

The



Emblem

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JUNE, 1963



MTA Buses Relatively Smogless, Bass Tells Grand Jury Subcommittee

The Alweg Monorail Proposal — San Fernando Valley Service Changes

MTA's Four-Gallon Blood Donor — Plans for Riverside Garage

The Emblem

Vol. 5

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OUR COVER

A TWO-FOOT MODEL of a SilverLiner is placed close to two groups of little vials.

The vials at left contain, not water, but the water-white diesel fuel used in MTA buses to help reduce still further smog-producing elements from engines so carefully maintained by General Superintendent of Equipment, George H. Powell and his Mechanics that emission of such elements is already at a minimum. The water-whiteness is brought about by a greater degree of refinement and "scrubbing" to remove impurities.

X-ed out of consideration by MTA is the dark-colored fuel in the vials at right—dark colored because less refined—and therefore less expensive.

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HIGHLIGHTS Of Bass Discussion Before Grand Jury Subcommittee

(For full story, see next page)

MR. BASS pointed out:

1. The conversion was necessary to reduce operating costs.

2. The conversion date was moved from 1965 to 1963 in order to:

A. Enable cities to go ahead with public works projects being held in abeyance pending the 1965 conversion date.

B. Prevent a fare increase in 1963 to cover rising costs.

3. APCD statistics show that diesel buses alone contribute "an almost infinitesimal percentage of the air pollution contributed by all motor vehicles" in Los Angeles County.

4. MTA keeps smog emission at a minimum on all equipment by:

A. Securing the highest grade of fuel possible.

B. Maintaining both diesel and gasoline engines according to highest possible standards.

5. Experiments since 1921 nationwide have proved elevated tail pipes unsatisfactory.

MTA Smog Emission "Infinitesimal," Bass Tells Grand Jury Subcommittee Probing Conversion from Rail to Bus

General Manager Quotes APCD Figures to Prove Tiny Percentage of Air Pollution Created by MTA Buses Compared with Total Of Trucks, Autos, Other Buses in Los Angeles County; Pays Tribute to High MTA Maintenance Standards

"INFINITESIMAL" was the word used by General Manager Cone T. Bass to a subcommittee of the Los Angeles County Grand Jury in describing the amount of air pollution caused by MTA equipment.

He had been invited to appear on Mar. 28 to answer the question: "WHY IS MTA CONVERTING REMAINING STREETCAR AND TROLLEY COACH LINES TO

CONTRAST SHOWN—General Manager Cone T. Bass shows, left, the dark-colored diesel fuel used by most trucks and buses; and, right, the more highly refined, water-white fuel used by MTA.



MOTOR COACH OPERATION AND THEREBY ADDING TO AIR POLLUTION PROBLEMS?"

He forthwith accepted the invitation, and later commented:

"This question was answered, but before this interview was over we were pleased to have the opportunity of getting into many phases of air pollution as related to motor vehicle exhausts generally, and particularly what MTA has done and is doing in this field.

"Many points with which the committee making this investigation was totally unfamiliar were brought out during this interview."

As to the necessity for the conversion, the General Manager gave reasons already well known to employees—chiefly, the need to reduce operating costs.

The conversion, originally scheduled for 1965, was moved up to 1963, he said, to enable cities to go ahead with various public works projects being held in abeyance pending the 1965 conversion date; and to prevent a fare increase in 1963 that would have been required to cover rising costs of operation. Changing the conversion date from 1965 to 1963 did not relieve MTA in any way from paying the City of Los Angeles \$1,250,000 for street restorations following the conversion, although the agreement between the City and MTA, made in 1958, had looked toward a 1965 conversion date.

The remainder of the General Manager's discussion with the Grand Jury subcommittee follows in his own words. It deals with the relatively minute percentage of smog caused by MTA automotive equipment, the high standards of MTA automotive maintenance helping reduce smog emissions still further, and the reasons for not changing the position of exhaust pipes.

BUSES USE LESS THAN 1 % OF TOTAL FUEL

It was then pointed out that all of the buses in Los Angeles County, including MTA buses, consume less than one per cent (1%) of the total of some 4½ million gallons of motor fuel consumed daily in Los Angeles County by all motor vehicles.

MTA buses are all diesel powered. It is a well-known fact that diesel engine exhaust contributes far less to air pollution than does a comparable gasoline engine. Air Pollution Control Officer S. Smith Griswold's report of

MTA Buses and Smog

Feb. 20, 1961, made to the County Board of Supervisors, quotes, among other things, the following:

"Conclusion: The 300,000 gasoline-powered and 9,000 diesel-powered trucks and buses operating in Los Angeles County contribute 2,450 tons, or 23 per cent, of the 10,575 tons of air contaminants emitted daily by all motor vehicles.

"The emissions from diesel-powered trucks and buses are only a fraction, less than one per cent, of those contributed by gasoline-powered trucks and buses."

SMOG EMISSION "INFINITESIMAL"

Please note the last sentence of the above quotation which says ". . . less than one per cent, of those contributed by gasoline-powered trucks and buses." This does not take into consideration the contributions to air pollution of 2,700,000 automobiles. It will be seen, therefore, that if the air pollution contaminants of diesel buses alone (not trucks and buses) are considered, they would constitute only an almost infinitesimal percentage of the air pollution contributed by all motor vehicles.

