



HEADWAY

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Feds continue funding support for Metro Rail

RTD received an early Christmas present from the Reagan Administration in late December in the form of continued federal funding support for the Metro Rail Project.

The 18.6-mile proposed subway, which will link downtown Los Angeles with the San Fernando Valley, will receive an additional \$983 million in federal funds in Fiscal Year 1982 to continue the preliminary engineering already underway.

The additional funding is contained in an appropriations bill signed by President Reagan on December 23, 1981.

"We are pleased that the federal government has continued its support of this vital project by approving additional funds for preliminary engineering," said Richard Gallagher, manager and chief engineer for the \$2 billion project.

"These funds will be used for the design and study of such elements as subway tunnels, stations, train yards and communications, safety and security systems," he said.

According to Principal Administrative Analyst for the project, Alan Nishimura, combined local, state and federal funding committed or already received for preliminary

engineering on the rapid transit project now totals approximately \$27 million.

District officials estimate that the three-year preliminary engineering phase of the project will cost

\$38 million, and they are hopeful that the Urban Mass Transportation Administration will include the remaining federal share of funds in its Fiscal Year 1983 budget. Funds for completion of PE work

have already been committed on the state and local levels. The federal government generally pays 80 percent of such projects.

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Good news

UMTA Administrator Arthur Teele (second from left) had some good news for Los Angeles officials during his recent tour of RTD facilities. Despite the Reagan Administration's policy of not funding new rail rapid transit starts, Teele said that Los Angeles, because of its size and the population density (especially in the Wilshire corridor), presented a unique case which made the rail alternative "a very intelligent option." In interviews with local reporters, Teele said that UMTA, the funding arm of the Department of Transportation, was committed to "ensuring that the Los Angeles area's historic funding shortfalls are rectified." Teele told the District's Board of Directors that, in his view, Los Angeles has a greater need for funding than has been provided in the past. Shown discussing the status of the Metro Rail Project with Teele are (from left) Deputy Mayor Ray Remy, RTD Board President Thomas Neuson and County Supervisor Kenneth Hahn.

New RTD token honors transportation pioneer

Because transportation pioneer Henry E. Huntington made such historic contributions to the development of Los Angeles, his portrait has been engraved on the District's new \$1 fare token.

The new token, introduced February 1, represents the first time an individual has been honored by a public transit agency with the minting of a coin for use as fare payment.



VIEW — A PE trolley rounds a bridge on the Mt. Lowe line, circa 1915. At right, the new token.

In addition to honoring the founder of the Pacific Electric Railway, the token will offer RTD customers a convenient alternative to carrying money while saving them money, too. RTD plans to sell the tokens in rolls of 10 for only \$9.50, a savings of 50 cents a roll.

Slightly bigger than a quarter, the new brass token is good for combined payment of the 85-cent base fare and the 15-cent transfer. Its \$1 face value can also be applied toward express fares on freeway routes.

Huntington founded the Pacific Electric Railway, famous for its Big Red Cars that served Southern California from 1902 to 1961.

At its peak in 1926, before automobiles came to dominate the region, the Pacific Electric operated 1,164 miles of track. The system stretched from Canoga Park in the San Fernando Valley to Santa Ana, and from Long Beach to San Bernardino — and up 5,000 feet to Mount Lowe in the San Gabriel Mountains.

The electric interurban railroad system spurred the growth of cities close to Los Angeles, as well as those distant. The system was convenient and inexpensive. Commuters in 1911 could take a Pacific Electric "flyer" from Long Beach to downtown Los Angeles in 41 minutes. A Big Red Car could travel from downtown Los Angeles to Pasadena in 35 minutes.

When the nephew of Collis P. Huntington of Southern Pacific Railroad fame built his first electric interurban line, from Los Angeles to Long Beach, in 1902, Los Angeles' population totaled 100,000. Within a decade it had tripled.

Long Beach was a sleepy seaside resort of 2,000 residents in 1900. The 1910 census showed the population had swelled to 17,809.

Wherever Huntington, or "The Trolley Man" as he became known, laid his tracks, development followed.

It took electricity to run the electric rail cars and also provide power to the growing residential areas along Pacific Electric lines. Huntington founded the Pacific Power and Light Company in 1901, which later merged with Southern California Edison. A subsidiary eventually became the Southern California Gas Company.

Before he "retired" from business in 1910 at age 60, Huntington served on the board of directors of more than 50 companies. These ranged from the Huntington Land and Development Company, organized in 1902 to manage Huntington's vast Southland real estate, to the Newport News Shipbuilding and Drydock Company on the East Coast, plus railroads throughout the nation.

Between 1910 until his death in 1927, Huntington invested the

same zeal in collecting priceless art objects, rare books and manuscripts as he did in his business dealings.

Today, Huntington's estate in San Marino, now a private non-profit institution open to the public, contains the most comprehensive collection of 18th and 19th century British art outside of London. Among paintings displayed in Huntington's former residence are Thomas Gainsborough's "Blue Boy" and "Pinkie" by Sir Thomas Lawrence.

The Huntington Library, specializing in British and American history and literature, includes 600,000 rare books and more than 5 million manuscripts.





Now & then

Times were prosperous in Los Angeles in 1928 when the photo at right was taken looking west along 7th Street from Spring Street. The area was the financial center for the rapidly growing city and was known as the Wall Street of the West. The thousands of workers employed there made ample use of the Los Angeles Railway (LARy) streetcar lines serving the busy boulevard, including the H, J, R and S lines. Today, the financial district has moved further west to Flower St., but 7th Street still flourishes as one of the city's major retail centers with such major department stores as Bullocks, Robinsons and Broadway all having outlets there. Shoppers still jam the street and take advantage of nearly a dozen District bus lines, including 9, 20, 21, 22, 26, 29, 308, 309, 426, 456 and the downtown Minibus, Line 202.

TRIPPERS

Look who's here . . .

Division 8's Dan Alford and his wife, Elaine, received a little bundle of Christmas joy a little early in the shape of their new daughter, Holly Rochelle, who arrived December 1 in Panorama City. Holly weighed in at 7 pounds, 10 ounces and was 20½ inches long.

Christine and Donald Martin (he's a Supervisor I at Division 5) have announced the birth of their second child, a baby girl born on December 4. Named Lisa Rae and weighing in at 9 pounds, 4 ounces, the new arrival joins older brother Michael.

On December 21, Richard and Harriett Porter, both of Division 4, welcomed a new grandson, Jonathan Micheal Maloney, who weighed in at 9 pounds, 3 ounces and was 23½ inches long. The

parents are daughter Gloria and son-in-law John.

The honor of having the first baby of the year among District employees apparently goes to Phil Hudec and his wife, Mary, who are the proud parents of a baby girl born Monday, January 11, at 5:46 a.m. The baby has been named Mia Rose and was five pounds, two ounces and 18 inches long at birth. Phil is a relief Equipment Records Specialist assigned to Division 7.

Union due . . .

The last piece in an \$18 million financing package aimed at buying Union Station to make it a mass transit hub fell into place when the L.A. City Council voted to contribute \$1 million to the project. The California Department of Transportation (Caltrans) is chipping in \$15 million, with \$2 million in federal money also committed. Principally an Amtrak depot at present, Union Station is owned by three railroads — Southern Pacific, Union Pacific and Santa Fe

— who have not indicated that they are willing to sell the classic structure which sits on the south-eastern edge of the Central Business District. If they do, it would be operated jointly by the RTD, Caltrans and the City of Los Angeles. Plans call for extending the El Monte Busway to the station, which would also serve as a terminus for the Metro Rail starter line. Caltrans also wants to run a commuter train between Oxnard and the station.

It's all over now . . .

