

R U N N I N G M E S



A Message from Art Leahy

Dear Fellow MTA Employees:

I am pleased to be writing this letter as the executive officer for operations in the first-ever

newsletter of the MTA Operations Department.

We have a major opportunity as we evolve into the MTA. I think we can all be thankful that we are now part of a consolidated transportation organization, and that our attention and efforts can be focused upon real work – moving people in Los Angeles County. I am proud of our history of accomplishment and public service, and I know we will carry these traditions into the MTA, even as we seek continued improvement.

**Our passengers are
our life-blood!**

The MTA holds great opportunity. At the same time, there are likely to be some ongoing concerns and frustration because of the inherent uncertainty during any organizational merger. This is natural and to be expected.

The fact is that the merger of the RTD and the LACTC into a single outfit has created a very large and complex organization. Frank White, our new chief executive officer, has strongly indicated that the new organization will be established in a logical and orderly manner. The result will be a leaner and more efficient organization which will function in a more cooperative and coordinated fashion.

The MTA will hold change for the future. We will

need to provide better service at less cost. We must develop close working relationships with the highly capable people in the rail construction, planning/programming, and administration departments as well as with outside organizations such as Caltrans and other transit operators. We'll need to work for shared success with organized labor.

In the meantime, we remain in a competitive environment. We compete for our customers, and top quality, safe, and reliable service is the most important component of our future success. Our passengers are our life-blood!

In future issues, I will be happy to address areas of concern. If there is some topic you would like covered, please let me know. Remember, your job is one of the most important investments you will ever have. We all need to take care of that investment by making the MTA a success. ♦

Looking Good



Division 5 Operator Theresa B. Sharp and United Transportation Union General Chairman Earl Clark model sample new uniforms, which will be worn by operators as early as this November. A uniform committee, composed of operators, UTU representatives, and management helped design the new attire. Bids from uniform designers are being sought.



A Pair of Heroes



"I love to drive," says Operator Rick Bland, who was toasted over cake and punch recently at Division 9 after rescuing a busload of passengers from a smashed bus that became entwined in live power lines during a driving rain storm. "My check is secondary. I don't have a father or mother so maybe that's why I feel so compelled to do unto others," he says of his heroics. "We all have a purpose in life. If I'm supposed to be an example, so be it."



When gunfire rang out aboard his bus packed with high school students, Operator William Brinson made sure every one of his youngsters exited the bus quickly, and without panic. The Division 5 operator was honored recently before the Operations Committee.

Seminar Teaches Management How to Interact with Operators

The way we interact with our people influences how they treat our patrons, emphasizes Director of Transportation Dan Ibarra

Fausto Gonzalez, a Division 9 transit operations supervisor, is the first to say he's not a sensitive person. So when he was assigned to attend something called "The Sensitized Workplace" as part of his TOS responsibilities, he cringed.

But after taking the three-day course – and to his surprise – he has become one of the program's strongest advocates.

"The more I got into it," the 30-year MTA veteran says enthusiastically, "the more I liked it. I've learned to listen to other people."

The program, the brainchild of Director of Transportation Dan Ibarra, is specifically designed for non-contract employees in the Transportation Department.

"We are, after all, in the people business," says Ibarra, who has long maintained that positivity trickles down, resulting in more courteous service. "The way our supervisory and front-line people interact with one another equates to better customer service."

The workshop, which was first offered as a pilot class last October, has enrolled 85 TOSs to date.

"The main goal of the class is to teach people, such as →

bus operators and TOSs, how to talk to each other without ticking the other off," says Instructor Larry Bates, who, along with Human Resources' David Savage, teaches the class.

"We are trying to change the culture in the Transportation Department," emphasizes Savage, who holds a master's degree in human behavior and organization from the University of San Francisco. "In the past, it's been 'do as I say' and very authoritative. This is the beginning of an attempt to turn management into a more participatory and more open style."

Ibarra, who agrees with Savage's assessment that the department has a reputation of being strict and rule-oriented, says he hopes to impress on supervisors in the class that being an operator on a bus is no easy task.