GOOD FUEL, GOOD MAINTENANCE REDUCE SMOG

The committee was advised that the two very best ways for keeping air pollution from motor vehicle exhausts at an absolute minimum are, first, to secure the best and highest grade of fuel obtainable; second, to practice at all times the highest possible standard of engine maintenance. MTA religiously does both of these.

MTA has the best maintained fleet of equipment in America.

In addition to this, it carries out maintenance procedures that so far as is known are not practiced by any other transit operation in the country. One of the things referred to here is the balancing of injectors in diesel engines in order to be sure that each of the cylinders in a given engine receives the same amount of fuel at each firing stroke as does each of the other cylinders. This is a major factor in obtaining top performance, best fuel mileage, and, most important, of course, clean exhausts.

The committee was asked if members had any idea of what diesel fuel such as that used by MTA looked like. Most of them seemed to believe that it would be some very dark, heavy substance. They were surprised to learn that the diesel fuel used by MTA is absolutely water white.

The same high maintenance standards that are practiced for bus equipment are also practiced on all the other automotive equipment operated by MTA. During the year 1962, the State of California Motor Vehicle Pollution Control Board asked MTA to submit ten of its automobiles, picked at random, for exhaust emission tests. This request was gladly complied with. The ten cars selected had covered a minimum of 40,000 miles and a maximum of 97,000 miles. They were Chevrolet, Ford and Plymouth.

Mr. M. L. Brubacher, Senior Engineer, in making his report on the tests of these ten cars, had this to say, among other things:

"If this level of hydrocarbons is an indication of what can be done with a carefully conceived and strictly controlled maintenance program, a 62% reduction total in hydrocarbon pollution would result."

In other words, Mr. Brubacher is saying that *if all automobiles in Los Angeles County were maintained to the same high standard as are MTA automobiles, the total amount of hydrocarbons resulting from motor vehicle exhaust, and contributing materially to air pollution and smoke, would be reduced by 62%. This can be taken as a glowing tribute to MTA's equipment maintenance standards.*

ELEVATED TAIL PIPES UNSATISFACTORY

Another question the committee had was: *"Why not extend exhaust tail pipes above roof level of the buses?"*

The committee was advised that this device had been tried as early as 1921 in the transit industry. Since that time, it has been tried on practically every transit operation in the country, but without exception, as far as is known, has been abandoned.

The reasons are, first, exhaust gases are heavier than air. If they are emitted near ground level they remain near ground level and dissipate there. If they are emitted at a higher level, say, above the roof level of a bus, because of their weight they have to gravitate to ground level, thereby saturating a much larger air area and taking longer to dissipate. Another reason is that if vertical exhaust tail pipes are used, moisture collects in them from condensation, particularly when the vehicle is standing at idle. Then, when the engine is accelerated a collection of carbons and soots is emitted, soiling clothing, etc.

It is believed you will conclude from the above that the contribution to air pollution by the exhausts from MTA vehicles, with the fuel being used and the extremely high maintenance standards, is very, very small.

In Memoriam

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

Alfred A. Blaubach, 72, retired Flagman, Transportation Department; June 1; service from 1913 to 1955. Survived by his wife, Martha, of Los Angeles.

James W. Cook, 63, Flagman, Transportation Department; May 17; service from 1925. Survived by his

wife, Leonella, of Los Angeles.

Harry W. Daigle, 66, Operator, Division 6; May 26; service from 1942. Survived by his wife, Bessie, of Los Angeles.

Estelle M. Eckenwiler, wife of retired Watchman Arthur F. Eckenwiler, of Equipment Maintenance; May 9. Survived by her husband, of Los Angeles. His service was from 1907 to 1949.

Violet Giffin, wife of Print Shop Clerk Russell Giffin; May 4. Survived by her husband, of Los Angeles. His service dates from 1950.

Albert L. Kopsbo, 70, retired Radio Dispatcher, Transportation Department; May 11; service from 1947 to 1961. Survived by his daughter, Mrs. Helen M. Mazar; and two sons, Howard J. Kopsbo and Albert J. Kopsbo, Jr.—all of Anaheim.



ALWEG MONORAIL in Seattle.

The Alweg Monorail Proposal

**42-Mile, All-Elevated System from Beverly Hills to El Monte
And with San Fernando Valley Leg Outlined by Alweg Firm
At Special Session of MTA Board; Glore Forgan & Co. Offers
To Market \$187,500,000 in MTA Bonds to Finance Construction**

ON JUNE 4 the Authority sat in special session to receive a proposal for a 42-mile rapid transit system.

The proposal, by Alweg Rapid Transit Systems of California, Inc., would utilize equipment essentially the same as that operated at the Seattle World's Fair. The route would roughly parallel the Backbone Route planned a year ago, with the addition of a line extending north from Wilshire Blvd. through Hollywood to Van Nuys. Financing is based on farebox revenue only.

The Los Angeles County Board of Supervisors had extended an invitation to the Authority to hold this meeting in their quarters in the Hall of Administration in order that the large number of interested persons could be accommodated. Members of the County Board of Supervisors, Los Angeles City Councilmen, and repre-

sentatives from many cities throughout the County were present, including delegations from El Monte, Rosemead, San Gabriel and Beverly Hills. These communities had been specifically requested to attend this meeting in view of the fact that this proposal is based on utilizing public street rights-of-way within their jurisdiction.

