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The Headway . . .

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California Rideshare Week
Remember: Lone Riders
Get Left Out!**

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Rail Makes a Comeback

While the French celebrated their version of independence with Bastille Day on July 14, the RTD and the Los Angeles County Transportation Commission (LACTC) gave the county of Los Angeles something to celebrate and a way of life that may eventually free Angelenos from the tyranny of the automobile, smog, congestion, and ubiquitous gridlock--the Blue Line.

In order that everyone would have the pleasure of riding the Blue Line, RTD Board President Nick Patsouras and LACTC Chairman Ed Edelman announced jointly on July 12 that they would seek approval from their respective boards for Supervisor Kenneth Hahn's suggested free ride plan for two weeks.

The RTD Board of Directors unanimously approved the motion set forth at its regular meeting on July 12.

"The RTD's going to take the public for a free ride," said Patsouras. "We

want to make sure that everyone who wants to try the trains gets a chance to do so. We extended the free ride period till the end of the month to enable everyone to get that chance," said Patsouras.

The day started quite early for Dennis Villard and Warren Stockton, the operators of the first two cars to travel the inaugural route on July 14. The men arrived at Division 11 before sunrise bristling with anticipation in their stiffly starched new uniforms and spit-polished shoes. Villard pulled out the first car at 6:00 a.m. heading for Pico and Flower Station. Stockton followed several minutes later. Both operators, along with Metro Blue Line Supervisor Rita Malone and Rail Operations Superintendent Paul O'Brien, saw to it that the light rail vehicles were staged in the tunnel at 12th Street awaiting the signal to open the line. Villard, 41, said it was "simply an honor" to be chosen.



On July 12, Supervisor Ed Edelman (left), RTD Board President Nick Patsouras (second from left), RTD General Manager Alan Pegg (second from right) and Supervisor Kenneth Hahn announce that the Blue Line will be free to the public through the end of the month of July.

Villard figures this will be as close as he comes to his childhood dream.

"I always had a fantasy as a kid of being selected to pitch on opening day for the Dodgers," said Villard, a former semi-pro baseball pitcher. "As a railroad buff, I guess this is sort of like my dream coming true--opening day and all that on the Blue Line. It feels great."

"It was like being picked to play in the Super Bowl--being in the lime-light," said Stockton, 42. "I think operating these magnificent trains is exciting. I'll miss the 'hellos,' 'good mornings,' and 'good-byes' I said for two decades on Line 204 but I'm proud to be a part of rail history in Los Angeles."

The official opening began with a spectacular inaugural ceremony at the Pico and Flower Street Station. LACTC Chairman,

Supervisor Ed Edelman, served as master of ceremonies and commenced the celebration. Speakers included Mayor Tom Bradley, U.S. Congressman Glenn Anderson, RTD Board President Nick Patsouras, LACTC Commissioners Christina Reed and Jacki Bachrach, and Lieutenant Governor Leo McCarthy. All joined Supervisor Edelman in ringing a symbolic Red Car bell to signal the first light rail commuter train to run in Los Angeles after an absence of 27 years. The Los Angeles Railway (LARY) Yellow Cars ran service from Los Angeles down into the South Bay until 1963.

"I feel like dancing," said RTD Board President Nick Patsouras in both English and Spanish. "A lot of the skeptics said this would never happen. The skeptics were wrong. The trains are back. This is the



By sun-up at Division 11 on July 14 business had already started hours earlier.

in LA with the Blue Line



Del Amo station at 7 a.m. on July 14 was a lonely place. Compare this photo to one taken 6 hours later which appears on page 12..

beginning of a transit renaissance."

The audience became electric with excitement when they heard the Pico Station Manager Russ Wilson converse with Metro Control in final preparation for the first inaugural ride. Amid a fanfare of fireworks, blue smoke, and confetti, the sleek Metro Blue Line train driven by Villard emerged from the tunnel and ceremoniously broke through a blue banner.

Big band sounds from the days of the Red Car played as dignitaries boarded the inaugural train. As Metro Control declared "all systems go," airplanes marked the Blue Line's course with trails of blue smoke and balloons were released signaling the train's departure from the station.

The first train of dignitaries made three stops on its inaugural journey to Long Beach to allow its passengers to join smaller

ceremonies being held by local officials.

Councilwoman Joan Milke Flores and Supervisor Kenneth Hahn spoke at the 103rd Street Station. Mayor Walter Tucker of Compton, Mayor Robert Henning of Lynwood, and Mayor Thomas Jackson of Huntington Park joined the train party at the Compton Station. The train's last stop was at the Del Amo Station where Mayor Vera DeWitt of Carson and other officials came aboard.

At its final destination, the Willow Station, the train was greeted by Mayor Ernie Kell of Long Beach, Supervisor Deane Dana, and Councilman Ray Grabinski as well as hundreds of citizens eager to take a ride on the new light rail system.

The opening ceremony and inaugural train ride kicked off a weekend of festivities that included a community fiesta held at Roosevelt Park near the Florence Station, a health fair and talent show at

103rd Street Station, Watts Tower art exhibit and jazz concert near the Imperial Station, grand opening of the Compton Transit Center and an air fair at the Compton Station, a transportation expo and Samoan dancing at the Del Amo Station, and a country-western festival at Veterans Park near Willow Station, in Long Beach.

After the ceremonies along the alignment, the Blue Line actually opened at 12:30 p.m. to the people who paid for it. At that time 150 RTD volunteer staff members assumed their positions as Los Angeles' version of Japanese subway packers. By the afternoon about 80,000 people converged on the different stations trying to get a seat on the Blue Line light rail trolley. The 20 cars operating Saturday could accommodate a maximum of 25,000 riders between 12:30 and 6 p.m. This led to some frustration as many waited for hours under a blazing sun



At 7:40 a.m. Operator Joseph Roque leaves his train in the yard at Division 11 to change the track switch mechanism.

on long lines many blocks long for their turn.

Superintendent of Operations at the Central Control Facility Dan Ibarra said the scheduling ran smoothly with trains arriving on time or no more than three minutes late. "There were no major hiccups," Ibarra said. "With all the planning we've done, it doesn't surprise me that it ran so smooth."

"I was very pleased the way things went on the opening day. It was picture perfect," said Assistant General Manager for Operations Art Leahy. "The RTD volunteers made quite a difference as far as crowd control went. I don't know what we would have done without them....we had 27,000 going through Anaheim Station alone on that day--that's a station that was never meant to be a terminal. They've done a bang-up job. And I've got to hand it to them." Rider-



At Division 11 at 7 a.m. Metro Operators John Woods (left) and Hilliard Vickers (right) are ready to roll.

ship in the first 3 days of operation was reported to have passed the 130,000 mark.

A breakdown for the first 23 days of operation follows. Ridership on July 14: 32,600; July 15: 69,800; July 16: 29,000; July 17: 35,000; July 18: 37,000; July 19: 37,000; July 20: 33,000; July 21: 43,000; July 22: 62,000; July 23: 30,800; July 24: 31,300; July 25: 31,000; July 26: 31,000; July 27: 27,000; July 28: 32,000; July 29: 48,000; July 30: 30,000; and July 31: 33,000. Fare service began on August 1: 13,800; August 2: 16,800; August 3: 16,600; August 4: 18,200; and August 5: 19,960.



Using the lever, Roque switches the track over so that he can make a safe run into Los Angeles.



Planner Art Henry from the Scheduling and Operations Planning Department directs all 150 of the RTD staff volunteers to their separate teams.



At Division 2 at 7:45 a.m. Senior Planner Russ Wilson gives precise instructions to all the planners on his committee who will act as team leaders for RTD station volunteers at each one of the 17 stations open to the public on July 14.



Schedule Supervisor John Greene leads his team to their bus heading to Slauson Station.



By 8:30 a.m. Joseph Roque has staged his car at the San Pedro Station on Washington Boulevard. His will be the third car to pull into the Pico and Flower Station on July 14.



Metro TOS Luke Scott keeps in close contact with operations staff.



At Pico and Flower Station Rail Operations Superintendent Paul O'Brien (right) and News Bureau Representative Greg Davy inform Channel 7 reporter Charmaine Wilkerson of what she and her camera crew can expect on the ride and along the alignment.



By 8:50 Senior Planner Callier Beard (far right) is on the platform at Pico and Flower Station. She explains her method for crowd control to Caltrans Engineer Rasheed Sheik (left) and RTD Light Rail Information Specialist Supervisor Maria Gil.



Planner Dave Wilson enters Pico and Flower Station looking for the train while LACTC Media Specialist Erica Goebel looks on in disbelief.



Waiting in the tunnel for the signal to pull out are, from left to right: Metro Operator Warren R. Stockton driving the second car, Rail Operations Superintendent Paul O'Brien, Metro TOS Rita Malone, and Metro Operator Dennis L. Villard driving the first car out.



By 9:00 a.m. Supervisor Kenneth Hahn and his grandsons had arrived eagerly awaiting their first ride on the Blue Line.



Rail Maintenance Superintendent Richard Morton (left) and Occupational Safety and Health Manager Robert Torres (right) join forces to surveil Pico and Flower Station ensuring that the inaugural car will have a perfect ride.



County Supervisor Kenneth Hahn happily greets RTD Board President Nick Patsouras and LACTC Commissioner Jacki Bachrach on the Pico platform.



By 9:30 a.m. the line begins to form at Stanford Street with all those hopeful to get on the train at Grand Station.



Crowds at the Pico station grow anxious for the train to appear.



Heerrrrreee she comes!



Officials ring the old, symbolic Red Car bell to signal the start of the new Blue Line. Clockwise, LACTC Commissioner Christine Reed, Nick Patsouras, Supervisor Kenneth Hahn, Mayor Tom Bradley, Supervisor Edmund Edelman, and Lt. Governor Leo McCarthy.



Past the banner threshold and into a new rail era for Los Angeles.



RTD staff member August Lopez ink-stamps an "M" on one of the Metro's youngest riders at Washington Station.



A scout leader emphatically admonishes his troop not to run on the platform of Vernon Station.



Team Leader Mike Brewer takes a breather with his team members, from left to right: Pat Clark, Nanette Clegg, and Willa James at 103rd Street Station.



Jeanette Sprowls tells kids at Florence Station what they can expect on their first Blue Line ride.



"Stay off the tracks, the Blue Line train runs fast and quiet!" repeats Mike Brewer to the children gathering at 103rd Street Station.

Les Durant and his colleague set up orderly waiting lines at Firestone Station.





At Imperial Station, Press Relations Manager Jim Smart tells a rider where the festivities are being held along the route.



Director of Transportation Leilia Bailey and Scheduling and Operations Planning Director Steve Parry monitor the CCTV panel with Lt. Jim Holts of the sheriff's department.



Inside the Central Control Facility near Imperial Station Metro TOS's (from far left to right) Nigel Philcox, Jess Diaz (with his back to us), unidentified rail equipment supervisor standing, Everett Wooden (standing), Doug Cale and Rick Richards keep a careful watch over their terminals. At 12:30 p.m. things are running better than expected.



Retired RTD Mechanic Flood Washington and his family were able to get on the third car out of Pico and Flower Station. At their stop at Imperial Station they tell the reporter "We Love It!"



"We love it too!"



Ruth Moreno and Martin Meier take their well-deserved lunch break at 2:00 p.m. at Artesia Station.



Madeleine Van Leuwan doesn't let anyone get past her at Compton Station until she gets the go-ahead.



Herb Cranton loves his job as gatekeeper at Del Amo Station as the long line snakes around the station.

Art Henry (left) and Jon Hilmer (right) discuss how many passengers they can allow on the next car coming in.



Information Specialist Terri Hernandez took a 3:00 p.m. soda break at Wardlow Station. Packing trolley cars is thirsty work.



Dr. Paul Lonquich finds that 3:20 p.m. is a peak riding hour at Willow Station as he tries to placate the youth impatient to get their ride on the cars.



