



Emblem

76-14

MAY, 1959



**A Fair Deal for All
Division 3 Goes Modern
Gilliss Appointed Executive Director**

Cover story, p. 15

A Fair Deal for All

By Edwin T. Bowler

*Administrative Assistant
In charge of Labor Relations*

THE RESULTS of the May 13 labor election on MTA property are too well known to require comment. Subsequent events will be of interest to employees.

On May 19 MTA invited all four labor unions to begin labor negotiations immediately upon certification by the State Conciliation Service. On May 20 MTA received an answer from the Brotherhood of Railroad Trainmen acknowledging the invitation and stating its willingness to sit down with MTA and mutually resolve existing problems.

On May 21 a similar answer was received from the Amalgamated Transportation Union, Division 1277. MTA is now in the process of arranging future labor negotiations with the four unions.

The State Conciliation Service has certificated Groups 1, 2, 4 and 5. In the case of Group 3 the Amalgamated has filed a protest with the State Conciliation Service at this writing (May 22). We anticipate an answer on this Group from the State Conciliation Service by the end of the month.

I think the statement of Carl P. Miller, Chairman, Los Angeles Metropolitan Transit Authority, very clearly describes the policy of MTA. Mr. Miller said:

"The State Conciliation Service has advised me of the certification of the election conducted for the employees of the Los Angeles Metropolitan Transit Authority.

"It will be the Authority's objective to negotiate a labor contract which will be fair to the employees and result in the best possible transportation service to the general public."



C. M. ("MAX") GILLISS
Permanent Executive Director



FRED S. DEAN
Executive Director Pro Tem

Gilliss New Executive Director

**Fred S. Dean, Member
of the Board, Chosen
Director Pro Tem
As Merritt Resigns**

C. M. ("MAX") GILLISS, former Director of Public Works for the State of California and currently Road Commissioner of Los Angeles County, will become the new permanent Executive Director of MTA beginning July 1.

"Mr. Gilliss is a reasonably young man with exceptional executive and administrative ability," stated Authority Chairman Carl P. Miller, in announcing the appointment.

"As Director of Public Works and as Road Commissioner, Mr. Gilliss is experienced in traffic and transportation problems of this area and will be very helpful to the MTA in the development of its mass transit program. We are indeed fortunate to obtain the

(Continued on page 10)



ALL-NEW TRANSPORTATION BUILDING at Division 3, Highland Park, as viewed from southwest. Operator is passing the Division Superintendent's office window.

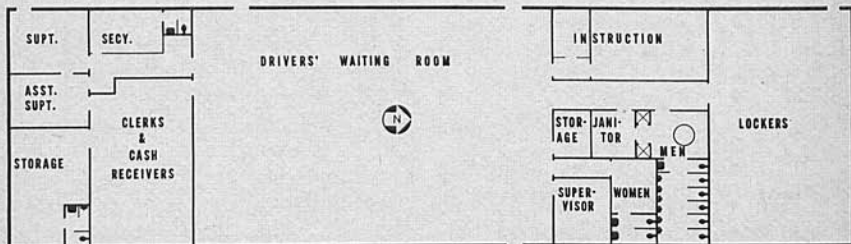
Division 3 Goes Modern

**Entirely New Transportation Building
Has Latest in Comfort and Convenience**

A NEW air-conditioned transportation building of the most modern design was opened on Friday, May 8, at MTA's Division 3, 630 W. Ave. 28, in the Highland Park area. The old building, dating from 1906, was closed a few days later, after records, supplies and equipment had been transferred to the new quarters.

Built in a rectangle 181'6" long and 51'6" wide, the new building,

attractively faced with red brick, is designed for a maximum of 400 Operators. The Operators' waiting room measures 77' by 50', and is adjoined by a locker room 50' by 31' and by a tiled restroom facility containing stall showers, a circular spray-type lavatory (Bradley washer), and a special lavatory with mirror for shaving. There are also lounge and restroom facilities for women Operators.



