

R U N N I N G T I M E S

Division 10 Sweeps the 1993 Rodeo!



The children of MTA employees make the competition worth it.

Elias Soria, a former food distributor and clothing retailer who took up bus driving at the age of 49, earned top prize at the 1993 Bus Rodeo held July 20 at the Santa Anita Race Track.

The versatile Monterey Park resident, who also is the published author of a book on Christianity, flies to New Orleans in October where he'll compete in the international tourney.

"It was practice, along with a little luck," said the soft-spoken grandfather of six who drives a bus on Line 28 out of Division 10 in East Los Angeles. "I don't see how I won it, really. There were some very good drivers out there."

Soria earned 634 points out of a possible 650 by



Champion Elias Soria

mastering sharp left and right turns, reverse turns, a simulated passenger stop and various diminishing clearances.

Only nine points separated the top three finishers. Soria's closest competition was Benjamin Leyva of Rancho Cucamonga, who scored 629 points to earn \$750. The \$500 third-place prize went to Jose Arizmendi of Alhambra, who scored 625 points.

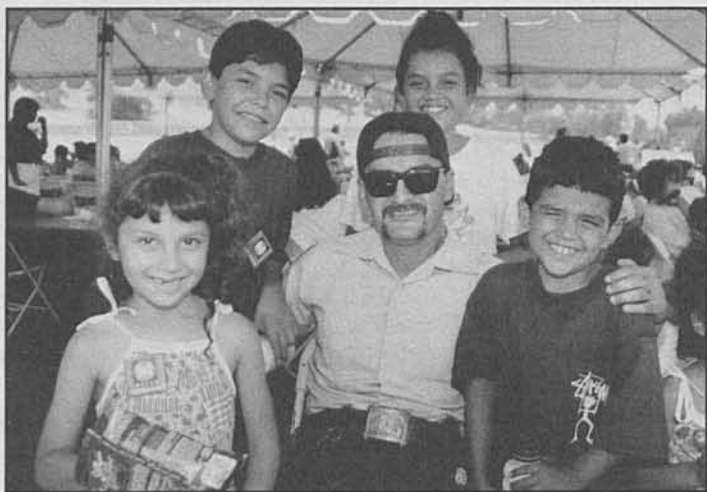
The fourth-place prize of \$250 went to John Kemp of Beaumont, who scored 617 points.

First place on the maintenance side went to the team of Alan Wong of Montclair, Douglas Creveling of La Puente, Fred Hines of Inglewood and Max Wielandt. They were coached by Division 10 Manager Milo Victoria. →



Division 9 Maintenance team of Sonny Dang, David Klinkenbor, Jaime Lozano and Jesse Estrada didn't win, but had a terrific time.





The rodeo is traditionally a family affair!

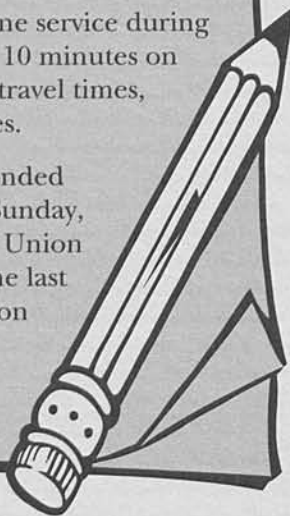
At press time, the five were in Denver competing for the international title. Our best to them! ❖

News Notes

■ Forty buses were added to the 25 most crowded lines on Tuesday, Sept. 7. It marks the first time in three years that buses were added to relieve heavy passenger loads. "We'll be monitoring those lines that received the extra buses and make adjustments where necessary," said Steve Parry, director of scheduling and operations planning. Line 66/67 (West Eighth St. Olympic Blvd.) and Line 560 (Van Nuys Blvd/Westwood/LAX) received seven and six additional buses, respectively.

■ The frequency of Blue Line service during the mid-day was increased to 10 minutes on August 16. During the peak travel times, trains arrive every six minutes.

■ Red Line service was extended another two hours effective Sunday, Sept. 12. The last train from Union Station leaves at 9:01 p.m. The last train from the Westlake Station departs at 9:15 p.m.



Trading Places — New Class for Rookie Operators is an Eye-Opener

Remember as a child when you used to blindfold yourself to see what the experience was like?

