



Emblem

76-16

JUNE, 1959



Nine Plaques for Employee Safety
New-Style Buses Coming — 100 of 'Em!
How We're Cutting Transit Accidents

Cover Story, p. 15



HOLDING SAFETY PLAQUES are eight Maintenance Division Superintendents, who have just received them from Asst. General Supt. R. F. MacNally, fourth from left, on behalf of the State Workmen's Compensation Insurance Fund. Superintendents are C. J. Hatzer, Division 7; W. S. Bowles, 6; J. M. Buchan, 4; H. J. Hinze, 1; O. C. Schmokel, 3; Fred See, 10; Sam Rinkus, 9; and A. L. Bristow, 8. Others in photo are, from left, W. F. Pitts, Jr., State Compensation Insurance Fund; C. A. Tengblad, Asst. Director of Personnel, MTA; F. D. Ritter, Jr., Fund safety representative on MTA property; and (between Hatzer and Bowles) G. H. Powell, Supt. of Equipment.

SCHMOKEL'S WORKERS LEAD AS—

Nine Divisions Get Safety Plaques

Awards from State Compensation Insurance Fund For No Lost-Time Accidents in 12 Months Go To One Transportation, 8 Maintenance, Divisions

SAFETY PLAQUES to one transportation and eight maintenance divisions whose personnel had worked the first full year of MTA operation without lost-time on-duty accident were presented by Assistant General Manager R. F. MacNally to the Superintendents concerned on Tuesday, June 16.

The presentation was made on behalf of the State Compensation Insurance Fund, which handles Workmen's Compensation Insurance for MTA.

The transportation division so honored was Division 10, of Glendale, under the supervision during

the period in question of Division Foreman Kenneth E. Parker, who received the award on behalf of the 110 Operators and other personnel. Since May 5, the division has been headed by K. E. Funk. Mr. Parker is now serving as vacation relief division Superintendent over the system.

Of the eight maintenance divisions receiving plaques, Division 3 (Highland Park) under Supt. Otto Schmokel, was most outstanding having gone not only one year, but over eight years (3013 working days) without lost-time injury. At the present time, 41 employees work there on bus maintenance.



"GOOD WORK, GLENDALE OPERATORS!"— Division 10 Foreman K. E. Parker, second from left, receives from Mr. MacNally the sole safety plaque awarded by the Fund to a transportation division. At left is Mr. Ritter; at right, M. Edwin Wright, Gen. Supt., MTA.

The other maintenance divisions honored were Divisions 1 (Sixth and Central), under Supt. H. J. Hinze; 4 (4180 W. Pico), James M. Buchan; 6 (Ocean Park), W. S. Bowles; 7 (West Hollywood), Clarence J. Hatzler; 8 (Van Nuys), A. L. Bristow; 9 (El Monte), Sam Rinkus; and 10 (Glendale), Fred See.

Asked the secret of his division's success in accident prevention, Mr. Schmokol said, smilingly, "Teamwork—we try to watch all work being done to see that proper safety precautions are being observed. The fellows here are safety conscious."

Safety representative for the State Compensation Insurance Fund on MTA property is F. D. Ritter, who periodically visits all

divisions, as well as Way and Structures and Electrical Department shops and yards, in order to promote reduction in accidents to employees.

Working hand in hand with Mr. Ritter is the MTA Personnel Department's Assistant Director, C. A. Tengblad, who administers the employee safety program.

"Mr. Ritter is high in his praise of our good housekeeping and excellent conditions in our shops and garages. Visitors from other industries, both domestic and foreign, have also been favorably impressed," said Mr. Tengblad.

"Lost-time accidents are a four-fold loss: to the employee concerned, his family, the Authority, and the public," Mr. Tengblad continued. "I include the public because the loss of a regular employee's skill, even temporarily, reflects in some degree on the service."

Both Mr. Tengblad and Mr. Ritter offered this advice: "Always report an injury, no matter how trivial, to your department. Minor injuries which may not need the attention of a doctor or may not result in loss of time should nevertheless be reported at once on a minor accident form. If such a report has been made, the employee is protected under State Compensation Insurance laws, should complications develop later."

DIVISION 3 MECHANICS, who topped all other divisions in employee safety on the job, gathered at shift change to witness special presentation of safety plaque by Mr. MacNally, on behalf of the State Workmen's Compensation Fund, to their Superintendent, Otto Schmokol. Many mechanics were on vacation, couldn't be present for photo.





"COFFEE AND" at Ocean Park Division is free to all one day in June because the Operators bettered their safety record for May over last year. From left are Operators M. A. Thompson, O. M. Blanks, R. E. Sanson, H. M. Geno. Mr. Geno is talking over safety problems with Safety Supervisor Charlie Hardy, right, and demonstrating his ideas by arranging model vehicles on a magnetized traffic intersection board.