FLOOR PLAN of new transportation building at Division 3. Overall length is 181' 6"; width, 51' 6". This simplified drawing was made especially for THE EMBLEM by the Mechanical Engineering Department, which also drew working plans.



OPERATORS' WAITING ROOM—a view looking lengthwise, showing new furniture, new assignment tables, excellent and plentiful fluorescent lighting, acoustical tile in ceiling, public address system, etc. Opening in far wall at left center leads to washroom and locker room. One of the two main entrances is visible at the far left.

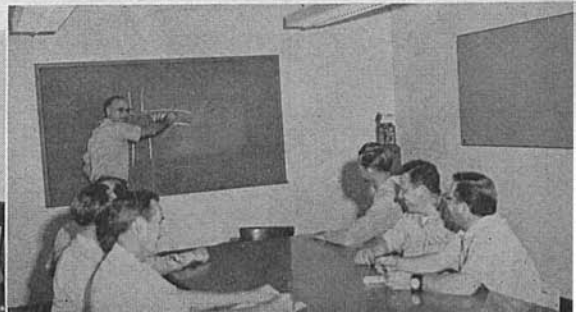
Moreover, there are separate offices for the Division Superintendent, the Division Clerks, the Supervisors, and the Instructors.

Clerks and Cash Receivers occupy a bullet-proof office whose walls and doors are faced with steel, and whose windows are of

INSTRUCTOR'S OFFICE, with Operator Ted DeLora, left, getting some instruction from Head Instructor Sid Dupree, center, and Instructor B. R. Wood.



INSTRUCTION ROOM in the new building is spacious, light, and well equipped with blackboards for teaching purposes. Here Instructor Wood discusses a problem at an intersection.





TURN-IN TIME at the windows of the new transportation building at Division 3. At left, close-up of Dorcas Congiardo, Operator and wife of Operator Frank L. Congiardo, turning in to Clerk Merle Triboulet. She began her work with MTA in 1951; her husband, in 1946.

Division 3 Goes Modern

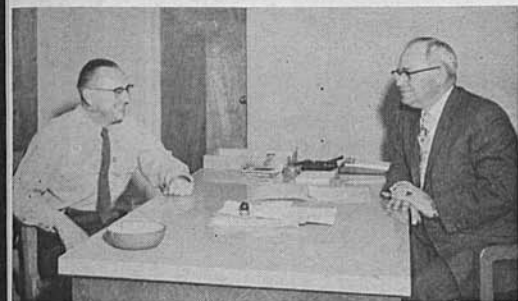
bullet-proof glass. The five ticket windows are constructed with burglar-resistant wickets that permit free communication but protect the cashier. High-speed cash-counting machines go into operation when the cashier presses his body against a switch in the edge of the counter.

A large storage room, for supplies of tickets, transfers, identification checks, etc., opens off the Division Clerks' room; another, for janitorial supplies and equipment, adjoins the washroom area.

Except for the locker room, the building is totally air-conditioned for both heat and cold. Ceiling are of acoustical tile, above which is a 4" layer of mineral wool for insulation.

Floors are of concrete, with asphalt tile in the offices.

Fluorescent lighting is used throughout, except in the locker room. Interior walls are painted in two tones of flecked green Zolotone, applied by a spray process. This paint is regarded as exceptionally durable as well as pleasant to look at, according to MTA's Supt. of Way and Structure L. C. Thompson, whose crews painted



DIVISION SUPERINTENDENT Ross L. Bragdon, right, in his new office, has commendation for Operator Glenn Whitaker.



WOMEN'S LOUNGE— Mrs. Congiardo, on sofa, and Lenore O'Donnell relax.

and furnished the place. An entire new set of furniture for the new building was made by John Budger, Building and Maintenance Foreman in MTA's Way and Structures Shops. Special cabinets for the cash-receiving room were also made in the shops.

Cost of the new building, including furnishings and fixtures, was approximately \$95,000. Plans were drawn by Mechanical Engineer Dave Dent and his staff of Draftsmen. A. L. Juul, of Mechanical Engineering, designed the electrical systems for light and power with the approval of Electrical Engineer L. E. Dye, and supervised the installation of wiring, lighting, air conditioning, and public address units.