"We can't ignore the rules because they are based on safety, but at the same time we must accept that even the best-intentioned employees may occasionally stub their toes and then move on from there," he says.

The workshop, three eight-hour get-togethers spread over three weeks so "that employees can put into practice what they learn each day," highlights communication, conflict, and confrontation. Specific topics, according to Bates and Savage, include how to effectively listen, how to build rapport with others and how to deal with difficult people.

The reaction from participants has been positive. "They're telling us they really never thought about this clearly before," says Savage. "And they say, 'I'm going to take these principles into my private life.'"

Concludes Ibarra, "We're not a monopoly like we once were. There's competition out there. And in order to stay on top, we must continue to demonstrate that we are the best and most professional transit operator in the region, if not in the country. We'd better dust safety and customer service off the shelf, make them a part of how we deal with the front-line staff and then put the whole package out there for the public to see."

Gonzalez, who's been a TOS for nearly 10 years agrees. "This training has been invaluable," he says excitedly. "Before, I would have run out of patience and been quick to charge an operator with a rule violation, and say the heck with it. Now I listen like a third party, and in many cases, the operator thanks me." ♦

Don Drysdale and Sandy Koufax Used to Call Operator Lester Williams "Boss"

When Dodger great Roy Campanella died recently, his passing stirred the memory of Division 15 Operator Lester Williams who remembered a certain day at Fort Dix in New Jersey, where he was stationed as a platoon sergeant after the Korean War.

"I heard a couple of knocks at my door," says the

veteran 18-year driver about that day in the fall of 1958. "When I opened the door there stood two soldiers in my unit -- Sandy Koufax and Don Drysdale."

Both players, neither of them yet superstars, were stationed there for six months as part of reserve duty. Other personalities, like Roosevelt Grier and Bing Crosby's two sons, were among those belonging to this particular unit. →

"When I opened my door,
there stood two soldiers in
my unit -- Don Drysdale and
Sandy Koufax."



Lester Williams (center) poses with Don Drysdale and Sandy Koufax before the two became pitching greats.



A decade later.

"Sergeant, we'd like to ask a favor," Williams remembers them asking. "One of our fellow ballplayers was in a terrible accident, and we'd like to go see him."

Williams said he issued them a platoon pass, which enabled them to visit Campenella, who had been paralyzed in a New York car accident.

"It makes me proud that I knew those guys," he chuckles now.

In fact, Williams, who is a real gentleman, has stayed in touch with Drysdale's family exchanging occasional holiday and birthday cards.

Does he ever get free baseball tickets? "Oh yes," the Lakeview Terrace resident laughs. "But I don't care for baseball - at all. Drysdale sends me these wonderful box seats, and I just give them away to the guys in the division! They think I'm crazy!" ❖

Editor's Note: The story was written prior to Drysdale's untimely death. Williams attended his funeral on July 11.

Service Quality Improvement Force Puts Cleanliness On Top of List

Under Art Leahy, the Operations Department has formed several new high-spirited committees whose members are already off and running. One of them is the Service Quality Improvement Task Force, which is chaired by Ken Miller, interim director of surface and subway equipment maintenance, and co-chaired by Dan Ibarra, director of transportation. The group is charged with looking at and improving the quality of bus service as well as the condition of the fleet.

"This is a coordinated effort reaching across many departments, including maintenance, transportation, facilities, scheduling, marketing, and customer relations," says Miller, who joined the agency in 1980 after retiring from the Air Force as an aircraft and vehicle maintenance chief. "It addresses customer complaints, on-time performance, cleanliness, graffiti, reliability, accessible service, overloading, passups and a multitude of service-related problems."

Miller, who used to work at the Strategic Air Command in Nebraska, says the new task force will complement the newly created zero tolerance anti-graffiti program and the operator advisory group.

"We plan to eventually bring in the Blue and Red Line

staffs and involve additional departments," says Miller.

