

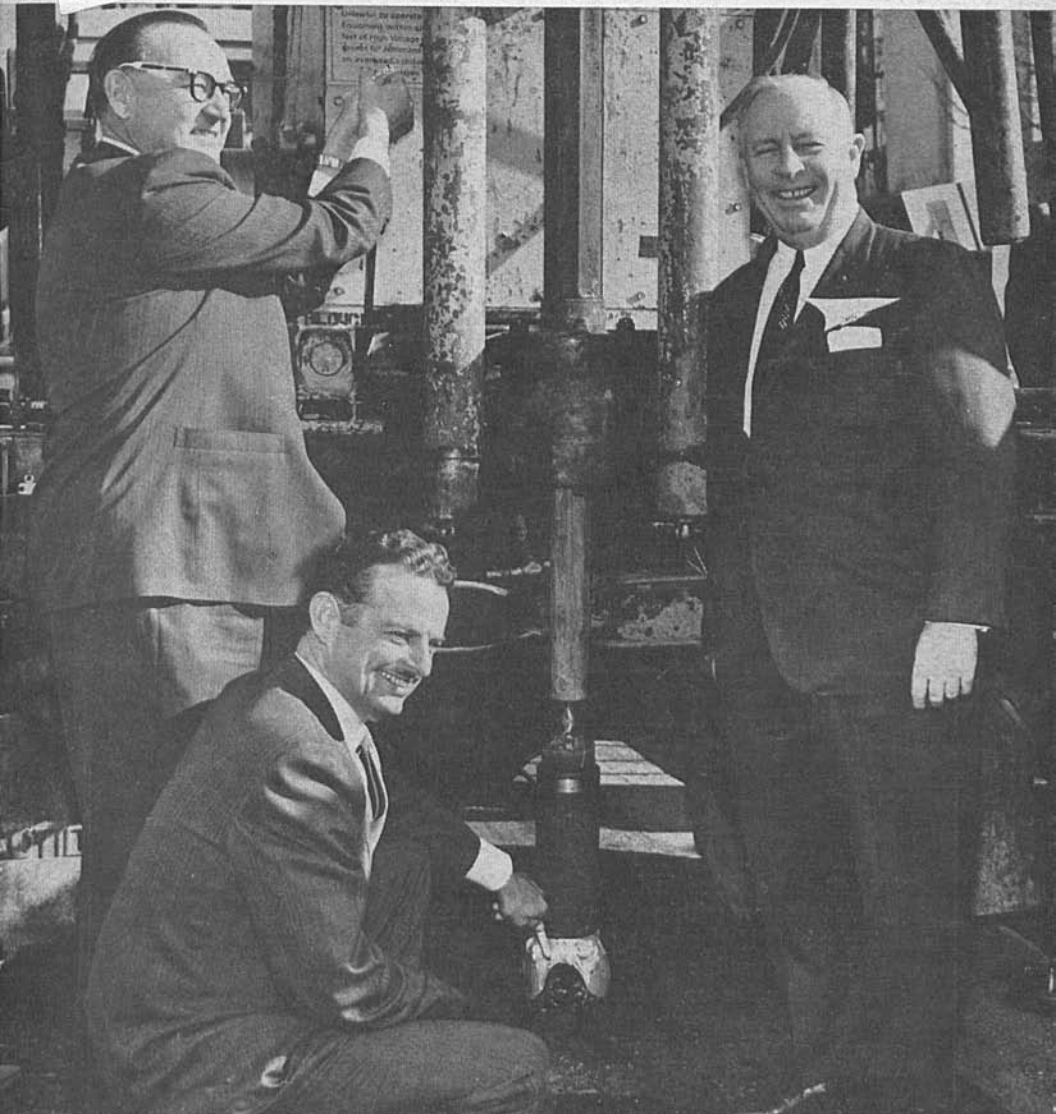
The



# Emblem

76-84

FEBRUARY, 1962



(Cover story, page 15)

- Hearings on Engle Bill, S 2390, to Start
- Backbone Route Extensions Now Discussed
- Christiansen New Public Relations Head

# Extensions of Backbone Route Already Being Planned, Says CMG

## MTA Representatives to Begin Talks with Officials In Long Beach, San Fernando Valley, Other Areas To Discuss Expansion; Helicopters Also Studied

ENGINEERING WORK leading toward early expansion of the Backbone Route will be intensified in the Long Beach, San Fernando Valley and other areas, Executive Director C. M. Gilliss reported to the MTA Board at its meeting Feb. 6.

He said representatives of MTA's Engineering Department will soon begin calling on the legislative and planning officials in the areas involved to discuss planned additions to the 22.7-mile Backbone Route extending from west of Beverly Hills, through downtown Los Angeles, to El Monte.

In addition, Mr. Gilliss added, MTA is completing an investigation to determine the feasibility of

using large-capacity helicopters to serve areas beyond the point where rapid transit lines will terminate.