HOLMQUIST MAKES PRESENTATION

The Alweg presentation was made by Sixten Holmquist, President of that firm. He was assisted by G. Perrie Nutwell of W. C. Gilman & Company, traffic and revenue consultants, and Scott Russell, Vice-President of Glore Forgan & Company, bond consultants.

The proposal basically consists of an all-elevated system to be supported on "T" shaped piers located near the center of city streets. The portion

(Continued on next page)

SIXTEN HOLMQUIST, President, Alweg Rapid Transit Systems of California, Inc., as he presented monorail proposal to MTA.





MTA BOARD AT ALWEG PRESENTATION—Chairman A. J. Eyraud, who also directed the meeting, sits in center facing camera. Other Authority members are the two men sitting at extreme left in semicircle—Mark Boyar, left, and Fred S. Dean, Vice-Chairman—and at extreme right in semicircle—Walter M. Briggs, left, and Warden Woolard. Seated beside Mr. Eyraud and partially hidden by microphone is Warren M. Dorn, Chairman, Los Angeles County Board

of Supervisors. Seated next to Mr. Dean is Walter J. Braunschweiger, MTA Treasurer. Hidden behind camera is Harold Henry, President, Los Angeles City Council. Seated at center table are, from left, Frank G. Bonelli, member Los Angeles County Board of Supervisors; Gerald G. Kelly, MTA General Attorney; and Ernest R. Gerlach, MTA Chief Engineer. Man standing in foreground is one of many members of the public who gave their opinions after the presentation.

Alweg Monorail Proposal

passing through Beverly Hills, however, is designed to pass over private right-of-way to be purchased for this purpose and is located approximately one-half block south of Wilshire Blvd.

SPOKESMEN FOR CITIES COMMENT

Following the formal presentation by Mr. Holmquist, members of the Authority and representatives of vari-

ous cities asked questions or commented on the proposal. A comment of general nature made by cities on the El Monte line indicated a preference for an alignment along the San Bernardino Freeway and Pacific Electric right-of-way rather than along Valley Boulevard because of the city's concern for the loss of a traffic lane in Valley Boulevard if the system fol-

lowed this route. The representative from Rosemead expressed similar feelings, and also indicated that certain parking problems would be created by the proposed system in the heart of the business district. The spokesman for Beverly Hills stated that the City Council was firmly opposed to any system which would be elevated in that city.

FOR ROSEMEAD—Henry E. Stead, City Councilman, said his business people feel that a monorail along Valley Blvd. "would kill business on the Boulevard and divide the city." He also questioned whether sufficient parking for monorail commuters could be available along Valley, where land is in demand for business. Hence, he felt that the majority of Rosemead leaders would prefer the route to be along the San Bernardino Freeway, where more parking is possible.

FOR BEVERLY HILLS—Edward E. Tufte, City Director of Public Works, said: "The City Council . . . has instructed me to express their opposition to the overhead construction of any facility through Beverly Hills." He pointed out that this was the third time Beverly Hills had voiced such disapproval.

FOR EL MONTE—Dale L. Ingram, City Councilman and Vice Mayor, said that "bringing the route down Valley and eliminating one lane of traffic does not not on the face of it sound very good to us." Because of heavy local traffic on Valley, he said, "we cannot, therefore, afford to lose the parking that would be necessary to accommodate that one-lane loss . . . We in El Monte would prefer that the route follow the San Bernardino Freeway-Pacific Electric right of way from Los Angeles out to El Monte."





MONORAIL ROUTES proposed by Alweg (heaviest line).

TOTAL COST \$187,500,000

Total cost of the proposed system was given as \$187,500,000, which would include retiring present MTA bonds, purchase of necessary private rights-of-way, construction, equipment, etc. This total cost would be subject to change with any alteration of alignment, equipment or structure, which may be required by city authorities or the MTA.

Glore Forgan & Co. agreed to market MTA revenue bonds in the amount of \$187,500,000 provided that further feasibility studies confirm the findings of the studies on which Alweg's offer is based.

CITIES MUST APPROVE ROUTE

"In view of the fact that the cost of any rapid transit system is dependent on the route selected and the type of system to be operated—elevated, subway, or surface—statements of the cities relating to the proposed route and the type of system are important," pointed out A. J. Eyraud, MTA Chairman. "The first step in determining the overall feasibility of the system must, therefore, be establishment of a route acceptable to local governmental bodies.

"Each community along the proposed route is being requested to approve the indicated alignment. Meanwhile, the Authority will be evaluating the service capability of the proposal. This evaluation will include standards of quality, service to the passenger, signal and control systems, fare collection, rolling stock, maintenance facili-

ties, and stations. Cost estimates will also be verified.

FURTHER STUDIES MUST CONFIRM FEASIBILITY

"The next step in the work will be to confirm the Alweg studies which have indicated the economic feasibility of the project. For this purpose, a detailed study in depth of anticipated passenger traffic and revenue on the proposed system will be made by Authority consultants—as requested by Glore, Forgan & Co. at the June 4 presentation. If the study is favorable, the Authority can accept the Alweg proposal, proceed to market the necessary revenue bonds, build the long-sought transit system, and thereby aid in reducing the Los Angeles traffic problem.

HEAVY COST, STRATEGIC ROUTE REQUIRE SECOND THOUGHT

"Although this process of evaluation appears to be complicated, it must be borne in mind that we are concerned with an expenditure approaching \$200,000,000. An investment of this magnitude is not to be taken lightly.

"It must also be borne in mind that this primary installation is the one to which all future additions will be made; hence, this first system is of crucial importance.

