

The



Emblem

76-32

JUNE, 1960



Cover story, page 15

- Supervisors Keep MTA Service on Schedule
- Gilliss Supports Federal Bill to Aid Transit
- Funland Promotion

They Keep MTA Service ON SCHEDULE

**59 Line Supervisors, Chosen for Ability
To Handle Traffic Problems, the Public,
And 2800 Operators, Work the MTA System**

IF IT WERE up to you to keep the MTA service running, what would you do if the news reached you that:

—An Operator on the last run to San Bernardino had suddenly become ill at Ontario enroute?

—An accident on the freeway had delayed 14 Operators deadheading from El Monte on the same bus and bound for Macy Garage to pick up coaches for p.m. service?

—An evening Dodger game at the

SCHOOL'S OUT! — Supervisor Niles E. Cole, standing, left center, shown supervising the loading of buses at Audubon Junior High School in the Leimert Park area. At the close of each school day he directs the loading of 10 MTA buses at this location.





BREAKING IN—With long experience on the system, Supervisor D. L. Davidson (at wheel) gives Extra Supervisor R. K. Davis some pointers about operation in San Gabriel Valley.

Coliseum had ended at 1:00 a.m. after running into several extra innings? Some of the Operators detailed to handle the home-going fans had been marked up for 6:30 a.m. service. Rules require that they have eight hours off.

"These are a few of the many types of service problems that confront all line Supervisors daily," stated Assistant General Superintendent Jack Stewart. "If a man can supply a workable answer to them in a reasonably short time without getting upset; without causing tempers to be lost among Operators, supervisory personnel, and the customers upon whose good will we depend; with a minimum of interruption to the regular service—in such a case, perhaps that man is potential supervisory material."

Working under Chief Supervisor and Dispatcher Carl E. Carlson, Assistant Chief Fred Busse, and Senior Supervisor and Dispatcher George Boos are 59 Line Supervisors who were appointed to their positions because the Transportation Department

executives had watched their work as Operators and felt that these men had the qualifications needed — that they *could* satisfactorily answer such questions as those listed above.

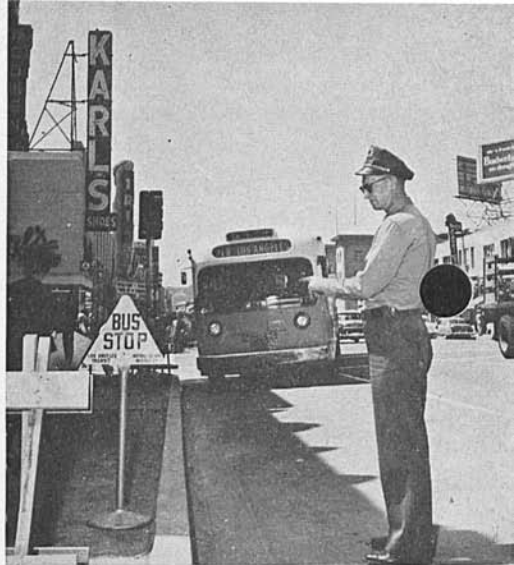
HOW IS A SUPERVISOR SELECTED?

"A Supervisor is selected on the basis of his knowledge of the system, his record as Operator, his qualities of leadership, his education, his ability to get along with others, his ability to adapt himself to change, and his willingness to work irregular hours," pointed out Mr. Stewart, himself a former Supervisor.

"One of the important qualities of a good Supervisor is his willingness to admit that he doesn't know all the answers," Mr. Stewart continued, "even though such knowledge is part of his job responsibility. It takes a real man to tell an inquiring Operator, 'Bill, I ought to know the answer, but I don't; and I'd rather not mislead you by giving you a wrong answer. I'll find out and let you know.'



FOOT SUPERVISOR Cyril L. ("Ted") Gaul has spent 16 years checking the on-time performance of all lines going through the intersection of 7th and Los Angeles Streets, and helping Operators when need arises.



GUIDING an Operator to a temporary far-side stop on Hollywood Blvd. is Supervisor Harold Anderson, specially posted at this point to do so. He also makes sure prospective passengers know where to await buses.

They Keep MTA Service On Schedule

"The minute a man is appointed Supervisor he takes an important step. He has been one of the men; now he becomes one of the management team. Before the appointment is made, we must feel confident that he is able and willing to make such a step."

JUST WHAT DOES A SUPERVISOR HAVE TO DO?

Mr. Carlson pointed out that there are three groups of Supervisors: those who operate radio cars, those who supervise on foot, and those who work in both capacities. In addition, there are 10 Extra Supervisors. These are Operators who have qualified or are qualifying as Supervisors, and may be used for special events, vacation relief, or sick relief.

The following are a few of the duties mentioned by Mr. Carlson:

The Supervisor:

Checks on the maintenance of schedules by Operators.

Determines causes of disruptions to scheduled service and takes corrective action.

Keeps Operators informed of all operation and street conditions, particularly hazards, which need special attention on their part.

Supervises relationships between Operators and the general public.

Assists Operators with respect to change, tickets, transfers, etc., when necessary.

Keeps currently informed of all matters relating to routes, fares, and transfer privileges.

