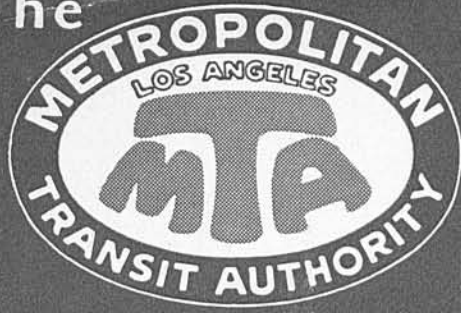


The



Emblem

76-133

FEBRUARY, 1964



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- Mr. Pollard Outlines Our Legislative Needs (p. 4)
- "Pickles" Likes Our Fire Extinguishers — for Example . . . (p. 7)
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The Emblem

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OUR COVER

MODELING THE LATEST in MTA maintenance fashions are these state and local leaders preparing to "dig in" at ground-breaking ceremonies held Feb. 6 on the site of the future new division at Riverside.

Left to right are Lee Backstrand, State Senator for Riverside County; C. M. Gilliss, MTA Executive Director; John Backstrand, Riverside City Councilman; Robert Reeder and Ben Younglove, of the contracting firm of Reeder-Younglove, which will build the facility; and C. Cruse Honey, Vice-President of the Riverside Chamber of Commerce.

See the story on page 6.

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Metropolitan Transit Authority
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EDMUND G. BROWN
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MARK BOYAR
WALTER M. BRIGGS
N. R. DUMONT
MARTIN POLLARD
WARDEN WOOLARD
C. M. GILLISS
Executive Director

W. Warren Silliman, Editor



Jim Sly

Gilliss Commends Employees For Improving Public Relations

I WISH TO COMMEND the employees of the Metropolitan Transit Authority for the work each of you has done in improving MTA's public relations over the past five years.

Proof of this improvement is in our records, which show that commendations have increased by 41%, and—even more pleasing—that complaints have declined by 25%.

In addition, both traffic and passenger accidents have also declined over the past five years: traffic accidents by nearly 9%, and passenger accidents by 26%. Together, all accidents show a decline of 15%.



C. M. GILLISS

The upward trends in 1960 and again in 1963 are easily explained: 1960 was the year the first labor contract was negotiated, the year of the first system shake-up, and the year of the blending of Operators' seniority. 1963 was the year of the conversion, with attendant problems such as making bus drivers out of 150 street-car men. 1963 was also the year of the shift of interurban operations from Sixth and Main to the present temporary Los Angeles Depot.

Accident figures for December, 1963, and January, 1964, show a resumption of the downward trend.

The fact that for five years the accident and complaint trends have been consistently downward, and the commendation trend consistently upward, fully demonstrates the efforts of each and every employee of the Metropolitan Transit Authority.

I add my commendations to those of our passengers for a job that is being well done.

C. M. Gilliss

Executive Director

*for Reeder
for Younglove
for Backstrand
for Honey
for Cruse*

MTA'S \$40,000,000



**As Our Sixth Birthday Approaches,
Let's Look at Our Record of Accomplishment,
March 3, 1958, to March 3, 1964**

Entirely without Tax Support, We Have:

(See also pages 8 and 9)

1. Operated throughout our history in the black, and kept up with all financial obligations—this despite declining passenger volume.
2. Invested over \$20,000,000 in new equipment and plant betterment. Part of this equipment includes 705 new Dreamliners and SilverLiners. Moreover, much new construction, renovation, and modernization has been accomplished, and continues to be carried out, at nearly all divisions, shops, and offices.
3. Converted nine rail lines and two trolley coach lines to bus lines, thus providing flexible, modern service on headways generally more frequent than before.
4. Added 245 miles of route to the system. The total as of Jan. 31 was 2,224.01 miles.
5. Installed modern data-processing equipment for faster and more accurate accounting procedures, record-keeping, and report production.
6. Established new service in Riverside, Glendale, Alhambra, Wilmington, and on La Cienega Blvd., and have extended many existing lines into new areas, especially in the San Fernando Valley.
7. Established Freeway Flyer service on the Ventura, Hollywood, Harbor, San Bernardino, Santa Ana and Long Beach Freeways.
8. Provided reduced fares for senior citizens.
9. Through the full cooperation of employees, reduced accidents by 15% and complaints by 41%, while commendations have increased by 25%.
10. Acquired necessary engineering data, at a cost of almost \$2,000,000, to start construction of a rapid transit system as soon as financing can be secured.
11. Proven conclusively, through studies of all types of systems throughout the world, that a wide-track, supported twinrail system will best serve the needs of Los Angeles—the same type of system recommended by engineers for other leading cities including San Francisco, Toronto, Cleveland, and London. Capable of speeds of 80 miles an hour, the system will be built in subway, at grade, or at skyline, according to area needs.
12. Completed in 1963 a series of six rapid transit route conferences in areas to be served by the rapid transit system, in order to determine community preferences as to route locations.
13. Boosted the Southern California economy with a \$45,-000,000 annual budget, by means of which we have:
 - A. Provided employment for over 4,000 residents.
 - B. Poured back into the community:
 - (1) The benefits of the purchasing power of an annual pay roll of over \$27,000,000 and annual employees' benefits of \$3,200,000.
 - (2) An annual fuel tax of \$825,000.
 - (3) An annual retail sales tax payment of \$260,000.

And We Are Telling Our Story to the Public at Our Sixth Birthday Season by Means of:

1. Running a full-page illustrated advertisement (of which the center spread on pages 8 and 9 is a copy reduced in size) in metropolitan newspapers Feb. 25, 26, and 27.
2. Displaying 175 king-size posters outside buses, and 1500 car cards inside buses, during the week of Feb. 24 calling attention to the forthcoming newspaper advertisement.
3. Running numerous spot announcements on radio Monday and Tuesday, Feb. 24 and 25, pointing out our success story and the ad.
4. Preparing a brochure consisting of the full-page newspaper advertisement, with pictures on the other side of the sheet, to be used as a take-one on MTA buses and as a mailing piece to leaders of industry, civic affairs, and government.

**YOU Can Help by Proudly Telling Others of the MTA Success Story —
For You as an Employee Helped Make the Story Possible**

Amendments to MTA Act Proposed by Authority

Pollard Tells County and City Authorities of Need For Local Control, Power to Tax, Routing Right

GENERAL AGREEMENT by those present was expressed to amendments of the present MTA Act proposed by Authority Member Martin Pollard at a summit meeting of members of the Los Angeles County Board of Supervisors and Los Angeles City officials on Feb. 5.