"We hope that the approved route can be defined and final cost and revenue estimates completed within the next two months. If this can be done, we should know before the end of the summer most of the an-

**Letter From
A Stanford Freshman**

UPON OCCASION, THE EMBLEM receives requests from unknown friends who desire to be placed on the mailing list.

Because it is not EMBLEM policy to send the publication to unknown people, a query from the EMBLEM office usually goes back to the person by U. S. mail, asking him to state his identity and the reason for his interest.

One of these good friends, Darrel S. Cowan, replied to our query as follows:

Stanford, California
May 4, 1963

This is in reply to your letter of April 23, 1963.

I am presently a freshman at Stanford University, but my permanent residence is in Arcadia. I am also an ardent Angeleno, interested in every facet of our fascinating metropolis. I hope that I may some day play a part in its development and Renaissance.

Only within the past two years have I become interested in the Authority and its transit operations, which I consider a vital factor in this same development. A passive interest has become almost an obsession! I have tried to familiarize myself with your many lines through a complete collection of your schedules. With sadness I rode the streetcars on their last day of operation, and with interest I anticipate the advent of rapid transit in Los Angeles.

The only way I can effectively keep abreast of the Authority's operations, line changes, and other general information is through your EMBLEM and NEWSLETTER. Actually, it is difficult to state precisely why MTA does interest me so, but that an interest does exist I am certain!

I hope I have been able to supply the desired information.

Sincerely,
DARREL S. COWAN

—You certainly did, Mr. Cowan, and your name has been added to our mailing list. Thank you for your excellently written letter! — Editor.

swers to our questions as to the feasibility of a rapid transit system supported through farebox revenues.

MTA STUDIES EXHAUSTIVE

"I should like to add in conclusion," the Chairman said, "that exhaustive studies we at MTA and our consultants have made in the past four years, combined with our experience in transit operation in the difficult Los Angeles area, have enabled us to arrive at a set of standards which will provide our passengers the very best in rapid transit."

Service on S.F. Valley Lines Revised

Freeway Flyer Service on Line 35 Expanded; New Flyer Service Begun on Line 86 via Golden State Freeway; Woodland Hills Service and Roscoe Blvd. Route Retained; Gilliss Pleased by Public Support of Service Expansions

IMPROVEMENTS AND ADJUSTMENTS in San Fernando Valley bus service were authorized by the MTA Board at its June 4 meeting.

MTA Board members approved establishment of a new Freeway Flyer service and expansion of another, effective June 24.

Action also was taken on other proposals covering public transit services for Valley commuters.

The new Freeway Flyer service—on the Golden State Freeway—will provide trips between downtown Los Angeles, North Hollywood and Van Nuys.

Expanded Freeway Flyer service will be provided on the West Valley Freeway Flyer Line 35, which will be converted from a rush-hour to an all-day operation connecting Reseda, Tarzana, Encino, Sherman Oaks, Studio City and downtown Los Angeles.

"We are pleased by the public support given the expanded San Fernando Valley routings," said Executive Director C. M. Gilliss. "The fine support given the lines serving Woodland Hills, the areas along Roscoe Blvd. and the Veterans' Hospital has been gratifying.

"That the majority of these new lines are being retained," he added, "is a tribute to the desire by many Valleyites to avail themselves of public transit.

"In the few instances where there has been a lack of traffic—and a resulting lack of bus riding—we have been forced to make adjustments.

"However, as the Valley continues to grow and as new travel patterns by the public emerge we will be continually alert to transit riding demonstrating the area's needs."

Other San Fernando Valley proposals approved by the Board include:

- Continuation of Monday through Saturday service along Ventura Blvd. to Woodland Hills via Line 81. Persons desiring Freeway Flyer service from Woodland Hills after June 24 should transfer at Reseda and Ventura Blvds. to the West Valley Freeway Flyer Line 35.

- Retention of Line 16 service along Roscoe Blvd. between Canoga Park, Northridge, Panorama City, Sun Valley, and North Hollywood on a Monday-through-Friday basis. On Saturdays service will be provided only between Sun Valley and North Hollywood.

- Combining of the northern portion of the present Line 19 with Line 90 for a new, combined service operating via San Fernando, Van Nuys, Sherman Oaks and Studio City, then via Laurel Canyon Blvd. to the City of San Fernando. Line 19 service will be discontinued along Oxnard St. and along Sepulveda Blvd. between Oxnard St. and Ventura Blvd.

- Providing for continued, seven-days-a-week routing to San Fernando Veterans Hospital via Line 93—instead of via Line 90. Line 90 service between Victory Blvd. and Chase St. and between the Veterans' Hospital and Devonshire St. and Balboa Blvd. will no longer be provided.

- Retention of Line 74 service between the City of San Fernando, Granada Hills, San Fernando State College, Northridge, Reseda, Van Nuys and North Hollywood.

- Extension of Line 14 service over the Victory Blvd. route of the present Line 87 from Whitsett Ave. (North Hollywood) to San Fernando Blvd. in the City of Burbank. Persons traveling the Line 87 route to downtown Los Angeles should transfer at San Fernando Rd. to Line 24 or 86, after the June changes.

The Board voted to serve a shopping center under construction near Vanowen St. and Topanga Canyon Blvd.

