



Emblem

76-96

JULY, 1962



(Cover story, page 15)

- Eyraud, on TV, Urges Bus Lanes
- Non-Op Safety Drive Begins
- Cordon Count Shows Riding Up



ABSORBED in watching a safety film is this group of Mechanics at the South Park Shops. It was one of three South Park groups which met for safety talks and film viewing June 25. Standing at rear are, from left, Superintendent Norman Lane, Safety Engineers Wm. Winters and J. W. Prutsman (Chief). Similar meetings were held in other non-operating departments.

'How to Work Safely' Theme Of June Non-Op Safety Meetings

HOW TO WORK SAFELY was the theme of safety meetings held in June in non-operating departments.

The group meetings represented the first step in the current program to make non-operating employees more safety conscious and thus reduce the employee injury rate.

At each meeting, a Safety Engineer and the department or division Superintendent involved discussed safe practices. Films were shown depicting the proper methods of handling tools and the unfortunate results of insufficient attention to safety on the job.

Typical of the meetings was one held for a group of Mechanics at the South Park Shops June 25.

"Be considerate and watch out for the safety of the person working next to you as well as for your own," Superintendent Norman Lane suggested to his men, after they had watched a film showing both good and bad safety practices with tools.

Chief Safety Engineer J. W. Prutsman listed briefly some good safety practices for his hearers to follow:

"Use the tool designed to get the job most safely and efficiently done. Standee jacks, for example, are safer than hydraulic jacks when you're working under a bus, even though it takes a little time to put them into place. Improvising tools and short-cutting safety measures may save a



few minutes now at the expense of days or a lifetime of misery.

“Wipe up grease and oil spots, so that neither you nor the other fellow will slip and fall.

“Goggles are meant to be used over the eyes when you’re grinding; don’t push them up on your forehead or down under your chin. Don’t forget to put them on when you’re using a wire buffer wheel.

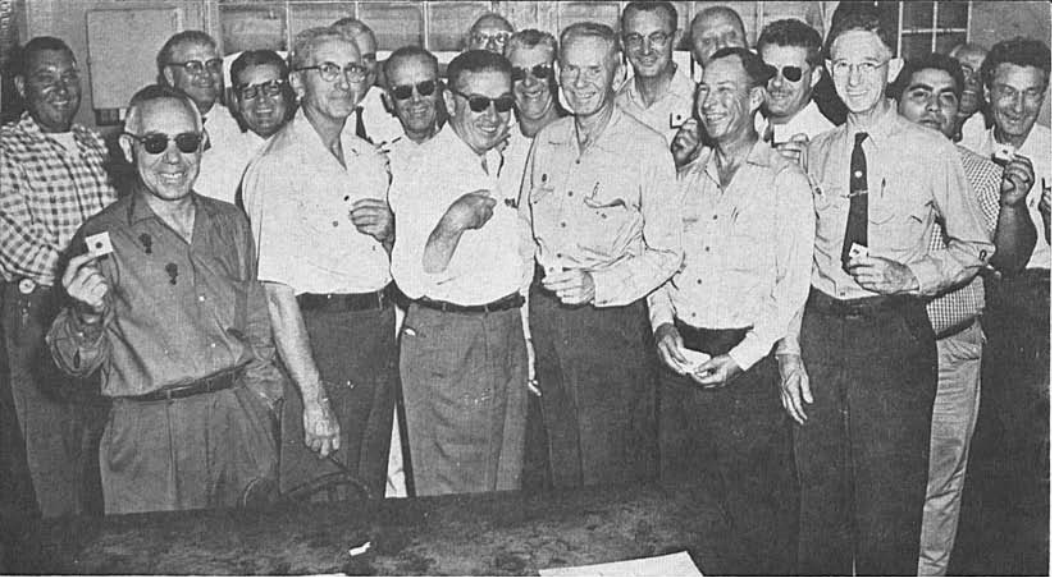
“Use compressed air nozzles with care—never for the purpose of cleaning off your bench or as a practical joke on the fellow passing by. There’s never room for horseplay.

“Lift according to the rules. We’ll have a lot more to say on this subject later.