Rookie MTA bus operators are getting a refresher course in the exercise, thanks to Senior Instructor Robert Ellison, who has designed five hours of intense training on limitations the disabled face when riding public transportation.

"We don't realize how difficult it is," says Ellison, who was a bus operator for six and a half years. "For example, sitting in the seat as an operator, you lose the body sensations you feel riding in the back. Take blind passengers — they often depend on these sensations and judge their whereabouts by the number of turns the bus makes."

Much of the course training, which new operators are required to undergo before getting behind the wheel, takes place on the streets.

"At the bus stop, we blindfold them, give them a set of crutches, and put them in wheelchairs," Ellison says. "The trainees have no idea where the front of the bus is."

"The reaction of the operators after the course is very, very positive," he continues. "The main



New operators, in blindfolds and with crutches, learn what it is like to be disabled.



"I thought this class was really excellent," said new operator Gynella Woodard.

reaction is, 'I never realized that it was this difficult.'"

Division 9 Operator Gwynella Woodard, who joined the MTA as a bus operator in April, thought the role-playing was more than difficult.

"At the bus stop, we blindfold the operators, give them a set of crutches, and put them in wheelchairs..."

"It was dark and scary," said the former school bus driver, who noted she felt most uncomfortable in her role of a blind patron.

Now the Los Angeles resident, who says she carries at least one blind passenger a day on her Line 70 route through Monterey Park and El Monte, goes out of her way

to make sure they know the location of an empty seat.

"I let them know the whereabouts of the bus constantly," she says. "It's really no extra work for me."

Ellison says the sensitivity course, which was revised last year to include field training, also details the different kinds of disabilities patrons may have. ♦

Raymond Hawkins: Working Tire-lessly

Rolling down the El Monte busway on a recent morning, veteran operator Raymond Hawkins saw the bus ahead of him blow a tire.

Sizing up the situation, Hawkins moved alongside the crippled doubledecker bus, which had slowed to about 35 miles an hour.

"I wanted to protect his right side," recalls the Temple City resident, who has 27 years of bus driving under his belt. "When a bus tire blows like that, it often catches on fire."

"I wanted to protect his right side. When a bus tire blows like that, it often catches on fire."

That was a concern to Dispatcher Billy Morton, too, who happened to be a passenger on the doubledecker. Morton, a 22-year veteran, instructed the operator to exit near Cal State, Los Angeles, which was about a mile away.

Hawkins followed, making sure that no cars came close to the bus.

Once there, Hawkins, who has earned outstanding operator accolades in the past, pulled in front of →



Cheered on by his Division 9 colleagues, Raymond Hawkins accepts certificate of appreciation from Dispatcher Billy Morton.

the doubledecker and promptly opened both of his doors.

"Come on in," he welcomed the passengers aboard the doubledecker. "We're going downtown so there's no reason I can't take you."

His professionalism did not go unnoticed. In early August, he was honored by his Division 9 operators for going the extra mile.

The operator, who is a photography buff in his off-duty hours, just chuckled.

"It's rewarding to me to see my passengers satisfied," said the proud father of two daughters. ❖

New PRIDE Program Aims High - Fleet will be cleaned up, thanks to new program

by Ken Miller, interim director of subway and surface equipment maintenance.

In May, Art Leahy, executive officer, operations, directed a Service Quality Improvement team to be formed. The charter for this team was to assess deficiency and initiate action to improve not only bus service but the condition of the fleet. The team is a multi-departmental group empowered to work with all concerned staff, at all levels.

On July 23, the Quality Service Project was retitled the PRIDE Program. PRIDE appropriately stands for



MTA service attendants, like Division 5's Arthur Winston, Fay Tinson, and Quincy Bush, will be key to the PRIDE program's success.

Performance Resulting in Daily Excellence.

In the near future, each operating division will be equipped with a PRIDE information board that will reflect vital information related to performance. This information will address each operating division's monthly performance related to on-time pull-out performance; miles between road calls; customer complaints; and accessible service effectiveness and wheelchair lift reliability.