Anaheim Station has lines that stretch 4 blocks long at 4:00 p.m. Staff says its much better now, at 1:00 p.m. the line was 6 blocks long. Two hundred passengers are allowed on at a time.



Shila Azbi (left) and Rosa Garcia (right) have to tell the children there's no cutting in the line at Willow Station.



Passengers disembarking at Anaheim Station. Staff says it was an unending flow coming and going. On July 14, 27,000 people were moved through the station.



Moving the cars and the people as quickly as they can are, from left to right: Metro TOS Houston Gregory, Operations Manager John Byrd, unidentified rail equipment supervisor, and Metro TOS Russ Gasser.



LACTC's Public Information Officers Judy Schwartz (left) and Lupe Valdez (right) help with crowd control at Pico and Flower. Both are former RTD employees, but readily admit that the District will always hold a special place in their heart. Your first transit company is like that.



Government Relations Manager Gary Clark directs exiting passengers to north and south shuttle buses at Anaheim Station.

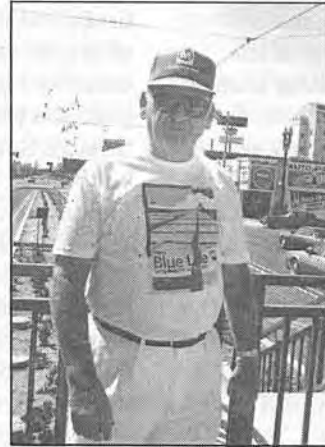


RTD workers huddle for last minute briefing before the official opening at Grand Avenue Station.

One Week Later



General Counsel Suzanne Gifford helps out as a light rail car packer and crowd controller at Pico and Flower Station.



Joe Lyle came out of retirement to help out on the platform at San Pedro Station.



Executive Secretary Jean Unger hands out Blue Line schedule information to the long lines gathered at Pico and Flower.



Chauncey Carter and Robert Jackson enjoy a brief lull at Washington Station.

Metro Rail Tunnel Repairs Under Way Following Fire

A fire beginning in the maintenance tunnel in the early morning hours of Friday, July 13, nearly engulfed 750 feet of the subway which runs from Union Station, under the Hollywood Freeway and to a maintenance yard at the intersection of Center and Commercial streets.

Several hours into the fire, a middle portion of the tunnel, about 150 feet long, caved in, dividing the tunnel into northern and

southern segments.

Fire in the northern section was put out by firefighters in the late afternoon on Friday. Fire continued to smolder at the southern end of the tunnel through Saturday evening but burned itself out Sunday morning.

At the height of the fire, temperatures in the tunnel reached an estimated 2,000 degrees, smoke billowed from both the tunnel entrance and a huge

crater caused by its partial collapse, and moderately toxic fumes from the polyethylene lining were discharged. These fumes dispersed into the air and were not a hazard to the public. The tunnel that burned will not be used for passenger traffic, but will be used to carry empty trains between Union Station and the Maintenance-of-Way Building just off the 4th Street bridge.

The fire caused Cal-

trans to close down U.S. 101 for four days while workers finished building braces to shore up the tunnel walls and prevent any further cave-in. The construction workers erected 12-foot sections of aluminum scaffolding to shore up the charred tunnel.

"The entire tunnel will have to be reconstructed," said the Assistant General Manager of Transit Systems Development Al



From a vantage point close to Macy Street and Vignes smoke is seen billowing from the cave-in across U.S. 101.



Metro Rail officials survey the damage caused by the fire and the subsequent cave-in from their perch on U.S. 101 which was closed down for four days.



The strain caused by witnessing the fire and the damage in its wake was clearly registered in the face of Assistant General Manager for Transit Systems Development Al Perdon.



Burnt-out timbers and smoldering embers floated in the now-darkened water used earlier to put out the fire.

Transit Rider Bill of Rights

Perdon. "The enormous steel bands that encircle the tunnel were distorted and twisted by the heat, but they retained their strength."

The section of the tunnel beneath the freeway, he said, did not cave in because soil surrounding it had been injected with chemical grout that bonded the earth. Grouting was not used along the segment of the tunnel that collapsed because it runs beneath a vacant lot, Perdon said.

The cause of the blaze has yet to be determined. Investigators have found no evidence of arson, but admitted that any clues left were doubtless destroyed by the intense heat of the fire.

Commuters found getting to work on Monday morning a problem as only two northbound lanes of

U.S. 101 were reopened. RTD Board President Nick Patsouras offered commuters on the San Bernardino Freeway free rides on RTD buses using the El Monte Busway beginning at 3 a.m. The busway was opened to all automobiles in order to ease congestion.

The fire's impact on the schedule for the Metro Rail Project is not yet known, but it appears that crews may be able to use the second adjacent tunnel to hold the project to the current schedule. Management of the tunnel construction contract was transferred to the Rail Construction Corporation, a subsidiary of the Los Angeles County Transportation Commission, on July 10, three days before the fire occurred.



Within 10 feet of the quieted freeway, the tunnel caved in. At the end of the elongated fissure in the earth, smoke spewed out.

A document designed to solidify the agency's commitment to safety, courtesy, convenience, access, timely information, quality service, and freedom of choice was unveiled on July 19 in the form of the Transit Rider Bill of Rights by RTD Board President Nick Patsouras.

The two-page document, Patsouras' vision of the District's mission, is being distributed in brochures and bus cards aboard RTD buses in both English and Spanish.

"I also believe this message will inspire our employees to strive for a higher level of public service."

"This declaration today is the first of a series of actions intended to restore the District's confidence and credibility with the public," said Patsouras. "I also believe this message will inspire our employees to strive for a higher level of public service."

He added: "It is our belief that RTD bus and rail riders have the right to a statement of policy commitment from the agency that was formed more than 25 years ago to serve them."

"Today we are proud to formalize our pledge to provide each passenger with safe, reliable, efficient,

and comfortable transportation plus treatment in courteous and pleasant manner."

Patsouras noted that with 1.3 million passenger boardings per day during the work week, the RTD "is striving to offer the best service to every passenger on every bus and rail vehicle."

"We want to make metropolitan Los Angeles an example for the nation in public transit courtesy and efficiency," he said. "The RTD will continue to lead the way, as it already has been doing."

Safety, courtesy, convenience, and access to transit stops and vehicles are contained as clauses in the document.

The complete text of the document follows below.

RTD Transit Rider Bill of Rights

For more than 25 years, the Southern California Rapid Transit District has operated with one mission in mind: To provide each passenger with safe, reliable, efficient, and comfortable transportation, treating each patron in a courteous and pleasant manner. With more than 1.3 million daily boardings, the fulfillment of this mission is no easy task. We know that we don't always meet your expectations or ours. We are striving to offer the best service to every passenger on every bus. For this reason, we are pleased to introduce our Transit Rider Bill of Rights.

Transit Rider Bill of Rights

... continued from page 17



RTD Board President Nick Patsouras (center), RTD General Manager Alan Pegg (left), and Transit Police Chief Sharon Papa introduce the Transit Rider Bill of Rights to the public.

You Have The Right To:

• Freedom of Choice

We believe that consumers should have the opportunity and the freedom to choose their means of transportation. We believe that employers should allow employees the option of driving or taking public transit to work. Today, few companies subsidize employee use of public transit while almost all subsidize parking.

• A Safe Journey

In operating our transit system, we believe that safety is the primary consideration. When you step into an RTD bus or train, we make every effort to provide a safe journey, whether you're going down the block or across town.

• Courtesy

We believe that everyone should be treated with courtesy and respect.

"We want to make metropolitan Los Angeles an example for the nation in public transit courtesy and efficiency"

• Convenience

Our goal is to make sure our buses are there when you need them and are routed to where you need to go. Every effort will be made to meet published transit schedules so you can travel as planned. Safety concerns,

unforeseen events, and traffic congestion may hinder that effort, though our intent to provide convenient service will not change.

• Access to Transit Stops and Vehicles

When designing passenger stops, we always keep the needs of the rider in mind to assure convenient access. The RTD is committed to making its fleet 100 percent accessible to seniors and the disabled. If a wheelchair passenger has trouble boarding one of our buses, we will make every effort to ensure that the passenger completes the trip. The RTD has established 1-800-621-7828 as a "Hotline" for wheelchair lift service problems.

• Timely and Accurate Information

Each rider has the right to receive correct and timely information on transit service and fares. At the RTD, we make every effort to advise our riders of changes in service, routes, and other pertinent information. We have telephone information operators available to provide assistance at 1-800-2LA-RIDE which is available from 6 a.m. to midnight, 7 days a week.

• Quality Service

Today, the RTD has one of the most modern and comprehensive maintenance programs in the

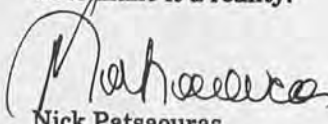
country. We believe that every rider has the right to expect that our vehicles will be well-maintained, clean, and free from graffiti. We have committed more than \$10 million annually to combat vandalism and graffiti and have invested heavily in repainting and refurbishing our equipment.

Those are the clauses of our Bill of Rights for our riders. If you have any suggestions, concerns, complaints, commendations, or ideas on how we can better serve you, we want to know. For those matters, you can reach us at 1-800-2LA-RIDE during business hours. Or, you can record your message any time of day or night and we'll get back to you. We will respond within 10 working days to your questions, concerns, and complaints.

If you wish to write to us, our address is:

Southern California Rapid Transit District
Transit Rider Bill of Rights
425 S. Main St.
Los Angeles, CA 90013-1393

We are committed to quality service. Join with us to make it a reality.


Nick Patsouras
President, RTD Board

Southern California Rapid Transit District

Guaranteed On-Time Performance or Patrons Ride Free

RTD Board President Nick Patsouras on July 25 unveiled phase two of the District's Transit Rider Bill of Rights and announced a proposal designed to improve on-time bus performance by offering free rides to patrons whose bus is more than 15 minutes late. The proposal was approved by the RTD Board of Directors at their regular meeting held July 26.

An attempt to improve the District's on-time performance, the plan, put in place September 1, encompasses all bus lines in the District's 1,400 square mile service area, said Patsouras.

"According to a recent report issued by the Southern California Association of Governments, a major concern among Los Angeles citizens, third only to crime and drugs, is an alternative to driving their cars. Congestion is a big concern," said Patsouras.

"We should run the RTD organization as a business because that's what it is. It employs over 8,500 people and has an annual budget of \$615 million," he said. "There's a perception that people can't depend on us and sometimes it's justifiably so."

Patsouras emphasized that the RTD could learn much from the private sector regarding customer behavior and attitudes, marketing, management by objectives, and commitment to excellent service. He noted that since 1985, when

ridership crested at a high of 1.8 million passengers a day, it has fallen to 1.3 million. Ridership has remained flat in the intervening years. He did acknowledge that some of the loss in ridership was attributable to the loss of Proposition A subsidies which held the fare down to 50 cents.

"The RTD will continue to lead the way as it already has been doing. Our employees will be proud to make this work."

"This on-time guarantee, coupled with the Transit Riders Bill of Rights, is intended to restore the District's confidence and credibility with the public we serve," said Patsouras. "I also believe this message will boost employee performance and morale."

Patsouras believes the service guarantee will work because it will push the entire organization to

AGM for Planning and Public Affairs Gary Spivack gave details to the press about the RTD's new on-time service guarantee program which began September 1.

focus on customers, which is a definition of good service. Second, it sets clear performance standards, which boost performance and morale. Third, it generates undeniable data (through payouts) when performance is poor. Fourth, it forces an organization to examine its entire service delivery system for possible failure points. Finally, it builds customer loyalty, sales, and market share.

"We are going to put our money where our mouth is," said Patsouras. He added that the program will probably cost the District \$1 to \$2 million in lost revenue. "This is a long-term investment and we should be willing to pay for it," he said.

Assistant General Manager for Planning and Public Affairs Gary Spivack said that there was no way of telling how the experiment would work out. "What we do know is that we will respond to the service needs of our patrons." He admitted that about 2 percent of all bus

trips on any given day now run about 15 minutes late.

