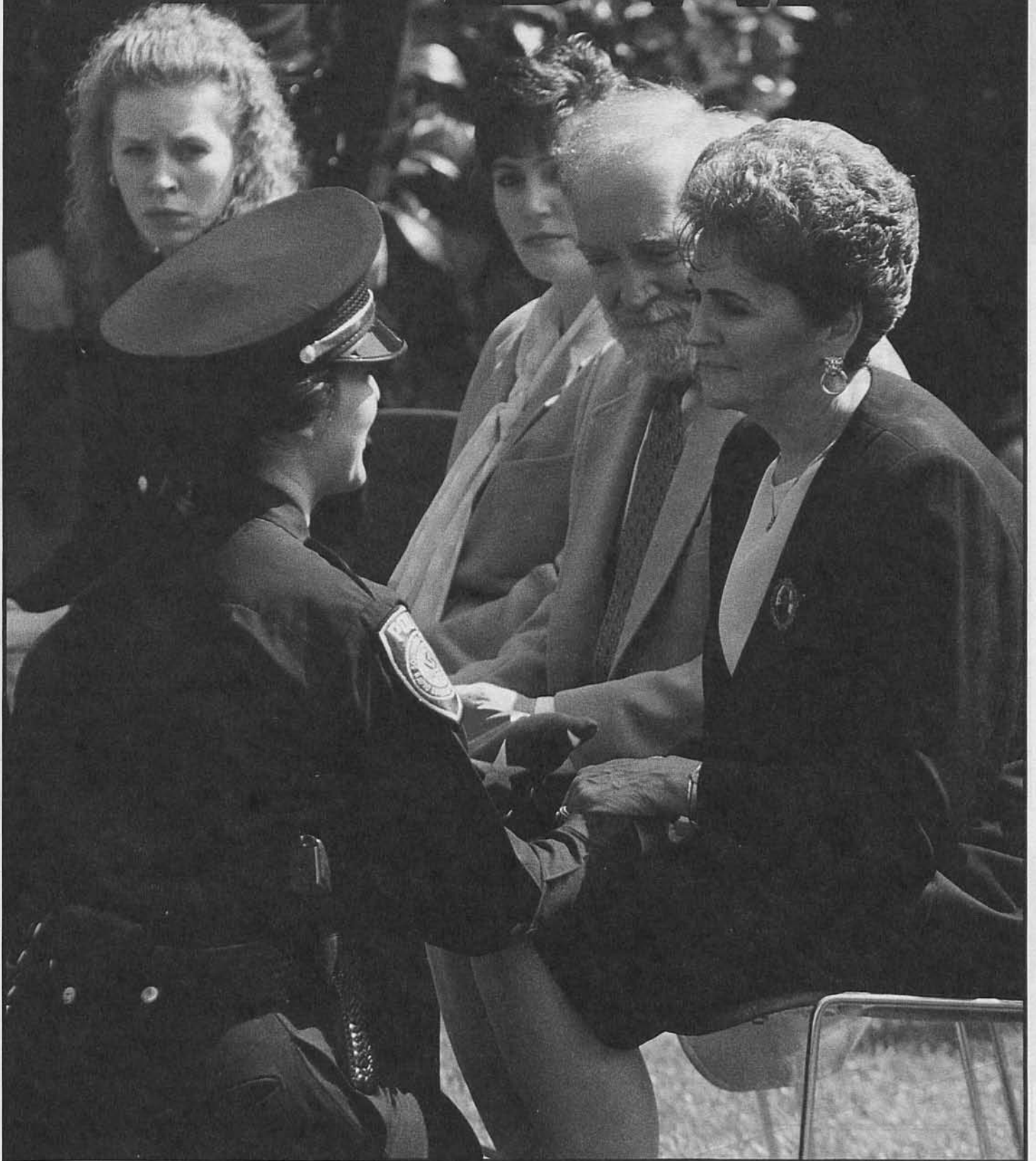


HEADWAY





Near the Reed family, a solemn Senior Officer Johnnie Jones hands Chief Sharon Papa the flag. Jones, part of the honor guard, was in charge of the flag detail. Sgt. Bill Thomson looks on.

Officer Edward Reed Eulogized



A death in the family stirs even the most impassive of souls.

And so it was, with sinking hearts, that the RTD/MTA family came together at St. Vincent de Paul Catholic Church, to mourn the tragic death of Transit Police Officer Edward E. Reed, Jr., who was killed Feb. 21 while on patrol.

His death came at the hands of a drunk driver, whose speeding car slammed into the police unit at the corner of Central and 42nd Street. Reed's partner and driver of the police unit, Eric Waterman, was injured.

Officer Reed, 29, had been a member of the Transit Police Department for one year. He was the first Transit Police officer to be killed in the line of duty in the department's 15-year history.

An estimated 500 family members, colleagues,

RTD/MTA employees, Board members, and law enforcement officers from throughout the Southland, filled the pews at the March 4th mass. Reed had been laid to rest the previous week in Washington. Six officers, representing the force, attended that ceremony.

The printed program at the Los Angeles memorial service, which included a Transit Police honor guard, 21-gun salute, and LAPD fly-over, read simply:

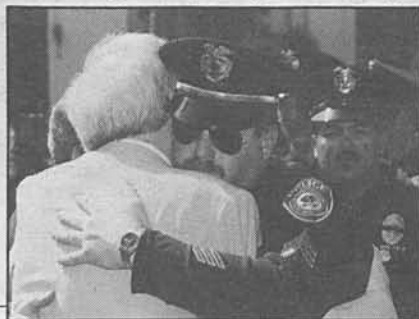


Senior Officer Ed Cueveno played "Taps" on the trumpet.

"Edward E. Reed, Jr. was born to his proud parents, Ed Sr. and Betty Reed, on April 16, 1963 in New Jersey.

Ed went on to college and served honorably in the U.S. army as a military policeman before joining the Transit Police in

Sergeant Mo Angel embraces Ed Reed, Sr.



A Message to Employees from Chief Papa

Dear RTD/MTA Employees:

I can't begin to thank all of you who contacted us to assist in any way you could upon learning of the death of Transit Police Officer Edward E. Reed, Jr. Your thoughtful words conveyed in phone calls, cards and letters were overwhelming.



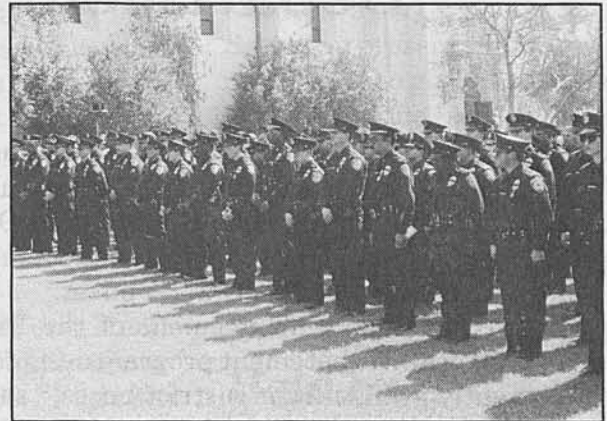
The presence of District bus operators, road supervisors, dispatchers and other employees too numerous to mention, at the memorial service for Officer Reed, demonstrated your kindness and support of your Police Department. Unfortunately, it usually takes a tragedy to bring people together, but maybe this one established a bond which will grow stronger.

On behalf of all employees of your Transit Police Department, I thank you for being there when we needed you.

Sincerely,
Sharon K. Papa



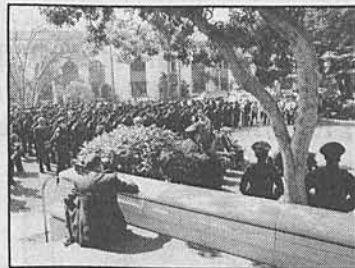
The honor guard consisted of seven Transit Police officers holding shotguns plus an eighth officer giving the commands. Officers pictured here are, from left, Michael Ortega, Timothy Scearce, Louis Evans, Hector Figueroa, and Senior Officer David Girardi. Officer Charles Koffman gave the command to fire. Officers Mike Rodriguez and Gilbert Zambrano are not pictured.



In mourning.



A full church.



Everybody, it seemed, was there.

December 1991.

Ed had just recently announced his engagement to Jeanette Starr while visiting his parents' home in Puyallup, Washington.

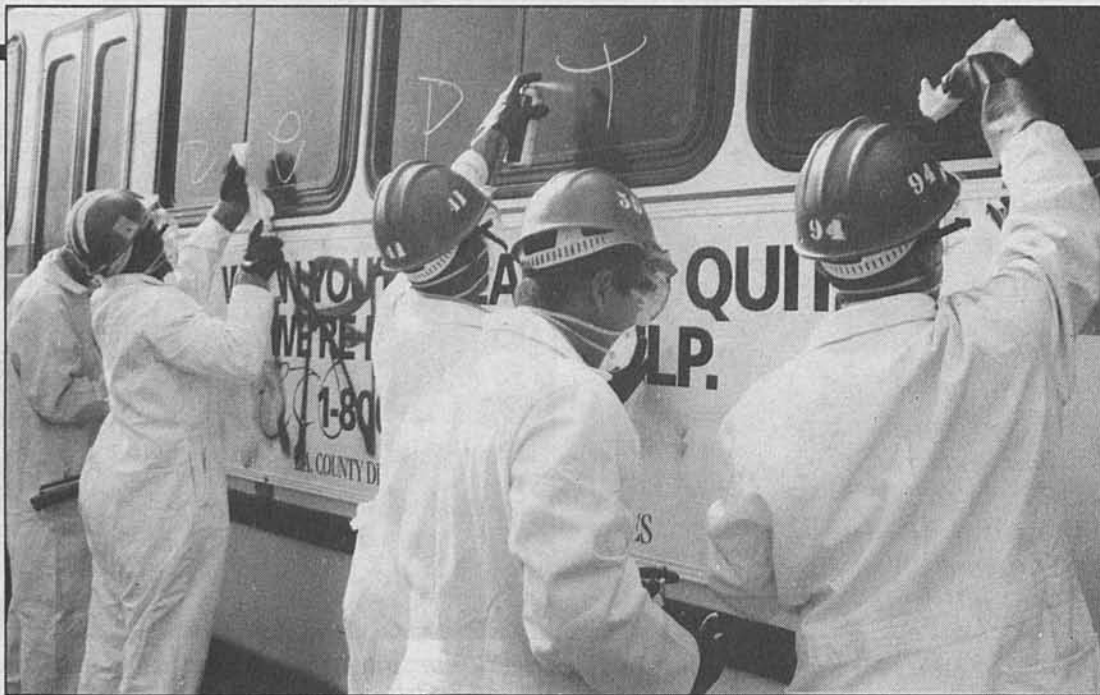
Ed is remembered as an officer you could count on to be there if you needed a back-up. Ed would

never complain, he just went out and did his job.