Other elements of the PRIDE Program include:

- Strict enforcement of the FTA 72-hour rule related to wheelchair lift out of service restrictions.
- A mandatory 99 percent on-time performance rate for pull-outs.
- A new modulator bus cleaning concept.
- A policy that requires each bus to be washed at least once per day.
- An aggressive program to replace soiled passenger seats and paint all wheels.
- A goal to completely paint and replace passenger windows in 500 buses during FY-94.
- A program to inspect 20 percent of each division's assigned buses each quarter for cleanliness and provide a rating that must be improved each subsequent quarter.
- A program to inspect passenger terminals each quarter and provide a rating. Take necessary actions to improve condition and cleanliness developed and implemented.
- Strive to eliminate all graffiti in concert with the Zero-Tolerance Program.
- Expand current program to eradicate all problems associated with insects.
- Develop programs and media to make the entire bus system more "user-friendly" for our customers. →

"Other elements of the PRIDE Program include a goal to completely paint and replace passenger windows in 500 buses during FY '94."

- A program to reduce road calls and service delays by five percent each quarter over the previous quarter.
- Receive input and implement suggestions from the operators, mechanics and service attendants advisory groups.
- Revise existing operators' customer relations training.
- Develop and publish a TOS trouble-shooting guide that will assist operators at dealing with various bus malfunctions while in service.
- Expand management's bus ride requirements and become more sensitive to operators' and customers' needs and concern.

These are but a few examples of the PRIDE team's efforts to date. We would very much like to receive input and suggestions from anyone in the MTA that will assist us with achieving our new goal.

The PRIDE team meets twice monthly at the Central Maintenance Facility Conference Room at 1 p.m. The next meeting will be Sept. 24 at 1:30 p.m. If you would like to participate in one of our meetings, please call me at 972-5800 to make arrangements. ❖

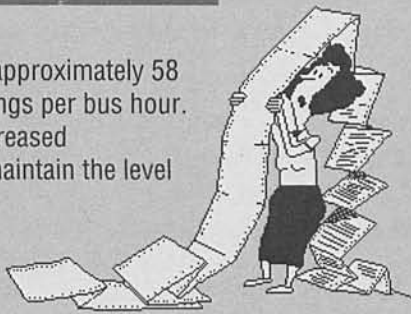
Facts of the Month:

The MTA carries approximately 58 passenger boardings per bus hour. Bus service is increased or decreased to maintain the level of productivity.

The loss of a single regular customer would result in a reduction of between 75 and 120 buses per year. Accordingly, this would result in a loss of between 13 and 21 revenue bus hours over the course of the year.

Significance: A loss of one regular passenger translates into a reduction of up to 23 bus operator pay hours and 10 maintenance pay hours.

A loss of 200 regular passengers results in the loss of two full-time bus operators and one maintenance employee.



Here's to Arthur Winston! --a tribute to longevity



The oldest MTA employee is Service Attendant Arthur Winston, who recently celebrated his 87th birthday . . . and is still going strong. In January, he will celebrate 60 years of service to the agency — a record.

Public Commendations

Dear MTA:

I am writing this letter to commend one of your drivers, **Michael Murray**. The date was July 9. He was driving the 483/485 bus southward that picks up at Valley and Fremont in Alhambra at about 10:02 a.m.

As he was rounding the curve approaching the Cal State station the road was covered by a fallen tree. If the driver had not been as alert as he was, a crash would have been inevitable. After stopping and looking the situation over, he had us all leave the bus so as not to be injured in case the bus was hit from behind.

In the excitement, I did not get the driver's name. I am sure you will be able to do that from the records and let him know that we passengers were aware of his alertness and skill in driving the bus. We were able to catch another bus at the Cal State station and I for one was only a few minutes late to my destination.

Sincerely,

Barbara Chase
Alhambra



Dear MTA:

I wanted to take a moment to tell you about two wonderful people employed by your company. Their names are **Mario Rodriguez** and **Dave Moore**.

Mr. Rodriguez was driving bus 3644 Line 268 on July 24. My son had forgotten that he placed his organizer, which contained \$48 cash — his whole week's pay — and all of his ID on top of his car and was driving down the street. Mr. Rodriguez saw my son's organizer fall off his car onto the sidewalk and a bunch of kids stealing the cash from the organizer.

Mr. Rodriguez stopped the bus and took the organizer from the boys and also retrieved the cash.

Mr. Dave Moore took the time to contact and inform us of the above events. Then Mr. Moore located Mr. Rodriguez' route so I could meet him at one of his scheduled stops in order to pick up our lost property.