"The Backbone Route," he said, "has never been the ultimate goal of the MTA. From the beginning we have planned and worked toward the development of a total system to meet the area's needs."

The Executive Director explained that the immediate timetable leading to expansion of the Backbone Route calls for up-dating construction costs and revenue estimates for the Long Beach and San Fernando Valley areas and providing for the necessary connections for the additional rapid transit lines in the design of the Backbone Route.

*(Continued on page 15)*

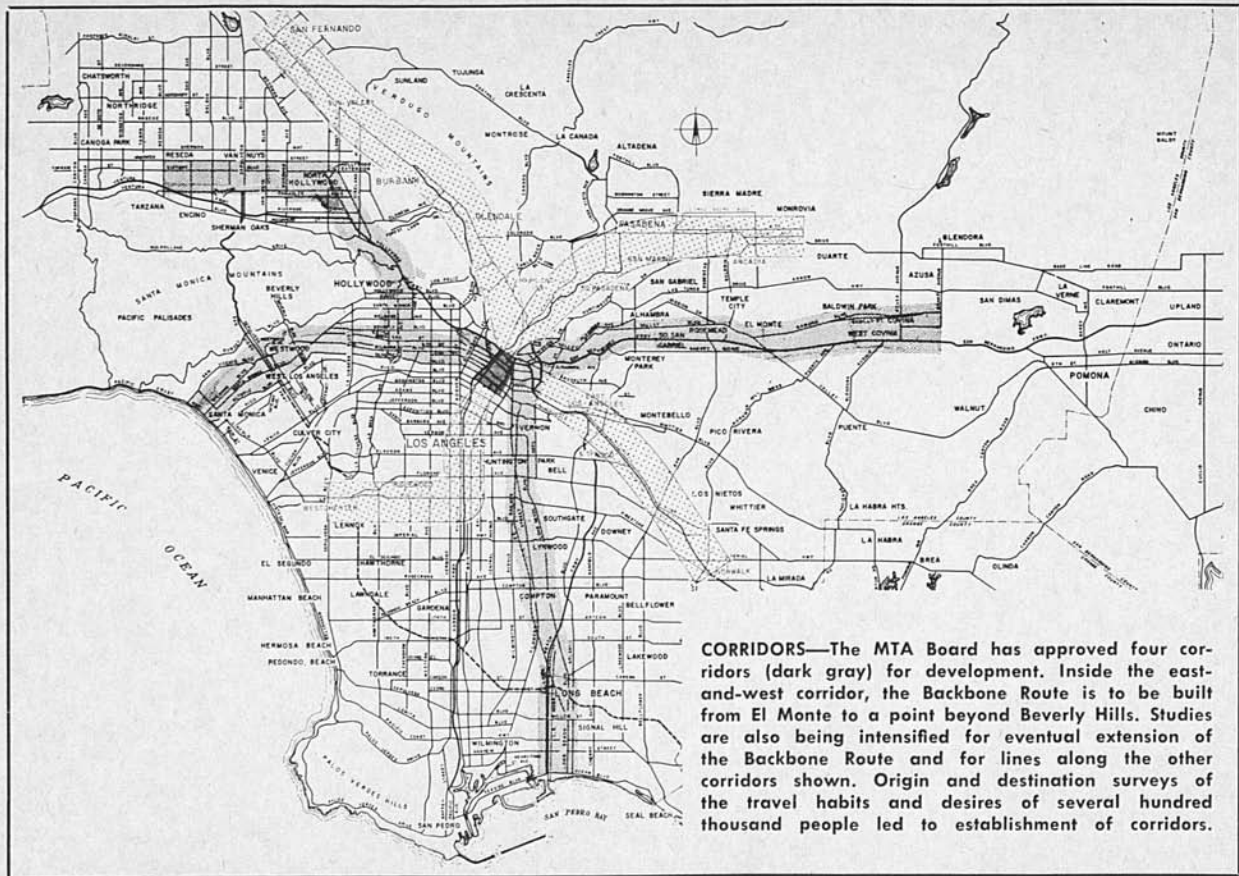
## Hearings on Engle Bill S 2390, For Transit Revenue Bond Guarantees, To Begin Soon in Washington

HEARINGS on the Transit Revenue Bond Guarantee Bill, S 2390, introduced in Congress by Senator Clair Engle, will begin in Washington within the next few weeks.

This bill, if passed by Congress and signed by the President, will make possible private financing of the Backbone Route and its extensions *at no cost to the taxpayer*.

National in scope, the bill would permit any local transit agency offering qualified revenue bonds to private investors in order to build a rapid transit system to apply for Federal guarantees.

Passage of the bill would not increase the Federal budget. Read your February *Newsletter* for more complete details.