Present task force members include Mike Turk from Operations, Frank Schroder from scheduling; Scott Mugford from customer relations; James Jimenez from equipment maintenance; Ellen Levine, acting superintendent of labor and administration; Tony Chavira from maintenance general; Dave Lane, acting superintendent of bus maintenance; John Roberts, Division 8 maintenance manager; Steve Jaffe, Sr. administrative analyst; Joseph Jones, manager of facilities; Mike Leahy, assistant director of facilities; and DA McClain of local government and public affairs.

Miller says the morale of his task force is high. "Everybody is really motivated," he says. "I think this program, coupled with the zero tolerance program and the operator advisory group, will make a difference."

"I think that the operators having new uniforms and the implementation of the new district logo on the buses is an overall plus," he continues.

Miller says his group is looking at new maintenance uniforms for supervisors as well as a fresh look for field equipment technicians. He also is hoping that eventually mechanics will be sporting a different color uniform. ❖

If You Have High Blood Pressure . . .

by Mary Conforti, Medical Desk

About one in seven MTA employees takes medication to control high blood pressure. Among the drugs used to lower blood pressure are beta blockers. Those most commonly prescribed include



"I think the service quality improvement task force, coupled with the zero-tolerance anti-graffiti program and operator advisory group, will make a difference."

Facts of the Month:

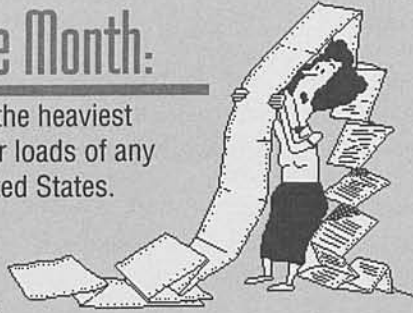
MTA buses carry the heaviest average passenger loads of any system in the United States.

The Line 20 series service on Wilshire Blvd. has the highest ridership of any bus line in the country. It is followed by lines 204 - Vermont; 28 - West Olympic Blvd.; 4 - Santa Monica Blvd.; 40 - Hawthorne Blvd.; 207 - Western Ave.; 30 - West Pico Blvd.; 1 - Hollywood Blvd. - Fairfax; 14 - Beverly Blvd.- West Adams; 18 - West 6th - Whittier Blvd.

Our seasonally adjusted ridership is down by about 1%.

Significance: Passenger loads or consumer demand is the basis for paying for MTA service (and employees!)

A loss or gain of ridership will ultimately cause a decrease or increase in service.



distinguish beta blocker-induced depression from a depression resulting from the psychological adjustment of having a chronic disease and the lifestyle changes that are often necessary at this time. If you believe that you are experiencing symptoms of depression, ask your physician for help. Your EAP (employee assistance plan) is available for help, too.

Some other possible negative side effects can include cold hands and feet, adverse effect on cholesterol, fatigue, asthma-like attacks, and a slowing heart rate. However, the benefits usually outweigh the bad, and include relief of chest pain, control of high blood pressure and migraine headaches, reduction of a fast heart rate, prevention of heart rhythms, and a better, safer quality of life.

It is important to remember that blood pressure is lowered only during the time that the drugs are working. That is why medication cannot be stopped even after blood pressure is lowered without other changes in your lifestyle such as diet, exercise and stress reduction. In some cases, some medication must be continued indefinitely to produce continued good results.

If you are being treated with any of these drugs, the dose of the drugs must be carefully regulated and you must see your doctor often – at least until the blood pressure has been controlled. After that, visits may be less frequent. ❖

inderal (propranolol), corgard (nadolol), lopressor (metoprolol), tenormin (atenolol). To understand how beta blockers work, let's review how the heart works:

The sympathetic nervous system (a branch of the autonomic nervous system which controls the heart's activity), prepares the body to cope with physical and emotional stress. It can increase heart rate and blood pressure by stimulating a chemical adrenalin-like substance to be released from nerve endings. Beta blocking drugs work by blocking these adrenalin receptors and thereby reducing the effect of these circulating adrenalin-like chemical substances. By reducing this stimulation, beta blockers slow the heart rate, lower blood pressure, and reduce the strength of the heart's contractions, thus easing the workload on the heart.