Rest in peace "Tiny Tim."

(Right) After the mass, the traditional bagpiper, with family and friends in tow, leads the way.





Juveniles from the L.A. County Probation Department's Camp Routh in Tujunga scrub the buses clean of graffiti.

MTA Teams Up With Probation Department to Fight Graffiti

As part of the MTA's aggressive zero tolerance program, MTA's operations unit has teamed up again with the Los Angeles County Probation Department in a project that involves juvenile offenders removing graffiti from RTD/MTA buses.

"This project is an enhancement of the District's overall graffiti abatement program designed to rid unsightly graffiti from District buses," said former RTD Board President Marvin Holen.

"I can think of no better way of discouraging would-be vandals from spray-painting RTD buses than showing them that, if caught, they may face the task of cleaning it off," he said.

Each weekday, a group of seven youthful offenders from juvenile work camps in Malibu and Tujunga will be spending up to six hours a day removing graffiti. The offenders, ranging in age from 16 to 18 are transported and supervised by

Probation Department personnel.

In addition, crews working on weekends are comprised of youths from the Probation Department's Juvenile Alternative Work Services (JAWS) program.

"This joint effort with RTD/MTA is ideal because the community benefits with cleaner buses, RTD/MTA benefits with a low-cost graffiti removal,

the Probation Department benefits with the inclusion of a cost-effective sanction in our rehabilitative efforts, and the minors who participate benefit from the overall training and work experience," said Barry Nidorf, chief probation officer.

"You tag them, you'll clean them," said Antonio Villaraigosa, who spearheads the anti-graffiti effort.



Antonio Villaraigosa

cer.

RTD spent \$13 million last fiscal year to clean graffiti off buses and repair seats, interior panels

Continued on page 32 . . .

“Put yourself in my shoes,” Henry Madrid, a Division 1 operator tells *Headway*. “Three kids circle my bus. Two of them hold the rear door open so the bus won’t move. Then the other two jump on the bus holding the windshield wipers. Then, they spray, right in your face, and there’s nothing you can do.

“It’s kind of like your innocence being violated,” he says.

Madrid is no innocent to the destruction of buses. In the ten years he’s been driving, tagging crews have multiplied.

“It’s getting to the point where they act like gangs,” he says.

Madrid has had enough. He, along with 14 of his colleagues, are donating up to 20 hours each week speaking to elementary and junior high school students.

He says the students are interested. “I ask them how they would feel if they were about to go on a field trip and they rushed out to their bus and saw that it was dirty, covered with paint,” he explains. “I tell them how do you think that makes me feel when I come to work and have to climb aboard that bus?”

Madrid and his colleagues so impressed Belvedere Junior High students that they’ve decided to organize a campus “Spirit Day” devoted to stopping graffiti.

The program, coordinated by Local Government’s Bill Gay and Anita Vigil, had its beginnings at Division 3 in December 1991. With Gay and then Division 3 Manager Roy Starks leading the charge, a division advisory committee (DAC) on graffiti was formed. The program called for



The Graffiti Abatement Program is three-fold: public education, mitigation (as shown above), and law enforcement.

Division 1 Operators Travel into the Classroom to Spread the Word

operators and maintenance staff to go into the community and make presentations on how tagging personally hurt them. It was thought by both Gay and Starks that those directly impacted by graffiti could make a more powerful presentation than could other representatives.

The program gathered steam in January with the implementation of the Line 30-31 graffiti abatement project. That line operates out of Division 1, and Gay and Vigil, using staff from the division, launched a concentrated public education campaign.

Operator Henry Madrid was one of the operators who signed on.

He says the zero tolerance program is working.

“My passengers are so pleased when they get aboard a nice, clean bus,” he says.

He is so committed to the program that he takes his three

children, ages 13, 12, and 7 to his Saturday presentations.

“I have to go,” he tells *Headway*, in a phone call. “I have to be at the Hollenbeck Youth Center in a few minutes to talk to the kids.”

MTA Rodeo to be Held on June 26

This year’s MTA Rodeo will be held Saturday, June 26, Mike Bottone, senior instructor of maintenance has announced. As usual, the Transportation and Maintenance Rodeos will be held together at the Santa Anita Race Track.

Preliminary competition for the Transportation Rodeo is scheduled for June 5 and 12. For further information on the Maintenance Rodeo, you can contact Bottone at extension 2-5159.

Drug and Alcohol Testing Program Pays Off

RTD's stringent drug and alcohol testing program scored a coup in February. Out of 514 tests administered to employees and prospective employees, there were no positives, a remarkable feat for a transit agency which early on pioneered one of the country's toughest drug and alcohol testing programs.

The program, as evidenced by February's results, is among the most successful of transit properties -- for each of the last three years, the RTD has recorded less than a two percent positive rate.

Last month, Gayel Pitchford, director of human resources and author of the RTD's policy, presented the American Public Transit Association's (APTA) position on the Department of Transportation/Federal Transportation Administration's proposed rules on drug and alcohol testing. APTA represents more than 1,100 members, including bus, commuter, light and rapid rail operators. Its members carry over 95 percent of the people who use public transit in the United States.

The FTA, formerly called UMTA, is in the process of developing a uniform policy for all transit properties.

In 1988, a federal court held that UMTA did not have the statutory authority to implement a drug and alcohol policy.

Two years later, Congress enacted a law giving the agency

that rule-making authority.

At the public hearings held March 4 in San Francisco, Pitchford, who is also the vice-chair of APTA's National Task Force on Drug and Alcohol Abuse, argued that the final drug testing rule should not limit testing to the so-called "big five," -- marijuana,



Gayel Pitchford, director of human resources, testifying about drug and alcohol testing on behalf of APTA.

cocaine, opiates, amphetamines, and phencyclidine. Presently, the RTD tests for 16 drugs and alcohol, including prescription drugs.

Pitchford said that it costs the same amount of money for a single panel, whether five drugs or 16 are tested.

She also urged the FTA/DOT to combine the alcohol and drug-testing rules and to have one rule agency-wide covering drug and alcohol testing.

"There are numerous transit properties who operate more than one mode and will be required to comply with a variety of rules, some of which are not uniform," she testified. "One agency-wide rule with a uniform cut-off level

would help a lot."

Pitchford also emphasized the importance of implementing the alcohol and drug-testing programs at the same time. Presently, the FTA plans two separate deadlines. That, she says, adds administrative confusion, and could make labor negotiations at

various transit properties more difficult.

Speaking on behalf of APTA, she also urged that police and security personnel be drug and alcohol tested.

Hearings are continuing this month in several cities throughout the U.S.

The final drug testing rule may be out by this fall.

25-Cent Fare on Red Line Extended Through April 30

A special discount 25-cent Red Line subway fare that was originally scheduled to end March 31 will be available through the month of April, MTA's Board of Directors decided March 24.

Weekday ridership on the Red Line averaged about 14,000 in March. Monthly Blue Line ridership figures for February indicate that an average of 3,400 more riders used the Blue Line each day in order to transfer to and from the Red Line.

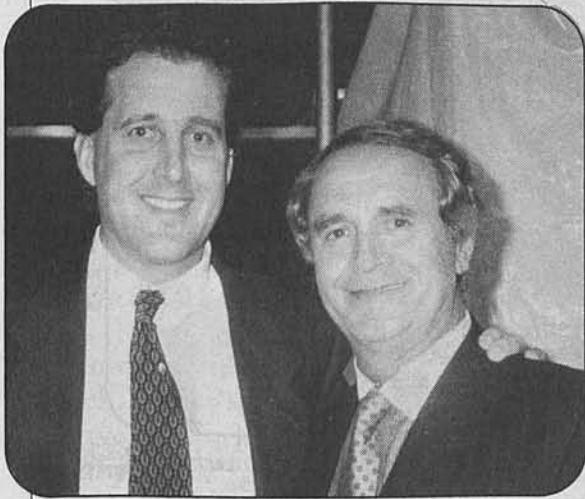
Assistant General Manager, Operations Art Leahy and the USC song girls.



Bill and Karen Haines. He is a senior supervisor for Red Line equipment maintenance.



Transit Police Officer Richard DiMartino clowning around with Sergeant Scott Anderson.



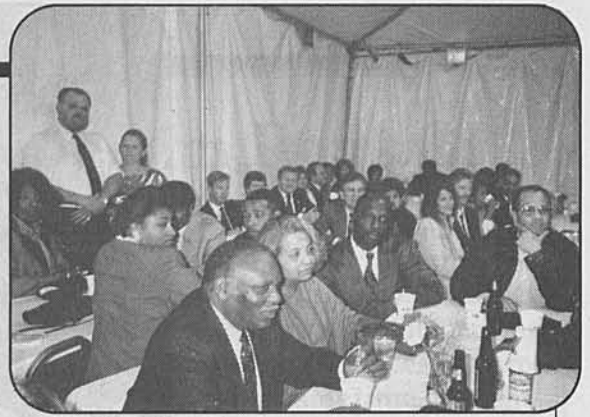
Don Swanson, son of former RTD Board member Gordana Swanson with TSD's John Bilco. Bilco's engineering expertise at subway projects around the world played a key role in the Red Line.



From left are Jose and Aida Lagrimas and Leila and Lou Procopio. Aida is employment manager and Leila is a senior human resources analyst.



Rail Facilities Superintendent Bud Moore with his fiancée Jan Maslun.



A night on the town.



Mr. and Mrs. Alan Pegg.



Public Affairs Manager Ray Harris with his wife, Carol.



Jesse and Gwen Keene. Gwen is the office manager on the employment side of Human Resources.



Director of Equal Opportunity Roger Smith with his wife, Gwen.

Pictured from left are Barbara Shepherd, John Slood, Warren Knox, Faye Tinson, Renee Navarre, Thomas Lucas, Sandra Square, Alfonso DeAlba, and Anthony Taylor.



Employee Vanpool Speeds to Success

Each day, Faye Tinson fought traffic all the way from her home in Rialto until she arrived at work at Division 5 in South Central Los Angeles.

"It was a nerve-racking thing to drive all the way and spend all that time and money just to get to work," said Tinson, whose commute is 75 miles each way.

Now the burden is much easier on Tinson, thanks to an RTD/MTA sponsored employee vanpool which enables Tinson and nine of her colleagues to ride in comfort and convenience to work.

