of commuter rail -- free to the public -- saw passenger volumes in excess of 6,000 persons per day, far above original estimates of the Southern California Regional Rail Authority, the five-county agency responsible for Metrolink. As the second week of service opened, with the free ride over and passengers having to pay full fare, volumes on the heavily used Pomona train dropped to less than 1,400 on the 12 Metrolink trains arriving at Union Station each weekday morning.

checks. When one check turned up as a rent check in the landlord's office at the hotel next door, they knew they had their man. A resident of the hotel, the suspect was tried and convicted.

Another time on the fifth floor, employees complained that purses, money, and calculators were disappearing. Burnley planted his officers in the building from five in the afternoon until four a.m. On this particular evening, after midnight, they noticed a suspect in the corner.

"He was the picture of health and was unusually short," recalled Burnley. "He was just out of prison. My officers cornered him on the roof. He lived in the hotel next door."

Since the arrests of these suspects, there have been no more reports of stolen computers or calculators, according to Captain

Ronald Eutsey.

He and Burnley say they have made numerous improvements in the security of the building: Maintenance crews have replaced doors with bad locks, replacing hinges with still stronger ones. "We replace the batteries on the emergency exits every 90 days," he says.

He says that when an employee calls, concerned that something is amiss, "We will send uniformed police down. We will assign it to a detective, who will pursue the matter, until it is resolved."

Burnley, who is the WE TIP coordinator for the District, emphasizes that employees reluctant about calling Transit Police and revealing their names, should call 1-800-78-Crime. Burnley says WE TIP has paid a substantial amount of reward money to em-

ployees with information on alleged assailants.

Papa says that RTD Police continue to walk footbeats around the perimeters of the

---

*"The security guards hired to police the building are top men and women who come out of the best guard schools. They're certified by the state and receive regular, up-to-date training."*

---

building between 4th and Spring and 4th and Main. Eutsey says

*Continued on page 32 . . .*

## Lighterweight Bus

*continued from page 12 . . .*

transit industry with increased fuel economy while decreasing undesirable emissions into the atmosphere."

According to Environmental Protection Agency reports, Leahy said, Los Angeles ranks highest in the nation for undesirable ozone and pollutant standards index emissions into the atmosphere.

Among the design, engineering and manufacturing firms consulted by the RTD on "dream bus" technology are Futura Corp., Amerigon Corp., Crane-Carrier, General Electric, and Graham Sales Corp.

Leahy said hybrid electrical power technology is being examined to employ electric motors to drive two or all wheels on the

vehicle. The source of electrical energy would be a small clean-air design engine. "The ultimate design goal is to eventually incorporate either fuel cells or new generation batteries," Leahy said. The type of design envisioned could also be used for electric trolleybuses, he said.

Significant weight reductions through the use of composite material, specifically designed engines and over-all systems integration is another area being researched.

"The RTD believes there is a potential to lower vehicle weight from the 28,000-pound range of current transit buses to the vicinity of 16,000 pounds. Obviously a lower-weight vehicle has many advantages in that it would require less power to accelerate, would reduce wear and tear on dynamically loaded components

such as brakes and transmissions, and should reduce infrastructure damage to roads and bridges."

As currently projected, the Advanced Technology Transit Bus program would require \$27.7 million over 47 months. The RTD is requesting \$3,999,689 in grant funds from the Federal Transit Agency to start the first phase.

RTD is seeking the funds as a member of an innovation task force sponsored by the U.S. Department of Transportation and the Ontario, Canada Ministry of Transportation.

"This is a bus that would better serve the public and the environment, as well as improve maintenance efficiency by using new technologies," Leahy said. "Imagine the prospect of knocking 12,000 pounds or six tons off the weight of buses in the city! "

## Special Thanks to Senior Instructor Cristobal Medina from Division 15

Dear Mr. Cristobal Medina,  
transit operations supervisor:

On behalf of the individuals with developmental disabilities who are served by WTP, I thank you most sincerely for the excellent presentation given by you and your staff on September 21.

Your presentation made clear RTD's mission to sensitize drivers to riders with disabilities. It was extremely beneficial to have Roger and the other drivers in attendance. I felt that they had a lot to offer in the way of information and tips to the clients, and I

also feel that they came away with a favorable impression of the abilities of WTP clients, as well.