There is a variety of reasons that your doctor might prescribe beta blockers. These could include angina (cardiac chest pain), high blood pressure, irregular heart rhythms, heart protection after a heart attack, mitral valve prolapse, and disorders associated with an enlarged heart and migraine headaches.

Beta blockers are thought to cause depression in some patients, especially with long-term use. For cardiac patients taking beta blockers, it is often difficult to

Blue Line Employees Honored



Twenty-two Blue Line maintenance employees recently received a special safety award for working all of 1992 without any lost time for work-related accidents. Those honored are: (top row, from left to right) Bob Ogus, Roderick Davis, Keith Brittingham, Rudolph Carlesso, Steven Le, Eric Petersen, Mark Hogan, and Bill Crocker. (Bottom row) Nghia Nguyen, Khiem Pham, Daniel Hartung, Glenn Siaumau, and Julie Crawford.

Shifting Gears

Alvarez, H. C., began with the MTA on September 9, 1967 and retired as a Bus Operator Full Time on April 5, 1993.

Caldwell, Jerry L., began with the MTA on October 17, 1982 and retired as a Bus Operator Full Time on November 24, 1992.

Carlin, Patty L., began with the MTA on September 19, 1988 and retired as a Customer Information Supervisor on April 2, 1993.

Carter, Leroy, began with the MTA on July 30, 1966 and retired as a Bus Operator Full Time on March 16, 1993.

Clenard, Cal R., began with the MTA on March 19, 1970 and retired as a Mechanic "A" on April 30, 1993.

Franco, Manuel C., began with the MTA on March 24, 1975 and retired as a Bus Operator Full Time on March 25, 1993.

Galloway, L. C., began with the MTA on October 25, 1969 and retired as a Bus Operator Full Time on March 1, 1993.

Gibbons, Irvy L., began with the MTA on February 23, 1963 and retired as a Senior Transit Operations Supervisor on February 28, 1993.

Heggins, Earnest G., began with the MTA on September 7, 1966 and retired as a Equipment Maintenance Supervisor on March 1, 1993.

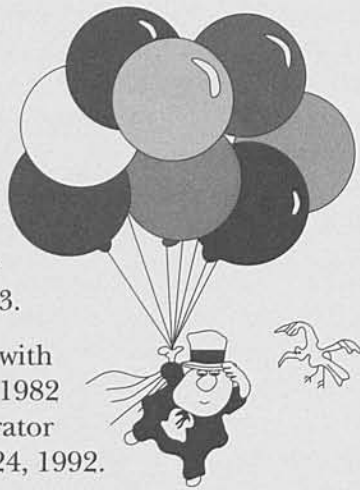
Hersberger, Roy E., began with the MTA on February 5, 1959 and retired as a Bus Operator Full Time on March 29, 1993.

Hockless, Floyd, began with the MTA on January 21, 1970 and retired as a Mechanic "A" on April 30, 1993.

Holland, William H., began with the MTA on November 15, 1961 and retired as a Mechanic "A" Leader on February 28, 1993.

Igna, Marilyn J., began with the MTA on June 30, 1969 and retired as a Customer Information Agent I on May 1, 1993.

Jourdan, David M., began with the MTA on April 18,



1970 and retired as a Bus Operator Full Time on April 19, 1993.

Lenihan, Lawrence T., began with the MTA on December 8, 1980 and retired as an Equipment Maintenance Manager on April 01, 1993.

Manuel, James, began with the MTA on September 14, 1965 and retired as a Mechanic "A" Leader on February 27, 1993.

Mathis, Billy E., began with the MTA on March 7, 1970 and retired as a Mechanic "A" Leader on March 8, 1993.

Meadows, Margaret O., began with the MTA on July 6, 1980 and retired as a Bus Operator Full Time on July 29, 1992.

Peace, Harold F., began with the MTA on November 8, 1969 and retired as a Train Operator Full Time on April 30, 1993.

Richter, Albert, began with the MTA on February 18, 1980 and retired as a Mechanic "A" on May 01, 1993.

Rodriguez, Albert, began with the MTA on July 19, 1969 and retired as a Transit Operations Supervisor on April 30, 1993.