The vanpool, which started in October, is the second vanpool to be implemented as part of the District's employee rideshare program. Each day participants arrive at Division 16 in Pomona at 4:30 a.m. After picking up more passengers at Division 9, they take the El Monte Busway and sail into Division 5 in time to start work at 6:00 a.m.

"This vanpool is terrific," said Tinson, who has been a "utility A" with the District for 18 years. "I get to relax, enjoy myself and save lots of money. "I used to spend over \$40 a week on gasoline alone. I probably save \$150 on gas alone each month."

Stenographer Barbara Shepherd, who recently returned to Division 5 adds, "It's great to come back to this vanpool. I save over \$100 on gas and I can relax. I don't have to worry about traffic. You just can't beat it."

Equipment Records Specialist John Slood agrees with Shepherd. "Not only do I save \$100 a month on gas, but I've got my pillow and my alarm clock. I get to sleep and arrive to work rested and relaxed."

Division 5 Manager Rick Hittinger is supportive of the vanpool.

MTA EMPLOYEES
RIDESHARE
PROGRAM

Continued on page 31 . . .

Beth spends hours sorting through papers and straightening her desk rather than working on the report due the end of the week. Greg hides from his sales manager, because he hasn't put together the sales figures his manager requested. Marjorie knows she should be sorting her records to prepare for filing her income tax return, but they are still piling up in a box.

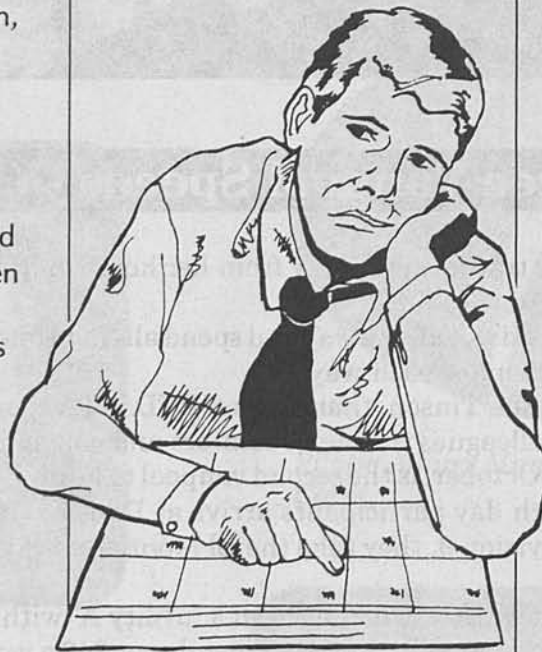
What do these people all have in common?
Procrastination.

Putting off projects that need to be done, dragging feet when it comes to doing crucial tasks...everyone procrastinates at one time or another. But if you find yourself continually behind schedule and never caught up, it may be time to examine the reasons behind it. Here are some possibilities:

Fear of failure. Sometimes we delay a project or task because subconsciously we are afraid it is beyond our capabilities. We say, "I haven't had time to do it," rather than "I tried and failed." The solution is a positive attitude. We are more capable than we give ourselves credit for. Don't let the fear of making a mistake hold you back. Everyone makes mistakes now and then, and most can be rectified.

Feeling overwhelmed. Faced with a formidable undertaking, some will find reason after reason to delay buckling down. That's the time to remember the

DO IT NOW!



OVERCOMING PROCRASTINATION

old Chinese maxim, "A journey of a thousand miles begins with a single step." You can make substantial progress by breaking projects down into incremental

steps and focusing on one step at a time.

Lack of time. This is a common excuse. Yet we each are allotted the same 24 hours every day. So why do some people accomplish monumental feats while others don't? It's a matter of time management and individual priorities. Start to make use of every minute. Can you wake up just 15 minutes earlier for a jog around the block? Can you eat a sandwich at your desk now and then to finish a project that otherwise might be neglected? Another solution: Give yourself a "productivity hour": one hour a day, either at the shop or at home, where you shut the door, refuse telephone calls and concentrate on one special task.

Make a habit of writing down your priorities every day. Have it become as much of your morning routine as drinking coffee or brushing your teeth. Then focus on doing as much on that list as possible. There will always be interruptions and delays that can't be anticipated, so don't hold yourself to too strict a schedule. At the end of each day, check off what you have accomplished, and move the rest to the top of the list for the next day.

There is great satisfaction in seeing a project through from start to finish. Let yourself enjoy the feeling of achievement.
DO IT NOW!

To an Old Friend

Goodbye Old Friend:

Yesterday, a very good friend passed away. He was a very dear friend. For more than 18 years, he had faithfully assisted me. He had helped to raise my family, assisted me in buying my home, and introduced me to most of my friends.

I first met my friend at 1060 South Broadway where he resided. He later moved to 425 South Main. I'm sure you know him. He was always ready to get down because he had some really well trained drivers who were rough, tough, and determined to get the job done.

He stood by me during the Olympics, Super Bowls, and hundreds of special events. He was there during the riots when others let us down.

He took me to work, to school, and anywhere I wanted to go. Some of us met our spouses and significant others due to my friend's introduction.

He was faithful through the bad times. He fought a war on drugs and won. He took on a newspaper and plenty of bad press.

He challenged the politicians. The fight was intense. He fought a brave fight and held his head high.

For five years he fought and held his ground. He proved to the world the accusations were wrong. The politicians being true to their convictions told my friend, "Well, if you can't beat them, join them." Both the Commission and my friend succumbed. He unfortunately was Ready to Die.

So long my friend . . . Goodbye, RTD. Thanks for the memories. It was truly a great ride. It was my pleasure to know you.

Today I met a new friend. He looks very familiar. It's like a newborn child who resembles his parents. A combination of the best of each. I'm sure you know him. He has a lot of potential. He May be Too Awesome. Welcome, MTA. It's nice to make new friends.

— M.M. Bethel
Division 5 Transportation Manager

For Stacy Colicchio, Surviving Has to Do With the West Coast Swing

Stacy Colicchio likes to think he can still do the best tush-push and walking wazi around.

But something was amiss with the mechanical engineer who has worked in TSD's configuration control for the last four years. In April 1991, Colicchio, who loves to spend his evenings with others swinging to country and western tunes, had trouble doing the ten-step and bringing up his knees.

"I went to the doctor and he immediately recognized what was wrong," the gray-haired gentleman with a wide smile recalled.

'You have Parkinson's Disease,' the physician told the man who, prior to the RTD, had racked up years of professional experience with Hughes Aircraft, RCA and Litton Ship Systems.

'But you're lucky,' he explained to Colicchio, who was relieved that, finally, he could give the mysterious symptoms a name. 'If there was ever a good time to have the disease, now is the time.'

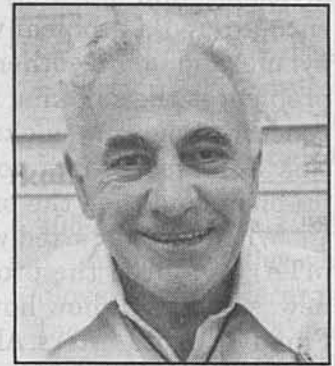
That's because much experimentation is being done to identify the cause of Parkinson's Disease, which is a neurological disorder caused by the deterioration of the portion of the brain that produces dopamine -- a chemical that controls the body's motor functions. When that happens, movement is slowed, and coordination and balance are impaired. Researchers believe that with proper funding a cure can be found within a decade.

The American Parkinson Disease Association estimates that approximately 1.5 million people in this country are afflicted -- more

suffer with that than with multiple sclerosis, muscular dystrophy and ALS (Lou Gehrig's Disease) combined. An estimated 80 percent are at least 55 years old when symptoms first appear, the remaining 20 percent are between two years and 55.

Colicchio's Parkinson Disease was caught in the early stages.

He joined the Young Parkinson's Support Network and is now co-leader of the metro section of a Los Angeles



TSD's Stacy Colicchio

Continued on page 35 . . .

Letter to the Editor

Dear Editor:

Please print this letter in the next *Headway* issue in the best interest of myself and many other employees.

I have had the opportunity of visiting three divisions, and working at two of them. I have encountered a problem which has been expressed by me and many other of my co-workers. The problem is the smoking of cigarettes, without the concern of the non-smokers. I wish you would print this letter so others could be informed of this problem, and then the problem could be solved.

When I first started working for the RTD (now MTA), I noticed the problem immediately. I was new, so I didn't know how to address the problem. Finally, I wrote letters. All I got was the run around.

I noticed that there are "No Smoking" signs put

"Just because I'm a bus operator doesn't mean that I don't have any rights."

on the entrance doors at the divisions I worked out of. Also, there are "No Smoking" signs put on the entrance doors to the supervisors' offices and the upper management offices. But, the "No Smoking" policy is not enforced in the main lobby where the bus operators are assigned to do their paperwork, and wait while on report.

Also, the smoke travels into the "work-out" area, making it unbearable to "work-out." Other operators have literally gagged because the smoke was so thick.

Just because I'm a bus operator doesn't mean that I have no rights.

The health of non-smokers should be and is more important than the unhealthiness of smokers. Hundreds of thousands of people die each year due to smoking. Smoking is banned in airplanes, elevators, the L.A. Unified School District, and even on buses. There are advertisements and com-

COMTO Hosts Reception for Two MTA Appointees

Fresh from receiving a \$175,000 grant from the Federal Transportation Authority, the Conference of Minority Transportation Officials (COMTO) hosted an early evening reception March 23 in honor of Supervisor Yvonne Brathwaite-Burke and Mark Ridley-Thomas, both new members of the MTA Board.

Many MTA employees attended the event, which was held at the Hall of Administration. Also attending were Franklin White, MTA chief executive officer, and Kim Kimball, former general manager of New York's Metropolitan Suburban Bus Company.



Franklin White

COMTO executive director James Jackson introduced the organization's newly-elected executive director, Beverly Coleman, who flew in that morning from Washington.



Librarian Dorothy Gray and Public Affairs' Sumire Gant

"We're in an age of challenge," the former insurance executive told her audience. "We want to be wher-

Continued on page 35 . . .

mercials about unhealthy "second-hand" smoke, and yet, RTD (now MTA) doesn't do anything about this problem.

In the downtown building and at the division I work out of, there are signs which state that smoking is prohibited in all RTD facilities. This rule should be enforced like any other rule, no exceptions.

This is an important issue which should be addressed immediately. If this letter is printed in the *Headway*, than no one can say they were not informed.

Thank you very much for your time.

Signed: .

A Concerned Employee

RTD/MTA Corporate Transit Partnership Program Scores Success

Thanks to industrious missionary efforts among Los Angeles employers last year, the RTD/MTA Corporate Transit Partnership program (CTP) increased ridership on the countywide bus system by 17,616 regular commuters -- 60.5 percent more than the previous year.