From September through December, if an RTD bus is more than 15 minutes late in arriving, then the patron rides free. RTD patrons who use a monthly pass would be given a fare receipt good towards a discount on the purchase of a monthly pass at a later time.

Drivers are on an honor system regarding any reconciliation with passengers who are kept waiting. If any dispute arises, Patsouras said, "The customer is always right."

"We want to make metropolitan Los Angeles an example for the nation in public transit efficiency and reliability," Patsouras said. "The RTD will continue to lead the way as it already has been doing. Our employees will be proud to make this work."

On completion of the program, the on-time performance of RTD services will be evaluated, generating valuable data that can be used to set clear performance standards.



RTD Offers Experimental Service to Northeastern San Fernando Valley



RTD, public officials, and community leaders welcomed new bus service which extends to Sylmar, Lake View Terrace, and Pacoima. Cutting the ribbon on the new service were, from the left to right: RTD Board President Nick Patsouras, Los Angeles City Councilman Ernani Bernardi, County Supervisor Michael Antonovich, Chair of the Northeast Valley Community Improvement Association of Pacoima Ray Jackson, and RTD General Manager Alan Pegg.

RTD Board President Nick Patsouras, joined by County Supervisor Michael Antonovich, Los Angeles City Councilman Ernani Bernardi, and local community leaders on July 12, 1990, officially welcomed the extension of RTD service into the expanding northeastern San Fernando Valley.

Calling transportation options to the area "critical and crucial," Patsouras said RTD will lead the way toward transit solutions by extending on an experimental basis Line 90-91 to the Lake View Terrace and Olive View areas of the City of Los Angeles.

"RTD is responding to the lack of public transportation in the northeastern

section of the San Fernando Valley," said Patsouras at a morning ribbon-cutting ceremony at a bus shelter on the grounds of the Olive View Medical Center in Sylmar. "The District is implementing this route extension because of mushrooming residential and commercial development that has occurred along Foothill Boulevard north of Sunland."

Line 90-91 route modifications, which were instituted on a six-month test, include extending service from Sunland to the Olive View Medical Center via Foothill Boulevard. Also the turnaround loop operation at Foothill and Sunland boulevards is to be modified slightly so that it

interfaces more often with Line 169 (Saticoy Street-Sunland Boulevard). Finally, a new Line 90-91 (Routes 406-407) terminal was established at Main and 11th streets replacing the current layover location near Venice Boulevard.

Over the last six months, area residents and elected officials including Los Angeles City Councilman Ernani Bernardi, County Supervisor Michael Antonovich, and State Assemblyman Richard Katz have requested the service. Additionally, the feasibility of adding such service was tackled at the recent summer meeting of the San Fernando Valley Transportation Summit. The organization is comprised of representatives from a number of public agencies under the leadership of Patsouras.

"We expect this extension to attract significant new patronage along the Foothill Boulevard corridor," added Patsouras.

Added Bernardi: "The community must work together to ensure that the needs of the northeast Valley are not overlooked, and that residents get the services they deserve. RTD is part of that solution and will provide this area with affordable public transit."

The District expects the new ridership and revenue generated should offset the slight increase in the cost of operating the extension.

Metro Rail Employees Get a 6-Month Buffer Period

The District continues to manage many facets of Metro Rail construction until the Los Angeles County Transportation Commission's Rail Construction Corporation (RCC) has hired sufficient staff and consultants to manage the project. LACTC has not been able to fully staff the RCC as quickly as expected. Likewise, the Metro Rail staff have found there are many close-out responsibilities and a need to keep the project on schedule in the transition. In order to do this, Metro Rail staff have been retained beyond the transition date of July 1, 1990, when RCC expected to assume responsibility for the entire Metro Rail management.

In order to smooth this transition, employees had to be given an extra guarantee that they would not be summarily laid off. The RTD Board of Directors in June approved a one-time modification to the regular layoff policy which protects Metro Rail employees for six months if they have not been hired by the RCC when their position is abolished at RTD. They will be given temporary positions in other RTD departments, to be used on various special projects

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Metro Rail Employees

... continued from page 20

which cannot be completed by existing staff. This will also provide the displaced employees with time to seek other employment.

Approximately half the Metro Rail-funded staff have elected this special protection package. Those Metro Rail employees who have thus far left District employment have chosen the traditional layoff policy, with severance package.

As of July 27, 20 people have been hired by RCC, 25 have taken other jobs outside the District or RCC, and 16 have transferred to other District departments. Seventy-four employees remain on Metro Rail staff.

Rideshare Program

Nobody needs to tell you that the air quality in Southern California is terrible. The worst in the country as a matter of fact. So the RTD is doing its part to clear the air by getting its own employees out of their cars and into Ride Sharing.

The RTD Ride Share Program will include commuting options and will provide incentives and rewards to those who participate. The program kicks off with Ride Share Week, October 1-7, offering environmental education, "meet your match" car-pooling get-togethers, prizes, and lots more! Watch for upcoming Ride Share Week announcements and get with the program!

Affirmative Action Program Praised by Los Angeles County Grand Jury

The Los Angeles County Grand Jury issued a report on July 10 recommending that RTD be the sole agency used to certify all Disadvantaged Business Enterprise (DBE) programs in the county.

The report, prepared for the Grand Jury by the international accounting firm of Ernst and Young, praised RTD's certification process as "thorough and professional" and urged that the District assist other county agencies in their DBE certification procedures.

"RTD is going to contact all agencies who have DBE programs and work with them to comply with the Grand Jury's recommendation for standardizing certification procedures," said RTD Board President Nick Patsouras. "We have proven to be a leader in this important area and we are willing to work with others to involve DBEs in the mainstream of American business enterprise."

The Grand Jury also found that because RTD was so thorough in its certification process many other local entities accept its certification rather than establish their own procedures.

"We are proud of our Affirmative Action program and pleased with the Grand Jury's findings," said Patsouras. "For a decade the District has played a key role in helping minorities and women build their



Assistant General Manager-Equal Opportunity Walter Norwood addresses a press conference held July 10, following the release of the recommendation of the District's Affirmative Action Program by the Los Angeles County Grand Jury. He was joined by RTD General Manager Alan Pegg (center) and RTD Board President Nick Patsouras (right).

businesses. By giving them the opportunity to obtain contracts financed with public funds, RTD is sparking economic growth in our ethnically diverse community."

The purpose of the study was to review and document the procedures, applications, and processes local government agencies use in certifying disadvantaged business enterprises. Additionally, the report assessed how effective these programs have been in fostering economic development in minority-owned businesses.

The Grand Jury issued the following findings about the District's DBE program:

- Most files were complete, with information

as required by the federal Department of Transportation (DOT) regulations.

- Verification procedures were consistent with DOT guidelines.

- All files reviewed indicated certification was properly granted to the businesses and per the material submitted by the business and per DOT guidelines.

- All field visits conducted verified offices and owners as they were reported to the RTD, and documented within their certification files.

Patsouras also noted that the Grand Jury's report specifically commended Assistant General Manager for Equal Opportunity Walter Norwood.

FY 1991 Goals for Equipment Maintenance

by Michael Leahy, Asst. Director of Equipment Maintenance

July 1, 1990 marked the start of the District's FY 1991 budget period. Each year at this time, the department starts over as far as measuring its goals and objectives. For FY91, the Equipment Maintenance Department, has an operating budget of \$142,525,000 and \$24,466,000 for its capital expenses. The budget also provides for 1,974 staff positions.

and the number of passenger complaints. These indicators will be measured for both bus and rail activities.

Goals for the CMF include 600 engine overhauls, 200 mid-life buses, 600 complete bus paint jobs, and approximately 300 bus sets of windows to be replaced.

The District's Alternate Fuels Section will run nearly one million miles of service with methanol buses and approximately 325,000 miles with CNG buses. Up to 12 buses will

late in the fiscal year period. Equipment Engineering will also be respon-

automobiles, fork-lifts, trucks, and other specialty equipment for use at the operating divisions and the CMF.

The department will continue its training programs, and continue the division quarterly award program for excellence. In the new year, we will put in place a program to recycle our antifreeze as a means to reduce the hazardous waste output. We will bring oil analysis to function in house as opposed to continuing the contracted service.

We have a goal to improve overall department attendance by 5 percent.

Key indicators for the department continue to be the timeliness of PMP (inspections), the number of service cancellations, number of buses out late, miles between road calls

sible for preparing specifications for over 200 new



Specific department goals for the year include operation of 100,775,000 hub miles for the bus fleet. This translates to approximately 1,400 inspections of the bus fleet per month. The Light Rail group will operate just under 2 million revenue miles.

Key indicators for the department continue to be the timeliness of PMP (inspections), the number of service cancellations, number of buses out late, miles between road calls, cost per vehicle mile, passing CHP inspections,

be modified to operate on methanol-avocet and 21 buses will be modified to operate with particulate traps. The District will have a total alternate fuel clean diesel fleet of 74 buses.

The Emission Lab construction project will continue through most of the year, with a scheduled opening date of June 1991.

Equipment Engineering plans to buy 71 additional new Flxible buses by November and complete specifications for another 150 buses to be advertised



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Seminars are one hour in length, are held every second Monday of the month, and cover the important decisions you have to face regarding your retirement from the RTD. We strongly recommend that both you and your spouse attend. Please call ahead to reserve a space at the Seminar and for directions. The Seminar is free, there is no obligation.

No Surprises in Dueling 1990 Rodeos

This year the Maintenance and Transportation Departments held their Rodeos concurrently at Santa Anita Race Track. The stage was set for a break with the past; perhaps some big upset, a darkhorse candidate coming up from behind at the last moment. But no, it didn't happen that way. On that blazing hot July 21 Division 12 Operator Howard Brenchley won his fifth Rodeo in his 19 years of service and Division 10's Mechanics won for the second year in a row. However, the big difference was that for the first year ever a woman placed in the top-ten circle of the Transportation competition. Helen Cruz, a part-timer from Division 15 placed sixth out of 29 competing finalists with a score of 580.

Helen has competed three times previously but this was her first time making it to the finals. "I was nervous my first time being out here, but it wasn't as bad as I thought it was going to be. Once I got started I felt pretty comfortable," she said. Helen is a part-time student at Cal State-LA where she is majoring in psychology. She plans to become an elementary school teacher.

Division 9 Operator Robert Jackson tried hard to break out of his second-place syndrome. But as luck would have it for the third year in a row, Jackson took second place again with a score of 621. "Always the bridesmaid but never the bride," as Director of Transportation Leilia Bailey said. This loss was

particularly frustrating for Jackson because he lost by only one point. As a consolation, Jackson took a monetary prize of \$750. Division 9's Robert Apodaca came in third with a score of 597 and he took home \$500. Fourth-place winner, Candelario Gomez from Division 8, scored 594 points and won \$250.

Brenchley won his first Rodeo in 1977, his second in 1980, his third in 1982, and his fourth in 1986. His placement and score of 622 allows him to go on to compete in the International Bus Rodeo held at the end of September in Houston, Texas. As the winner of the 1990 Transportation Bus Rodeo, Brenchley takes home a check for \$1,000 and prizes that include an all-expenses paid trip to the internationals.

To be eligible to enter the rodeo, an operator must measure up to a set of rigid standards that take into account his or her past driving record and personal appearance.

"I was surprised," said Brenchley. "I never think I do as well as I do. They are all good drivers, maybe I just had a good day. The

competition will get more intense at the internationals," he said.

The international competition is sponsored by the American Public Transit Association and will match Brenchley against scores of the best drivers from throughout the United States and Canada. The winner of the international competition takes a \$1,000 savings bond and a trophy as the prize. Brenchley placed sixth twice in the international competitions in 1977 and 1980, in 1986 he tied for sixteenth place.