“Keep in mind that experience shows that 80% of the accidents are caused by 20% of the employees, and that 87% of the accidents are due to unsafe acts, not unsafe conditions.” Mr. Prutsman concluded.

Another series of meetings is scheduled for October, and the Non-Operating Impruv-Ur-Record contest will begin Nov. 1, the Chief Safety Engineer announced later.





AT RIVERSIDE, proudly displaying safety award pins they have just received are, from left, in front row: T. H. Randall, H. C. Reeves, W. M. Walsh, F. W. Taylor, J. O. Elliott, and J. A. Bradley. Other Operators with pins are in second row, starting with J. R. Moore (between Reeves and Walsh), and continuing with R. G. Carpenter, C. E. Christensen, W. R. Small, A. C. Mendoza, and W. L. Lee. Others in photo are, from left, Jim Witt, Foreman, Transportation and Maintenance, Riverside M. Edwin Wright, Assistant General Manager; W. A. Ullrich, Superintendent, El Monte-Riverside Division, transportation; George F. Goehler (partially hidden behind Mr. Reeves), General Superintendent of Transportation; Jack Stewart, Assistant General Superintendent of Transportation; C. H. Cantrell, Local Chairman, Lodge 390, BRT; and J. W. Prutsman, Chief Safety Engineer, Transit Casualty Co., MTA insurer.

1766 Operators Receive Pins For Up to 17 Years of Safety

TEN OPERATORS have received 17-year safety award pins—the maximum years possible under the rules—during the recent distribution of 1766 pins over the system by General Superintendent George F. Goehler, of the Transportation Department, and Chief Safety Engineer J. W. Prutsman, of the Safety Department.

Names of the recipients of the 17-year pins are as follows:

From Division 1: F. E. Harris and Ray Williamson.

From Division 3: D. B. White.

From Division 5: R. W. Steedman.

From Division 9 (El Monte-Riverside): G. H. Benton, V. C.

Engel, O. F. Johnson, F. W. Muller, and Owen Whitaker.

From Division 11: H. W. Humphreys.

In addition to those who have won 17-year pins, 81 have won 16-year pins; 115, fifteen-year pins; 150, fourteen-year pins; 137, thirteen-year pins; 117, twelve-year pins; 93, eleven-year pins; 64, ten-year pins; 71, nine-year pins; 63, eight-year pins; 49, seven-year pins; 65, six-year pins; 63, five-year pins; 100, four-year pins; 115, three-year pins; 177, two-year pins; and 286, one-year pins.

The reason 17 years is the longest possible stretch of eligibility is that the date of Jan. 1, 1945, was set as

GETS 17-YEAR PIN—Owen Whitaker, left, of Riverside, is one of two Riverside Operators to win a 17-year pin. He receives his from Division 9 Superintendent W. A. Ullrich, right, as the Assistant General Superintendent of Transportation, Jack Stewart, looks on.



16-YEAR PINS are received by Operators Sydney Chevlin, left, and L. B. Meek from General Superintendent of Transportation George F. Goehler at Division 3-10, first point at which safety award pins of the current series were distributed.



the earliest date from which records could be satisfactorily checked for all Operators who had been employed up to that time. All Operators are eligible to compete for the safety award pins from that date or from the date they were employed, whichever date is later.

According to the rules, any Oper-

ator hired on or since Jan. 1, 1945, is entitled to a one-year pin as soon as he has completed 12 months of operation without chargeable accident or other award penalty. If an Operator has an accident after winning a pin, his eligibility for a pin begins again the day after the accident.

Toronto Economic Rise Follows New Subway, Visitor Tells MTA Board

"EVERY AREA adjoining Toronto's new subway has benefited in many ways," Edward Flam, Los

Angeles attorney, said at the MTA Board meeting July 3.