Also present was Assemblyman Tom Carrell, Chairman of the Assembly Interim Committee on Transportation,* which held rapid transit hearings in Los Angeles last December.

Chairman of the Authority's Legislative Committee, Mr. Pollard proposed that the MTA Act be amended to provide:

THE AMENDMENTS

1. That MTA have the power of eminent domain "to the extent necessary to determine the routing of this MTA system."
2. That MTA have the power to levy the "in lieu" tax on automobiles "as provided in the Collier-Unruh Amendment to the local transit act."
3. That a general obligation bond be issued "upon authorization by the voters."
4. That Authority members may be appointed by local authorities: five by the Board of Supervisors; one by the Mayor of Los Angeles, with the concurrence of the City Council; and one by the other cities in Los Angeles County.

These amendments, said Mr. Pollard, "provide only the necessary changes needed by MTA to get the mass rapid transit question out of the

*A growing unanimity of opinion on the part of political and civic organizations as to "the most commonsense legislative plan to adopt" was reported by Mr. Pollard Feb. 17 (after THE EMBLEM had gone to press) to this committee in a speech again outlining MTA's legislative proposals.

talking stage into the 'do-something-now' stage."

He stated to the meeting that "MTA has never asked for, and does not now need, a new transit act to get along with its business."

The meeting of County and City leaders followed a request of Gov. Edmund G. Brown that substantial agreement be reached by leaders in the area before rapid transit is placed on the agenda of the special session of the Legislature.

The following are some of the highlights of Mr. Pollard's speech:

EXCERPTS FROM FEB. 5 SPEECH

"MTA's position is based on the practical experience gained through its daily operation of the Authority, and through a study in depth of what should be done to deliver, to the public of this county, the best possible mass transit system at the lowest dollar cost, at the earliest possible time."

"MTA has had basic plans ready for Phase I of a comprehensive mass rapid transit system for this county for over one year. . . . These plans determine the type of system to be built, the type of modern air-conditioned equipment to be used, the route to be used, and the location of every station stop. These plans were developed by the best engineering brains in America, under the supervision of MTA's engineers.

"By going along with the amendments suggested by MTA, another great savings for the taxpayer, in the amount of \$600,000 per year, can be effected. The other plan provides for a 1/2 of 1% tax on all the properties in the county, to be used for what some people call 'housekeeping' expenses. MTA could never accept the concept of imposing such a tax on the



MARTIN POLLARD, member of the Authority and Chairman of its Legislative Committee, in typical pose testifying.

people when such a tax is not needed because MTA, out of its farebox, is willing and able to handle any expenses in this category at no cost to the taxpayer."

"MTA has never asked for, and does not now need, a new transit act to get along with its business. All MTA needs are three simple basic amendments . . . so that it is authorized to proceed with the financing, construction and operation of a mass rapid transit system, to be integrated with the present surface system it is now operating."**

"Give MTA the tools it needs to work with and it will fashion for you, and the people of Los Angeles County, a mass rapid transit system second to none in the world. MTA is ready, willing, and able. It has the experience, it has the plans, it has the know-how. It is wound up and ready to go. All it needs is the starter flag."

** . . . "the proper way to accomplish further progress for mass transit is to amend the existing MTA Act rather than [pass] a new and separate bill. This approach will save time and confusion and a great deal of money for the taxpayers. When I say a great deal of money, I mean actually about two and a half million dollars a month. A delay of two years, which would be a reasonable time for a new transit group to get started, would add \$60,000,000 cost to the system. . . . That is a very important amount of money and should be given proper consideration by this committee." (From Feb. 17 speech to Interim Committee.)

PASSENGER Of The Month

Columnist, Regular Rider, Pays Tribute To Operators

HER PRINTED TRIBUTE to MTA Operators and her 12 years of riding "the longer runs" on buses belonging to MTA



Mrs. Young

and its predecessors won for Gerry Prince Young, columnist for the *San Fernando Valley News*, the title of Passenger of the month for February.

Mrs. Young's column, "Reflections in My Kitchen Window," appearing in the paper for Feb. 6, was entirely devoted to her sympathetic first-hand observations of the trials and tribulations of bus drivers.

"When Nelson Eddy used to sing that stirring song about those stout-hearted men who could face just about anything without flinching, . . . I feel quite certain he must have had bus drivers in mind," she began her entertaining column for the day.

After recounting several typical passenger situations with which any Operator is wholly familiar, she editorialized:

"I have a feeling that along about this time the driver is thinking of all the other occupations he could have followed . . . jobs where he isn't supposed to have the voice of a bugle, the mathematical ability of a calculating machine, the sympathy of a Dorothy Dix, the commanding personality of a marine sergeant, the navigating instincts of an old sea captain and the negotiating talent of a top-level diplomat."



NEW CREDIT UNION BOARD—From left are John C. Boyce, President; Frank J. Matzner, Vice-President; T. V. Collins, Secretary and Treasurer; and members Orvil Hazelton, Theodore ("Ted") Phillips, W. A. Ullrich, A. C. Tieman, and C. J. Kimball. L. H. Bardon, newly elected, could not be present for the photo.

Strong Fiscal Improvement Told At Credit Union Annual Meeting

INCREASES of \$15,664 in net earnings, \$166,148 in total assets, and \$141,820 in shares (members' savings), were among statistics reported by Treasurer T. V. Collins at the Annual Meeting of the Lamta Employees Federal Credit Union on Jan. 31.

These increases were shown up in a comparison of 1963 with 1962 figures.

Membership also increased by 204 members—to a total of 2612.

C. J. Kimball, Chairman, Credit Committee, reported 2,230 loans ap-

proved and 249 disapproved during the year. Approved loans totaled \$1,335,616, he stated.

L. H. Bardon, Operator, Division 3; J. C. Boyce, Clerk, South Park Shops; and A. C. Tieman, Superintendent, transportation, Divisions 3-10, were elected to the Board for a three-year term.

Mr. Boyce was later elected Chairman by the Board members. He was also elected to the Credit Committee to replace J. H. Hunter, Shop Clerk, whose term had expired.

A frequent traveler throughout Southern California in her writing for the *News* and for two trade journals, Mrs. Young stated, when interviewed:

"We're a one-car family, and I use buses exclusively on my trips."

She uses Line 93, which passes close to her Van Nuys home, most often; but sometimes rides Line 81 all the way to Pasadena (she rode it when she was assigned to cover the last Rose Parade); and also finds it often necessary to make bus trips to Compton and other points on the system.

"It's the exception when I see a dis-

courteous Operator," she commented.

Asked if she knew the names of any of her favorite drivers, she replied in the negative, but added,

"There's one red-headed woman Operator on Line 93 who does an outstanding job for MTA." (Lois Reinink is the only woman Operator working out of Van Nuys Division on that line.)