"I think the Rodeo is great! It's money well spent. I think the RTD should make it more attractive to get entrants. I've noticed other organizations manage to get 50 to 65 percent participation from their drivers while we are lucky to get 5 percent," said

Brenchley, a resident of Yorba Linda where he resides with his wife Connie and their three children, Scott, 23, Stacy,

21, and Carrie, 18, quietly celebrated his victory. He enjoys the competition and just likes to see how he stacks up against the other competitors. When not driving or competing, Brenchley's hobbies include woodworking, shooting, camping, and water sports with his family.

Transportation Rodeo competitors were judged by RTD staff, DMV, and law enforcement officials as they steered their buses through 11 grueling, simulated road problems in 7 minutes or less. The formidable course required each operator to take his or her 13-ton bus through obstacles called the serpentine, rear dual clearance (means you have to maneuver your rear wheels through a narrow row of tennis balls without upsetting any), left- and right-hand reverse, and finally, a barrel of fun--the diminishing clearance. The course is designed to test a

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Director of Transportation Leilia Bailey announces Howard Brenchley as the Transportation Bus Rodeo winner for 1990 with a score of 622. This is Brenchley's fifth time to win the honor.

... Rodeos

... continued from page 24

driver's ability, judgment, and knowledge of safety regulations.

To be eligible to enter the Rodeo, an operator must measure up to a set of rigid standards that take into account his or her past driving records and personal appearance. In addition to successfully completing a written safety test, the operator--for a period of one year prior to the competition--must have had no chargeable acci-



TOS Tony Malone signals the drivers to move out and begin their turn on the formidable obstacle course.



Little Raymond Ramirez, a Ninja Turtle fan, found the Maintenance Department's static displays of equipment, namely the tow truck a lot more interesting.



RTD Instructors Frank Alejandro (left) and Frank Cecere (co-coordinator of the Rodeo, center), and Chris Wood from the Pasadena Police Department sit in judgment at the diminishing clearance obstacle on the course.



Division 7 Operator Aubrey McGlory and his wife Tracy wait patiently for his turn on the course. McGlory's rooting section also includes daughter Brittaney and son Jason.



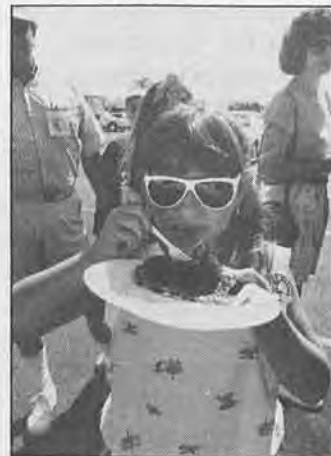
Judge Russ Wilson calmly makes his call.

dents, must have had no more than three missouts, and must have had no suspensions.

During the driving test, a pair of judges rides with each operator, scoring him or her for smoothness of operation and safety skills. This test must be completed in less than seven minutes to prevent loss of points. Each contestant begins with 700 points, with points subtracted for mistakes made while maneuvering through the course. The demands of the course are unsparring, for each second over 7 minutes, one point is deducted from the total points given.

Operators, mechanics, judges, family, and on-lookers were treated to a breakfast prepared by San Gabriel Valley Boy Scouts and their leaders. The competition began promptly at 8:00 a.m. Operators started down the course every five minutes while every third operator was a mechanic completing the driving obstacle segment of the competition.

This combined competi-



Eating a Boy Scout-made breakfast.
continued on page 25...



Dina Luna judges at the first right turn. Dina is from the DMV--Montebello office.



Division 15's Helen Cruz, the only woman to compete this year, gets a respectable sixth-place showing in her third year of competition.



Judges Gwen Keene and Vernon Monroe do the measuring at the second passenger stop.



Boy, what an intense day!



Vicki Varga and Leilia Bailey join in a tribute to the finalists.

The Maintenance Rodeo continues on page 26.

... Roadeos

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tion marks Maintenance's second interdivisional Rodeo competition. The Maintenance Rodeo included a three-part competition:

- **Power Train Defect--** two team members were required to identify various mechanical defects for cumulative points within 10 minutes, correct them, and maintain an idle of 600 rpms.

- **Vehicle Inspection--** two team members inspected a coach for operational readiness and recorded all related abnormalities within a specific amount of time.

- **Driving the Obstacle Course--** one team member operated a coach through the same driving course on which the bus operators competed. The team mem-



Division 10's team won the Maintenance Rodeo title. The members include Marco Pedemonte (standing on ladder) Michael Junyk (left), Miguel Enriquez (right), and Richard Reynoso (front)



Behind a stainless steel partition, Maintenance Instructor Richard Au and Ron Cotroneo bug the self-standing engine which bedeviled each contestant who confronted it.

ber was rated on safety habits and was timed throughout the course.

Division 10's crack team won for the second consecutive year. The first-place winners, Miguel Enriquez, Marco Ped-

monte, Michael Junyk, and their coach/alternate Richard Reynoso racked up cumulative points of 578. Each team member was awarded \$1,000, a plaque, a watch, event tickets, and the satisfaction of retaining



Timekeeper Roslyn Townsend readies the contestants from Division 10 for the power train event. Michael Junyk (left) and Miguel Enriquez (right) were required to stand behind a line until Roslyn told them to go.

possession of the perpetual trophy. The team members became eligible to represent the RTD at the National Rodeo in Cleveland, Ohio held August 17-19.

"It feels great to win," said Division 10's Marco

Pedemonte. "I feel real good about winning this year. I think I did a lot better than some of the bus drivers on the driving course. The nationals will be tough, but I think we'll pull it off. Last year we placed tenth, this year we should do better."

"It's exciting!" said one of Division 10's winning team members Michael Junyk. "But this is just a stepping stone to the nationals. We can't afford to relax because now we represent the RTD and we don't take that lightly. We want to do well in Cleveland, so we aren't taking anything for granted."

The CMF team ranked second with a total score of 519 points. Each team member took home a \$750

monetary prize. Their team included Charles Judson, Javier Castro (one of last year's winners), and Sal Bottancino. Division 9 held on to third place with a final score of 507. The team was comprised by



Junyk and Enriquez work as a team to detect each of the 7 bugs that cripple the engine.



Marco Pedemonte and Enriquez locate bus defects during the Vehicle Inspection.



Division 7's team includes from left to right: Paul Rivera, Eva Torres, and Tom Blatz.

Jesse Estrada, Rene Martinez, and Jaime Lozano, each of whom won \$500. Division 12's team, which included Larry Tilley, Timothy Burke, and Albert Semadeni came in fourth with a combined score of 460 points.

Division 7's team was the first to include a woman. Service Attendant Eva Torres, 29, drove the obstacle course for her team.

Each participating contestant offered valiant performances considering the time pressure and the close scrutiny of the audi-

ence as well as the judges while they figured out what was wrong with the self-standing engine specially rigged with 7 defects. The mechanics had to isolate the bugs within 10 minutes in order to score in this part of the competition.

The 1990 Maintenance Roadeo Coordinating Committee was chaired by Ray Kunkle; members included Annie Zavala, Yolanda Perez, Mike Bottone, John McBryan, Marco Sanchez, Vicki Varga, and Mike Stange.

"Just a stepping

stone to the

Nationals."



The Roadeo coordinators, from left to right: Mike Stange, Vicki Varga, and Ray Kunkle.

An Interview with Neil Peterson,



Neil Peterson was appointed to serve as executive director of the Los Angeles County Transportation Commission in February 1989.

Prior to joining the LACTC, Peterson was president of his own Seattle-based company EXECUTEMPS which provided interim management services for private and public sector organizations.

His experience in transportation includes serving as interim general manager to the Alameda County-Contra Costa County Transit District in 1988. And for six years, Peterson was the executive director of the Municipality of Metropolitan Seattle (METRO), the agency responsible for public

transportation and water quality. He also held posts in the state of Washington's Department of Social and Health Services previous to venturing into transportation.

Peterson earned his B.A. at Williams College in Massachusetts, and holds a masters degree in public and international affairs from Princeton University.

He and his wife have four children. He currently resides in Long Beach. Peterson is 46 years old.

His affiliations include: chairman, Strategic Planning Committee of the American Public Transit Association; president, Williams College Alumni Association of Washington; and coach, Seattle Youth Soccer Association. This interview with Mr. Peterson was held July 17, 1990

Headway: Congratulations on a most successful inaugural of the Blue Line. How have you been faring since the opening? Are you still cautiously optimistic about the ridership level?

Peterson: We need to be cautious in reading too much into these early stats. Lots of people want to feel and touch our system, but this doesn't mean our projections of ridership should rise. Let it settle out a bit. I'm not reading much into it.

Headway: Have you spent any time this week observing firsthand the Blue Line operation?

Peterson: Yes. I live in Long Beach and I plan to take it every day.

Headway: How do you think the RTD is doing as an operator so far? What kind of grade would you give the RTD?

Peterson: I think the RTD is doing beautifully. I've got a good sense of what the RTD has had to go through during the last few days to come through with almost flawless service. I think it is way beyond what could have been expected. Everybody at the RTD deserves the highest marks, the performance over the last few days rates an A to A+. The thanks go to *all* the operators, maintenance, the CCF personnel, schedulers, and all the hundreds of RTD volunteers who acted as ushers and guides.

Headway: Has it felt

at all bittersweet for the Commission as the builders of the Blue Line to give it to another organization to run? Any reluctance? I guess maybe some in your organization would say it was like having to hand over your baby?

Peterson: No, we have much more a feeling of pride. This is our "son or daughter" and we look at how well they are doing. It's comparable to your daughter getting married and you realize she's a woman in her own right or when your son goes off to college. The major feeling is one of pride and it should be for both agencies. It is in the interest of both agencies that the Blue Line succeed. We want the RTD to succeed in the operation of this line. The RTD wants us to succeed in the construction of the other lines.

Headway: Although I enjoyed the technology of the Blue Line and the comfort it provided, I couldn't help but notice that some of the neighborhoods that the alignment travels through are some of the most blighted in the county. Is the Commission planning to initiate any joint development on its own rights of way or adjacent parcels in an effort to stimulate revitalization in those areas. What kinds of land uses are practical in those areas?

Peterson: We are aggressively looking for joint development opportu-

the Executive Director of the LACTC

nities on the rights of way. Because of the perception that developers hold of those areas we haven't received as much interest. But I think it's just a matter of time. A real opportunity exists here, but it will take time as opposed to MOS-1 where the developer community can see the potential.

Headway: An article in the July 2 issue of the *Los Angeles Business Journal* described you as the "Jesse Jackson of transportation" in Los Angeles. How do you keep hope alive regarding transportation solutions? What's the strategy, the agenda?

Peterson: I have no comment on the characterization, that's just journalistic license. But the major issue facing us is the issue of hope. Lots of Los Angeles citizens have lost hope that things will get better in the future and that we can do something about it. Without hope people won't invest, or support agencies like the RTD that need it. We need a strategy that the public can embrace and believe in. For instance, we need to hold out to the public where we say "if we do the following 10 things, this will happen" and then make it happen. That's the way to set up a strong following.

Headway: Has the Metro Rail tunnel fire set back that strategy in any way?

Peterson: The Metro

Rail tunnel fire sends two messages to the public: 1) It emphasizes the difficulty of constructing a complex rail system. When completed the entire system will be the second largest in the United States and we will spend \$10 billion doing it over a 20 year period. And, 2) A lot of the public is confused among the Blue, Red, and Green Lines. We had a schizophrenic situation in one weekend. One day we have this fire and on the next day we have this international news story on the return of rail to Los Angeles--it boggles the mind of the public.

People rise to the occasion and come together in emergencies I find. The tunnel fire, as bad as it was, it was something that the RTD and the Commission shared together. The cooperation between the two agencies over this has been spectacular, not to mention with Cal-OSHA and Caltrans. In a way...the events of the last few days have put in perspective the issues that have been in front of these two agencies for the last few years. The fire and the Blue Line opening...they were so significant. They put our institutional battles in perspective because these two things were really important.