Service along Vanowen St. west from Topanga Canyon Blvd. to the Platt Ranch will be continued, Monday through Friday, under the Board action. Routing along Vanowen St. between Topanga Canyon Blvd. and Rhea Ave. and along Rhea Ave. from Vanowen St. to Sherman Way will no longer be provided, effective June 24.

Line 9 Extended West To La Cienega Blvd.

IMPROVED CROSS-TOWN BUS CONNECTIONS will be provided June 24 for persons traveling to points in the southwestern, western and Hollywood areas.

The new direct link, connecting with major north-south and east-west bus services, will be provided via downtown Los Angeles on MTA's West Jefferson Boulevard-Huntington Park Line 9.

Line 9 buses now terminating at Jefferson Blvd. and Tenth Ave. will continue through to La Cienega Blvd. and Rodeo Rd. beginning June 24.

Connections will be made with MTA lines operating along Crenshaw Blvd., La Brea Ave. and La Cienega Blvd. for improved traveling to the southwest, to Hollywood and to Beverly Hills and other western areas.

Transferring at Tenth Ave. for Jefferson Blvd. travelers will be eliminated when the new through routing is instituted, replacing the present Line 38 shuttle service along Jefferson and La Cienega Blvds.

Commendations...

108 Operators Honored In May for Courtesy

CONGRATULATIONS to the following 108 Operators who received commendations during the month of May:

J. W. Aguirre, Division 2; E. L. Amundson, 10; T. A. Ashley, 4; Eugene Barbee, 7; E. M. Baylor, 7; T. F. Benedict, 7; Guy Benton, 9; J. E. Bernard, 4; Mitchell Boulware, 2; Willie Brice, 1; George Briggs, 6; D. K. Brown, 7; E. L. Burton, 1; H. J. Campbell, 1; J. H. Coleman, 1; J. A. Cowper, 9; L. R. Crozier, 1; E. R. Cure, 12; F. E. Dahlstrom, 10; H. B. Day, 2; C. A. DeGuire, 9; Edward Delmar, 6; D. M. Denton, 9; L. B. Disney, 12.

E. R. Endicott, 7; K. L. Farris, 7; E. J. Filek, 2; Alexander Fisher, 8; W. C. Fisher, 7; Leo Fanchin, 7; Julian Garcia, 12; G. L. Gennarini, 8; H. A. Goforth, 7; W. J. Greene, 4; D. T. Gregory, 8; E. G. Haas, 5; J. F. Hardgrow, 1; J. H. Hartley, 3; R. W. Hays, 3; Orvil Hazelton, 3; R. J. Hennessy, 12; R. S. Hersche, 7; Henry Holland, 2; Jim Hunter, 2; B. C. Idleman, 8; M. D. Jackson, 2; L. D. Jensen, 6; M. H. Jones, 7.

Paul Knoll, 11; R. D. Kornell, 6; Earl Kral, 4; V. L. LaFrance, 1; L. J. Lampshire, 4; R. K. Lang, 7; E. L. Lees, 8; E. P. Lewis, 7; R. A. Locke, 8; Roberto Lopez, 2; Joseph Manning, 3; Peter Marquez, 4; J. W. May, 3; R. A. McEvoy, 7; W. J. Merchant, 6; Wendal Merritt, 4; C. F. Miller, 6; H. J. Moberly, 8; Bernard Model, 2; Felton Moore, Jr., 4; V. T. Morrison, 4; H. A. Naughton, 8; W. C. Nawrocki, 7; J. J. Neal, 6; R. H. Newton, 9.

S. O. Parker, 2; D. R. Parks, 12; R. J. Patton, 4; F. A. Peters, 7; C. J. Petty, 7; E. A. Pietropaolo, 6; M. J. Pruett, 9; L. B. Rees, 1; Jimmie Roberts, 7; M. C. Rochford, 7; M. D. Rogers, 8; M. J. Saniga, 7; P. N. Schmidt, 11; Ann G. Schulz, 7; F. E. Scott, 2; H. W. Shaw, 2; O. H. Smith, 8; Vincent Smoot, 1; W. R. Starkey, 11; K. T. Stock, 8; Ken Strobel, 9; D. S. Varela, 9; Jack Vaughn, Jr., 8; C. P. Wagner, 10; P. J. Wargo, 3; C. A. Watson, 7; W. S. A. Weary, 7; R. L. Webster, 6; R. S. Wildermuth, 9; E. H. Williams, 2; D. R. Wilson,

Collette Wins June Award

FOR OUTSTANDING COURTESY towards his passengers, Walter I. Collette, of Division 9's Riverside terminal, was selected Operator of the Month for June and was honored at the Authority meeting, June 18.

A veteran of some 28 years with MTA and its predecessors, Mr. Collette, praised by a commuter for his daily "countless good deeds," received a Certificate of Merit from the Authority Chairman, A. J. Eyraud. He also received a check for \$50 from the Authority in appreciation of his courteous treatment of passengers.

Mr. Collette currently operates on Line 60—MTA's longest line, serving San Bernardino, Riverside, Pomona, Los Angeles, and points between. Since 1942 he has always driven buses serving the San Bernardino and Riverside

areas. He wears a pin showing operation for 12 years without chargeable accident.

RUNNER-UP

In second place for the Operator of the Month title was Operator P. C. Rabb, of Division 5. Mr. Rabb was commended by a daily commuter, who stated that:

"He is always the soul of courtesy and kindness to his passengers, no matter how trying the circumstances," and "does not lose patience with the older generation . . . He stands out



RUNNER-UP
P. C. Rabb
Division 2

2; F. D. Wilson, 7; O. L. Wilson, 2; Jake Winston, Jr., 8; T. J. Zito, 6.