Exactly one year to the day from when they were sidelined with structural problems, the last Grumman Flexible Corp. model 870 bus rolled off the retrofit line to re-join the District's fleet. December 13, 1980, District officials pulled the 230 new GFC 870s out of service due to cracks in the A-frame, among other problems. Grumman paid for the retrofit program under warranty provisions, strengthening A-frames, engine cradles and front mechanical assemblies.

Help wanted . . .

District retirees who find they have some extra time on their hands and who enjoy being around kids might consider doing some volunteer work with the Los Angeles Children's Museum. A unique educational experience for youngsters which stresses hands-on involvement in all of its exhibits, the museum is currently seeking volunteers to help demonstrate, explain and assist young visitors with a variety of exhibits. The museum is located near Los Angeles City Hall. If interested, call the museum at (213) 687-8801 and ask for Mimi.

Color coded . . .

There's a new look to job vacancy bulletins this year. In the past, notices for union positions were printed on plain white paper. This year the employment office has switched to a color-keyed system featuring banners across the top of the page. Green will indicate BRAC positions, while blue will be used for ATU positions. Non-contract job bulletins will continue to be red.

Also, the Employment Office reminds everyone that strict enforcement of closing deadlines for all job bids will be enforced. Late applications have resulted in holding up the employment process. Henceforth, all bids must be in the hands of the Employment Office by 5 p.m. on the closing date.

Recycled buses . . .

The District's Board of Directors recently approved the sale of 244 used buses to private individuals and firms. The so-called old-look buses, all manufactured between 1954 and 1959, were sold for a total of \$77,817. The largest contract of sale was awarded to Zachers Auto Recycler of Harbor City. A metal salvaging company, Zachers purchased 134 of the used buses for a total price of \$17,000.



Diamond studded

Mechanic A Leadman Eldridge Henick (right) receives his 35-year Service Award pin from Division 2 Maintenance Manager Ken Miller. Henick began his career in December, 1946, as a mechanic working on streetcars for the Los Angeles Transit Lines at the old Division 1. The 35-year service pin is decorated with a diamond.

District ratifies leaseback arrangement

Seeking new sources of revenue in the wake of federal funding cuts, the District picked up \$4 million on the last day of 1981 by taking advantage of new tax laws.

Meeting in special session on the last day of the year, the RTD Board of Directors ratified a contract to sell and leaseback, for tax purposes only, 770 new standard buses to Border Pipe Line Co., a subsidiary of Atlantic Richfield Co. (ARCO).

District operations will not be affected in any way by the leaseback program, which was

made possible under the Economic Recovery Tax Act of 1981. The Act provides that transit properties can "sell" depreciation on their buses or rail cars to a tax-paying corporation, according to Joe Scatchard, RTD Controller-Treasurer.

The financial arrangement nets the District \$3.8 million, while providing tax benefits to ARCO. RTD sold the 770 General Motors RTS-II buses for approximately \$24 million. However, only the \$3.8 million in cash actually exchanges hands.

"After receiving that initial

payment December 31, the District is leasing back the fleet at a cost equal to the payments ARCO owes on a note for the balance of the purchase price," says Scatchard. The ARCO bid was chosen from among nine submitted to the District by investment bankers and leasing companies representing private corporations.

The term of the lease is 13½ years, at the end of which the District can buy the buses back for \$1. Meanwhile, for tax purposes Border Pipe Line Co. can depreciate the entire cost of ve-

hicles over five years. As a non-profit agency, the District does not benefit from depreciation allowances.

"In a time when the RTD and other public transit agencies throughout the nation face the almost certain loss of federal subsidies, it is important for the District to develop new sources of revenue so we can strive to continue our present level of service," says General Manager John Dyer, adding that revenue garnered in the bus leaseback deal will be used to finance future capital acquisitions.

Metro Rail unveils community participation program

A series of meetings are scheduled with the intent of involving Los Angeles area residents in the decision-making process for the District's Metro Rail Project.

According to Lou Collier, manager of community relations for the project, the Community Participation Program is a major facet of the 18-mile starter line's preliminary engineering phase, and is designed to enlist people who want to get involved with critical design decisions during the development and construction of the proposed subway.

"We are looking for people who want to work with us and tell us their ideas on what the system and its stations should look like," said Collier. "This will guarantee a fin-

ished product that the people of Los Angeles will use because it will be one that they helped design."

Collier said the thrust of the program will be to form citizen groups to work with the Metro Rail Project's community relations staff in a two-way exchange of ideas and information.

"These groups will be kept informed of the design plans as they materialize over the next 18 months of preliminary engineering," he said. "As critical design decisions come up for public review, these groups will be contacted and their input sought."

Collier characterized the program as the "most intensive of its kind" any Los Angeles public

agency has ever instituted. District officials are hopeful that the program will have such beneficial side effects as the development of a transit constituency and the creation of even more community interest in the project.

Plans call for the formation of several groups, with each directly concerned with the plans for either one or more of the 16 proposed subway stations. In addition, each group will select representatives to serve on a panel or panels that will make input to the District, as well.

"This is as democratic a process as we know how to create — one we feel certain will guarantee public input into the Metro Rail decision-making process," Collier

said. "I think the success of the program depends on a broad-based membership."

While the program's initial function is to provide citizen participation in decisions during preliminary engineering, Collier noted that the program is intended to continue functioning through final design, construction and initial operation of the rail transit starter line.

Metro Rail funds

(Continued from page 1)

"The Regional Core, a 55-square-mile area which the subway will serve, is the second most densely populated urban area in the United States," said General Manager John Dyer. "A rapid transit system is desperately needed here because District buses are already operating at near capacity in the area."

Dyer is pushing for a June, 1983, completion date for preliminary engineering. If the federal government approves continued funding, construction could begin the following year.

Subway trains could be in operation by 1990, carrying as many as 300,000 riders a day along a route extending from Union Station in downtown Los Angeles, west on Wilshire Boulevard to Fairfax Avenue and then north through Hollywood to North Hollywood via Cahuenga Pass. The 18.6-mile line would terminate near Lankershim and Chandler.

Among the principal preliminary engineering tasks already completed are detailed aerial surveys, topographic studies and geological studies of the substrata along the proposed route. Currently in the works is the finalization of design criteria for the system utilizing six private engineering firms under contract to and supervised by the Metro Rail staff.

This phase will produce drawings and specifications for the entire rail system, including its exact route, locations for the 17 proposed stations, station design and vehicle technology, said Gallagher.

Gallagher said the PE phase will also include the development of a detailed Environmental Impact Report that will pay particular attention to land use in designing the subway, evaluating joint development opportunities in and around the stations.

Citizens voice EIR concerns

More than 100 concerned citizens and representatives from public and private agencies attended a series of three "scoping" meetings designed to receive public comments and discuss the extent, or scope, of the environmental analysis for the Metro Rail Project.

Conducted by the District in conjunction with the Urban Mass Transportation Administration, the meetings created a forum for members from the public and private sectors to voice concerns, both positive and negative, on such issues as the impact the Metro Rail Project will have on the residential, commercial and cultural areas along its proposed 18-mile route.

Issues will be analyzed for the environmental analysis being prepared during preliminary engineering. The results will be documented in the Draft and Final Federal Environmental Impact Statement (EIS) and State Environmental Impact Report (EIR).

Preparation of these required documents is a major function of the preliminary engineering phase of the \$2 billion project.

Among the environmental issues the documents will address are the project's impact on air quality, energy conservation, traffic circulation and social and economic opportunities.

City study underscores need for rapid transit system

Statistics garnered from a study done by the City of Los Angeles underscore this city's need for mass transit into and out of the Central Business District (CBD).

Nearly 50 percent of the people entering Downtown during morning rush hours did so by bus in 1980 according to a recently released City report. Data from the report, which compared means of travel to the CBD between 1978 and 1980, shows an 18 percent increase in bus ridership between the two years.