SECRETARY'S OFFICE, with Secretary Dorothy Nye talking to Operator Stanley Wollam. At right, Operator W. C. L. White, seated, awaits his turn to see Superintendent Bragdon.



Alterations will soon be made in the existing 600-foot long maintenance building on the Division 3 property. At each end, the entrance will be widened, but also lowered to a height of 12 feet. An entrance will be cut into the east wall for easier access by buses.

At the present time, 230 Operators work out of Division 3 under Superintendent Ross J. Bragdon. Lines assigned from this division include 5 (Eagle Rock-Hawthorne), 6 (South Vermont Ave.-Highland Park), 11 (West Adams-Temple St.), 25 (West 9th St.-North Figueroa), 30 (Evergreen Ave.), 31 (Vermont-Los Feliz), 32 (Indiana-Gage), 43 (Ave. 50 & El Paso Drive), 45 (Eagle Rock), 50 (Florence-Soto), 65 (Silverlake-Riverside Drive), and 78 (Talmadge-Hyperion). Lines 5, 6, 11, and 50 are split with Division 5; Line 11 is split with Division 4.

Other construction planned for the near future includes the remodeling of the transportation and mechanical buildings at El Monte Division, additions to the West Hollywood Garage, and many alterations at the South Park Shops, such as filling the transfer pit, building a new blacksmith shop, etc. Construction at other divisions is now in the planning stage, according to Mr. Thompson.

The Day Maude Flew with the Mail

**Personnel Typist-Clerk Maude Campbell,
First Woman to Ride Oldest Air Line**

THE FIRST WOMAN PASSENGER ever to ride the oldest commercial air line still in operation in the United States works in MTA's Personnel Department. She is Typist-Clerk Maude B. Campbell, who took the trip nearly 33 years ago in an open-cockpit Western Air Lines biplane, a few weeks after Western had received the first government contract to fly mail between Salt Lake City and Los Angeles.

The date of the trip was June 10, 1926; the starting time, about 9:30 a.m. at Salt Lake City Airport. At the time she was living with her mother in that city.

Some days earlier, she had met, through a friend, the four pioneer aviators who were flying the mail. Maude listened eagerly to them as they discussed their flights, on which passengers were permitted if the weight of mail wasn't too great.

"I wish I could fly with you!" she exclaimed, with youthful enthusiasm.

"Well, why not?" came the quick reply, "We'll fix you up with a flying suit."

In a very short time, it had been settled that Maude was to be a passenger sitting in the open front cockpit of a mail plane that was to fly to Los Angeles via Las Vegas.

"But don't tell Mother!" she made the pilots promise.

Two problems arose at once: money and clothes. The fare would be \$180, round trip. She quickly decided to use some money she had been saving up for vacation. Secretly she bought a ticket to Los Angeles. Prudence finally prevailed: she decided on a one-way fare.

The clothes presented an even graver problem. She would have to forego skirts because of the requirements of the parachute straps, and "it was before the days of slacks for women. But it *was* the days when men were wearing plus-fours for golf—so I solved my problem by buying a pair of plus-fours."

1926—Maude in her flying suit.



It was decided that she would wear a flying suit belonging to one of the pilots. Two of the flyers helped her put it on over her plus-fours, and assisted her with her parachute straps, meanwhile giving her explicit instructions about counting to ten before pulling the ripcord after she jumped — if she had to. Then they helped her into the cockpit, where she sat on her parachute, her feet on some mailbags, a mailbag on her lap. Equipped with leather helmet and goggles, she looked very much the aviatrix as she waited for her pilot, Al DeGarmo, in the cockpit behind her, to take off.

The weather was fine. The first leg of the trip was to Las Vegas, where C. C. Moseley, then operations manager of Western Air Lines, accorded the line's first woman passenger the honor of piloting her to Vail Field, in East Los Angeles.

