

The



Emblem

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The Emblem

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OUR COVER

TYPICAL of exploratory meetings held with city officials to work out route changes is this meeting held in May by MTA men with San Fernando City Engineer Robert E. James, center. Left to right, clockwise, are Robert S. Korach, Senior Transportation Engineer, Office of Chief Engineer; L. S. ("Cappy") Hendricks, Representative, Stops and Zones Department; Mr. James; Ben L. Hartsell, Assistant Supervisor of Schedules, Transportation Department; and Howard C. Beardsley, Associate Transportation Engineer, Office of Chief Engineer.

The problem at issue was what to do about MTA routes in San Fernando on Sept. 1 when San Fernando Rd. and Truman St., now one-way southbound and northbound, respectively, become two-way streets; and Fox St., now one-way east, becomes one-way west.

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DOUGLAS A. NEWCOMB



JACQUES R. LESLIE

Our Two New Board Members Are Men of Accomplishment

MEN OF ACCOMPLISHMENT are the two new members of the Authority, Jacques R. Leslie and Douglas A. Newcomb, whose appointments by Governor Brown, effective Apr. 10, were announced in the April EMBLEM.

LESLIE HEADS BEVERLY HILLS LAW FIRM

Mr. Leslie is an attorney and heads his own law firm in Beverly Hills, where he also resides. He serves as General Counsel for the Beverly Hills Improvement Association, member of the President's Legal Advisory Council, and legal adviser to Assistant District Attorney Manley J. Bowler.

A member of the bar of the States of California and Pennsylvania, he belongs to the American, Los Angeles County, and Beverly Hills Bar Associations, and is a member of the American Judicature Society.

Mr. Leslie was a member of the Finance Committee of the Los Angeles Host Committee of the National Democratic Convention of 1960.

He is a member of the Board of Directors of Greenway Productions (television and motion pictures), Sky-crane Helicopter Corporation, and the Bernard Geis Publishing Co., of New York.

He is married to the well-known novelist and playwright Aleen Leslie, and has two children.

NEWCOMB A LONG BEACH EDUCATOR

Mr. Newcomb was Superintendent of Long Beach City Schools from 1947 until his retirement in 1962. A graduate of the University of Rochester, he entered the Long Beach Unified School District as teacher in 1923 and spent his entire career in the Long Beach system, almost entirely in administrative capacities.

Mr. Newcomb has a long list of civic, as well as professional, interests. He is Vice-President, Board of Directors, Long Beach Public Transportation Co.; Vice-President, Board of Directors, Memorial Hospital of Long Beach; Past President (1957-58) of the Long Beach Rotary Club; and has been a member of many charitable and civic boards.

Mr. Newcomb and his wife, Helen, have one son, a medical doctor; and two daughters, one married, the other a student at Long Beach State College.

The new Authority member holds degrees from four universities.

Rapid Transit Comes Closer to Reality!

Senate Bill 41 Establishes Southern California Rapid Transit District To Become Operative in August; Provides for 11-Man Locally Chosen Board With Power to Tax, Power of Eminent Domain; All Employees Are Continued

ALL EMPLOYEES of MTA will become a part of the Southern California Rapid Transit District which was created when Gov. Edmund G. Brown signed Senate Bill 41 on Wednesday, May 13.

Co-authored by Senator Thomas M. Rees and Assemblyman Tom C. Carrell, the bill will become law on August 22, 1964. On a later date, referred to as the "merger date," the Los Angeles Metropolitan Transit Authority will be merged into the Southern California Rapid Transit District. The merger date, as yet undetermined, will coincide with the date of the second regular meeting of the District's board of directors.

MAJOR STEP FORWARD

The new measure is "a major step forward in the area of mass rapid transit," declared Executive Director C. M. Gilliss. "The change is the result of efforts by legislators, community and business leaders, and the Los Angeles Metropolitan Transit Authority to develop an agency that can build rapid transit in the Los Angeles area.

"The significance of the Southern California Rapid Transit District is that the district has been given some of the tools necessary to carry out an orderly development of rapid transit.

"The structure of the new District with its local representation gives a vehicle for funneling information back through the members of the District Board to the local groups which selected them so that thousands more responsible people can be informed on the present operation and the problems for getting a rapid transit system built. Through the same channels the community opinions will effectively influence decision making at the District Board level.

RT FUTURE UP TO INDIVIDUAL

"The nature, therefore, of future rapid transit development is dependent largely on the thinking, action and support of the individual citizens of the respective cities of Los Angeles County. For it will be their opinions that will be expressed by the new SCRTD Board members when they formulate plans for rapid transit development.

"To the man in the street the change created by the new act may not be immediately apparent. Buses will continue to operate and passengers will see familiar faces behind the wheel of the bus, but despite this outward tranquillity, the legislative act creating the Southern California Rapid Transit District provides a backdrop for dramatic changes in approach for development of a mass rapid transit system."

SUMMARY OF THE ACT

A summary of some of the principal provisions of the Act is as follows:

1. It creates a public corporation, the Southern California Rapid Transit District, comprising the territory within Los Angeles County except the Antelope Valley area, Santa Catalina Island, and San Clemente Island.

2. The District is governed by a Board of Directors of 11 members of whom:

Five—each a resident of a different supervisorial district—are appointed by the Los Angeles County Board of Supervisors;

Two—each a resident of Los Angeles—are appointed by the Mayor of Los Angeles, subject to approval of the City Council;

Four—each a resident of a different city (not including Los Angeles) in the District—are appointed by a City Selection Committee con-

sisting of one member of the governing body of each such city.

3. Heading the Board are a President and a Vice-President; and the Board appoints, on a full-time basis, a Secretary, a General Counsel, a Treasurer, and Auditor, and a General Manager.

4. The General Manager is the principal executive officer, as the Executive Director is at present, and has full charge of the "acquisition, construction, maintenance, and operation of the facilities of the District" and also of the administration of its business affairs.

5. On the "merger date," which is to be the date of the second regular meeting of the Board, all employees of MTA become employees of SCRTD with the same rights, privileges, and pay as they enjoyed at MTA.

6. The Board may establish a retirement system of its own, or may contract with the State Employees Retirement System for use of the State plan and for participation in the Federal Social Security Act. However, employees under union agreements are to have a retirement plan arrived at by collective bargaining with the District.

7. The District has the power of eminent domain. It "may take or acquire real or personal property of every kind within the District by condemnation . . ." (Part 30503 of the Act).

8. As soon as practicable, the Board is to prepare a preliminary report covering all phases of a proposed rapid transit system.

9. The Board may issue general obligation bonds if 60% of the voters in the District vote in favor, and may levy and collect taxes when necessary to make payments of principal or



HISTORIC MOMENT—On May 13, Governor Edmund G. Brown prepares to affix his signature to Senate Bill 41, while Assemblyman Tom C. Carrell, left, and Senator Thomas M. Rees, co-authors of the measure, which establishes a Southern California Rapid Transit District with locally appointed Board, stand by with smiles of approval.

interest on bonds. Revenue bonds to be paid back from fares may be issued without a vote of the people.

10. The Board may tax part of the District to finance improvements in that part, if 60% of the voters of the area in question approve. That area is called an Improvement District.

