



HEAD



WAY

Southern California Rapid Transit District

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A Christmas story: (or one that should be)

Odd Kristofferson is a special agent with the Southern California Rapid Transit District. Born in Norway, he has worked for the District all of the 17 years that he has lived in this country . . . and he has a very big heart.

Craig Uyeda, 10 years old, is deaf, unable to speak and . . . he loves to ride his bike.

What do these two have in common?

Goodwill and a bicycle.

It all began one day after Craig had ridden his small bike to a neighborhood toy shop. Upon arriving, he parked, locked his bike and ran into the store. When leaving the store, little Craig discovered that the wire that secured his bike to the post had been cut, and the bike had been stolen. Eyes full of tears, unable to communicate his grief to anyone, Craig ran blindly into the street. Quickly realizing that he had run into the path of an RTD bus, Craig threw himself over to the side of the curb. The bus operator stopped the bus and called a special RTD agent to the scene. Odd Kristofferson was the agent.

"When I arrived, the driver was holding this dirty little boy in his hands," Kristofferson said. "He was so painful. He couldn't tell us what was wrong. He only made these little noises."

Once Kristofferson had taken the boy to the hospital and was assured that Craig had not been hit, he drove the child home.

"I think that I wrote the word 'home' on a piece of paper, and he led me home by just pointing the way with his little fingers." Kristofferson is speaking softly now, a slight Scan-

navian accent escaping his throat every now and then.

"I took him home to his mother. She was able to interpret what Craig had been trying to tell me," said Kristofferson. "After she explained what had happened to his bike, I just sat there and got madder and madder at the culprits who could do such a thing."

Kristofferson was obviously moved. By the end of the day, Craig Uyeda had a brand new bicycle.

"I don't like to talk about it," said Kristofferson, who has no children of his own. "It seemed like the natural thing to do. It broke my heart to see him so sad. I ran right out to Sears and got the bike the same day."

Why did Kristofferson do it?

Was it the stringent military training he received as a young man in Norway that gave him such a strong sense of duty? Was there some tender lesson he learned from the mother he visits in the "old country"

'I did what I felt was right . . .'
Odd Kristofferson

every year? Or was it some intuitive, fatherly feeling deep inside the special agent that led him to protect a small boy's heart from a few of life's ugly scars?

To Kristofferson, there was no choice, "I did what I felt was right, that's all."



OLD FRIENDS — Odd Kristofferson, RTD special agent, and young Craig Uyeda became friends last spring. Kristofferson bought Craig a shiny, new bike after their first meeting.

Former President Nixon is RTD driver's neighbor

He insists that it has not been deliberate — but it appears that Division 1 operator Bob Heaton is following former President Nixon around. Heaton lived near Richard M. Nixon some years back in Whittier and he now lives within steps of what was once the Western White House in San Clemente.

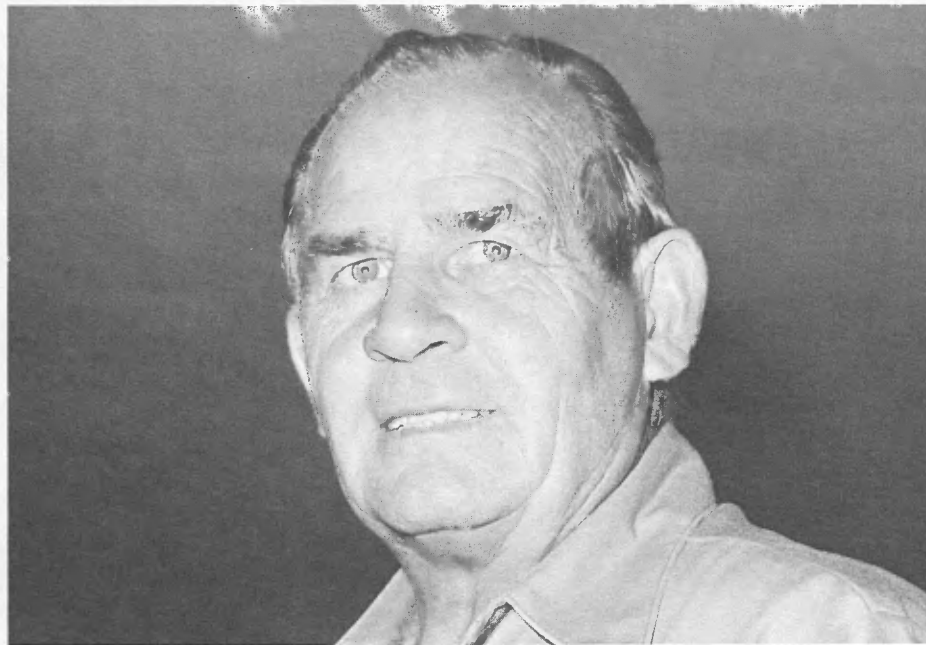
An RTD employe since 1940 and the recipient of the March 1974 "Operator of the Month" award, Heaton has driven Line 58 from Santa Ana to Los Angeles for the past five years.