Pass and ticket sales to employees of CTP companies increased to 12.2 percent in 1992 from 10.4 percent in 1991.

Some 2,332 companies, representing 901,830 employees, are now members of CTP. In 1992, more than 46,700 of those employees were RTD/MTA commuters, compared with 29,109 riders from 949 member companies in 1991. Pass and ticket sales to employees of CTP companies increased to 12.2 percent in 1992 from 10.4 percent in 1991.

Alan Pegg, RTD general manager, said the 10 CTP staff members conducted 252 ride-share information events in 1992, and helped employers develop 1,234 trip reduction plans and 120 TransLink programs. The department also conducted 105 employee focus groups and service analyses and responded to 4,000 requests for ride-share transit planning.

"Employers are looking to the RTD/MTA for help in complying with state air quality mandates restricting the number of vehicles permitted in urban areas," said Teresa Moren, CTP program manager. "Through the Corporate Transit Partnership program, we can offer companies and their employees a variety of services, such as the RTD/MTA corporate bus pass program, trip reduction planning through the use of transit, and personalized commuter itineraries."

The survey indicates that there is a relationship between the amount of subsidy provided to transit commuters by employers and the percentage of riders among employ-

ees.

Subsidies in surveyed companies increased 59 percent from an average of \$7.35 per

... California Medical Center in Los Angeles... increased RTD/MTA bus ridership from 80 of its 1,184 employees in 1991 to 120 of its 1219 employees in 1992.

month to an average of \$11.70 per month between 1991 and 1992. Many companies provide subsidies of \$21 to \$102 per month, depending upon the cost of commuting by transit.

Employers cited in a CTP survey as showing the greatest change over the past year included California Medical Center in Los Angeles, which increased RTD/MTA bus ridership from 80 (6.8 percent) of its 1,184 em-

ployees in 1991 to 120 (9.8 percent) of its 1,219 employees in 1992.

Pacific Enterprises, reporting 405 employees and 45 RTD/MTA riders in 1991, noted 60 riders (14.8) among its 405 employees in 1992.

Among smaller employers, A & M Records, Inc., reported 254 employees and five RTD/MTA riders (two percent) in 1991. By 1992, the hospital increased its bus ridership by 100 percent to 50.

CTP Receives National Honors

CTP's Translink program has won the *PTI Journal's* "Innovation in New Technology" award. Against stiff competition, TransLink was selected for its high-tech FAX response function, which allows corporations to produce personalized bus/rail itinerary for employees via a FAX machine.

The award was presented to CTP's Maureen Micheline at the Tech Trans '93 conference in Las Vegas on March 2.

Former FTA Administrator Brian Clymer made the presentation.



C PUBLIC COMMENDATIONS

Thank You for a Job Well Done!

Division 3201

Veronica Flores
Loraine Reeves

Division 3203

Andre Ruben Perez

Division 3205

Don Houston

Division 3206

Evelyn Davis

Division 3208

Roger Mullins
Paul Schneider

Division 3209

Ruben Guerra
Armando Medina

Division 3210

Robert Kensinger

Division 3216

James Blackston

Division 3215

John Johnson
Salvador Najarro

Division 3218

Renee Francis-Grady
Margaret Howze
Becky Tolliver

Dear RTD:

I write this letter in appreciation of Bus Operator **Loraine Reeves**. While operating her east-bound bus last night, she was

courteous enough to announce the bus stops to the passengers. A great help!

Traveling at night is difficult because familiar landmarks can't easily be seen. I've been riding the line 204 for more than 20 years, and still must work to find my location at night.

Obviously, many bus operators don't realize just how more assured and comforting passengers feel when they know where they are, especially at night. Personally when an operator is announcing his/her stops, I relax a little knowing my stop will be called. Considering the present condition of our city, and its transportation system, a little rider relaxation might translate into a little less rider tension.

In closing, I wish to thank Reeves for announcing her stops. I would also encourage other operators to announce their stops, too.

Sincerely,
Rogers T. Deckard
South Central Resident

P.S. Service on Line 204 has improved noticeably.

Dear RTD:

I am writing in regards to one of your drivers. His name is **Bob Kensinger**. He drives a Line 60 bus to Long Beach and several times I have transferred from Long Beach Transit Line 173 to Line 60 at P.C.H. and Long Beach Blvd. I get off the 60 at 9th St. and Long Beach Blvd. I am disabled and 57 years of age, and it is always around 11 p.m. that I make the transfer.

The driver, Bob, is kind enough to take two minutes of his break time to watch me as I

make my way to a security gate which is a third of a block from the bus stop.

I want to commend him for his thoughtfulness and caring.

I'm so grateful to this driver for his added attention. All bus lines could use more drivers who are concerned for the safety of the elderly and disabled, and are as congenial as Bob. Please thank him again for caring for me.

Very sincerely,
Madeline Versteeg

Dear RTD:

The best thing you have done was to hire **Becky Tolliver** on the 210 line.

She is careful, cheerful, but very business-like. She is a steady driver rain or shine. And on time, too.

Her passengers love her.

I usually have some complaints, but no one can complain about her. She is the driver, the best on the 210.

Thank you,
Anne B. Page
Los Angeles

Dear RTD:

I would like to call your attention to an outstanding operator -- **Armando Medina**. On Friday evening, Feb. 5, while I was boarding the Line 378, South Arcadia bus at Seventh and Olive, in downtown L.A., a pick-pocket made an attempt to steal my wallet from my purse.

Because of Mr. Medina's concern for his passengers' welfare, he was alert to the actions of the (suspect) and thwarted his attempt to actually remove anything from my purse.

I am deeply grateful for Mr.

Medina's quick intervention.

Very truly yours,
Colleen Senart

The following letter was written to Assistant General Manager, Operations Art Leahy by a pleased Red Line patron. He obtained Leahy's name by reading newspaper articles detailing those responsible for the start-up of the Red Line.

Dear Mr. Leahy:

I just wanted to drop you a line to tell you of my appreciation for an act of kindness you extended to me. This is in regards to the first day you ran the Red Line operation. I am the person you unselfishly gave your pin to from your lapel, after I asked you where I could obtain one.

You not only made my day a happy one, you also caused a bit of amusement among the nearby passengers which included two of my four children. Thank you again, for because the event was special and so unexpected. May your venture be successful on the RTD.

Yours truly,
Andreas Heinsius,
North Hollywood

Dear RTD:

On Feb. 11, **Juan D. Rosas** was driving the 560 bus which picked me up at around 8:56 p.m. and dropped me off at the LAX Bus terminal at 9:41 p.m. He was kind enough to give me instructions on how to catch both the airport shuttle into the airport as

Continued on page 35 . . .

Son of Division 10 Operator Earnest Sherman in Spring Training with Padres

OMB Analysts' Gladys Lowe and Mary Jane West always knew they had a super bus operator who picked them up after work in front of the Headquarters building. "No matter how tired we are, he makes us feel so good at the end of the day," they used to say to each other as they boarded the Line 33 bus that took them home.

But last month, they noticed Operator Earnest Sherman smiling even more than usual. Like the cat that stole the canary.

"Why?" they wanted to know.

"Well," said the 14-year veteran bus operator who so enjoys driving a bus because he can watch the world from his window, "My son is in spring training with the San Diego Padres. He made their 40-man roster!"

His son, Darrell, was acquired in the December 1991 draft from the Padres. After four years in the minor leagues, his dad is thrilled he's playing at the Padres spring training camp in Phoenix. Several baseball magazines say he's the guy on the Padres destined for a great season.

A former standout centerfielder at Cerritos Junior College and California State University, Long Beach, the younger Sherman batted .306 with San Diego's triple-A Las Vegas and Wichita farm clubs last year. He stole 52 bases. The left-hander, who is 26 years old, stands 5'9" and weighs 160 lbs.

The senior Sherman says his proudest moment came last year in Las Vegas. He had flown there to see his son play ball. It was also his birthday. Over breakfast at Caesar's Palace, Darrell asked what he wanted as a present. "All I want is a homerun ball," Sherman kidded his son, who is not a homerun hitter.

"Do you know what he did?" he asked *Headway*.

"He hit two of them that day," he said, excitedly.

The senior Sherman says his son started playing when he was five years old. "I coached him," the Lynwood resident said. "I had played a lot of baseball around town for years.

How far does his father think he'll go? "I think he'll be a superstar because of his speed ability," he says.

"The secret," Earnest Sherman continues, "is that he prays every night. And his mother, Emma, keeps him in line."



Darrell Sherman on 1991 baseball card of Wichita Wranglers, a Padres double-A team.

SCHEDULE CHANGES



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

Arias, Enrique H., from Mechanic "B" to Mechanic "A".

Becksvoort, Howard, from Mechanic "C" to Mechanic "B".

Beeman, Richard Z., from Mechanic "A" to Mechanic "A" Leader.

Berry, Charletta, from Bus Operator (P/T) to Bus Operator (F/T).

Busch, Lawrence S., from Mechanic "B" to Mechanic "A".

Carter, Jannette I., from Bus Operator (P/T) to Bus Operator (F/T).

Castro, Martin H., from Bus Operator (P/T) to Bus Operator (F/T).

Collins, Johnny W., from Bus Operator (P/T) to Bus Operator (F/T).

Colonello, Daniel J., from Materials Management Systems Support

Analyst to General Services Supervisor.

Coscarelli, Frank C., from Mechanic "B" to Mechanic "A".

Cruz, Paul A., from Mechanic "B" to Mechanic "A".

Cunningham, Edward F., from Bus Operator (P/T) to Bus Operator (F/T).

Davis, Richard J., from Senior Management & Budget Analyst to Forecasting & Performance Analysis Manager.

Dorsett, Dixie M., from Training Assistant to Training Coordinator.

Ellison, Robert L., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Garcia, Javier, from Mechanic "C" to Mechanic "B".

Gilmore, Leonard D., from Bus Operator (P/T) to Bus Operator (F/T).

Green, Keith E., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Harris, Barney B., from Mechanic "B" to Mechanic "A".

Hawthorne, Bret, from Customer Info Agent I to Stock Clerk.

Hays, Michael Lee, from Mechanic "C" to Mechanic "B".

Henderson, Michael, from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Hopwood, Leon N., from Mechanic "C" to Mechanic "B".

Juarez, Ana M., from Bus Operator (P/T) to Bus Operator (F/T).

Kelly, John T., from Transit Police Officer (Trn) to Transit Police Officer.

Koffman, Charles H., from Transit Police Officer (Trn) to Transit Police Officer.