In our commitment to normalization, we try to use the real thing when we are teaching a new skill or behavior. The in-depth tour of the bus itself, in concert with rules and regulations and procedures, was the best use of a visual aid that I have ever seen in any presentation, ever.

I look forward to future training, visits to the Blue Line and

RTD offices, and the opportunity to talk with employment officials about our group work services. I appreciate your willingness to create such a mutually beneficial partnership and I look forward to seeing you again soon.

Sincerely,

Gail Peters, M.A.

Program Manager

Work Training Program, Inc.

## By George



**T**hey never die. Just like old Volkswagens turning into Baja bugs, old RTD coaches are resurrected to lead new lives. Operator Frank Flores took pictures of old RTD coaches working the streets of Mexicali during a recent vacation. He said not only were the buses running strong, but they fell into more potholes than Spring Street could produce in a lifetime.

Operator Leo Camacho said that while he was on vacation in the Yucatan, he saw a 7300 Flexible still painted red, black, orange and white. To make it more weird, it was a coach he drove at the Division 9 yard years ago. Not only do you see operating buses, but they make good stationary buildings also.

There's also an articulated coach on Interstate 15 near Corona that farm hands use in the fields. There's also one in Lake

Elsinore that has been converted to a chicken house. As you drive across the landscape of the southwest you will see buses in Nevada, Arizona and Utah. So, just like oldtimers coming back to pay dominos, just look around and there may be an old coach somewhere nearby.

Got a story about life after you leave the yard? Drop me a line at Division 3209.

-- George Pepper



# How to Market RTD to Those Who Don't Ride

*District is among the first transit properties in the country to study riders*

By Bill Heard  
News Bureau Representative

A new series of consumer surveys is providing important information that will help the RTD market its services to those who don't currently ride the bus. The surveys also indicate just how much transit riders rely on RTD bus service to get them where they're going.

The initial survey, which drew opinions from 3,000 Los Angeles County residents answering a 12-page questionnaire, indicated that the typical non-rider is a 43-year-old Caucasian, married and a homeowner. Non-riders have an average annual income of \$39,000 and either own an automobile or have access to one.

A majority of regular RTD riders are less affluent and do not own a car or have access to one. Most of those surveyed (58%) said they will continue to depend on bus service and one-in-four will use it even more in the coming year. Among transit-dependent riders, 50 percent or more pay cash to ride the bus.

"The surveys are helping the RTD understand who our customer is," says Harry Goldsborough, Marketing Department promotional program manager. "With this information, we'll be better able to deliver RTD services to our customers and target our public information to identifiable markets."

The RTD has taken a leadership position, Goldsborough says, by becoming the first known tran-

sit property in the nation to conduct marketing research in the same way consumer companies seek information about their customers. The main feature of this research technique is the 3,000-member "consumer panel" of riders and non-riders who have agreed to be surveyed repeatedly as information is needed.

Since conducting the initial survey of the consumer panel, two telephone surveys have been completed. Approximately 400 riders and 400 non-riders were surveyed. They were asked about a variety of issues, including the 30-year plan for mass transit, graffiti and vandalism, passenger safety during the civil disturbances, and the environment.

"Each survey gives us a snapshot of public opinion at any given moment," says Gary S. Spivack, assistant general manager for planning and public affairs. "With such information in hand, we can plan different service programs and make our promotions and public information materials more effective."

The studies indicate that RTD riders believe bus lines should have equal priority with new rail systems in the 30-year mass transit plan. About 75 percent say bus lines should have higher priority, while 71 percent say rail and bus should receive equal funding. And, although non-transit riders have a preference for rail (69 percent), a majority - 54 to 59 percent -- would balance bus and rail priorities.

One of the surveys, taken in early May following the civil dis-

turbances, showed that "the public feels overwhelmingly that the RTD did all that was necessary to ensure the safety of its passengers...." Among riders, 89 percent held that opinion, and 94 percent of non-riders agreed.