Headway: The Commission's subsidiary, RCC, now has the leading role as the planner and builder of Metro Rail, a role which until this year the RTD held. Wouldn't you agree that this development did

not occur without some blood-letting, perhaps on both sides?

Peterson: Yes.

Headway: You were quoted in that same *Journal* article as saying "that historical animosity [between the RTD and the LACTC] can play no part in the future. There's no room for it." How will you prevent that? When the RCC assumed its role as Metro Rail builder, the practical result was that several hundred people lost their jobs. That's bound to leave a lot of people with a bitter taste. How can you overcome that?

Peterson: Someone who loses their job won't feel positive. We want to try to be sensitive to those people. I know the RTD Board has approved a six-month cushion for those people. We are trying to get through so that, at the very least, people know where they stand. Everyone who wants a job with the RCC is encouraged to apply and can compete in the selection process. If they aren't hired, they are given six-month's notice. I know this may not sound like the greatest idea to someone who is losing his job, but at least he knows where he stands. Worse is not knowing.

Headway: Let me jump right into the middle of the puzzle now--AB 1784--the bill requires the RTD and the LACTC to reorganize into a unified organization and that plan

must be ready by the start of 1992. Many RTD employees, and I am sure, LACTC employees, wonder how you interpret this mandate. Do you envision the RTD and the LACTC merging, remaining separate agencies with more clear, specifically defined roles, sharing the same board, or what? What form do you believe the next incarnation will take?

Peterson: This means we submit a plan by 1992. This is not my call. The boards will come up with proposals. It's premature to comment on the form and makeup. The legislation appears to expect a proposal dealing with a single agency. The important thing from the point of view of employees is that the day-to-day requirements of operations of the RTD are there today and will be there tomorrow regardless of the organizational structure. Reorganization deals with a common policy direction so in this region we are not going different ways.

Day-to-day work at the RTD, an agency that wants to be the best transit operator in the United States--both rail and bus--will still be there.

Headway: You were the general manager of the Alameda County-Contra Costa County's Transit District. While the GM there you were credited with eliminating a \$7 million deficit within 6

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... Interview with Neil Peterson continued



months. How did you do that?

Ever consider working with the feds, the RTC and the S & L bailout--they probably can use your help.

Peterson: There's no simple answer. We looked at both the cost and revenue side. We saw the ways we could be more productive. We isolated our least productive routes. We provided alternative service to meet night and weekend needs. We refocused our service to more dramatically feed BART instead of trying to compete with it. We invested heavily in maintenance in order to reduce road calls. We looked at our assets and determined whether we could arrive at some



arrangement with the private sector regarding the sale of some of our assets. On the revenue side we adjusted our fare structure. This resulted in raising the fares on some routes and lowering them on others in order to better reflect our costs. We undertook some creative financing with the sale of our assets such as the sale of our headquarters building and retaining our occupancy through an economical leaseback arrangement. We also went after additional federal and state funds.

Headway: The LACTC approves projects and provides funds to transportation departments of the 86 cities in Los Angeles County, the RTD, Caltrans, and 16 public and private bus companies. This means you oversee freeway and highway construction and repair, bus service, and rail construction. About 18 months ago, the Commission only had about 100 employees. Since then it has grown to 389 employ-

ees. Some municipal operators and other service providers are concerned about the Commission's sudden growth. They worry that the money going to fund the Commission's expansion should be going to them. Should they be worried?

Peterson: The concern is legitimate. We watch this very carefully. All of us watch to see that the scarce dollars go out to the riding public. The significant increase in our staff is related to the Rail Construction Corporation and its construction efforts on the MOS-1.

Headway: Similarly, cities in the Blue Line corridor worry that the local assistance they receive in Prop A dollars will be diverted from bus services to rail since the cost of running a rail system is so much more costly. Is their concern legitimate?

Peterson: Again, it's a legitimate concern. Anyone who has taken a look at what it will take to operate a bus and rail system knows it will take more resources. Having said that, you're always dealing with scarce resources. We've got to stretch our dollars. We've got to integrate systems as best we can so that we are using them efficiently. We have to integrate all bus systems with Metro Rail, operate them effectively and efficiently so that we can ride out that financial crunch that is coming upon us. That system has to be developed.

Headway: What will that system look like?

Peterson: RTD's mission is to be the best major transit operator in the United States in bus and rail. I think the RTD has all the human resources to pull that off. The LACTC wants to be in the position to do whatever we can to help make that happen.

I think we all are working to the same end and goal. As employees of the LACTC and the RTD begin to believe that then all that has been viewed as battles will just be viewed as differences of opinion.

I think we are all in this together. We are entering a new era. If we can begin to work together to make this a reality it's better not only for us as employees but for our customers, the riding public. I really do see something occurring here slowly. It is a significant happening of improved, cooperative relationships. But sometimes if you are too close to it, you can't see it. We will continue to do our part to keep it going in that direction.



First Light Rail Information Specialist Class Graduates

The RTD's official "greeters" for the Metro Blue Line were graduated from their special training class the day before service began on July 14. Dressed in smart uniforms consisting of white shirts, maroon vests and gray slacks or skirts, the new Light Rail Information Specialists proudly accepted their certificates of completion at a commencement exercise held at the RTD Headquarters Building.

On opening day they fearlessly and ably faced the throngs of thousands of riders directing them to the trains, answering scores of questions, handing out reams of transit literature, and all of it done with a smile in order to generate community goodwill through a positive introduction to the Blue Line service.

The 80-hour curriculum they received enabled them to inform riders about vital facts about the line, the frequency of service, required transfer points, proper fares, and transfer fees. They were also available on the platform to demonstrate use of the automated ticket vending machines, and report emergencies or any unsafe or unsanitary conditions at the station to the dispatcher.

Many months in the planning, the genesis of the training and placement program was the LACTC's interest in creating a demonstration project in order to prove the viability of developing additional transit-related job training in the communities served by the Blue Line.

Because the LACTC doesn't maintain those operational positions within their organization, they approached the RTD in April to staff them. RTD's Equal Opportunity Manager Roger Smith thought the program had great potential and willingly took the lead as project coordinator.

The program was funded by the LACTC and developed and administered by the Equal Opportunity Department of the RTD. "Specifically, RTD's Equal Opportunity Department, Employee Education, Training and Development Department, Personnel

Department, Scheduling and Operations Planning, and the Customer Relations Department lent its best talent to the success of this project," said Smith.

Targeting the unemployed and underemployed in the Blue Line corridor, the RTD developed a list of community centers, churches, schools, and job referral agencies from which to recruit in those communities. "We wanted to train these candidates as information clerks for the short-term, about 14 weeks, on the platforms," said Smith. "It was our belief that this was one way we

could get them into the RTD system, and then later transition them into the RTD's permanent workforce as Telephone Information Clerks or in other related fields."

Smith wrote the proposal and developed a budget for the program. The LACTC approved his proposal and funded \$260,000 to the program. "Next we found the department [Employee Development] to do the training and Customer Relations accepted administrative responsibility for them," he said.

"Every community in the corridor is represented and a good percentage of these specialists are bilingual in English and Spanish," he noted.

The agencies were looking for a few good people, 25 along with 3 supervisors to be exact, who they considered to be people-oriented and even-tempered, professional, neat, and able to learn and retain transit information.

"We felt we could find quality people and we did. In fact, these clerks surpassed our highest expectations. They were bright, energetic, enthusiastic, a real pleasure to be around and work with," said Smith. Ellen Nagler-Voce and Deborah Bishop began training the class for their assignments at the Blue Line stations on July 2.

Their assignments are funded through October 20. Prior to the termination of the program each specialist will receive follow-up career counseling.



The first class of Light Rail Information Specialists graduated on July 13, just in time for the Grand Opening on the 14th. A more congenial group would be hard to find. The bright, young graduates included, front row, from left to right: Robert L. Brannan, Arthur G. Lowe, Cornelius Lawler, Salvador Chavez, Jesus Lantigua, Elwynn Kirby, and Greg Averetta (supervisor). Second row, from left to right: Angela C. Jones, Martha E. Williams, Violeta Alvarez, Lisa R. Furby, Renee A. Ware, Victoria Woods, and Maria C. Camacho. Third row, from left to right: Debbie Bishop (training coordinator), Terri E. Hernandez, Maria J. Gil (supervisor), Wendy B. Givan, Colette L. Thomas, Lola S. McDaniel, DelAndrea McDaniels, Marian A. Bennett, Robin Hall, Francisca Conant, Ellen Nagler-Voyce (instructor), and Roger Smith (Equal Opportunity manager). Fourth row, from left to right: Scott Mugford (assistant director of Customer Relations), Tom Longsdon (Prepaid Sales manager), Estella M. Brown (supervisor), and Estella Gail Ligon.

SCHEDULE CHANGES



Bangee, Bilal M., from Mechanic B to Mechanic A.

Breaux, Velma S., from Transit Police Officer to Transit Police Investigator.

Clark, Leonard W., from Storekeeper to Stock Clerk.

Dolly, Debra L., from Personnel Clerk to Clerk.

Ebarb, Lorraine P., from Clerk to Typist Clerk.

Fluker, Dorothy A., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Frazier, Errol, from Mopper Waxer to Stock Clerk.

Gomez, Jose S., from Mechanic B to Mechanic A.

Guajardo, Felipe R., from Mopper Waxer to Messenger Clerk/Relief Mail Carrier.

Ha, Huan Q., from Programmer Analyst to Senior Programmer Analyst.

Hittinger, Myron F., from Equipment Service Supervisor to Equipment Maintenance Supervisor.

Howard, Kenneth D., from Stock Clerk to Truck Driver/Clerk.

Igna, Marilyn J., from Information/Schedule Room Clerk to Infor-

mation Clerk.

Jackson, Edward J., from Information Clerk to Stock Clerk.

Jackson, Jack L., from Facilities Maintenance Supervisor I to Building & Grounds Maintenance Supervisor I.

Loo, James P., from Senior Engineer to Senior Facilities Maintenance Engineer.

McWaters, Paul D., from Transit Operations Supervisor to Senior Transit Operations Supervisor.

Mirabedy, Cambyse, from Programmer Analyst to Senior Programmer Analyst.

SHIFTING GEARS



Burney, Billie G., began with the District on January 17, 1957, retired as a Storekeeper on July 5, 1990.

Bush, Denver L., began with the District on April 3, 1965, retired as a Bus Operator on July 1, 1990.

Elks, George L., began with the District on July 8, 1967, retired as a Bus Operator on July 17, 1990.

Nguyen, Tai N., from Janitor to Mopper Waxer.

Palmero, Juan E., from Mopper Waxer to Janitor.

Partida, Pablo E., from Storekeeper to Stock Clerk.

Robles, Jesse M., from Mechanic B to Mechanic A.
Schroder, Frank E., from Schedule Planner to Schedule Manager.

Schwent, George D., from Stock Clerk to Storekeeper.

Siemens, Arthur, from Electrician Leader to Rail Traction Power Inspector.

Samiley, Romanitchiko, from Typist Clerk to Secretary.

Taylor, Sam B., from Utility A to Utility A Leader.

Tena, John E., from Mechanic B to Mechanic A.

Washington, Elaine A., from Mopper Waxer to Janitor.

Wilber, Sue B., from Information Clerk to Information/Schedule Room Clerk.

Holt, Melvin M., began with the District on March 20, 1971, retired as a Bus Operator on July 9, 1990.

Jennings, Charles H., began with the District on March 2, 1967, retired as a Utility A Leader on June 16, 1990.

Manier, James, began with the District on May 1, 1967, retired as a Mechanic A on July 2, 1990.

IN MEMORIAM

Alvarado, Romaldo G., began with the District as a Mechanic A on January 8, 1945, passed away on May 1, 1990.

Cortez, Jesse M., began with the District as a Bus Operator on June 23, 1963, passed away on May 16, 1990.

Desimone, Joseph T., began with the District as a Bus Operator on December 21, 1945, passed away on June 27, 1990.

Hicks, William O., began with the District as a Bus Operator on November 21, 1950, passed away on June 20, 1990.

continued on page 33 . . .