**CORRIDORS**—The MTA Board has approved four corridors (dark gray) for development. Inside the east-and-west corridor, the Backbone Route is to be built from El Monte to a point beyond Beverly Hills. Studies are also being intensified for eventual extension of the Backbone Route and for lines along the other corridors shown. Origin and destination surveys of the travel habits and desires of several hundred thousand people led to establishment of corridors.



GOV. EDMUND G. BROWN is principal speaker at civic ceremony Jan. 12 heralding the start of drilling for soil tests along subway portion of Backbone Route. He spoke near a drilling machine that had been set up that day at First and Broadway, Los Angeles.

## Ground-Breaking Ceremony Starts Soil Drilling

"THE PROPOSAL for this Backbone Route is too sound and too necessary to remain just a plan. Let's start drilling!" said Gov. Edmund G. Brown at ceremonies Jan. 12 underscoring the start of ground-drilling for earth samples along the subway portion of the Backbone Route.

At First St. and Broadway, Los Angeles, in the shadow of a rotary drilling rig, he addressed a gathering of officials of state, county, and city governments, along with Chamber of Commerce representatives from many localities in the MTA area, and MTA Board members.

Reporters, as well as cameramen from newspapers and television stations, were also present.

After his speech, the Governor pulled a handle that symbolically

started the drilling of the first hole.

"We are not just *talking* transit today—today we are *digging*," said MTA Board Chairman A. J. Eyraud, who acted as master of ceremonies to introduce the Governor, as well as other speakers. Chairman Ernest E. Debs, of the Los Angeles County Board of Supervisors, and Joseph Quinn, representative of Mayor Samuel W. Yorty, also made brief addresses.

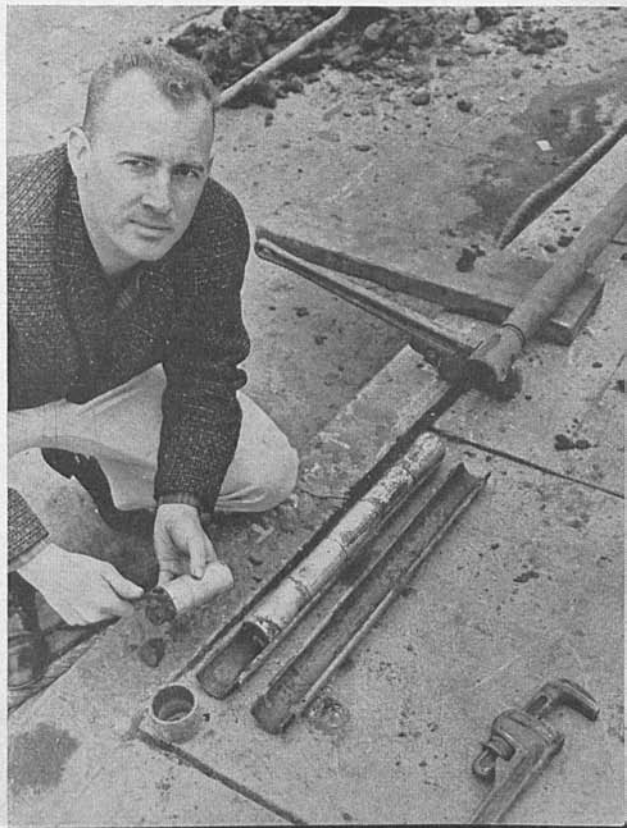
Two weeks later, on Jan. 23, when drilling started in the Beverly Hills area, MTA Board Member N. R. Dumont and Mayor Jack Freeman of that city were present to help start the first hole at Linden Dr. and Wilshire Blvd.

Drilling is continuing in the Los Angeles area at night, and in Beverly Hills during the day.



**TWO WEEKS LATER (Jan. 23)** drilling begins in the Beverly Hills area at Linden Dr. and Wilshire Blvd. Here Driller Bill Schwenk is "assisted" by N. R. Dumont, MTA Board member, left; and Jack Freeman, Mayor of Beverly Hills, right.

**EARTH SAMPLES** — Roger Nielson, Inspector-Geologist for Kaiser Engineers, holds small metal cylinder containing earth from bottom of hole drilled through Wilshire Blvd. For a complete story more fully explaining this picture, as well as soil-testing procedures and their significance, see the March issue.