In 1978, the report shows some 27,000 persons traveled by bus to the CBD during morning rush hours, compared to more than 32,000 who did so in 1980. That equates to 45.5 percent of all persons entering downtown Los Angeles during morning rush hours in 1980.

Responding to the report, General Manager John Dyer said the city's data confirms the need for a rail rapid transit system here.

"If this trend continues as expected, it will further compound transportation problems in the heart of Los Angeles," Dyer said. "Given the amount of new construction underway downtown and in adjacent areas, this study points to the need for at least 40 miles of heavy and light rail transit in operation by the early 1990s in the Los Angeles area if transit passenger volumes are to be met."

By 1990, Los Angeles City officials estimate, more than 14 million square feet of additional office space will have been constructed in the CBD, requiring more than 120,000 additional employees.

In a November 30 address to the L.A. Chamber of Commerce, John C. Cushman III, president of Cushman Realty Corp., echoed Dyer's sentiments when he warned that one of the crucial problems facing downtown development in the near future was mass transit. "To move these people in and out of downtown we must focus on some form of mass transit," he said.

District planners project that bus ridership in the 55-square-mile Regional Core, which extends west from downtown, will increase from current figures of 600,000 passengers a day to more than one million by 1990.

The District already has difficulty meeting the demand for buses along the Metro Rail Project's proposed alignment. During rush hours, buses often are so crowded that drivers must pass up stops where passengers are waiting, Dyer said.

According to ridership statistics, patronage on the six bus lines serving a portion of the Wilshire corridor area the subway will eventually serve already totals more than 169,000 passengers a day. This figure is comparable to the entire 71-mile Bay Area Rapid Transit System serves in San Francisco, and is twice as many passengers as the MARTA rail line carries in Atlanta, Georgia.

"Los Angeles has an enormous need to catch up on rapid transit," said Dyer, adding that it is imperative for the District to complete the 18.6-mile Metro Rail Project on schedule.

Fundraising champ

Jules Brown, Jr. has been riding bicycles all of his life for the fun of it, for exercise or to get to work. But, until now, about all he got for his effort was to where he was going.

A mechanic-B working in the Body Shop at the South Park central maintenance facility, Brown recently participated in McDonald's 8th Annual Bike Ride Against Diabetes, sponsored in conjunction with the American Diabetes Association.

Backed by dozens of his co-workers at the Park, who pledged to donate money based on how many miles Brown rode, the six-year District employee rolled up so many miles he qualified for a brand new Peugeot 10-speed bicycle. Valued at more than \$200, the new bikes were awarded to 297 of the top fundraisers in the charity event, which was held in nearly a dozen California counties from San Luis Obispo to Orange.

Brown, who became interested in the event because of what it was doing on behalf of youngsters with diabetes, rode for a total of 81 miles in seven hours over a nine-mile course in his hometown of Compton, one of hundreds of courses set up throughout Southern California.

In his first involvement in such a charity fundraising event, Brown raised a total of \$243.20.

"My goal was to ride 40 or 50 miles, but at 45 miles I felt good so I just kept going," said Brown, who rode in the event on his own, old 10-speed, especially spruced up for the fundraiser.

Brown, who said he plans to give the new bike to his girlfriend so she can start riding with him, is already making plans for next year's fundraiser. He hopes to get the sponsorship that will enable him to raise enough to qualify for the grand prize, a trip to Hawaii.



Jules Brown, Jr.

The space bus has landed for Willie and Glen

If you wanted to design a better transit bus, how would you go about it?

Well, you might start by riding on existing buses, making notes of passenger complaints or suggestions and taking it from there. That, more or less, is what a couple of young men — Willie Holley and Glen Sheffer — have done and the result is what they have dubbed "The Space Bus."

Now, Glen and Willie don't have engineering degrees. They don't work for General Motors or Grumman Flexible. They don't have highly-placed contacts in the Urban Mass Transportation Administration. But, what they do seem to have is ideas and lots of enthusiasm.

Willie Holley, 25, works as a service attendant at the District's

Division 8 in Van Nuys. During the six months he has worked for RTD he has studied buses inside and out. Glen Sheffer is a production artist at the Los Angeles Herald Examiner and a fulltime bus rider.

Mutual acquaintances, the pair developed the idea of building a better bus from the complaints they heard about existing buses at work or while riding.

"I thought we could create a style of bus to accommodate both the driver and the passengers with complete comfort and security," said Holley.

"All of the features we incorporated into the bus design developed out of the gripes I heard from other passengers. 'If this bus only had this . . . ' or 'If this bus only had that . . . ' I truly be-

lieve that passengers would not complain about the cost of the ride if they were comfortable and secure," said Sheffer.

Among the features the pair incorporated into their bus design to accomplish this twin task of comfort and security are hidden cameras to monitor activities on the bus, a conversation area in the rear with seats facing each other to facilitate communication and a pay telephone so that passengers can call ahead if they are held up in traffic and may miss an appointment.

Other creature comforts include adjustable, cushioned seats which can be locked to tilt at angles between five and 25 degrees. In addition there is plenty of legroom for people over six-foot tall with three feet be-

tween chairbacks.

Of course the vehicle is totally accessible with automatic wheelchair lifts and flip-up retractable seats to make room for wheelchair-bound patrons.

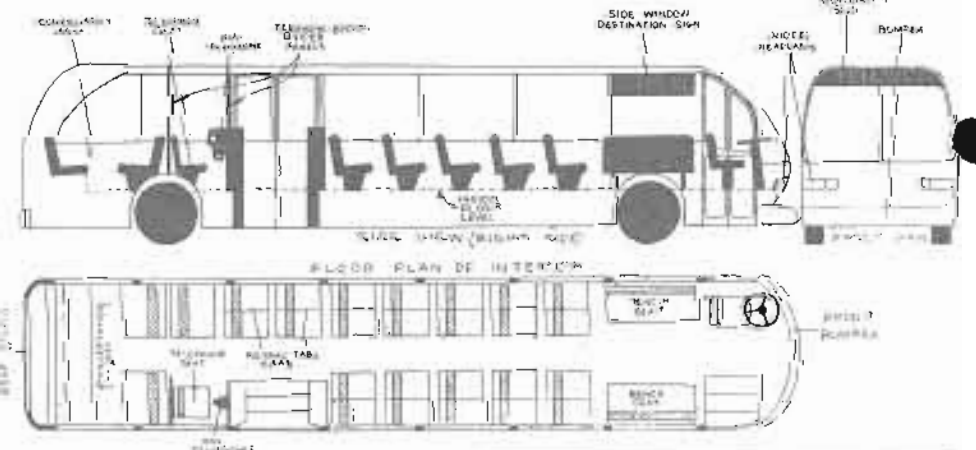
The design duo visualize the Space Bus as a longhaul transit vehicle and said some optional items they have left room for include water faucets, color televisions and a refrigerator.

With all these extras, the pair still contend their bus will hold 42 passengers, which is only one less than the District's advanced design GMC RTS-II buses.

As their official motto states, "The Space Bus has landed," and Glen and Willie are at the controls.



Willie Holley (left) and Glen Sheffer have come up with what they are billing as the bus of the future. Above, an artist's rendering of the futuristic vehicle and, at right, an interior view of the Space Bus.