These two honest and thoughtful men have renewed my faith in people. Your company is, indeed, lucky to have such wonderful employees.

In the future when my kids or I ride the bus, I will feel safe and secure in the knowledge that you hire such honest and wonderful people to work for your company.

Sincerely,

Sheri Tribble
Corey Tribble
Temple City

Dear MTA:

I should like to compliment your driver, 04327, whose name I believe is **Maize Jean Gray**. I had her write down her name.

The attached copy of my poem just about tells it all. She certainly is a credit to the service and to our Los Angeles community.

Sincerely,

Carl Schaefer

*There's a 212 driver known as Jean;
Always knows where she is and has been.
She runs quite a tight ship;
Maneuvers La Brea without even a slip.
She's polite to each and every rider;
Whether they're on vodka or apple cider.*

Dear MTA:

This letter is to bring to your attention the meritorious actions of one of your employees, Bus Driver **Ramon Baluyot**.

On April 22, my wife and I were involved in an automobile accident in which our car was flipped over onto its top.

Mr. Baluyot quickly recognized our need for assistance. We were suspended upside down by our shoulder restraints and seat belts. He speedily got us released and away from the vehicle. He then took steps to see that the car did not catch fire. He also looked after us until the paramedics arrived.

If possible, we wish to have someone from your company pass on to Mr. Baluyot our deep thanks for his good Samaritan actions.

Sincerely,

Robert E. South
Inglewood

Dear MTA:

I have taken the time to write you about **Ken McKeen**, who is one of the most kind and helpful bus operators at the MTA.

I have a husband who still runs a business in Los Angeles. He can't drive anymore and is over 80 years old.

Ken McKeen has been so great in seeing that Mr. Biaggi gets a seat and that he gets off at his stop! Believe me, I deeply appreciate Ken and the MTA for being so great.

Ken not only helps my husband but others who may have trouble. I notice this when I ride the bus with my husband.

I think you are fortunate to have a bus operator like him who is such an asset to the company.

Sincerely,

Mrs. Peter Biaggi
La Crescenta

P.S. The "91" is our bus.



Dear MTA:

As a visitor in this area and as a user of public transportation from time to time, something very nice and unusual happened today.

I was pleasantly surprised by a very nice driver, Mr. **Albert Scott**, on Line #60 on Long Beach Blvd.

He was very courteous and kind, helpful to passengers and called all stops and connections.

I am a traveler. I've been to many places in the U.S. and Europe. Mr. Scott and a nice bus operator in Anchorage are the nicest ones that I've seen.

Sincerely,

Mrs. Maurice Bynum
Lynwood ❖

Kreski Honored as Employee of the Quarter



Bill Kreski with boss, Steve Parry

Bill Kreski, an MTA schedule maker II, has been tapped as the Scheduling and Operations Department's employee of the quarter.

As his title indicates, Kreski creates the bus schedules, concentrating on lines originating out of divisions 5 (South Central) and 18 (Carson)

— the two largest operating divisions. He is also responsible for the scheduling on the 204 line, which is the system's second busiest line.

According to his boss, Steve Parry, the 18-year veteran has an excellent rate of accuracy. "Bill is an excellent tutor, and has contributed much to his colleagues," Parry says.

Kreski, who has been delighting colleagues with his outrageous Halloween costumes for years, makes his home in Long Beach. ❖

Joe Swift Selected Rail Operator of the Quarter



Joe Swift has been named MTA rail operator of the second quarter of 1993.

A 24-year veteran of public transportation, Swift began work as a bus operator assigned to Division 2 at East 15th and San Pedro streets in downtown Los Angeles and subsequently worked in seven other bus divisions.

In February 1991 Swift transferred to the Blue Line. He has had zero instances of sick, missouts (missed shifts because of tardiness), rule violations or avoidable accidents.

Swift has made his home in El Monte for six years. His hobbies include bowling, table tennis, tennis, fishing and radio-controlled model airplanes.

"Getting passengers from point A to point B safely and on time is the most important thing about operating the Blue Line," Swift said. "I just wish that motorists wouldn't try to drive around the safety gates at grade crossings."