Rose, Roger F., began with the MTA on April 26, 1976 and retired as an Equal Opportunity Representative on April 17, 1993.

Sanders, Carl L., began with the MTA on November 28, 1982 and retired as a Bus Operator Full Time on April 28, 1993. →

Jasmin, Thomas G., from Assistant Division Transportation Manager to Rail Division Transportation Manager.

Kranda, Keith, from Track Inspector to Rail Track Supervisor.

Maggard, Martin L., from Signal Inspector to Engineering Associate.



Sims, Eugene H., began with the MTA on August 29, 1960 and retired as a Transit Operations Supervisor on March 31, 1993.

Smith, Stephen, began with the MTA on November 22, 1969 and retired as a Bus Operator Full Time on April 5, 1993.

Soltra, Joseph F., began with the MTA on May 5, 1972 and retired as a Bus Operator Full Time on March 19, 1993.

Staley, Michael S., began with the MTA on March 15, 1993 and retired as a Mechanic "C" on March 6, 1993.

Stowell, Joseph H., began with the MTA on April 4, 1970 and retired as a Bus Operator Full Time on April 5, 1993.

Traber, Arthur, began with the MTA on August 20, 1984 and retired as a Transit Police Sergeant on April 6, 1993.

Whitehead, Masco, began with the MTA on January 29, 1970 and retired as a Bus Operator Full Time on March 30, 1993. ❖



In Memoriam

Bage, Kenneth I., began with the MTA on September 11, 1946, retired as a Mechanic and passed away on April 8, 1993.

Barnhart, Charles L., began with the MTA on June 9, 1962, retired as a Bus Operator Full Time and passed away on March 8, 1993.

Bustle, Sara L., began with the MTA on October 31, 1952, retired as a Clerk and passed away on March 22, 1993.

Gamez, Jose C., began with the MTA on March 17, 1975, retired as a Mechanic "A" and passed away on February 27, 1993.

Hewitt, Donald E., began with the MTA on January 30, 1967, retired as a Bus Operator Full Time and passed away on February 15, 1993.

Jones, Doc, began with the MTA on November 17, 1972, retired as a Bus Operator Full Time and passed away on April 2, 1993.

Kelly, Melody L., began with the MTA on June 18, 1979, retired as a Bus Operator Full Time and passed away on March 21, 1993.

Lujan, Richard A., began with the MTA on July 1, 1960, retired as a Equipment Maintenance Supervisor and passed away on January 26, 1993.

Mayes, Douglas G., began with the MTA on March 15, 1953, retired as a Bus Operator Full Time and passed away on March 23, 1993.

McFall, Evelyn B., began with the MTA on January 7, 1946, retired as a Clerk and passed away on February 26, 1993.

Pokorski, Joseph R., began with the MTA on May 31, 1946, retired as a Bus Operator and passed away on March 4, 1993.

Purcell, John F., began with the MTA on October 15, 1971, retired as a Schedule Checker Supervisor and passed away on March 11, 1993.

Stubbs, John T. "Jack", began with the MTA on September 19, 1966, retired as Assistant General Manager - Administration and passed away on February 24, 1993.

Tibbo, Frank E., began with the MTA on November 14, 1974, retired as a Bus Operator Full Time and passed away on March 18, 1993.

Walker, Charles, began with the MTA on February 16, 1954, retired as a Bus Operator Full Time and passed away on February 18, 1993.

Walls, Thomas E., began with the MTA on April 1, 1957, retired as a Bus Operator and passed away on April 8, 1993. ❖

**For assistance with personal problems,
call the Employee Assistance Program
(EAP) at 1-800-221-0945.**

3 Free Visits

**If more visits are needed, your
employee benefit plan will help cover
additional costs.**



Born to Rail Equipment Maintenance Assistant Mike Enis and his wife, Karen, a daughter, Mykia Theresa Enis, on November 18, 1992 at 2:19 a.m. The tot weighed in at 7 lbs., 12 oz. and

measured 21 1/2 inches in length. She is the couple's first child. Writes Enis, "Our baby Kia is a little soft cuddly baby girl who brings us so much joy and laughter. We enjoy her very much."