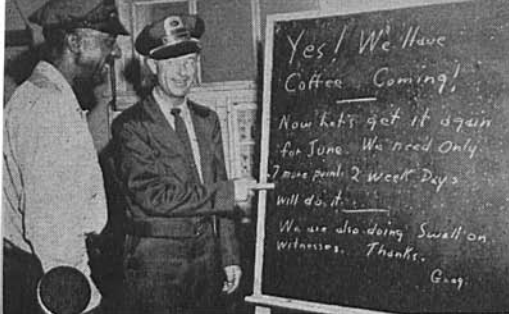
How We're Cutting Transit Accidents

**Operators, Maintenance Men, All Departments,
Have Cooperated to Reduce Accidents 9.4%
In Campaign Spearheaded by Safety Department —
"But We Can't Rest on Laurels," Says Safety Joe**

"IT IS MOST GRATIFYING to note that during 1958 there was a reduction of 9.4% in accidents in which MTA was involved," comments General Manager Cone T. Bass. "This is the overall figure for passenger and traffic accidents. Traffic accidents decreased 10.5%, and passenger accidents, 6.9%.

"This splendid record was achieved only because of the teamwork that exists throughout the company. It has been due, first and foremost, to the safety-consciousness of the Operators themselves.

But it has been due also to proper selection of employees by the Personnel Department, proper training and supervision by the Transportation Department, proper maintenance of equipment, track, and overhead by the non-operating groups, keen watchfulness by the Special Agents Department—and certainly to the efforts of the Safety Department, under the supervision of Safety Engineer Joe Prutsman and his assistant, Safety Supervisor Charlie Hardy."



KEEPING 'EM INFORMED—Message on blackboard signed "Greg" is pointed out by the author, Instructor Gregory, to Operator B. J. Mitchell in Operators' room.

Actually, the Safety Department is the Safety Engineering Department of the Los Angeles Branch of the Transit Casualty Company, a national concern that handles claims involving passengers and transit vehicles for MTA as well as other transit companies over the nation.

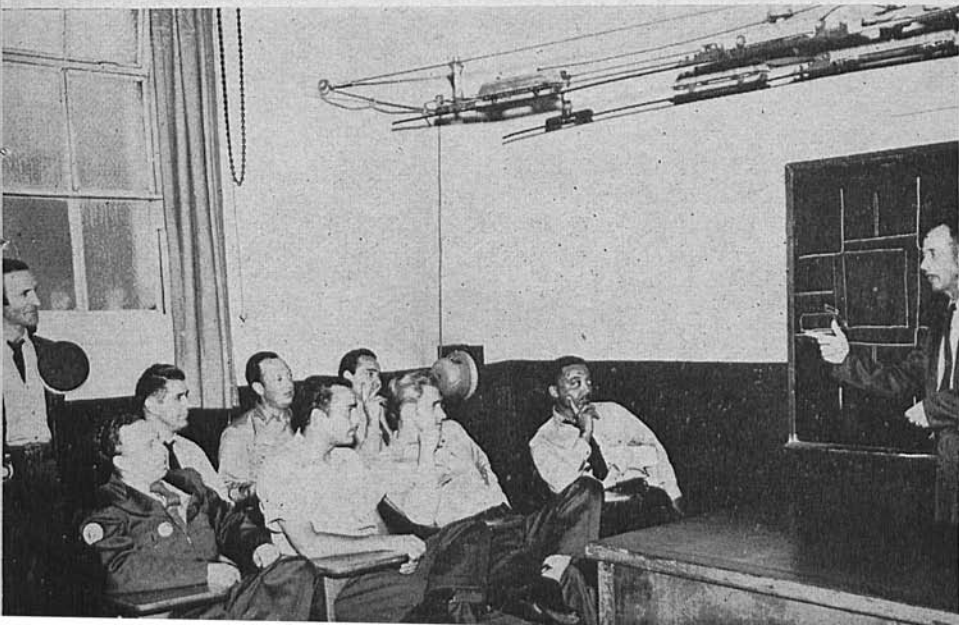
"The MTA safety program," says Mr. Prutsman ("Call me Safety Joe"), "is built around The Four E's—that is, Enthusiasm, Education, Enforcement, and Engineering. We

try to keep the employees safety conscious by means of contests and ideas, by educating Operators on how to read and react to traffic conditions, by working closely with those departments which are in charge of enforcing certain rules and regulations, and, whenever possible, by using good, sound engineering practices to eliminate the greatest cause of accidents—man failure."

Representatives of the Safety Department—usually either Charlie Hardy or Joe—are constantly on the go from division to division, talking safety wherever they are. They schedule refresher courses in accident prevention for small groups of Operators—sometimes for individuals. Wherever and whenever the need arises, they are around to give special counseling.

