

The



Emblem

76-36

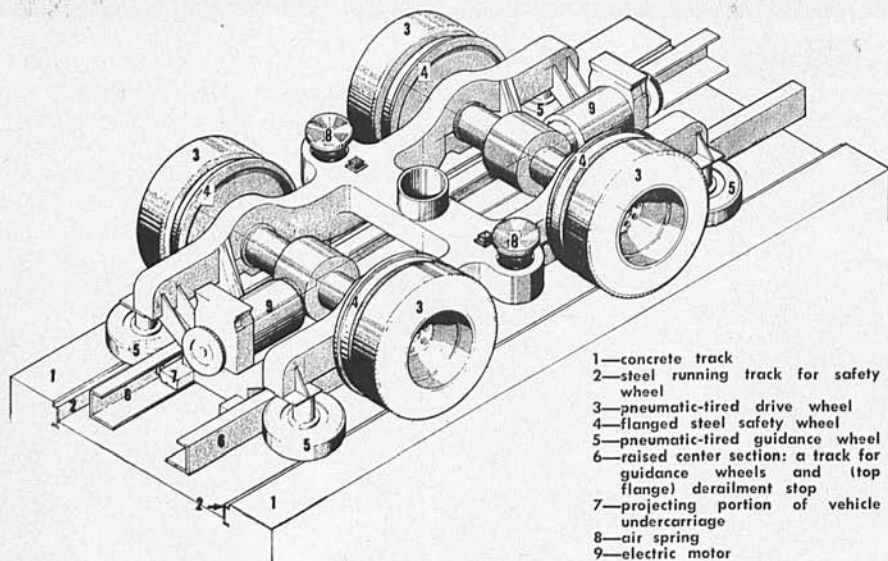
AUGUST, 1960



Cover story, page 15

- New Idea in Traction for Rapid Transit
- All About Location 30
- Gillis Praises Employees for Convention Service

New Idea for Traction



CONCEPT of new type of truck, or bogie, proposed for lightweight, high-speed cars on rapid transit system recommended to the Authority by Daniel, Mann, Johnson, & Mendenhall.

OF SPECIAL INTEREST to Operators and Mechanics is the mode of traction proposed for the lightweight cars recommended in the rapid transit report made to the Authority on June 27 by the consulting engineering firm of Daniel, Mann, Johnson, & Mendenhall.*

Traction is afforded through an electrically driven truck or bogie,

*A complete summary of the DMJM report was given in the *Newsletter* for July-August.

which has four pneumatically-tired supporting drive wheels operating on concrete track. Flanged steel wheels engage a steel running track during switching operations and if and when tire pressure fails.

According to the report:

"The concept developed for the Metro transit vehicle is based on special design incorporating safety features, many of which are not normally found in transit service. One of these features provides insurance against the vehicle's overturning or leaving the structure. The vehicles are provided

(The Authority is awaiting public reaction to the recommendations of DMJM before considering the adoption of any rapid transit plan. Proponents of two monorail systems have been invited to make presentations before the Authority within the next few months.)