# FACTS

## You Should Know About

# The Backbone Route

Length of Backbone Route .....	22.7 miles
Miles in subway.....	12.1
Miles of grade separated right-of-way.....	10.6
Number of stations.....	24
Station in subway.....	1616
Station at surface.....	8
Stations downtown.....	2
Stations in civic center.....	1
Type of trains.....	Ultra-modern, electrically-propelled, air-conditioned
Number of cars to train.....	2, 4 or 6
Number of seats in a car.....	85
Type of track.....	Standard-gauge, all welded, rubber-cushioned steel rails
Maximum speed.....	More than 70 miles per hour
Schedule speed.....	34 miles per hour
Number of daily riders on Backbone Route in first year of operation.....	86,000
Number of daily riders presently riding MTA vehicles.....	750,000
Number of these riders who will ride the Backbone Route.....	28,400
Number of new riders to be attracted to Backbone Route.....	57,600
Estimated total cost of construction July, 1961.....	\$192,000,000*

## STATION STOPS

### IN SUBWAY (16)

Century City (Santa Monica Boulevard)  
 Beverly Drive (Wilshire Boulevard)  
 Robertson Boulevard  
 Fairfax Avenue  
 Masselin Avenue  
 La Brea Avenue  
 Crenshaw Boulevard  
 Western Avenue  
 Normandie Avenue  
 Vermont Avenue  
 Alvarado Street (Sixth Street)  
 Lucas Street (Wilshire Boulevard)  
 Hope Street (Seventh Street)  
 Broadway (between Fifth and Sixth Streets)  
 Broadway (First Street)  
 Union Station

The Backbone Route extends from beyond Beverly Hills on the west, through downtown Los Angeles, to El Monte on the east.

### AT SURFACE (8)

State Street—Soto Street  
 Eastern Avenue  
 Fremont Avenue  
 Atlantic Boulevard  
 New Avenue  
 San Gabriel Boulevard  
 Rosemead Boulevard  
 Hoyt Avenue (East Terminal)

The subway itself could serve as a fallout shelter in a civil defense emergency, and also could connect shelter areas of major buildings.

\*Informed sources estimate that each year of delay will add something like \$10,000,000 to the cost.

# Traffic Accident Rate Down 50.5% in 10 Years

**Improvement Draws Praise from General Manager  
For Efforts of Employees of All Departments:  
"Can't Rest on Laurels, but Progress Commendable"**

AN ASTOUNDING 50.5% reduction in the traffic accident frequency rate is revealed by the Safety Engineering Department of the Transit Casualty Co. in a comparison of 1961 figures for MTA and 1951 figures for Los Angeles Transit Lines.

In 1961, MTA had a traffic accident frequency rate of 8.39 accidents for each 100,000 miles of transit operation. In 1951, LATL had a rate of 16.96.

Accidents were reported by both MTA and LATL on the same basis in both years, according to Chief Safety Engineer J. W. Prutsman, who said that although Pacific Electric records are not available for

1951, projection back to that time of existing records for Metropolitan Coach Lines would not substantially change the 50.5% decline in the rate.

"This reduction becomes all the more significant when we consider the fact that motor vehicle registration in Los Angeles County during 1961 shows a 35.8% increase over 1951," Mr. Prutsman wrote in a letter to General Manager Cone T. Bass listing the statistics.

Figures also show a 11.4% reduction in the 1961 traffic accident frequency rate under the 1960 rate, the letter stated.

Commenting on the figures, the General Manager had this to say:

"Because of the ever increasing cost of accidents, we have a long way to go before we can sit on our laurels. But we have made a marked improvement for which all employees on every level in all departments—especially our Operators—are to be commended."

## **Passenger Accidents Down for December**

FOR DECEMBER, 1961, figures show a 15.3% decrease in *passenger* accidents, as well as an 11.3% decrease in traffic accidents, under December, 1960.

"Heartiest congratulations to you, to all of your staff, and certainly to all Operators for this most commendable record," wrote the General Manager to George F. Goehler, General Superintendent of Transportation, in a letter dated Jan. 25.

## **Two Firms Named to Help Sell MTA Revenue Bonds**

THE FIRST BOSTON Corporation and the Bank of America were named by the MTA Board Feb. 6 to prepare proposals for the purchase of revenue bonds to finance construction of the first route of the Los Angeles Rapid Transit System.

## New Type Bus Stop Signs Installed at Long Beach

NEW-STYLE bus stop signs with informational panels below the familiar green triangles have just been installed along the Line 36 Freeway Flyer route in Long Beach by the Stops and Zones Department.

Freeway Flyer signs have been placed at 20 stops on Ocean and Long Beach Blvds. between Magnolia Ave. on the west and Market St. on the north, both points inclusive. Each sign shows:

1. That a Long Beach Flyer bound for Los Angeles may be boarded at that point.
2. First and last times Flyers leave the sign location daily, Saturday, Sunday, and holidays.
3. Numbers of other bus lines—MTA, Long Beach Motor Bus Co., etc.—that stop at that point.

Eighty non-Flyer signs have been installed along the same route from Magnolia Ave. on the west to



NEW "FLIGHT PATTERN"—First of 20 new-style Flyer bus stop signs being "installed" Jan. 24 by Miss Long Beach (Vicki Cowan) at Long Beach and Ocean Blvds., with the "aid" of Long Beach Mayor Edwin W. Wade, left; Ken Hemphill, President, Long Beach Chamber of Commerce; Fred S. Dean, Vice-Chairman, MTA, and Long Beach resident.