They had left Salt Lake with no fanfare and no crowds; Maude had wanted her trip to be kept secret from her mother. However, word got around to the press, and by the time their six-and-a-half hour flight from Salt Lake to Los Angeles had come to an end, reporters and photographers were at the field. The tabloid *Illustrated Daily News* for June 12, 1926, devoted most of its front page to a large picture of Maude being presented with a big bouquet of flowers by Harris Hanshue, then President of Western Air Lines, as she sat in her flying suit and helmet in the little biplane. The *Los Angeles Examiner* carried a picture on its picture page. The rotogravure section of the *New York Times* for June 20, 1926, carried a picture of Maude in her flying suit and helmet repairing her make-up, ostensibly upon her arrival at Vail Field.



1959—Maude in "civvies" on her job as Typist-Clerk in Personnel Department.

From the field she wired her mother of her safe arrival, and then went to stay a few days with friends in Los Angeles.

As the end of her visit approached, a momentous decision had to be made. Should she go back to Salt Lake by air or by train? She resolved the problem by buying a plane ticket. On the return trip, her pilot was Maury Graham, another of the famed pioneer air mail flyers.

She met most of her old-time pilot friends again in 1951, when Western Air Lines invited her to make a similar trip in an enclosed, heated, pressurized, giant Convair. This time she went in street clothes, because there was no need for flying suit, helmet, goggles, or parachute. She was feted and honored at numerous banquets, both in Los Angeles and Salt Lake City.

Reminiscing over her historic 1926 flight, Mrs. Campbell, now four times a grandmother, exclaimed, "I'd never do it again in a plane like that!" But there's a tilt to her head, there's a gleam in her still bright and youthful eye, that belies her words.

Commendations

THE FOLLOWING OPERATORS received letters of commendation in April. In some cases, two or more commendations were received for the same person, according to the Courtesy Department.

W. D. Adkinson, 4; C. H. Austin, 20; A. S. Banner, 11; S. L. Barasch, 4; Eugene Barnett, Jr., 4; E. M. Bell, 2; E. R. Bell, 20; J. C. Boyer, 7; L. A. Breckbill, 3; W. G. Brewer, 4; K. C. Brooks, 20; R. M. Brunner, 10; J. J. Campbell, 10; G. N. Centoni, 20; J. H. Chapman, 9; W. C. Clements, 12; Leonard Collins, 5; E. W. Cotterly, 5; G. W. Demarest, 6; T. R. Duarte, 1; C. F. Ely, 20; L. H. Faulkner, 11; C. L. Flenoury, 2; M. L. Foster, 12; Roger Fowlston, 20; J. T. Ganaway, 6; J. B. Garcia, 6; H. G. Gardner, 1; G. C. Gilliland, 4; J. A. Goyer, 7; W. J. Green, 3; D. E. Grimm, 4.

J. M. Hardy, 4; R. H. Harkens, 20; H. J. Harrigan, 4; H. H. Hays, 10; R. S. Harsche, 7; P. B. Hill, 20; W. K. Hols-

berry, 12; Gertrude M. Howard, 3; H. C. Hunter, 11; F. V. Hutchinson, 5; J. D. Johns, 3; W. E. Jones, 4; R. K. Kaneshiro, 3; D. H. Kerns, 4; R. L. Koons, 20; J. E. Kresge, 2; W. F. Lawrence, 3; F. V. Lemaster, 6; J. E. Lenoue, 5; C. C. Lindberg, 6; F. W. Lockett, 20; A. K. Lopez, 5; J. J. Lubak, 9; G. H. Lynch, 6; H. B. McCollum, 9; G. R. McKenzie, 4; W. H. Menges, 7; R. H. Morgan, 8; B. R. Myrick, 9.