in Rapid Transit Report

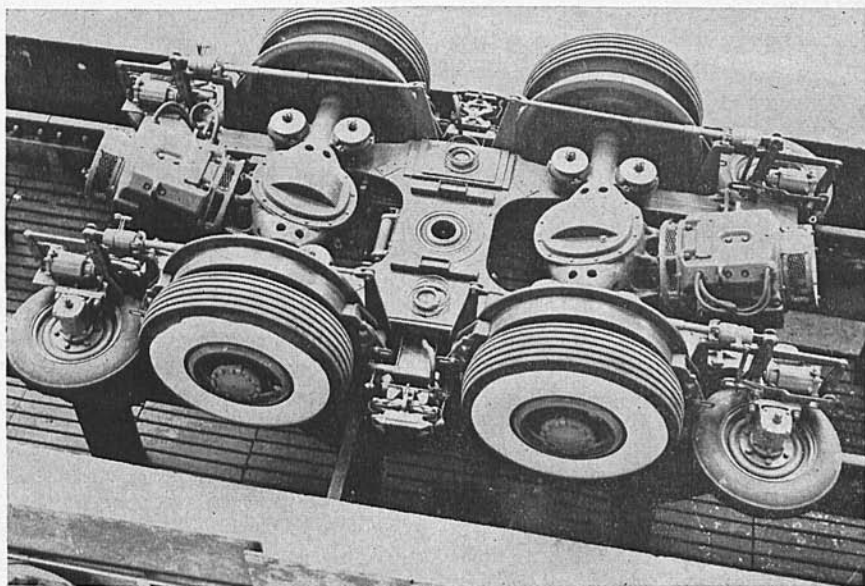
with tire pressure indicators to detect any low pressure in the tires, although the European experience has shown that there is little problem with flat tires and no problem with blowouts. The flanged steel safety wheels are provided to be used if tire trouble does develop, at which time the steel wheel would engage a steel running track. They would also be used for switching on conventional switches. The broad width between the rubber tires provides for more stability against wind loads and this is combined with a low center of gravity design of the vehicle which further insures stability. Guidance is provided by horizontal pneumatic tires bearing against a raised center section of the structure.

This design is shown in the accompanying illustration. Incorporated into the raised center section will be a positive derailment stop which, while permitting normal movement of the vehicle, would engage a projecting portion of the vehicle undercarriage if any tendency toward overturning or derailment develops. This projecting portion or shoe would also act as an emergency brake under these conditions.

* * *

"It is recommended that the system use pneumatic tires for guidance and support for several basic reasons. Research of the noise control problem indicated that steel wheels would be at least 50% more noisy than rubber

PNEUMATIC-TIRED TRUCK, or bogie, used on the Paris Metro (subway system) for the past nine years. The proposed truck design for MTA rapid transit is similar, but not identical.



New Idea in Traction



INSPECTING a section of rubber tire of special type planned for use on the supporting drive wheels of the proposed rapid transit cars is Irvan F. Mendenhall, President, Daniel, Mann, Johnson, & Mendenhall. Tire section contains a steel mesh fabric. On wall behind Mr. Mendenhall is concept of the rapid transit car proposed for MTA.

tires. Rubber tires would produce sounds not greatly different from those already experienced along most of the routes recommended. In addition, sustained grades of as much as 6% are encountered along some routes and in corridor interchanges, and the increased adhesion of the rubber tire is needed to provide reasonable acceleration and safe braking under these circumstances.

* * *

"Dynamic braking would be used, but regenerative braking is not recommended. At lower speeds, disc brakes would be used and special emergency brakes would also be furnished. We recommend that 600-volt direct current traction power be used with four 125-horsepower electric motors per car. Other power systems were analyzed, including the use of alternating

current, and were found to be not as economical and advantageous as the conventional 600-volt direct current system. Power would be supplied to trains by means of a contact rail with a negative return which would not be grounded.

* * *

"The Metro equipment recommended represents the best possible combination of modern design and proven performance. The system is adaptable to use in subways, at-grade level, and on overhead structures. It can operate over existing railroad tracks and can use conventional switches. The nine years of operation in public transit service of similar rubber-tired equipment in the Paris subway has proven the feasibility of this concept to the point where the entire Paris system is being converted to this type of equipment. The City of Milan, Italy, after an extensive system study, is designing its new rapid transit system to utilize supported rubber-tired vehicles similar in many respects to those used in Paris. While this equipment is not yet in operation, it is indicative of the interest in utilizing the advantages of pneumatic tires."

Proposed Track Structure Includes Much Overhead

"OUR RECOMMENDED SYSTEM includes 2.3 miles of tunnel, 21.6 miles of at-grade and 51.0 miles of overhead," states the DMJM report on rapid transit.

"The Authority, because of its enabling legislation and financing limitations, has sought the configuration most economical to construct and operate. The Authority is vitally concerned with the many effects of the transit system upon the community through which it passes, and also must provide a system with maximum appeal to the user. These criteria indicate the desirability of quiet equip-



MTA INFORMATION BOOTH, set up near entrance to Sports Arena during Democratic National Convention, was well patronized, not only by delegates, but also by other visitors.

