



TRANSREPORT

The Newsletter of the Illinois Rural Transit Assistance Program
December 2002

Varying Approaches to Partnerships Between Public Transit and Emergency Responders

Bond County Transit's Anna Oestrich and Dial-A-Ride's Susan Starwalt explained in our August issue ways in which their agencies assisted their communities during an emergency. When RTAC manager Ed Heflin cited those examples in a September presentation to the Macomb community about emergency preparedness, he was approached to help foster a partnership between public transit and emergency responders in McDonough County.

A representative of the McDonough County Local Emergency Planning Committee (LEPC) contacted Ed about enlisting public transit's aid in the event of an emergency that required evacuation. Go West Transit then began discussions with the McDonough county LEPC, resulting in Go West's pledge of assistance in such an event.

Bond County, Dial-A-Ride, and Go West, due to their involvement with local emergency response efforts, can help their communities while simultaneously creating good will for their agencies. In some states, such as Washington and South Carolina, transit systems are heavily involved in such efforts. Both states enlist transit's assistance in local emergency response, but use different approaches.

The Washington State Department of Transportation (WSDOT) has mutual aid agreements in place with most transit systems in the state. The agreements are used for emergency response purposes and executed in multiple parts (all systems are signed on to the same agreement). If your system is interested in helping your municipality with emergency response evacuation efforts, RTAC can supply you with the agreement used by the State of Washington, though we advise you to have your attorney review it.

The South Carolina Department of Transportation (SCDOT), on the other hand, involves its transit operators in its Emergency Operational Readiness System (EORS). In the event of a weather emergency, SCDOT notifies transit providers in effected areas to have transit vehicles available in case they are needed for possible use in the event of mandatory evacuation. A bona fide request to use vehicles and drivers will not occur until the Governor directs that the South Carolina Emergency Operations Plan (EOP) is in effect.

Transit's role during certain types of emergencies is very important and may increase during times when the threat of terrorism is imminent. In fact, the Illinois Terrorism Task Force's Transportation Subcommittee is working on ways to coordinate the emergency response plans of transit systems from around the state. That is a daunting task, which will be easier to accomplish if each rural transit system has a plan in place and has tested that plan.

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2002



The Community Transportation Association of America (CTAA) offered the Certified Community Transit Manager (CCTM) exam in Indianapolis in September. Though no longer a transit manager, I took advantage of the five-year window of opportunity available to those who have recently been managers.

The exam covered five areas - transit development, operations management, human resources management, financial management, and third party procurement. After obtaining approval (all applicants must do so) by the CTAA to sit for the exam, I paid a fee (\$200 for CTAA members, \$275 for non-members) and received a large binder that contained study material.

The binder looked imposing, took some time to review, and admittedly made me nervous about the exam. Fortunately, there was a two-hour study session on-site prior to the exam, where I heard the comforting news that had I studied the entire binder and then used logic in answering the exam questions, I should be able to pass.

Four or five people from Indiana also took the exam, along with single attendees from Michigan, Ohio, and New Jersey. We all were relieved when it was over, and ready to enjoy that evening's opening reception for the beginning of Indiana's RTAP Conference.

The exam process (the study, the interaction with transit managers from other states, and the test itself) proved beneficial in two ways:

- Reviewing the binder material taught me new things about transit management and made me focus on a "systems view."
- I decided I would like to help other Illinois rural transit managers attain this certification, feeling the study process alone would help them more efficiently manage their operations and generally strengthen rural transit statewide.

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IPTA Notes

A legendary visionary of the transportation industry retired in October. After twenty-five years of service, Betty Green of RIDES Mass Transit began another phase in her incredible life's journey. I had the opportunity to visit with Betty and attend her recognition dinner on Thursday October 10 in Harrisburg.

We began our day in a drizzling rain and shared a chilly ride on the Shawnee Queen water taxi. Named through a third grade class contest, the Shawnee Queen made its first voyage on the Ohio River in the fall of 2001. The water taxi makes regular stops in Golconda, Cave-In-Rock and Elizabethtown. The response from local residents and tourists has been tremendous. Even though the weather during our trip was not the best, there was so much to see along the Illinois shoreline. I recommend this trip to all of you. You will have a great time.