Lee, Kenneth K., from Mechanic "C" to Mechanic "B".

Mann, Tejpratap S., from Bus Operator (P/T) to Bus Operator (F/T).

Marshall, William W., from Bus Operator (P/T) to Bus Operator (F/T).

Monjaraz, Miguel A., from Bus Operator (P/T) to Bus Operator (F/T).

Noya, Bernardo, from Bus Operator (P/T) to Bus Operator (F/T).

Ornelas, Paul A., from Mechanic "C" to Mechanic "B".

Ramirez, Ricardo M., from Bus Operator (P/T) to Bus Operator (F/T).

Richards, Dan D., from Bus Operator (P/T) to Bus Operator (F/T).

Robertson, Charleene, from Mechanic "B" to Mechanic "A".

Saucedo, Abel E., from Electronic Communications Technician to Systems Electronic Communications Technician.

Segura, Daniel, from Stock Clerk to Storekeeper.

Subillaga, Renato P., from Mechanic "B" to Mechanic "A".

Swinton, David, from Train Operator (F/T) to Transit Operations Supervisor.

Tayag, Antonio H., from Bus Operator (P/T) to Bus Operator (F/T).

Taylor, Phillip L., from Mechanic "A" to Mechanic "A" Leader.

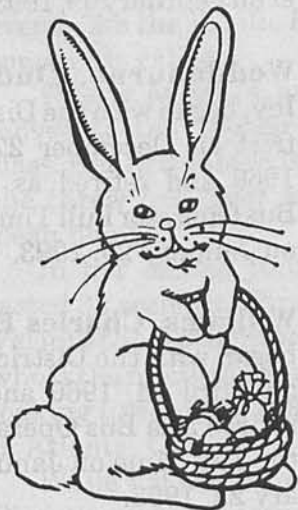
Tenwolde, Nick, from Management & Budget Analyst to Senior Management & Budget Analyst.

Tran, Tri-Chanh, from Mechanic "A" to Maintenance Specialist.

Valdez-Broida, Elvira H., from Human Resources Assistant to Human Resources Analyst.

West, Mary J., from Management & Budget Analyst to Senior Management & Budget Analyst.

Yamagata, Yusaku, from Bus Operator (P/T) to Bus Operator (F/T).



SHIFTING GEAR

Aguilar, Luis E., began with the District on October 21, 1977 and retired as a Mechanic "A" Leader on January 31, 1993.

Bachman, Donald L., began with the District on February 10, 1964 and retired as a Service Inspector on February 15, 1993.

Baez, Ruben A., began with the District on January 30, 1970 and retired as a Mechanic "A" on February 01, 1993.

Beam, James I., began with the District on November 06, 1969 and retired as a Bus Operator Full Time on February 01, 1993.

Bowman, Gregory R., began with the District on October 30, 1969 and retired as a Bus Operator Full Time on March 02, 1993.

Brown, Thomas E., began with the District on January 19, 1976 and retired as a Bus Operator Full Time on February 01, 1993.

Corey, Robert M., began with the District on February 28, 1962 and retired as a Security Guard II on February 31, 1993.

Corton, Donald H., began with the District on May 17, 1969 and retired as a Bus Operator/Ex Schedule Checker on February 01, 1993.

Dahlstrom, Fritz E., began with the District on October 01, 1960 and retired as a Equipment Maintenance Supervisor on February 07, 1993.

Davis, William C., began with the District on November 18, 1967 and retired as a Bus Operator Full Time on March 02, 1993.

Garrison, George N., began with the District on May 21, 1957 and retired as a Bus Operator Full Time on March 01, 1993.

Haire, Billy A., began with the District on June 04, 1969 and retired as a Air Conditioning Technical Leader

on March 06, 1993.

Kidd, Ann Rose, began with the District on July 25, 1982 and retired as a Bus Operator Full Time on September 03, 1993.

Macias, Gilbert R., began with the District on January 17, 1970 and retired as a Bus Operator Full Time on January 21, 1993.

Marshall, Carlton J., began with the District on December 06, 1969 and retired as a Bus Operator Full Time on February 01, 1993.

Olivera, Marvin M., began with the District on February 15, 1970 and retired as a Painter on March 01, 1993.

Randazzo, Joseph B., began with the District on January 31, 1970 and retired as a Bus Operator Full Time on January 31, 1993.

Smith, Luchus P., began with the District on January 21, 1963 and retired as a Equipment Maintenance Manager on January 31, 1993.

Soto, Wilfrido, began with the District on February 09, 1973 and retired as a Bus Operator Full Time on February 10, 1993.

Continued on page 20

In Memoriam

Capek, Elmer E., began with the District on October 05, 1953, retired as a Bus Operator and passed away on January 12, 1993.

Cole, Niles E., began with the District on April 19, 1930, retired as a Bus Operator, and passed away on January 20, 1993.

Crum, Robert, began with the District on September 11, 1983, retired as a Bus Operator Full Time and passed away on February 19, 1993.

Dillard, Verdell, began with the District on September 11, 1978, retired as a Bus Operator Full Time and passed away on January 26, 1993.

Figueroa, Martin A., began with the District on June 04, 1975, retired as a Mopper-Waxer and passed away on January 18, 1993.

Fugit, Davis F., began with the District on May 06, 1942, retired as a Bus Operator and passed away on January 15, 1993.

Gillespie, David E., began with the District on April 15, 1942, retired as a Bus Operator and passed away on January 17, 1993.

Moore, Joseph, began with the District on October 17, 1957, retired as a Printer I and passed away on November 21, 1992.

Reed, Edward E., began with the District on December 09, 1991 as a Transit Police Officer and passed away on February 22, 1993.

Love Your Mother (EARTH)!!



EARTH DAY April 22

Shoe Shine Man

MTA Chairman Richard Alatorre recently presented long-time Main Street institution Elton "Tommy" Thomas with a recognition plaque from the City of Los Angeles. His shoe shine business has flourished across the street from the Headquarter's Building for the last 25 years.

Alatorre who says Tommy has shined his own shoes for over 20 years, made the presentation last month.



Richard Alatorre with "Tommy" Thomas

Says Ray Harris, public affairs manager, who also partakes of a shine now and then, "Tommy is a very sin-

cere business-man who is part of Los Angeles." Harris said Tommy told him he loves his job because, from his vantage point, "he can watch the whole world go by."

A native of Houston, Tommy still has lots of family living in Texas.

Shifting Gears

... cont'd. from page 19

Turner, Jueretta, began with the District on May 09, 1979 and retired as a Mopper Waxer on February 09, 1993.

Weddaburne, Dudley, began with the District on December 27, 1969 and retired as a Bus Operator Full Time on January 20, 1993.

Williams, Charles E., began with the District on April 04, 1960 and retired as a Bus Operator Full Time on January 22, 1993.

Operator Lou Trammell of Division 3 Does it Again!

Lou Trammell continues to turn out national champions at his judo club at the Cypress Park Recreation Center. His two top guns were sent in different directions this March 4, 5, 6, and 7 to two top level championships 4,000 miles apart.

Valerie Trammell, 14-year old daughter of the head coach, was sent to Tacoma, WA to compete in the Pacific Northwest International Open Judo Championships and Christine Carrera, 16-year old daughter of Division 3 Operator Rene Carrera, was sent to Milwaukee, WI to compete in the U.S. High School National Championships. Both girls won the gold medal in their respective contests.

In her first ever international contest, attended by 25 countries including Russia, Australia, France, England, and a six-man team from Somalia, Valerie had to compete out of her own age and weight group.

Coach Trammell felt that the way to get the recognition necessary to someday be funded by the Southern California Black Belt Association, was to win in a higher category, in a more prestigious event, like the Pacific Rim, as the tourney is more commonly called.

Valerie, at age 14, and who weighs in at 113 lbs., moved to the 16-year-old age group, 126-pound class. Her first match lasted all of 15 seconds, when she threw her older and heavier opponent for a clean point.

In her second round, her heavier opponents lasted 32 seconds. Winning the gold will now push Val into the spotlight with her teammate Christine, who is the number one girl at the club. Both girls are looking toward the 1996 Olympic games to be held in Atlanta, GA.

While Val was winning her title in Washington, Christine was grinding up her opponents in Wisconsin. Her strongest abilities are on the mat, as she

also wrestles on her high school wrestling team. She quickly unbalanced her opponents driving them down to the mat where they were fish out of water. Before they could get to the safety of their feet, Christine had them down and out. In rapid succession, she walked away with her gold medal, and title of U.S. National High School Champion. This title is not new to her; she has won the spot five consecutive times. Her dream is to be on the 1996 Women's Olympic team. Christine made the U.S. Women's team in 1991, when she was sent to Oslo, Norway to compete in the Norwegian International. She placed fifth.



Lou Trammell is flanked by daughter Valerie (right) and Chris Carrera, daughter of Operator Rene Carrera.

As many of you know, Coach Trammell, or, as he prefers to be called, "Sensei Lou," has trained the sons and daughters of many operators and TOS personnel and has made top competitors out of some of them.

"I teach my students to be winners, both on the mat, and in their schools, and personal lives," says the man who has been honored by Councilman Mike Hernandez. "I stress winning, and sportsmanship. Society is full of losers. You can read about them daily, as they do their drive-by shootings, graffiti walls and historical landmarks, and carry firearms into their schools to threaten and intimidate fellow classmates and teachers.

"My kids will never be losers," he says. The school will be holding a fundraiser luau this summer to raise enough funds to send 20 students to the U.S. National Championships in Phoenix.

Says Trammell, "I have at least 10 potential national champs at my school. It would be a shame to not be able to send these kids, who have all the potential, but no money. Our kids' success depends on our fundraising success."

The club is located behind Division 3 at the Cypress Park Recreation Center. Classes are Tuesday, Thursday, and Friday evenings.



(Bottom row, left to right): Ernest Waters, Jimmy Watson, James Manuel, Armando Tapia, Joe White, Rick Hittinger, Marion Ray. (Top row) Gustavo Sabala, Anthony Travers, Freddie Hardemion, Money Brown, Di-Au-Guong, Alfonso DeAlba, Arthur Winston, Steve Hearn III, John Gillen, Joe Finney. Granvel Childs, Anthony Jackson, Le Vernon Moore, and David Nguyen are not pictured.

There's No Doctor in the House at Division 5 Maintenance

by Marion Ray,
Equipment Services Supervisor

Division 3305 pride is reflected by so many of its employees being awarded "Perfect Attendance" plaques. The recipients gathered for a group picture following the presentation by Division 5 Maintenance Manager Rick Hittinger. And, appropriately enough, Hittinger set the example by maintaining perfect attendance for the second consecutive year.

