

# Courts may decide fate of transit tax increase

When they went to the polls last November 4, voters approved a transit tax measure that would raise the present six-cent sales tax to 6½ cents on the dollar countywide. Some 54 per cent of the voters liked the idea.

The increase would provide an estimated \$225 million in its first year to reduce bus fares, begin a rapid transit system and improve local transit systems.

But the future of Proposition A, as the tax increase was called, remains clouded. Opponents of the proposition claim that Proposition 13, the 1978 tax-cutting measure, imposes a two-third vote requirement on the tax increase, rather than a simple majority (50 per cent plus one).

The Los Angeles County Trans-

portation Commission (LACTC), which submitted Proposition A to the voters, says it was aware of this possible challenge, but report their legal analysis indicates that strong arguments can be made in support of a simple majority.

Since the voters had their say, much has happened to Proposition A.

On November 13, the LACTC voted to file the sales tax increase with the State Board of Equalization and has since entered into a contract with the board for the collection and disbursement of the tax increase. At the same time, the commission set up a \$75,000 legal fund to be used should a court challenge arise.

The State Attorney General will make a determination as to wheth-

er or not a simple majority is enough to put Proposition A into effect.

If he decides that it is, then the proposition's provisions, including a reduction in bus fares, will become effective July 1, 1981. However, it is expected that opponents will file a law suit barring the imposition of the tax.

Should the Attorney General give an opinion that Proposition A requires a two-thirds vote, then the commission is expected to challenge that decision in court.

If implemented, the tax increase will result in across the board fare reductions of almost 25 per cent. The base fare will be rolled back from the present 65 cents to 50 cents.

Of the anticipated \$225 million

the increase will generate, about \$90 million of the funds would be used to start work on a 160-mile, countywide rapid transit system.

Another \$56 million has been earmarked to go directly to the 81 cities in the county for local transit improvements of their own design. Each city council would make the decision about improving public transportation in their community.

For example, the City of Los Angeles should receive more than \$22 million. This money could be spent to contract with the District for additional bus service, or to operate a minibus service, or to provide special transit programs for the elderly and handicapped.

The half-cent sales tax increase represents the first local source of financing for public transit.

Southern California Rapid Transit District



## HEADWAY

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# Frame cracks ground all 230 Grumman

In the wake of tests that revealed structural defects in the main frame of more than 55 per cent of the District's Grumman-Flexible 870 buses, RTD officials decided to pull all of the 230 buses out of revenue service. The action came Saturday, December 13, after Maintenance Department tests revealed cracks in the main frames just behind where the rear axle is attached in 121 of the new buses.

Those inspections found cracks that were serious enough — more than three-fourths of an inch in length — in 16 of the buses to order the buses sidelined pending repairs.

The move to ground the entire Grumman-Flexible 870 fleet followed a lengthy conference call between District officials and officials from New York's Metropolitan

Transit Authority, which has experienced similar problems in their 870s and subsequently grounded 637 of them.

The cracks in the undercarriage of the \$130,000 buses were first noted during a safety inspection of one of the Grumman-Flexibles at Division 15 in Sun Valley. The crack in that frame was so advanced that it was visible to the naked eye.

However, Rich Davis, General Superintendent of Maintenance and Equipment, said many of the cracks were too small to be detected by the unaided eye. When the crack was found in the bus at Division 15 (that bus was immediately pulled out of service) tests were ordered conducted on all GFC coaches.

Maintenance Department personnel used a sophisticated, mag-

netic metal testing device developed for the aerospace industry called a Magniflux to detect the cracks, which were found in 121 or 55 per cent of the Grumman buses.

Mechanics began monitoring the cracks and when they reached three-fourths of an inch in the six-inch beam the bus was pulled out of service.

Davis explained that the most serious accident that could occur as a result of the cracks would be a complete rupture of the main frame. If that happened, the rear of the bus would lower onto the rear wheels, bringing the bus to stop.

Grumman-Flexible 870s failed while in service in just that manner in both New York and Santa Monica. Other properties experiencing problems with their 870s

like the District include Atlanta and Houston.

Manager of Operations Sam Black points out that the buses are still under warranty and that in talks with Grumman Corp. officials the bus manufacturer had indicated that they will accept full responsibility for developing a method for repairing the buses in addition to paying for the cost of the repairs.

Black says Grumman has asked to lease an unused maintenance facility next to the District's Terminal 13 in Riverside to work on the 870s. That is the same facility used earlier by AM General to repair the 200 AM General buses that caused the District so many problems.

Black indicated that Grumman may be sending new frames from their Delaware, Ohio, plant out here to replace the defective frames.

Meanwhile, the grounding of the 230 Grumman buses threw a monkey-wrench in the District's scheduling as the grounding, in effect, amounted to pulling more than 10 per cent of the peak-hour fleet of 2,000 buses off the streets.

However, Planning and Operation departments managed to lessen the impact on riders by quickly pulling some older buses out of mothballs and by artfully rearranging schedules and equipment.

Most of the lines impacted were those with frequent headways of between five and 10 minutes. For example, Line 26, which operates on a four to five minute interval during rush hours, lost six of its 45 buses, which caused some delays and overcrowding.

Also helping to lessen the impact on riders was the gradual addition of the new General Motors RTS-04 buses to the fleet. Division 4 in Downey is processing the new equipment as fast as it is received to get it into service and pick up some of the slack caused by the grounding.



**FRAMED** — Equipment Maintenance Supervisor Gary Eller indicates the spot on the main frame, behind the rear axle, where cracks have developed in more than 55 per cent of

the new GFC 870s the District bought and placed in service last May. All 230 of the buses have been taken out of service pending repairs by the manufacturer.

# TRIPPERS

## Crime pays

Division 9 operator Robert Waters has always preached that citizens should not be afraid to get involved. Not to long ago he had an opportunity to practice what he preaches. In August of 1979, Waters was operating his usual run in the area around San Marino when a sports car ran a red light and Waters had to swerve his bus to avoid hitting the car. He noticed the car had one of the California personalized license plates, but didn't give it much more thought. It was just another close call, all in a day's work.

When he returned home that evening, the 12-year employee with the District heard a newscast about a robbery and murder at an Arco service station in San Marino. He called police with a description of the car that had run the red light, and its distinctive license plate. The information led to the arrest and eventual conviction of the car's three occupants for the holdup and slaying of the service station attendant.

Last November, as a reward for his role in the case, Arco gave Waters a check for \$15,000, part of a crime deterrent program the oil company began in 1978 to curb increasing violence at Arco service stations.

## Moving day

The San Fernando Valley Customer Service Center has a new home. Formerly housed in a temporary trailer situated on a corner of Division 8 in Van Nuys, the office has moved to the Continental Plaza, 14435 Sherman Way, just east of Van Nuys Boulevard and about one block from its original location. According to Ruth Richter, RTD Director representing the San Fernando Valley, because of the increasing number of people using the valley office, a new permanent location became necessary. The new site provides more space for pass and ticket sales, provides ample parking and is easily accessible by some six valley bus lines. Open 10 a.m. to 6 p.m. Monday through Friday, the office also provides a wide range of free literature on District services, timetables and route maps.

## Eagle scout

Gary Colbert, the 15-year-old son of Division 8 operator Charles V. Colbert and his wife, Barbara, has attained the rank of Eagle Scout.