Lenore G. O'Donnell, 3; J. G. Pollard, 6; Joseph Pollock, 20; Venice Pratt, 20; Leonard Premelaar, 6; C. C. Ray, 4; M. F. Saylor, 12; Ann G. Schulz, 4; G. E. Serres, 9; Tom Slack, 7; D. J. Sly, 10; W. R. Small, 4; L. B. Smith, 11; L. T. Staten, 3; J. W. Stevens, 4; G. J. Stoddard, 4; F. M. Strom, 7; R. V. Thomas, 11; J. C. Thompson, 20; G. F. Usher, 8; Benny Varon, 4; Majors Walden, 3; Mildred C. Ward, 4; Leroy Watson, 7; C. H. Weaver, 5; W. H. West, 9; D. B. White, 4; M. L. White, 3; O. C. White, 3; P. W. White, 3; V. F. White, 4; B. F. Williams, 7; J. C. Williams, 1; P. D. Yarbrough, 6; T. J. Zito, 6.

Gilliss Appointment

(Continued from page 3)

services of a man so amply qualified to serve the MTA as its Executive Director," Mr. Miller added.

Until July 1, Authority member Fred S. Dean has been appointed to serve as Executive Director pro tem, following the resignation of Ralph P. Merritt on May 12.

Mr. Gilliss was appointed Road Commissioner of Los Angeles County only last Nov. 1. He has held highway transportation and public administration positions,

however, over the past 14 years. A major appointment came in 1947, when he was selected Assistant Road Commissioner and Highway Administrator for Riverside County.

He went into State service in 1952 as Special Representative for the Director of the State Department of Public Works, and by Jan. 1, 1958, had advanced to Director, meanwhile having served several months as Legislative Staff Secretary for Governor Knight.

(Continued on page 15)

New Faces

A HEARTY WELCOME is extended to the following new employees, who joined MTA during April:

TRANSPORTATION

Information Operator: Frances E. Baker.
Operators: William A. Altmeier, 9^o; Louis A. Augustine, Jr., 4; Forrest A. Ayres, 7; Robert Banks, 7; Andrew J. Bartholomew, 9; Robert L. Bass, 9; Olinto Belletini, 9; Theodore F. Benedict, 4; John D. Bierkamp, 4; Willie Rush Boston, 1; Walter I. Bower, 9; Thomas J. Brown, 12; Francis R. Burkhart, 12; Linker Cartwright, 2; Richard M. Castleman, 7; Ray I. Chappell, 9; Edward H. Cox, 11; Darphus Crandle, 4; Ted F. Day, 1; William J. Duvelow, 9; Eugene F. Dynarski, 7; John W. Ebbers, 7; Hugh Fast, 11; William C. Fisher, Jr., 4; Frank "B" Fleischer, 9; Willard R. Ford, 9; Jesse S. Goins, 7; Donald L. Hall, 2; Ralph E. Hance, 9; Edward H. Hunt, 11; Leonard J. Isidor, 12; Lee A. James, 6; Dave "C" Lacy, 7; Walter R. Lafield, 3; Clarence E. Lewis, 7; Wayne D. Lowe, 12; Bretton Malone, 1; Peter Marquez, 7; John C. Maxfield, 10; Richard "C" Maye, Jr., 2; Jesse B. Mays, 7; Martin J. McCusker, 10; Richard R. McElfresh, 4; Bernard McKeon, 7; Wendell Merrit, 4; Thomas E. Moore, 6; William Nance, 3; Denis J. O'Donoghue, 7; Horace T.

Omahundo, 2; Leroy W. Patrick, 4; William L. Pearson, 6; Stanton K. Pritchard, 1; John T. Ross, 1; Eugene H. Shaffer, 8; Thomas W. Shultz, 9; Maurice R. Sklarew, 7; Emerson T. Smith, 10; Heinz H. Stein, 12; Francis D. Stringer, 9; Pal W. Stringer, 7; Ralph A. Thomas, 6; Leonard L. Thompson, 4; James F. Tindel, 12; William B. Underwood, Jr., 7; Charles L. Van Alstine, 7; John J. Varga, 7; John E. Walker, 2; Harold L. Whiteside, 1; Clarence V. Williams, 2; Walter W. Wise, 7; Ambrose M. Yates, 2; Brooks J. Young, 1.
Steno-Clerk: Patricia Ann Fellows.