Gilliss Praises Employees For Fine Convention Service

"MY HAT IS OFF to all departments for their splendid cooperation in helping to provide transportation for delegates to the Democratic National Convention," said Executive Director C. M. Gilliss after the convention oratory had been stilled.

"Special congratulations are due to our Operators for the courteous, safe manner in which they handled trying traffic problems during that period; to

our Mechanics for their careful maintenance of convention coaches; and to our PBX and Information Operators for efficiently handling an unusually large volume of calls," he continued.

"The 70 MTA coaches chartered each day between Sunday, July 10, and Saturday, July 15, carried delegates to and from their hotels and the Sports Arena with but four very minor accidents and not a single per-



sional injury. There was no delay occasioned by mechanical failure in any coach, so thoroughly did the Equipment Maintenance Department condition the buses."

LINE 49 SERVICE AUGMENTED

In addition to the 70 charter coaches, service was augmented on Line 49, which stops at the Sports Arena and passes near most of the large hotels. The service on this line, as well as on Lines 5 and 6, which operate through downtown Los Angeles and come within walking distance of the Sports Arena, was publicized by the Business Development and Information Division.

Of the 70 charter coaches, 10 were stationed at Division 2, ten at Division 5, and 50 at Macy Garage.

Providing 70 Operators was a problem because the charter coaches were to be run at a time when need was greatest for men to operate regular afternoon peak-hour commuter service. Men were generally obtained from all of the operating divisions.

The problem of deadheading the 70 Operators from their home divisions to the points where they were to pick up their coaches was solved by a specially arranged inter-division bus schedule.

Charter orders for each delegation were issued daily by the Transportation Department. Each order showed the number of vehicles required as well as the time and place for each bus to pick up and return delegates. On each order was written the route each bus should follow. Orders were telephoned ahead to the division that

was to furnish the manpower and to the division that was to furnish the coach, so that Superintendents could make necessary arrangements a day in advance.

In order to give the Operators and the delegates as much guidance as possible, Line Supervisors were assigned to the major hotels, as well as to the Sports Arena. They helped Operators spot their buses at the hotels and park them at the Sports Arena.

The size of the big parking lot at the convention site and the great number of buses it contained created problems for both drivers and passengers. A Supervisor stopped each coach as it entered the parking lot and advised its Operator to be sure not to unload passengers until he had parked his bus. By following this procedure, the Operator could tell his passengers as a group, before they alighted, the number of the coach and the number of the lane it was in.

SUPERVISORS MAKE RECORDS

As each bus was unloaded at the Sports Arena, the Supervisor in the area wrote down the name of the state painted on the coach's side banners, the number of the coach, and the lane in which it was parked. When all buses had been parked, this information was collected from each Supervisor and rearranged alphabetically by the name of the state. While delegates were in session, a Supervisor drove to Transportation Department headquarters, ran off 12 copies on a duplicating machine, returned to the Sports

(Continued on page 14)

CONVENTION BUSES parked near a large downtown hotel await their delegations. Charter Supervisor Frank J. Screech, striding along street, counts the buses.



Commendations

111 Employees Honored During Month of June

CONGRATULATIONS to the following 111 employees, who received commendations during the month of June:

OPERATORS

I. D. Addison, Division 4; L. O. Alexander, 4; W. A. Altemeier, 3; Louis Baca, 7; J. M. Baker, 20; Eugene Barnett, 5; N. P. Beauchamp, 8; T. F. Benedict, 4; D. E. Berry, 2; D. N. Biedenapp, 20; H. A. Brown, 2; Leary Brown, 2; Richard Burke, 8; W. E. Burris, 12; V. P. Childs, 20; Gus Cholas, 5; K. D. Christensen, 3; W. C. Clements, 12; H. C. Colberg, 3; A. O. Davila, 5; V. E. Delmar, 6; Theodore DeLora, 3; J. J. Dievers, 7.