During our cruise, we had the chance to reminisce about her experiences in the transportation industry. Betty was the first passenger to board a RIDES vehicle in 1977. She has watched RIDES grow from a fledgling transportation demonstration project of four 15 passenger vehicles operating in Pope and Hardin counties into the largest, and one of the most innovative, rural transit districts in the state. Today, RIDES Mass Transit District has over 74 employees and operates approximately 60 vehicles providing service throughout a nine-county area of Pope, Hardin, Saline, Gallatin, White, Hamilton, Wayne, Edwards and Wabash counties. The fleet consists of several 40-passenger buses and of course, the water taxi, the Shawnee Queen.

Most of Southern Illinois was left without transportation services during the 1940's with the demise of the major bus line that served the area. In 1976, the federal government awarded one of one hundred twenty (120) research and development grants to the Golden Circle Senior Citizens Center for a two-year demonstration program to determine the feasibility of providing public transportation in rural areas. The program proved a huge success and while Betty did not start out to become a career person in the transportation industry, she soon took the helm of RIDES and developed it into the RIDES Mass Transit District, the first of such rural mass transit districts in the state. Along with the formation of RIDES came more prospects for funding and tremendous support from regional legislators.

The implementation of the RIDES system brought about many changes, but Betty wanted to make sure that the program did not lose sight of home and community. The service provided transportation to individuals for job searches, training, childcare and health care plus participated in programs such as the Community Care Program Pilot Project,



Welfare to Work, and the Job Access Program. Not only has RIDES provided much needed general public transportation, it also still continued to bring service to the older adult and disabled in the community.

Betty's persistence, vision and commitment to excellence came full circle when RIDES was awarded the Federal Transit Administration *outstanding public service* award in 1997. In 2000, it was named the *Transit System of the Year* by the Community Transportation Association of America. RIDES is known as a model program for the nation.

One of Betty's greatest challenges has been to educate the general public about RIDES since its separation from Golden Circle. Most rural programs are operated through some type of social service agency. Betty still has to walk a fine line between providing the best service to their existing customers while expanding services to incorporate new and innovative improvements and lure new clientele. Many people still assume that RIDES is a social service agency because one must call for a ride. As Betty will most certainly tell you, RIDES is here to serve the area and will custom design to the riders' needs. If that means the driver walks you to your door so be it.

"In periods where there is no leadership, society stands still. Progress occurs when courageous,

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skilled leaders seize the opportunity to change things for the better.” Harry S. Truman.

As we reflect on Betty’s twenty-five years of service to our industry, we see a leader who always *thinks outside the box*. Her profile is about change, challenge and reaching upward to find unique ways to enhance service, organize supporters and build new relationships. During her incredible journey, she has provided leadership and service during tough and trying times, but still maintained and even expanded RIDES operations to become a nationally recognized rural public transportation program.

As she graciously accepted accolades from her family, peers and friends Thursday evening, Betty acknowledged that she had not walked this road alone. She has always been fortunate to have a board of directors who were visionaries as well and who worked through the development of the program

with her. Her family has always encouraged and believed in her and stood by her through these twenty-five years. Betty will readily recognize the successes of RIDES were not hers alone, but also the board’s and the employees’ whom she compares to a *big family*. Her husband, Harold, always tells her that if God shows her an open door, she should walk through it. Betty responds: “*Well, in my twenty-five years, I have never seen so many doors opened. It has been one of the best **RIDES** of my life*”.

Betty will continue to remain active in the community by serving on the Hardin County Main Street Board and the Hardin County Economic Development Council. She also plans to share her expertise and assist other agencies with transportation issues through consulting.

Congratulations, Betty. We wish you well in your future endeavors. We will miss you, but our doors will always be open.

Linda P

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Linda Podeschi and Tom Zucker, both CCTM’s, helped me in preparing for the exam, and Linda mentioned the names of several other Illinois managers with the certification, including Marianne Bailey, Gene Englehart, Pat Peters, Kim Stone, and Linda Tisdale. If there are others with the certification, please contact me, for it is important to recognize your efforts and achievement in attaining this status.

I encourage all Illinois rural transit managers to think about CCTM certification as a way to enhance your personal skills and strengthen your agency. **RTAC will help anyone wanting to achieve CCTM status, whether through coaching or a detailed review of any or all of the five exam areas.**

Even if you fail in one or more of the five areas, you don’t need to re-take the whole exam. Instead, the area(s) with the failing grades only need to be retaken. That itself should serve as incentive to think about availing yourself of the opportunity to test to your transit management skills.

By the way, I just received word that I am now a CCTM! Believe me, the time and trouble were worth the reward.