Among the six radio-controlled model planes owned by Swift are a Sky Tiger, an Eagle, a Scorpion, and his favorite, a Super Chipmunk. He flies the planes at Whittier Narrows north of the Pomona Freeway, and at the Sepulveda basin. ❖

James Murphy Honored as June Operator of the Month



S elected as MTA Operator of the Month for June, James Murphy is a 23-year veteran operator who drives Line 484 from Ontario Airport to Los Angeles.

The Division 16 operator boasts one of the transit system's best safe driving records and has received numerous Outstanding Operator commendations. Murphy, 45, also serves on the Operators Advisory Committee and is a member of a group consulting with the designers of the MTA's futuristic Advanced Technology Transit Bus.

When the Fontana resident isn't helping his passengers get to work and home again, he is working to enhance the spiritual life of the members of Roubidoux Missionary Baptist Church. Ordained in 1988, his responsibilities as outreach pastor require him to oversee the welfare of members and follow up on visitors to the 150-member church.

Murphy enjoys playing basketball at the Pomona YMCA. His family — wife, Christine, and children Monica, 22; Sharmayne, 16; Nicholas, 8; and Britney, 4 — also are avid campers.

As a U.S. Air Force technician in Vietnam, he repaired generators and other aircraft support equipment at the air base in Saigon in 1968-69. He finished his

service at Edwards Air Force Base and decided to remain in California.

He joined the MTA in 1970. ❖

Going the Extra Mile

The following bus operators were acknowledged by the Bus Operations Control Center for their professional assistance in avoiding service disruptions:

Ernest H. Miller	Division 5
Robert B. Anderson	Division 2
Leonard L. Epps	Division 10
Bruce Montgomery	Division 10

These outstanding operators went beyond the call of duty to ensure reliable service. They are saluted for their attitude, dedication and professionalism. ❖

Banta, Stephen R., from Rail Equipment Maintenance Supervisor to Senior Rail Equipment Maintenance Supervisor.

Bean, Ronnie, from Train Operator (F/T) to Transit Operations Supervisor.

Devol, Brenton A., from Equipment Service Supervisor to Equipment Maintenance Supervisor.

Franden, Richard J., from Mechanic A to Equipment Maintenance Supervisor.

Gonzalez, Fausto, from Train Operator to Transit Operations Supervisor.

Hays, Michael Lee, from Mechanic B to Equipment Maintenance Supervisor.

Howard, Arthur C., from Mechanic A to Equipment Maintenance Supervisor.

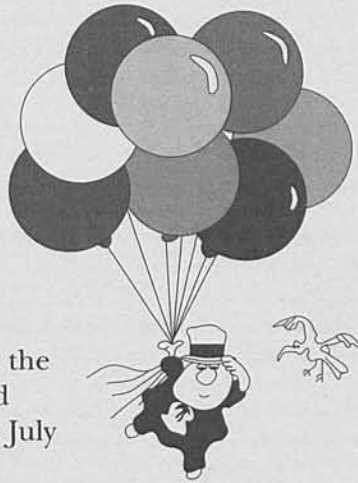
Johnson, Rodney R., from CCTV Observer to Equipment Service Supervisor.

Willard Johnson, from Train Operator (P/T) to Transit Operations Supervisor.

Thekkumkattil, Sharjan J., from Maintenance Specialist to Rail Equipment Maintenance Supervisor.



Shifting Gears



Albert, Lester J., began with the MTA on July 8, 1957 and retired as a Bus Operator (F/T) on August 2, 1993.

Anderson, J.C., began with the MTA on June 10, 1970, and retired as a Mechanic A on July 10, 1993.

Anderson, Taylor, began with the MTA on May 20, 1974 and retired as a Mopper Waxer on May 21, 1993.

Bailey, Joseph, began with the MTA on June 7, 1969 and retired as a Bus Operator (F/T) on June 10, 1993.

Barner, Benny, began with the MTA on October 28, 1974 and retired as a Bus Operator (F/T) on April 16, 1993.

Blackston, James L., began with the MTA on March 22, 1969 and retired as a Bus Operator (F/T) on June 28, 1993.

Bowers, Savannah M., began with MTA on May 11, 1963 and retired as a Bus Operator on May 19, 1993.

Brown, Jerry L., began with the MTA on June 13, 1970 and retired as a Bus Operator (F/T) on July 1, 1993.

Burnes, Louise C., began with the MTA on April 22, 1976 and retired as a Transit Operations Supervisor on July 12, 1993.