H. J. Eddo, 8; Clifford Ellyson, 3; D. R. Erway, 9; Harvey Evans, 4; W. A. Felder, 4; J. D. Fenwick, 11; W. C. Fleming, 20; M. L. Fretwell, 5; Frank Gardner, 3; J. L. Gilmore, 3; D. L. Gladwell, 3; W. H. Gohn, 6; W. R. L. Goodman, 5; J. B. Haining, 2; R. D. Hamilton, 20; R. E. Hamilton, 3; J. M. Hardy, 20; J. D. Haymes, 3; T. P. Hervey, 2; P. B. Hill, 20; L. H. Hinkle, 7; L. M. Hobel, 4; H. S. Holcomb, 20; H. L. Hoover, 4; H. C. Hunten, 11; F. V. Hutchinson, 5.

L. J. Isidor, 12; R. E. Jackson, 5; T. R. Jobe, 2; J. R. Johnson, 12; O. F. Johnson, 2; Samuel Jones, 1; W. M. Jones, 5; L. E. Jepsen, 7; L. D. Jensen, 4; L. E. Jensen, 7; O. F. Johnson, 2; J. M. Kienegger, 8; Irene King, 5; S. A. Knight, 3; R. L. Koons, 20; O. N. Lee, 20; J. H. Livingston, 5; J. E. McGee, 20; P. L. McClellan, 1; O. D. Merrick, 5; M. A. Michael, 8; J. D. Mixon, 2; R. D. Moore, 11; W. M. Morgan, 12.

F. W. Nott, 3; J. O. Owens, 3; P. J. La Page, 12; H. V. Ray, 5; J. W. Reid, 7; A. L. Robinson, 5; E. W. Rodgers, 4; N. J. Ross, 20; D. L. Sanders, 4; M. J. Saniga, 7; Paul Schapiro, 7; Phillip M. Schaut, 20; Ann G. Schulz, 4; W. M. Schwer, 11; J. T. Seabron, 5; G. E. Serres, 9; E. T. Smith, 2; H. G. Smith, 3; J. B. Smith, 3; S. J. Smith, 4; W. P. Spendlove, 2; S. C. Swanson, 7; Edward Supplee, 4.

W. W. Tanner, 11; Chester Tarver, 9; F. W. Taylor, 5; E. P. Thommes, 11; L. E. Ventura, 3; R. D. Yahne, 8; D. J. Waite, 9; J. A. Warren, 8; Brooks Washington, 20; M. L. White, 3; E. D. Whiteside, 12; C. N. Wilcoxson, 3; W. H. Webb, 4; E. E.

T. W. Rodgers Chosen July Operator of the Month

THOMAS W. RODGERS, Division 2 driver who charms his passengers with a cheery "good mornin'!" delivered in a native Irish accent, won the courtesy award as Operator of the Month for July.



Thomas W. Rodgers

A group of his passengers on the Beverly Blvd. Line 44 wrote a letter to the Authority in his behalf listing ways in which his courtesy and good humor constantly manifest themselves. Enumerated were his cheery greeting, his willingness to "pause for a second or so" for late comers, his good humor regardless of pressures, and his ability, by exercising his "Irish blarney," to get people to move willingly to the rear of the coach.

"Many of us wait for his bus, because it is a pleasure to ride with him, and it puts us in a good mood for the day," said the letter.

Mr. Rodgers, who has been working for the MTA and its predecessors since 1955, came from Ireland to America in 1949.

"I believe all of us Operators can build good will by being friendly to passengers," said the Operator of the Month. "A happy greeting can mean as much to many people as buying them a breakfast."

Since June 19, date of the shake-up, Mr. Rodgers has been operating on San Pedro-South Figueroa St. Line 49.

Wright, 11; J. C. Wright, 20.

OTHER EMPLOYEES

Melba Sarris, Information Clerk.

"KNOWING'S NOT ENOUGH!"