Survey respondents held strong opinions about graffiti and vandalism. More than half believe the penalties for these crimes are not severe enough. Minors usually are granted probation or given a term of community service. There also was significant support -- 71 percent of those surveyed -- for the idea of requiring parents to pay for vandalism damage caused by their children.

On the environment, members of the consumer panel said air quality is their number one concern, with global warming a very close second. Ocean ecology, overdevelopment and wildlife extinction also ranked high among environmental problems with the group. The vast majority try to contribute to the environment by recycling aluminum cans, newspapers or other materials.

The results of a third telephone survey are now being studied. The information it provides will further expand upon the knowledge the RTD is developing about the needs and desires of the public -- both those who currently ride the RTD, and those who will in the future.

## State of Security

*continued from page 29*

that he wishes employees who walk down 4th street would not walk around the corner and use the Main Street entrance, but would, instead, walk directly into the entrance on Spring Street, even though they might have to take two elevators to get to their destinations.

And, he cautions, if you do have to work late, please move your car into the building.

He also warns employees about the alley in back of the Headquarters Building. Employees, although they been warned numerous times about the alley's danger, continue to use it as a short cut. "We have made numerous arrests in the alleys," he says, sternly.

Papa says that the security guards hired to police the building are top men and women. She says they come out of the best guard schools and are certified by the state and receive regular, up-to-date training.

"They're better than most of these security guards around town," she says, proudly.

As far as security in the division goes, Papa says a draft plan now being circulated calls for the creation of paid parking at each of the divisions. Money generated from the use of the lots would go toward the hiring of security guards, something that divisions have wanted for some time.

Papa is all for it. "Paid parking would encourage carpooling and, at the same time, we could use the dollars to provide fencing, lighting and maintenance of the lots," she says.

## Five Arrested in Counterfeit Ring

Five men allegedly involved in counterfeiting RTD 50-cent discount bus tickets were arrested and 57,000 in bogus tickets confiscated in the Transit Police Department's ongoing probe of fare evasion.

The suspects were arrested by Long Beach Police, Sept. 9, at the Days Inn Hotel, in Long Beach during an investigation of an unrelated crime. The arresting officers said the five were engaged in assembling books of counterfeit 50-cent discount tickets from uncut printer's sheets. Officers confiscated some 114,000 tickets, which would have represented 1,140 books valued at \$5 each.

According to Transit Police Chief Sharon Papa, bus operators collect an average of one counterfeit tickets for every 10 to 20 genuine tickets received.

Between Jan. 1 and Aug. 31, Transit Police arrested 435 persons for various forms of fare evasion, including 150 for selling stolen transfers, 237 for fare evasion by passengers and 48 for use of counterfeit passes.

### **CREDIT & FINANCIAL RECONSTRUCTION**

**TIRED OF BEING TURNED DOWN FOR CREDIT?  
LOANS, MORTGAGES, CREDIT CARDS?  
THERE IS A SOLUTION!!!**

**LEARN THE SAME TECHNIQUES USED BY  
ATTORNEY'S  
AND CREDIT CONSULTANTS.  
YOU CAN IMPROVE YOUR CREDIT AND PRACTICALLY  
ERASE BAD CREDIT !!!  
AND WHATCH THE BANKS SAY YES  
TO ALL CREDIT REQUEST.**

**ELIMINATE LATE PAYMENT, CHARGE OFFS, JUDGEMENTS,  
TAX LIENS, FORECLOSURES etc.**

**OVER 60 PAGES OF STEP BY STEP INSTRUCTIONS  
OF HOW TO RECONSTRUCT YOUR CREDIT, NAMES OF  
SPECIFIC**

**BANKS TO OBTAIN CLASSIC AND GOLD CARDS,  
AND MUCH, MUCH MORE !!!**

**SEND CHECK OR MONEY ORDER FOR \$49.95 + \$3.00 S. H.  
FOR CREDIT KIT TO:**

**DOWNTON CREDIT CLINIC**

**2682 W IMPERIAL HWY #324 INGLEWOOD, CA 90303**

**(213) 754-2404 OR 1-800-829-4582**



# BATTLING THE *HOLIDAY* *BLUES*



Say the word holidays, and most people envision family get-togethers, parties, warmth, laughter, and a time for remembering loved ones.