11. The District is to honor all labor contracts existing at the merger date, and is to bargain with any employee group desirous of becoming unionized.

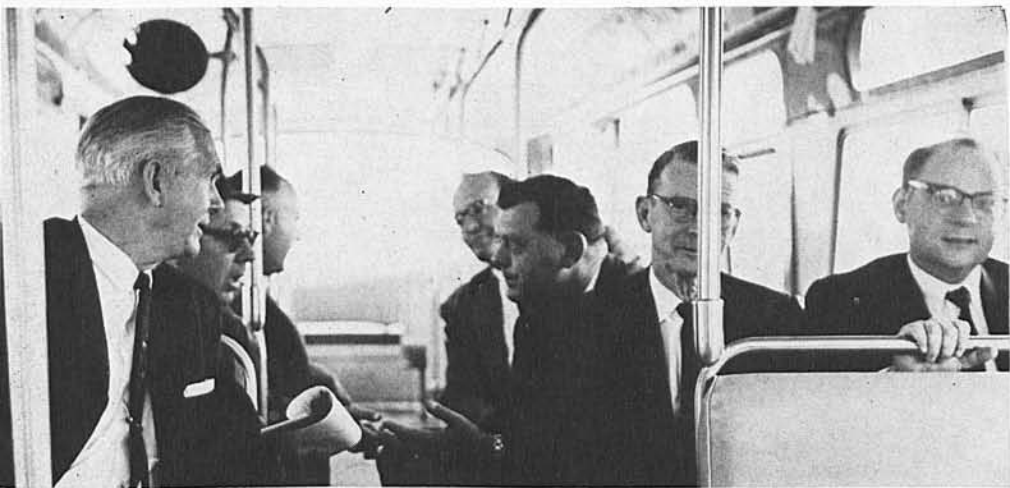
12. Employees of utilities acquired after the merger date are to be given comparable positions in the District "to the extent necessary

for operation of facilities acquired." Their seniority rights are to be preserved and their compensation cannot be lessened in the process. The District may, however, designate which officers or supervisory employees are to be transferred to the District. Existing labor contracts of such acquired utilities are to be honored.



TOO BIG A DIP?—Inspection group watches to see if a Dreamliner, not now used in the area, can negotiate driveway from El Monte Station without rear overhang of coach striking the pavement. It struck! Hence, the driveway or the route must

be altered if this type of coach is to be used. Looking for such operational problems as dips, sharp turns, and other physical obstacles to placing service on proposed routes is a purpose of such inspection trips taken by interdepartmental teams.



AT LEFT—the inspection team talks things out enroute. Clockwise from left are Ben L. Hartsell, Assistant Supervisor of Schedules; Ted B. Erckert, Representative, Stops and Zones Department; George H. Wells, Assistant to General Superintendent of Equipment; C. E. Forkner, Chief Representative, Stops and Zones; Howard C. Beardsley, Associate Transportation Engineer; Fred L. D'Arcy, Supervisor of Schedules and Statistics; and Robert S. Korach, Senior Transportation Engineer.

“We’re Trying to Make Transit A Fashionable Woman,”—

**Says Associate Transportation Engineer Howard C. Beardsley
Of the Office of the Chief Engineer, as He Tells of**

The Why’s and How’s of Route Changes

“EVERYBODY likes to look at a pretty woman who keeps herself trim and, within the bounds of good taste, clothes herself in step with the times. Old-fashioned virtue sparkling in modern styles appeals to all of us. Old-

fashioned virtue dulled in fashions of yesteryear too often fails to find a husband.

“In the Office of the Chief Engineer, we’re constantly trying to make transit a fashionable woman. We feel

that our transit system and service must be modern in tempo and up to the minute in anticipation of passenger needs in order to appeal to dwellers in the Jet Age. In fact, Chief Engineer Ernest R. Gerlach and his office have just



EQUIPPED with some statistics which he is showing to Senior Transportation Engineer David D. Canning, Associate Transportation Engineer Howard C. Beardsley, right, discusses the economic feasibility of a prospective route change.

The Why's and How's Of Route Changes

this twofold function: to plan a rapid transit system and to spearhead improvements in existing service."

The speaker was Howard C. Beardsley, Associate Transportation Engineer, who spends his time assisting the three Senior Transportation Engineers — David D. Canning, John Curtis, and Robert S. Korach—in improving existing service. (Mr. Curtis and Senior Design Engineer William D. McEwen give most of their time to the rapid transit function.)

"Take changes in routes," continued Mr. Beardsley. "We try to be at all times aware of fluctuations in the needs and desires of the public all over our four-county system, not only because such awareness on our part affects revenues, but also because our passengers like to feel that they're riding a service responsive to their needs.

WHY'S AND HOW'S OF ROUTE CHANGES

"A simple rerouting may become necessary or desirable for a variety of reasons, of which a change in street conditions is probably the most common," Mr. Beardsley continued.

"Perhaps a layover space can no longer be used because of driveways cut through to serve new industries or new parking lots. Sometimes a new or widened street, or a new traffic signal, provides a safer or faster route.

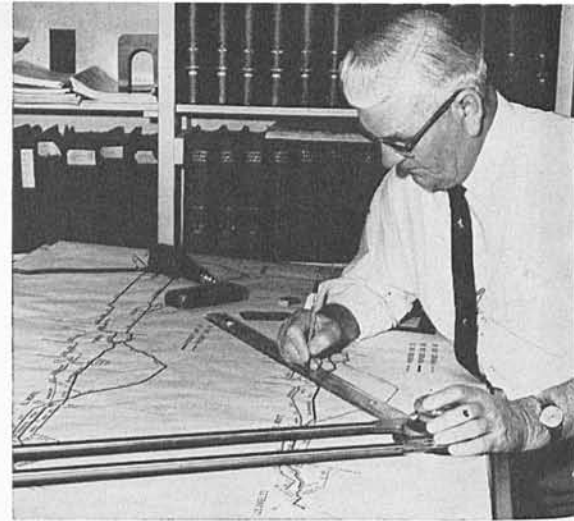
Sometimes a change in route is dictated by a change in the direction of traffic on one-way streets. Perhaps a new freeway completely blocks through traffic on a street we've used for years. —And, of course, many temporary diversions are required by street construction, storm drain construction, etc.

"Other reasons are to serve new areas, such as residential or shopping developments; to avoid duplication of service; to combine segments of lines as a means of simplifying complicated situations where there are many branches under one line number; or to comply with a request of the Transportation Department because of operating conditions. Operators often point out advantageous changes.

"We get many requests from groups —residents of new areas, staffs of hospitals, schools, and others—to divert or extend a route to serve those interested. If the request is justifiable, we comply with it.

A FEW EXAMPLES

"Just to cite a few examples of some of the more recent kinds of changes, let's take the shifts made in Riverside local lines May 3, when the opening of a new Sears store in the Hardman Center shopping district made it seem desirable to provide better service to the Center from Casa Blanca by combining Lines 82 and 99 and moving the line to the much shorter Madison St. route between Casa Blanca and Hardman Center.



MAPS of present and proposed changes are drawn by Designer Harold Petrie.