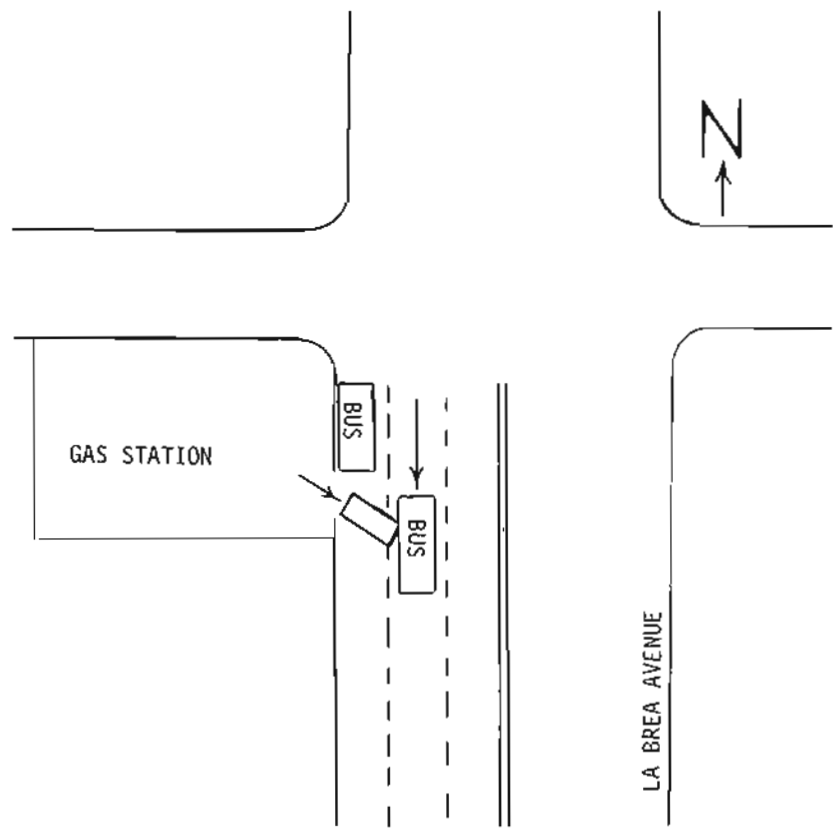


You be the judge

Someone once observed that it was better to judge than to be judged, so now is your chance. Read the operator's statement printed below and then determine if the accident was preventable or non-preventable. The official ruling is printed below. It is upside down to keep you honest.

Operator's statement: I was traveling southbound on La Brea in the number two lane and did not see the car leaving the gas station. My view was blocked by another bus making a stop at the corner. Just as I passed the other bus, the car came into my lane and hit the right side of my bus near the rear passenger door.

Answer: Operators should always use caution when approaching an area where their view is obstructed. However, the driver of the car was at fault for not yielding the right-of-way when leaving the gas station. The operator could not reasonably be expected to anticipate and avoid this accident. Therefore, this accident is judged to be non-preventable.



District moves thousands to Pasadena events

New Year's Day and the City of Pasadena have become synonymous in Southern California and — as always — RTD played an important role in moving a large portion of the estimated one million visitors to the Rose Parade and Rose Bowl into and out of the area.

Utilizing more than 160 buses on 14 different lines and calling upon the special services of hundreds of operators, supervisors and schedule checkers, the District carried some 7,800 passengers to the New Year's Day events in Pasadena, according to Superintendent, Transportation Services, Jeff Diehl.

This year's passenger counts were slightly lower than last year's, Diehl said, due to moderate rains that fell New Year's Eve and continued into the early morning hours, causing greater numbers to drive their cars.

"Rain also caused closure of the soccer field and golf course parking areas adjacent to the Rose Bowl," Diehl said, "eliminating space normally accommodating up to 4,000 vehicles. Visitors were diverted to free parking facilities in the downtown Pasadena area,

from which they could utilize Line 177."

As a result, the special shuttle service carried nearly 4,100 passengers to the Rose Bowl, an increase of almost 80 percent over 1981, and 4,339 passengers from the Bowl, a 156 percent increase over the previous year.

"Line 177 established a new record for numbers of one-way passengers carried via shuttle service," Diehl said.

Diehl had words of praise for the personnel who worked to make the holiday service a success.

"Members of my staff worked

many long hours preparing for and personally overseeing the operations and they are to be complimented," he said. "Through their efforts, problems were held to a bare minimum, with none of any significance."

Diehl noted that the lopsided score of the Rose Bowl, with Washington shutting-out Iowa, resulted in some boisterous behavior among passengers. He said next year additional assistance from the Pasadena and Transit Police departments will be sought to assure protection of District employees and equipment.

Members of my staff worked

Members of my staff worked

The important thing is not to get all shook up!

February 7, 1971. The Los Angeles area is awakened at 6 a.m. by its worst earthquake in some 40 years. Damage mounts into the millions and dozens lose their lives. If the solid earth beneath you were to suddenly start to quake, would you be prepared? Would you know what to do during, and in the important moments immediately following, a major earthquake?

There have been a number of minor earthquakes, jolts and tremors in recent months which, fortunately, have done little more than remind us of the precarious position we are in as Californians. There is always the potential that the next quake could create damage and dangerous conditions.

The RTD Safety Department and the Southern California Division of the American Red Cross offer a number of suggestions to help you be better prepared if the big one should hit. The items on this list won't stop the next earthquake, but they may help you survive in a better way.

During an earthquake

1. Stay calm!
2. Inside: Stand in a doorway, or crouch under a desk or table, away from windows or glass dividers.
3. Outside: Stand away from buildings, trees, telephone and electric lines.
4. On the road: Drive away from underpasses/overpasses, stop in a safe area, stay in the vehicle.

After an earthquake

1. Check for injuries, provide first aid.
2. Check for safety; look for gas,

water or sewage breaks; check for downed electric lines and shorts; turn off appropriate utilities; check for building damage and potential safety problems during aftershocks such as cracks around chimney and foundation.

3. Clean up dangerous spills.
4. Wear shoes.
5. Turn on radio and listen for instructions from public safety agencies.
6. Don't use the telephone except for emergency use.

Survival items

(Things you should have on hand for emergencies).

1. Portable radio with extra batteries.
2. Flashlight with extra batteries
3. First aid kit — including spe-

cific medicines needed for members of your household.

4. First aid book.
5. Adjustable wrench for turning off gas and water.
6. Smoke detector properly installed.
7. Fire extinguisher.
8. Portable fire escape ladder for homes or apartments with multiple floors.
9. Bottled water — sufficient for the number of members in your household.
10. Canned and dried foods sufficient for a week for each member of your household. (Note: Both water and food should be rotated into normal means of household so as to keep freshness. Canned goods have a normal

shelf-life of one year for maximum freshness).

11. A non-electric can opener.
12. Portable stove, such as butane or charcoal. (Note: Use of such stoves should not take place until it is determined that there is no gas leak in the area. Charcoal should be burned only out of doors. Use of charcoal indoors will lead to carbon monoxide poisoning).
13. Matches.
14. Telephone numbers of police, fire and doctor.

You need to know

1. How to turn off gas, water and electricity.
2. First aid.
3. A plan for reuniting your family.

HOW TO SHUT OFF THE GAS IN EMERGENCIES

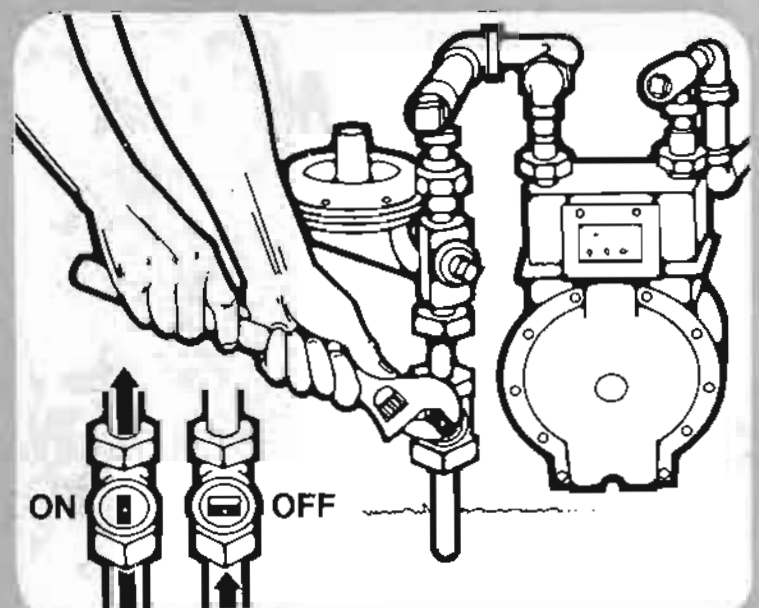
BEFORE

- Know where your gas meter is located before an emergency occurs.
- Have a wrench stored in a specific location where it will be available.