Yet this time of year, when all is supposed to be cheery and bright, feelings of depression attack an increasing number of people. Psychologists point to a variety of reasons for seasonal depression unrelated to a chronic condition. For one, "Everyone is supposed to be happy, and if you aren't, then what's wrong with you?" says Shirley Garfield, a former counselor with a Kansas City-area social services agency.

For another: "People feel less effective than usual," remarks Dr. Sharon Helm, a psychologist in private practice. "They're tired, busier than usual, often overplanned, financially

uptight and overextended. At this time of year there is more traffic, fewer parking spaces, more crowds...it takes extra energy just to navigate through your day." Older persons and singles can be particularly prone to seasonal depression. Also people who don't feel they can give lavish gifts.

In addition, more people are off work during this time of year and children are home from school. Adult children come home to visit their parents, and unresolved family conflicts can rise to the surface. "Many people come home with the idea, 'This year, it'll be different,' but unless they have initiated some change in the past year, the same family

dynamics will be in operation, and old conflicts get exacerbated," Garfield notes.

According to Dr. Helm, the weather is also a factor in holiday depression. "A lot of people are physically uncomfortable with the cold. The weather is often wet and gray, which can affect mood." Even the amount of daylight can have an effect. December 21 is the shortest day of the year.

Though seasonal depression has certain special aspects, it shares some symptoms with the chronic type. The form it takes varies among individuals. Some are more prone to depression than others. Physical health, childhood experiences and present life situation are factors in a person's tendency towards experiencing depression.

Symptoms of depression include: increased irritability; an inability to sleep or sleeping more than usual; eating more or less food than normal; sadness for no particular reason; excessive fatigue; lack of motivation; loss of interest in work, friends or sex; and increased preoccupation with death or suicide.

If you are experiencing any of these symptoms, there are ways to cope. Garfield recommends that people try to call one friend for guidance and support. Also, they should not be alone at certain vulnerable times. And, if they are involved in a support group, they should participate actively.

For most who suffer bouts of depression during the holidays, the feelings of sadness dissipate as normal schedules and activities resume in the new year. Should depression extend well past the season, seek professional help. Making a point to communicate thoughts and feelings to others and focusing on recreational opportunities that can lift spirits are other ways to battle the blues.

If you see signs of depression in a relative or friend, there are ways you can help. "Encourage conversation, and not just on the chitchat level," said Dr. Helm. "Show interest in what's really going on. And tell them that you care about them."

©1989 PARLAY INTERNATIONAL



A service provided by:  
Employee Support Systems Company

CALL FOR CONFIDENTIAL ASSISTANCE

- Personal Problems
- Emotional Problems
- Chemical Dependency

(800) 221-0945



*Employee Assistance Program*

# RECREATION NEWS



## JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
					HOLI-DAY <sup>1</sup>	<sup>2</sup>
3	4 RED LINE	5 11	6 1	7 10	8 3	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

### December

- 4 Shoe sale Headquarters Cafeteria 10-2 P.M.
- 9 Lakers vs Portland \$14.50
- 12 WWF Wrestling \$18.50 Sports Arena
- 13 Les Miserables Shubert \$42.25
- 13 Clippers vs Indiana \$19.50
- 18 Lakers vs Phoenix \$14.50
- 19 The Winan's Christmas Show - Shrine \$32.50
- 27 Clippers vs Philadelphia \$19.50
- 29 Kenny G - Universal Amphi. \$30.00

### January

- 1 Rose Parade - Bleacher seating middle of parade route \$32.50
- 2 Kings vs Montreal \$19.50
- 3 Freddie Jackson - Universal Amphi. 7:30 P.M.
- 9 Disney on Ice - Sports Arena \$14.00
- 10 Lakers vs Atlanta \$14.50
- 16 Disney on Ice - Long Beach \$14.00
- 21 Phantom of the Opera at a true discount - rear parquet seats \$36.50

X X X X

### Mobile Unit Schedule

The mobile center will operate Monday through Friday from 9:30 A.M. until 2:00 P.M. at the Divisions listed on the calendar below.

### DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7 11	8 1	9 TRANS. POLICE	10 6	11 10	12
13	14 3	15 CMF	16 9	17 16	18 8	19
20	21 15	22 7	23 5	24 HDQRT.	25 HOLI-DAY	26
27	28 18	29 2	30 12	31 MAINT. DAY		

Christmas is here! For these special gift items visit the Employee store for gift baskets, novelty items, watches and don't forget See's and Ethel M chocolates and Grandma's fruitcakes. All great savings.

X X X X

Save money at the movies. Discount tickets available for the following movie theatre chains: Edwards \$4.75; AVCO General Cinema \$4.50; AMC \$4.50; Pacific Walk-In or Drive In \$4.50; Cineplex Odeon \$4.75 These also make great Christmas gifts.

X X X X

Start organizing your basketball teams. Season will start at the end of January. \$350.00 league fees. Crenshaw High School on either Tuesdays, Wednesdays or Thursdays. (Days of play, not set at this time).

## About the Cover

Pictured on the front cover doing business in the Red Line Test Control Center at Division 20 are Rail TOS' Errol Rousseve and Ignacio Gonzales. Both men say they are thrilled to be a part of the Red Line team. "It's like dying and going to heaven," says Rousseve, an 18-year RTD veteran, of his new position.

# EAGLE MORTGAGE BANKERS

420 W. BASELINE RD., GLENDORA, CA 91740



**\$17,500 IN 20 DAYS**  
\*100% TAX DEDUCTIBLE\*  
NO APPRAISAL REQUIRED  
NO PRE-PAYMENT PENELTY  
FOR HOME IMPROVEMNTS  
ALSO FOR RENTAL UNITS

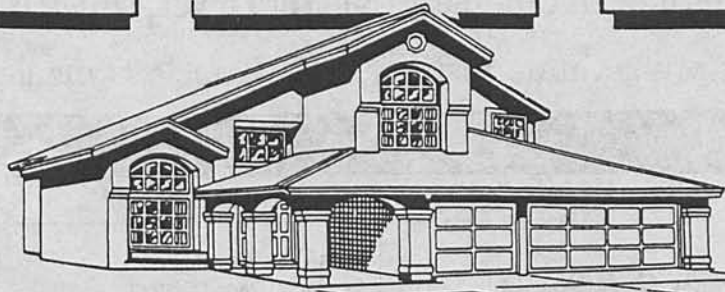
PURCHASE OR REFINANCE  
15 YEAR  
\* **5 1/4 % FIXED**  
GPM

**JUMBO LOANS**  
STARTING AT  
\* **8%**  
JUMBO = \$ AMOUNT OVER \$191,2550


\* **6 1/2 %**  
30 YEAR  
CONVERTIBLE

**0 POINT LOANS**  
NO LOAN FEES!  
**FIXED RATE**  
OWNER OCCUPIED

BE HOME-OWNERS  
WITH ONLY  
**5 % DOWN**  
3% YOUR \$      2% GIFT \$









FREE PRE-QUALIFYING OVER THE PHONE

 **(818) 914-2796** *HABLAMOS  
ESPAÑOL;*

\* Rates subject to change without notice

**REFINANCE - PURCHASE - FAST CASH**  
**TODAY WHILE RATES ARE STILL LOW..!!**

-  **BILLS PILING UP/CONSOLIDATE BILLS**
-  **CASH OUT/HOME IMPROVEMENTS/REMODELING**
-  **INCOME PROPERTY/INVESTMENTS**
-  **EDUCATION/MEDICAL EXPENSES**
-  **VACATION HOME/VACATION CASH**
-  **AND MORE!**

## FREE INFORMATION

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



Train Operator Walter Wadlington is flanked by 'TOS' Errol Rousseve and Rich Rodriguez in the Red Line Test Control Tower, which is the nerve center for the subway's pre-revenue testing. TOS Ignacio Gonzales is in the back.

# 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.

Mailing address: **Headway**, 2nd Floor, 425 South Main Street, Los Angeles, CA 90013. (213) 972-7165

**Andrea Greene, Editor**

**Shawn D. Lowe-Ewing, Design and Layout**

**Staff Writers:**

Cheryl Brown

Luanna Urie

Printed by the RTD Print Shop  
Al Moore, Manager

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

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