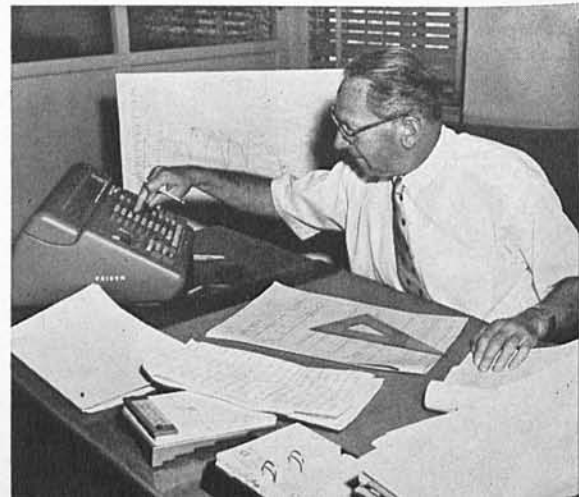
"—Or the shift made on Line 117 in Whittier when the improvement and extension of Luitwieler Ave. made it possible to place the line on that street and thus avoid a sharp left turn from Colima Ave. on to Santa Fe St., as well as heavy truck traffic on Colima where the street is narrow. The change also shortened the route, although it did not affect riders.

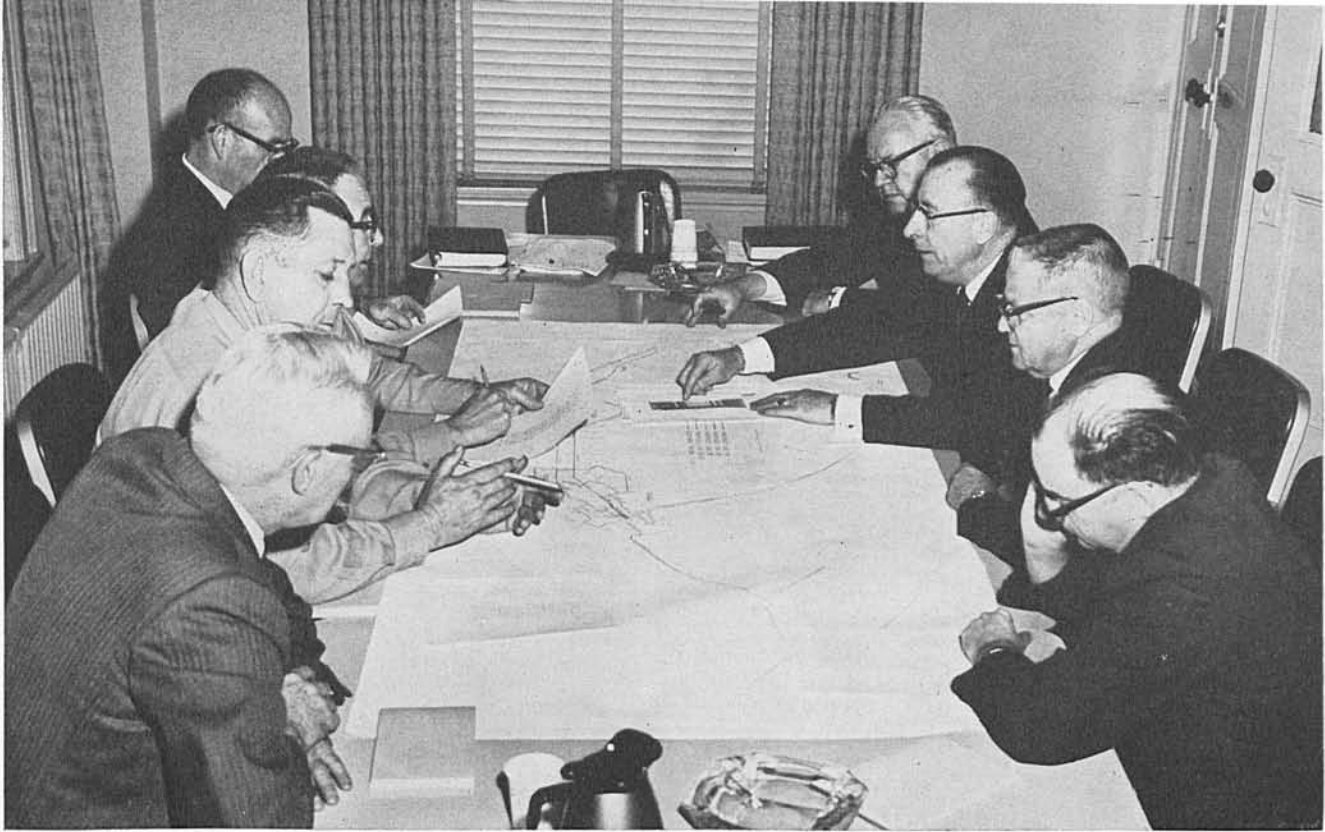
"—Or take an example in the Huntington Park area: The City decided to change Rita Ave. from a two-way street southbound. The loop operation we had on Lines 111 and 112 involved using Rita northbound. Hence, we were forced to change from Rita to Seville Ave. No change in passenger stops and no increase in mileage resulted from the change.

EVERY CHANGE TAKES STUDY

"Every change made requires study and analysis of all the factors involved," continued the Associate Transportation Engineer. "The General Manager must be satisfied with the routes and schedules proposed, and there are restric-

DETAILED CALCULATIONS in connection with economic feasibility studies of proposed route changes and extensions are performed by Assistant Transportation Engineer A. K. Hartman—who also produces percentages and factors for the IBM section of the Accounting and Fiscal Division to use in estimating passenger statistics each month.





NEW TRANSFER FORM that may be needed if route change is made is explained by its creator, Assistant Transportation Engineer James N. Shafer (shown pointing) to committee from the Transportation Department (men at left) and the Office of the Chief Engineer (men at right). As is customary when changes in routes are under study, representatives of both departments meet to pool ideas while considering what, if any, changes in tariff will be necessitated. Clock-

wise from left are Chief Instructor Marvin J. Storer; Instructors Mel J. Thomason and Frank A. Bacus, of Divisions 12 and 9 respectively—the divisions that would be affected most by the proposed changes; Assistant to Chief Instructor A. Gary Evans; Senior Transportation Engineer John Curtis; Mr. Shafer; General Passenger Agent Wilfred H. Lippiatt; Senior Transportation Engineer Robert S. Korach. Map on table shows proposed (adopted May 3) Riverside changes.

tions, under the terms of both the MTA Act and the Trust Indenture, which influence decisions. For instance, we can't change a route in such a way as to compete with private carriers, or in such a way as to adversely affect Authority revenues—although occasionally a change has to be made regardless of cost, because we have no choice. Our Consulting Engineer must be satisfied that every change complies with these and other requirements.

INSPECTION TRIP

"The first step is usually a visual inspection of the area involved in the change. This inspection is generally made by a group of representatives of the Office of the Chief Engineer, the Transportation Department, the Equipment Maintenance Department, and the Stops and Zones Department. In going over the proposed route, we usually take a bus of the type selected for use on the line.

"Is the street wide enough for bus service? Is it bordered by trees that may damage equipment? Are there turns too sharp for the type of bus used to negotiate? Are there dips in the street that cause the rear overhang

of the bus to strike the roadway? Is there a suitable layover zone? Are there places suitable for bus stops? Are there grades too steep for the type of bus proposed?—These are some of the questions this group answers by a visual inspection.