In a report to MTA Board members on his recent tour of Toronto rapid transit facilities, Mr. Flam noted that at least one former slum

(Continued on Page 7)



SAFETY TROPHY TO DIVISION 10—A large group of Operators witness presentation of safety trophy to Division 10 for the month of April in the Improv-Ur-Record contest. Holding the trophy are Don Sheets, General Chairman, BRT, the donor; and H. M. Tooley, who receives the trophy on

behalf of the division. Operators at 10 had piled up 400 points, as against 390 points for Division 6, second-place winner. For the year to date, Division 11, with 1355 points, held on to first place. Division 10, however, had slipped into second place, having garnered 1090 points for four months.

Commendations

98 Operators Honored In June for Courtesy

CONGRATULATIONS to the following 98 Operators who received commendations during the month of June:

A. J. Arnone, Division 3; Eugene Barnett, 20; E. R. Bell, 5; L. H. Birkner, 3; W. R. Blocker, 20; N. B. Brooks, 7; A. R. Brown, 7; R. I. Brys, 2; Archie Bryson, 9; E. R. Burke, 12; C. T. Burris, 7; A. J. Carlson, 1; J. W. Carroll, 7; M. M. Chadell, 1; D. C. Criddell, 3; F. E. Dahlstrom, 3; Nicholas Davis, 20; E. P. De Cambra, 10; S. L. Dickenson, 7; C. H. Donahoe, 2; J. A. Donovan, 5; J. H. Dunn, 5.

O. A. Earnhart, 20; J. D. Evans, 20; K. L. Farris, 20; E. J. Filek, 2; C. L. Flenoury, 2; H. H. Foster, 9; M. L. Foster, 12; J. H. Frahm, 7; Early Gentry, Jr., 7; Oscar Gibson, 7; G. F. Gladstone, 20; Jerry R. Hernandez, 20; T. P. Hervey, 1; K. T. Hicks, 6; Lawrence Hill, 7; J. M. Hiram, 7; C. H. Hobaugh, 5; C. L. Hobby, 12; L. M. Hobel, 8; W. K. Holsberry, Jr., 7; C. P. Holzer, 7; D. W. Houghtaling, 5.

L. D. Jensen, 6; Barry Johnson, 5; R. C. Johnson, 5; M. H. Jones, 7; W. B. Jones, 5; Albert Kimbo, 7; J. E. King, 1; M. E. Kittinger, 12; R. D. Kornell, 20; V. J. Koski, 7; Odd Kristoffersen, 5; Oscar Langdale, 12; O. N. Lee, 9; L. W. Long, 3; A. K. Lopez, 5; Elmo Marshall, 5; Clyde Mason, 5; P. L. McMillan, 10; C. F. Miller, 6; R. J. Miller, 9; Oscar T. Moore, 7; L. J. Morris, 20; L. L. Murdock, 1.

W. C. Nawrocki, 7; F. J. Nicoletti, 1; H. G. Norie, 5; G. L. Parker, 7; F. A. Payrow, 2; R. A. Perry, 5; E. H. Purnell, 2; AunFrance Reed, 7; Donnell Reed, 2; Jackson Ridge, 6; K. E. Rodecker, 7; T. C. Rolfe, 7; B. M. Sherrell, 9; L. L. Shores, 7; Eugene Smith, 7; O. H. Smith, 8; H. A. Speed, 20; S. C. Swanson, 7. I. F. Thomas, 7; Marie G. Thompson,

TEACHER'S PRAISE WINS JACKSON COURTESY AWARD

"HIS PLEASANTNESS, kindness, consideration and cautiousness while driving made what had been a trying day, for me, a delightful experience."



S. C. Jackson

A Los Angeles school teacher, Mrs. Charles L. Ennis, wrote the above words as part of a letter of commendation for Operator Shelton C. Jackson,

who has a run on the South Broadway-Eagle Rock Line 7, which he works out of Division 3.

Her letter won for Mr. Jackson the title of Operator of the Month for June—an honor conferred by MTA for an Operator's courtesy and otherwise good record. Winning the honor carries with it a \$50 check from the MTA Board in appreciation of the good will such an Operator creates in his passengers.

Mr. Jackson has worked for MTA and its predecessors since 1955, and had 12 years of previous transit experience. His record shows no chargeable accidents for two years, and reveals several commendations.