"Incidentally, my friends know I ride the bus, and they often call me for information about buses. I keep a two-inch stack of timetables on hand," she asserted.

Ground Broken Feb. 6 for New Division At Riverside

**State and Local Leaders
Join MTA in Turning Earth;
Site Chosen With Eye on
Future Needs, Says Gilliss**

WEARING MTA UNIFORM COATS, Riverside civic leaders took part with MTA officials in ground-breaking ceremonies on Thursday, Feb. 6, for the new \$200,000 division at that city.

Among the participants were Lee Backstrand, State Senator from Riverside County; John Backstrand, Riverside City Councilman; C. Cruse Honey, Vice-President of the Riverside Chamber of Commerce; and Robert Reeder and Ben Younglove, of the firm of Reeder-Younglove which will build the new facility.

James W. Witt, Foreman of the present Riverside facility and destined



ADDING GLAMOR to the ground-breaking scene were two ladies who were earnestly requested to seize shovels and lighten digging chores for the men named in the cover story. At left, Mrs. R. L. Manning, wife of MTA's Administrative Analyst; at right, Mrs. C. M. Gilliss, wife of MTA's Executive Director.

also to captain the new one, was among MTA representatives present.

The ceremonial turning of the first shovelfull of earth was done on the three-acre site bounded by Holding, Mulberry and Spruce Sts. and the Riverside Freeway.

In a talk to the group, Executive Director C. M. Gilliss stated that the site was chosen after careful study as the most desirable location at which to build a maintenance and transportation facility that will "provide for peak operational efficiency, maximum maintenance and safety standards, and future needs of expanding Riverside and San Bernardino counties."



SPADE inscribed with his name and the occasion is presented to Sen. Backstrand, right, by MTA's C. M. Gilliss.

GROUP that attended the Riverside ground-breaking.





LIFE SAVERS — "Pickles" Heinz, Pasadena Operator, and fire extinguisher of the type used on all MTA buses.

HIS RECENT SUCCESS as an amateur fireman and life-saver Division 11 (Pasadena) Operator Albert "T" ("Pickles") Heinz credits to the fact that fire extinguishers are standard equipment on MTA buses.

"Pickles" Credits Fire Extinguisher Policy of MTA for Saving Two Lives

"I couldn't have done a thing without one," he said, referring to the use he made of the extinguisher on his bus to put out a fire in the upside-down, topless, foreign-made compact automobile he and his Pasadena Line 71 passengers saw burning at Soto St. and Huntington Dr. on Saturday night, Feb. 8, about 9:50.

The upset "had just happened," he said in his miscellaneous report, "because no one was around.

"A couple of passengers and I ran over to see if someone was trapped in the car. No arms, legs, or bodies were visible, but as we got there I heard a woman scream from inside the car. I yelled for them to turn the car up as I ran for my extinguisher.

"By this time several cars had stopped.

"When I came back, the car was on its side and the woman passenger had fallen out on the ground; but an un-

conscious man was in the seat with his clothing afire.

"A passenger asked to help me with the extinguisher. I held the canister and he directed the hose on the car so as not to get fumes in the man's face; this allowed time for a couple of people to pull the man from the auto."

When the fire and police departments came, Mr. Heinz resumed his schedule, after the 17-minute delay.

The Dispatcher's report shows that the man and woman were taken to the emergency hospital.

Mr. Heinz made sure that his fire extinguisher was replaced as soon as possible.

From his nine passengers he secured nine witness cards, two of which complimented his alert and humane action. —And, oh, yes, he had safely and carefully parked his bus at a curb before putting out the fire.

Authority Member Honored in Paris

FOR CONTRIBUTIONS made by his firm, Dumont Aviation Associates, to the aviation industry, Authority Member N. R. Dumont is now an honorary citizen of the city of Paris, France.

On Jan. 8 he received la Medaille de Bronze de la Ville de Paris—and an accompanying citation—at the hands of M. le President Auburtin, the chief executive of the city, for his firm's invention of a new type of hydraulic system to lift landing wheels on planes.

The Dumont system eliminates the hose connections which in the past have sometimes failed under high pressure and vibration.

AUTHORITY MEMBER HONORED—N. R. Dumont, center, receives from M. le President Auburtin, chief executive of the City of Paris, France, a bronze medal and a citation declaring Mr. Dumont to be an honorary citizen of Paris. At right is M. Auburtin's Executive Secretary. The photo was taken in Paris on Jan. 8.



(Story on preceding page)

MTA \$40,000,000 success story

SUBWAY AND SKYLINE PLANS

Not one cent of tax support!



Your Metropolitan Transit Authority is 100% publicly owned and in six years of operation has not cost the taxpayers one red cent in taxes! No public funds were provided for its initial purchase and it has no taxing powers. The entire operation is financed solely through the fare box revenues collected daily. It has not received one penny of tax support. No other major, publicly owned line in the nation can make that statement.

But that's not all!

On March 3, 1958, your MTA took over the Metropolitan Coach Lines and the Los Angeles Transit Lines. It did this by selling \$40,000,000 in bonds. These bonds proved such a "blue chip" investment that they have climbed from \$97.00 to \$114.00. Almost \$13,000,000 has already been repaid on the principal and interest of these bonds.

In addition, over \$20,000,000 has been spent in modern equipment to provide safety, convenience, comfort and efficiency. Part of this equipment includes 705 new Dreamliners and Silverliners which comprise approximately one-half the entire fleet. Today, there are also 235 Freeway Flyers in operation serving outlying areas.

Another \$2,000,000 was spent on engineering research for the only practical jet-age rapid transit system ever proposed for Los Angeles County. This will be a rapid transit system that uses subway, surface and skyline transportation to handle the areas proposed population of 11,000,000 by 1980.

Is your MTA a community "free-loader"?

Take a look at the facts. Here is a list of what the MTA has poured back into the community *at the same time it is paying for itself.*

- lower cost of commuting to outlying areas
- savings of millions of man-hours annually
- increases accessibility to new job opportunities
- fewer vehicular traffic accidents
- lower automobile insurance rates
- increased access to Southern California leisure and outdoor activities
- widens the retail and labor market
- offers a planned community and future growth
- provides inter-community service where most needed

Today your MTA moves over 700,000 people a day. That's a city the size of San Diego. It transports them a total distance of 170,000 miles, which is equivalent to seven times around the world, daily.

Can you picture what the problems will be like 5, 10 or 15 years from now with Southern California's population explosion — without MTA's jet-age rapid transit system of tomorrow? It becomes even more difficult to imagine when you remember that the total number of people transported by MTA in 1963 was just over 202,000,000. That's more people than in the entire United States of America!