Now  
and  
then

All things must change, Longfellow once said, and nowhere is that more evident than in these two views of the intersection of Hollywood and Highland taken almost 30 years apart. Today, (above) buses from five District lines wend their way through swirling traffic and crowded streets. Hollywood Blvd. is served by Lines 81, 89, 91, 210 and 212.

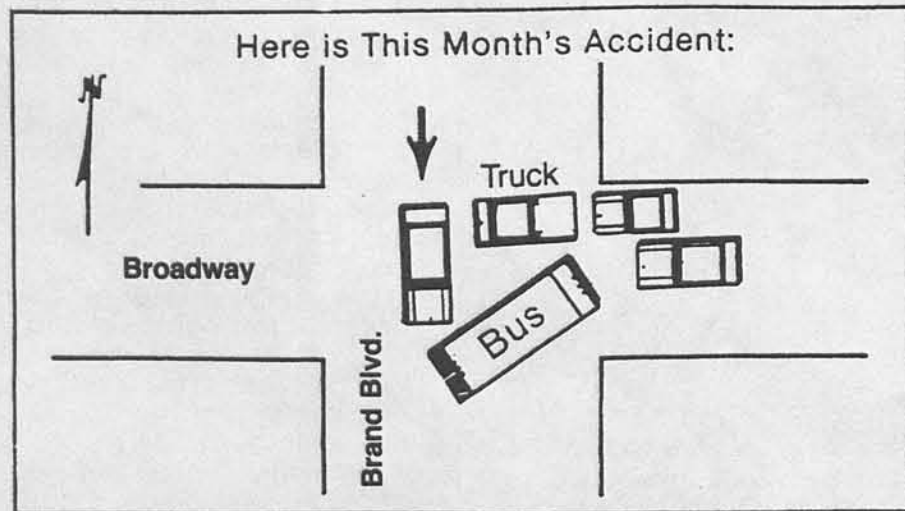
In the early fifties (below) the Pacific Electric Railway ran the show and Hollywood Blvd. was the site of one of Los Angeles' last Red Car lines. The tracks for the L.A. to Beverly Hills line, which operated from the Subway Terminal at 4th and Hill, were torn out in 1954 to make way for more cars and buses.



# You be the judge



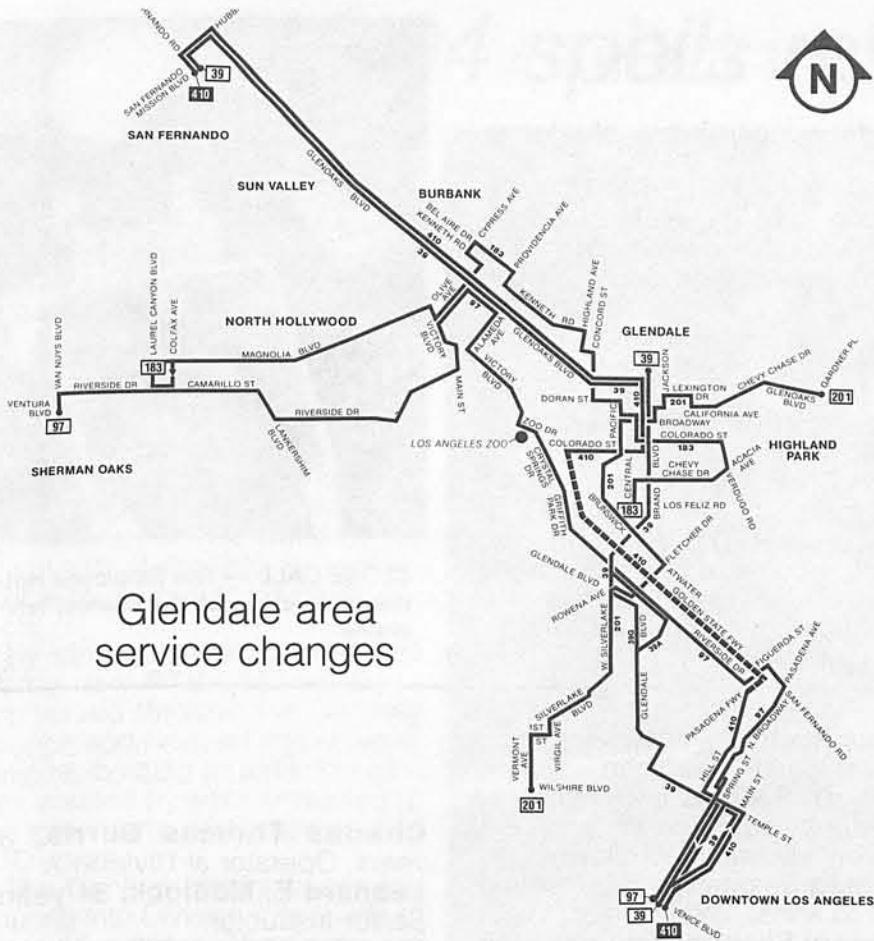
Here is This Month's Accident:



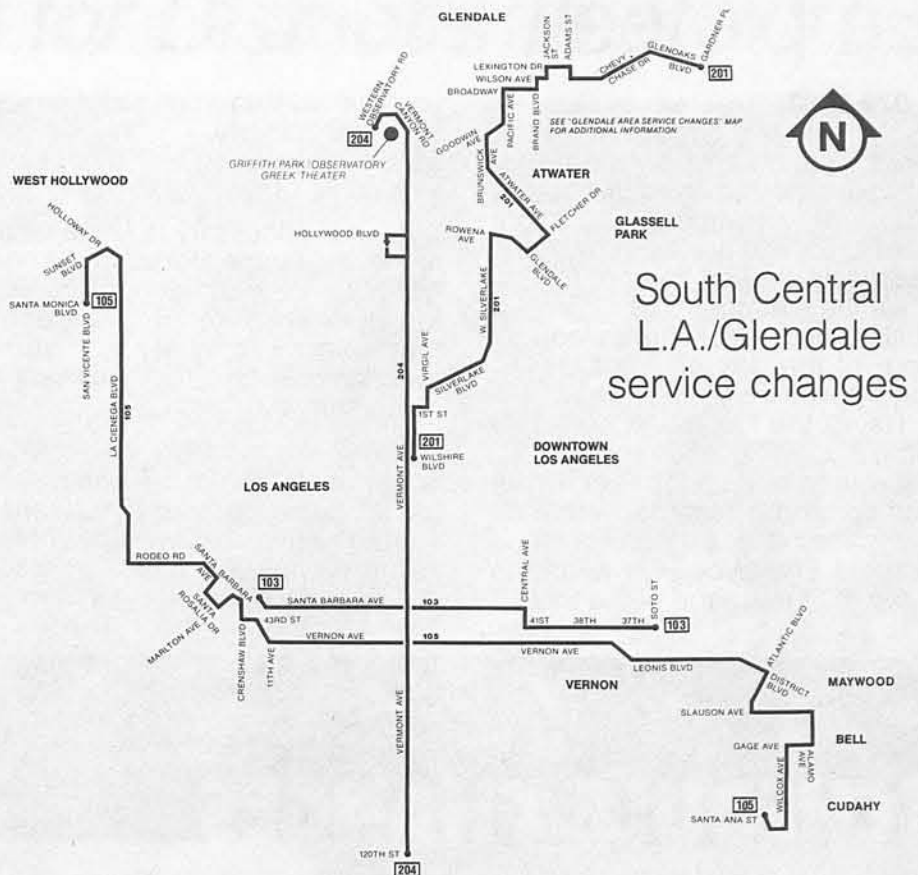
(Editor's note: This is the first in a new series of articles, prepared by the Safety Department and dealing with safe driving. Each month an accident situation will be described, accompanied by a diagram of the situation. Then, you be the judge as to whether or not the accident was preventable. To check how well you do, the ruling on each month's accident will appear at the end of the article, upside down. No peeking.)