AFTER

- If you smell or hear gas escaping after an earthquake or any emergency, turn off your gas at the meter as shown.
- Contact the Gas Company to have your service restored.

There are also emergency instructions in the front of most telephone directories.



From driver to scheduler to general manager

For a guy who places so much emphasis on the importance of planning and scheduling for bus operations, Pete Behrman has taken a rather circuitous route to his present position. A former RTD schedule maker, Behrman is now Transportation Coordinator for Culver City Municipal Bus Lines.

He is in fact, if not in title, their general manager. Along the way to attaining this long-held goal of running a small transit operation, Behrman has picked oranges in an Israeli kibbutz, worked as a maid in a ski resort and doled out federal funds to transit properties around the country.

Born 36 years ago in Pittsburgh, Behrman began his roller coaster ride to Culver City by obtaining a bachelor's degree in economics from Syracuse University and a master's degree in city planning from the University of Pittsburgh.

His education landed him in Miami, Florida, where he put in 18 months doing highway studies for Metropolitan Dade County. After a brief stint as a private consultant for an engineering firm doing work on the environmental aspects of freeway design, Behrman, like many young men of his generation, tired of the air-conditioned offices and fluorescent lights and decided it was time to see something of the world.

On his own he traveled through Europe, lived for a while on a collective farm in Israel and held odd jobs too numerous to mention, including making beds in Vail, Colorado, for a time so he could try his hand at being a ski bum.

Once the wanderlust was purged from his system, Pete fell back on his degrees and landed a job with the Urban Mass Transportation Administration (UMTA), the funding arm of the federal Department of Transportation.

"My title was Transportation Planning Representative, but what I did was give out money," Behrman recalls. "After about three years of that I realized that while I knew a lot about the federal thing, I really knew very little about transit and I wanted to learn."

Rather than return to school, Behrman figured it was easier to learn about transit from the inside. He relocated from Washing-



Pete Behrman

ton, D.C., to Los Angeles and landed a job with the District as an operator in 1979.

One of the first things he learned was there are times when an operator should keep his mouth shut.

"I was new on the job and working Line 89 at Fairfax High and a group of teenagers were making a lot of commotion as they boarded the bus," he remembers. "I stood in the doorway, hoping the remainder of them would enter orderly." They didn't. Behrman attempted to eject them from the bus and they ejected him.

After about a year behind the wheel, Behrman figured he had learned more than he wanted to know about the rigors of being on the road and turned his attention to what he considers to be the most important aspect of bus operations — scheduling.

"I started as a driver to learn the operations side of transit," Behrman says from his small headquarters at a maintenance yard a few blocks from Culver City Hall. "But scheduling is really an art and it's the key to any operation."

After a year as a District scheduler, Behrman applied for and, based on his broad experience, got the job as head of Cul-

ver City's bus operations.

He is still a familiar figure around the District, however. When Culver City received a shipment of new General Motors RTS-IIs, Behrman went to Division 7 (where he had worked as an operator) to review RTD driver training techniques for the new equipment and learn about some of the bus' shortcomings. This information he passed along to his own employees.

At present he is working with the District's scheduling, planning and data processing departments as part of a program designed to more efficiently coordinate services between RTD and CCMBL.

"One thing I've learned since coming to Culver City is that RTD is very generous with its resources when dealing with municipal operators," Behrman said. "The District has been a tremendous help to me in the past year."

Another lesson Behrman has learned during the year at Culver City is that he never worked so hard in his life.

CCMBL, which Behrman proudly points out is the oldest municipal bus line in Southern California ("It was started in the late twenties, about two months before Santa Monica," he gloats),

serves a roughly 50-square-mile area bounded by LAX to the south, Olympic Blvd. to the north, La Cienega Blvd. to the east and the Pacific on the west.

There are 28 buses, six bus lines, 40 operators (including part-timers), two planners, two office workers and three supervisors. Maintenance is performed by city mechanics. The basic fare is 35 cents with no charge for transfers to other Culver buses.

Among the many jobs he may be called on to personally perform as general manager during the course of a day are providing schedule and route information over the phone to customers, planning route additions or expansions, handling advertising, maintaining good customer relations, dealing with employee problems and training new drivers on the equipment and routes.

On occasion, when the operating corps runs low, Behrman even gets behind the wheel and works a run.

But, no matter what the job may require of him, Behrman does not mind for he is doing exactly what he wants to be doing. If there is another goal in his mind, perhaps it is to manage a bigger small bus company.



Staff meeting

General Manager John Dyer took the opportunity in mid-January to meet with more than 800 Headquarters employees during three hour-long informational sessions. Topics covered during the introductory meetings included where RTD is in relation to other agencies, what direction the company is moving in and some of the challenges RTD will face in the decade of the 80s. Dyer paid particular attention to the present funding situation, explaining to employees what the District must do in the future depending on several funding scenarios. Dyer stressed that he wants to keep an open line of communication with all-employees. "Anyone can get in to see me if they really want to" he said. He concluded by saying, "What I have seen in my first four months at RTD is one of the best bus operations in the country, but for some reason everyone keeps bad-mouthing it." He said he hopes to be a part of reversing that trend. Dyer added that he would like to hold similar meetings every three to six months.

South Park operation gives RTD a new look



Start to finish

Stripped of all its glory, a bus waits in its bare metal (top) at the beginning of the repainting process. When applying paint, mechanics at South Park don a helmet-like headpiece with an airline attached to a compressor to supply them with fresh air. The compressor also works the spray guns (above). At right, two mechanics work in unison on scaffolding that permits them to spray the roof, while (above, right) rough spots are sanded out of the metal prior to painting, and the new facility set to begin operation this month. Once the new facility is up to speed, production of newly painted buses is expected to increase by 1,000 percent. Below, sporting a fresh coat of paint, the new RTD logo and distinctive red, orange and yellow striping, a bus rolls out of the yard at Division 3.



The new look in District buses, with their red, orange and yellow stripes and distinctive logo, was part of a systemwide visual identification program developed for RTD by the graphics design firm of Saul Bass/Herb Yager. In addition to the bus paint scheme, graphic changes are being made in everything from bus stop signs to operator shoulder patches.

But, the next major obstacle to completion of the program is to repaint the remaining "old" style buses still in service to give the fleet a uniform appearance. The paint shop at the District's central maintenance facility, South Park, has been busily applying black and white paint and the three-colored strips to buses at the rate of about three buses per week since the new look was approved.

The goal is to have the entire fleet completed and sporting the same paint scheme in time for the 1984 Olympic Games being held in Los Angeles in August of that year, according to Larry Lenihan, assistant superintendent of South Park Shops. However, with approximately 1,000 buses still to be painted, he admits the task is a formidable one.

"We are trying to gear the operation up to the point where we can produce two completely painted buses each day," said Lenihan. "That would represent about a thousand percent increase over the present production schedule, but that's what it will take to meet the goal."

To help things along, Lenihan said, a new bus painting facility has been built at the Park in the area formerly occupied by property maintenance. The prefabricated metal structure will feature four spray booths equipped with heaters so that mechanics can continue to paint even in inclement weather, and three preparation and sanding areas. The existing paint shop area will continue to be utilized as a preparation area.