Mitchell, Lawrence, began with the District on June 14, 1969, retired as a Senior Transit Operations Supervisor on July 2, 1990.

Ruiz, Ralph, began with the District on January 14, 1967, retired as a Bus Operator on June 30, 1990.

Sloan, Richard E., began with the District on May 6, 1964, retired as a Mechanic A on June 12, 1990.

Steward, Lewis E., began with the District on July 1, 1974, retired as a Bus Operator on July 8, 1990.

Tunstall, Fred, began with the District on May 27, 1967, retired as a Bus Operator on July 9, 1990.

Villard, Earl E., began with the District on August 18, 1972, retired as a Bus Operator on February 18, 1990.

Witcher, Elmer D., began with the District on June 17, 1967, retired as a Bus Operator on June 29, 1990.

Just Another RTD Story in the Naked City

by Service Inspector #11419

On June 9, 1990 an elderly Oriental woman was put on Operator Rolando Lopez' bus by a relative who paid her fare and then alighted. The woman did not take a seat but stood standing near the operator. Lopez asked the woman where she was going, but she did not reply. The operator asked again how far she was going, but the woman responded in Chinese. Realizing he would need a translator to help this woman, he asked if anyone spoke Chinese.

Unfortunately, no one did. By this time quite a few passengers became concerned and began to offer helpful suggestions. Another passenger who was alighting at 3rd and Alvarado, suggested that the woman accompany her into a store adjacent to the stop to enlist the help of the store owner who is Chinese. The operator agreed and had the passenger ask the store owner to come out to the bus to translate for him.

About 30 seconds later, the passenger and the store owner came out to the bus. The store owner questioned the elderly lady who told her that she wanted to go to Chinatown. The operator had the store owner tell the woman to take a seat and he would take her to 6th and Broadway where she could transfer to the 45 bus. She translated the message and then alighted. Several times along the way the elderly woman got up from her seat to alight, but the

operator motioned to her to remain seated. It was obvious that this poor woman had no idea where she was and was very nervous. At 3rd and Bixel another Chinese woman boarded and the operator had her reassure the elderly woman that he was taking her to her transfer point. At that time the elderly woman got out of her seat, walked over to the operator to pat him on the shoulder to express her appreciation for all his help.

Shortly thereafter the woman began to cry. She was obviously very grateful for all the help she was given. Passengers were truly touched by this

woman and many passengers were overheard praising the operator, exclaiming about all that he went out of his way to do for her.

I was truly impressed by his concern for this woman and by all the effort he put into helping her. I hope he is commended for the fantastic job he is doing out there. It's too bad we don't have more operators like him.

P.S. Operator Rolando Lopez was commended by the Division Manager and given two free tickets to a Los Angeles Dodgers game for displaying such exemplary service.

Summer Graduate

Michael E. DeGhetto, son of Division 9304 Equipment Maintenance Supervisor Michael S. DeGhetto and Irene DeGhetto, graduated from California State Polytechnical University-Pomona with a bachelor of science in Mechanical Engineering. Michael attended Rowland High School. He has just accepted a position with the Los Angeles Department of Water and Power.

EAP
It Works
Call 1-800-221-0942

... IN MEMORIAM

... continued from page 32

Goehler, George F., began with the District as a Director of Transportation on June 28, 1930, passed away on June 26, 1990.

Johnson, Roland R., began with the District as a Chief Clerk on October 1, 1946, passed away on May 15, 1990.

Lujan, Pedro M., began with the District as a Property Maintainer A Leader on September 10, 1956, passed away on January 30, 1990.

Lundine, Stanley M., began with the District as a Bus Operator on April 3, 1946, passed away on May 25, 1990.

Randall, Richard D., began with the District as a Bus Operator on April 11, 1956, passed away on June 25, 1990.

Tatum, Calvin C., began with the District as a Bus Operator on August 1, 1960, passed away on May 29, 1990.

Torres, Manuel C., began with the District as a Bus Operator on September 9, 1944, passed way on April 26, 1990.

Viriden, Artra, began with the District as a Bus Operator on July 1, 1947, passed away on June 3, 1990.

Worsham, Elbert L., began with the District as a Bus Operator on May 29, 1926, passed away on May 22, 1990.

Yocas, Peter P., began with the District as a Shop Clerk on February 25, 1947, passed away on June 1, 1990.

For Sale

1982 Honda 185-S ATC,
1984 Honda 200-S ATC,
1987 Zieman 12' ATV
trailer with side rails,
ramps, and easy lift.
Complete package \$1600
firm. Call Jerry at (213)
921-3882.



PUBLIC COMMENDATIONS

Thanks for a Job Well Done!

Division 3201

Cordova, Efrain
Hinojos, Alberto
Legier, Vernon
Lopez, Rolando
McClinton, Dale
Quintero, Clift
Reeves, Lorraine

Division 3203

Cowherd, Precious
Hicks, Preston
Jones, Bobby
Moran, Ramon
Sovde, Howard

Division 3205

Davis, Lee
Ellis, Wendall

Division 3206

Krause, Rudy

Division 3207

Coble, Willard
Dytuco, Ronaldo
Fair, Freddie
Oliver, Joe*
Weathersbee, Handy

Division 3208

Hawks, James
McCreery, Robert
Negri, Ron
Plummer, William
Schmidt, Leonard
Spencer, Laverne

Division 3209

Blocker, R. F.
Gonzalez, Victor
Habler, Loren
Leon, Robert
Palmer, Michael
Pepper, George

Division 3210

Villagomez, Mary
Yepiz, Waldo

Division 3212

Cardias, Peter

Division 3215

Buchanan, Robert
Mayes, Norman*
Robinson, Frank
Sweeney, David
White, Reyna

Division 3216

Ballard, William

Division 3218

Williams, Freddie

Department 3296

Dancy, Eddie

*Received more than one commendation

Dear RTD:

I would like to commend to your attention the action of RTD Supervisor Eddie Dancy on the afternoon of May 21, 1990.

Mr. Dancy, noting two vehicles in a car chase at the intersections of Manchester Avenue and Hasting

Avenue, beeped his horn at a critical moment, when the occupant of one vehicle fired four rounds of a weapon at the other vehicle. As school had just dismissed, his action caused both vehicles to move out of the intersection and ultimately out of the area. Thus, no Westchester High School students were injured in the violent altercation.

After our investigation, we have determined that it appears that no students presently enrolled at Westchester High School were involved. Thanks to the fast thinking and bravery of Mr. Dancy, there were no innocent victims.

It pleases me to report to you this action of courage on behalf of one of your employees.

Sincerely,

Eileen B. Banta
Principal

Dear RTD:

I am writing this letter to praise one of your finest bus drivers, Mr. Cliff Quintero, who has been driving the 14 line for the past several months.

I have been an RTD passenger for about 12 years, traveling to and from work every day. Of all the drivers I have ridden with over this time, I have never been as impressed as I am with Mr. Quintero. He is extremely professional about his job. He always tries to give us a safe, smooth ride. He is a very good driver. But the most outstanding quality he

possesses is his friendliness.

Any time a passenger asks a question about how to get from one place to another, Cliff does his best to answer, and to make sure that the answer has been understood. He makes sure the flow of people on a crowded bus is as orderly as possible. He makes sure handicapped passengers are given convenient seats up front. He has a friendly hello for everyone, and a warm goodbye when we reach our stops. All his regular passengers love Cliff.

Tomorrow will be his last day on our run. I have looked forward to seeing him at the end of each day and, as I have already told him, I will miss him.

Cliff Quintero surely deserves to be recognized as a shining example of what a bus driver should be. He is reliable. He is in command of his vehicle and his passengers respect him. He is kind and friendly and helpful. He should be rewarded in whatever ways RTD has available, whether it is promotion to Line Instructor, or some other position, or just a raise or a bonus. I hope you will find a way to show appreciation to him. He is truly one of the best!

Sincerely,

Judy Rose

Dear RTD:

I am writing you to call to your attention the extreme courtesy and consideration shown by one of

your drivers, Dale McClinton.

I was late for a medical appointment, and as I saw the bus approaching, I tried to run to be at the next bus stop. As I am a senior citizen and it was sizzling hot--I was sure I couldn't make it. To my surprise, the driver slowed down and allowed me to catch the bus.

I thanked him and he said, "It's too hot for a lady your age to be running for a bus." I noticed he was very patient and kind to a couple of other passengers.

Sincerely yours,

Janet Terhoeven

Dear RTD:

This driver, Handy Weathersbee, is an example for other drivers to be. I was in my wheelchair at the next stop after 7th Street in Santa Monica. He was so polite and so understanding, courteous, neat, and such a safe driver. It was a real pleasure to ride with him.

His stops were so smooth. I sat in my wheelchair and didn't worry about a thing. We got off at 8th and Hill streets.

Thanks to the company for having a driver like him.

Maudie Campbell

Dear RTD:

My name is Consuelo Galvez, a freshman at Pasadena High School. It has come to my attention that many people who ride the RTD bus do not appreci-

ate its values nor the bus drivers.

I've been riding the RTD ever since eighth grade. I just wanted to drop a line and say that the RTD has a heck of a lot of wonderful bus drivers.

Let me tell you something. I was so scared to start high school. And I remember that the first person who wished me a nice day on my first day of high school was a bus driver. And I really needed that. You know it's really hard for me to get up early in the morning and think about a new school day. Well, just the thought of seeing such nice people makes me want to hurry and not miss my bus.

I do have to tell you that there are some particular bus drivers who have in fact waited for me a couple of minutes. Tomorrow is my last day of school and I really want to thank Loren Hubler and Victor Gonzalez for making this year one of the best. They are the first people I talk to in the morning and they really cheer me up! If it wasn't for the RTD being on time (you guys are great!) I'd probably be late to school, or have to walk a long way.

To make the story short, the bus drivers are all nice people. I wish I'd meet nice people like you everyday, but that's asking for too much. Well, keep up the good work.

Sincerely,

Consuelo Gomez

Dear Editor:

On or about June 1, 1990, the riders of one of the early #444 buses to downtown presented a "Bus Driver of the Year" award to Peter Cardias. The signers of this certificate thought it would be a good news item for the RTD newsletter. A Mr. James C. Yang, an employee of your department, and a fellow passenger, suggested that I write to you.

Since this presentation, Mr. Cardias has had his route changed to, I believe, #232 to Long Beach. The 27+ of us want it to be known, here and now, that we miss him and should the occasion arise that he be transferred back to our route, WE WANT HIM BACK!

Freda Maltin

To All Transportation Rail Operations Employees:

Thank you!

Thank you!

Thank you!

You did it, and with such class and style. I am so pleased and proud to have been part of this tremendous project with you. It was a long and often difficult project, but I always knew that you would succeed. Work conditions were not always optimal, but you dug in, hung on, and delivered. You have provided a historical moment in time which will not be forgotten. Thanks again.

Leilia M. Bailey

Director of Transportation

How To Use the TVM's

RTD monthly bus pass users can use their passes to ride the trains at no added cost.

The system operates on an honor system. Once a patron buys a ticket he or she will not have to show it to board.

To purchase a Blue Line ticket from one of the new ticket vending machines, patrons must follow these steps:

1. For regular fare, press either "rail only" for a trip ending at a rail station, or "rail/bus to continue the trip on a bus. (When boarding a bus from a train, the ticket should be handed to bus operator, *not inserted into the electronic farebox*).
2. Press "senior/disabled" if qualified for this discounted fare.
3. Deposit the appropriate fare shown on the screen.
4. Receive ticket and change. Tickets will be valid until the printed expiration time (normally about two hours) and riders must retain their tickets throughout the trip.
5. A cancel button is available to terminate a transaction at any time before printing begins.