His first Presidential encounter occurred the summer that Nixon had purchased his San Clemente property. The Heatons, who were staying in their summer home in San Clemente, heard a knock on their door. Opening it, they were surprised to find some Presidential aides requesting the use of their house for some of the President's staff. "Although the money was certainly more than enough — \$680 for 29 days," explained Heaton, "we had to refuse them since my wife and I were using the house on weekends as a vacation home and we didn't want to give it up."

Later the Heatons decided to move permanently to San Clemente, selling their vacation home and buying another.

This time their new home was a few blocks from the property which was to become known as the Western White House.

Disbelief and surprise were the reactions of the local townspeople, according to Heaton, when they learned the news that the President was going to be their part-time neighbor.



DIVISION 1 OPERATOR, Bob Heaton, an RTD employe since 1940, is a neighbor of the former President Nixon. Heaton drives the Line 58 bus from Santa Ana to Los Angeles.

Once a quiet little seaside town, San Clemente suddenly seemed to bustle with activity, Heaton recalled. There were Presidential aides and Secret Service men everywhere, workmen busy making the necessary renovations on the property, photographers and news media roaming about, and tourists wandering through the streets near the compound, hopeful of catching a glimpse of the President.

However, because of the shrubbery and tight security, it is difficult to get a good view of the compound, says Heaton, except from the water in front of the house. From Interstate 5, all one can see is a flagpole, a radio antenna and a heliopad.

At first, throngs of townspeople would line the streets, upon hearing that the President was in town, or congregate at the hardware store or barber shop if he was there. "Now," says Heaton, "the novelty has worn off and most people no longer drop what they're doing to run to see the President."

Being the neighbor of the President of the United States does have its disadvantages, admitted Heaton.

Tourists often pass Heaton's house while searching for the Presidential compound, only to end up on a dead-end street.

As they retrace their steps, they stop at the Heaton household to ask directions to the President's home, which is a few blocks in the other

direction.

"It's getting to the point where I don't enjoy working in my garden anymore," said Heaton, pointing out that the tourists' interruptions have gotten to the nuisance stage.

On several occasions, Heaton has spoken to Nixon while running into him at one of the town's stores. Once the President and his long time friend, Bebe Rebozo, were browsing around in the drugstore, and Nixon decided to buy a box of candy for his wife.

"He dug into his pockets but found that he didn't have enough money . . . not even the \$2.50 or \$3.00 that the candy cost," said Heaton. "So Rebozo finally paid for it."

"Funny," laughed Heaton, "but somehow or another, I always thought that Presidents carried a lot of money with them."

Heaton, who has received a 26-year Safety Award, says that he enjoys working for RTD and talking with his passengers — some of whom have ridden with him for years. Heaton and his wife, Josephine, have 1 daughter, 3 grandchildren and 3 great grandchildren.