ECONOMIC FEASIBILITY

"During the trip, the group also keeps an eye out for passenger potential. Is the route well populated, or are there long stretches of open field or uninhabited territory? Are there many multiple dwelling units? Is it largely an industrial district?—Such questions as these are of particular interest if the route is to be an extension instead of a simple rerouting.—How many buses will be required? What will be the cost of operation in wages, fuel, tires, and maintenance? Will the anticipated revenue justify the cost?

"Such questions can hardly be answered during an inspection trip. They require further discussion and a lot of mathematical calculation back at our desks. Assistant Transportation Engineer A. K. Hartman prepares many of the detailed statistics needed to complete economic studies.

"But the inspection trip—or trips,

if necessary—gives us the feel of the proposed route. We can *see* many factors that cannot be put down in black and white, or assigned computable values.

REPORT WRITTEN

"If the proposed route strikes the inspecting team favorably, and calculations give some assurance of success, the next step is to write a report to Chief Engineer Ernest Gerlach. In preparing the report, we call in Designer Harold Petrie to prepare a map of present and proposed routes; and the General Passenger Agent, Wilfred Lippiatt, and his assistant, Jim Shafer, to prepare any necessary changes in tariff and tariff pages. Under the direction of the Senior Transportation Engineers, I write all the official route descriptions for both regular and alternate routes, and also outline special service regulations. These route descriptions and special service regulations are a part, not only of the report to the Chief Engineer, but also of the official route description book, which contains verbal descriptions of all routes on all lines—each route requiring Board approval.



PROPOSED RIVERSIDE CHANGES made May 3 are being presented to the Authority by Chief Engineer Ernest R. Gerlach, seated left, while Senior Transportation Engineer

David D. Canning points them out on large map—a typical scene in Board room when route change is considered. Authority Secretary Virginia Rees in right foreground.

The Why's and How's of Route Changes

CHANGE SUBMITTED TO BOARD

"Once the Chief Engineer has approved the report, he recommends the proposed route change or extension to the Board, outlining what the change is, the reasons for it, and its economic feasibility. If the Board approves, it authorizes the General Manager to implement the change. He then instructs the departments under his jurisdiction — especially Transportation, Equipment Maintenance, and Stops and Zones — to proceed. Operators must be instructed in all phases of the new route; new stops, if any, must be installed; buses with proper head and dash signs must be assigned; new

schedules and timetables must be prepared, printed, and distributed. The people in the area must be informed of the change through publicity and advertising initiated by Public Relations.

"In saying this, I don't intend to convey that other departments come into the picture only after the Board has approved the change. All along the way, departments are aiding each other as the occasion demands. A proposed change may require, for example, that Public Relations lay some groundwork early in the game by contacting Chambers of Commerce or City Councils; or that Transportation give us figures on manpower availability and cost; or that Equipment Maintenance tell us anticipated maintenance costs on the change.

"A date must be set for the proposed change that will allow time enough to make all the necessary preparations; and the more extensive the change or changes, the longer the time needed to prepare for it.

"But our department—the Office of the Chief Engineer—is always on the lookout for possible improvements on all the lines. Consequently, long before the change becomes an accomplished fact, we're working on changes or extensions on other lines over the system," concluded Mr. Beardsley.

In the next issue of THE EMBLEM a story will appear showing in words and pictures the many steps taken by other departments to effectuate the changes after Board approval has been received.

Expedited Service to Come on Lines 60 and 63 June 14

**Riverside Residents, Ontario Airport Gain from Freeway Flyers;
Eastland Shopping Center Gains Local and Through Service;
Parts of Lines 63 and 60V Renumbered to Become Line 53**

EXPEDITED SERVICE between Los Angeles, El Monte, Pomona, and Riverside, particularly on Freeway Flyer trips, will result from extensive changes to become effective June 14 on Lines 60 and 63.

The changes are being made for three reasons, according to Chief Engineer Ernest R. Gerlach:

- (1) To separate the various long distance interurban services from the more localized suburban operation;
- (2) To take advantage of new freeway and street developments in the Los Angeles-El Monte-Pomona area;
- (3) To speed up interurban service between Los Angeles and Riverside.

Sixteen Freeway Flyers a day, Monday through Saturday (15 on Sunday) will travel on approximately hourly headways between Los Angeles, and San Bernardino via Riverside on Line 60F. All will serve growing Ontario Airport over a route which includes Mission Blvd., Milliken Ave., the Airport entrance road instead of (as at present) bypassing the Airport by the route over Mission Blvd., BonView

Ave., and Holt Ave. The saving in running time between Riverside and Los Angeles will average from 10 to 16 minutes over that of present service, and most of the saving is between Pomona and El Monte, where the route is changed from Valley Blvd. to the San Bernardino Freeway.

At present, only five such Flyers are provided in each direction, and of these, only two include Riverside. Four serve the Airport.

One Super Flyer from Riverside to Los Angeles will run 20 minutes faster than any other trip now on the schedule. This Flyer, which actually starts as a local between Redlands and San Bernardino, runs express down the freeway to Riverside and leaves Riverside at 8:10 a.m., arriving in Los Angeles (Main St. Station) one hour and 23 minutes later. The trip is reversed in the afternoon, when the Flyer leaves Los Angeles at 4:00 p.m., arriving in Riverside at 5:30.

The Eastland Shopping Center will gain both local and through service. All Line 60G trips will leave the San Bernardino Freeway and pass through the Center seven days a week

instead of the present six. Covina service from Los Angeles will be rerouted over Hollenbeck Ave. and Badillo St., and extended south along Citrus Ave. to the shopping center—with return to the regular San Bernardino Rd. route over Barranca Ave. Service from Pomona, LaVerne, and San Dimas will be the reverse of this route.

This new arrangement will permit users of the extension from Covina to transfer to a Line 60G bus to Los Angeles at the Eastland Shopping Center.

The extension from Covina will be on Line 53. This line is to begin in Los Angeles, and will follow Valley Blvd. to El Monte Station. Here it will split in order to provide service to Pomona over two branches. The northerly of these, Line 53A, will serve Baldwin Park, Covina, the Eastland Shopping Center (as already explained), San Dimas, and LaVerne. The southerly branch, Line 53, will serve La Puente, Spadra, and Walnut. The two branches will replace—between El Monte and Pomona—service now offered on Ramona Blvd., San Bernardino Rd., etc., by Line 63, and on Valley Blvd. by Line 60V. Passen-

(Continued on page 11)