Greenleaf Dr. on the north. Each panel shows the numbers of lines that stop there. Panels at stops for Los Angeles-bound buses also show the nearest point to board Flyers.

LINE 36 SIGNS IN LONG BEACH—At left, one of 20 signs put up where Line 36 Freeway Flyers may be boarded in Long Beach, inbound to Los Angeles. The sign also shows what other MTA and Long Beach Motor Bus Co. lines may be boarded at that location; hence, all signs are different. Center, one of 80 intermediate signs along the Line 36 route at points where Flyers do NOT stop but other lines do. Each of these signs shows nearest stop for Flyers. At right, one of two rack signs (signs with removable slats or louvers) placed at the loading zone in front of Long Beach Station—first rack signs used in Long Beach.

**BUS STOP**  
LOS ANGELES TRANSIT METROPOLITAN AUTHORITY

**36 FREWAY FLYER 36**

FIRST TRIP LAST TRIP  
DAILY 6:11A.M. 10:25 P.M.  
SATURDAY 7:20A.M. 10:25 P.M.  
SUN - HOLIDAYS 7:55A.M. 11:38 P.M.

LINES L.B.M.B.C. LINES  
33-61-66 . . . 4, 5, 6  
AND 124 . . . 8 AND 9

**BUS STOP**  
LOS ANGELES TRANSIT METROPOLITAN AUTHORITY

LINES L.B.M.B.C. LINES  
61-66-124  
BOARD LINES  
33 & 36 . . . 4, 5, 6, 8  
AT BROADWAY . . . AND 9  
OR 4th ST. . . .

**BUS STOP**  
LOS ANGELES TRANSIT METROPOLITAN AUTHORITY

**36 FREWAY FLYER 36**

DAILY 6:00 AM 10:25 PM  
SATURDAY 7:17 AM 10:25 PM  
SUN/HOLIDAYS 7:50 AM 11:38 PM

LINE 33 LOS ANGELES VIA COMPTON  
LINE 66 HUNTINGTON-PARK  
LINE 127 DISNEYLAND

INFORMATION. 05-5-446



## IMPRUV-UR-RECORD

# All Divisions Can Win Points In New 1962 Safety Contest

"EVERY DIVISION can win points in the Impruv-Ur-Record contest for the first six months of 1962," stated Chief Safety Engineer J. W. Prutsman in early January.

"Previously only seven divisions could win points in each of the six categories of the contest, with a range of from 35 points for first place to five points for seventh.

"Now it will be possible for all 12 divisions to earn points each month, because we are extending the point range from 60 points for first place to five points for twelfth place."

This change is one of three which

have been approved by the Joint LAMTA-BRT Impruv-Ur-Record Committee, the Chief Safety Engineer stated.

A second change is the addition of a seventh category, on-the-job injuries, to the contest. Basis for the point score will be the number of injuries for each million man-hours worked. As in the other categories, each division's record for the month will be compared with its record for the same month of 1961.

A third change in the contest is a larger and more impressive trophy for monthly and final winners, in addition to other recognition to be announced later.

## **Gen. Chm. R. V. Rachford Retires from BRC Service**

EXECUTIVES he had often faced across the bargaining table, as well as other employees who are members of the union he represented, joined on Jan. 18 in a farewell dinner honoring R. V. ("Bob") Rachford, General Chairman, Pacific Electric System Board, Brotherhood of Railway and Steamship Clerks.

Mr. Rachford had announced his retirement, which was to take effect Jan. 31 after he had served 17 years as General Chairman. He was 65 last Dec. 18.

Among MTA officials present were General Manager Cone T. Bass, Director (then Acting) of Public Relations R. O. Christiansen, and Director of Personnel W. C. Scholl. They joined other manage-

*(Continued on page 12)*

"GOOD LUCK, BOB!"—The sentiments on the cake are echoed by Director of Personnel W. C. Scholl, left, and General Manager Cone T. Bass, right, as they bid farewell to Robert V. Rachford, retiring Jan. 31 after 17 years as General Chairman, Pacific Electric System Board of Adjustment, Brotherhood of Railway and Steamship Clerks.



# R. O. Christiansen Appointed Director of Public Relations

REED O. CHRISTIANSEN has been appointed MTA's Director of Public Relations, according to an announcement by Executive Director C. M. Gilliss. The appointment was approved at the MTA meeting of Feb. 6.

Guy G. Gifford, another veteran transit executive who has been serving as Manager of Promotion and Customer Relations for MTA, has been named Assistant Director of Public Relations.

Mr. Christiansen succeeds the late Edwin T. Bowler, under whom he had served as MTA's Manager of Community Relations. In this capacity he maintained liaison with governmental, business, and civic leaders in Los Angeles, Orange, Riverside, and San Bernardino Counties, where he is widely known.