3; E. D. Thorne, 12; N. T. Tummolo, 8; R. E. Vondriska, 20; D. E. Walker, 7; J. A. Warren, 8; C. A. Watson, 7; E. F. White, 8; B. F. Williams, 7; L. T. Williams, 7; L. G. Wilson, 7; Curtis Wyatt, 20.

Toronto Economic Rise

(Continued from Page 5)

area has now become a high-rise apartment and commercial complex, including a double-decked shopping center, because of the accessibility to all areas made possible by the construction of the new subway.

"I wish everyone in Los Angeles could see firsthand, as I have, what rapid transit means to the economic development of an area and to the thwarting of traffic strangulation.

"I hope," he said, "that I live long enough to ride the rapid transit subway under Wilshire Boulevard."

Award of Appreciation

for support in advancing the research, education, and community services program to conquer cardiovascular diseases.

THE LOS ANGELES COUNTY HEART ASSOCIATION

to

M.T.A. OF LOS ANGELES



1962

by

Chairman, Board of Directors

President

ACME GIFTS ACKNOWLEDGED BY HEART AND PALSY GROUPS

ACME's 1962 GIFT of \$2,000 to the Los Angeles County Heart Association has been acknowledged by an Award of Appreciation from the Heart Association. (See picture above.)

ACME has also received acknowledgment from the United Cerebral Palsy Association of a gift for 1962 of \$150.

All ACME gifts are made by the labor-management ACME Commit-

tee on behalf of the MTA employees who are members of ACME (Associated Charities Management Employees).

If you are not a member of ACME, you may become one by signing an ACME membership card authorizing monthly contributions through pay-roll deduction. Cards may be secured from your supervisor or from the Personnel Department.

All Former Cross Town Lines Shown on Revised System Map

A NEWLY REVISED edition of MTA's two-color system map, entitled, "Guide for Going Places," has just come off the press.

For the first time, all former Cross Town lines are included.

Several additional points of interest are shown on the map, and the textual material describing the points of interest and MTA service which may be used to reach them has also been revised. New material has also been added.

10% Travel Tax Abolished Next Nov. 15

THE 10% FEDERAL TAX on transit and train fares of over 60¢ one way will be no longer in effect next Nov. 15 by act of Congress.

The travel tax was enacted by Congress as an emergency measure during the Korean War.

Revisions were made under the supervision of Assistant Advertising Manager William C. Scholl III, with the cooperation of numerous departments.



WHITTIER MAYOR Don G. Vaupel, left, and MTA's Whittier Agent, William G. Adams, talk over a display posted in the Whittier Station to acquaint local residents with the service MTA provides to the principal shopping centers in the Whittier area. The display was posted just before June 17 service changes were made on the former Cross Town lines.

Transit Riding Increasing, MTA Cordon Count Shows

RIDING on MTA buses and streetcars in the Central Business District has increased by 3.2 per cent during the last year, MTA General Manager Cone T. Bass reported to the MTA Board on July 3.

He informed MTA Board members that, contrary to the belief and estimates of various groups, public transit riding in the Central Business District is on the increase.

During the annual spring traffic check completed recently—a cordon count of people entering and leaving downtown Los Angeles—it was found that on an average week-day, 302,821 persons arrived and

departed by bus and streetcar in the Central Business District.

This represented an increase of 9,381 passengers, or 3.2 per cent, over the 293,440 persons who entered and left the area by MTA vehicles on a similar day in the spring of 1961.

Inbound travel by public transportation on the day checked was up 2.7 per cent, while travel away from the Central Business District rose 3.7 per cent.

Following the report, the MTA Board directed staff members to confer with S. S. Taylor, Los Angeles City Traffic Engineer, to determine how the movement of buses on thoroughfares in the area can be expedited.



CHAIRMAN ON TV—A. J. Eyraud, left, is interviewed by Maury Green on "The Big News" over Station KNXT, Channel 2, Thursday evening, July 5, at 6:30 p.m. "Any reports that transit is dying in Los Angeles are grossly exaggerated," said Mr. Eyraud. He quoted the cordon count figures (story on p. 9) showing an increase in transit riding in 1962 over 1961 by people entering and leaving Central Business District of Los Angeles on the day checked.