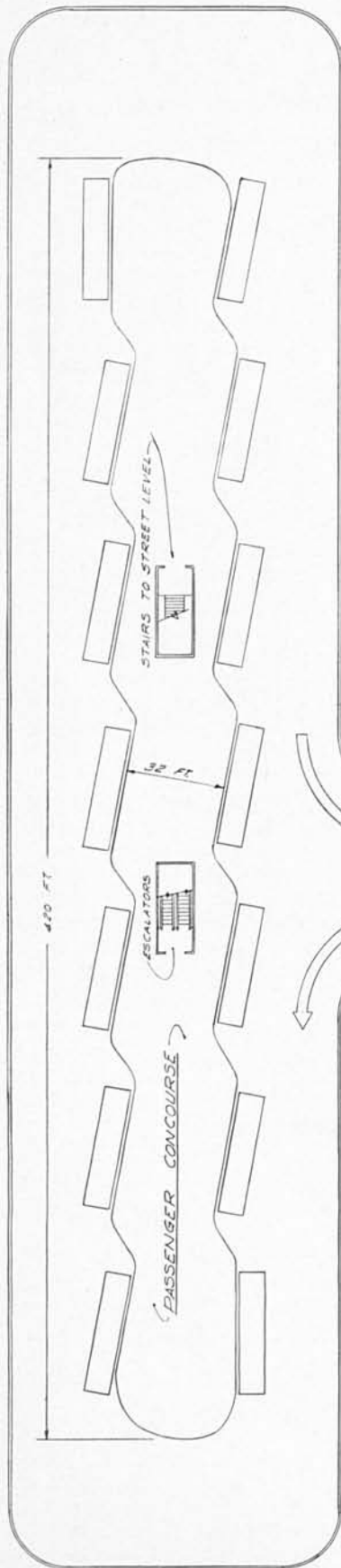
How MTA Buses Will Operate At The New MTA-Greyhound Station

THE DRAWING on this page represents the arrangement finally adopted for the MTA bus-loading level in the new MTA-Greyhound Station for Los Angeles.

Entering through the Maple Ave. side of the building, MTA buses will go down a ramp to the MTA loading area, which is below street level, turn left, and park in one of 14 slots in the large passenger island or concourse. Slots are so designed that, after the Operator has discharged his Los Angeles-bound load and picked up outgoing passengers, he pulls sharply left, instead of backing out, in order to leave the loading zone. He then continues in a clockwise direction, and leaves the terminal by the Maple Ave. ramp.

"Many test layouts were tentatively developed before the final form was adopted," stated Senior Design Engineer William D. McEwen, who has been working with representatives of Greyhound and the architectural firm of Wel-

LOS ANGELES STREET



RAMP UP TO MAPLE AVENUE

MAPLE AVENUE

ton Becket and Associates on the plans for the MTA facilities in the station.

"This arrangement represents the MTA preference."

On the windowless bus loading level, lighting will be arranged to insure a pleasant atmosphere for passengers and safety for operators. A high-capacity ventilation system will be designed to provide plenty of fresh outside air and thoroughly and quickly to remove stale air. Walls will be treated with sound-deadening materials.

Toilet facilities for Operators only will be provided on this level.

There will also be a booth, working space, and necessary communication lines for Service Directors. A public address system will be installed in the loading area and waiting room above to announce MTA bus departures.

The passenger waiting room will be on the street level. In it will be ticket and information facilities for both MTA and Greyhound, as well as restaurants, a drug store, a cock-

tail bar, pay telephones, lockers, and public restrooms. Present plans call for a five-station ticket counter for MTA passengers. This level will be air-conditioned.

The Greyhound loading area will be at the level above the waiting room, with buses entering and leaving by a ramp from Seventh St.

The next level up is the roof, which will be used for

public parking. Cars will enter and leave by a ramp from Los Angeles St. at the south end of the building.

Pedestrians will enter and leave the building from entrances near mid-block on the Los Angeles St. and the Sixth St. sides.

Construction is expected to start about Jan. 1, according to Mr. McEwen.

Expedited Service On Lines 60 and 63

(Continued from page 9)

gers formerly boarding 60V along Valley Blvd. between Pomona and El Monte may transfer to Freeway coaches at El Monte.

The little-used Line 63 service now provided on 80-minute headways along Baldwin Park Blvd. will be discontinued, but residents of the area will be served hourly by Line 60G, which will load and discharge at two new stops—Baldwin Park Blvd. and Frazier Ave.—on the San Bernardino Freeway. Residents will also benefit by more frequent service along San Bernardino Rd. on Line 53A between Baldwin Park and Pomona.

Between Los Angeles and El Monte:

(1) Present rush-hour service along Valley Blvd. will be replaced by more frequent local service (on Line 53).

(2) Line 63 will continue, with more frequent schedules than before, to serve Garvey Ave. over the Marengo St. and Brooklyn Ave. branches. Base service will be operated on 30—rather than the present 40—minute headways. This means that each branch will have 60—rather than the present 80—minute headways.

To Be

*I'd like to be a could-be
If I could not be an are,
For a could-be is a may-be
With a chance of touching
par.
I'd rather be a has-been
That a might-have-been, by
far,
For a might-have-been has
never been,
But a has-been was an are.*

—Printopics



FAREWELL TO PATROLMAN—Ernest H. Kelley (inset) is honored by his boss, Chief Special Agent Joseph Shafer, members of the Special Agents Department, and friends as he retires Apr. 30 after service since 1942. A farewell party was held at the temporary Main St. Depot, where Mr. Kelley had his beat. Before that, he had always worked at the former Sixth and Main Depot. He plans to "stay healthy: keep busy." In photo:

Four men standing at rear: from left, George M. Erhardt, Clerk, Division 11; Gene Walter, Secretary, Special Agents Department; William Jordan, Senior Special Agent; Robert Todd, Patrolman. Seated: Kenneth E. Funk, Superintendent of Trafficmen and Stations and Agencies Supervisor, left; and Paul J. Mahoney, Clerk, Terminal 16. Long row, from left: Richard W. Kelso, Special Agent; E. J. Filek, Trafficman; R. O. Christiansen, Director of Public Relations; Herbert W. Powell, Patrolman; Messrs. Kelley and Shafer; Jack Stewart, Assistant General Superintendent of Transportation; Maxine Loker, Information Clerk; Laura Sumlin, Janitress; and Mrs. Joseph Shafer, wife of Chief Special Agent. Mr. Kelley received money gift from workers.

NEWS IN PIX

"YOU A BUS DRIVER?" says Otto L. Gardner as he gazes in astonishment at the formal attire—including top hat—worn by Operator Ross Shappell to drive a "FashionLiner" full of Riverside Councilmen to the grand opening of the new Sears store at Hardman Center, Riverside, May 5. The special bus, which urged residents to "Ride FashionLiners 82 and 99 to the new Sears, Streeter and Arlington Aves.," was being returned to the Riverside Garage when the two Operators met. The extensive changes in Riverside service May 3, occasioned in large part by the relocation of Sears, were outlined in THE EMBLEM for April.





AWARD TO WINNER—MTA Chairman A. J. Eyraud, left, presents Certificate of Merit to Division 8's Charles E. Merriweather, Operator of the Month for May, as Mrs. Merriweather looks on. Ceremony was at Board meeting of May 19.

C.E. Merriweather, Division 8, Wins May Courtesy Title

Judges Also Liked D. L. Correll, Cartrell Robinson

NINE MILES from Palmdale, just off the new Antelope Valley Freeway and near Soledad Canyon, at 32418 N. Aliso Canyon Rd., in a home with a big lawn and many trees, live Division 2 Operator and Mrs. Charles Efton Merriweather.

Up at 3:15 each morning, Monday through Friday, Mr. Merriweather leaves his home at 3:50, and arrives at the division about an hour later. At 5:20, he pulls out on his regular North Hollywood-Burbank-Valley Plaza Line 14 run.—Thus, he allows himself a half-hour for possible delays on his way to work.