I was stopped at the intersection of Broadway and Brand at a red light. I was in the left turn lane, preparing to turn onto Brand. When the light turned green, the truck on my right started and I started, also. Suddenly a car came through the intersection from the right, missed the truck and hit me in the front right side at the wheel well. Three witnesses stated that the auto came through the red light.

**Answer:** The green light is no guarantee of the right-of-way. Also, the operator entered the intersection with his view of the southbound traffic partially blocked by a truck. Therefore, this accident is adjudged preventable.



Glendale area service changes



South Central L.A./Glendale service changes

# District unveils Phase II of sector improvements

The second phase of RTD's ambitious 1980 Sector Improvement Plan (SIP) was put into effect on Sunday, December 21, with major service changes in the Glendale and South Central Los Angeles areas.

This is the second stage in a continuing program to implement changes originally proposed in the District's 1980 SIP in late 1979. That proposal ran into financial difficulties that prohibited it being implemented in its entirety.

The District, however, elected to go ahead with those service improvements that would not cost additional money until such time as funding could be identified. Phase I went into effect on June 15 of last year.

Like Phase I, the second stage is also a no-cost package of service and scheduling improvements, according to Steve Parry, senior planner.

"By the efficient use of our resources, and by that I mean fine tuning our schedules and reshuffling equipment, we were able to implement this phase of the sector improvements without incurring any additional cost to the District," explains Parry.

He added that a public hearing

was scheduled for January 13 in the Board Room at District Headquarters to consider the third stage in the service improvements. That hearing will deal with lines proposed for modification or replacement in West Los Angeles and deals with more than 20 lines. Those changes would be effective June 21 of this year.

The Phase II changes implemented December 21 are designed primarily to improve bus service in Glendale and South Central Los Angeles, but other areas are effected as well. (See maps above).

Major changes in the Glendale area revolve around four new lines: 97, 183, 201 and 410, and the extension of existing Line 39. The new lines replace portions of lines 20, 22, 23, 39x, 65 and 162.

Line 97, which replaces portions of lines 23, 65 and 162, will provide through service between downtown L.A. and Sherman Oaks via Riverside Drive, going through Griffith Park and serving the L.A. Zoo.

New Line 183 will provide service on Chevy Chase Drive and Central Avenue to Los Feliz Road, replacing parts of old lines 20 and 22.

New Line 201 will provide direct service between Glendale and Wilshire Center, replacing portions of lines 20, 22, and 65.

Line 410 will replace old line 39x and extend along Glenoaks Blvd. from the City of Burbank to the City of San Fernando.

"Line 97 provides service directly from downtown Los Angeles to the L.A. Zoo for the first time in District history," Parry explains. "Now people can go to the zoo from the central city without having to first travel to Hollywood and Vermont."

In the South Central Los Angeles area, major changes revolve around the creation of three new grid lines along Vermont, Vernon and Santa Barbara avenues, Parry says.

New Line 103 will provide through service on Santa Barbara from Crenshaw to Soto St. New Line 105 will provide extended service at the north end on Hollywood Drive to Sunset Blvd. and at the south end to the City of Cudahy via Alamo and Wilcox avenues, replacing portions of Lines

27 and 95. New Line 204 will provide direct service on Vermont between Hollywood Blvd. and 120th Street. Service to the Greek Theatre and Griffith Park Observatory will also be provided by the new line.

Parry added that, effective February 6, the southern terminal of Line 6 will be at Vermont and Florence during daylight hours and at Terminal 28 (on 18th Street between Grand and Hill) after 7 p.m.

## New service guides help solve the puzzle

With more than 200 bus lines operating over more than 4,500 route miles past some 30,000 bus stops, the RTD system can be a complex and confusing maze for the uninitiated rider.

To help sort things out, the Marketing Department produces a wide range of passenger information brochures, including a series of free sector service guides. These service guides are really miniature sector system maps, concentrating on a specific part of the District's 2,280-square-mile service area. For example, there is a San Fernando Valley Service Guide and an East Los Angeles Service Guide and so on.

For the past four years, the department has produced six such service guides and made them available free of charge to passengers. Beginning this month the system will be a little easier to understand, thanks in part to the service changes implemented by the Planning Department on December 21, and in part to the addition of two new service guides.

The two new additions deal with the Metro section, an expanded version of the Los Angeles Central Business District and a part of the system that has never had a service guide of its own (despite the fact that so many lines terminate in or run through downtown); and a South Central Los Angeles section, which was previously included as part of the West Los Angeles service guide. By breaking out the South Central sector, the West Los Angeles guide, which covers the second most heavily utilized area in the District, was greatly expanded.



CHECK, PLEASE — Production Coordinator Isabelle Puskas checks the final version of the new service guides being distributed this month.

## In Memoriam

**Rose Showers, who had been involved with the hiring and processing of transit employees for more than three decades, passed away December 10. Mrs. Showers began her career as a temporary typist-clerk in the Personnel Department of the Los Angeles Transit Lines on December 1, 1947.**

**When she retired on April 1 of last year, she was Officer Supervisor of the District's Personnel Department.**

**Services for Mrs. Showers, who had recently returned from a trip to Japan, were held December 12 at Holy Cross Cemetery in Los Angeles.**

**She will be missed.**

## Employees air concerns via Hotline

972-6683.

If you have a suggestion, comment, question or concern that you want to express directly to District management, you might want to jot that number down and keep it where you can get at it.

It's the number of the Employee Hotline and it can be called any hour of the day or night, seven days a week.

Using the Hotline is about as simple as using a telephone.

An employee simply dials the number and a recorded voice informs the caller they are in touch with the Employee Hotline and to leave their message at the tone. If

you are making your call from a District telephone, it is only necessary to dial the last four digits (extension 6683).

It is not necessary to leave your name. However, Personnel Analyst Mike Pearce, who oversees the Hotline operation, suggests that if you want a reply to your question or suggestion, leave your name and work location.

Begun in early 1973, the Hotline is designed to improve communication between employees and management, to learn what concerns employees have on their minds and what employee needs

are for specific types of information.

Pearce points out that it has also proven to be a useful tool in making management more aware of employees' suggestions and criticisms.

Messages received are transcribed daily from the tapes and passed along to management for attention or development of replies.

Many companies have suggestion boxes situated around their shops. At RTD there is an electronic suggestion box and just about every desk has one. Remember that number, 972-6683.