IDOT DPT Receives Innovation Award

The Illinois Department of Transportation’s Division of Public Transportation (IDOT DPT) received a Public Transportation System Innovation Award on September 24 at the Annual APTA Awards Celebration held during the Las Vegas APTA Annual Meeting and Expo. This innovation award was in recognition of the two regional maintenance centers, located in Rockford and Springfield, that were formed to provide centralized assistance, non-routine maintenance and repair, and loaner vehicles to paratransit organizations. Stephen Schindel, Director, IDOT DPT and David Spacek, Bureau Chief, Downstate Programs, IDOT DPT, were on hand to accept the award.

Meet the RTAP Advisory Council Members!



Ron Weishaar was born and raised in rural central Illinois. While others might just see flat cropland, he is familiar with the gentle rises, river valleys, and roadways all across the areas where his Piattran busses and vans travel.

After graduating from Olivet University in Kankakee, Weishaar spent 15 years working at a private boarding school near Danville. He says, "It was in this setting that I came to realize how much I enjoyed driving buses, maintaining a fleet, and generally keeping things on schedule."

In 1978, due to an interest in communications, Weishaar began working in the news department for WCIA TV in Champaign and then as managing partner of the first inspirational radio station in central

Illinois.

After gaining additional experience in sales and retail management, Weishaar became the Chief Operations Manager at Piatt County Mental Health in 1990. In 1996 he also became the Operations Manager for Piattran (Piatt County Transit). Under his leadership, Piattran moved beyond being a "mental health transportation program" to a fully coordinated, accessible public system serving pre-schoolers to senior citizens in Piatt and portions of surrounding counties.

In addition to his transportation and operations duties, Weishaar is involved in Cisco village government, Piatt County 9-1-1, and is chief of the Cisco Fire Department . He is also co-pastor of a small rural church. In his "spare time", he also operates a home-based computer wiring business. "It sounds much worse than it really is. I am surrounded by dedicated, good and capable people," says Weishaar, "and you find a lot of those kinds of people in central Illinois." Weishaar is married to his high school sweetheart, Connie, and they have four adult children.

Weishaar enjoys representing smaller transportation systems on the IPTA board.

Kevin Carr recently became the Section 5310 representative on the council. Kevin is the Maintenance/Transportation Manager at Kreider Services, Inc., located in Dixon.

Kreider Services is a Habilitation Center for individuals with disabilities, providing transportation to over 350 people on a daily basis. Kevin has been involved in the transportation field since 1977 and has been employed by Kreider since 1987. He coordinates the agency's procurement, utilization and preventative maintenance programs which includes a fleet of 40 vehicles.

Kevin accepted the appointment to the advisory council with hopes of networking with individuals successful in coordination efforts and to learn the in and outs of efficient service coordination. In addition he hopes he can contribute some of his field experience to the advisory council.



Kevin and his wife Michele have two children. They enjoy spending time camping, skiing and traveling.

Behind the Wheel

This is the second installment of *Behind the Wheel*, a *Transreport* feature especially for our dedicated Illinois rural transit drivers. In this issue we offer verbatim tips from *Sharing the Road*, a booklet offering advice on how to safely share the road with everything from motorcycles to trucks.

Sharing The Road With Everyone

Q. When entering the highway, who has the right-of-way?

A. The vehicle already traveling on the highway has the right-of-way. (That's why there's usually a "yield" sign on on-ramps.) But to keep traffic moving steadily and safely, drivers should use common sense and courtesy. If possible, vehicles on the highway should safely merge left to help others enter easily. And, if there's an off-ramp just after an on-ramp, the vehicle entering the highway should slow slightly to allow the vehicle exiting to safely do so.

Q. Can anyone stop in the center turn lane?

A. Yes. What people often refer to as the "center turn lane" is more formally known as the "two-way left turn lane". It's a place for vehicles turning left from the road and left onto the road to wait for a gap on traffic. When using these lanes, be sure your vehicle

is in the lane completely so you're not blocking moving traffic.

Here are some other helpful hints:

- Always use your blinker when changing lanes, exiting or entering the highway.
- When entering the highway, wait until you reach the dashed white lines before merging.
- If you're behind a truck, be patient. It takes trucks much longer to accelerate.
- To avoid stopping, adjust your speed in the acceleration lane until there is a safe area to merge.
- Anticipate traffic situations, and help create safe gaps to help vehicles enter and exit the highway.
- Make full use of deceleration lanes.
- When changing lanes, check all your mirrors and take a glance over your shoulder to make sure there are no vehicles in any of your blind spots.