Dine, Clarence D., began with the MTA on June 20, 1979 and retired as a Train Operator (F/T) on June 25, 1993.

Duncan, Thomas E., began with the MTA on November 27, 1979 and retired as Mechanic A on May 12, 1993.

Echols, Aubrey, began with the MTA on July 11, 1970 and retired as a Train Operator (F/T) on July 16, 1993.

Endara, Julio C., began with the MTA on March 2, 1973 and retired as a Bus Operator (F/T) on June 18, 1993.

Gowins, James F., began with the MTA on June 27, 1970 and retired as a Bus Operator (F/T) on July 31, 1993.

Hernandez, Juan M., began with the MTA on November 19, 1970 and retired as a Senior Equipment Supervisor on May 31, 1993.

Johnson, Willie J., began with the MTA on July 18, 1970 and retired as a Bus Operator F/T on July 19, 1993.

Lyon, Ralph B., began with the MTA on August 2, 1982 and retired as a Mechanic A on June 9, 1993.

McGee, Freddie E., began with the MTA on January 6, 1968 and retired as a Bus Operator (F/T) on July 5, 1993.

Moreno, Albert L., began with the MTA on April 17, 1969 and retired as an Equipment Records Specialist on June 21, 1993.

Overturf, Kathleen M., began with the MTA on July 4, 1982 and retired as a Bus Operator (F/T) on February 10, 1993.

Owens, Tony, began with the District on October 16, 1971 and retired as a Mechanic A on June 26, 1993.

Pages, Carlos A., began with the MTA on August 18, 1972 and retired as a Bus Operator (F/T) on June 30, 1993.

Paternoster, Eugene L., began with the MTA on March 28, 1964 and retired as a Bus Operator (F/T) on July 31, 1993.

Patrick, Tom H., began with the MTA on June 29, 1968 and retired as a Bus Operator (F/T) on July 31, 1993.

Rosser, Beverly J., began with the MTA on February 9, 1976 and retired as a Bus Operator (F/T) on July 6, 1993.

Stephens, Paul, began with the MTA on June 7, 1969 and retired as a Bus Operator (F/T) on June 18, 1993.

Taylor, Sam B., began with the MTA on August 8, 1962 and retired as a Utility A leader on May 10, 1993.

Webb, Ivan R., began with the MTA on January 17, 1970 and retired as a Bus Operator (F/T) on July 17, 1993. ♦

In Memoriam



Isabelle F. Baca, began with the MTA on October 20, 1969, retired as a Ticket Clerk and passed away on May 16, 1993.

Cross, Earl L., began with the MTA on May 7, 1941, retired as a Bus Operator and passed away on June 2, 1993.

Davis, Richard A., began with the MTA on July 25, 1960, retired as a Bus Operator (F/T) and passed away on May 25, 1993.

Gray, George, began with the MTA on June 5, 1946, retired as a Mechanic and passed away on June 5, 1993.

Hewlett, William, began with the MTA on August 28, 1951, retired as a Bus Operator and passed away on June 14, 1993.

Hunsaker, John M., began with MTA on May 21, 1921, retired as a Bus Operator and passed away on June 8, 1993.

Lanham, Lloyd R., began with the MTA on April 16, 1964, retired as a Bus Operator and passed away on June 8, 1993.

Risola, Ralph, began with the MTA on April 12, 1976, retired as a Supervisor and passed away on June 26, 1993.

Root, Howard L., began with the MTA on October 2, 1983 retired as a Bus Operator (F/T) and passed away on July 6, 1993.

Schimmel, L.E., began with the MTA on April 20, 1973, retired as a Schedule Checker and passed away on June 14, 1993.

Seaman, Bess M., began with the MTA on May 12, 1949, retired as an Information Clerk and passed away on June 2, 1993.

Thomason, Milton J., began with the MTA on November 2, 1931, retired as an Instructor and passed away on June 2, 1993.

Todd, Wilvert, began with the MTA on April 26, 1927, retired as a Bus Operator and passed away on July 7, 1993. ❖

Free Health Screenings Coming Soon to Divisions

A mini-health fair will be available at your work location during October. Be sure to take advantage of the free health screenings, snacks, prizes, and information given during the fair.

The screenings include blood pressure, glucose, fitness, vision, cholesterol, and stress testing.