**CLOSE CALL** — The Employee Hotline is as close as the nearest telephone.

## SCHEDULE CHANGES

### Moving Up

**Callier Beard**, from instructor of telephone information to planning analyst.

**Suzanne Berger**, from clerk typist to order clerk.

**Carl Berringer**, from mechanic B to mechanic A.

**Linda J. Bouffard**, from staff assistant I to staff asst. II.

**Ronald Bradbury**, from mechanic C to mechanic B.

**Michael Brewer**, from supv. tele. info. to planning analyst.

**Alan A. Brown**, from mechanic C to mechanic B.

**Michael Bujosa**, from mechanic C to mechanic B.

**Alma Carbo**, from rel. st. sh. clk. to rel. eq. rec. spec.

**Juan Castro**, from mechanic A to eq. maint. instructor.

**John R. Chavez**, from mechanic C to mechanic B.

**Norman S. Chuate**, from service attendant to svc. attendant leadman.

**Richard H. Cleary**, from trav mop./waxer to lead mop./waxer.

**Janet L. Clark**, from administrative assistant to tel. serv. analyst.

**Leonard Clark**, from rec. spec. to storekeeper.

**Leroy Clips**, from mechanic A to mechanic A leadman.

**Terrence M. Davie**, from mechanic C to mechanic B.

**Thierry Dziuk**, from mechanic C to mechanic B.

**Sandra J. Ellison**, from payroll clerk to personnel technician.

**Kenneth Ferguson**, from payroll clerk to accounts clerk.

**Christopher J. Frandberg**, from mechanic C to mechanic B.

**Javier Gonzalez**, from mechanic C to mechanic B.

**Ruben Goytia**, from mechanic A leadman to eq. maint. inst.

**Andre R. Hanna**, from pension and ins. clerk to benefits tech.

**Lamar Henderson**, from typist clekk to rel. st. shop clerk.

**Carlos Hernandez**, from acting senior equip. maintenance instructor to senior equip. maint. instructor.

**Omar C. Hinkle**, from senior administrative analyst to vehicle maintenance system coordinator.

**Lynn E. Holmes**, from mechanic B to mechanic A.

**Richard Johnson**, from mechanic B to mechanic A.

**Dowan Jones** from info clerk/ex. supv. tele. info. to supv. of tele. information.

**Christopher Jordan**, from mechanic C to mechanic B.

**Martin G. Lensch**, from division

dispatcher to ex. sr. div. disp.

**Jess Lira**, from mechanic B to eq. maint. supervisor I.

**Kahle P. Meyers**, from acting chief engineer of bus facilities to chief engineer/bus facilities

**Helen L. Miller**, from management assistant to staff assistant II.

**Shirley Mitchell**, from accounts clerk to jr. inv/acnts clerk.

**Gil Ochoa**, from prop. maint. A leadman to building and grounds maint. supervisor.

**Lorenzo Ontiveros**, from mechanic B to mechanic A.

**Kenneth J. Phelps**, from mechanic C to mechanic B.

**Teofilo Ponce**, from mechanic C to mechanic B.

**David Roberts**, from operator to mechanic C.

**Jimmie L. Robinson**, from mechanic B to mechanic A.

**Manuel Rodriguez**, from mechanic C to mechanic B.

**Fabio Restrepo**, from mechanic A to mechanic A leadman.

**Betty D. Sconce**, from employee activities technician to temp. employee activities coordinator.

**Richard Seamans**, from mechanic B to sheet metal worker.

**Gregory Shelton**, from mechanic C to mechanic B.

**Rozlyn Sheridan**, from typist clerk to pension and insurance clerk.

**Michael Singer**, from mechanic A leadman to maint. supv. II.

**Yvonne M. Sloat**, from jr. inv./acnts clerk to payroll clerk.

**Robert Torres**, from management assistant to staff assistant II.

**Raymond F. Turpin**, from staff assistant II to operations analyst.

**Glyn H. Waddell**, from temp. rel. mopper/waxer to service attendant.

**Michael Wood**, from mechanic C to mechanic B.

**Ardena H. Woods**, from typist clerk to steno.

**Messaye Wossen**, from mopper/waxer to stock shop clerk.

**Marilyn Yarbrough**, from div. steno to general clerk.

## Shifting Gears

**Charles Thomas Burris**, 33 years. Operator at Division 7.

**Leonard E. Medlock**, 34 years. Senior Instructor.

**Harold J. Moberly**, 39 years. Operator at Division 8.

## In Memoriam

**Clarence E. Anderson**, former operator at Division 12, passed away November 8. Mr. Anderson joined the company in May, 1937, and retired after 31 years of service in June, 1968.

**John L. Jackson**, former operator at Division 7, passed away November 1. Mr. Jackson joined the company in April, 1946, and retired after 26 years of service in February, 1972.

**Charles J. Murrell**, former mechanic A leadman at South Park Shops, passed away October 31. Mr. Murrell joined the company in June, 1946, and retired after 34 years of service in June, 1980.



## Retiree recognition

Director Marvin Holen (left) presents commemorative plaques to retirees (from left) Herbert L. Johnson, 30 years; Daniel Madrigal, 38 years; Charles T. burris, 34 years; Rollin R. Johnston, 35 years; and Emmett R. Bell, 34 years. Unable to attend the ceremony at a Board of Directors meeting were retirees Richard W. Gladdys, 17 years; Michael S. Cosentino, 28 years; Ralph E. Ward, Jr., 22 years; William S. Chester, 30 years; James M. Banks, 10 years; Legustus A. Downing, 39 years and Lavelle J. Dunlap, 14 years.

## RTS-04 spells relief for District's fleet

Division 4, the District's "make-ready" facility in Downey, is humming like a well-oiled machine these days. The product being produced by that machine is ready-for-service General Motors RTS-04 buses.

And, they are being processed as fast as the GM plant in Pontiac, Michigan, can send them to us.

The work being done by the 21 mechanics and supervisors in Downey has taken on increased significance in the wake of the grounding of the 230 Grumman-Flexible buses due to structural defects.

By mid-December more than 80 of the new RTS-04s had been processed through the Downey division and pressed into revenue service, helping to ease the burden created by what amounted to the grounding of 10 per cent of RTD's fleet.

The General Motors buses are pouring into Division 4 at a rate of up to 12 per day. There they are put through a multi-faceted processing program to get them ready for the street, a program that will be repeated 940 times before all of the RTS-04s are received sometime in April or May.

You might expect to see a large number of the new buses sitting around the division awaiting processing, but such is not the case. As fast as they arrive, they are processed and sent to their assigned divisions, a fact that makes Maintenance Supervisor Max Martinez understandably proud of the job his staff is doing.

"It's not an easy job, but they're a good crew and they are working very fast," he says.

A brief version of what each of the 940 buses is being put through was described by Equipment Records Specialist Lewis Martinez, who is keeping tabs on each new bus.

When first received, each vehicle is inspected inside and out, top to bottom for possible road damage occurring during transport. They are then checked to make sure everything from the headlights to the air conditioning unit is in proper working order.