The *Driving Dangers* booklet was written in cooperation with the National Safety Council. For copies of the Shell Driving Booklets, logon to Shell's website at www.countonshell.com or call 800/376-0200.

"Fun Time!" at the 2002 National Community Transit Roadeo

Eighty-two contestants vied for first place in the Body on Chassis division of the 2002 National Community Transit Roadeo. Charles Archer, the Illinois Rural Transit Assistance Center's 1st Annual Roadeo first place winner, came in fifty-fifth.

"I was very surprised I won the state competition, and I was excited to go to the nationals. The competition was hard and the people were very professional. I arrived the night before the start of the competition and got to meet a lot of the contestants. Everybody was very friendly which made the experience more enjoyable. I got to hear a lot of stories of what goes on in different parts of the country too."

This year Charles plans to be a judge at the RTAC 2nd Annual Roadeo and share his experience.

Keep Saturday, April 12 Open For The 2nd Annual Paratransit Roadeo

Let's keep our fingers crossed that although *April showers bring May flowers*, April 12 will greet us with sunny skies, mild breezes and lots of contestants gathered together for the 2nd Annual Paratransit Roadeo. This year the Roadeo will be held after the Spring Conference in the hopes of warmer weather. So, keep the Roadeo in mind for April 12 and be on the lookout for more news about this fun event.

RTAC needs judges for our 2003 event; please contact us if you are interested in helping!

Maintenance Workshop Focus Shifts to Transmissions

At the October 16 Springfield Regional Maintenance Center workshop, speakers from Springfield Mass Transit District Maintenance, RIDES Mass Transit District Maintenance, and the Illinois Department of Transportation stressed the importance of transmission preventative maintenance. Key points included:

- Transmission problems occur when the transmission fluid is not changed or flushed frequently enough and when the vehicle is improperly operated. For example, drivers can contribute to the longevity of the transmission by accelerating slowly (the vehicle should never be floored from a dead stop).
- Radiators need to be flushed too, for radiator problems can detrimentally effect the transmission. Thus, if the radiator overheats then change its fluid.
- Minivan problems normally occur at a mileage of between 80,000 and 90,000
- When shifting and it hits hard – that’s good. Some slippage is built into the transmission.
- Driver feedback is important. An operator can really contribute a lot to the maintenance of a vehicle. Operators need to be trained by the maintenance department to learn how to communicate the problems of their vehicle and need to know how to write up a defect card. Money can be saved if problems are caught early.
- During visits, IDOT will ask, “How was the problem resolved and where is the bill?” Put a copy of the invoice with the vehicle information. This allows you to track it for warranty.
- In order to properly maintain your vehicles, consider forming an alliance or partnership with your local maintenance garage or company.
- With the hard duty these vehicles see, service the transmission at 24,000-mile intervals.

CALENDAR OF EVENTS

January 2003

All 5310/5311 Agencies receive driver training
classroom video of three core courses

March 2003

Hands-on driver trainings in three core courses begin
(on-site at 5311 grantees)

April 1 - 3, 2003

14th Annual RTAC Spring Conference, Springfield

April 12, 2003

2nd Annual Paratransit Roadeo, Springfield

Spotlight

In 1981 the Edgar County Senior Center opened its doors to the public as a drop-in senior center, providing educational, nutritional and recreational programs. Two of the biggest accomplishments through the years have been the acquisition and remodeling of the building in 1991 and the receipt of the first 10-passenger lift van in 1996.

In 1991 the Edgar County Senior Center's name was changed to the Chester P. Sutton Community Center for Seniors of Edgar County. The Center is now a host site for a meal program, the Salvation Army and Catholic Charities as well as providing information and assistance programs, outreach, and a caregiver program. The Center also offers a wide variety of educational, nutritional and recreational programs. Some of the most popular programs are line dancing, computer and Internet classes and chi-gong.

The Rural Public Community Transportation Program is the only transportation service in the county. Three handicapped accessible vans are used to provide curb-to-curb service to persons of all ages and also provide out of county medical transportation to seniors. The director, Kami Miller feels that although their service is small their ability to address the needs of their riders is on par with larger counties and services. The Edgar County Senior Citizens Council is the operator of this county wide service and the Edgar County Board is the grantee.

Kami Miller began her career with the Edgar County Senior Citizens Programs in 1985 and has been the director of the Chester P. Sutton Community Center for Seniors of Edgar County since December 15, 1989. The director's position includes all aspects of the senior citizens programs including the Rural Public Community Transportation Program.