Little Tyler Allen James was born on March 10, 1992 to Rail Maintenance Assistant Gregory James and his wife, Aleta. The little guy, who has two older brothers, weighed in at 8 lbs., 12 oz. at birth and measured 20 inches. Says James of his infant son, "The third one is a charm!"

Meet Christopher Roberto Lee, the son of Division 11 Secretary Rebecca Lee and her husband, Devin. The baby was born on September 9, 1992 at 1:30 a.m. He weighed in at 8 lbs., 4 oz. He is the couple's second son. Says Rebecca, "The only true source of love is children. They always love you, no matter what."



Born to Equipment Maintenance Specialist Julie Crawford and her husband, David, a son, Joshua Michael, on August 1, 1992 at 7:52 a.m. Little Joshua weighed in at 8 lbs., and measured 22 inches. He is pictured with his older brother, Davey. His parents write that their new baby is a "sweet little angel to hold in your arms. Our children are a very special gift."

Born to Rail Equipment Maintenance Supervisor Rich Esquivel, a daughter, Catalina Maria, on December 20, 1992 at 5:45 a.m. The baby weighed in at 6 lbs., 4 oz. and measured 19 3/4 inches. She is the little sister of Richard Adam and Albert Isaac. Writes her proud dad, "You are looking at the future president of the United States and wife of a brain surgeon."



Born to Document Control Assistant Regina Chan and her husband, Albert, a boy, Elton K. Chan on December 10, 1992 at 8:28 a.m. The little guy weighed in at 6 lbs., 2 oz., and measured 18 inches. "This is the most precious gift for both of us," says father Albert, who is an air conditioning assistant at South Park. "Elton's smile means everything to us."



Nathan Weathersbee is Named Bus Operator of the Month

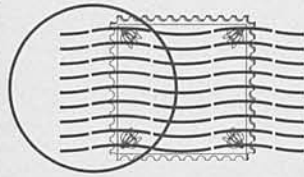
Nathan Weathersbee, a 21-year MTA operator, has been tapped as the Operator of the Month for May. The Inglewood grandfather of two is a natural for the honor. His record is superb: He has the maximum merits possible and has never had an avoidable accident.

But his contribution to the MTA is only partially reflected by his record. He is always one of the volunteers for the social events at the West Hollywood division. He helps set up, cook, serve and clean up for most of the division functions and is always in the middle of the activity. He has also helped organize the formal dinner dances that the division has enjoyed through the years.



Weathersbee has two grown children, Jackie and Tabatha. He plays softball for the division and is active in the Bethany Baptist Church. ❖

Letter to the Editor



My Brother -- Operator Joseph Bailey Retires

After 24 years of service, Joseph Bailey, Sr. retired on June 10, 1993. Joseph has been a very good employee with many awards and achievements. He has received a 20-year Safety Award, Outstanding Operator Award, Award of Excellence for five years, Perfect Attendance Award, and the Manager's Award.

Joseph is a very conscientious and likeable gentleman, and has always had the public's safety as his main

concern. He is loved and adored by everyone. Joseph meets everybody with a smile and a handshake. His entire family loves him very much, and he knows it. We are planning a retirement dinner for Joe.

When Joe is not working, he is digging up, or planting flowers, trees, and new lawn. He loves and adores his four grandchildren, his wife and two adult sons.

Joseph is the fifth child in a family of eight siblings. Instilled in Joe at a very early age by his loving parents (Mr. and Mrs. Ulysses Bailey, Sr.) were strong family values, a good Christian upbringing and love for humanity. He was educated in New Orleans, Louisiana where he was born, and furthered his training in California.