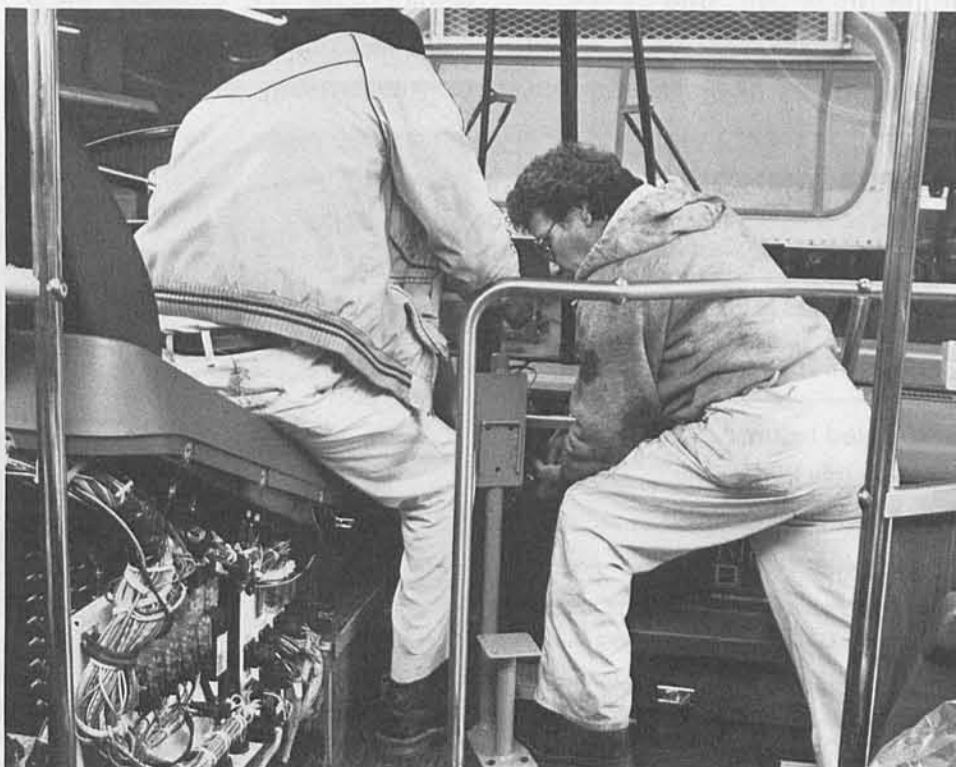
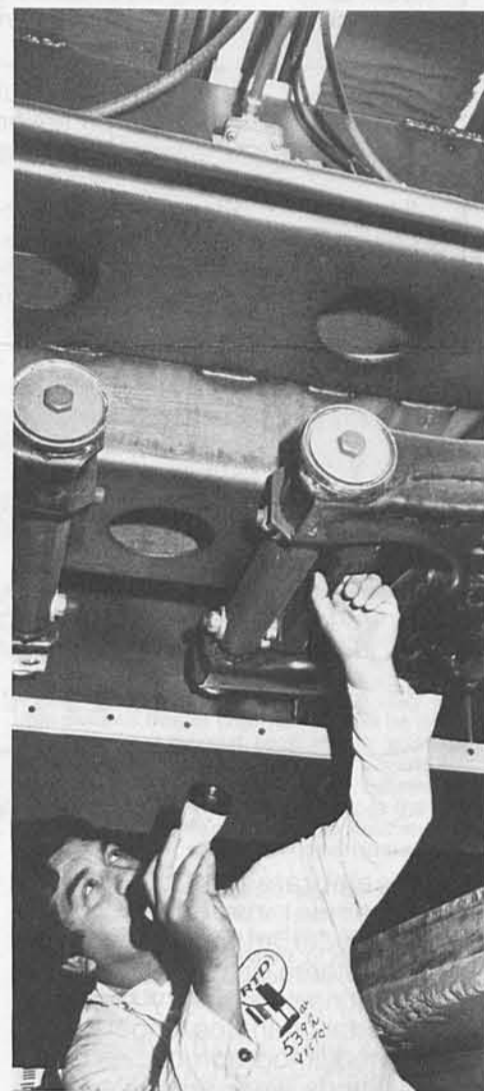
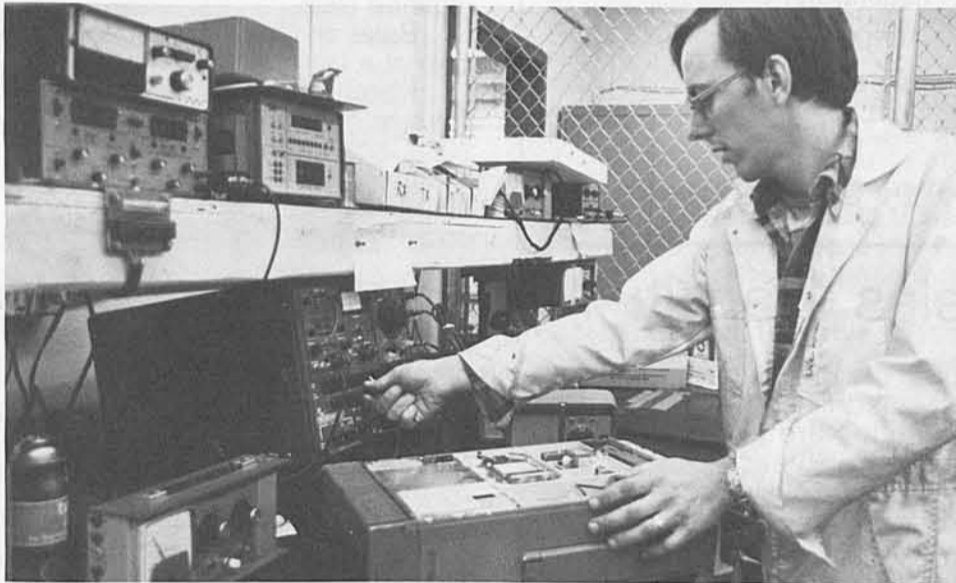
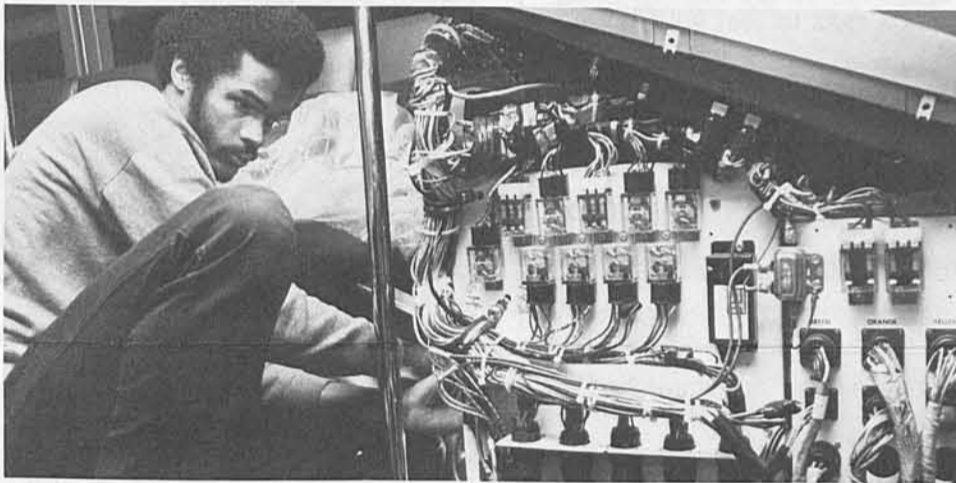
Electricians then take over, checking small electrical switches are in proper working order and that safety devices, such as the sensitive edges on the doors, work as they should.