As a means of making Operators further safety conscious, Joe and Charlie, with the cooperation and approval of the Transportation Department, run monthly safety con-

REFRESHER COURSE—Division 1 Operators get some pointers from Instructor L. K. Gregory (at blackboard). Seated, front row, from left, are B. G. Schwimer, Maurice Atkins, Leon Palmore, Reuben Nash; rear row: Eugene Labonite, Joseph Medjes, Gene Geenarini. Standing at left is B. J. Tharp. Apparatus above is "laboratory" model of trolley coach overhead wires. It is used for instruction purposes at this division.





How We're Cutting Accidents

DAILY ACCIDENT RECORD had just been put up for June at Division 1 when Operator Hursel Haley pointed out to H. D. Sweezy the figures showing that the division had improved its accident record by 4, this year over last year to date. Over chart is flashing light signal that shows green when card below reads: "Go Accident Free. You Did Yesterday." If there has been an accident, light is turned off and card is turned to reverse side, reading: "Stop Accidents. We Didn't Yesterday."

tests in which each division competes each day against its own safety record for the corresponding day of the same month of the previous year. The contest is carried on by means of a daily accident chart posted on every division safety bulletin board by the first of each month.

To help call attention to the chart, a flashing light signal is posted over it. When any division chart

shows at the end of the month an improvement in the accident record as compared with the record for the same month of the previous year, a Safety Department representative brings to the division free coffee and doughnuts.

Every accident report is coded, according to type, by Marge Cook, of Joe's office staff. For example,

SAFETY ENGINEER Joe Prutsman, right, discusses witness averages with Assistant Chief Instructor C. C. Templin. Witness averages is a record showing by divisions the number of names and addresses obtained by Operators at time of accidents.



POLICE COOPERATE—Sgt. Frank Crewe, of the Traffic Education Section, Los Angeles Police Department, shows "Safety Joe," left, the number of accidents that have occurred at certain intersection, as shown by varicolored pins stuck into a big LAPD map of Los Angeles. Type of accident is shown by color of pin. Joe wants to see how the police record of types of accidents tallies with Safety Department records of types of transit accidents. Both men agree that intersection in question is getting more than its share of accidents. Why? Further investigation will be made, corrective measures taken.



"23" means that a bus or streetcar was involved in a rear-end collision; "24" means that another vehicle hit a bus or streetcar in the rear. Although the coding is primarily for IBM purposes, Joe also points out that it's simpler to record a number than to write out a description of the type of accident, and that it's much easier to see accident trends by reading figures than by reading words.

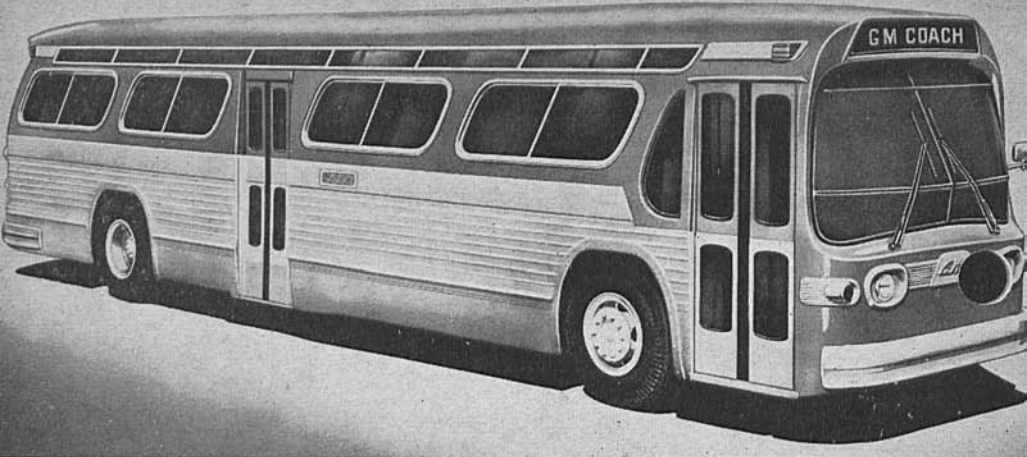
OFFICE STAFF—From left, Marge Cook and Jim Love, Clerks, and Pat Pettit, Secretary, in Safety Engineering Office.



An accident location card index file is maintained in the Safety Department office by Jim Love. This shows accidents by types, directions, time of day, location, etc. When a card shows that an unusual number of accidents of a certain type are happening at a certain intersection or other point on a route, a study of the location is made by the Safety Department with the help of other MTA departments and other interested parties, in order to see why accidents happen there so often.

In accident location investigations, the help of the Los Angeles Police Department is often enlisted. Through the courtesy of Lt. Don Mann and Sgt. Frank Crewe, who are in charge of the Traffic Education Section, Joe and Charlie frequently study police accident location maps to see how they com-

(Continued on Page 14)



WE'LL GET 100 LIKE THIS. (General Motors Photo)

NEW IN DESIGN AND COMFORT

100 Coaches Ordered

FLUORESCENT INTERIOR LIGHTING, greatly increased glass area, a more streamlined appearance, a new V-type engine, and greater convenience for both passenger and Operator are features of the 100 new buses that will arrive from the General Motors factory in Detroit toward the end of this year. Total cost will be \$2,825,000.