Operators Praise Safety Film Shown at All Divisions

Long Beach Division Wins Film Attendance Record

THE YELLOW FLAG of caution and the fourimps took on new significance during the current safety campaign as Operators, Mechanics, and Clerks at all divisions viewed the safety film, "Knowing's Not Enough," during late June and early July.

"Viewers found the yellow flag being raised as a caution signal at an automobile race—but too late to prevent an accident brought about by the fourimps: Impatience, Impunity, Impulsive, and Improvising," commented Joe Prutsman, Safety Engineer.

"That yellow flag always needs to be raised in our minds early enough to prevent trouble."

Long Beach Division, with 100% of the division employees viewing the film, won the attendance record, although it was closely followed by Van Nuys Division with 99.4%.

Operators praised the film highly: "I feel well repaid for the time spent in seeing this picture."

"It sure makes you think."

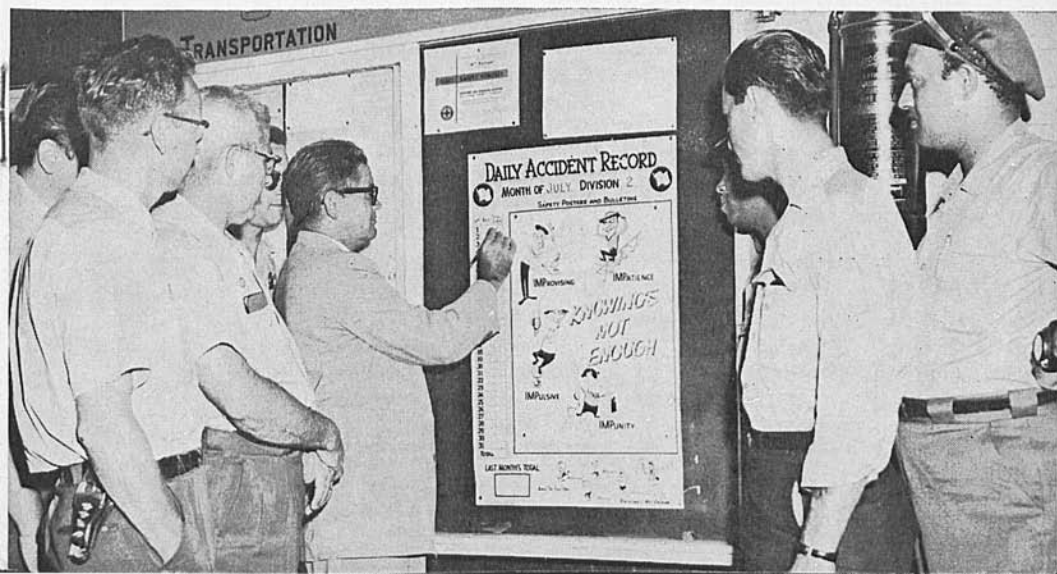
"Let's have more of this type of safety film."

"Needs a larger audience—nation-wide."

"On and off the job the yellow flag thought is a sure pay-off."

In many cases, families attended the showing of the film.

NEW CHART CARRIES SAFETY THEME — Group of Operators watch at Division 2 as their Superintendent, W. A. Ullrich, posts the daily accident record on a new-style accident calendar which became effective July 1 at all divisions. The chart is yellow, color of the yellow caution flag shown in the safety film, "Knowing's Not Enough." The lower border of the chart carries drawings of the fourimps, and there's space for safety posters.





KNOW YOUR MTA LOCATIONS*

Location 30

**Home of the Transportation Department,
The Special Agents Department, and
Division 20—MTA's One Local Rail Division**

NERVE CENTER of system operations of the Transportation and the Special Agents departments, and home of MTA's one local streetcar division, Location 30 is situated at 962 W. 12th Place, Los Angeles, close to the Harbor Freeway and just inside the Central Business District.

The largest and most westerly of the three large buildings on the property is headquarters for General Superintendent of Transportation George F. Goehler and his staff, Chief Special Agent Joseph Shafer and his staff, and the Transportation half of Division 20.