In addition to his distinction of being the one RTD employe to have a former President as a near neighbor, Heaton may have another claim only he can make — that of being the RTD employe who lives the furthest from his work location. Division 1 to San Clemente is 61½ miles.

Are there any Headway readers out there who can top that claim? If so, give the News Bureau a call at Extension 431.

(Editor's Note: Marcia Lewis, who recently became Mrs. Leonard Russo, is a stenographer in the Maintenance and Equipment Department of Division 2. A lot of Marcia's time is spent typing road calls for the division. And it was from this work that an idea was spawned for a poem, entitled "Road Calls.")

"ROAD CALLS"

*B.O. Starter
Transmission slips
Coach won't move &
A broken signal switch*

*Weak batteries
No dome lights
Radiator hose leaking
And no head sign*

*Hot engine
Brakes locked
Won't start from front
And Treadle mat shocks*

*Hollywood & Vine
Van Nuys & Sherman Way
Third & La Cienega
It's been a long, hard day*

*El Monte Station
Manchester & Crenshaw
Little vandals on board
Intent to break the law*

*Missiles flying
Colorado & Eagle Rock
Babies crying
And, it's in to Maple Lot*

*Left rear tire flat
Otsego & Fair
Stuck in D.D.
No power & no air!*

HELD FOR REPAIR!!!

Double decker dazzles Los Angeles



IT'S HERE — RTD's new double-decker fascinated Southland residents during its recent arrival to Los Angeles. Members of the John Marshall High School band welcome the bus with a happy tune.

In spite of the showers, press, politicians and just plain people turned out in numbers for the unveiling of the Southern California Rapid Transit District's new double-deck bus.

The bi-level bus was on view in front of the RTD building on Wednesday, December 4. The press and public officials were offered a testride along the El Monte Busway, where the bus will be scheduled to operate.

Judging by the response, the double decker is an instant success.

The double deck bus is 40 feet long, 14 feet high, and 8½ feet wide. It seats 27 passengers on the lower level and 57 on top, and can reach speeds in excess of 65 miles per hour. The bus was purchased at a cost of approximately \$135,000.

"These buses combine the best of European styling and technology with service-proven U.S. components,"



VIEW FROM THE TOP — An attractive feature of RTD's double deck bus is a comfortable, upper-level, which seats 57 passengers. The lower-level seats 27.

said Jack R. Gilstrap, RTD general manager. "They are outfitted with the same Cummins diesel engine used in other RTD buses, an Allison transmission, the same Rockwell axles used under other District buses, and a Westinghouse Thermo-King dual air conditioning system."

The acquisition of the double-deck buses is part of the District's continuing program of making the latest innovations available to Southern California bus riders. Other successful projects include the downtown Mini-Bus service, the Busway, and Park-Ride services from many outlying areas.

The double-decker was purchased from Raad International Corporation of Newport Beach which expects to have both double-deck and articulated buses in full production next year.



NEW BUSWAY FLYER — Poised for its maiden local run on the El Monte Busway, the first of two double-deck buses to join the Southern California Rapid Transit District fleet is ready to go.

... the double decker is an instant success.'

"Open top double-deck coaches ran along Wilshire and Sunset Boulevards from the 20's to the mid-40's," Gilstrap said. "But this sleek air-conditioned coach is a far cry from the earlier version. Upper deck riders were often brushed by palm fronds as the bus passed under a low branch.

"We expect that the good view and quiet ride will lead to heavy use of the upper deck," he added. You had to be a hearty outdoor type to ride up there in the 20's.

"Considering the increased public awareness of mass transit in Los Angeles," Gilstrap said, "passengers will find these buses to be among the most efficient and comfortable vehicles in public transportation today."

RTD among leaders in energy conservation

DIVISION SAVINGS:

Locations served by Los Angeles Department of Water & Power, ordered to reduce 10%.