Of the hundred, 75 will be of the urban type, with vinyl-upholstered seats for 51 passengers. The other 25 will be of the depressed-aisle, interurban type, with forward-facing, needlepoint-upholstered seats for 46 passengers. Both types will have center exit doors and hydraulic drive.

LOTS MORE VISIBILITY

Giving the Operator greater visibility in all directions is the big windshield, whose area has been increased 176% — from 9.3 square

feet to 25.5 square feet. Its increased height provides him with a better view of traffic signals; its increased depth, a better view of people and objects at ground level near the vehicle. Greater glass area in the driver's side window, in the front doors, and in the rear window improves visibility for both the Operator and his passengers.

The latter look out through picture windows so large — nearly seven feet long and over two feet high — that there are only four on each side of the coach. Set in anodized aluminum sashes shaped to a forward slant, the windows open and close horizontally. Above these windows are standee windows of tinted glass set in rubber channels in such a manner as to give the appearance of a single continuous window for almost the full length of each side of the bus. Standee windows are 6½" higher than those in present coaches, a fact which makes it possible for the taller pas-

sengers to watch for their stops without awkward bending.

Beneath the windows outside the coach, fluted, anodized aluminum panels have replaced the old standard flat painted panels, adding a more modern appearance to the vehicle.

Inside, the walls below the windows are of patterned anodized aluminum bonded to tempered masonite. Ceilings are of patterned Melamine in light colors. The pattern adds as much interest to the interior as wallpaper does to a room. Floors will be of black rubber; stepwells will be of anodized aluminum with treads of black rubber.—Steps, incidentally, are 1½" closer to the ground than in present models—for the ease of passengers in boarding and alighting.

FLUORESCENT LIGHTS

Interior lighting is by five fluorescent tubes set end to end down the center of the ceiling and covered by a continuous shade, or lens, scientifically designed to focus light for best illumination throughout the coach and to provide a maximum of light at the reading plane. A fluorescent tube also illuminates the destination head sign, whose front face is tilted forward 22 degrees from the vertical for easier reading.

BETTER VENTILATION

Heat and ventilation are provided by underfloor blowers located near the center of the coach. They furnish 1500 cubic feet of air per minute throughout the coach by means of ducts in side walls. In winter, the air is blown over a thermostatically controlled heating core. There is also a dash heater to supply heat for the driver and

for windshield defrosting. Blower capacity has been increased over previous models.

NEW V-6 ENGINE

For the first time in two decades, General Motors has come forward with a new six-cylinder, V-type, 6V-71 diesel engine. Although it is smaller and 200 lbs. lighter than the familiar 6-71, it develops about 19 more horsepower, delivers better fuel mileage, and, because of higher torque, gives better acceleration. The engine compartment is also better insulated than it was in previous models.

HYDRAULIC SHIFT

Shifting is done hydraulically, under full power, by means of a new V-shift. The direct-drive clutch actually engages before the hydraulic clutch is released—a fact which insures a smooth shift under a continuous flow of power. Moreover, in the new transmission, several air control parts have been eliminated.

IMPROVED AIR SUSPENSION

Air suspension has also been improved and simplified, with changes resulting in less noticeable vibration.

Operators will appreciate the new pantograph windshield wipers that have extra arms which keep wiper blades vertical in cleaning 1260 square inches of windshield. The wiper motor is nearly three times as powerful as that of earlier models.

Assignment of coaches has not yet been completed. Some of the older coaches will, however, be retired as the new ones come into service.

Commendations

Employees Commended By Public in May

THE GOOD WILL and efficiency of 109 Operators and a Ticket Clerk drew commendations from the public in May. Names and divisions are as follows:

OPERATORS

E. M. Anderson, 1; J. R. Anderson, 4; A. J. Arnone, 3; H. C. Arthur, 9; S. L. Barasch, 4; J. W. Blakey, 5; James Bradley, 4; L. A. Breckbill, 3; C. H. Bull, 8; C. T. Burris, 4; E. E. Capek, 3; Willfred Cato, 4; W. H. Chaney, 1; L. L. Chapman, 7; P. R. Ciaccarello, 5; B. W. Cliff, 2; D. J. Cornish, 20; L. R. Crozier, 20; H. F. Cruz, 4; C. L. Cummings, 7; B. W. Curtis, 5; E. W. Deane, 3; R. M. Deslauries, 11; S. L. Dickinson, 20; S. F. Dispennette, 10; R. C. Drucker, 4; E. B. Dugan, 3; H. G. Eamigh, 5; C. F. Ely, 20; Lula E. Epp, 20; Harvey Evans, 4; L. A. Evans, 20; L. H. Faulkner, 11; E. L. Finley, 6; R. A. Forsythe, 6; M. L. Foster, 12.