How does the MTA plan on meeting the future?

Rapid transit system 1/2 completed



Dreamers or doers?

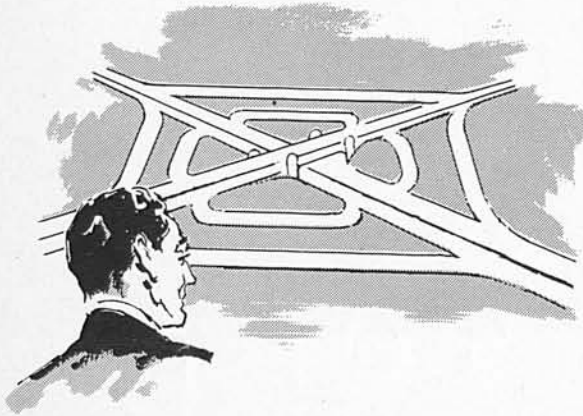


The men behind your MTA are both. You might call them visionary realists. They are men who have the unique ability to bring into sharp focus today the dreams of tomorrow. They represent a wide range of abilities and bring to their job a strong sense of public service. The seven members of the Board of Directors are appointed by the Governor. They are invariably men of accomplishment in

- An annual budget which boosts our local economy by \$45,000,000
- Employment for over 4000
- An annual payroll over \$27,000,000
- Annual employee benefits over \$3,200,000
- Annual fuel tax of \$825,000
- Annual retail sales tax payment of \$260,000

Remember, this success story started with empty coffers only six years ago. The best is yet to come!

MTA-designed with you in mind



What is your interest in the MTA, even if you will never set foot in a Flyer or Silverliner?

Bear in mind the MTA is specifically designed to make present day commuting obsolete. Plans include making the complete jet-age rapid transit system so convenient, so rapid and efficient, so economical, safe and comfortable that you will want to use your private transportation only to get to a key station where you can board the MTA.

Naturally one of the primary aims is to rid the freeways and arterial roads of the bumper-to-bumper congestion now glutting them during peak traffic periods. But are you aware of these additional benefits?

- sharp reduction of smog
- maintains private and business property values by making each more available



Your present MTA system is the first half of a jet-age rapid transit system and will act as a feeder and distributor arm in the master plan.

Four basic routes of the Master Plan have already been presented and accepted on the basis of scientific research. These four routes are the foundation for a complete system which will one day reach every community in the Los Angeles and Orange County areas. You will be able to zip from Canoga Park to Long Beach or from Westwood to El Monte, Pomona to Santa Monica. You will be able to move uptown, downtown, crosstown or out of town at speeds approaching 80 mph.

After studies of all types of systems throughout the world, it has been proved conclusively that to best serve Los Angeles' rapid transit needs, a wide-track, supported, twin rail system is required—the same type of system as has been recommended by independent engineers designing rapid transit for other leading cities throughout the world including: San Francisco, Cleveland, Toronto and London. MTA's system will be the most advanced in the world and in certain areas will go underground, be on the surface in others and in still other areas it will become a skyline operation.

The engineers and planners now in the employment of the MTA are recognized as the best to be found in the nation. They investigated all potential systems to find the one practical system that would provide:

- safety and economy coupled with efficient operation
- passenger convenience and comfort
- maximum speed
- adaptability to future technological developments
- adaptability to future population growth and shifts

It's worth pointing out that the type of system to be built—underground, surface or skyline—is directed by the best interests of each community. In a densely populated, high-rise area it will be subway; a surface operation where rights-of-way are available; and a skyline operation in other sections.

Who makes these decisions? Who controls the MTA and why?

They serve their term without salary.

The following comprise MTA's present Board of Directors:

- **A. J. EYRAUD JR., chairman**
PRESIDENT, ASBURY CORPORATIONS
FORMER MEMBER, LOS ANGELES CITY TRAFFIC ENGINEERING COMMISSION
PAST PRESIDENT, CALIFORNIA TRUCKING ASSOCIATIONS
- **FRED S. DEAN, vice chairman**
PRESIDENT, DEAN ELECTRONICS OF LONG BEACH AND BURBANK
FORMER PRESIDENT, LONG BEACH CHAMBER OF COMMERCE
- **MARK BOYAR, member**
PRESIDENT, METROPOLITAN DEVELOPMENT CORP., BEVERLY HILLS
FORMER MEMBER, 6TH AGRICULTURAL DISTRICT
- **WALTER M. BRIGGS, member**
PRESIDENT & OWNER, SAF-T-PARK CORP. & CONTINENTAL PARKING CORP.
MEMBER OF PRESIDENT'S COUNCIL OF PEPPERDINE COLLEGE
- **N. R. DUMONT, member**
PRESIDENT, DUMONT AVIATION ASSOCIATES
VICE CHAIRMAN OF THE BOARD, BANK OF LOS ANGELES
- **MARTIN POLLARD, member**
SAN FERNANDO VALLEY GENERAL MOTORS DISTRIBUTOR
PRESIDENT, LINCOLN BANK
- **WARDEN WOOLARD, member**
RETIRED EDITOR, LOS ANGELES EXAMINER
FORMER CITY EDITOR, LOS ANGELES TIMES

Serving directly under your MTA Board is its Executive Director C. M. Gilliss, who supervises day to day operations of nearly 1600 buses, activities of 4000 employees and the orderly development of the rapid transit program.

Your MTA Board's primary aim is to complete a rapid transit system that will enable the County of Los Angeles to attain its maximum potential. To achieve these goals it strongly recommends the following simple amendments to the already existing MTA Act:

- to provide the MTA Authority with necessary routing rights
- to levy the "in lieu" motor vehicle tax already approved by the State Legislature
- to issue, with voter authorization and approval, general obligation "back stop" bonds
- to select Authority members at the local level

We are now closer than ever to construction and completion of a modern rapid transit system. Your MTA will support any legislative action representing the majority opinion of the Board of Supervisors, the City Council and the League of California Cities that will make the proposed rapid transit system a reality.

Give your MTA the tools it needs to work with and it will fashion a rapid transit system second to none.

Commendations * * *

Operators Honored for Courtesy in January

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

PUBLIC COMMENDATIONS

J. C. Albrizze, Division 8; F. E. Anderson, 8; A. J. Arnone, 3; Edward Avery, 3; H. A. Bates, 3; E. J. Beatty, 4; T. F. Benedict, 7; L. S. Bernard, 7; Samuel Bingham, 7; D. H. Bogenberger, 7; Gerald Boone, 7; Willie Brice, 1; H. A. Brown, 2; Leary Brown, 2; C. T. Burris, 7; D. M. Bush, 1; R. D. Byrnes, 4.