MAINTENANCE

Mechanic B: Luis R. Blasquez, 2; John D. Castleman, 4; Francis B. Dobrecki, 4; Augusto T. Munoz, 2; David T. Villalobos, 5.
Mechanic 2nd Class: John H. Franklin, 7; Arthur Hilling, 9.
Utility A: Alex O. Hernandez, 3.

OTHER DEPARTMENTS

Clement Fontana, *Draftsman, Mechanical Engineering*. Joan M. Herman, *Clerk-Typist, Personnel*. Cathleen Martin, *Steno, Business Development and Information*. Alonzo C. McMackin, *Carpenter, Way and Structures*. Richard W. Mertz, *Mail and File Clerk, Accounting*. Paul H. Nelson, *Patrolman, Special Agents*. Jack Paul, *Ticket Clerk, Planning*. Joyce Y. Pratt, *Clerk-Typist, Purchases and Stores*. H. Kenneth Stansbury, *Lineman, Electrical*.
^oDivision where employed.

In Memoriam

THE EMBLEM reports with regret the passing of the following employees during the month of April:

Frank P. Behnke, Operator, Division 12; April 11; survived by his wife, Lucille.

Thomas G. Cooney, retired Operator; April 18; survived by his wife, Florence.

Roy M. Ewing, Assistant Director of Purchases and Stores; April 4; survived by his wife, Emily.

Adolpho Gallegos, Leader, Maintenance Division 9; April 6; survived by his wife, Abigail.

Albert H. Gettinger, retired Carpenter, Way and Structures Department; April 24; survived by his wife, Martha.

John H. Gudelman, retired Mechanic; Feb. 21; survived by his son, John.

Henry M. Guthrie, retired Flagman; April 16; survived by his nephew, Dewey E. Berri.

William H. Meloy, Switchman, Division 20; April 3; survived by his wife, Hazel.

Joseph G. Northrup, Instructor, Transportation; April 15; survived by his wife, Myrtle.

Philip Schliffe, retired Operator; April 27; survived by his wife, Minnie.

Short Lines



SON TO WEST POINT—Armando Lujan, right, smilingly shows his parents, Division 1 Mechanic and Mrs. Angel Lujan, the official letter he has received announcing his appointment as a cadet.

Mechanic Lujan's Son Makes West Point

ANGEL A. LUJAN, Division 1 Mechanic on the night shift, and Mrs. Lujan are justly proud that their 19-year-old son, Armando, has passed the examinations for entrance to West Point. He reports for duty—and a fine college education—in July. The family received notice of Armando's good fortune from both the Academy and from their congressman, Chet Holifield.

This honor is one of the many that have come to Angel's son in the past few years. At Lincoln High School, whence he graduated in 1958, he was a member of the Epehbian Honorary Society, president of the Student Council, president of his graduating class, president of the Squires, school repre-

Verses from a Commuter

A REGULAR COMMUTER, Miss Kaye O'Neal, forwarded the following verses to the Authority under date of March 21:

To Bus Drivers

Dedicated to all the Bus Drivers in the Los Angeles area, especially those on number 12 North Broadway Line.

Good Morning, Mr. Driver!
How are you today?
We hope you're feeling fine
And everything's ok.

Your patience must be tried some time
When passengers are dull
And do not heed your plea:
"Move back in the bus, please,
So others can get on."

Oh, what a happy crowd we are
As we merrily roll along.
We laugh and talk, or
Maybe just watch the cars go by.

Please watch your driving, Mr. Driver;
We depend so much on you
To take us to our place of work
To earn our daily bread
And home again when day is through.

When our evening tasks are over
And we kneel beside our bed
We'll say a little prayer for you,
That no matter what your cares may be
You'll remember the trust we place in you.

You will keep an unflinching eye on the road
ahead
And a good firm grip on the wheel.
We'll swing and sway
With MTA
But leave the driving all to you.

sentative at Boys' State, cadet lieutenant-colonel in the ROTC, varsity quarterback, and varsity fielder and first baseman.