Many of the division's employees have committed themselves to qualifying for the award next year. Of course, this year's recipients promise that they will not be outdone -- they vow to repeat victory.

The cumulative total of perfect attendance years, at the division, would not surpass that

achieved by one of the employees pictured here. That employee is Arthur Winston, and he has compiled a record of almost 60 years of near perfect attendance! And he's 86 years old!

He is very seldom sick and since 1959, has never been late for duty. This feat is truly remarkable and perhaps unparalleled in RTD - MTA history. He should be listed in the *Guinness Book of Records*, and he most certainly qualifies for "That's Incredible."

It's amazing to see him perform day in and day out. Mr. Winston sets the example for the entire District to follow. We are proud to have this "living legend" as a member of the "Pride at Five" team.

"Arthur Winston . . . has compiled a record of almost 60 years of near perfect attendance. And he's 86 years old!"

COMMENDATIONS



Many of you recognize Operator **Lonnie Anders**, who was selected Operator of the Year several years ago. The record of the RTD employee is so outstanding that he was tapped with yet another honor: Operator of the Month for December 1992. A 34-year veteran, Lonnie has not had a missout in over 20 years and has not been absent in over 17 years. He has accumulated the maximum number of merits and has received numerous letters of commendation from his managers and the public. In addition, he has been honored with a 30-year safety award, the Manager's Award, Operator of the Month, and five outstanding operator awards. Anders says that he enjoys the customers and helping the elderly and disabled. His most memorable experience was the ground-breaking of the Metro Rail, which, of course, signaled the start of a new era of transportation for Los Angeles County.

Anders moved to Los Angeles in 1957, when he was discharged from the military service. He still resides here with this wife, Arvencer. In his spare time, he enjoys offshore ocean fishing and listening to music.

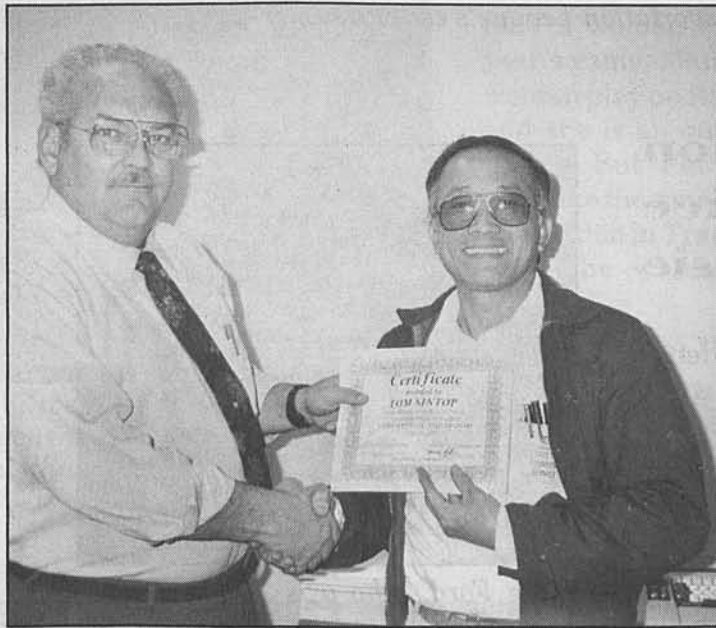


***Monte Craddolph**, a 17-year RTD veteran who began his career as a bus operator in 1976 before being transferred in 1991 to the Metro Blue Line, has been chosen RTD's Rail Operator of the Quarter for the last quarter of 1992. The outdoor sports enthusiast has received numerous commendations throughout his years with the District. Craddolph lives in Pasadena with his wife of 32 years, Sandra.*

*Information Operator **Maria Alamilla** was the hand-downs winner for Telephone Information Operator of the Month. Her supervisor says she is the first to go out of her way to help people in need. Alamilla, who has worked here for three years, has maintained a perfect attendance record as well as receiving numerous awards and commendations for her work performance. She makes her home in Los Angeles with her husband and three children. She says she loves spending time with her family and those special days that they spend in the park.*

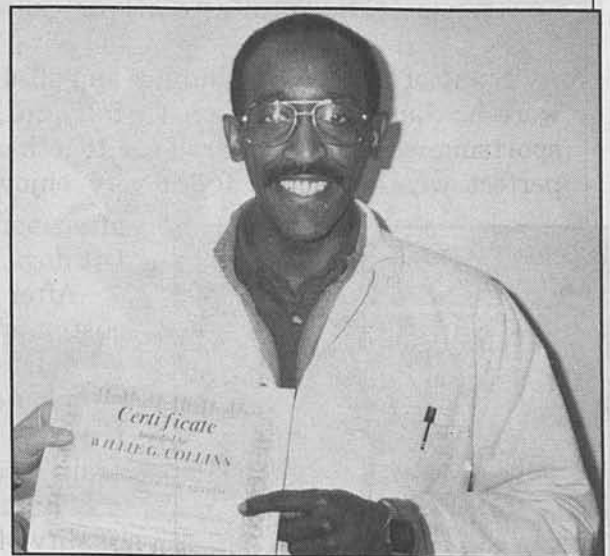


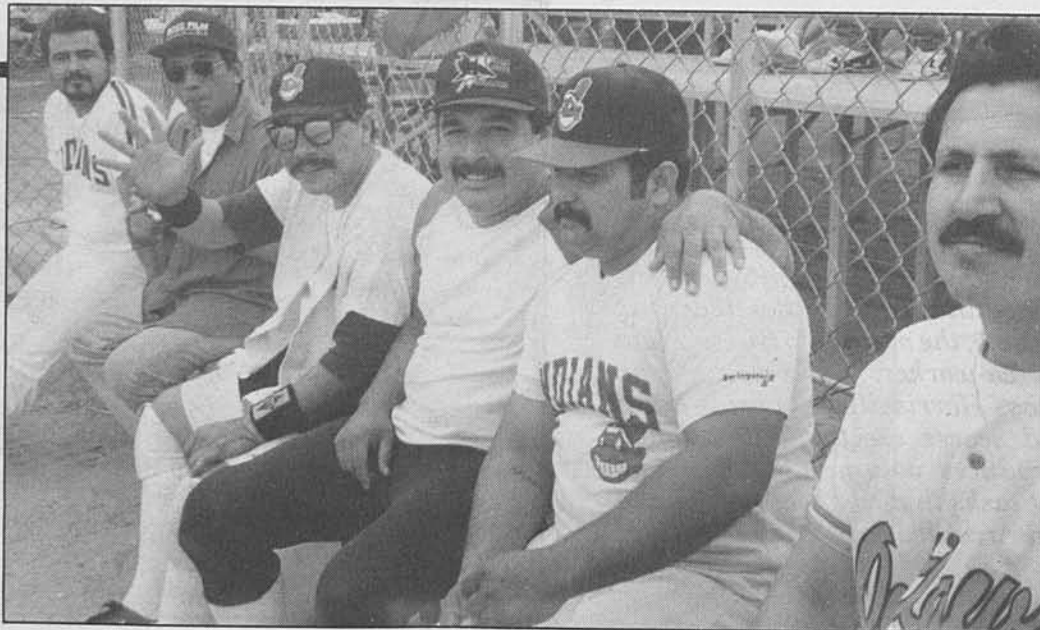
Barney Harris, who has worked in the Engine Teardown Shop for the past three years, was named CMF Employee of the Month for January. "I like learning something new, the mechanic B says. "And I like my co-workers." His boss, John Rivenes, says Harris displays pride in his work, and scores excellent attendance. Harris produces volumes of work and carries out tasks in a cooperative manner. He lives in Arcadia.



Tom Sintop, a resident of Sylmar, captured CMF Employee of the Month honors for January. The mechanic A leadman works in the Midlife Shop in the final inspection area. He is responsible for the quality control of the buses. "We're like a family," the excellent worker says. "I'm happy." He has been at CMF for 13 years.

(Below) **Willie Collins**, a mechanic A in the Radiator Shop, has been selected CMF Employee of the Month for January. His boss says that Collins has demonstrated the maturity level required of a top notch leadman. He maintains an excellent working atmosphere, and that is, of course, conducive to high productivity. "In the 12 1/2 years I've been here, the job has afforded me the opportunity to work with a good group of people," he says. "I've gained the satisfaction of accomplishment." He lives in Pomona.





Pictured from left to right are Division 7 operator and shortstop Lorenzo Jimenez; Division 1 operator and first baseman Ruben Ramirez; Division 1 operator and third baseman Joe Gonzales; Division 1 Operator and pitcher Manuel Guzman; and TOS-Controller and first baseman Armando Jimenez. Ramirez, incidentally, is the Transportation League's commissioner.

Transportation Rolls Over Maintenance in Softball Classic

On Saturday, Feb. 13 at Jefferson Park in Pasadena, the Transportation and Maintenance departments slugged it out in the fourth annual Softball Classic. Two nine inning games were played -- a slow-pitch and fast-pitch.

Transportation prevailed in both games, 16-6 and 11-3.

Many of the players' families and off-duty co-workers were on hand to cheer on their teams. The show of sportsmanship and camaraderie together with picture-perfect weather made for a very enjoyable Saturday



Elton Ford, who was Maintenance's coordinator, with Dan Ibarra, director of transportation.



Anthony "Rock" Washington, an operator out of Division 7. He plays infield and outfield.

afternoon. Everyone enjoyed soft drinks, chips, and tasty hamburgers and hot dogs, compliments of "Chef" Rony Harris of Division 7.

After being soundly trounced, Maintenance sounded off with the customary, "See ya next year! "

Quipped Transportation's Dan Ibarra, "These guys are gluttons for punishment. Transportation has embarrassed Maintenance once again! It will take 'em a year to lick their wounds and recover. And we'll whip 'em again next year!

"But seriously," he added, "both sides played outstanding ball. The quality of athletic skill and sportsmanship was exceptional. We enjoyed each other's company. The friendly rivalry that has developed is a lot of

Continued on page 27 . . .



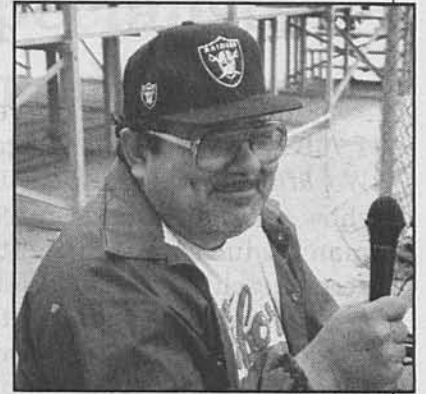
Cooking up tasty hot dogs was Division 7 Operator Ronny Harris, who doubles as the manager of his division's team, Renegades. He also is a union steward.