W. C. Calhoun, 2; M. R. Cantrell, 8; E. E. Capek, 3; D. R. Case, 8; J. J. T. Chams, 4; R. I. Chappell, 9; Michael Cherwin, 12; W. S. Churchill, 8; Russell Clair, 10; Benjamin Cooper, 7; W. R. Copithorne, 5; U. C. Cote, 5; R. A. Crabill, 11; Marvin Crook, Jr., 4; P. L. Culp, 12; D. O. Curtis, 2.

F. E. Dahlstrom, 10; Ignacio De La Torre, 3; P. C. Dozois, 2; J. H. Dunn, 7; L. M. Duxbury, 1; Clifford Ellyson, 3; J. J. Falbo, 7; L. R. Finders, 3; F. D. Fischer, 3; R. L. Flemming, 9; M. L. Fretwell, 12; L. W. Frey, 5; Marvin Garaway, 3; H. M. Geno, 6; D. C. Grayson, 12; W. J. Greene, 4; T. L. Grimes, 1; A. S. Guskos, 6.

T. D. Heaney, 8; W. H. Hicks, 4; Ezra Hill, 7; C. E. Hoddrick, 7; J. M. Hoffman, 7; H. S. Holcomb, 4; D. L. Holloway, 3; O. N. Horn, 9; E. M. Jennings, 9; C. A. Johnson, 5; C. E. Johnson, 2; E. J. Johnson, 10; H. M. Johnson, 1; William Johnson, Jr., 7; D. W. Johnston, 2; C. E. Jones, 3; M. H. Jones, 7.

D. E. Kautter, 10; D. V. Kern, 2; J. M. Kienegger, 8; W. L. Kimmey, 3; Irene J. King, 4; F. W. Koenig, 6; R. L. Koons, 7; H. C. Krepps, 3; F. V. LeMaster, 6; L. J. Lewis, 2; L. A. Maspero, 5; S. C. Maye, 1; C. J. McGurn, 3; R. E. McHorse, 2; S. A. McMahon, 7; O. D. Merrick, 4.

George Nabra, 1; H. C. Nields, 10; L. A. Nilsen, 11; G. V. Norcia, 3; H. G. Norie, 5; S. O. Parker, 2; R. G. Patkoski, 3; R. L. Phillips, 4; W. L. Pugh, 2; Alfred Rappaport, 3; S. B.

Some Outstanding Letters

O. R. Francis, Operator, Division 4

... "Never out of patience. Every little irregular incident such as passenger fare and zone misunderstandings—a great aggravation to most drivers—is just a pleasant courteous discussion with the passenger. His evident desire to please and good-natured attitude make grumbling people ashamed." ...

(Letter signed by 27 people)

A. S. Guskos, Operator, Division 6

... "He always has a smile for his passengers and never loses his temper although I don't see how he does it. He makes the ride very enjoyable. I have ridden on numerous buses, but this driver impressed me so much." ...

MISS CONTER

L. M. Hobel, Operator, Division 8

... "We love to ride with Mike, and it seems like the highlight of the day to ride his bus. We love Mike also because he is a warm and friendly human being. ... He is our daily symbol of the kind of service and courtesy that MTA strives for."

JEAN ST. AMAND (and 25 others)

W. G. Milliken, Operator, Division 8

... "my thanks for a real live MTA bus operator named Milliken, who drives the 81 line from Tarzana to Pasadena. I ride this thing every day ... and the guy is a master with people." ...

WALT COCHRANE
Political Editor
Citizen-News Publications

Ray, 2; C. L. Richmond, 7; Creighton Rinderknecht, 4; P. C. Robb, 5; Michael Robles, 4; A. L. Rodgers, 3; Felix Rodriguez, 10; Z. G. Rogers, 4; Johnnie Ruff, 4; J. R. Russie, 12.

C. E. Saddler, 4; G. M. Sanchez, 10; Luis Sanchez, 2; M. J. Saniga, 7; R. M. Schramm, 2; Leonard Sellick, 5; G. B. Shinn, 4; E. H. Sims, 4; J. W. Slickelman, 6; C. C. Smith, 5; G. A. Smith, 4; W. C. Stephens, 2; J. W. Stevens, 6; U. T. Strong, 7; H. J. Strother, 2; W. G. Suey, 2; Edith P. Swanson, 10; G. E. Tejada, 7; I. F. Thomas, 4; W. D. Thompson, 7; H. E. Tierney, 21; J. P. Trainor, 8.

G. F. Usher, 8; G. F. Vogel, Jr., 1; W. A. Wadlington, 3; C. P. Wagner, 10; D. E. Walker, 7; C. B. Watkins, 7; C. A. Watson, 7; R. L. Webster, 6; J. R. Wheeler, 1; B. S. Williams, 7; J. K. Williams, 2; L. E. Williams, 7; D. R. Wilson, 2; F. D. Wilson, 7; A. A. Wise, 7; M. R. Wright, 7.

SUPERVISORY COMMENDATIONS

Supervisor C. D. Harlan commended Division 1 Operator *Eugene Ratliff* for being "very courteous to all his passengers, always extra neat and clean—and I have never observed this man anything but a gentleman." Quotations are from an employee's personal record memorandum dated Feb. 6.

Supervisor A. L. White, in a letter to Chief Supervisor C. E. Carlson, commended Operator *Albert "T" Heinz* for his prompt action in putting out a fire in an overturned sports car Feb. 8 (see story on page 7). "Mr. Heinz's actions no doubt kept the people from being burned alive," said Mr. White.

Supervisor R. W. Acres commended two Division 1 Operators: *C. C. Carpenter* for waiting at Dozier and Rowan for passengers from another coach which arrived just as he was due to leave; and *M. H. Fisher* for smooth operation.



WINNER—Irene J. King, of Division 4, Operator of the Month for February.



**RUNNER-UP
H. J. Warnock
Division 7**

Mother of Six Wins Courtesy Title For Feb.: Irene King, Division 4

Second Woman to Win Since MTA Started in '58; H. J. Warnock, of Division 7, in Runner-Up Spot

dren, all born during her bus driving career.

Mrs. King and Mrs. Marie Glines—the first woman to win the award—are two of MTA's 19 women Operators still remaining in service.

The February Operator of the Month was the final choice of the judges (three members of the San Pedro Chamber of Commerce) because of a letter from a commuter who stated that he has been riding the buses to and from Los Angeles regularly twice a day and five days a week since 1929. His opinion therefore bore weight when he said that of all the Operators to whom he had paid his fare, "Your Operator #1252 [Mrs. King] is the most competent and best liked. . . . She creates more good will than any I have contacted."