COMMENDATIONS



Electronic Communication Technician Kay Koopman was selected as the Facilities Maintenance Employee of the Month for May. Assigned to Division 2, Ms. Koopman is responsible for repairing radios, electronic headsigns, public address systems, and electronic fare boxes. She has been with the District since September 1989 and has an excellent attendance record. She is a skilled radio technician and does an outstanding job at whatever task she is assigned. During May she was assigned to break in a new technician along with managing an extremely heavy work load. She has shown she is capable of performing a difficult work assignment and at the same time able to extend herself to her coworkers.

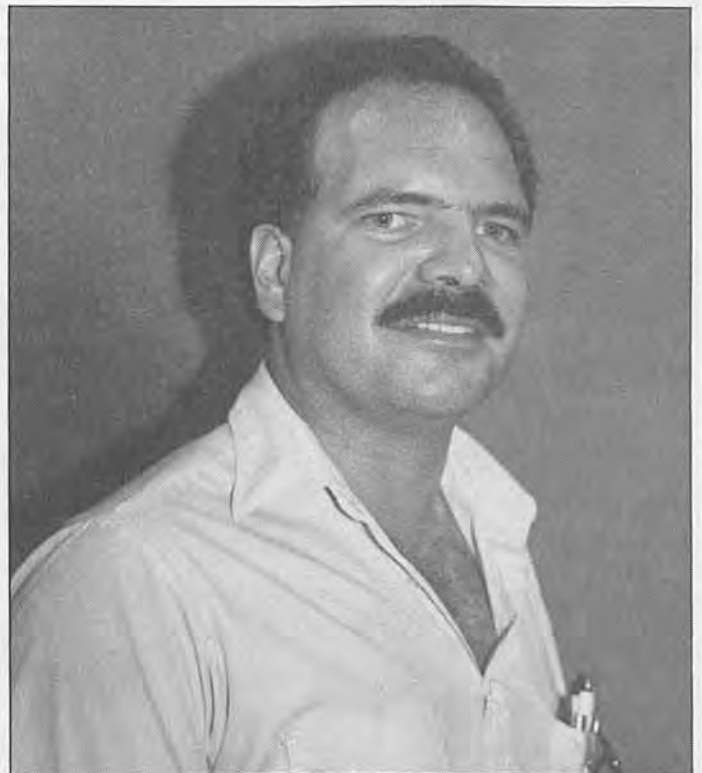


Alan N. Luke was selected as the Operator of the Month for June. Luke works out of Division 8 and has been with the District since 1974. He also has worked at Divisions 1, 3, and 15. He received his 14-year Safety Award last year. Alan has never had an avoidable accident; he has had only one missout since being employed; and has been sick only 4 times in 14 years. He consistently maintains the maximum number of merits currently allowed. With the accident record he has maintained, it can be said that he operates his bus with the deftness of a master.



Shawn Lowe-Ewing was named the Personnel Department's Employee of the Quarter for the Fourth Quarter. Shawn has been with the District for less than a year but she has already proven to be a valuable asset to the department. Her recent presentation to members participating on the Personnel Department Peer Review regarding the computer systems she uses to produce the volumes of letters and other critical reports garnered her kudos not only from Employment Office staff but from outsiders as well. Shawn is always willing to share her technical expertise with those who have computer anxiety. While she keeps hidden away in an obscure corner in the Employment Office, her talents are widely known and appreciated by everyone in the department. In addition, she has maintained excellent attendance and continues to impress her fellow staff members by her high level of productivity.

Electrician Luis Perez was named Facilities Maintenance Employee of the Month for June. Perez is a skillful and cooperative employee whose good reputation is known throughout the District. The spirit of cooperation that he brings to his job is very important because a combination of skills and individuals must work together to operations running smooth. Perez handles whatever assignments are given to him and skillfully completes them with time to spare. In June, he easily handled the installation of emergency lighting throughout the Telecommunications and Instructions Building.



Commendations

... continued from page 37



María Alamilla was chosen Telephone Information Operator of the Month for June. Ms. Alamilla has been with the District since November 1989. She has established herself as a courteous and conscientious employee; a definite asset to the District as well as to the Information Department. Because Ms. Alamilla is fairly new to the District, her selection is a result of hard work, diligence, and a commitment to excellence.



Martha Fuentes was chosen the General Services Employee of the Month for June. She is a dedicated employee who has maintained near perfect attendance over the last 18-plus months. She is always on time and "ready to work." Martha is devoted and dedicated to her duty in the Mail Services Department at the Headquarters Building. During June, the new Mail Services supervisor came on board and with her help and guidance was able to continue the smooth running of the department. Martha was given a \$50.00 U.S. Savings Bond and a plaque by Rick Provencio, her supervisor (left) and General Services Manager Brian Soto (right)

Commendations

... continued from page 38



Ha Chau was selected the General Accounting Section Employee of the Fourth Quarter. She joined the department only eight months ago but has learned her task so well and has so quickly achieved a high productivity level that she deserves this recognition. In addition, she has maintained perfect attendance since she joined the department. Although young in years, she conducts herself in a very professional manner and is a very cooperative worker. Her supervisors believe she has set an example for the rest of the department.

Mike Hartpence Celebrates 30-Year Anniversary

Assistant Director of OCPM Mike Hartpence was given a surprise 30-year anniversary party by his colleagues in the Purchasing Department on July 18.

Hartpence joined the District in 1960. He told the guests assembled in the OCPM conference room that the very first item he bought for the District's predecessor was 30 tons of horse manure to nourish the grassy areas around the Red Car electrical stations.

"It's ironic when you think about it, but I saw the Red Cars go out and now as I get close to retirement, I get to witness the Blue Line come in. I guess that's been the most memorable period of my career," said Hartpence. He was joined at the party by his wife, Millie, a former

RTD employee whom he fired in 1970; retirees Pat and Patty Kelly; District Secretary Helen Bolen, Investment Manager Mel Marquardt, and other friends from around the District.

Hartpence was promoted shortly after hiring on to a Specifications Analyst. He moved on up the ladder to become a Senior Buyer and by 1985 was promoted to Assistant Director.

"Thirty years went by very quickly, I never thought I'd make it this long. I've enjoyed it enormously," he said.

Hartpence was presented with a huge greeting card, a golf putter ostensibly sent by Lee Trevino, assorted other gifts, and a beautiful cake.



OCPM Director Paul Como enjoys the 30-year anniversary celebration along with Asst. Director Mike Hartpence and his wife Millie.

Art for Light Rail Stations

by Clara Potes, LACTC News Bureau

The grand opening of the Metro Blue Line on July 14 was enlivened by the work of nine artists and more than two dozen musicians commissioned as part of the Los Angeles County Transportation Commission's Art for Rail Transit (A-R-T) program.

Frank Romero, prominent in the Los Angeles Chicano art movement for many years, was commissioned to create a commemorative poster for the grand opening, and five other artists or groups of artists were awarded grants for temporary installations along the line. In addition, fourteen performing arts awards were given to provide entertainment during the course of the celebration, and an exhibition of children's art, part of Art for Rail Transit's Train Week art education program, was scheduled as part of the weekend event.

These efforts all supplement the regular activities of the A-R-T program, which will commission permanent works of art for every station on the Metro Blue Line and on each of the other lines on L.A.'s new rail system.

The A-R-T program just completed the final stages of the community outreach phase of the artist selection process for permanent art for the Metro Blue Line. Those efforts culminated this summer with the an-

nouncement of the artists who were commissioned for the first six of the twenty-two stations on the Metro Blue Line. The balance of the Blue Line commission will be made by year's end.

Community participation is a key element in LACTC's artist selection process. The Commission is committed not only to enhancing the aesthetic appearance of the stations, but also to giving each of them a unique personality, developing a sense of place



Frank Romero's commemorative poster for the opening of the Metro Blue Line.

and contributing to neighborhood pride. This commitment to community involvement is an important part of the LACTC's policy statement of June, 1989, creating the A-R-T program, and is strongly supported by LACTC Executive Director Neil Peterson. "We believe," says Peterson, "that a public process which is both responsive and responsible, and which fosters the participation of local artists, will yield stations that area residents will take pride in."

In order to facilitate

community involvement in the program, public meetings were held along the entire Metro Blue Line corridor. In addition, A-R-T program staff held a series of artists' meetings which were cosponsored by various local arts agencies, and spoke at gatherings of various civic organizations. Area residents were invited to participate in the program as artists, members of a community advisory group, or as panelists. Community

advisory groups for six of the Metro Blue Line stations have completed their work, and the remainder are in formation.

In addition to Frank Romero's commission for the grand opening commemorative poster, five awards were made for temporary works to be installed as part of the opening celebration. Grants of \$1500 were given for proposals from the following artists or groups of artists.

Kalyn Cambell designed commemorative stamps, envelopes, and a

unique "cancel" stamp for them. These "mail art" pieces were distributed at Del Amo station.

Mayde Herberg and Nancy Webber received a grant for *Old Red Meets New Blue*, a collaged photomural installed at Veteran's Park, near Willow station in Long Beach. The mural includes images of local residents, local heroes, and celebrities, along with cutouts for the faces of visitors to the park who wish to have their pictures taken.

Robert Gil De Montes, Margaret Garcia, and Elliott Pinkney collaborated on a limited-edition broad-side printed at Self-Help Graphics.

J. Michael Walker designed two *Blue Line* banners for the Firestone Station.

Keith Williams conducted free workshops at the grand opening in which participants painted their own designs.

Correction

The July issue of the *Headway* erroneously reported that Diane E. Glaser had passed away on March 21, 1990. This mistake occurred as a result of a transposition of badge numbers when the records were processed. Ms. Glaser's badge number was similar to another employee's who had passed away. We regret the error and apologize for any distress this misprint may have caused.

Blue Line is Exciting Blast from the Past for Director Price

by Ken Echard, News Bureau Representative

For 10 cents, RTD Board Director Jay Price at one time could climb aboard a Pacific Electric Red Car in Pomona where he lived as a teen and travel all the way to Balboa Beach where weekends were filled with dance bands, dancing, and girls at the "Rendezvous."

Before such distractions, however, Price was quite content riding with his father, John Berry Price, a motorman on the Los Angeles Railway Company's interurban Yellow Car system during the World War I era of Woodrow Wilson.

"I was always so proud that my dad was a motorman and that he let me ride with him," the 75-year-old, 32-year Bell city councilman remembers. "They were probably the best times of my life in many ways. I recall sitting in the seat behind Dad, who was seated on a stool. I couldn't see him too well except from the waist down, because there was a curtain shade behind him."

The elder Price was a Missourian who came to Los Angeles in 1906 looking for a better life. He was among a multitude of Midwesterners at the time who had similar ideas.

"You must remember in those days almost all of Southern California was agricultural land with acres and acres of orange and avocado groves," Price says. "My dad needed immediate stability upon arriving in Los Angeles, and the



The little tyke standing on his proud father's knee, who appears to be stroking his chin thoughtfully, is RTD Board Director Jay B. Price when he was about 2 years old. The opening of the Los Angeles to Long Beach light rail system in July represents a return to a way of life on the rails that Price remembers with a special fondness. Price's father, John Berry Price (pictured here with his son about 1917), was a motorman on the Los Angeles Railway system during World War I.

railway company offered just that, along with good pay."

John Price met and married a fellow Missourian in 1911, and Jay was born in 1915. Jay's father worked for \$25 a week as a motorman--good, solid wages for the day. He soon purchased a quarter acre of land in Pomona for \$1,800, with monthly payments of \$16.

Innovation often came in handy as a motorman, a 4-year-old Jay discovered the day in 1919 when he learned two secrets from his father. Jay was in the Yellow Car with his father when a hard rain began pelting down.

"There were no windshield wipers then and it was extremely difficult to see out the window during

a heavy downpour," Price says. "It was a dangerous situation, with lots of horses and buggies on the road, all reacting their own way to the weather.

"I saw my dad take out a piece of chewing tobacco from his pocket, bite off the plug end, and get out and wipe the windshield from top to bottom with the tobacco."

The first secret the youngster had just learned was that the oil in the tobacco could repel rainwater, helping to keep the water from dripping down the windshield, thus allowing the operator to see more clearly.