**First of a series of articles designed to acquaint employees with locations involving Transportation and Maintenance divisions on the far-flung MTA system. A location, as it is referred to in company mail rules, is any point on the system designated to receive company mail. It is selected because it is a center of company activity, such as a division, shop, office building, or terminal. Locations are numbered from 1 to 47. Location and division numbers coincide if mail is received at the same point. Location 1 is also Division 1, Location 2 is also Division 2. But Location 14 is not Division 14; it's the South Park Shops. There is no Division 14. Location 30 and Division 20, though both are at 962 W. 12th Place, have different receiving points for company mail.*

The word "location" is also loosely used to refer to a specific area of MTA activity. It is in this sense that THE EMBLEM will use the word.



VIEW OF LOCATION 30 — Left half of photo shows the streetcar yard at Pico Blvd. and Georgia St.; right half shows principal buildings. From left, buildings are Maintenance, Substation, and Transportation. Building in lower right foreground partially blocks out view of Transportation Building. Harbor Freeway is at right, just out of picture. Georgia St. is at left of yard, along line of buildings. Photo looks south across 12th Place.

The second of the cluster of buildings houses one of the larger (3500 kilowatts at 600 volts) substations maintained by the Electrical Department.

The third and most easterly building is for streetcar maintenance.

In the Transportation Department's general offices are to be found, in addition to Mr. Goehler, Assistant General Superintendent Jack Stewart, Superintendent of Schedules and Statistics David S. Coburn, Staff Assistants Ralph E. Costello and W. J. ("Jack") Gerhardt, Chief Supervisor and Dispatcher Carl E. Carlson, Chief Instructor Marvin J. Storer, Chief Stops and Zones Representative Clyde E. Forkner, Charter Equipment Super-

visor Frank J. Screech, Chief Clerks A. J. Brehm and Lonnie A. Campbell, and a number of Clerks and Stenographers.

Working wholly within this building are two Transportation Department branches with system-wide functions. These include:

The Dispatcher's Office, where eight Radio Dispatchers, working in staggered shifts, keep a 24-hour vigil over system operations; and —

The Schedule Department's Transportation Statistics section, under Supervisor of Transportation Statistics Fred W. D'Arcy.

Including only those who work directly in the Transportation Department offices in this building, execu-

JOSEPH SHAFER
Chief Special Agent
Special Agents Department

J. M. McKEVITT
Division Superintendent
Transportation Div. 20

WHEELER F. ELLIS
Division Superintendent
Maintenance Div. 20





TRANSPORTATION DEPARTMENT HEADS — General Superintendent George F. Goehler, right, and his staff. From left, seated are Chief Supervisor and Dispatcher Carl E. Carlson, Chief Instructor Marvin J. Storer, Assistant General Superintendent Jack Stewart, and Superintendent of Schedules and Statistics David S. Coburn; standing are Chief Clerk Albert J. Brehm, Chief Stops and Zones Representative Clyde E. Forkner, Supervisor of Transportation Statistics Fred W. D'Arcy, and Staff Assistants W. J. ("Jack") Gerhardt and Ralph E. Costello. Inset is Charter Equipment Supervisor Frank J. Screech, who recently moved to Location 30.

tives and other personnel number 52. There are 124 other Transportation Department employees of other than division status whose headquarters are here, but whose work is elsewhere. These include 50 Line Supervisors, 24 Instructors, 15 Traffic Checkers, and 26 Flagmen.

On the first floor of the Transportation Building is Division 20, the only local streetcar division on the system. In charge of the work of 268 Operators, six Switchmen, seven Division Clerks, a Stenographer, and a Janitor are Transportation Division Superintendent J. M. McKevitt and his Assistant Superintendent, J. M. Fagan.

West of Georgia St. between 12th St. and Pico Blvd. is the division rail yard, home of 164 PCC cars operating on five lines—"J," "P," "R," "S," and "V."