Chiropractic back screenings and body fat analysis may also be available at your division. Please be patient if the test you want is not available until later in the year. Remember, medical screenings are expensive and they are provided free to our employ-

ees! ❖

October Recreation News

October

- | | | |
|----|------------------------------------------------|---------|
| 1 | Juan Gabriel - Universal Amph. | \$43 |
| 2 | Kenny G - Greek Theatre | \$38.50 |
| 3 | Dodgers vs. Giants 1 p.m. Fan Appreciation Day | \$8.50 |
| 3 | Kenny G - Pacific Amphitheatre | \$28 |
| 3 | Clint Black/Wyonona - Greek | \$33.50 |
| 3 | WWF Wrestling - Sports Arena 7:30 p.m. | \$15.50 |
| 15 | Billy Ray Cyrus - Universal | \$24 |
| 16 | Salsa Festival - Universal | \$25 |
| 29 | Tim Allen - Universal | \$32.50 |

Pomona Fair runs through October 3.

\$5.00 Adults

\$3.50 Children



Amusement Park Prices in
October:

Magic Mountain	\$19.25
Knotts Berry Farm	\$18 Adults
	\$13 Children
Universal Studios	\$22.50 Adults
	\$18.50 Children



Amusement Park Tickets available
for any day through December 1, 1993

Save money at the movies. Discount tickets available
for the following movie theatre chains: Edwards \$4.75
AVCO General Cinema \$5, AMC \$4.50, Pacific Walk-
In or Drive - In \$4.50, Cineplex Odeon \$5. ❖

Mobile Unit Schedule

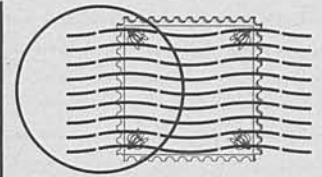
The mobile center operates Monday through Friday
from 9:30 a.m. until 2 p.m.

September	Location
29	16
30	8

October	Location
1	4
4	Maintenance
5	8
6	15
7	7
8	5

**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.**

Letter to the Editor



--Big Party for Division 18 Operators George and Barbara Harris

by A. E. Howard



Operators George and Barbara Harris and daughters Regina and Teresa.

How does a fella handle three birthdays and a wedding anniversary in one month? Ask Big George!

Recently, Division 18 Operator George Harris honored the special ladies in his life by hosting a family celebration in their honor. In one unforgettable evening, he honored his lovely wife, Barbara Ann Harris of Division 18, and his beautiful daughters Teresa and Regina with a lavish and heartwarming night of love, laughs and fantastic food!

The Harrises are a popular couple who have worked out of several divisions, including Division 5. George is known for his outgoing, big-hearted personality while Barbara is known for her crazy sense of humor and fabulous cooking. She has helped prepare many MTA cookouts.

Some of the couple's fondest memories are with the late RTD manager Ben Lynum and his lovely wife, the late Ruby Lynum, who were at the Harrises' →

wedding many years ago. The Harrises still treasure the beautiful crystal goblets the beloved couple gave them.

The color scheme of the party night was festive royal blue and gold lame. The family room was filled with gleaming balloons and streamers. The entire family was beautifully attired in various shades of blue.

On the walls was a beautiful pictorial of the Harris family. Guests got a kick out of the pictures of a much slimmer, nervous young couple smiling at the altar and placing rings on their fingers.

The guests came from every MTA division, bike club, and group to which the couple belongs.

One of the most heartwarming moments was when Mr. Harris gathered the ladies in the buffet room and presented them with gold necklaces. When the couple toasted their glasses, lit the candle of unity and cut the cake, there was many a misty eye in the room.

Behind the couple were a collage of badge numbers, transfers and a big red heart that read "B and G." The lovebirds met at MTA, courted, and married with many MTA personnel in attendance.

Good food, spirits and music flowed throughout the evening. The warm rain outside couldn't put a damper on this evening of love.

Hosts for the evening were Betty McCiver, Operator A.E. Howard, and Samantha Howard. Division 5 Operator Deborah Hooks, who helped plan the entire celebration, was unable to attend due to illness.

Division 5 operator Michael Cole served as the evening's photographer. Operator Howard was the evening's DJ.

Mr. Harris thanked everyone for coming and said that this won't be the last time the Harris family will show the whole world their love. ❖

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