A veteran of 35 years of transit and railroad experience—much of it in executive capacities — in Southern California, the new Director of Public Relations has served MTA since it began operations in March, 1958.

For many years, Mr. Christiansen and his wife, Leona, have made



REED O. CHRISTIANSEN

their home in Glendale. They have four grown children—all sons.

Along with the appointment of Mr. Christiansen, the Executive Director also announced that the name of the Business Development and Information Division had been changed to the Public Relations Division, effective at once.

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between Dec. 18 and Jan. 15:

*B. A. Burrola* from Laborer "A" to Mechanic "C," Way and Structures Department, Jan. 7. Employed March 6, 1953.

*James C. Carson* from Relief Assistant Superintendent to Staff Assistant I, Transportation Department, Jan. 1. Employed Nov. 5, 1945.

*J. H. Chapman* from Operator to Extra Supervisor and Operator, Division

20, Dec. 12, 1961. Employed July 26, 1955.

*R. L. Clark* from Mechanic "B" to Mechanic "A," Division 12, Jan. 14. Employed March 17, 1959.

*A. C. Howard* from Mechanic "B" to Mechanic "A," Division 7, Jan. 14. Employed Sept. 27, 1956.

*W. R. Jordan* from Special Agent to Senior Special Agent, Special Agents Department, Jan. 1. Employed June 21, 1941.

*C. L. Mason* from Laborer "B," Way and Structures Department, to Operator, Division 20, Transportation Department, Dec. 30, 1961. Employed July 19, 1961.

*Rudy Tapia* from Laborer "B" to Laborer "A," Way and Structures Department, Jan. 10. Employed June 1, 1959.

# Commendations

## 125 Operators Honored In January for Courtesy

CONGRATULATIONS to the following 125 Operators who received commendations during the month of January:

C. W. Adams, Division 7; J. C. Alexander, 5; S. M. Alexander, 3; J. J. Allen, 1; H. D. Apel, 7; L. B. Appling, 8; A. A. Arredondo, 2; Ray Bagby, 5; R. W. Bailey, 7; R. L. Barth, 11; K. A. Bausch, 12; F. H. Belk, 2; T. F. Benedict, 5; Rufus Bias, Jr., 7; Derial Bishop, 20; W. W. Bradley, 2; G. A. Briggs, 6; F. H. Brown, 7; Joseph Brownfield, 1; J. J. Buckley, 20; E. R. Burke, 12; A. J. Burns, 12; Odrey Bush, 1.

O. L. Caraway, 3; O. F. Carlson, 1; G. P. Chandler, 2; V. P. Childs, 20; W. C. Clements, 12; E. L. Combs, 9; W. H. Coney, 5; D. J. Cornish, 3; Hartzell Cravin, 1; C. V. Crosley, 1; F. E. Dahlstrom, 10; Allan Darrell, 2; G. L. Deck, 7; Cora M. Dravis, 20; J. D. Dufort, 6.

F. D. Ellis, 20; Clifford Ellyson, 3; G. C. Esposito, 3; J. I. Fargen, 1; C. L. Fenoury, 2; H. H. Foster, 9; J. H. Frahm, 7; Harry Geno, 6; Marie Glines, 5; E. C. Green, 20; J. B. Haining, 2; F. W. Hall, 11; E. M. Hass, 8; H. W. Hayes, 20; C. T. Hearn, 7; K. T. Hicks, 6; C. E. Hoddrick, 7; Jim Hunter, 5; C. L. Hurst, 7.

R. W. Jayne, 9; L.D. Jensen, 6; J. M. Jernigan, 6; J. R. Johnson, 12; J. C. Jordan, 9; D. W. Joseph, 5; Robert Joy, 12; W. L. Kennedy, 5; H. R. Kerby, 6; J. W. Kimbell, 5; L. F. Kinney, 20; M. E. Kittinger, 12; S. A. Knight, 5; R. D. Kornell, 20; R. F. Lamb, 11; L. J. Lampshire, 5; Leonard Lubman, 1.

L. E. McChesney, 9; R. R. McElfresh, 7; Bernard McKeon, 3; C. F. Miller, 6; R. E. Miller, 11; Vycell Miller, 20; S. R. Miser, 5; Jacques Monarque, 20; K. R. Moore, 1; F. P. Nannay, 6; W. E. Napier, 1; J. W. Palmer, 8; E. D. Parker, 7; L. P. Parker, 20; W. L. Perry, 7; F. A. Peters, 7; V. D. Powell, 7; H. K. Quibell, 2; E. E. Ratliff, 1; B. T. Ray, 2; R. W. Riley, 3; E. A. Rivera, 2; J. R. Russie, 12.