To maintain these cars is the duty

of Maintenance Division Superintendent Wheeler F. Ellis and his staff of 50, including three Foremen, one Leadman, 27 Mechanics, a Painter, 15 Car Cleaners (of whom seven are women), two Janitors, a Shop Clerk, and a Storekeeper (the last being under the jurisdiction of the Purchases and Stores Department).

Maintenance operations are carried on in three shifts, with much of the work being done seven days a week.

The day shift, under Foreman J. H. ("Hughie") Lendy and Leadman Clifford C. ("Dan") Parker, inspects the rail cars on a regular mileage basis, Monday through Friday. Wreck repairs, when needed, are done on this shift seven days a week.

The swing shift, under Foreman Norman White, performs all lubrications, also on a regular mileage basis, Monday through Friday.

The night shift, under Foreman

George Smith, inspects and repairs trolleys and makes safety inspections seven days a week.

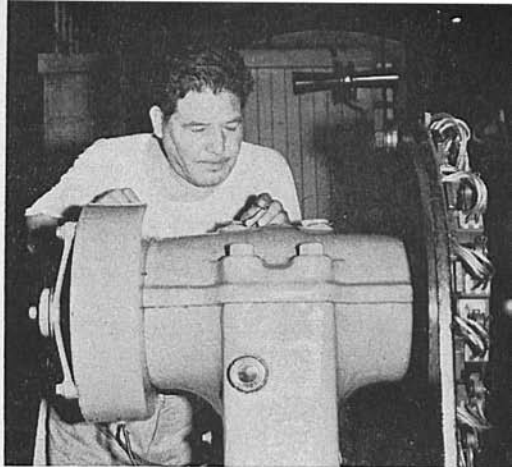
All shifts make running repairs every day of the week. Units needing repair are replaced and sent to South Park Shops for overhaul.

Every night a crew of seven women Car Cleaners sweep and dust the cars. Scrubbing of exteriors and interiors is done by men Car Cleaners on the day shift. The washing of windows is a daily task divided between men and women.

Security for the entire system is controlled from the Chief Special Agent's office. Two Clerks help Mr. Shafer with office routines. The Special Agents are on the go in four counties protecting the property, equipment, and personnel of the MTA.

"As at all locations, cooperation among all departments at Location 30 is and must be continual and close," pointed out Assistant General Manager M. Edwin Wright.

"The Transportation Department must—and does—keep Maintenance informed in advance of special equipment needs so that streetcars may be ready. Maintenance must—and does—keep Transportation informed as far ahead as possible of inspection and



SUBSTATION OPERATOR Robert Fierro, regular day man in the substation at Division 20, checks the oil rings that lubricate the bearings of a big rotary converter.

repair schedules, so that problems of equipment supply may be solved in advance of need.

"A similar degree of cooperation must—and does—exist between the other departments represented at this point—Electrical, Special Agents, and Purchases and Stores.

"This location is one of the many of which I am very proud," Mr. Wright concluded.

(Next location: Division 12, Long Beach).

In Memoriam

THE EMBLEM records with regret the death of the following:

James J. Adams, 58, Ticket Clerk, Transportation Department; June 24; service from 1920. Survived by his daughter, Mrs. Barbara A. Meza; and son, Donald J. Adams.

William A. Chase, 41, Power Supervisor, Electrical Department; July 23; service from 1958. Survived by his wife, Susann.

Edward C. Graham, 52, Foreman, Maintenance Department; July 5; service from 1930. Survived by his wife, Runa.

Phil H. Kelley, 71, retired Flagman, Transportation Department; June 19; service, 1919-1955.

Edward C. Secrist, 81, retired Motorman, Division 4; June 25; service, 1911-1944. Survived by his daughters, Mrs. Marie Barnes and Mrs. Martina Thomas.

Paul G. Tupper, 51, Foreman, Electrical Department; June 30; service from 1936. Survived by his wife, Edith.

Mario E. Zenier, 50, Operator, Division 20; July 7; service from 1951. Survived by his wife, Emilie.

Gilliss Praises Employees

(Continued from page 7)

Arena, and distributed a copy to each Supervisor, who could thus inform any delegate as to the location of any MTA charter bus bearing the name of a state.