C. A. Gajewski, 8; J. T. Ganaway, 6; F. E. Gordon, 4; D. G. Gould, 6; P. B. Greet, 9; F. W. Harper, 20; H. R. Harrington, 7; A. C. Harris, 2; C. E. Holcomb, 3; W. K. Holsberry, 12; H. C. Hunten, 11; R. E. Jackson, 5; L. D. Jensen, 4; C. A. Johns, 10; N. M. Jones, 1; R. P. Jones, 10; W. B. Jones, 4; R. M. Kelly, 2; A. E. King, 11; W. R. Kinley, 11; R. L. Koons, 20; J. J. LaFond, 4; G. B. Livingston, 20; Gustavo Lopez, 4; G. H. Lynch, 6; J. L. May, 8; J. W. May, 9; J. E. McGee, 20; L. A. Moon, 6; L. F. Mueller, 5; H. C. Nields, 20.

A. C. Panzariello, 7; S. O. Parker, 2; R. J. Patton, 5; C. J. Payne, 4; Murray Pegues, 6; O. W. Perdue, 11; T. H. Perou, 5; F. A. Peters, 10; E. L. Phelps, 4; V. D. Powell, 4; Venice Pratt, 20; V. C. Prettyman, 12; S. K. Pritchard, 1; R. R. Rideout, 4; B. J. Riley, 3; J. E. Rosenberg, 7; R. M. Schramm, 2; Ann G. Schulz, 4; S. J. Singer, 3; H. C. Smith, 10; E. A. Sorenson, 2; R. M. Steele, 5; P. J. Stephans, 12; J. W. Stevans, 4; V. E. Stimson, 3; W. L. Suggs, 3; S. C. Swanson, 7; T. V. Swanson, 20; W. W. Tanner, 11; R. S. Terrell, 4; W. P. Tezak, 8; G. F. Usher, 8; R. J. Walters, 4; N. L.

E. W. Deane Selected June Operator of the Month

EDWIN W. DEANE, Division 3 Operator in whose family transit operation is a tradition, was selected June Operator of the Month



E. W. Deane

by a committee of judges from the Montebello Chamber of Commerce.

From a number of letters written by passengers commending many MTA Operators, the committee chose one describing Mr. Deane's great courtesy toward an elderly passenger, who, in a state of apparent perturbation, had left a memo book on the Line 5 bus Mr. Deane was driving.

Edwin's father, Charles, retired in 1950 after 31 years of service with predecessors of MTA. Edwin's younger brother, Howard, has been an Operator for 22 years, and the two brothers both work out of the same division—No. 3 in Highland Park.

To satisfy a lifelong ambition to become a radio ham, Edwin is building a new home garage which will contain a room for an amateur radio station. He repairs radio and TV sets as a hobby.

Waltrip, 10; W. H. West, 9; J. E. Wharton, 7; A. J. Wier, 5; B. F. Williams, 7; G. C. Williams, 5; O. L. Wilson, 3; R. L. Wilson, 6; G. L. Wiser, 11.

TICKET CLERK

R. L. ("Sunshine") Eastham.

New Faces

A HEARTY WELCOME is extended to the following employees, who joined MTA during the month of May.

ACCOUNTING

Key Punch Operators: Elizabeth Mary Koziar, Marjorie C. Langhammer.

ELECTRICAL

Lineman: Orville Richard Wolfe.
Substation Operator Trainee: Alejandro Bigno.

MAINTENANCE

Cleaner-Operator: Francis William Beaushaw, 13°.
Janitor: George William Smith, 7.
Mechanic B: Ronald Dean Burton, 10; Edward Otwell Knotgrass, 12; Bill Small, 2.
Utility A: Howard Lee Johnson, 2; Freddie Milton Hardemion, 4; Curtis Final Rodgers, 2.

MECHANICAL ENGINEERING

Draftsman: Lawrence Nathaniel Leavitt.

PLANNING AND TRAFFIC

Ticket Agent: Preston Worth Craft.

SPECIAL AGENTS

Patrolmen: Harvey Richard Fenske, Herbert William Powell.

TRANSPORTATION

Flagman: Foy Everett Stewart.