And the second secret? "That was the first time I ever knew Dad carried chewing tobacco!" Price laughs. "My mother

never would permit him to chew or smoke."

The Red Cars were taken out of service in the early 1960s--an angry moment for Price. "One of the greatest crimes ever perpetrated against the citizens of the greater Los Angeles area was the political and business structure that allowed the destruction of nearly all of the 1,200 miles of Red Car rights-of-way," he says with the same passion he has often displayed in his nearly 20 years as an RTD director.

Jay remembers his father also being "appalled" when they stopped running.

"If he were alive today and saw one of the streamlined, state-of-the-art Blue Line rail cars, I know he'd say, 'Let me sit down. I know I can drive it. I never had an accident then, and I won't now.'"

The Blue Line cars began operating in July between downtown Los Angeles and downtown Long Beach, 27 years after the Yellow Cars made their final run. Price already has had the chance to closely inspect the new trains.

"The Blue Line certainly is a design of art to behold. Those passengers who ride it will see many benefits, as we did many years ago. Only these rides will be smoother, there won't be any emissions and they'll get to their destinations faster."

And it will be lot more comfortable in a rainstorm--especially without the chewing tobacco.

Rideshare Fair

RTD recently participated in a rideshare fair at California Federal Bank in Los Angeles. RTD Telephone Information Clerk Becky Moore and Ed Langer, Marketing Department Senior Communications Representative provided many of their employees with detailed bus and Metro Blue Line commuting itineraries.

Pictured here are Ed Langer and Mr. William Callendar, President of California Federal Bank, discussing the new Metro Blue Line and RTD's video "Operation Blue Line." California Federal Bank is a member of the RTD Corporate Pass Program and they actively promote public transit among their employees.



Rail Brings Out the Artistic



The original depicted in this photo is a pen and ink rendering painted in transparent watercolor of the first "Not in Service" train on the Metro Blue Line conceived by Indonesian-born Dutch artist Frits W. Godin. "I started with the first step in the drawing that the Blue Line train is not a single entity of its own, but that she is in some way related to another transportation unit, the RTD, thus the RTD bus in my painting," said Godin. Born in Indonesia in 1917 when it was a colony of the Netherlands, Godin believes his paintings reflect his southeast Asian roots. "I paint the panorama and objects as they are with deep low-key colors of the tropical atmosphere," he said. He classifies his style as realism and says his motto is "to paint what the public likes, not the trend of a certain era."

Division 10 Hosts Black Tie Affair

Division 10 Operators and their guests held a black tie dinner and show at the Hilton Hotel in Baldwin Park on July 21. Completely planned by the operators and funded by them under the theme of "life and unity," it was an occasion to spend social time with each other and build morale.

"We wanted to get away from the job setting and enjoy each other while resting and relaxing," said committee person Rhonda Hawkins. "Division 7 held the first such event and we are just carrying on the tradition. We are looking for it to become a Districtwide event," she said. "But we do emphasize 'life and unity' at this event because we want to bring people together."

Division 10 Operator Lonnie Carlyle acted as master of ceremonies for the evening and opened by introducing guests from other divisions and outside the District. As part of the floor show, Division 10 comedian Darryl Carter entertained the audience with his unique style of humor.

The Cross Culture Band with the Smith Brothers managed to get a most impressive representation out on the dance floor when they offered their sound which is flavored with Reggae, Afro-Cuban, and Caribbean influences. When the music yielded itself to line dances like the "Electric Slide" nearly everyone in the room was crowding the dance floor.

The event was sponsored by operators who are entrepreneurs in their own right and included Anayas Salvadorean Restaurant at 11th and Vermont Street; Campbell's Fish Market and Diner at 745 E. Altadena Drive; Tiffany Cleaning Services at 1488 Fernando Avenue in Upland; and Vending Services. Some of the proceeds from the evening will go to the Inner City Foundation for Excellence in Education, an organization founded to raise funds for minority students.

The coordinating committee included: Lonnie Carlyle, Rhonda Hawkins, Alberto Rivadeneyra, Dolores Fernandez, and Robert Pitts.



The Division 10 Life and Unity Dinner Committee. Front row, from left to right: Rhonda Hawkins and Dolores Fernandez. Back row, from left to right: Robert Pitts, Lonnie Carlyle, and Alberto Rivadeneyra.



Leilia Bailey joined Roy and Maddie Starks for the combination steak dinner with chicken and shrimp.



TOS Patsy Goens and her date rest a minute between dances.



Bill Anaya and his wife Sonia never say "never" to a good dance number.

Why Give Blood? Who Does It Benefit?

by Luanna Urie

Your blood may save a life, prolong a life, add quality to a life. Seven-year-old Tara Boss knows what it means to be given another chance at life. When little Tara was only 14 months old she contracted leukemia, a fatal cancer affecting the bone marrow which produces the white blood cells. To save her life, chemotherapy was begun. Chemotherapy uses toxic chemicals to kill cancer cells. However chemotherapy cannot tell the difference between cancer cells and healthy cells. This means many of the patient's healthy blood cells are destroyed. To keep the person alive and feeling well, blood transfusions are an absolute necessity.

After two years of treatment with chemotherapy accompanied by blood transfusions when necessary, doctors attempted an experimental procedure on Tara. Physicians at Children's Hospital extracted Tara's bone marrow, treated it to kill the cancerous cells and then replaced it.

Tara then required numerous transfusions of blood platelets, which are crucial for blood clotting. Blood donations from the community, as well as from family and friends, helped Tara survive. It took over 52 donors to make the difference for Tara. The surgery was a success and

Tara is now seven years old and has been cancer-free or in remission for three years. She is

athletic, an A student and leads a busy, full life, complete with ballet lessons. Her relatives continue to donate blood, for they understand the vital importance of the community blood supply, and how it may give someone else "another chance."

As a close relative fought cancer, I watched her go from being so weak she could not hold up her head, to being able to walk. A blood transfusion made the difference. Please remember to "make a difference" to give someone "another chance" with the "gift of life"-- blood. The Administration Building will be hosting a blood drive on Thursday, September 20, 1990. See you there.



Born to Division 10 Service Attendant David Vargas and his wife Connie, a daughter, Natalie Cherie, on July 14, 1990 at 11:53 a.m. in Whittier. Natalie, our official Blue Line baby, if you didn't catch the date was born on the opening day of the Blue Line Rail service.

Running Club

Manuel Duarte-Orive and I are interested in forming an organized running club. It will be open to all interested runners. Actual times and distance-measured running, jogging, and walking will be done weekly. The Rose Bowl, Griffith Park, Whittier Narrows, San Gabrielito Trail, and the Santa Monica- to- Redondo Beach bike path are a few of the designated areas at which we may run. Workshops discussing diet, stretching, and new products are being considered.

Manuel and I have already started training with next year's Los Angeles Marathon in mind. We hope to participate and make a good showing at the Marathon next year with a large contingent from Division 7.

If you would like to be a part of the training and camaraderie of a running club, please get in touch with Manuel or me

Richard Lopez
Division 7 Operator



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Motivating Younger Workers

Many employers/managers who hire younger workers are having a difficult problem with turnover and absenteeism. This leads many to ask--What's wrong with today's kids? The trouble with many younger workers, according to management consultant George Odiorne, is that they are still kids. They find it hard to sustain interest. Like all kids, young workers are constantly seeking variety.

Tip: To reduce turnover and absenteeism among younger workers try introducing more variety into work assignments. Contests, challenges, competition, and change in detail will keep them more involved.



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RECREATION NEWS



September/
October 1990

Dodgers and Angels

September

- 9 - Dodgers vs Reds Greatest Player Poster \$7.50
- 12 - Angels vs Minnesota \$8.50
- 15 - UCLA/Stanford \$11.00 football
- USC vs Penn State \$16.00 football
- 16 - Angels vs Seattle - Cap Night \$8.50
- 19 - Dodgers vs Padres \$7.50
- 21 & 22 Anita Baker - Greek \$34.50
- 21 - The Highwaymen - Willie Nelson, Johnny Cash,
Waylon Jennings, Kris Kristofferson - Universal \$35.00
- 21 - Dodgers vs San Francisco - Team Photo Night \$7.50
- 22 - Chicago - Universal \$25.00
- 23 - Dodgers vs San Francisco 1:00 P.M.
Fan Appreciation Day \$7.50
- 27 - Bonnie Raitt - Universal \$23.00
- 29 - The Whispers - Universal \$20.00
- 30 - Angels vs Kansas City - Fan Appreciation Day \$8.50

L.A. County Fair through September 30 Adults \$5.50
Child \$3.50 Ride coupons \$7.50

Concerts and Football

October

- 6 - UCLA vs Arizona \$11.00 football
- 7 - Phantom of the Opera 2:00 P.M. matinee \$50.50
- 12 & 14 Linda Ronstadt - Universal \$25.00
- 20 - USC vs Arizona - Homecoming \$11.00

Year-Round Tickets

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Universal Studios Tour - Adults \$16.50 Children \$12.50
Sea World Adults \$16.25 Children \$12.25
IMAX Theatres Adults \$3.50 Children \$2.75
Magic Mountain Adults \$16.45 Children \$11.00

Discount Movies --Pacific Drive-In \$4.50
Pacific Walk-In, Manns, Edwards, AMC, AVCO General
\$4.00 each

Amusement Parks

Wild Rivers Water Park Adults \$9.25 Child \$7.25
(Regular Adult \$14.95 Child \$10.95)

Raging Waters Water Park Adults \$10.00 Child \$8.00
(Regular Adult \$14.95 Child \$8.50)

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Sept.	Loc.	Oct.	Loc.
12	16	1	2
13	8	2	11
17	3	3	1
18	15	4	10
19	6	8	CMF
20	7	9	9
24	5	10	16
25	18	11	8
26	4	15	3
27	12	16	15
17	6		
18	5		

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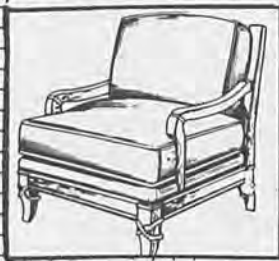
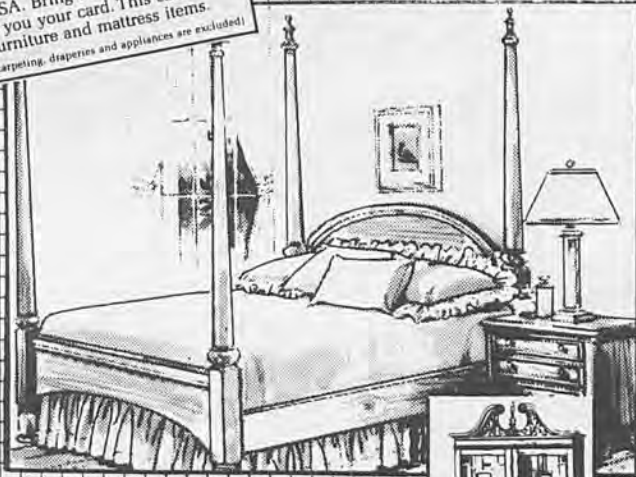


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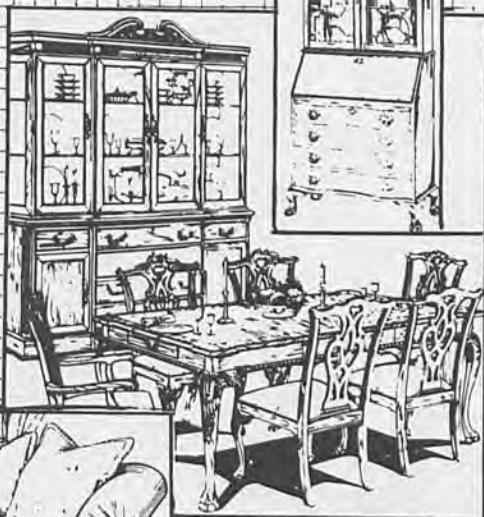
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