"Fast, Safe Transit Is Used: We Need Bus Lanes"—Eyraud

RAIL RAPID TRANSIT *would* arrest the decline in transit patronage because "people will naturally utilize a service that is expeditious and safe," declared A. J. Eyraud, Chairman of the MTA Board, in a recent television interview.

In answer to questions put by Maury Green on "The Big News" program July 5, Mr. Eyraud pointed out that on some lines even today people are leaving their cars and getting into buses.

"We inaugurated the West Valley Freeway Flyers some three years ago, and since we've been running the line, patronage has increased 364%. That means that we have taken roughly 1,000 cars a day off

the Ventura Freeway, we have alleviated downtown congestion to the extent of 1,000 cars, and we have alleviated downtown parking to the extent of 1,000 cars."

Only congestion caused by too many cars on downtown streets and freeway ramps prevents Freeway Flyers from being more successful than they are, the Chairman said.

He expressed the hope that more consideration could be given to streets and freeway lanes "dedicated to buses only." Such streets and lanes could be used by emergency vehicles, and would enable MTA to move 10,000 or 15,000 people an hour as against the present 1,000, the Chairman stated.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between May 16 and June 15:

ACCOUNTING & FISCAL DIVISION

Key-Punch Operator: Zeldene Berger.

ELECTRICAL DEPARTMENT

Secretary II: Nancy J. Graham.

EQUIPMENT MAINTENANCE DEPARTMENT

Mechanic "A": S. A. Ermocida.

Mechanic "B": B. A. Watson.

Utility "A": Bruno Falcon, Jr.

PURCHASING AND STORES DEPARTMENT

Addressograph Operator: R. E. Scott.

Junior Stock Clerk: G. T. Jones.

Key-Punch Operator: R. M. McCafferty.

REAL PROPERTY MANAGEMENT DEPARTMENT

Information Clerk: Mary C. Garrison, Barbara R. Vazquez.

Janitress: Murgie L. Parks, Bertha R. Wooley.

TRANSPORTATION DEPARTMENT

Operator: Robert Allen, Division 20; J. R. Aldridge, 20; D. P. Anderson, 7; C. L. Barnhart, 11; E. L. Bell, Jr., 7; W. G. Betts, 3; Gerald Boone*, 7; P. T. Burks, 3; R. A. Cloer, 7; Ehrman Davis, Jr., 7; F. D. Fischer, 5; F. A. Franklin, 7; Leroy Golden, 5; D. L. Hotson, 11; J. W. Jones, 20; Hilton Lavalas, 20; D. F. Lynch, 5; S. A. McMahon, 7; R. L. Miles, 20; G. L. Moon, 5; R. R. Pasco, 7; D. R. Rovens*, 6; B. W. Reddout, 3; Elroy Spinks, 20; R. J. O'Toole, 7; R. D. Tortorice, 20; C. A. Tullos, 11; A. D. Villard*, 11; J. W. Weaver*, 8; L. M. Wells, 5; T. J. Zywiwicz, 3.

Ticket Clerk: Rosalie F. Bonnett.

WAY AND STRUCTURES DEPARTMENT

Laborer "B": J. G. Morales.

Mechanic "A": R. A. Padgett.

Secretary II: Lucrecia Sequeira.

Stenographer Clerk: Susan C. Friedman.

* Re-employed

In Memoriam

THE EMBLEM reports with regret the death of the following:

Charley W. Aen, 68, retired Traffic Checker, Transportation Department; June 24; service from 1917 to 1958. Survived by his wife, Bernice, of South Pasadena.

Eugene P. McGurk, 73, retired Employment Supervisor, Personnel Department; June 24; service from 1913 to 1945. Survived by his sister, Mrs. Irene G. Yale, of Long Beach.

Sylvester J. Paproski, 51, Operator, Division 20; June 6; service from 1947. Survived by his father, Albert, of Fullerton, Nebraska.

Anna M. Turvey, wife of retired Conductor John Turvey, of Division 5; June 4. Survived by her husband, whose serv-

ice to predecessors of MTA was from 1914 to 1949.