Operators: "J" "C" Alexander, 4°; Lafayette Jewel Allison, 5; Gilbert Corona Alvarado, 3; Alvin Harrison Beach, 10; Matthew Russell Bragg, 4; Leslie Daniel Bryant, 8; Luther Thomas Buchanan, Jr., 4; Ollie Clarence Buckner, 5; Wilfred Bussiere, 1; Edmond Wilson Campbell, 12; Vetterial Arlen Canupp, 7; Lloyd Marshall Carlson, 4; Johnny Kenneth Casper, 9; Charles Henry Crawford, 11.
Milburn Lee Daily, 9; Robert Eugene Decatur, 4; Roddrick Lyle Dewey, 5; Mitchell Louis Dozier, 4; Ralph Eugene Elkins, 2; Jerry Delona Evans, 10; Jerry Nolan Ferritor, 1; Leon Golden, 8; Henry Wilbert Guidry, 5; Richard Orlin Hatfield, 12; Burneal William Heller, 2; Charles Hill, 11; Harlan Richard Hitchen, 7; Donald Leroy Hodges, 9; Rufus Hudson, 11; William James Jensen, 8; Julian Michael Johannes, 7; Henry Robert Johnson, 11.

Albert Kimbo, 6; Victor Andre Kovats, 6; Edward Russell McAllister, 8; Nicholas James Merrick, 5; Edward Lenardo Mitchell, 5; Lemuel Allen Moon, 6; Arnold Cuthbert Moore, 6; Donald George O'Brien, 11; Gerald Thomas O'Brien, 7; Robert Virgil Peters, 10; Arthur John Piotrowski, 7; Harold Monroe Reynolds, 8; William Ervin Schweizer, 9; James Reid Sparks, Jr., 12; Ray Eugene Tanner, 8; Paul Anthony Tumminieri, 8; Ralph Elmer Ward, Jr., 9; Leland Coy Webb, 3; Leslie Wedgworth, Jr., 8; Vicent Newton Wiggins, 4.

° Division where employed.

In Memoriam

REGRETFULLY, the Emblem reports the passing of the following during the month of May and late April:

George F. Borngrebe, 70, retired Mechanic, Maintenance Department; May 25; survived by his brother, Louie.

William W. Robbins, 71, retired Painter; May 12; survived by his wife, Dolly.

Ralph B. Showers, husband of Rose Showers, Pension and Insurance Accounts Clerk, Personnel Department; April 29; survived by his wife.

Harry C. Smith, 79, retired Foreman, Maintenance Department; May 7; survived by his wife, Eunice.

Park C. Smith, 77, retired Motorman, Division 3; May 21; survived by his wife, Anna.

Thomas J. Trabue, 78, retired Flagman, Transportation Department; May 10; survived by his sister, Mrs. Nina L. Thompson.

North Winston, Sr., 81, retired Janitor, Maintenance Department; May 25; survived by five sons—Willie, Arthur, Ernest, Clarence, and North, Jr.—and a daughter, Mrs. Mardie Malone.

Short Lines

R. F. MacNally Appointed To Governor's Commission

ASSISTANT GENERAL MANAGER R. F. McNally has accepted an appointment by Governor Edmund G. Brown as a member of the newly created Governor's Commission on Employment and Retirement Problems of Older Workers.

The Commission met for the first time on June 3 in Sacramento. An important item on the agenda, as suggested by the Governor in a letter to Mr. MacNally, was a discussion of establishing a central pooling, insuring, or exchanging agency at State level which would make it possible for workers to move between individual companies without loss of retirement credits or potential retirement benefits.

The "Marshall Plan"

BOUND FOR EUROPE, A. B. Marshall, Clerk at Division 3 (Ocean Park) left June 5 with Mrs. Marshall on a six-weeks vacation tour. The couple were to fly to Boston to attend the graduation of their 22-year-old daughter, Alice, from Simmons College. Alice was then to join them as they continued their flight to Rome, where they planned to visit their other daughter, Martha, 25-year-old violinist now studying on a Fulbright scholarship at the Santa Cecilia Conservatory of Music in that city. Martha, a graduate of the Juilliard School, has been making a number of concert tours of European cities. On their return flight, the Marshalls will fly the Polar route.

Visitor From Pakistan

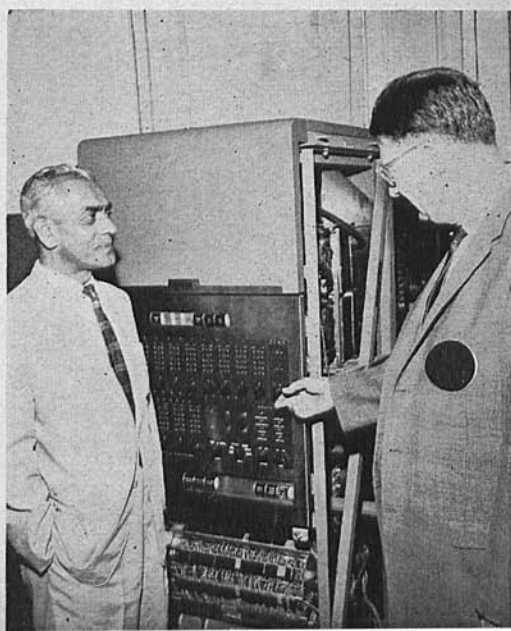
AN IMPORTANT VISITOR from Pakistan is studying this June the history, organization, and administration of MTA.