HONORED FOR COURTESY—Walter I. Collette, third from left, MTA Operator of the Month for June, is shown a copy of the letter which was responsible for his winning the award as most courteous Operator. Holding the letter is James W. Witt, Riverside Foreman of both maintenance and transportation. Looking on are Mrs. Philomena Collette, wife of the Operator, and F. G. ("Ted") Cook, Supervisor for the San Bernardino-Riverside-Pomona area.



Consideration For Others Basic Reason Behind Morgan Awards

DOUBLE HONORS were awarded the May Operator of the Month, Robert H. Morgan, of Van Nuys Division, at the May 21 Authority meeting.

He not only received a Certificate of Merit from Vice Chairman Fred S. Dean for his courtesy to passengers; he also received a Four-Gallon Blood Donor Pin from Edward M. Schottland, Director, Red Cross Regional Blood Bank for Los Angeles and Orange Counties.

"The two awards are made for basically the same reason," pointed out Mr. Schottland—"your consideration for other people.

"Next to life itself," he added, "there is no other gift anyone can give that is more unselfish or more important than one's own blood."

Operator Morgan has been donating blood ever since 1948, "every three or four months," on the average.



FOR COURTESY TO PASSENGERS—Robert H. Morgan, May Operator of the Month, holds Certificate of Merit he has just received at the May 21 Authority meeting from Vice-Chairman Fred S. Dean, left. Mrs. Morgan stands at right; Mark Boyar, Authority member, shown in foreground. Mr. Morgan was unaware he was to receive a second award.

Double Award for R.H. Morgan

"I received a couple of pints during the war," he said, "and it made me think of other people in need. I have given when there has been a desperate need for friends or children.

"It makes you feel good to be doing something for someone else—also the cookies and coffee the Red Cross serves are good—and they're free!"

Witnessing Mr. Morgan's double award presentation were Marilyn, his wife, and Winona Rice, Alemany High School sophomore who wrote the letter of commendation which led to his Operator of the Month award.

as a good-will ambassador for the MTA."

Judges in the June Operator of the Month courtesy award program were three officials of the Westwood Village Chamber of Commerce: President Robert C. Hannum, UCLA Business Manager; Past President John P. Hooten, Westwood Carpet Co. executive, and also Chairman of the Chamber's Parking and Traffic Committee; and W. F. Spears, Executive Manager.

FOR GIVING 32 PINTS OF BLOOD—Mr. and Mrs. Morgan hold a Certificate of Appreciation which the Operator received, along with a Four-Gallon Blood Donor Pin, from Edward M. Schottland, right, Director, Los Angeles and Orange Counties Regional Blood Bank. This second award was also presented at the Authority meeting on May 21. Happiness prevailed!





MUST BE VACATED—Present garage and bus lot at Riverside.

PLANS for a new garage and bus lot at Riverside are now on the drawing boards of Mechanical Engineer D. E. Dent.

The present facility at 3052 Market St. is to be vacated at an as yet undetermined date at the request of the Pacific Electric Railway Co., which owns the property where the present garage—an old wood-and-corrugated sheet metal affair—now stands.

The new garage will be erected on a three-acre lot acquired this spring by the Authority and located near the Riverside Freeway on Mulberry St. between Spruce and Holding Sts.

Garage On New Site Planned For Riverside



TENTATIVE PLANS for new garage are examined on the new site by, from left, Assistant General Manager M. Edwin Wright; Supervisor F. G. Cook, Mechanical Engineer D. E. Dent, Riverside Foreman J. W. Witt, and Superintendent of Property Maintenance L. C. Thompson.

NEW SITE for garage and bus lot at Riverside, as seen looking west from Spruce St. overpass and Riverside Freeway. The three-

acre plot is bounded on the west by Mulberry St., and on the south by Holding St. (Buildings in photo are south of Holding.)



Ortega, Singing Operator, Gives Enjoyable Recital

HEARTY APPLAUSE followed a song recital June 1 by MTA's singing Operator, Carlos Ortega, at the Assistance League Playhouse in Hollywood.

He presented before an appreciative audience a program of Italian operatic arias and Italian, Spanish and Mexican songs—all suitable to Mr. Ortega's tenor voice.

Accompaniments were provided by Raymond McFeeters, who has accompanied such outstanding singers as Tito Schipa, John Charles Thomas, and Lily Pons. Mr. McFeeters also played a group of piano solos.

The entire affair was carried out with the air of a Carnegie Hall recital—white ties, tails, grand piano, circumspect dimming of lights, and so on.

Mr. Ortega's fine stage bearing contributed no little to the success of the occasion.

His recitals have become annual events in the Los Angeles area for the past several years.

A scion of one of the famous Spanish families of Southern California, Mr. Ortega was at one time a professional dancer and teacher of ballet and Spanish dancing. While entertaining soldiers during the Battle of the Bulge, he injured his back when a truck in which he was a passenger overturned in the snow.

Unable to continue his dancing career, he turned to singing. Since his employment with MTA and predecessor companies in 1945, he has studied voice extensively in his leisure hours with the Los Angeles coach, Valdemar Banke, as well as with other outstanding teachers.

His great interest is in opera, particularly Italian, and he has learned several tenor roles, including that of Turiddu in "Cavalleria Rusticana," which he has performed at the Embassy Auditorium.