Glenn C. Vollmer, 62, retired Mechanic; May 17; service from 1923 to 1948. Survived by his wife, Estrid, of La Mesa.

Wallace I. Webster, 57, Operator, Division 11; June 10; service from 1952. Survived by his wife, Ethel, of Pasadena.

James E. Douglass

OLD-TIMERS will regret to learn of the passing on May 26 of James E. Douglass, 75, for many years Trainmaster, Western District, Pacific Electric Railway. He retired in 1946. Surviving are his widow, Harriet, of Menlo Park; and four married daughters.

Red Feather Award Won by THE EMBLEM

SECOND PLACE in the employee magazine category was recently awarded THE EMBLEM for its help to the Community Chest.

The Industrial and Special Press Committee of the Welfare Federa-

tion of Los Angeles Area awarded a plaque for a story which appeared in the November, 1961, issue, under the heading, "Why Such Small Type in This ACME Story?" The story summarized employee contributions in 1961 to charitable organizations through ACME.

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder in recent weeks:

R. L. Bacchus from Operator-Extra Supervisor, Division 20, to Supervisor, Transportation Department, June 3. Employed Sept. 9, 1943.

H. J. Fitzpatrick from Supervisor and Extra Dispatcher to Dispatcher, Transportation Department, June 3. Employed May 6, 1947.

R. R. George from Operator-Extra Supervisor, Division 12, to Supervisor, Transportation Department, June 3. Employed April 8, 1947.

T. B. Harris from Junior Schedule Tabulator Operator to Schedule Maker I, Transportation Department, May 20. Employed Sept. 9, 1957.

Patricia B. Kelly from Junior Price Clerk to Senior Price Clerk, Purchasing and Stores Department, May 21. Employed June 6, 1946.

L. C. Knollmiller from Storekeeper, Purchasing and Stores Department, to Chief Clerk, Way and Structures Department, May 28. Employed Sept. 26, 1941.

N. T. Lewis from Operator-Extra Supervisor, Division 7, to Supervisor, Transportation Department, June 3. Employed June 2, 1947.

A. N. Martel from Welder to Welder Leadman, Way and Structures Department, June 7. Employed June 4, 1923.

John Movich from Addressograph Operator to Kardex Clerk, Purchasing and Stores Department, May 25. Employed May 24, 1961.

J. C. Ripley from Operator-Extra Supervisor, Division 9, to Supervisor, Transportation Department, June 3. Employed Feb. 13, 1943.

H. D. Shier from Schedule Clerk to Senior Mileage Clerk, Transportation Department, June 3. Employed Sept. 16, 1946.

V. L. Simmons from Supervisor and Extra Dispatcher to Dispatcher, Transportation Department, June 3. Employed May 30, 1937.

E. A. Tarantino from Key-Punch Operator to Junior Price Clerk, Purchasing and Stores Department, May 25. Employed June 24, 1958.

R. E. Venable from Senior Price Clerk, Purchasing and Stores Department, to Shop Clerk, Equipment Maintenance Department, May 21. Employed Sept. 18, 1942.

T. R. Williams from Junior Multilith Operator to Multilith Operator, Transportation Department, June 10. Employed March 4, 1957.

FOUR NEW SUPERVISORS—Left to right are Richard R. George, Raymond L. Bacchus, Nathaniel T. Lewis, and John C. Ripley. Their appointments were effective June 3. All came up through the ranks as Operators and Extra Supervisors. Mr. Ripley works a regular relief assignment; the others are working vacation relief assignments temporarily. See "On Their Way Up."





A REAL SURPRISE meets retiring Operator John F. Glines (facing camera) when, after parking his bus in the Pasadena Garage after his last run June 8, he walks into the adjoining Operator's room and is greeted by his wife and friends. Refreshments and the gift of a fine traveling bag are awaiting him. He retired on his 65th birthday after 39 years of service. Married 40 years, the couple have seven grandchildren, three great-grandchildren.

Retirements

BEST WISHES to the following employees who have recently retired:

Joseph Beggan, Mechanic "A," South Park Shops, who retired June 1 after 19 years of service. He had been on indefinite leave since Feb., 1962.