The center's growth and improvements are attributed to Kami Miller's commitment to listen and address all the needs of the community. However, Kami attributes the success of the center to her dedicated staff. Kami operates the center on very limited resources. This requires a lot of teamwork and coordination from her staff, which they give with no complaints. The administrative staff consists of the fulltime director, program director, office/fiscal manager, dispatcher, senior information person, and part time caregiver advisor. They have four part time drivers; two designated as city drivers, one designated as county specific, and one for out-of-town medical appointments. The hours of service are Monday through Friday, 8 a.m. through 4 p.m.

Kami feels she is lucky to have found personnel who are dedicated to fulfilling the needs of the clients. The staff is also quite willing to fill in as janitors, maintenance staff and mechanics since the center does not have any paid employees in these positions. These folks are willing to put in extra unpaid time to make sure that all of their clients are taken care of, that all passengers have made it to their appointments and have returned home safely – even if it is after hours. Last year 7,187 trips were made, equaling 45,335 miles.



LaDonna Gann, Dispatcher/Coordinator



Darryl Williamson and Bob Bell, City Drivers

There are still transit needs that the Center can't completely meet. A growing need is the daily transportation of dialysis and cancer patients to treatment centers outside of the county. Edgar County does not have facilities to offer these types of treatments and the van designated to take patients outside of the county only travels twice per week. The demand far exceeds the response capability. The resourceful staff at the Chester P. Sutton Community Center for Seniors of Edgar County is currently looking for ways to creatively address this issue.

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Brittany Heaton is a Peace Corps Fellow in the Geography Department at Western Illinois University. After receiving her Bachelor of Science degree in Civil Engineering at Northwestern University she left for Morocco, North Africa to serve as a Peace Corps volunteer in the field of Health Education.



Brittany spent the last year and a half working for the Metropolitan Transit Development Board in San Diego, California as a General Engineering Consultant. Brittany cites transportation as her number one interest and is excited to be working with RTAC on the Transit Coordination Demonstration Project.

More New Materials Available From RTAC Library

Video

Back Safety, Lift Well, Live Well

Almost everyone has had back pain at one time. Sometimes it hurts a lot. But you're much better off taking care of your back before pain sets in. This video explains how you can "head off back pain" when you use your head and remember to protect your back from injury. Includes back basics, warning signs, positive steps, proper lifting, and exercise. 2001. (14 minutes)

Conflict Avoidance, The Art of Maintaining Control, A Guide for Transit Operators

Reacting to something a passenger did or said in a disrespectful manner is the leading cause of operator attitude complaints. This video includes exercises in stress recognition and reduction exercises, teaches operators how to react to passenger stress stages, and shows simple techniques to get passengers to do the right things. 2002. (12:20 minutes)

Diversity Now

This video tells the story of a small group of diverse co-workers confronting concerns and fears associated with people from cultures different from their own. Their lessons and realizations provide the training points for an updated and inspirational diversity training session. 2002. (20 minutes)

Emergency Evacuation: Getting Out Alive!

When faced with an emergency situation, the chances of survival increase a great deal with adequate training, preparation and an emergency action plan. Make sure that your employees are prepared to handle any disaster – whether natural or otherwise. This video covers how to respond in several emergency situations, also stressing the importance of drills and explains the acronym RACE (rescue, alarm, confine, evacuate). 2000. (16 minutes)

Remember; please call 309/298-2417 to borrow any of our library items!



TRANSIT MOVERS



Transit Movers recognizes people in Illinois transit who have been promoted, changed responsibilities, moved to a different transit agency, etc. If there are people within your agency who fall into these categories, contact TRANSREPORT at 800/526-9943, e-mail rtac@wiu.edu or fax (309) 298-2162. Please include pictures!

Betty Green, CEO for RIDES Mass Transit District and member of the Rural Transit Assistance Program Advisory Council since 1990, retired September 30, 2002. Betty and Rides Mass Transit District (RMTD) have won many awards and have been featured many times in the *Transreport* during her 25 plus years in rural transit. Among the prestigious honors and awards that Betty Green and RMTD have received is the coveted Transportation System of the Year Award (2000). Her retirement plans include working part-time as a transit consultant.



Betty, thank you for your leadership and innovative approaches to developing and expanding the largest rural transit operation in the state of Illinois and enhancing the economy of Southern Illinois. Good luck to you in your retirement!



JoAnn Kennedy, RTAC secretary since April 1993, accepted a position with the University Information Management Systems on September 3, 2002. An employee at Western Illinois University for the past fifteen years, JoAnn recently passed the Secretary V test, which allowed her to explore avenues of advancement.