He is Qaiser Mohammed Murtaza, Deputy Secretary, Ministry of Industries, Government of Pakistan. His headquarters are at Karachi, the capital city.

Mr. Murtaza is one of 20 high level administrators in the Pakistan government who are observing organization and management practices in the U. S. through the International Cooperation Administration of the U. S. State Department.

"My assignment to study MTA at close range is very opportune," says Mr. Murtaza, "because in Pakistan we have recently set up a transport authority in the federal capital.

OBSERVER FROM PAKISTAN—Qaiser Mohammed Murtaza, left, high government official of Pakistan, inspects the "650" accounting machine as Treasurer William W. Wakelee explains the operation. Through a series of conferences with MTA executives, Mr. Murtaza is studying our history and organization.



"Karachi has a population of about two million people and is ideally suited to have an organized system of transportation consisting of streetcars, buses and subways. There are eleven cities in Pakistan with over 100,000 inhabitants. The success of the transport authority in solving the transport problem of the federal capital should serve as an inspiration for the creation of similar organizations in the other cities as well."

Pakistan, created in August 1947 by the partition of British India, has an area of about 400,000 square miles and a population of 83,600,000. "It is a country united by a religion common to both West Pakistan and East Pakistan, which provinces are divided by a thousand miles of Indian territory," Mr. Murtaza said. "Both factors are of economic and political significance. Although efforts are being made to diversify the economy, Pakistan remains essentially an agricultural country."

In Pakistan, he said, an Operator makes about \$50 a month, but, because the cost of living is less, he lives almost, if not quite, as well as his American counterpart.

Incidentally, English is the official language of Pakistan, and Mr. Murtaza speaks it far more beautifully than most Americans. Urdu and Bengali are the principal languages of the people.

Service Doubled to Disneyland, Knott's

DOUBLING OF SERVICE on Line 58D to Disneyland and Knott's Berry Farm became effective June 15. Instead of 16 trips to Disneyland on a weekday, there are now 32, including nine Flyers. All Flyers and five locals now stop at Knott's.



LAWN BOWLING—In the act is Operator W. C. L. White, Chairman of Games Committee at Arroyo Seco Lawn Bowling Club. His partner is H. T. Parks, retired MTA Operator. "Lawn bowling isn't too strenuous for anyone," says Mr. White. "Bring the wife and come out to visit the club any day. Turn off the Pasadena Freeway at Hermon Ave.—Or contact me at Division 3, for further information."

Goin' Fishin'

H. D. SWEETZ, Division 1 Operator, recently elected Secretary and Chairman of Entertainment of the Monterey Park Rod and Gun Club, states that a number of MTA Operators who are members of his club plan a charter fishing trip to San Clemente, "probably" in August.

He asks that those who would like to join the club contact him at Division 1.

Saturday and Sunday service has been increased proportionately.

The increases are due to expected crowds during the summer season.

Retirements

PHILIPPIE VILLALOBOS, Division 14 Mechanic with nearly 46 years of service, leads the long list of retirements announced by the Personnel Department June 1.

He is closely followed by Harry A. Longway, another Division 14 Mechanic, with nearly 42 years; and John A. Lindenfeld, Chief Surveyor, with 41½ years.

Name	Position and Dept.	Last Day of Work	Years of Service*
Bass, Mae A.	Sr. Voucher Clerk, Acctg.	5-31-59	32
Berg, Ervin M.	Mechanic, Div. 4	6-23-59	14
Buchan, James M.	Maint. Supt., Div. 4	10-22-59	30
Burr, LeRoy	Mechanic, Div. 1	5-31-59	33
Clark, Charles R.	Lost & Found Clerk Planning & Traffic	5-31-59	37
Doyle, Frederick	Air Brake Machinist, Div. 12	6- 1-59	35½
Ellis, Joseph E.	Leadman, Div. 14	5-31-59	39
Ervin, Frank L.	Transp. Supt., Div. 20	5-31-59	38½
Gray, Jerry L.	Operator, Div. 5	5-31-59	27½
Hall, Eddie	Mechanic, Div. 5	5-31-59	32½
Hall, Fred D.	Mechanic, Div. 2	5-31-59	32
Haynes, Wayne	Operator, Div. 2	5-31-59	32½
Hitch, Alfred V.	Operator, Div. 4	5-31-59	25½
Houser, Roy C.	Substation Opr., Elec.	8-15-59	16
Johns, James D.	Operator, Div. 3	5-31-59	36½
Kirkpatrick, Samuel	Operator, Div. 5	5-31-59	11
Kirstein, George G.	Jr. Stock Clerk, P. & S.	6- 1-59	13½
Lindenfeld, John A.	Chief Surveyor, Way & Str.	5-31-59	41½
Lininger, Albert E.	Operator, Div. 20	5-31-59	26
Longway, Harry A.	Mechanic, Div. 14	5-31-59	42
MacKay, John A.	Mechanic, Div. 20	5-31-59	38
Martinez, Emeterio	Laborer, Way & Str.	5-31-59	30
McLendon, Emmett	Utility, Div. 2, Maint.	11- 9-59	23½
Morales, Epitacio	Laborer, Way & Str.	5-31-59	32½
Pacheco, John W.	Laborer, Way & Str.	6-24-59	16
Patterson, Robert	Janitor, Purch. & Stores	5-31-59	16
Pierre, Henry	Trafficman, Div. 21	6-10-59	32
Prancevic, Spiro B.	Operator, Div. 20	5-31-59	36
Smith, Robert J.	Operator, Div. 5	5-31-59	31
Thomson, William J.	Traffic Observer, Transp.	5-31-59	32
Villalobos, Philipie	Mechanic, Div. 14	5-31-59	45½
Wear, Joseph A.	Operator, Div. 5	5-31-59	39