W. H. Sharpe, 2; U. L. Smith, 12; W. L. Smith, 3; E. A. Sorenson, 11; Kenton Spikes, 7; C. K. Stahl, 5; E. L. Stover, 11; Stanley Swanson, 7; E. W. Taylor, 5; R. S. Terrell, 7; J. R. Thomas, 8; H. M. Tooley, 10; C. C. Tounsend,

## Division 20's P. B. Hill Wins Jan. Courtesy Award

PERCY B. HILL, described by one of his V-line passengers as one of the "very few people" today who, "in this age of astronauts and trips to the moon, take the time to be down to earth and naturally kind to their fellow man," was selected Operator of the Month for January.



Percy B. Hill

The passenger also praised Mr. Hill for assisting her by carrying her many heavy packages as she alighted from his car.

A veteran of 15 years of service with MTA and its predecessors, the Operator of the Month lives with his wife, Gladys, and 16-year-old daughter, Lola, at 2301 Hauser Blvd., Los Angeles. He is a trustee of Mt. Sinai Baptist Church, at Adams Blvd. and La Salle St.

Mr. Hill is eligible for a 12-year pin for safe operation.

In his spare time, Operator Hill likes to paint (houses), fish, camp in the mountains, and go to church. The President, Program Chairman, and Manager of the South Side Chamber of Commerce aided in the selection of the January Operator of the Month.

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9; Raymond Trautman, 5; P. A. Tummineri, 8.

C. A. Uland, 10; C. L. Underhill, 20; R. M. Walton, 5; Mildred C. Ward, 5; W. S. A. Weary, 2; R. E. Weckbacher, 3; M. J. Weston, 3; Zygmunt Weyna, 7; J. E. Wharton, 7; E. H. Williams, 2; O. M. Wilson, 10; J. E. Wise, 7; V. D. Wolven, 8.



**NEW CREDIT UNION OFFICERS**—Elected as members of the Board of Directors, Lamta Employees Federal Credit Union, at the annual meeting, Jan. 19, are, left to right, Division 3 Operator L. B. Meek, President; MTA Assistant Treasurer T. V. Collins, Treasurer; Equipment Maintenance General Office Manager Shelby Brown, Board member; Division 2 Leadman William J. McCrae, Vice-President; Relief Assistant Division Superintendent (Transportation Department) Frank J. Matzner, Board member; South Park Shops Clerk John C. Boyce, Secretary; Division 9 Superintendent (Transportation Department) W. A. Ullrich, Board member; Division 3 Operator Orvil Hazelton, Board member; Joint Pole Representative (Electrical Department) Walter Whiteside, Board member. They are shown with Mrs. Ruth Collins, extreme right, employed full time as Business Manager of the Credit Union.

## Perhaps You Can Claim Refund on SDI Tax

A REFUND may be due you on your State Disability Insurance Tax\* if, during 1961, you fulfilled all of the following conditions:

1. You worked for two or more employers.
2. You received more than \$3600 for work in California.
3. You had deductions for disability insurance (either the State or a voluntary plan) taken from your wages.
4. The total of such deductions exceeded \$36 for the entire year.

To claim a refund, secure an application form, DE 1964, at the

\*"SDI" on the earnings statement you receive with each pay check.

Personnel Office, sixth floor, Transit Authority Building, or at any local office of the State of California Department of Employment. File the completed statement before July 3.

## Rachford Retires

*(Continued from page 9)*

ment men in praising the labor representative, who, it was said, "never had an enemy."

With his wife, the former Joellyn Nairen, and their 12-year-old son, Robert K., Mr. Rachford plans to retire to his farm in Victorville.

The Rachfords also have a married daughter, Grace Ethel Fey.



**TEACHES INCOMPLETE ANGLERS**—Frank Nicoletti, center foreground, Division 1 Operator and expert fisherman, teaches boys at the Monterey Park Rod and Gun Club how to wrap poles. The boys and their fathers often go with him on fishing derbies in Southland.

## The Izaak Walton of Division 1

“YOU FORGET all your troubles out there fishing. You relax and get away from it all.”

That's the considered opinion of Frank Nicoletti, Division 1 Operator and expert fisherman who has won a number of prizes for his skill with the rod.

Last year he won third place in the twelfth annual derby sponsored by the Commodore Perry Post No. 525, American Legion, with over 2,000 enthusiasts competing.

As a member of the Monterey Park Rod and Gun Club, he has also won several trophies in competition between club members.

At this club, too, he enjoys

teaching teen-age and sub-teen-age junior members the finer points of fishing.

If the test of the true lover of fishing is his eagerness to make converts to the art, Mr. Nicoletti amply qualifies. He tells with pride how he has made three sons-in-law ardent fishermen, and he lists a number of MTA employees who have also become his proselytes. Among them are Ben Hurst, Division 1 Clerk, Mickey Atkins, Operator and Traffic Checker, Long Beach; Supervisor Jerry Kentz; Division 1 Operators Nathaniel M. Jones and Leonard Goericke; and Division 2 Operator Joe Sleem.

## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Dec. 18 and Jan. 15.

### EQUIPMENT MAINTENANCE DEPARTMENT

Utility "A": Whitfield Killian.

### REAL PROPERTY MANAGEMENT

Information Clerk: Jean E. Hall, Shirley A. Rudenko.

Janitor: J. H. Smith, Jacob Toliver, A. C. Wilson.

### TRANSPORTATION DEPARTMENT

Operator: C. L. Apperson, Division 5; D. F. Blair, 3; W. S. Bryant, 20; M. M. Callahan, 2; Emmanuel Chassuer, 9; D. A. Coltz, 20; C. B. Dickerson, 3; O. N. Ellies, 11; E. H. Emmanuel, 9; K. L. Farris, 3; J. J. Fuentes, 9; E. L. Freeman, 9; J. E. Harn, 5; B. L. Harris, 8; Bob House, 3; M. D. Jackson, 2; P. E. Johnson, 20; J. V. Jones, Jr., 10; E. G. Mobley, 11; H. A. Speed, 3; L. H. Warner, 3; T. C. Williams, 8; J. A. Yount, 10.

## In Memoriam

WITH REGRET, THE EMBLEM reports the death of the following:

*Walter H. Bowers*, 75, retired Agent, Transportation Department; Jan. 7; service from 1923 to 1957. Survived by his wife, Lula.

*Frank H. Duncan*, 71, retired Operator, Division 5; Jan. 12; service from 1922 to 1947. Survived by his wife, Dorothy.

*Lillian W. McKee*, wife of retired Operator Thomas J. McKee, of Division 11; Jan. 5; survived by her husband, whose transit service period was from 1920 to 1958.

*Agnes M. McEwan*, wife of retired Carpenter William H. McEwan, of Way and Structures; Jan. 12; survived by her

husband, whose transit service period was from 1923 to 1946.

*Anna J. Parks*, wife of retired Operator Homer T. Parks, of Division 3; Jan. 14; survived by her husband, whose transit service period was from 1922 to 1953.

*Lester C. Patrick*, 61, Leadman, Division 6, Equipment Maintenance Department; Jan. 17; service from 1928. Survived by his wife, Gail.

*Fred C. Shafer*, 76, retired Motorman, Division 1; Jan. 23; service from 1919 to 1943. Survived by his niece, Mrs. Inez R. Ritch, of Trident, Montana.

*Effie M. Wolf*, wife of Schedule Checker William H. Wolf; Jan. 28; survived by her husband, whose transit service period began in 1945.

## Retirements

BEST WISHES to the following employees, who have retired in recent weeks:

*Harold A. Bates*, Operator, Division 9, who retired Dec. 31, 1961, after more than 41 years of service. He had been on indefinite leave for two months.

*Allen M. Ginn*, Operator, Division 12, who retired Dec. 27, 1961, after 18 years of service.

*Marvin Franklin Graham*, Operator, Division 3, who retired Jan. 1 after more than 31 years of service. He had been on indefinite leave for a year and a half.

*Albert L. Kopsho*, Radio Dispatcher, who retired Dec. 31, 1961, after more than 14 years of service. He had been on indefinite leave for almost two years.

*Jack F. Stanley*, Extra Flagman and former Towerman, who retired Jan. 1 after almost 14 years of service.

*Earl E. Stubbs*, Cleaner-Operator, Division 6, who retired Dec. 31, 1961, after more than 15 years of service.

*Perry D. Yarbrough*, Operator, Division 6, who retired Jan. 1 after more than 39 years of service.

**Governor Pulls Handle,  
Starts Soil Drilling Jan. 12**

GOVERNOR EDMUND G. BROWN pulls the handle on a rotary drill rig, setting in motion the earth drill to which MTA Board Chairman A. J. Eyraud is pointing. At right, Ernest E. Debs, Chairman, Los Angeles County Board of Supervisors, smiles approval.

The Governor's action, occurring at First and Broadway Jan. 12, symbolized the start of drilling for earth samples along the entire subway route.

**Extensions of Backbone  
Route Now Being Planned**

*(Continued from page 2)*

Work on the extensions to the San Fernando Valley and Long Beach will make use of cost data being developed by Kaiser Engineers for construction of the Backbone Route.

Also scheduled to be undertaken is an analysis of other extensions of the Backbone Route, including service to Los Angeles International Airport in the Inglewood area and toward Santa Ana in Orange County.

In enlarging on MTA's investigation of the use of helicopters, Mr. Gilliss said:

"It is important that we look not only to the improvement of the present bus and streetcar operation and to the establishment of a rapid transit system, but that we explore every possible avenue for the establishment of the ultimate and best system in the future to serve the citizens of this area.

"Helicopters offer the flexibility for extending travel free of traffic congestion to areas beyond the point where the rapid transit lines will terminate."

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