"Our biggest hurdle is in preparing the buses for painting, the sanding and metal preparation takes time," Lenihan said. However, utilizing two shifts and the new facility, the program should begin to pick up steam this month.

Changing the older buses from their Champagne and Ochre color scheme with its boomerang logo to the updated version which emulates the District's advanced design General Motors and Grumman Flexible buses is a multifaceted operation which begins with the old colors being chemically stripped from the bus. After a washing, aluminum brightener is applied to the metal and the bus is run through the body shop to remove any dings or dents.

Over in the paint shop, windows are masked and a coat of primer is applied top to bottom. Areas to be painted white are masked and the black areas around the windows is painted. That is then masked and the white areas are painted. The last thing is the addition of the roof numbers.

Finally, the colored stripe, which is an adhesive, reflective tape, is applied along with the logo and exterior decals. From there, the "new" look bus is ready to roll.

Anonymous patron rewards courteous operators

Just before the close of the work day on New Year's Eve, an elderly lady made her way to the Customer Relations office on the second floor of District headquarters. It took her awhile, moving on infirm legs with the aid of a cane.

In her other hand was a box containing 80 envelopes. On each envelope was written the badge number and division of a District employee. Inside each envelope was a \$2 bill.

These small tokens, the lady said, were in appreciation of those operators who had assisted her during 1981 in the painful — for her — task of climbing on and off District buses.

She left as she had come, quiet-

ly, not giving her name as she preferred to remain anonymous. However, these 80 operators probably know who she is. By division, they are:

Division 1

Arthur L. Austin, C.C. Williams, N.T. Barris Jr., R. Menchaca Jr., G. Hernandez, Joe Venegas, Warren J. March, Bernice Herberg, R. Vasquez Jr., S.E. Arriaza, Keith A. Graham, John Dawson III, Frank Minor Jr., Ernest R. Edwards.

Division 2

Edmond Mears Jr., John Gates, Ronald F. West.

Division 3

Ronnie S. Chavez, Neil O.

O'Brien, B. Williams Jr.

Division 5

Andrew Williams, Harry M. Jefferies, Carl R. Barner, Clarence J. Taylor, Artie L. Jones Jr., M. Stocks, Will R. Evans, Joe B. Moore, Masco Whitehead, W. McClendon, Dan L. Hightower, Chavala J. Walker, Wilmer T. Shumake, Carelton Ray, Esther M. Ford, Kenneth D. Harris, Gregory Scott, Luella Gilmore, Will H. Credit, Michael O. Neal, Carolyn F. Colford, Vester M. Grayson, Rodrick G. Majors, Zetelle M. Emmons.

Division 6

Raymond Sellers, C.K. Randolph, Johnny L. Johnson, E.A.

Franklin, Jose Reguero Jr., Edward J. Bartley, Fred H. Washington, Michael J. Copes, Ben R. Ethridge, Michael Barard, Yolanda Bailey, Henry L. Martin, Philip P. Powers.

Division 7

Mario R. Ventura, W.G. Woolfolk, Lucy M. Turner.

Also receiving the commendation were R.M. Rodriguez of Division 8, Jerry D. Boykin of Division 12, G.A. Coatsworth III of Division 15 and Ralph R. Crenshaw and Alvin Joseph of Division 18.

As someone once said a long time ago, "What goes aound, comes around."

COMMENDATIONS

Editor's note: The following are excerpts from just a few of the hundreds of letters received each month in the Customer Relations Department which praise the actions of District operators.

RTD Bus Drivers: Having just returned to London, England, from a very enjoyable holiday in Southern California, I would like to say a word in praise of the RTD bus drivers. Without exception, I found them to be courteous, helpful, cheerful and protective. The latter is especially appreciated as I was traveling as an unaccompanied female holding a Tourist Pass and was extending my travel into late evening. Please pass on my thanks and best wishes in your continued valuable public service.

Maintenance crew and operators, Division 7: The flute I lost on Line 308 was returned to me because of the grace of the creator and your caring concern in any of my dealings with you. I don't know who each of you are, but my sincerest thanks goes out to you all.

R.L. Blair, Jr., Line 605: For the past several years I have been a regular commuter to Los Angeles. On the occasion of my retirement from active work, I wish you to know that for all of that time I have enjoyed superior service provided by the operators and equipment of RTD. I particularly commend Mr. Blair. Of all the operators I have known, he exhibits an outstanding personality as a representative of the company. He is extremely courteous and pleasant and demonstrates thorough knowledge of his schedules and routes. He is a consummate driver.

Gaylord E. Hamm, Line 165: As I have done in the past when it appeared warranted, I wish to commend one of your operators for his safe driving habits, passenger consideration and punctuality. The service performed by Gaylord and other fine drivers is essential in this era of resource shortages. It is also not the easiest task to outmaneuver the L.A. traffic.

Art Sheldon, Division 15: I found him to be an exceptionally courteous driver. He constantly assisted passengers with their travel problems and even took time and effort to assist an elderly lady on and off the bus with her groceries. In my opinion, he exemplifies the common carrier's higher duty of cooperation and courtesy to the public. You did a great service to yourself and your

customers when you hired him.

David Swinton, Line 122: He uses the microphone to let us know the stops and when we arrive at our destination he tells us the time and, with a cheery note, says "Have a lovely day." It is people like him who help make riding the bus so enjoyable, just knowing he takes time to care and share his love with all mankind. We need more drivers like him.

Bill Johnson, Line 201: I, and the people who signed this, are nominating him for operator of the

month. He is kind, courteous, full of humor, considerate and a good driver. I feel better when I get off his bus, especially on a blue Monday. (The letter was signed by some two dozen riders).

Ray A. Cowan, Line 16: Because of past experiences, I became very disenchanted about riding buses. But, I must commend him for being very courteous and pleasing to ride with. He is always alert at calling out the streets for each of his stops. I have never seen him lose his temper because his riders did not have their fare ready before boarding the bus (as I have seen others do). He seems to have won the assurance, as a safe, courteous and pleasant bus driver, of the senior citizens who ride his bus. It is be-

cause of him that I am now more relaxed about riding the bus home after work.

W. McClendon, Line 210: I got on the bus with a cane with much difficulty. Your driver noted I was apprehensive about moving back in the bus for fear I might lose my balance when the bus moved. He said, "Sir, I will wait until you are seated before I move the bus." His courtesy and kind consideration were greatly appreciated. He is a credit to RTD and our community.

Samuel Rodriguez, Line 492: He is always on time and is courteous, always has a pleasant smile for each of us. Twice I fell asleep on the bus and awakened just as we were passing my stop. He very kindly let me get off the bus a few yards past the intersection. I am an old lady, tired after a day's work in downtown L.A. and these dark evenings I'm not eager to have to walk any further than absolutely necessary, so I deeply appreciate his courtesy.

Walter Clark, Jr., Line 120: He comes across to the passenger as a very professional person. The bus was driven correctly. He observed the traffic laws in a reasonable manner. He compensated for unusual traffic conditions in a sensible manner. He treated the passengers in a professional manner. He spoke with authority and that right amount of style when asking a person to stop smoking (without insulting him). The man deserves recognition.

Jose Luis Godinez, Division 8: He spotted a car smoking in the center lane on the Hollywood Freeway. Traffic was already slowed. He stopped the bus, took out the fire extinguisher and proceeded to spray the hood and bottom of the burning vehicle. Mindless of the smoke, he got on his hands and knees to unlatch the hood and extinguish the fire. He stayed with it until the Highway Patrol arrived. He returned to his seat and continued his route, never once mentioning his actions. In my estimation, he acted far above and beyond the call of duty of any citizen.