Sincerely,

Lorraine Myles – Sister
Ontario

Recreation News

AUGUST

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 Sade - Greek \$35.50	2	3	4 Dance Theatre of Harlem - Greek \$22.50	5	6 George Strait - Greek \$28.00	7 Ringling Bros. Circus - Anaheim \$12.00
8 Dodgers vs. Cincinnati 1:05 p.m. \$8.50	9	10	11 Dodgers vs. Colorado 7:35 p.m. \$8.50	12	13	14 Dodgers vs. San Diego 7:05 p.m. \$8.50
15	16	17	18 Phantom of the Opera 8:00 p.m. \$60.50	19	20	21 Al Jarreau/ David Sanborn Pac. Amp. \$33.50 Phantom 2:00 p.m. \$60.50
22 Phantom of the Opera 2:00 p.m. \$60.50	23	24 Dodgers vs. Pittsburgh 7:35 p.m. \$8.50	25 Dodgers vs. Pittsburgh 7:35 p.m. \$8.50	26	27	28
29 Dodgers vs. St. Louis 1:00 p.m. \$8.50	30	31				

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 \$19.25,
Child \$15.00

Sea World—Adults
\$18.65, Child \$14.50
Wild Bill's Dinner
Show—Adults \$23.00,
Child \$16.50

Save money at the movies.
Discount tickets available for the following movie theatre chains:
Edwards \$4.75; AVCO General Cinema \$5.00; AMC \$4.50; Pacific Walk-In or Drive In \$4.50; Cineplex Odeon \$4.75

Mobile Unit Schedule

The mobile center will operate at the divisions listed below Monday through Friday from 9:30 a.m. until 2:00 p.m.

AUGUST

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
	4	Maintenance	11	10	3	
8	9	10	11	12	13	14
	CMF	9	16	8	15	
15	16	17	18	19	20	21
	7	5	18	2	12	
22	23	24	25	26	27	28
	1	11	4	10	3	
29	30	31				
	CMF	6				

The Employee Activities office is open

from 10:00 a.m. until 3:00 p.m.

Monday through Friday.

Second floor of the 425 Building, telephone 972-4740.

Going on Vacation? Some Tips to Safe-Proof Your Home

by Lt. Walt Schick, Transit Police

Your worst nightmare could be the invasion of your home by strangers who go through and take your most private and personal possessions. It can be your worst nightmare at any time of the day or night. Unfortunately, it occurs on a daily basis and is becoming more and more commonplace. Burglary, or breaking and entering, is classified as a crime against property, but it often times leaves its victims feeling violated and insecure.

What can one do to prevent this crime from happening? There are several easy and inexpensive steps that will deter the potential burglar and force him to look for an easier target.

- Eliminate unlighted or darkened areas around your home, especially near walkways, door and window areas. Keep bushes and shrubs trimmed so they don't create hiding places.
- Keep your garage door closed and locked. What they can't see, they usually don't want and will look for an easier opportunity.
- Make sure your doors are equipped with good quality double cylinder dead-bolt locks. These types of locks prevent easy criminal exits since they require a key on both sides. If you're worried about a fast exit in case of an emergency, leave the key in the interior lock when you are inside your home.
- Always give your home an occupied look. Leave a light, radio, or television on while you are away. This is easily done by the use of a timer.



- Make sure to secure sliding windows. Don't just use a broomstick in the frame track — pin the frames together. This is easily done by drilling a hole through the interior frame and half-way into the exterior frame. A bolt or nail is then placed into the hole, thus locking the window.
- Most importantly, communicate with and get to know your neighbors. The best defense is for everyone to watch out and help each other. Make the extra effort to notify the local law enforcement agency when something just does not look right.
- Additional information and advice may be obtained by contacting the Community Relations Office of the MTA Police Department at (213) 972-3638. ♦

Clip and Send In!

If you have a story idea for *Running Times*, please clip out this form with your suggestion and send it to:



Andrea Greene, Managing Editor
Running Times

MTA
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Late News!

It was Division 10 all the way around!

Three cheers for Division 10 Operator Elias Soria, who outperformed 29 others to take home first place in the 1993 MTA Bus Roadeo Championship held on July 10. And congratulations to the Division 10 team of Alan Wong, Max Wielandt, Fred Hines, and Doug Creveling who captured the honors on the maintenance side of the house. We'll spotlight the winners and their competition in our next issue.



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