He is now attending Los Angeles City College.

His father was employed by MTA Sept. 3, 1957.

The Lujans have two other children, both sons, and both athletes: Angel, Jr., 23, who played football and baseball in school at El Paso, Texas, the Lujans' previous home; and Ruben, 21, who played these sports on the Lincoln High varsity. Ruben was cadet-major at Lincoln High in 1956.

Cordon Count Shows Down Trend Reversed

A REVERSAL in the downward trend of transit patronage into the Central Business District of Los Angeles was revealed by a cordon count of passengers riding buses and streetcars into and out of the District on Wednesday, April 16.

The count was made under the auspices of the Transportation Department, which used 68 checkers stationed around the Central Business District to count every person riding buses and streetcars on some 40 major lines between 6 a.m. and 8 p.m.

Comparing figures with a similar check made April 15, 1958—a year ago—the MTA Bureau of Schedules and Statistics found an increase of .2% in passenger volume over last year. Checkers counted a total (inbound and outbound) of 348,713 passengers this year against 348,149 last year.

Some lines showed greater increases than others. For instance, Line 91 (Hollywood Blvd.) was up 29.3%; Line 58-S (Disneyland), up 13.5%; Line 47 (Whittier Blvd.-E. 4th St.), up 14.6%; Line 75-V (Los Angeles-Culver City-Venice), up 11.7%; Line 57, the Flyer to the Los Alamitos races, up 44.6%.

Freeway Flyer commuter service on some lines also showed an increase: Line 5 (Eagle Rock-Hawthorne), up 17.8%; Line 7 (South Broadway-Union Station), up 8.7%.

Lines showing a decline in patronage are being studied with a view toward developing new business. (See "What's New in MTA Promotions," Page 14.)

Retirements

FIVE RETIRING EMPLOYEES have said "au revoir" to their friends at MTA within the past two months (March and April). All are Operators, including three from Long Beach Division and two from El Monte:

From Long Beach: *Joseph Guider*, with over 16 years of service that ended March 23; *Joseph Navatil*, with over 30 years of service ending April 19; and *James V. Smith*, over 35 years ending March 12.

From El Monte: *Levi W. Couch*, with over 28 years of service that ended in February, 1958, but was followed by a year of sick leave; and *Henry C. Haddock*, with over 32 years of service ending March 29.

Mr. Couch reports that he is now well enough to work around the yard at his home in El Monte.

Mr. Navatil, who was a clarinetist with the motion picture studios, symphony orchestras, and the 7th Infantry Band at various times over a period of 25 years before starting his transit career, reports that he is trying to get back into practice with his instrument in hopes that he may "get into some band" before long.

Lawn Bowling's Fun!


FOR FUN AND RELAXATION, try lawn bowling at the Arroyo Seco Lawn Bowling Club, just off Hermon Ave. and the Pasadena Freeway, urges Operator W. C. L. White, of Division 3 and Chairman of the Club's Games Committee. Greens are available any day, he says.

What's New

in

Merchandising

MTA Service



A YEAR AGO ON 99—"Miki" (David) Rosner, nine-year old bus fan with visual handicap, wanted to be the first passenger to board new Line 99 on premiere run. Hearing of his wish, Councilwoman Rosalind Wyman generously stood back as O. D. Coutant helped Miki aboard.

- **CELEBRATING** the first anniversary of Line 99 along Restaurant Row on La Cienega Blvd., a new timetable with a birthday cake on the cover was issued, effective May 18. Five thousand of the timetables were distributed to many establishments along the route, in advance of the June 9 anniversary date.

- **REGIONAL MAPS** of MTA routes are under preparation, the first one to be of the service in the San Fernando Valley. General format will be the same as that of the system map, "Guide for Going Places." The cover will also be the same as that of the system map, but in black and white only. Points of interest will be described and pictured, and MTA service to such points will be explained.