*To nearest half-year.

Safety Department

(Continued from Page 7)

pare with Safety Engineering Department records of transit accidents at certain points. Comparison and investigation often lead to action by the City or other responsible parties to remove the causes of accidents at such locations.

Among the most helpful records produced by the Safety Engineering Department are Operator Accident Performance lists, which are made up by divisions every three months by Marge Cook and forwarded to the Superintendent and

OUR COVER

Division 3 Cuts a Figure 8 Caper.

TO CELEBRATE the fact that maintenance men at Division 3 have achieved the outstanding safety record of working more than eight consecutive years without a single lost-time, on-duty accident, this photo was taken at the 3 p.m. shift change. Superintendent Otto Schmokel is in the middle behind the poster.

See the story and other pictures on pages 2 and 3.

Safety Department

(Continued from Page 14)

Staff Instructor concerned. The lists help the Division Superintendent to determine which Operators need the most assistance, and aid the Staff Instructor at the Division to determine any weak points that may exist in his instruction program.

Safety is, of course, an integral part of the training program given by MTA's Chief Instructor Marvin J. Storer and his staff to all new Operators. In words and pictures, the story of this program will be told in a future issue of THE EMBLEM.

Concluding his discussion of the four "E"'s of Safety Department activities, Safety Joe, himself the embodiment of the first "E" for Enthusiasm, had this to say:

"We must not be content to rest on our laurels. We cannot afford to—and I mean that literally. The inflationary spiral has increased the cost of accidents just as it has increased the cost of living. I'm certain that the fine spirit of employees will result in still greater safety achievement this year."

The Emblem

Vol. 1 June, 1959 No. 11

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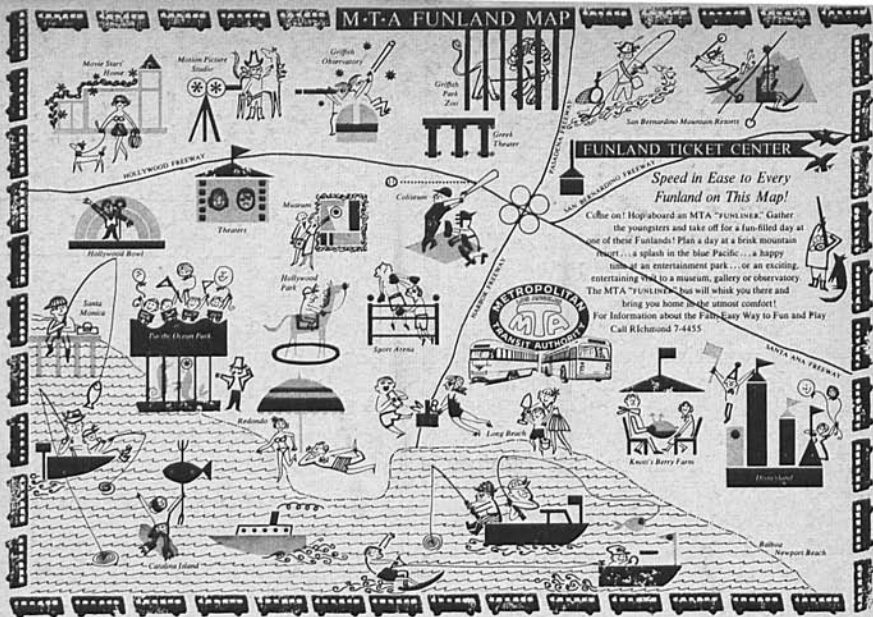
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W. Warren Silliman, Editor



SPECIAL FUNLAND AD, basis for a summer merchandising program to create interest in off-peak riding, was to break in over 60 papers throughout four counties before the July 4 week-end. A special take-one folder, Timely Topics, and 1000 car cards will also advertise places to go in Funland via MTA Funliners this summer. A Funland display was also to be placed in the waiting room at Sixth and Main Sts.

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