—If you're riding on Line 26 (the former Line P), and the Operator suddenly breaks out into something from "Il Trovatore," chances are he's Carlos Ortega. —W. W. S.



CARLOS ORTEGA, tenor, takes a bow after one of his songs in a recital he gave June 1 at the Assistance League Playhouse in Hollywood. As Oliver A. Ortega (his real name) he has been operating MTA streetcars and buses since 1945. Now at Division 1.

Cancer Society Thanks ACME for \$2,000 Gift

A CHECK for \$2,000 was recently sent to The American Cancer Society by your Associated Charities Management-Employees (ACME) Committee.

In reply May 27, the Society thanked ACME members for their support of the research and development program for cancer control and stated:

"Through your support you are helping keep the scientists on the job—you are helping raise the cure rate to more than one in three—and you are helping keep the public informed of ways to guard against this disease."

The American Cancer Society is one of a large number of charitable institutions aided by ACME through the pay-roll deductions volunteered by MTA employees who are members. All employees are eligible to join.

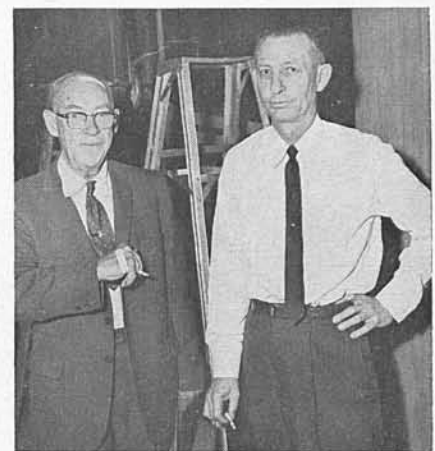
Any employee may become a member by filling out a card available from supervisors or from the Personnel Office.

Auto Wrecks Lost & Found

"LUCKY they're still alive!" spectators said of Lost and Found Clerks Joe T. O'Connor and Chadwick Q. Dean last May 16 after viewing the wreckage of the Lost and Found Department.

Swinging in an uncontrolled U-turn on Broadway after coming out of a parking lot north of the Transit Authority Building, an automobile jumped the east curb, smashed through the Lost and Found Department entrance, bulldozed the counter, desks, and other furniture into the back of the room, and stopped with rear wheels still turning while the driver lay unconscious at the wheel.

Mr. O'Connor, 65, saved himself by scrambling toward the rear; Mr. Dean ran into the next room. A couple of minor cuts from flying glass that struck Mr. O'Connor were the extent of injuries.



SCARED—Lost and Found Clerks Joe T. O'Connor, left, and Chadwick Q. Dean pictured shortly after they had scrambled for their lives when an auto burst into their office.



HELPED MAKE HISTORY—At left, Fred M. Osborne, Operator, Division 10, is shown in his Line 31 bus and in inset. He retired May 29 after service credited since 1927. At right is 12-passenger White he and his father used on Red Star Stage Line they started in 1914 between Stockton and Modesto, when Fred was 16. According to Mr. Osborne, various extensions were made to other towns, and later became the basis for Greyhound lines. Owner at the last count of four homes, the Operator and his wife, Etta, plan to enjoy themselves in their large Sun Valley home with big heated pool.

Retirements

BEST WISHES TO:

William Cain, Maintenance Man, Real Property Management Department. Placed on normal retirement June 1, 1962, he retired last May 18 after service from 1944.

Paul Davis, Utility A, Division 7. He retired Apr. 12 after service from 1945.

Ygnacio Duron, Mechanic A, South Park Shops. Placed on normal retirement June 1, 1962, he worked on un-

til last Apr. 12, after service from 1912.

Harvey D. Merrill, Mechanic A, South Park Shops. He retired Apr. 30 after service from 1923.

Jesus L. Mosqueda, Utility A, Division 9. He retired Apr. 15 after service from 1945.

Arthur B. Reynolds, Mechanic A, South Park Shops. He retired Apr. 12 after service from 1922.

William Richards, Jr., Mechanic A,

South Park Shops. He retired Apr. 12 after service from 1923.

Gerald E. Smith, Operator, Division 2, on indefinite leave since 1962. He retired Apr. 29 after service from 1935.

Earl D. Whiteside, Switchman, Division 20. Placed on indefinite leave Mar. 31, 1963, he retired last May 12 after service from 1922.

MAN AND WIFE RESIGN TOGETHER—Having reached retirement age after 28 years of service, 22 of them as Leader Switchman at the Georgia St. Yard, Alvin M. Acord voluntarily resigned May 31, and his wife, Virginia, oldest woman Operator (seniority from 1942) also resigned to accompany her husband to their retirement home, the "Kalico Kottage," Durango, Colorado. They had spent much of their leisure time over the years buying, remodeling with their own hands, and selling or renting homes, and their Kalico Kottage is also a remodeled home. They plan to continue what has turned out for them to be a profitable hobby.

CLYDE RUSSELL SHARROCK, Division 2 Operator, gets farewell handshake from Division Superintendent J. M. McKeivitt, left, and Division Clerk Jack Greasby, on May 31, the Operator's last day of work for MTA after service since 1942. He wears a 16-year pin for safe driving. After 17 years as teacher, high school principal, and superintendent of schools in Arkansas towns, he found he couldn't support a wife and four children on depression era salary, and came west in 1937. His retirement plans include a year of travel with his wife, Laura, through the 48 states in a new Travel Wagon, beginning July 1.