JoAnn is married and is the mother of three children and grandmother of six. Born and raised in Phoenix, Arizona, she enjoys trail riding and camping. She and her husband Gary also raise horses and are heavily involved in their youngest daughter's high school activities. According to JoAnn, "I've enjoyed having the opportunity to meet and work with somany nice people in the transit industry over the last several years. I really enjoyed working with all of the staff in the IIRA. I will miss all of you and especially my compadres in 318." And we in Stipes Hall 318 will miss you JoAnn. Thank you for all of your conscientious hard work, dedication, and thoughtfulness, and best wishes and sincere congratulations on your career advancement.

Amy Chambers joined RTAC on September 30. She splits her work time between RTAC and RETAC (Rural Economic Technical Assistance Center), serving as secretary for both units. Her primary responsibilities include newsletter preparation, managing annual budget accounts, coordinating seminars, and providing secretarial office support. Amy's strong organizational skills and proven work ethic makes her a valuable member of the RTAC team.

Amy, a life long resident of the Macomb area, graduated from Colchester High School and Carl Sandburg College, and has been employed at Western Illinois University since February 2001. In her spare time, Amy enjoys being outdoors and spending time with family. Welcome aboard Amy!



Robert and Vonnie Martin are retiring from Galesburg Transit after 30 years of service.

The history of Galesburg Transit Lines began on March 30, 1955 with the award of a permanent certificate for service. Service was terminated on July 28, 1956 when Mayor Morrison was informed that the company could not continue operations because there was not enough gas to put the buses on the streets that following Monday. On November 7, 1956 W.E. Kelly from Minot, N.D., revived the transit system in Galesburg and organized Galesburg Motor Coach, which started running on February 13, 1957 and continued until February 12, 1972.

In February of 1958 Robert Martin began working at Galesburg Motor Coach as a mechanic and on March 20, 1972, Robert and Vonnie Martin took over the company and renamed it Galesburg Transit. This company started with three 1959 International Metro 15-passenger buses received from Galesburg Motor Coach. Robert maintained the buses and Vonnie did the bookkeeping and administrative duties.



Robert and Vonnie Martin

Galesburg Transit maintained the buses in a 1-stall Quonset hut with a dirt floor and no heat. In 1975 the Martins built a new bus garage, which is still in use today. In 1975 the company acquired two new 33-passenger Twin Coach buses and in 1990 received five new 31-passenger Gillig Phantom buses, which were purchased through IDOT to replace the aged fleet. In 2001 the company received three new Blue Bird buses to replace three of the five Gillig Phantoms.

We congratulate Robert and Vonnie on their retirement and wish them well.

Kraig S. McCluskie came to Galesburg Transit in July 1997 as a mechanic after a 4-year tour in the U.S. Army. He was stationed in Hanau, Germany for a majority of that time. Kraig came to Galesburg Transit with extensive computer knowledge and used his expertise to develop computer databases for the maintenance records, preventative maintenance records, and parts inventory. His responsibilities include creating company policies, the yearly budget, representing Galesburg Transit at the Galesburg Public Transportation Advisory Commission and other RTAC and IPTA conferences, writing and accepting bid proposals for contracts. As the end of 2002 approaches, Kraig is expected to take over operation of the Galesburg Transit making him president of the corporation and general manager of the company.



Jeanine Beghtol and Kraig McCluskie

Jeanine Beghtol started with Galesburg Transit in October 1982 as a bus driver. After 20 years of driving a fixed route she was promoted to Office Manager on April 1, 2002. In the short time she has been in this position she has excelled in the bookkeeping capacity and has done a remarkable job of keeping Galesburg Transit on its financial track. As the end of 2002 approaches, Jeanine is expected to take over the position of vice-president/secretary along with her office manager duties.

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Position Opening- Emergency Procedures Trainer

RTAC seeks an energetic, enthusiastic individual to perform hands-on training in emergency procedures. In calendar 2003 this individual will visit each grantee (27 at last count) to instruct drivers in emergency procedure techniques.

The successful candidate will be paid a fee per training, with training duration depending on class size. The classroom portion of the training has been videotaped and will be disseminated to grantees to be viewed before the hands-on training is scheduled. Thus, the hands-on training attendees will likely handle and set up emergency equipment, practice evacuations, and review escape routes.

If you are interested in a second income and want to help us fulfill our mission to promote safe and effective rural transportation, please contact Ed Heflin at 800-526-9943. Prior training experience is helpful but not necessary.

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