Robert D. Blake, Line 27: He is without a doubt the most pleasant driver I have ever ridden with, and I have been taking the bus for almost 10 years now. He greets you with a smile and a good morning when you board the bus and that means a lot. Many of your drivers make the passengers feel as if they are imposing upon them by taking the bus, scowling at you when you board. But not Bob. Consequently, all the way down Olympic, at every stop, young and old are greeting Bob with a big hello in response to his pleasant greeting.



Taking part in the Employee of the Month ceremony at District headquarters were (from left) Director Nick Patsouras, Allan Styffe, George Marsala, Teresa Villalba, Roger McEvoy, John Dyer, Claire Fitzgerald and Bob Williams.

Trio garners kudos

All too often, the positive contributions of District employees go unnoticed while service failures get all the attention. The Employees of the Month program, in a small way, recognizes those people who consistently give that extra measure of dedication in the performance of their duties, according to RTD Board President Thomas Neusom.

Neusom presented Certificates of Merit to Information Operator Claire Fitzgerald, Operator Roger McEvoy and mopper/waxer Teresa Villalba.

For Fitzgerald, the presentation marked the second time she has been recognized for her outstanding contributions to the Telephone Information Department. Having been with the District nearly four years, Claire has earned the respect and admiration of the people she works with as well as the people she serves.

Division 15's McEvoy has been a dedicated District employee for the past 19 years, but Mack's service to Southland commuters goes back further than that. He put in 17 years with Glendale City Bus Lines. Later, a District predecessor began to operate those lines. McEvoy has a 13-year safety award, has not had a missout in five years and always has a smile for everyone.

Teresa Villalba is an outstanding example of the people who staff the General Services Department. In the nearly three years she has been with the District, Teresa has maintained an excellent attendance record. But, more importantly, she has a sunny disposition and takes an obvious pride in the work she performs. These traits make her stand out in a crowd.



Retiree recognition

As the District's retirement recognition ceremony capped its third year, employees honored included Cleveland Simington, an operator at Division 2 with 26 years service (with Mrs. Simington); Myron Pruett, an operator at Division 9 with 38 years service; James Mulay, a Division 8 operator with 5 years service; and Arlington Davison, a Division 9 operator with 23 years service (with Mrs. Davison). Unable to attend the ceremony were retirees Leroy Currie, an operator at Division 15 with 21 years of service; and Alva Sartin, an operator at Division 8 with 28 years of service. Presenting commemorative plaques and congratulations to the retirees were Director Jay Price (left) and General Manager John Dyer (fourth from left).

SCHEDULE CHANGES

Moving Up

Romaldo Alvarado, from mechanic A to mechanic A leadman.
Johnnie Amos, from information clerk to ticket clerk/reports clerk.
George Asato, from mechanic A leadman to equipment supervisor I.
Edward Baca, from mechanic B to mechanic A.
Samuel Banuelos, from mechanic B to mechanic A.
Jeffrey Barton, from mechanic B to mechanic A.
Anna Bates, from janitor to service attendant.
Ronald Bradbury, from mechanic B to mechanic A.
Johnny Caldito, from mechanic B to mechanic A.
Ray Castillo, from mopper waxer to service attendant.
David Chamness, from mechanic B to mechanic A.
Ralph Clarkson, from mechanic C to mechanic B.
Carlos Curiel, from mechanic C to mechanic B.
John Deck, from mechanic B to mechanic A.
Giuseppe Detoma, from mechanic B to mechanic A.
Melvin Dunbar, Jr., from mechanic A to warranty and equipment mechanic.
Wesley Freeman, from mechanic B to mechanic A.
Saul Garcia, from mechanic C to

mechanic B.
Charlene Gibson, from information clerk to info/sched. rm. clk.
Frank Gonzales, from mechanic B welder to warranty and equip. mech.
Robert Gonzales, from mechanic B to mechanic A.
William Griffin, Jr., from operator/extra division dispatcher to division dispatcher (3209).
Gwendolyn Hadley, from typist clerk to secretary.
Derwin Harris, from mopper/waxer to cash clerk.
Yvonne Hargrew, from secretary to senior secretary.
Soon Hong, from mechanic C to mechanic B.
James Jimenez, from stock shop clerk to service attendant.
Larry Jones, from mechanic C to mechanic B.
Kevin Lewis, from mechanic B leadman to mechanic A.
Steven Lightner, from mechanic B to mechanic A.
Dorothy Lopez, from typist clerk to typesetting lay opr.
Sandor Muranyi, from mechanic B to mechanic A.
Derek McClelland, from stock shop clerk to truck driver clerk.
David Nicholson, from cash clerk to service attendant.
Vang Nguyen, from mechanic C to mechanic B.
Ruben Palacios, from stock clerk to cash clerk.
Tanh Pho, from mechanic C to

mechanic B.
Lester Powell, from mechanic C to mechanic B.
Jesse Quesada, from mechanic B to mechanic A.
Esther Reed, from janitor to cash clerk.
Albert Richter, from mechanic B to mechanic A.
David Roberts, from mechanic C to mechanic B.
Harold Roberts, from mechanic C to mechanic B.
Ralph Rodriguez, from mechanic C to mechanic B.
Jose Ruiz, from mechanic B to mechanic A.
Savender Ryatt, from mechanic B to mechanic A.
Samuel Sears, from mechanic B to mechanic A.
Rozlyn Sheridan, from mileage clerk to acting position cont. cord.
Charles Thomas, from mechanic B to mechanic A.
Michael Thomas, from mopper/waxer to service attendant.
Carmen Trautman, from information clerk to info/schedule room.
Irvin Tretteen, from operator/extra division dispatcher to stops and zones representative.
Dan Urbanovich, from operator to lighting servicer.
Valentin Villa, from mechanic C to mechanic B.
Isabel Villalobos, from mechanic B to mechanic A.
Daryl Ware, from cash clerk to service attendant.
Marshall Williams, from mechanic C to mechanic B.
Michael Yocum, from mopper waxer to service attendant.
Manuel Zaragosa, from mechanic C to mechanic B.

Isiah Robinson, an operator at Division 2, has retired after 21 years of service.

Frank E. Thompson, an operator at Division 9, has retired after 15 years with the District.

James Thompson, Supervisor of Schedule Checkers, has retired following 39 years of service to the company.

Willard D. Williams, a Supervisor of Vehicle Operations, has retired after 34 years of service to the company.

In Memoriam

Martha Green, an operator at Division 18, passed away December 28. Ms. Green joined the District in July of 1978.

Ove Jensen, a former operator who began his career in May of 1923, passed away November 23.

Earl E. Stubbs, a former utility-A at Division 6, passed away November 21. Mr. Stubbs joined the District in August, 1946, and retired after 15 years of service in December, 1961.

Larry R. Thomas, a Dispatcher at Division 5, passed away December 26. Mr. Thomas joined the District in January of 1970.

Irving Wesson, Jr., a road janitor for the District, passed away December 26. Mr. Wesson joined the company in June, 1967.

CLASSIFIED

Employees and retirees of RTD may use this column free of charge. Ads will be limited to one per person each month and will not be held over for repeat. Ads should be submitted either typed or printed before the 14th of each month for inclusion in the following month's issue. Include your name, work location, extension and home telephone number.

District policy prohibits ads for commercial ventures and such will not be published or returned. Send ads to Headway, Location 32 if you use company mail, or Headway Editor, 425 South Main Street, Los Angeles, CA 90013 via U.S. Postal Service.

- For sale, early model Fender Telecaster guitar with humbucking pickups, semi hollow body and Fender pro twin amp plus MXR phaser. \$700. (805) 944-3819.

- For sale, China cabinets, desks and Tupperware. All shapes, sizes, colors and models available. Call after 5 p.m. (213) 721-8415.

- For sale, nine-foot custom built gold velvet sofa. A sacrifice at only \$200. Call after 5 p.m. (213) 241-1657.