It was necessary to provide extra supervision for the augmented service on regular lines serving the Sports Arena. Additional extra supervision was also entailed at other points because the convention brought about increased riding during the week to many other places of interest such as Hollywood Park and Hollywood Bowl.

A special MTA information booth, manned each convention day by an Information Operator, was set up just outside the main entrance to the Sports Arena. In addition to dispensing verbal information to all who made inquiries, the Information Clerk gave out timetables, system maps, the new MTA Fun Tours brochure, and various take-one folders.

MECHANICS STAND BY FOR CALL

In order to provide equipment for the charters, 71 coaches were pulled out of storage and serviced by the Equipment Maintenance Department. MTA Mechanics installed two state banners on each coach.

Each day, a special Mechanic stood by for emergencies at the Beverly Hilton, the Statler, and the Sports Arena. Extra men were also assigned to Macy Garage, where 50 of the convention coaches were kept.

At the close of the convention, Maintenance men removed the state banners and put the 70 coaches back in storage.

Transportation service to the Democratic National Convention was described by the Executive Director as "the largest weekday movement of public transit passengers in Los Angeles in recent years."

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder during the period from June 15 through July 13:

James F. Hall, from Extra Assistant Service Director and Operator to Assistant Service Director, Division 11, July 3. Employed October 14, 1953.

John F. M. Kobler, Jr., from Supervising Tabulator Machine Operator to Schedule Analyst I, Division 99, July 3. Employed February 21, 1957.

Amador A. Walters, from Substation Operator, 1st Class, to Power Supervisor, Electrical Department, July 3. Employed June 5, 1947.

Farrell D. Webb, from Leadman to Foreman, Electrical Department, July 3. Employed October 3, 1946.

F. H. Markley Appointed Asst. Electrical Supt.

THE PROMOTION of Frank H. Markley from the post of Electrical Engineer to that of Assistant Superintendent, Electrical Department, was effective July 3.



Frank H. Markley

Mr. Markley began his transit career with the Los Angeles Railway as Equipment Instructor, Mechanical Department, in 1938, and rose to the position of Assistant Superintendent of Car Houses in 1941.

In 1945 he transferred to the Pacific Electric Railway as Equipment Engineer. Five years later he was appointed Superintendent of Rail Equipment and Maintenance and Superintendent of the Torrance Shops.

When Pacific Electric sold its passenger service to Metropolitan Coach Lines, he became MCL's Assistant Superintendent of Equipment, and held the position during that company's entire existence, 1953-1958.

Switching at Division 20

BACKING A CAR into the Pico and Georgia Yard at Division 20 are Switchmen Ralph L. Wilson, holding switch chain; and David Cole, holding trolley rope. Inside the car is a Mechanic, Jim Adams, who has brought the car around from the shop, where it was being serviced.

Mr. Cole holds the trolley rope in order to keep the trolley from leaving the wire as it backs through the several frogs. In this photo, the trolley has nearly reached a frog—a grooved device which will automatically carry the trolley shoe on the trolley pole from a trolley wire in a straight line to a trolley wire in a curved line, or vice versa, if and when the car takes a curve in forward motion.

Cars are backed in rather than headed in so that they can leave the yard more readily when needed for scheduled service.

For general story on Division 20, see page 10.

Retirements

FAREWELLS have been said to three retiring employees since publication of the retirement list in the June EMBLEM. All three employees are Operators with service dating back to predecessor companies of MTA.

Retiring between June 16 and July 13 were:

George M. Dickson, of Division 8 (Van Nuys), with over 32 years of service ending July 11.

Edward G. Erickson, of Division 13 (Riverside, which is under the jurisdiction of Division 9, El Monte), with over 38 years of service ending July 6.

T. R. Sparkman, of Division 6 (Ocean Park), with nearly 18 years of service ending July 6.

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Governor of California

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• • •

C. M. GILLISS
Executive Director





FUNLAND TICKET CENTER at 6th and Main Sts. — 1960 version.

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

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