Softball Classic

... continued from page 25

fun. I talked to a few of the guys on the team and we would like to field a women's team for next year's game. Maintenance had a woman play on its team this year and she is an outstanding ball-player. But I'm willing to bet that, like their male counterparts, the women in Transportation can beat the women in Maintenance! "

See ya next year.



Division 1 Operator Peter Bueras doubled as the pitcher and the announcer.

(Below) Maintenance presents the winning trophy to Transportation. From left to right are Division 1 Operator R. Montes; Division 1 Operator Peter Bueras; Maintenance Commissioner and Manager Eddie Cardiel; Dispatcher Emmitt Pippen; Transportation Commissioner and Manager Ruben Ramirez; and Director of Transportation Dan Ibarra.



Vince Pellegrin, maintenance general supervisor, powers the ball with a homerun swing.



"Here I am," yelled Maintenance Manager Milo Victoria. "I got a hit!"



Are Child Care Centers for You?

by Jeannette Guerra, Dependent Care Coordinator



Findings from a survey of 1,700 readers of the magazine *Working Mother* (April 1993) show that their children receive many educational benefits by receiving child care. In fact, three out of four mothers of infants, toddlers and preschoolers believe that their child learns more in daycare than he or she would learn by staying home with a parent.

The majority of working mothers believed that some of the daycare benefits include: personal development, the building of social skills (ability to interact with children and adults), a greater sense of independence, and a better preparation for first grade (growth of vocabulary and good knowledge of ABC's, numbers and colors).

Most parents (52%) surveyed have a child in a child care center, while 32 percent use a family day care home; five percent have in-home care, and three percent use a spouse or other relative as a caregiver.

These mothers expressed a greater degree of satisfaction with the learning experience their children received from child care centers than parents with children under other child care arrangements (i.e., family day care home, in-home caregiver, spouse or other relative). This may be due to the training and education that the child care center staff receive in child care and development.

Child care centers, however, are not ideal for all parents (especially for those with irregular

work shifts and low income levels). The following is a summary of the characteristics, advantages and disadvantages of child/day care centers which may assist you in determining whether or not you should enroll your child in one.

Characteristics: school-like setting; preschool usually included but part-time. Adult-to-child ratios are based upon state and federal standards. Must be licensed.

Advantages: usually trained staff; usually opened long hours; planned activities; educational materials; toys usually safe and age-appropriate; must meet more specific health, safety, fire, licensing and other standards.

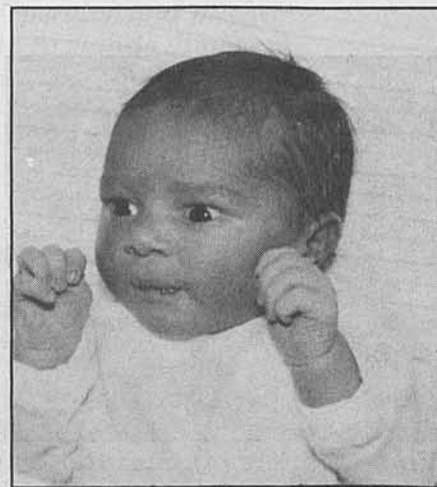
Disadvantages: Non-home-like setting; very limited night time care available; if large, may be an institutional environment; exposure to other illnesses; limited provision for illness; high turnover in staff; may not accept children under 2 years, or have limited spaces for infants.

Costs: Vary. They usually are based on the child's age and the location of the center. Some centers base cost on parent's income.

Ages Accepted: 6 weeks - 5 years.

If you have child care concerns or would like information

on the child care options available to you, call the Dependent Care Office at extension 2-7155.



Born to Human Resources' Cookie Roberson and her husband, Ricky, a daughter, Raquel Denise Roberson, on November 3, 1992 at 1:40 p.m. The little girl was born at Brotman Memorial Hospital in Culver City and weighed 8 lbs. 13 1/2 oz. She was 20 inches long. Writes her proud mom,

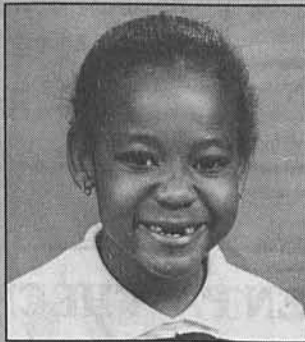
*"Born on Election Day,
I think its wise to note,
She's bound to be a winner
She'll always have my vote."*

Raquel joins her five-year-old brother, Ryan, at the Roberson home in Los Angeles.

Daughter of Division 15 Operator Keith Huling Stars in Acclaimed Play

Kristian Huling, daughter of Division 15 Operator William Keith Huling, is a featured performer in the new hit play, *Windows . . . Mama, Why is L.A. Burning?*

The play, which moves on to the New Ivar Theater in Hollywood after a much-acclaimed run at the Pacoima Boys and Girls Club, is the story of four families - one white, one Korean, one Latino, one African-American -- in the aftermath of the police beating of motorist Rodney King. Seven-year-old Kristian is one of the play's youngest cast members.



Kristian Huling

"I'm continually amazed as what my daughter does," says Division 15 Operator Keith Huling.

The talented Lake View Terrace resident, who is a straight-A student, is also an outstanding junior orator, speaking in honor of Black History Month at the San Fernando Valley branch of the N.A.A.C.P and the National Council of Negro Women. She also led the flag salute for the N.A.A.C.P.'s "Freedom Fund" Awards, honoring Danny Blakewell.

The play opens Thursday night April 22 and runs through May 18.

Blue Line Specialists Graduate



(From left) James Van, Tyrone Addison and Gerry Allison

Three rail equipment maintenance specialists graduated March 19 from a 480-hour class on the repair and maintenance of the Blue Line light rail vehicles. Having completed the class, they'll be able to quickly diagnose complex problems while negotiating their way through some very delicate and dangerous circuits. The three specialists, James Van, Tyrone Addison, and Gerry Allison, are standing in front of the Unimog, a Mercedes hi-rail truck designed to carry all of the equipment necessary to rerail a train via the road or tracks.

Bolen is MTA Secretary

. . . continued from page 7

She is a graduate of the UCLA Transportation Certification Program and is involved in similar programs of this nature.

She resides in Diamond Bar.

Vanpools

. . . continued from page 7

of the vanpool. "People get here consistently on time and they're rested and ready for work. I see an improvement and that's definitely a benefit."

Joked Hittinger, "Can we get some more vans?"

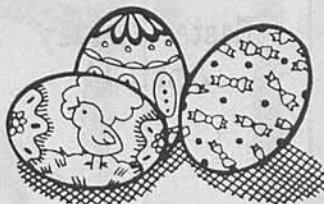
The burden of driving the van usually falls to Shop Steward Sandra Royster. "I really don't mind driving the van. It's fun to drive this big van and I also save lots of money," said Royster. "We're committed to making this vanpool work."

Vanpools are also in place at Divisions 3, 8, and 15. If you have questions, call Jay Fuhrman at extension 4827.

Division 5 Passes with Flying Colors

A proud Division 5 passed the annual California Highway Inspection on Feb. 9, according to Rick Hittinger, Division maintenance manager.

"Our identifiable defects dropped by almost 50 percent over previous years inspection," he said. "It is representative of the hard work and dedication of each individual at this division."



Probation Department

... continued from page 4

Earlier this year, RTD launched a pro-active graffiti abatement program that sets a zero-tolerance goal for buses on Line 30-31. This line operates between the Wilshire District, the heart of downtown Los Angeles, and East Los Angeles and Monterey Park.

The zero-tolerance program, spearheaded by Antonio Villaraigosa, former RTD director and present MTA Board alternate to County Supervisor Gloria Molina, calls for RTD buses on the line to be free of graffiti when leaving the yard. Any graffiti applied to the bus during its run is removed within one round trip, or the bus is removed from service until it is cleaned.

"If vandalism were eliminated, the money currently spent on cleaning District buses -- \$13 million annually -- could be used to place additional buses on the street," said former RTD General Manager Alan Pegg.

Cost of the program, which includes supplies, supervisory probation personnel, transportation and other administrative costs is \$380,000.

Financing is being supported through Proposition C funds earmarked for security.



Glamour Shots

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THE HIDDEN PAYCHECK

As employees we may all too often overlook the "hidden paychecks" we receive but don't always see for our work. They are, though, every bit as real as those we receive on payday. On average, they can add up to 35 percent of our earnings, and most of it is tax free.

Since this hidden compensation is not put into our hands, we tend to forget about it. Can you guess what it is?

In most companies, hidden paychecks—or fringe benefits as they are commonly called—consist of some of the following: Profit Sharing Plans, 401(k) Retirement Savings Plans, life insurance, disability insurance (on and off the job), paid sick leave, paid vacations, paid personal days and legal holidays, jury duty pay, employer-paid Social Security contributions, employer-paid state unemployment contributions, funeral pay, and medical insurance—which can include health, dental and vision coverage.

Next time you get your paycheck, don't forget about the "hidden paycheck" attached to it. You need it to see the whole compensation picture for what it really is!

Adapted from an article by Ken Souder in *The Communicator*, Clemens Markets, Inc., Lansdale, PA.