SEEKS STRENGTH FOR DAY

During the hour he spends driving from home to the division, Mr. Merriweather strives to find inner strength to meet the day's problems.

"Every morning I ask for a little more patience and understanding than the day before," he said, simply.

Is his prayer heeded? Who can say for certain?

But his cheerfulness, calmness of demeanor, awareness of the needs of passengers, and unvarying courtesy were the subject of a letter of commendation which won for him the

Operator of the Month title for May.

"I do not know his name," wrote Mrs. Harriet R. Billett, of 6421 Whitsett Ave., North Hollywood, "but . . . this driver is the most courteous driver I have ever known in my many years of riding the bus to work.

CHEERFUL, READY WITH CHANGE

"He always greets his riders with a cheery good morning, knows who requires transfers and has them ready as they get on the bus. He quite often has to make change many, many times, but never says anything about it. He just very cheerfully does his job. He will wait a moment for a rider that gets caught on the opposite side of the street by a red light, and yet is never late at the end of the line because of his kindness. He always checks at transfer points to see if another bus is coming so that he can pick up any transfer passengers.

COURTESY REFLECTED IN RIDERS

"Because of his pleasantness to all, the many high school boys and girls that ride his run are all very well mannered and nice to have aboard. At the end of a passenger's trip, he says, 'Goodbye, have a nice day.' There is

nothing finer to start your day off . . .

"He did not work the line for a week, and when he returned, there wasn't a passenger that got on the bus that didn't greet him, ask where he had been and tell him how glad they were that he was back again."

Another indication of Operator Merriweather's attitude toward his passengers is his feeling of sympathy—because, he says, "They get confused"—for the many old people he carries.

Mr. and Mrs. Merriweather are active members of the Church of the Nazarene, in Little Rock. She is superintendent of the Sunday school. "I just attend," he said.

WEARS 18-YEAR SAFETY AWARD

Wearer of a pin for 18 years of safe driving, Mr. Merriweather began his career in 1926 as a driver for the Original Stage Lines, a predecessor of Asbury Rapid Transit.

"We used to make four round trips a day from San Fernando to Los Angeles in a 25-passenger, four-cylinder Mack or White bus," he recalled.

"There was hardly a signal all the way to Fifth and Los Angeles Sts. on the 55-minute run. Now it takes about an hour and 40 minutes.

"Had to change all our own tires, too," he reminisced, "and tires in those days weren't nearly as good as they are now."

When Asbury acquired Original in about 1932, the Operator went to Asbury, and has credited seniority from that time.

RUNNERS-UP

Judges in the May Operator-of-the-Month program were three officials of the Bellflower Chamber of Commerce. In their opinion, two other Operators were also outstanding in courtesy, as indicated by letters or commendation: Donald Lee Correll, of Division 2; and Cartrell Robinson, of Division 5.

(Continued in next column)

RUNNERS-UP



C. ROBINSON
Division 5



D. L. CORRELL
Division 2

Commendations * * *

Operators Honored For Courtesy in April

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

PUBLIC COMMENDATIONS

Sylvester Allen, Division 6; George Anderson, 7; A. J. Arnone, 3; R. W. Bailey, 7; David Banks, 4; T. F. Benedict, 7; L. H. Birkner, 10; Archie Bryson, 9; R. L. Buda, 2; C. H. Bull, 8; Richard Burke, 8; C. T. Burris, 7; Odrey Bush, 1.

E. E. Capek, 3; J. T. Chams, 4; D. R. Chaney, 5; J. D. Cleveland, 1; S. M. Collins, 6; B. F. Cooper, 1; D. L. Correll, 2; Marvin Crook, Jr., 4; G. L. Custead, 8; R. E. Doman, 5; R. E. Drager, 12; J. J. Falbo, 7; Alexander Fisher, 7; Julian Garcia, 12; Carl Gardner, 2; H. G. Gardner, 3; I. L. Gibbons, 2; D. G. Gould, 6; C. F. Greenfield, 6.

E. M. Haas, 8; F. W. Hall, 11; O. G. Hatfield, 2; J. B. Hill, 2; R. J. Hoffman, 2; J. E. Holmes, 12; A. R. Howe, 3; James Hunter, 2; E. L. Jackson, 4; J. R. Jenkins, 7; William Johnson, Jr., 7; Joe Katz, 10; D. E. Kautter, 10; Condred Kerslake, 3; F. W. Koenig, 6; Earl Kral, 4; J. J. LaFond, 12; G. R. Lefler, 1; E. P. Lewis, 7.

R. L. Mattingly, 2; N. O. Mayer, 4; E. M. McDonald, 7; E. O. Mesa, 1; W. D. Miller, 4; W. W. Minton, 3;

"For one thing, you feel he enjoys his work and likes people. . . ." wrote a passenger, Miss Noelle Williams, of Mr. Correll.

"Secondly, he is most helpful [in giving clearly stated answers to questions]."

Operator Robinson was commended by a passenger, William G. Huck, for a number of qualities always associated with courtesy, including patience in answering questions, in giving directions, and in making change or handling transfers; honesty and trustworthiness in turning in lost articles; smooth operation; neatness; and care in calling out the names of streets and transfer points "well ahead of time."

Some Outstanding Letters

All MTA Drivers — Especially B. F. Cooper, Division 1

"I have planned to write this letter for some time to congratulate you on the uniform high quality of your drivers, and their unfailing courtesy and consideration of the welfare of the public.

"Each morning and evening I am a passenger on the No. 9 bus to and from Los Angeles and Huntington Park, and have yet to witness a discourteous incident in which one of your drivers has been involved.

"However, I would like to congratulate you particularly on the attitude and courtesy far beyond the call of duty of the driver of the No. 9 bus which leaves the Loop in South Gate most mornings just before 9 a.m. His name, I believe, is Cooper, and time after time I have witnessed little services that he has performed for passengers which excited the admiration and respect of other passengers. Mr. Cooper's never-failing good humor, coupled with his consideration for others, always makes for a pleasant start on each new day. Drivers such as he do an exceptional public relations job for your company.

"I have been a patron of Metro Transit buses since coming to Los Angeles three years ago, and have marveled at the drivers' good humor in the face of traffic problems and harassment of some segments of the public. I believe your drivers are of the highest caliber I have ever witnessed anywhere in the country, and Driver Cooper is at least one of the best of a very good lot."

ALFRED B. FRENCH

All Long Beach Drivers — Especially W. R. Kinsey, Division 12

"I first started to ride the red cars in 1950 from Long Beach to Slauson Ave., as I work near there. Since April 10th, 1961, I have been riding the bus. Throughout all those years I have come to know many of your drivers, some of whom were Motormen and Conductors on the red cars, and since 1961 bus drivers. All of your drivers on the Long Beach line have always been pleasant, courteous men.

"There is one driver that I wish to single out . . . [who] treats your riders with the utmost courtesy. Also, he answers all questions concerning stops, transfers, etc., in a most kindly, helpful way. He was the same way when he was a Motorman on the red cars and his badge number is 1257. I really think he deserves to be driver of the month. . . ."