Mrs. King leaves her Lawndale home at 4:45 each morning, Monday through Friday, to start her working day with MTA on Crenshaw Line 85. She has had enough seniority to select an early morning run so that she can be home about 4:00 p.m., when the children arrive from school.

The children are David, 17; Evelyn, 13; Michael, 11; Donna, 8; Howard, 6; and Richard, 2½. Michael or Evelyn dresses Richard and drops the tod-

dlar off at the baby-sitter's on the way to school and Michael picks him up on the return from school.

On Saturdays and Sundays, her days off, Mrs. King says, "I do whatever I can—it seems as if there's always a washing to do. Eight beds makes 16 sheets a week, plus other things." There's an automatic washer and drier, but because of her recent move to a new residence in Lawndale, the drier, at last reports, hadn't been connected.

Once a week, Mrs. King makes stone-ground wheat bread—an accomplishment she has also taught her daughter, Evelyn.

Every Sunday morning, mother and children go regularly to church.

Of her passengers, she says, "I really enjoy people, and like to put myself in their place. I like to see my passengers make their connections."

RUNNER-UP

H. J. Warnock, of Division 7, was selected runner-up by the judges. They were impressed by a letter which commended him because he is "so kind and considerate to everyone who board his bus," because he greets all passengers as they both enter and leave his coach, and because he waits when he sees someone running for his bus.

A WOMAN won the February Operator-of-the-Month title for the second time since the inception of MTA.

She is Mrs. Irene J. King, of Division 4 — an Operator with 19 years of service, and a mother of six chil-

Letter From Bob Bloodgood, Former Operator

Twentynine Palms, Calif.
February 6, 1964

The MTA EMBLEM
1060 S. Broadway
Los Angeles, Calif. 90015
Dear Editor:

I am writing to tell you how much I enjoy reading THE EMBLEM. I am a veteran of many years with the old Motor Coach Co. and later with L. A. Transit Lines, so it was very interesting to read of the many changes taking place and the activities of my old friends.

It was with regret that I read of the death of Bob Woodrow [Instructor who died last Dec. 28], whom I knew very well. (He used to follow me on Wilshire in the old double-deck days.)

Your articles on the Baldwin Hills disaster were very graphic. I worked the 85 line for several years and used to turn around near Coliseum and La Brea and watched them building that dam.

Would it be possible for me to get on your mailing list? * I get THE EMBLEM from a retired Railway employee and I in turn give it to a retired PE Trainmaster.

Very truly yours,
BOB BLOODGOOD

P.S. My mailing address is P. O. Box 86, Twentynine Palms and I live at 71716 Sunnyslope Drive in case anyone should want to drop in for a visit.

*You're on.—Ed.

In Memoriam

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

Robert C. Fabun, 65, retired Operator, Division 9 (Riverside); Feb. 10; service from 1925 to 1962. Survived by his wife, Cleora, of San Bernardino.

Maurice L. Foster, 52, Operator, Division 12; Feb. 2; service from 1944. Survived by his wife, Hazel, of Long Beach.

William O'Hern, 68, retired Operator, Division 7; Feb. 15; service from 1937 to 1960. Survived by his wife, Mable, of Los Angeles.

(Continued on page 13)

CITED
 for
Outstanding
 Acts of
Courtesy
 and/or
Safety
 during
December
1963

CITED by a supervisory committee of observers during December for exceptional acts of courtesy or safety, each of the Operators pictured on this page received a \$5 merchandise order from the Transit Casualty Co.

A number of other awards and prizes were also won:

- Forty \$5 merchandise orders were distributed to 40 lucky Operators in six divisions which had more accident-free days in December than they did in November—Divisions 4, 5, 7, 8, 9, 11, and 12. Names of all Operators were put into a box and 40 were drawn.

- All Operators on the system who operated accident free on the Double Zero Days—Dec. 24 or 31—received—or will receive—a wallet-size certificate from the Greater Los Angeles Chapter, National Safety Council.

- Each division that operated accident free on Dec. 24 or 31 received—or will soon receive—a plaque.

SAFETY SLOGAN:

**Let's Lower the
 Score In '64!**



T. F. Benedict, 7



O. R. Francis, 4



S. R. Anstine, 2



C. A. Deguire, 9



Harold Jackson, 2



O. M. Blanks, 6



L. H. Bates, 5



S. L. Dickinson, 7



Paul Morgan, 1



J. D. Burns, 9



T. L. Grimes, 1



N. E. Skaggs, 2



R. M. Sayre, 5



H. L. Adair, 9



C. Rinderknecht, 4



Joseph Dallan, 2



E. L. Combs, 11



J. D. Lavancil, 8



L. E. Williams, 7



O. M. Wilson, 10

Extensive Service Improvements Begin Mar. 22 on Lines 9, 54, 95, 31, 21, 81, 75

**Vermont Ave. Line (former "V") Extended North to Hollywood Blvd.;
More Through Service Provided to South Gate, Elysian Park Areas;
Line 31 Takes Over Hollywood-Pasadena Leg of Line 81; Other Changes**

(Turn to next page for maps of new service.)

SERVICE IMPROVEMENTS will become effective Mar. 22 on lines operating into or through Hollywood, the North Vermont-Los Feliz area, Eagle Rock, South Gate, Hollywood, and the Echo Park-Sunset section of Los Angeles.

These service improvements involve changes on the following lines:

Line 9 (West Jefferson-Huntington Park): This line will be extended into the South Gate-Hollydale area, absorbing two legs of the present South Gate Line 53.

One branch of the new through service will be between Los Angeles and Rancho Los Amigos, Hollydale. The other new through service will operate between Los Angeles and Century Blvd. at Imperial Hwy. via California Ave., South Gate. Approximately every other bus in base service will take alternate routes from Palm Place

Loop over the new extensions. During the rush periods additional service will start and terminate at Palm Place Loop.

Line 54 (South Gate-Manchester-Inglewood): The Alexander Ave. branch of the present South Gate Line 53 will be absorbed by Line 54, which will be extended from Palm Place Loop (South Gate) to a new terminal at Imperial Hwy. and Century Blvd. The additional route will be along Abbott Rd. and San Luis Ave. This change provides South Gate riders through service to Inglewood.

Line 95 (Vernon Ave.-Vermont Ave.): The present Line 23 (Leonis Blvd.-Santa Fe Ave.) will be absorbed and service provided by the extension of certain trips, Monday through Friday, on Line 95 (old "V" Line) which presently terminates at Pacific Blvd. and Santa Fe Ave.