Metal frames are then fitted next to the driver's seat for plastic transfer holders and — eventually — fareboxes. The Division 4 crew was installing fareboxes, but it was quickly determined it would be less confusing and more efficient to have the fareboxes installed at the divisions.

Telecommunications gets the vehicle next to oversee the installation of radios, headsigns and silent alarms. Once they are checked by District personnel and determined to be in good working order, headsigns and radios are being installed by contract workers specializing in such work.

The bus is now ready to send to the division for farebox installation, a final cleanup to remove seat plastic wrappers and then into service.

As Martinez says, "The buses could go in service when we receive them, but RTD's requirements in terms of passenger safety and convenience go way beyond what the manufacturer provides."



### Move'em out!

Workman scurry around newly-arrived General Motors buses in the garage at Division 4, getting them ready for revenue service (top). That preparation includes thorough testing and checking of the electrical systems. Tyrone Bell sorts through the maze of wires located behind and below the driver's seat to install radio wiring. Before the 940 bus radios can be installed, they must each be tested. Electronic Communications Technician Bill Arthur checks them one by one. Telecommunications also has been checking each headsign prior to its installation at the Downey facility. Mechanics Ronnie McElroy and Bob Robles (at left) do the preliminary work for farebox installation, installing a metal frame next to the driver's seat. Above, mechanic Victor Amador does a preliminary check to make sure the bus has arrived from the assembly plant in good condition. Destined for all divisions, the RTS-04s are already becoming a familiar site throughout the service area.

# 50 ways to save your energy . . . and money

As employees of RTD, we all work in an industry that helps others to conserve energy by taking the bus.

However, there are many other ways that each of us can help to save even more energy at home. They aren't difficult and they shouldn't create undue hardships. Besides, conserving energy is only logical. In addition to saving our natural resources and reducing our dependence on energy imports, you'll be saving money, too.

### Home heating . . . .

1. Don't heat rooms not in use, close off unheated attic or basement areas.
2. Keep doors to the outside and windows firmly shut and weatherstripping in good repair.
3. Don't allow furniture or rugs to

block heating outlets.

4. Open draperies and shades on sunny winter days, but draw them at night to reduce heat loss through the glass.
5. Keep fireplace dampers shut when not in use.
6. Replace air filters on warm air systems at least once a month.
7. Add a shield of metal or aluminum foil behind radiators to reflect heat into the room.
8. Set thermostats at 68 degrees during the day. Drop down five degrees at night to save eight percent more fuel.
9. Lower the thermostat to 55 degrees when leaving the house for the day (or days).

### Home cooling . . . .

10. Buy the most efficient air conditioning unit for your needs.
11. Install room air conditioners

rather than central to cool only the most actively used rooms in the house.

12. Place window air conditioning units on the shady side of the house.
13. Close draperies and shades to reduce incoming heat on summer days.
14. Select moderate or medium settings only on air conditioning.

### Hot water heating . . . .

15. Repair leaky hot water faucets immediately.
16. Use warm, not hot water, in the clothes washer.
17. Schedule washing, drying and ironing for the early morning or evening hours when demand for electricity is less.
18. Take showers, not baths — it saves five gallons of water.
19. Don't overload washing machines.

### Electricity . . . .

20. Unplug "instant-on" televisions when not in use for an extended period of time.
21. Use fluorescent light bulbs instead of incandescent bulbs. A 40-watt fluorescent lamp gives more light than a 100-watt incandescent bulb — and it lasts 10 times as long!
22. Turn out the lights when leaving a room. One 100-watt bulb burning all day, everyday for one year adds \$28 to the electric bill.
23. Eat a few meals by candlelight to add some romance to your energy conservation..

### In the kitchen . . . .

24. Don't "oven peep," you lose 25 degrees every time you open the door.
25. Broil foods rather than fry or bake.
26. Turn off a roast 30 minutes before serving time. It can cook on retained heat.
27. Bake or roast more than one item at a time.
28. Match the correct pot size to the size of the burner or flame.
29. Cook with flat-bottomed aluminum pans with straight sides.
30. Thaw frozen foods before cooking them.

31. Let cooked foods cool to room temperature before storing them in the refrigerator or freezer.

32. Fill the refrigerator to capacity, but don't overflow.
33. Don't keep the refrigerator door open longer than necessary.
34. Close the refrigerator door on a dollar bill. If it slides out easily, you may need new door gaskets.
35. Be sure the refrigerator door and freezer door are always firmly closed.
36. Use the dishwasher only once a day at full capacity.
37. Use a kettle instead of a pan to heat water.
38. Use the oven more than the surface burners.
39. Be sure the range is turned off after use.
40. Never use the oven or stove to quickly heat the kitchen.

### On the road . . . .

41. Plan your auto trips carefully around the most efficient routes
42. Don't let your engine idle for long periods of time.
43. Avoid automobile travel whenever possible. Bicycles are 28 times as energy-efficient as cars.
44. Form carpools or vanpools or take the bus (especially since it's free for District employees).
45. Rent economy cars when on business trips.
46. Reduce excess loads in your automobile's trunk, the extra weight reduces your gasoline mileage.
47. Tune up your car's engine periodically. A well-tuned engine will not only last longer, it can save you 50 gallons of gas each year.
48. Make sure your tires are properly inflated. In addition to saving wear and tear on the wheels, you can save up to 75 gallons of gas annually.
49. The gasoline savings from operating a compact car as compared to a mid-sized car can amount to more than \$125 per year.

### In general . . . .

50. Always buy energy-efficient products and appliances.

## How's your energy IQ?

The increased attention now paid to energy conservation and the wise use of our energy resources has created a number of beliefs that are close to being superstitions and myths . . . which in turn leads to our making myth-takes about energy conservation. How's your energy IQ? Take the following quick quiz to test your knowledge.

1. T F Keeping a light bulb on uses less energy than turning it on and off several times an hour.
2. T F Showers use more hot water, therefore more energy, than tub baths.
3. T F Electricity used to run the refrigerator contributes to heating the house.
4. T F It takes less gasoline to restart the car than it takes to let it idle a few minutes.
5. T F "Life-long" incandescent light bulbs are less efficient than ordinary bulbs.
6. T F During the course of the year, the hot water heater uses more electricity than any other appliance in the house (if it's an electric water heater).
7. T F Closing doors to unused rooms will decrease the amount of fuel used in heating the whole house.
8. T F Drying clothes in consecutive loads uses less energy.
9. T F A fluorescent lamp is more energy efficient than an incandescent (regular) bulb.
10. T F The lighter the car, the less gas it uses.

Answers: 1-F, 2-F, 3-T, 4-T, 5-T, 6-T, 7-T, 8-T, 9-T, 10-T

## 'Los Angeles Transit: Yesterday & Today' here now

To celebrate the Los Angeles Bicentennial, the RTD commissioned local artist Stan Cline to produce three nostalgic paintings highlighting the history of public transportation in Los Angeles.

Framed lithograph copies of the oil paintings were presented during a public unveiling ceremony at Union Station to Mayor Tom Bradley, the Los Angeles City Council and Jane Pisano, Executive Director of the Bicentennial Committee.