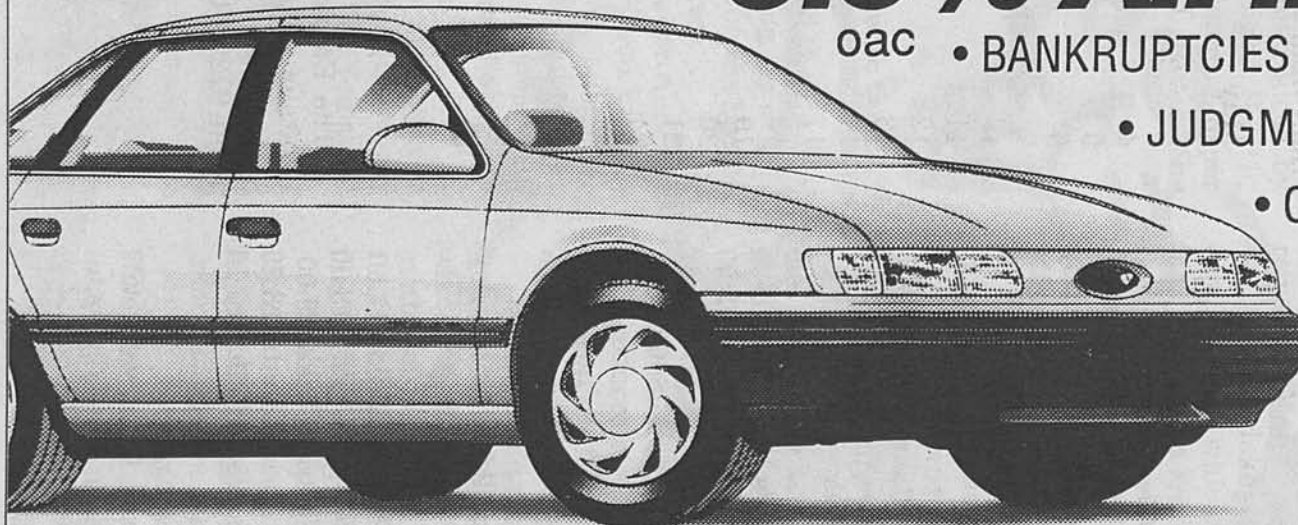
**Character is how you act
when no one is looking.**

Easter Sunday
April 11

Secretaries Day
April 21

Earth Day
April 22

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RECREATION NEWS



Adults \$13.00 Child \$6.50

April

- 24 Lakers vs Sacramento (Last home game)
- 25 Clippers vs Portland \$19.50 (Last home game)
- 28 Dodgers vs Montreal - Bat/batting glove night
- 30 Dodgers vs Phillies - Fireworks Night
- 30 Whispers and Phyllis Hyman - Universal Amphitheatre \$30.00

MAGIC MOUNTAIN SPECIAL continues in April 3-18, 24, 25 \$14.00

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

Mobile Unit Schedule

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

May

- 1 Phantom of the Opera 2:00 p.m. \$60.50
- 1 Dodgers vs Phillies - Pin Day #2 \$8.50
- 2 Dodgers vs Phillies - 1:00 p.m. Video Tape Day
- 5 Dodgers vs New York
- 8 Sting - Greek Theatre \$39.50
- 15 Sesame Street Live - Anaheim - 2:00 p.m. \$11.00
- 16 Phantom of the Opera 7:30 p.m. \$60.50
- 18 Dodgers vs Cincinnati
- 21 Dodgers vs Colorado Pin Day #3
- 22 Sesame Street Long Beach 2:00 p.m. \$11.00
- 26 Dodgers vs San Diego Glove Night
- 29 Sesame Street Los Angeles Sports Arena 2:00 p.m. \$11.00
- 30 Phantom of the Opera 7:30 p.m. \$60.50

Disneyland Special for May \$19.75

Amusement Park tickets available for any day through December 31, 1993

- Universal Studios - Adults \$21.50 Child \$17.50
- Knotts Berry Farm - Adults \$18.00 Child \$13.00
- Magic Mountain - Adults \$18.00 Child \$15.00
- Sea World - Adults \$17.95 Child \$13.75
- Wild Bills Dinner Show - Adults \$23.00 Child \$16.50

Renaissance Pleasure Faire - Eight weekends plus Memorial Day from 9:00 a.m. until 6:00 p.m. April 17th through June 6th.

May

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Location

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- 18
- 2
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- Blue/Red Observer
- Red Line
- Transit Police
- 1
- Holiday

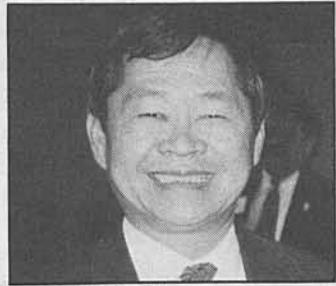
The Employee Activities office is open from 10:00 a.m. until 3:00 p.m. Monday through Friday. Second floor of the Headquarter's building, telephone 972-4740.

COMTO Reception

... continued from page 14

ever people are coming together. We share a passion for this vocation we call transportation."

In accepting her recognition plaque, Supervisor Burke remarked that the MTA, unlike many organizations, does have access to some money. "It's very important to the people of the second District that they be a part of the comprehensive transportation plan," she said.



MIS' Ed Chen

Mark Ridley-Thomas, who was introduced by MTA's Roger Smith, joked: "I've never seen such a volume of paper generated with such regularity as I have at the MTA."

"And," he said, to laughter from the crowd, "I read all of it."

Public Commendations

... continued from page 11

well as how to connect up with it to get to the LAX Bus Terminal for the return trip.

After I exited his bus and boarded the shuttle, I realized that the envelope containing my tickets and other notes had either been left on the bus, or lost somewhere between the two buses.

As you will recall, I hope, we met approximately halfway between the two buses and you had the envelope I was looking for. While I am not normally absent-minded, I was preoccupied about returning East, as I had been given a recent call indicating that my father was in intensive care in a hospital in our town.

Your alertness in noticing that the envelope was there, and your kindness in taking the time to try to track me down is deeply appreciated. You saved my trip!

In conclusion, as a monthly pass holder who rides RTD/MTA daily, I hope the RTD/MTA realizes how fortunate it is in having good and caring drivers such as yourself working for them.

Thank you again and good luck in the future.

Sincerely,
Alan Trachten
Van Nuys

Stacy Colicchio

... continued from page 13

chapter.

But it was difficult, at first, to go to the support meetings.

Until he saw so many others who were worse off than he. "They were showing courage," he recalled, fighting back the tears. "I was wondering if I had enough courage."

There is no test for Parkinson's and Colicchio believes that the majority of persons with it are in the closet.

"I can be open about it at the RTD/MTA because of the way the agency treats its employees," he remarks. "Many people can't be so open."

The Silverlake resident takes a daily dose of the drug, L-dopa, which replaces the dopamine that's lost. Those who are further along in the course of their disease may be candidates for fetal tissue transplants, according to Sandy Begen, assistant to the director of the APDA's West Coast national office. But the catch is that those thus far selected for the experimental procedure are under 50 years of age and have no other health problems.

"They do scans to determine the location in the brain they want to transplant the tissue," she says. "Then neurosurgeons use a special needle that contains the transplanted fluid. The hope is that the new tissue will take hold and produce the needed dopamine."

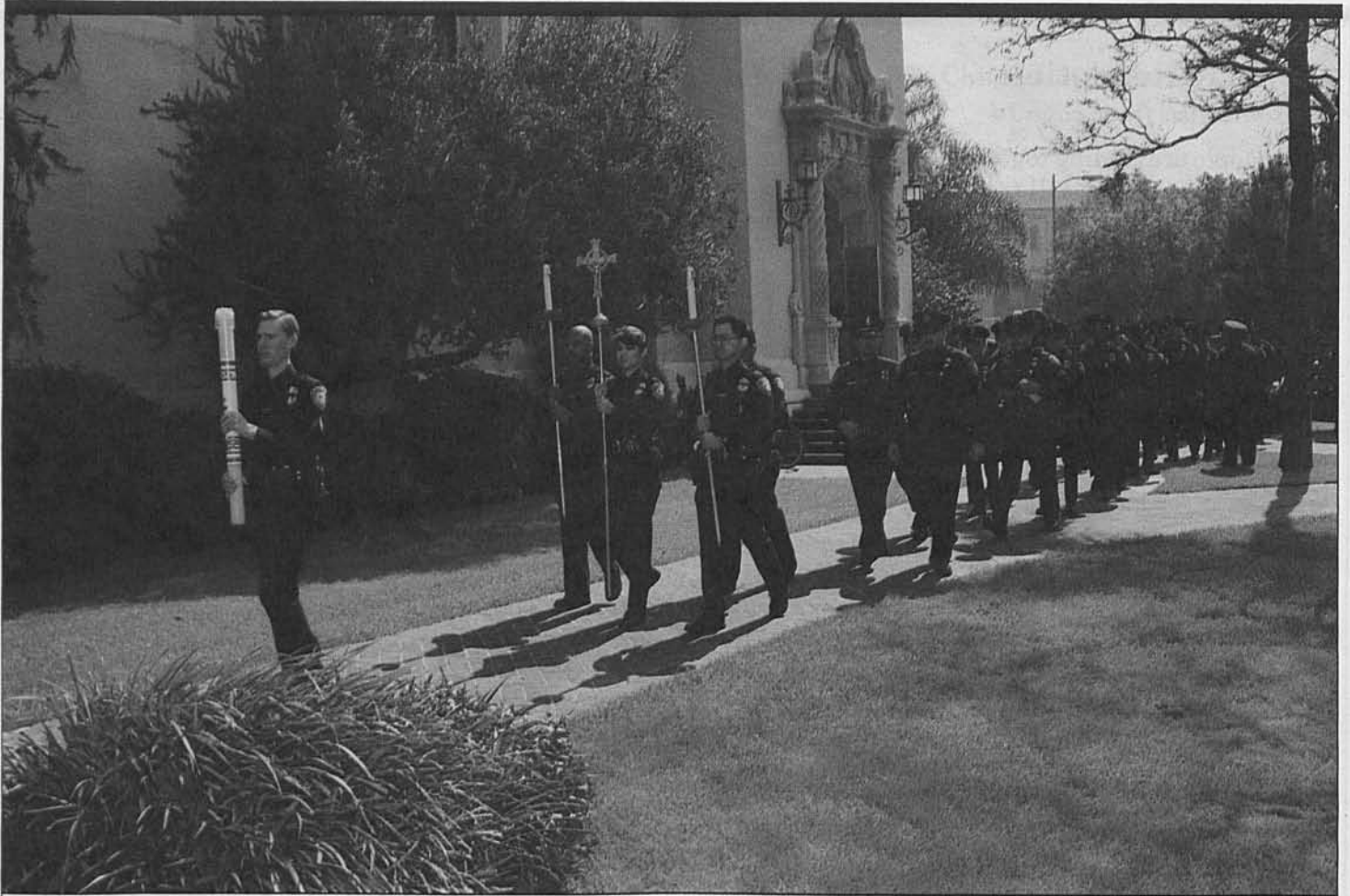
It will be another 18 months before physicians know if the procedure, which is being conducted at Good Samaritan Hospital in downtown Los Angeles, produces significant results. So far, the six Parkinson's sufferers who have had the transplant report some improvements.

But Colicchio thinks he's losing ground. "I have trouble feeling dollar bills and putting on my socks, which, of course, used to automatic," he says, matter-of-factly.

In the meantime, he dances. "Exercise is good for me," he says. "I have to use it or lose it."

He wants employees to know about the APDA's 7th annual walkathon on May 16 at Griffith Park. A host of celebrities will be on hand. For more information, you can contact him at ext. 2-3986.

"We need to find the cause," says Colicchio. "We're sitting in the dark. But in a way, it's exciting to be included in all of the new research. I look at the bright side. I'm more knowledgeable on this than the doctors."



HEADWAY

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