Since the replacement of rail by bus operation on the old "V" line (now Line 95), the Authority has received many requests to extend the line from its present northerly terminal at Monroe St. and Vermont Ave. (City College) to Vermont Ave. and Hollywood Blvd.

The new changes include this extension daily, Saturdays and Sundays. Also certain trips on the extended Line 95 will be extended past Hollywood Blvd. to the Observatory and Greek Theatre, when required — a service presently operated by Line 31. With the extension of Line 95 to Hollywood Blvd., Line 31 will no longer be operated south of Hollywood Blvd.

Line 31 (Hollywood-Glendale-Pasadena): This will replace the easterly portion of present Line 81 and will provide service daily between La Brea at Hollywood Blvd. and Pasadena.

On Monday thru Friday the service will be split at Colorado and Eagle Rock Blvds. One branch will provide service to Pasadena just as present Line

81 does. The other branch will absorb the present Line 45, Eagle Rock service. However, on Saturdays, only, all service from Hollywood and La Brea will operate to Pasadena and a shuttle service will handle the present Line 45 patrons between Colorado and Eagle Rock Blvds. and Yosemite Dr. at Figueroa St.

On Sundays and legal holidays, Line 31 will split at Los Feliz Blvd. and Riverside Dr. and one branch will service the Griffith Park golf course. The golf course will be served on other days by a shuttle-type service which connects with both lines 31 and 95 at Vermont and Prospect Aves.

Line 21 (Culver City-Hollywood): This line, which now operates between Culver City and Burbank, will be terminated midway at Highland Ave. and Odin St. in Hollywood. The remaining portion, between Hollywood and Burbank, will be replaced by Line 81.

Line 81 (Ventura Boulevard-Hollywood-Lockheed-Burbank): This line will operate same route as at present from Woodland Hills or Reseda to Hollywood Blvd. and Vine St., then via the present Line 21 route to Burbank. The present Line 81 between Hollywood and Pasadena will be replaced by Line 31.

Line 75 (Venice Blvd.-Echo Park Ave): This line will be extended from its present terminal at Temple and Spring Sts. to provide through service daily, Saturday and Sundays, to Echo Park Ave. and Donaldson St. It will replace service now provided by the Echo Park branch of Line 94.

The change will permit patrons on Sunset to have better connections with North Broadway routes and better access to points in the east end of the Civic Center.

In Memoriam

(Continued from page 11)

Inosencio Ramos, 46, Utilityman, Division 9; Jan. 28; service from 1952. Survived by his wife, Rebecca, of South San Gabriel.

Joseph Romeo, 37, Operator, Division 10; Feb. 11; service from 1961. Survived by his wife, Claudia, of Glendale.

Jack F. Stanley, 67, retired extra Flagman and former Towerman; Jan. 21; service from 1947 to 1962. Survived by his wife, Verna, of North Hollywood.

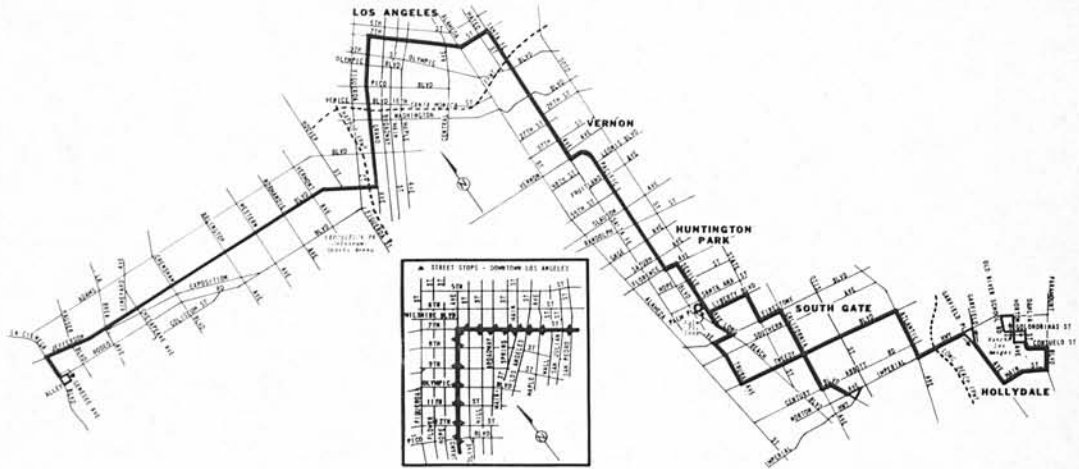
Alvin J. Wier, 56, Operator, Division 4; Feb. 12; service from 1947. Survived by his wife, Cora, of Los Angeles.

Gordon A. Wolff, 71, retired Operator; September, 1963 (exact date unknown); service from 1917 to 1954. No known survivors.

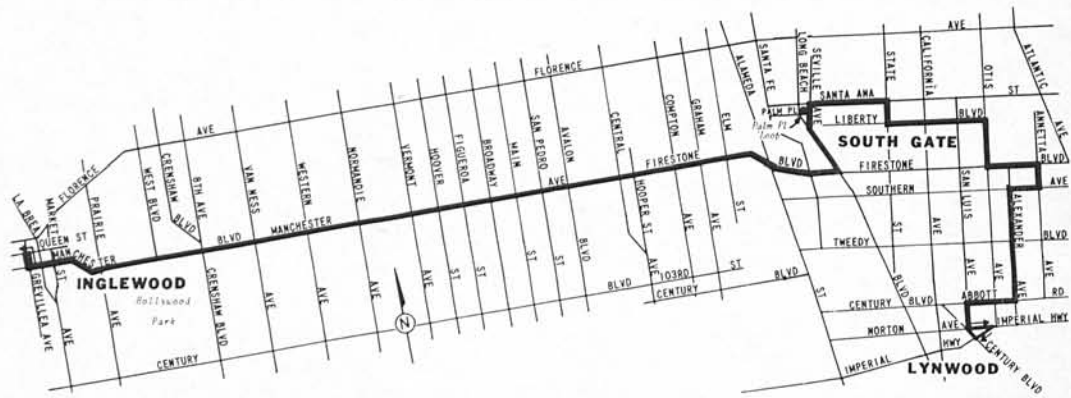
New Service March 22 On—

(See preceding page for story of new service changes.)