Matted lithographs of the three paintings are being sold to the public for \$5 each plus tax at the District's 10 customer service centers.

However, the Marketing Department has made a limited number of the prints available to District employees for only \$4 per print, tax included.

Employees and retirees may

purchase the prints directly from the RTD Recreation Department on the sixth floor of District headquarters, or they may order prints by mail using the attached coupon.

Titled "Los Angeles Transit: Yesterday and Today," the prints depict public transportation vehicles from the early trolley cars to the popular Pacific Electric Red Cars to modern-day equipment like

the doubledeck and articulated buses.

So, order your prints today! Just fill in the coupon below and send it via company mail to RTD Recreation Department Location 32. Or, if you use the postal service, mail the coupon with your check or money order (payable to RTD) to Recreation Department, 425 S. Main Street, Los Angeles, CA 90013.

**"LOS ANGELES TRANSIT: YESTERDAY AND TODAY"**

Order coupon

Name: \_\_\_\_\_ Work location: \_\_\_\_\_

Home address: \_\_\_\_\_

Home telephone: \_\_\_\_\_

Please send me the transit prints I have indicated below:

1925 Scene: \_\_\_\_\_ at \$4 each (tax included).

1950 Scene: \_\_\_\_\_ at \$4 each (tax included).

1980 Scene: \_\_\_\_\_ at \$4 each (tax included).

I have enclosed a check or money order (payable to RTD) for \$\_\_\_\_\_ to cover my purchase.

(Send this coupon to RTD Recreation Department, location 32, 425 S. Main Street, Los Angeles, CA 90013. Prints will be returned to employees via company mail and to retirees via postal service).



**PRINTS CHARMING** — Reigning Ms. RTDs Sophie and Bertha Fox present Los Angeles Mayor Tom Bradley with framed copies of the nostalgic transit prints during a public ceremony at Union Station.

# District adds three more to employee honor roll

Usually, those honored by the Board of Directors at the employees of the month ceremony have long careers in the transit industry behind them, often spanning 20, 30, or even 40 years.

But long careers are not a prerequisite for receiving the honor. There are many relatively new employees in the District who are equally deserving of recognition for their dedication and for the outstanding performance of their duties.

Last month the District honored three such employees. They were information operator Marla Foster, who just recently celebrated her first anniversary with the District; Division 15 mechanic Jerry Potter, who has been with the District five years; and Division 2 operator Leon Harrison, who has 13 years of service behind him.

Marla Foster has proven to be a valuable asset to the Telephone Information Department since she joined it in November, 1979. She consistently exceeds the standards set for the telephone information clerk's work performance and she has a thorough knowledge of all District routes, schedules and fares. Her off-duty hours are spent bowling, playing

bridge and going camping. Eventually, she hopes to land a job in the District Radio Dispatch Center.

Mechanic-A Jerry Potter is building a reputation as an ideal employee. He is diligent and conscientious and an all-around mechanic. He has specialized experience in transmission work and engine overhaul. When given a job to do, Jerry's supervisors can rest easy, knowing the job will be done in a professional and skillful manner. Jerry also has the ability to share what he knows with others. Mechanics with less experience are able to improve their skills by working with Jerry, as he shows them how to perform tasks they may never have done before.

In his 13 years as an operator, Leon Harrison has built a record that places him among a select group of drivers. He has never had an avoidable accident, has a 13-year safe driving award, has had only five absences in the past 13 years, has never been assessed any demerits, has accumulated the maximum number of merits and has never received anything less than letters of commendation annually.

At one point in his career, Leon

was promoted to road supervisor. He enjoyed the position, but found the inconsistent working hours and varied assignments made it difficult for him to spend as much time as he wanted to with his family. He knew a decision had to be made and, since one of his goals

in life is to be a good husband and father, he decided to return to being an operator so he could have regular hours, days off and would be better able to help his wife — who was attending college at the time — raise their six children.



**PRESENTATION** — Director Ruth Richter (left) presents certificates to Employees of the Month (from left) Operator Leon Harrison, Mechanic Jerry Potter and Information Operator Marla Foster. Looking on are Larry Johnson, Milton Spencer and Bob Williams.

## COMMENDATIONS

**(Editor's note: Quoted below are excerpts from just a few of the hundreds of letters of commendation, praising the actions of District operators, which are received each month by Customer Relations from the patrons we serve. While space does not permit mentioning all commendation letters, all such letters are reported to the operator involved by his division manager, with a copy of the letter placed in the operator's personnel file).**

**A. S. Wilson, Division 1:** "He helped make my stay here a real pleasure. When asking for directions, he suggested that I get your tourist pass and also showed me your special system map. I got around a lot, instead of staying by the pool of our motel. All your drivers were very helpful — something I could not say about the Chicago drivers when I moved to that area a few years ago. If you have a driver of the month, he gets my vote."

**Phillip W. Thomas, Line 438:** "This operator's bus was splashed with a liquid substance thrown from a passing vehicle onto the driver's window, which caused the operator to become startled and forced to take precautionary measures to insure the safety of the 35 passengers. I feel it is very important that this operator's quick reaction in both driving ability and reporting the incident shows that you have still another individual who is concerned for the safety and well-being of his passengers."

**M. Wilkerson, Line 83:** "I am a regular passenger on the line, riding daily to and from work. I noticed what a good driver this man was, stopping and starting the bus so smoothly, which is an ability too few drivers have. He was also very courteous to the passengers. He was such an excellent driver, I wanted to send you a note in

praise of this very capable and very courteous driver."

**David Swinton, Line 88:** "This man is so kind and pleasant to everyone, I really believe you should commend him. He gave us all a smoother ride than most bus rides I've experienced. The special thing about it is that my car had been stolen the night before, it was late in the day and I was very weary. When I noticed how kind he was to people, it seemed to cheer me up a lot. I am a newcomer to L.A. and this kind of niceness means a lot to a stranger."

**Clem Williams, Division 2:** "I am sure you receive plenty of 'brickbats' from your riders as some of the operators are pretty rude. They will see a person running for the bus and as soon as this person arrives right in front of the bus the driver pulls away. I have seen it happen many times and I myself have been a 'victim.' However, I would like to compliment one of your drivers. I ran for the bus, just as he was pulling away, and flashed my bus pass to him. He stopped and allowed me

to enter. I have to take three buses to reach home from work so if I miss the 5 p.m. bus I miss the others too. I think the driver of this bus should receive some special commendation for being so courteous."

**Gregory Scott, Line 44:** "I have found him to be very courteous to all passengers and patient with the elderly. As a driver he is alert and cautious. As one of your better drivers, he should receive special recognition."

**R.T. Thomas, Line 96:** "In the early evening I got off the westbound Line 42 Sunset bus at Normandie Avenue. At the very same time, a northbound Line 96 bus pulled up to the southeast corner of Sunset and Normandie. This was the bus I wanted to transfer to, but I could not cross to it as the red light was against me. When the light changed, operator Thomas began to drive north across Sunset and then stopped at the northeast corner. I ran up and asked him if he was waiting for me. He nodded yes. Because of his consideration I did not have to wait another 20 minutes or more for the next bus. Having ridden buses all day, I was extremely tired and this display of human kindness was like finding an oasis in the desert. Being a 71-year-old

member of the gerontology set, and a bus rider for years, I know how extremely rare this kind of thoughtfulness is."