- **AN AREA TIMETABLE** showing schedules and a map of

all lines leading from the Highland Park area to downtown Los Angeles is under preparation. Popular approval of similar area timetables for UCLA, Santa Anita, and Hollywood Park led to a decision to prepare a series.

- **A CANVASS** of local communities by the Business Development and Information Division will be made in areas where lines show a loss of patronage, in order to find out what can be done to promote ridership. Decision to do this followed study of statistics resulting from a cordon count made by the Transportation Department on April 15 (See page 13).

- **A SPECIAL TIMETABLE** showing Flyer service schedules to Dodger games from Riverside, and including a season schedule of Dodger home games, was effective May 16.

OUR COVER

Count-Down at Div. 3

CASH RECEIVER Ted Phillips runs some money from an Operator's turn-in through one of the two high-speed coin-counting machines at Division 3. Asst. Supt. Florian Janulewicz is in background.

Gilliss Appointment

(Concluded from page 10)

Born and reared in Oklahoma, Mr. Gilliss attended Riverside, (Calif.) Junior College, Oklahoma A. and M. College, and UCLA, where he majored in business administration and engineering. He began his business career in Riverside, Calif., as an accountant for a private firm. In 1940 he joined IBM as engineer, later becoming engineering instructor and sales representative. In 1946, he entered public service as a systems expert for Riverside County and chief of its central accounting system.

The new Executive Director is a member of the American Society of Civil Engineers, American Road Builders Association, American Right of Way Association, National Institute of Traffic Engineers, American Society for Public Administration, Western Governmental Research Association, Inland Association for Personnel Administrators, Inland Society of Public Administration, International Accountants Society, Toastmasters International, and State Men's Club. He holds a public accountant's license in California.

Mr. Gilliss is married and has two daughters: Charlene, 17, and Donna, 15. The family live in South Pasadena.

The Emblem

Vol. 1 May, 1959 No. 10

IN THIS ISSUE

A Fair Deal for All 2

Gilliss New Executive
Director 3

Division 3 Goes Modern . 4-7

Fine New Building Erected
for Operators, Clerks, and
Supervisory Personnel

When Maude Flew
with the Mail 8-9

Commendations 10

New Faces 11

In Memoriam 11

Around the System . . 12-13

Lujan Son to West Point—
Verses from a Commuter—
Cordon Count—Retirements—

What's New in
Merchandising MTA
Service 14

Published every month for employees of the Los Angeles Metropolitan Transit Authority and their families, by the Business Development and Information Division, Suite 203, Transit Authority Building, 1060 South Broadway, Los Angeles 15, California.

Carl P. Miller
Chairman

Clarence A. Winder
Vice-Chairman

Fred S. Dean
Executive Director pro tem

Members: Don Belding, Fred S. Dean,
Hayden F. Jones, Russell A. Quisenberry,
Arthur J. Will.

James H. Raport, Publisher
W. Warren Silliman, Editor



THE
FREEWAY
FLYER LETS
YOU WORK
NEAR YOUR
HOME!



Yes, the job is only minutes away from home when you use the new Freeway Flyer bus. A quick glance through your newspaper and the freeway miles have disappeared. You're there—relaxed, locking and feeling your best!

The new Freeway Flyers are shrinking Los Angeles to small town size. That's what so many commuters are discovering every day. They're discovering something else—this fast, express bus service is economical. It saves you money as well as wear and tear on your nerves and disposition.

For Time-Saving Freeway Flyer Schedules
Call Richmond 7-4455

RIDE WITH MTA
THE FAST, EASY WAY



NEWSPAPERS of local and metropolitan areas have been carrying this Freeway Flyer advertisement (here much reduced in size) describing the speed and economy of riding Freeway Flyers. This is the second Freeway Flyer newspaper ad for 1959.

THE MTA EMBLEM
1060 S. Broadway, Los Angeles 15, Calif.
Form 3547 requested

BULK RATE
U. S. POSTAGE
PAID
Los Angeles, Calif.
Permit No. 21231