A MONEY TREE is presented by Elevator Operator Frances Lindman to Maintenance Man William Cain, of the Transit Authority Building, as he retires May 17. She made the tree and decorated it with "leaves" of currency from Mr. Cain's many friends, some of whom (see picture) witnessed the presentation. Inset is Head Elevator Operator Joe Steele, who collected most of the "leaves." After 19 years of service, all in the Transit Authority Building, Mr. Cain retires to devote himself to gardening and church work. "We are all going to miss William and his cheerful help," said General Manager Cone T. Bass. Others agreed.

On Their Way Up

CONGRATULATIONS to the following employees who have taken a step up the ladder in recent weeks:

Elfriede G. Becker from Information Clerk to Instructor-Supervisor, Real Property Management Department, May 1. Employed Feb. 21, 1956.

E. M. Bell from Operator to Operator and Extra Schedule Checker, Division 9, Apr. 18. Employed Mar. 20, 1947.

R. L. Bennett from Janitor to Lead Janitor, Real Property Management Department, Feb. 10 (inadvertently not reported earlier). Employed May 13, 1962.

B. G. Burney from Utility A to Junior Stock Clerk, Purchasing and Stores Department, Apr. 16. Employed Jan. 17, 1957.

Sydney Chevlin from Operator to Operator and Extra Schedule Checker, Division 10, Apr. 18. Employed May 20, 1942.

W. L. Cole from Operator to Operator and Extra Schedule Checker, Division 1, Apr. 18. Employed Mar. 19, 1959.

D. L. Gladwell from Operator to Operator and Extra Division Clerk, Division 11, May 7. Employed Dec. 8, 1951.

Shelley Hicks, Jr., from Janitor to Lead Janitor, Real Property Management Department, May 19. Employed July 10, 1957.

Harold V. Kelley from Lead Janitor to Maintenance Man, Transit Authority Building, Real Property Management Department, May 19. Employed Dec. 10, 1957.

F. M. Mathews from Operator to Operator and Extra Schedule Checker, Division 5, Apr. 18. Employed Oct. 25, 1957.

R. A. Padgett from Mechanic A, Property Maintenance Department, to Assistant Building Engineer, Transit Authority Building, Real Property Management Department, May 19. Employed June 13, 1962.

K. L. Perry from Mechanic B to Mechanic A, Division 5, May 19. Employed Feb. 28, 1945.

O. W. Price from Operator to Operator and Extra Schedule Checker, Division 2, Apr. 18. Employed Aug. 21, 1946.

Charley Roberts from Mechanic A to Mechanic A Leadman, Division 3, May 5. Employed Dec. 25, 1941.

E. V. Santos from Operator to Operator and Extra Schedule Checker, Division 1, Apr. 18. Employed Dec. 18, 1953.

H. D. Shanney from Lost Article Clerk, Office of Chief Engineer, to Service Director, Division 11, Transportation Department, Apr. 19. Employed July 26, 1929.

R. J. Smith from Operator to Operator and Extra Schedule Checker, Division 5, Apr. 18. Employed Aug. 9, 1957.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between Apr. 16 and May 17:

Public Relations

SECRETARY I: Anita L. Castillo

Purchasing and Stores

ADDRESSOGRAPH OPERATOR: Harold Fink

JUNIOR STOCK CLERK: K. K. Karlson, F. L. Preston

Real Property Management

INFORMATION CLERK: Cella T. Yeck

Transportation Department

OPERATOR: Ascenzio Accomando, Division 4; P. M. Bentley, 1; S. M. Bowers, 7; W. H. Casey, Jr., 1; J. T. Chams, 4; J. C. Chretien, 5; Frankie Contreras, 3; C. R. Craig, 3; C. F. Crawford, 6; Marvin Crook, Jr., 4; E. L. Dees, 5; William Dohmen, 1; E. C. Fierro, 2; W. E. Gateley, 7; Manuel Gonzales, 2; Nathaniel Gordon, 5; N. A. Green, Jr., 2; R. E. Hassen, 4; F. C. Hatch, 7; Carlos Holguin, 1; E. R. Hood, 5; C. E. Jones, 3; W. F. Jones, 1; W. L. Kimmey, 3; Leonard Levy, 6; G. D. MacIntyre, 2; Ernesto Montelongo, 3; F. R. Nelson, 5; G. D. Prangley, 6; A. L. Rodgers, 3; F. I. Rogers, 7; B. C. Ruppe, 7; B. A. Slazenski, 6; H. O. Swanson, 7; E. B. Thompson, 7; F. A. Toscano, 1; J. E. Truitt, 1; Odell Walker, 7; R. B. Wallis, 6; D. F. Watson, 2; A. D. White, 7; C. D. Williams, 4; Earl Williams, 3; E. L. Woods, 7

RED CAP PORTER: V. L. Robinson, Division 41

Melvin Taylor from Janitor, Real Property Management Department, to Utility A, Purchasing and Stores Department, May 12. Employed Jan. 5, 1948.

D. J. Waite from Operator to Operator and Extra Schedule Checker, Division 10, Apr. 18. Employed Oct. 30, 1957.

J. H. Zackery from Janitor, Transportation Department, to Janitor and Relief Mail Carrier, Division 2, Equipment Maintenance Department, Apr. 24. Employed Sept. 6, 1956.



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