Clinton H. Coxhead, Dispatcher, Transportation Department, who retired May 31 after more than 37 years of service.

Emmet H. Culley, Flagman, Transportation Department, who retired May 31 after 19 years of service.

Charles H. Freestone, Senior Mileage Clerk, Transportation Department, who retired May 31 after more than 39 years of service.

John F. Glines, Operator, Division 11, who retired June 8 after more than 39 years of service.

Fred Jewett, Clerk, Accounting and Financial Department, who retired June 1 after more than 33 years of service.

Charles James Rupert, Operator, Division 20, who retired June 1 after 25 years of service.

Harvey C. Reeves, Operator, Division 9, who retired May 31 after 38 years of service.

Charles James Rupert, Operator, Division 20, who retired June 1 after 25 years of service.
















Edward H. Schlichtman, Division Clerk, Division 8, who retired May 31 after 19 years of service.

Oreste Venturelli, Operator, Division 20, who retired June 1 after 16 years of service.

FAREWELL HANDCLASP for Operator Harvey C. Reeves, center, is given by group of friends at Riverside Division as he retires May 31 after 38 years of service. Left to right are Ed Erickson, Operator who retired July 1, 1960; James V. Marlo, Operator who retired last November; Mr. Reeves; T. H. Randall, Operator and Terminal Griever for the BRT; and Jim Witt, Riverside Foreman. Mr. Reeves worked 14 years out of Long Beach; the rest out of San Bernardino and Riverside. Plans: travel, fish, "what not."



take M·T·A's car-free vacation for 2 weeks of carefree fun!

<p>SUN</p>  <p>BASEBALL Take Chavez Ravine Baseball Specials from Downtown L.A.</p>	<p>MON</p>  <p>Disneyland America's fun fantasyland on Freeway Flyer Line 58.</p>	<p>TUE</p>  <p>GRIFFITH PARK Visit outer space at the Planetarium on Line 31.</p>	<p>WED</p>  <p>NU-PIKE Carnival fun by the seashore in Long Beach, on Line 36.</p>	<p>THU</p>  <p>Arboretum Trees, shrubs, jungle in Arcadia. Off at Baldwin, Line 68.</p>	<p>FRI</p>  <p>EXPOSITION PARK Fascinating museums, gardens, on Lines 5, 18, 41, 49.</p>	<p>SAT</p>  <p>Knott's Berry Farm See the Old West's liveliest Ghost Town, on Line 58.</p>
<p>SUN</p> <p><i>Take Your Pick</i></p> <p>Movieland Wax Museum Olvera Street Forest Lawn LaBrea Tar Pits UCLA or USC Campuses International Airport Mountain Resorts</p>	<p>MON</p>  <p>PACIFIC OCEAN PARK Popular playland at the beach, Lines 75S and 75V.</p>	<p>TUE</p>  <p>Orange Empire All-day scenic outing to Riverside and Mission Inn, Line 60.</p>	<p>WED</p>  <p>Marineland See the sea circus via Line 37, transfer to Line 127.</p>	<p>THU</p>  <p>Huntington Library Relax among gardens, rare treasures, on Line 68.</p>	<p>FRI</p>  <p>hollywood bowl Music under the stars, on Line 93, plus Starliner Shuttle.</p>	<p>SAT</p>  <p>FARMER'S MARKET Snack, shop, sight-see, on Lines 3, 44 and 89.</p>
<p>SUN</p>  <p>Beaches Sun 'n sand—Santa Monica to Balboa via beach lines.</p>	<p>Why go away? It's lots more fun to stay home and explore Southern California's great vacationland. Especially if you don't have to drive. Fact is, there's no place like home—for your car. Convenient M·T·A bus and streetcar lines take the work and worry out of driving, give you more time and money for fun.</p> <p>For more information, call Richmond 7-4455 or your local M·T·A information number.</p> <p><i>Wherever you go...take it easy—take an M·T·A bus!</i></p> 					

SUMMER VACATION AD points out the fun spots and points of interest which may be reached by MTA routes. The ad is being published in July in metropolitan and suburban newspapers of the area served by MTA.