ROSE GEORGIONE

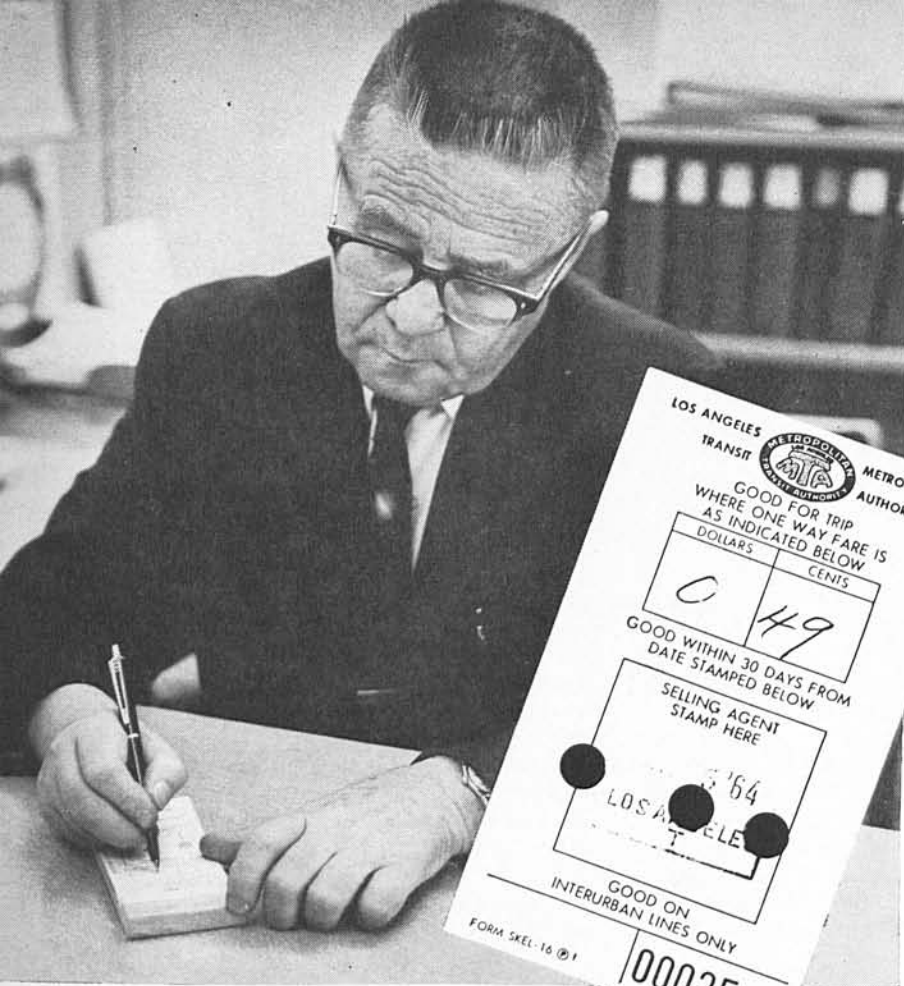
H. J. Moberly, 8; R. H. Morgan, 8; George Mosse, 10; J. J. Noland, 10; H. G. Norie, 5; F. W. Nott, 3; J. J. O'Donnell, 3; O. A. Ortega, 1; Harrison Palmer, 2; S. O. Parker, 2; F. A. Payrow, 1; G. D. Putman, 8.

Creighton Rinderknecht, 4; Cartrell Robinson, 5; Felix Rodriguez, 10; Z. G. Rogers, 2; L. C. Russell, 2; B. R. Samuel, 2; Ann G. Schulz, 7; J. F. Shea, 7; E. H. Smith, 2; Eugene Smith, 2; O. H. Smith, 8; L. N. Squires, 6; N. B. Straley, 7; U. T. Strong, 7; R. D. Taylor, 7; B. J. Tharp, 1; E. P. Thomas, 2; N. D. Thompson, 8; C. C. Townsend, 9.

M. J. Van Veen, 8; K. H. Varney, 1; Jack Vaughn, Jr., 7; B. H. Washington, 2; P. F. Welsh, 4; J. P. Wendruck, 5; William Werner, 8; J. K. Williams, 7; E. H. Wilson, 2; R. E. Wilson, 3; G. D. Woods, 4; H. J. Wright, 8.

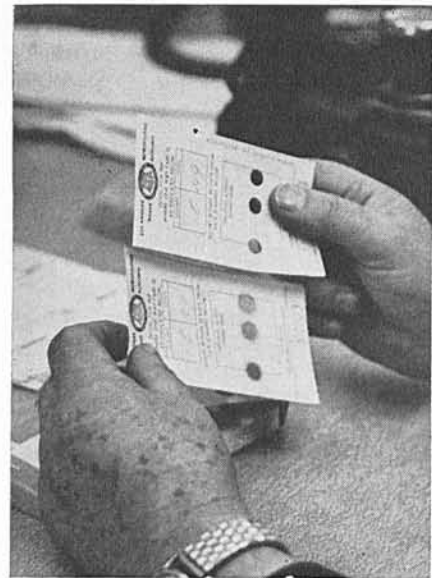
SUPERVISORY COMMENDATIONS

Supervisor R. K. Davis commended Division 2 Operator Z. G. Rogers, then working on Line 44, for willingly making an extra trip Apr. 18 to prevent undue delay to passengers on a Line 29 coach involved in an accident in early morning hours.



(1)

GENERAL PASSENGER AGENT Wilfred H. Lippiatt demonstrates use of new skeleton ticket. As he (1) writes the amount of the fare on the Auditor's portion, the amount is recorded through sensitized paper (not carbon) on a duplicate form (2) which is the ticket. (3) Retaining the auditor's portion as a record, the Agent stamps the ticket and (4) hands it to the passenger. Operators honor this ticket on the interurban lines for the amount of fare indicated.



(2)



(3)



(4)

New Skeleton Ticket To Replace Many Roll Forms

A SKELETON TICKET of a new type will be issued for use beginning June 1 by MTA agencies in outlying communities, according to General Passenger Agent Wilfred H. Lippiatt.

It will replace the present skeleton Form 10 ticket, and in some instances will be used instead of the present roll tickets, he said.

Tickets are printed in pads of duplicate forms on sensitized paper of a type which makes carbon paper unnecessary. Each ticket lies under an auditor's portion, and is handled by the Agent as shown in the picture sequence on this page.

"Use of the new ticket will eliminate the need for agencies to carry on hand all of the various denominations of roll tickets, because it will be substituted for roll tickets wherever the average sale of a particular denomination at that agency is 30 or fewer per month," the General Passenger Agent said.

"Its use will also simplify the Agent's monthly report to the Auditor."

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between April 1 and April 30.

Equipment Maintenance Department

MECHANIC B: Thomas J. Hower, John J. Jakubowski, John W. Woolum, Jr.

Purchasing and Stores Department

JUNIOR STOCK CLERK: Willard J. McAlexander, Jr.

Real Property Management

INFORMATION CLERK: Mary H. Armenta, Esther Chavira, Hazel L. Eremento*.

JANITOR: Curtis McMullan.

Transportation Department

OPERATOR: James R. Beasley, Division 2; Franklin D. Bragg, 4; John

W. Brennan, 4; James E. Clark, 2; Rudolfo L. Clautier, 2; Fernando Corrella, 4; Robert "D" Daugherty, 2; Raymond J. Garcia, 1; Gilbert R. Gomez, 2; William E. Goudy, 2; "W" "G" Goudy, 4; James S. Groves, 2; John E. Hanson, 2; Lloyd R. Lanham,* 1; Donald H. Robinson, 2; Jerald W. Shettles, 1; W. H. Turbyfill, Jr. 4; Howard R. Wood, 2.