**Line 39 operators:** "I have had to use a cane to walk and I want to tell you how nice the drivers are on the Freeway Flyer from North Glendale. They always get close to the curb so it is easy for me to get on and off and I appreciate it very much."

## CLASSIFIED

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

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

- For sale — 1/12th Time share in a Palm Springs house. Three bedroom, two bath, large pool, four-plus weeks guaranteed usage, fully furnished. Good investment. Approximately \$5,000 down, monthly payment to be arranged. Call Russ or Diane at (213) 839-9682.

- For sale or trade — 1952 International pickup truck. Very clean. 90 percent restored. Only needs paint. Will sell to best offer or trade for a Harley-Davidson motorcycle. Call Robert at (714) 829-2752, evenings.

- Two cars for sale. 1973 Capri, good condition, \$1,700 or best offer. 1973 Datsun, air, am/fm, good condition, \$1,900 or best offer. Call Armando, evenings, at 542-0173.

- Wanted, space for a 1979 mobile home. 12'x66' with an expandable 8'x10' living room. From Covina going west to El Monte. If anyone knows of a space available, please contact operator H. Fyler, badge 3102, at Division 9.

### Best bargain in town!

St. Bernard puppies in need of a good home? A 1965 Chevrolet being replaced by a newer model? A four-poster bed tucked away in the garage? Whatever you want to sell, trade or give away, let fellow RTD employees have the first chance and advertise it in Headway at no cost. Just fill out the coupon below and return it to Headway, RTD, 6th Floor, 425 So. Main St., Los Angeles, CA 90013. (Please include home telephone numbers only.)

Name: \_\_\_\_\_  
 Work location: \_\_\_\_\_  
 Description of item: \_\_\_\_\_  
 \_\_\_\_\_  
 Price: \_\_\_\_\_ Hours to call: \_\_\_\_\_  
 Area code: \_\_\_\_\_ Telephone no.: \_\_\_\_\_

## Safe quarters

Director George Takei (left) presents Third Quarter Safety Awards to Division 15 Maintenance Manager Milton Spencer and Transportation Manager George Marsala with an assist from Director of Safety Joe Reyes. The division reduced passenger and traffic accidents by 14 per cent. Lost-time industrial accidents decreased by 39 per cent to a rate of five accidents for each 100,000 work hours.

Reyes reports that for the third quarter of last year, operating divisions compiled an enviable record as 10 of the 11 divisions reported reductions in traffic and passenger accident frequencies, which produced an eight per cent system-wide improvement. More notable was the overall improvement shown in the area of industrial injuries, which was down by 10 per cent.

But, Division 15 led the way and thus garnered the honors.



# Rec program slates something for everybody

The RTD Recreation Department is starting the new year off with a little something for everyone. For the culturally inclined there will be two plays. For the educationally inclined there will be a whalewatch trip and for the sports minded there will be basketball and hockey.

### Whorehouse . . .

The District has some great seats to the hit musical "Best Little Whorehouse in Texas" starring Alexis Smith. Sold on a first come, first served basis, the tickets are for a 2 p.m. matinee on Sunday, January 11. The \$16 seats are available to RTD employees and retirees for only \$14. The play is at the Wilshire Theatre, 8440 Wilshire Boulevard in Beverly Hills.

### Whalewatch . . .

The American Cetacean Society and the Cabrillo Marine Museum have joined in a common effort to help educate and inform people of Southern California about marine environment, especially whales, in a program known as Whalewatch. The program gives you an opportunity to go out on a boat and, hopefully, see these magnificent creatures in their natural habitat, the ocean. The trip is set for Saturday, January 17, from 1:30 to 4:30 p.m. It leaves from the Catalina Cruises pier in Long Beach. Price is \$5.50 for adults, \$5 for children five through 11 and kids under five are free. The reservation deadline is January 14.

### Go Forum . . .

On Sunday, January 18, the District has tickets for an event the whole family can enjoy. The popular Holiday on Ice extravaganza at the Forum in Inglewood can be yours for only \$6 per ticket (a regular \$8.50 value). The show starts at 6 p.m.

### Once again . . .

For the fifth time, the Rec Department has obtained tickets (really great seats down front and center) for "Evita" at the Shubert

Theatre in Century City. The tickets are for the 7:30 p.m. performance on Sunday, January 25. The \$22.50 seats are going for \$20 and you'd better hurry as these always go fast.

### Globetrotters . . .

Also on Sunday, January 25, you can spend the afternoon watching the world-famous Harlem Globetrotters perform their roundball magic on the court at the Forum in Inglewood. \$8 tickets for the 1 p.m. show are available for only \$6.

### To the hoop . . .

For those who like their basket-

ball action serious, the Rec Department has discount tickets available to a trio of upcoming Laker games at the Forum. Normally \$7 tickets are available for only \$5.50 (child price \$3.50) to see the Lakers take on the Denver Nuggets, Friday, January 23; or the Boston Celtics on Wednesday, February 11; or the New York Knicks on Tuesday, February 11.

### Face off . . .

On Saturday, February 21, hockey fans can see the Kings take on the Philadelphia Flyers. Tickets to the 7 p.m. contest, normally \$8, are going for only \$6.

### Roll 'em . . .

Discount tickets to any General Cinema Corporation theatre are still available through the Recreation Department. The \$2 tickets are good for one admission to any GCC theatre, any day of the week, at any attraction and any performance. Valid for one year from the date sold, the tickets represent a savings of up to \$2.85 per ticket. GCC has 8 Southland cinema centers, including Westwood, Woodland Hills, Northridge, Redondo Beach, San Bernardino, Sherman Oaks, Arcadia and Montclair.

Safety department announces new award program for employees

The RTD Safety Department has announced a new Incentive Awards Program to become effective the first of the year. The new program is in response to employee requests for improved merit awards for safe performance.

"Both operational groups, transportation and maintenance, will be included in the new program," explains Director of Safety Joe Reyes. In the past, the District recognized safe worker performance by issuing National Safety Council pins to operators. The new program provides a series of customized awards, offering superior recognition to deserving employees.

Awards consist of Certificates of Merit for all years, with special emphasis on the milestone years in five-year increments as follows:

- 5 years — Polished brass belt buckle, gold pin or charm,
- 10 years — Custom designed walnut plaque,
- 15 years — Custom designed silver buckle,
- 20 years — Plaque with sterling silver buckle,
- 25 years — Silver ring,
- 30 years — Customized gold ring.

In order to qualify for these awards, employees must work a full calendar year without having any preventable accidents, Reyes says.

Initially, employee awards will be based upon eligibility as of January 1st. Thereafter, awards will be earned on an actual experience basis. This means if your 20-year "safety anniversary" falls in April, you will receive your safety award in April.

The awards program will be formally unveiled this month, with program brochures and distribution forms to follow. Displays will be featured at the divisions to provide personnel with a first-hand look at the award items.

"We believe this program to be of far greater quality than previous efforts and foresee expansion in the future to include other elements," Reyes says.

The Safety Award Program is patterned after similar projects implemented by other transit properties where it was found to be instrumental in reducing accidents.

**HEADWAY**

Published monthly for the employees and retirees of the Southern California Rapid Transit District.

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

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

**David Himmel, Editor**

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