OUR COVER

Trippett Commends MTA For Hollywood Bowl Service

MAP of MTA's Starliner service to Hollywood Bowl is inspected by N. R. Dumont, MTA Board Member, left; Oscar A. Trippett, President, Hollywood Bowl Association, right; and Operator Julian Johannes, of Division 7.

In the background is the first of two moving sidewalks under construction at the east side of the Bowl. They are said to be capable of moving 8,000 people an hour. The one pictured leads from the walkway inside the ticket gates to the lower levels of Bowl seats. It was scheduled for service early in the season.

The other moving sidewalk is farther up the hill where the walkway is steepest, and will be placed into service later on.

All special service to the Bowl will unload passengers close to the box office and moving sidewalk area. Such service includes Line 40 Starliner shuttles along Hollywood Blvd. and Highland Ave., beginning at 7:15 p.m. from Hollywood Blvd. and Argyle St.; Line 93 trips leaving Seventh and Olive Sts., Los Angeles, at 7:00 and 7:30 p.m.; a Line 85 trip leaving Crenshaw Blvd. and Manchester Ave. at 7:05 p.m.; another Line 85 trip leaving Rodeo Rd. and La Brea Ave. at 7:35 p.m.; and a Line 94 trip leaving Western Ave. and Santa Monica Blvd. at 7:10 p.m. Other extra service will be provided as needed.

Regular schedules on the San Fernando Valley Lines 81 and 93 also make conveniently timed stops on Highland Ave. near the Bowl entrance.

"We commend the MTA for cooperating with the Hollywood Bowl Association in making it possible for those attending Bowl performances

The Emblem

Vol. 4 July, 1962 No. 10

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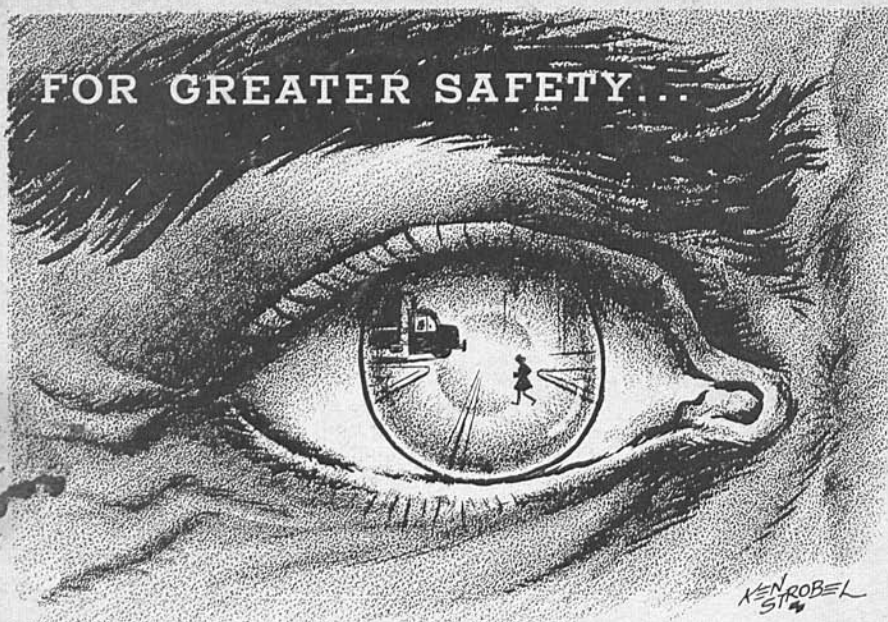
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MORTIMER W. HALL
CARL P. MILLER
MARTIN POLLARD
* * *
C. M. GILLISS
Executive Director

W. Warren Silliman, Editor

to arrive by bus so close to the seating area," said Mr. Trippett.

"We hope that everyone who possibly can will ride MTA Starliners to the Bowl from various areas and from the numerous parking lots in Hollywood. We feel it would be to their convenience."

FOR GREATER SAFETY...



KEN ROBEL
STY

...KEEP YOUR EYE ON
THE ROAD *Always!*

THE MTA EMBLEM
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