*Re-employed

On Their Way Up

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

Doris A. Beane from Secretary II to Secretary III, Office of the Chief Engineer, Mar. 22. Employed Sept. 28, 1959.

Jeanne A. Day from Secretary II to Secretary III, Office of the Chief Engineer, Mar. 22. Employed Nov. 8, 1950.

Dorothy E. Delp from Secretary II to Secretary III, Purchasing and Stores Department, Mar. 22. Employed June 25, 1947.

Bruno Falcon, Jr., from Janitor, Real Property Management, to Utility A, Equipment Maintenance Department, Division 7, Apr. 12. Employed May 21, 1962.

George T. Fujimori, from Chief Clerk, Transportation Department, to Secretary IV, Administrative Department, Apr. 12. Employed June 3, 1959.

Robert C. Hoskins from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department, Apr. 13. Employed Feb. 6, 1964.

George F. Mutton from Junior Multilith Operator to Multilith Operator, South Park Shops, Apr. 19. Employed July 9, 1942.

Russell G. Peterson from Mechanic B to Mechanic A, Equipment Maintenance Department, Division 8, Apr. 5. Employed Nov. 22, 1946.

Shirley Richerson from Key-Punch Operator to Data Process Operator, Accounting & Fiscal Division, Mar. 30. Employed Jan. 9, 1961.

Victor L. Rodriguez from Mechanic A to Mechanic A Leadman, Equipment Maintenance Department, Division 5, Apr. 19. Employed Jan. 28, 1959.

Frances Ryan from Secretary III to Secretary IV, Public Relations Department, Mar. 22. Employed Apr. 16, 1945.

Hugo G. Segletes from Stock Clerk to Shipping Clerk, Purchasing and Stores Department, Apr. 1. Employed Aug. 24, 1954.

Anna M. Swanson from Secretary II to Secretary III, Personnel Department, Mar. 22. Employed July 8, 1942.

Carol M. Whitman from Secretary III to Secretary IV, Administrative Department, Mar. 22. Employed Dec. 1, 1959.

In Memoriam

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

William S. Bowles, 56, Superintendent, Division 6, Equipment Maintenance Department; May 11; service from 1936. Survived by his wife, Ruby, of Granada Hills.

Robert L. DeMoss, 62, Division Clerk, Division 6; May 17; service from 1935. Survived by his wife, Celia, of Venice; and his son, Roy, Clerk in the Accounting and Fiscal Division.

Thomas Moran, 86, retired Laborer,

Way and Structures Department; May 15; service from 1912 to 1945. Sur-



WM. S. BOWLES



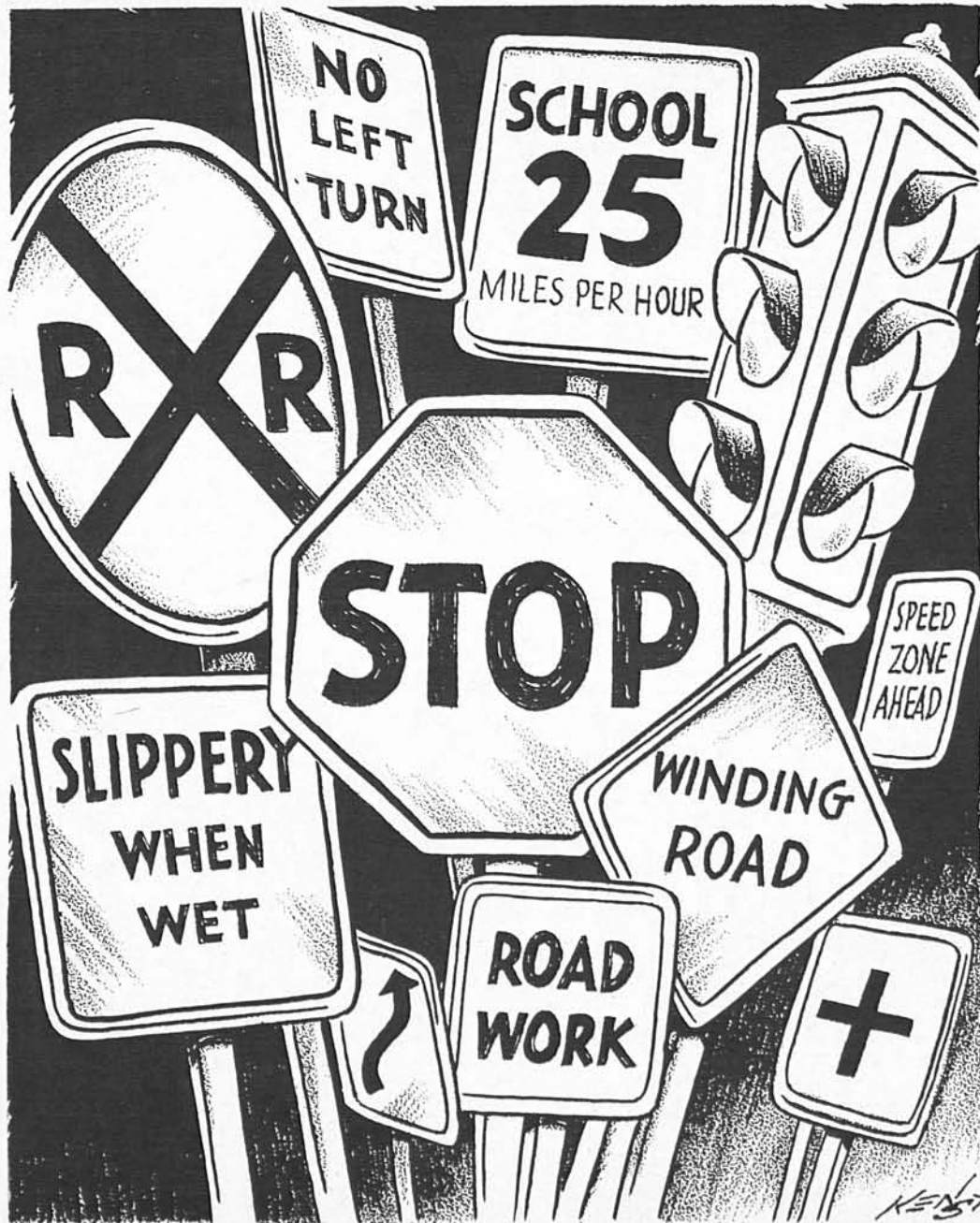
LAUREN W. WILEY

vived by his wife, Mary, of Inglewood.

Raymond G. Peterson, 55, Operator, Division 4; May 17; service from 1939. Survived by his wife, Mary, of Los Angeles.

Steve C. Utz, 65, retired Operator, Division 10; May 3; service from 1942 to 1963. Survived by his wife, Mabel, of Alhambra.

Lauren W. Wiley, 47, Foreman, Division 5, Equipment Maintenance Department; May 13; service from 1941. Survived by his wife, Alice, of Los Angeles.



THE MTA EMBLEM
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