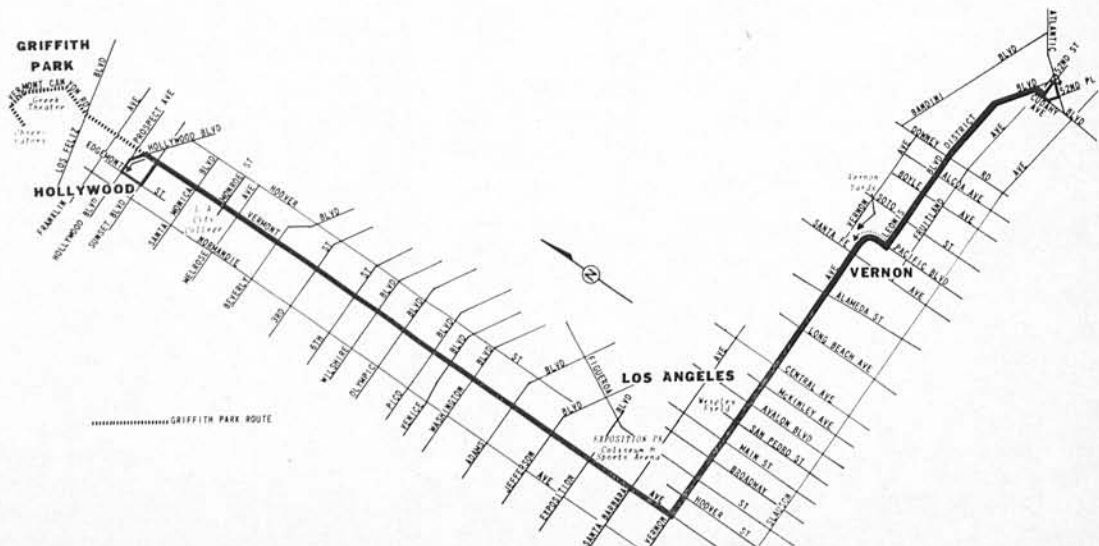
LINE 9



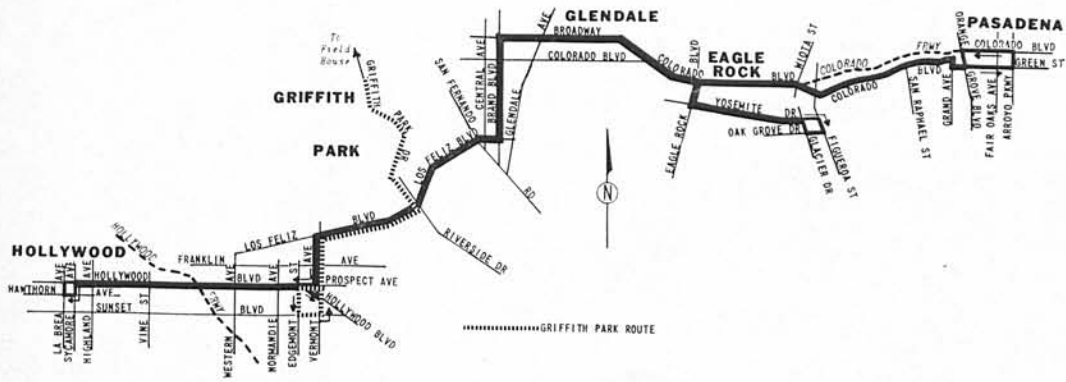
LINE 54



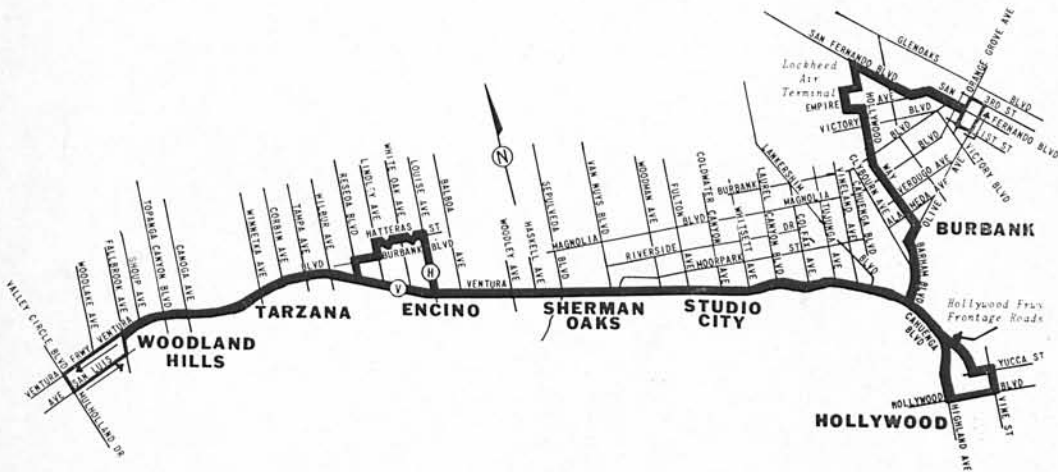
LINE 95



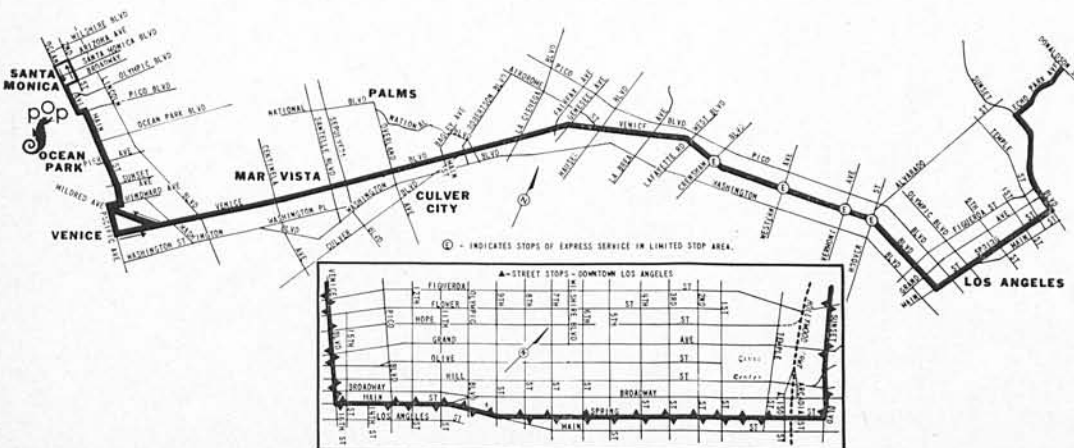
New Service March 22 On—



**LINE
31**



**LINE
81**



**LINE
75**

Passenger
commendations

up 41%

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of any change in your address.)*



KEN ROBERTS

Passenger
accidents
down 26%

Traffic
accidents
down 9%

Read
Story
On
Page 2