Location	Kilowatt Hrs. Saved	% of Reduction
Division 1-11	96,800	24.0
Division 2	189,800	30.5
Division 3-10	105,981	24.1
Division 4-5	155,200	29.2
Division 6	73,380	46.6
Division 8	33,537	21.3
So. Park Shops	104,270	19.2
1060 South Broadway	281,561	35.0

Locations served by Southern California Edison Company urged to reduce 15%.

Location	Kilowatt Hrs. Saved	% of Reduction
Division 7	39,040	18.1
Division 9	31,323	13.5
Division 12	47,338	16.8
Division 13	33,695	35.8

SUMMARY OF SAVINGS SYSTEM-WIDE

L.A. Dept. of Water & Power	1,040,529	28.4
S.C. Edison Co.	151,396	18.4

TOTAL RTD SAVINGS

System Wide	1,191,925	26.5
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'Transit companies from all over the country have contacted us about it.'

'Our employees at RTD worked hard to make the District one of the top savers of energy.'

"There's a certain amount of pride involved in the operation which made the Energy Conservation Program a success," said John H. Walsh, RTD director of safety. "Our employees at RTD worked hard to make the District one of the top savers of energy."

The Energy Conservation Program was introduced in December of last year after the President of the United States addressed the nation on the seriousness of the energy crisis. "Mr. Gilstrap requested that the District coordinate its efforts in order to respond to the national energy emergency," said Walsh. "Thirty-four area monitors were appointed, representing all divisions and locations, with 34 alternate monitors to assist in the effort."

According to Walsh the program is a continuing one. He said that people developed a sense of false security during this year's gas-abundant summer. However, Walsh feels that the reappearance of the strain on energy sources is near. "In the last six months, the energy crisis has not been in the headlines, but now it's beginning to come back again."

The following charts represent the actual savings for the seven-month period from the first of January through the end of July this year:

miles farther on the same amount of fuel than we could during the same month last year."

In order to keep track of the electrical energy being consumed by District operations, the monitors report meter readings which are recorded at the Safety Department Office. As a result, the Department of Water and Power has confirmed that the District's kilowatt saving from January through July equates to 1,986 barrels of high grade oil. According to DWP, the energy RTD has saved could provide all of the electrical needs for 425 average Los Angeles homes for the entire seven months.

"After the tremendous success of our program, transit companies from all over the country have contacted us about it," said Walsh. "Even governmental agencies have contacted us for suggestions on energy conservation."

Visual materials were a part of the energy conservation effort. Two thousand gummed-back reminders were put on our buses, urging drivers to "Save energy and lives." On-the-job energy conservation hints were distributed in pamphlets, checklists were provided and awareness posters were placed in District buildings. Employee response to the program has been nothing short of fantastic, as the results continue to show even further improvement.

Walsh summarizes the District's conservation efforts by citing DWP's praise of our program, "Engineers at DWP can hardly believe that we have been able to achieve the kind of reductions which we have without adversely affecting our operations" Walsh concludes. "They say that if all of industry, commerce and transportation, (which account for about 70% of the total end-use energy consumption in this country) would follow RTD's example, our country's energy problems would be well on the way to being solved."

According to Walsh, figures were kept to compare savings in diesel fuel. "During one typical month, earlier this year, 25,426 gallons of diesel fuel were saved." Walsh went on to say that this figure was accomplished by getting a .02 MPG increase throughout RTD's bus fleet. "In other words, we were able to travel 112,891



OUTSTANDING DRIVER — Marie Glines receives the operator of the month award for July from RTD Director George Takei (right). Ms. Glines, who works out of Division 12, drives the 131 line throughout the city of San Pedro. Present during the ceremony was Ralph Costello (left), manager of Division 12.

SAFETY AWARD WINNER, Jack Lyddiard, operates out of Division 9 and drives the 401 Line, which travels from Los Angeles to El Monte and Pomona via La Puente. Presenting Lyddiard with the award was George Marsala, manager of Division 9.

1974 in review: 'It was a very good year'