- For sale, 20-volume set of the Harvard World Encyclopedia, brand new. Bound in blue. Between 6 p.m. and 9 p.m. Call (213) 772-4001.

That's my Dad!

I remember when I was small, standing with my mother waiting for a street car. As the street car approached I saw the curly-headed driver and I would say;
 "That's my Dad."

When I was older I would sometimes get up early to ride the bus and as I sat behind the driver listening to him greet each of his regular passengers I would think;
 "That's my Dad."

I also remember walking thru the El Monte Division and people would say "Hi J.C." who's that with you, he would say that's my son, or they would call out, Hey Tommy, who's your friend and he would say that's my little boy and I would think;
 "That's my Dad."

Now here we are tonight honoring a man who has been working with this company for almost 40 years; and
 "That's my Dad."

This poem was written by David Thompson, 33-year-old son of Supervisor of Schedule Checkers James Thompson, on the occasion of his father's retirement.

Shifting Gears

Albert M. Brannan, an operator at Division 12, has retired after 28 years of service with the company.

Frank C. Brune, an operator at Division 9, has retired following 36 years of service.

Leroy Currie, an operator at Division 15, has retired with 21 years of service.

Boyd B. Emrick, supervisor of Stations and Agencies, has retired after 30 years with the company.

Robert Hudson, Jr., an operator at Division 1, has retired after 33 years of service.

Charles W. Koons, an operator at Division 15, has retired after 11 years of service to the District.

Joseph J. Lafond, an operator at Division 9, has retired after 38 years of service.

Paul J. Mahoney, Transportation Manager at Division 18, has retired after 33 years of service to the company.

Robert McHorse, an operator at Division 2, has retired following 30 years of service to the company.

Horace T. Omahundro, an operator at Division 9, has retired

Quarter of a safe century

Board President Thomas Neusom (right) and Manager of Employee Relations John Wilkens (left) honor operators receiving Safety Awards for more than 25 years of safe driving. The award represents the number of accident-free years of service and reflects the operator's performance in the areas of traffic, passenger and occupational safety. Recipients of the awards, and their years of safe driving, were Vincent Kochanski (25), Division 3; Joseph Pistone (25), Division 8; Hal Gibson (25), Division 9; Lawrence Birkner (26), Division 3; Charles Walker Jr. (26), Division 3; Robert Flemming (26), Division 1; and Philip Ciaccarello (27), Division 3. Due to the performance of operators like these, Wilkens said, the District's passenger accident rate is now one of the lowest in the industry. RTD experiences less than one passenger accident for each 100,000 miles of operation.



Skating, cruising and Duke top recreation slate

If you don't get enough of rolling around on wheels from working for the District, the Employee Activities Department has a special event that will turn everyone into good skates.

Roller skating is the "in" sport and social event of the season and what better way to try your hand at this sport for all ages than with a Skating Party. Planned for February 23, the party will be held at the brand new World on Wheels arena in the Midtown Shopping Center, 4645 Venice Blvd.

The event will be held from 6:30 to 10:30 p.m. and the price is \$4 per skater, with an additional \$1 for skate rental if you don't roll on your own. This is a private party, not open to the general public, so you must buy your tickets in advance through Employee Activities.

The skating arena features a snack bar, pro shop and video arcade in addition to a live D.J. to play your favorite roller tunes. This is a night for the entire family so bring them all out.

It's been called a stroke of genius, irresistibly airborne and a blockbuster! It's Duke Ellington's "Sophisticated Ladies," now playing to packed houses at the Shubert Theatre in Century City. You can see what all the excitement is about on March 14th when District employees will have access to tickets to the 2:30 p.m. matinee, normally priced at \$27.50, for only \$22. This is shaping up to be the musical event of the year so don't miss it!

Laker action continues at the Forum with the Chicago Bulls charging into town on March 12.

\$8.50 Collonage seats are available for only \$6.50.

Plans must be made now if you want to be one of the lucky ones to take advantage of the March 15-21 trip to Puerto Vallarta and Mexico City. This great value, priced at \$620, includes round trip airfare from Los Angeles to both cities in Mexico, transportation from airports to hotels and back again and baggage handling. Reservations and money are due for this trip by February 19.

There's still time to take advantage of the February 20 Whale-watch trip. Adults are \$6, children 2-11, \$5.25.

Spend the Memorial Day holiday weekend, May 28-31, enjoying the pristine mountain splendor of Lake Tahoe. For only \$132 you get round trip bus transportation departing 6 p.m. Friday, May 28, and returning May 31 approximately 9 p.m.; hotel accommodations at the Flamingo Lodge; baggage handling, gratuities and room tax; a tour around the lake on May 29 and a tour of Carson and Virginia cities on May 30. A \$50 deposit is due by March 5, with the balance due April 16.

If Lake Tahoe is not a big enough body of water for you, perhaps a leisurely cruise down the Pacific Coast to Baja California is more your style. The Azure Seas four-day cruise, May 31-June 4, offers full-cruise service at their mini-cruise prices. Two cabin categories are available for \$483 or \$563. A \$100 deposit is required at the time of booking with the balance due by April 2.

If a longer cruise is what you seek, then look into the seven-day Caribbean Cruise, May 22-30. You'll fly to Miami, spend the night in a hotel to rest up before boarding the ship. You'll cruise to Cozumel (Mexico), Grand Cayman and Ocho Rios (Jamaica). This adventure is priced from \$1,064 to \$1,130.50, depending on your selection of cabins. A deposit of \$150 is due when you book your reservations, with the balance due March 26.

But, if you really want to earn your sea legs and take an ocean voyage rather than a cruise, check out the 14-day trans-canal trip from San Juan to Los Angeles aboard one of the "Love Boats," the Island Princess. You will be flown to San Juan, Puerto Rico, on Saturday, May 8, transit through

the Panama Canal and then cruise up the Americas to Los Angeles, arriving on May 22. Ports of call will include St. Thomas in the Virgin Islands; Caracas, Venezuela; Curacao, Panama City, Acapulco and Cabo San Lucas. This truly once in a lifetime experience will cost \$2,381 per person for an inside cabin with two lower beds. For an outside cabin with two lower beds, the price is \$2,916 per person (both prices based on double occupancy). A \$200 deposit is due when you make your reservation. The balance will be due April 2.

For those of you who fell in love with the Grandma's Fruitcake last Christmas, a second shipment of two pound cakes is on its way. Now you can enjoy this delicious treat all winter. The boxed cake is still half-priced at only \$7.49.

Even though we're already in the second month of the year, Entertainment '82 is still a terrific value. For example, by using only two of the hundreds of coupons in the booklet you can recover the \$20 purchase price. Coupon books are available for the West Los Angeles-San Fernando Valley area, or the San Gabriel Valley-Orange County region.

For more information about these events, please call the Employee Activities Department at 972-6580 between the hours of 8:30 a.m. and 4 p.m., Monday through Friday. And, keep an eye on the Employee Activities Bulletin Board at your work location for up-to-the-minute additions to the recreation slate of events.

Now open

If you've had trouble finding the Employee Activities Department since its recent move to the fourth floor annex next to District Headquarters, relax. A new lobby has been opened at 124 Fourth Street. Take the elevators from this lobby to the fourth floor and the Employee Activities offices are on your left.

Also located on the fourth floor and easily accessible from the new lobby are the Insurance Department, Purchasing, Stops and Zones, Telecommunications and the Transit Police Department.

HEADWAY

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Editorial input and suggestions welcome. Deadline for receipt of editorial copy is the 14th of each month. Send black-and-white photographs only, please. Requests for photographic coverage of District events must be preceded by 72 hours notice.

Mailing address: Headway, 6th Floor, 425 South Main Street, Los Angeles, CA 90013. Telephone 213-972-6680.

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