Cooperates with representatives of police, fire, and other city departments

in handling traffic tie-ups, accidents, special routings, etc.

Cooperates with maintenance service crews in handling equipment failures or damaged equipment.

Observes adequacy of scheduled service and recommends adjustments.

WHAT ABOUT TRAINING?

"After the preliminary selection, the prospective Supervisor undergoes a six-months period of training," stated Mr. Carlson. "He breaks in on all districts under a regular Supervisor, and periodically takes written and oral examinations to determine his ability to grasp and retain instructions.

"It takes five years to make a good Supervisor, but we can usually determine within a short period whether or not a candidate possesses the necessary aptitude."

"It should be encouraging to our Operators to know that Supervisors are selected from the ranks of our own men," the Chief Supervisor pointed out. "Persons brought in from the outside to fill a position as Line Supervisor could not possibly have the knowledge of the MTA system that our Operators have."

WHAT'S ATTRACTIVE ABOUT A SUPERVISOR'S JOB?

"I make many more decisions than I did as an Operator—and I like doing so," said Extra Supervisor R. K. Davis. "As long as the work is done correctly, I'm left pretty much on my own. Also, working extra as I do, I get a chance to improve my knowledge of the districts."

Said Supervisor Niles E. Cole, who has spent 24 years of service in his present capacity: "It doesn't get monotonous—I'm on the go all the time."

Cyril L. ("Ted") Gaul, who has spent 16 years as Supervisor on the corner of 7th and Los Angeles Sts. handling both rail and bus service, said: "When service breaks down, my job here is a challenge because it's up to me to get the cars back on schedule. When I've done that, I feel a sense of satisfaction and accomplishment."

"In their everyday work, as well as in emergencies, our Supervisors are invariably dependable, responsible, and level-headed," Mr. Stewart said in conclusion. "We believe our staff is second to none, and we are proud of them."

WEEK-END SERVICE to a gala event at the Sports Arena (in background) is discussed by Senior Supervisor George Boos, left, and Supervisor Albert L. White.



CHIEF SUPERVISOR C. E. Carlson, left, discusses with Hollywood Police Sergeant J. M. Thompson the diversion of bus traffic during the Academy Awards program in April.



Long Beach Parade Requires —

SERVICE CHANGES



WHEN a parade along Ocean Blvd., Long Beach, interrupts MTA rail service, special coaches are provided to transfer rail passengers (picture below) around the parade. In photo at left, Supervisor Ray M. Hightower, left, in advance of train arrival explains to E. A. Cure, Operator of coach waiting for train at 15th St. and American Ave., route to take into Long Beach. Mr. Hightower also flags train and holds back traffic during the transfer of rail passengers.



AT OCEAN AND PACIFIC, near parade route, Assistant Chief Supervisor Fred H. Busse gives further instructions to Operator of coach which has brought passengers from train.





FAREWELL CARD is handed by Operator George W. ("Lucky") Lautenschlager to Mrs. Lola A. Bannon on her last day as a regular commuter on his Balboa Line Schedule. She is carrying gifts showered on her by passengers on the inbound trip.

ON BALBOA LINE

Retiring Commuters Feted

BY COINCIDENCE, two Balboa Line Operators carried two long-time commuters on their last home-to-work rides on Tuesday, May 31.

Operator G. W. ("Lucky") Lautenschlager and the passengers on his schedule reaching Los Angeles at 7:11 a.m. gave farewell gifts to Mrs. Lola A. Bannon, of 209 Ninth St., Huntington Beach, in the course of her last in-bound ride to work after 12 years as a commuter between that city and Los Angeles. She was to retire that day as a documents examiner for the Federal Housing Administration.

On his schedule arriving at 8:26 a.m., Operator J. E. Beardsley and his passengers made a festive occasion of the final inbound ride of Mrs. Evelyn Gallagher, of 4122 E. Centralia St., Lakewood. After commuting for some eight years between her home and Los Angeles, she was to retire from her position as clerk for an insurance company.



ANOTHER FAREWELL—On a later Balboa Line schedule, Operator J. E. Beardsley hands Mrs. Evelyn Gallagher down from the bus as it arrives in Los Angeles. It was her last inbound trip as regular commuter.

Gillis Testifies in Support of Federal Bill to Aid Transit

Measure Shows Congress Aware of Transit Problems, He Tells Senate Subcommittee in Washington, D. C.

TO TESTIFY in support of a Senate bill proposing a \$100,000,000 Federal Loan fund to assist in the planning and building of transit facilities in the U.S., Executive Director C. M. Gilliss traveled to Washington, D.C., on May 24. Speaking before the Housing Subcommittee of the Senate Committee on Banking and Currency, he said:

"The significance of the bill lies in the recognition by the Congress that transit is one of the keys to the orderly development, or redevelopment, of the nation's headquarters cities," he stated.

"We in Los Angeles are attempting to find a system that can be financed with revenue bonds, although to many such financing appears to be highly unlikely. Certainly Federal partnership in one of several ways would help materially," Mr. Gilliss continued.

In his testimony, he pointed out the tremendous size and growth of the area served by MTA, the history and the great scope of our operations, the increase in traffic congestion despite "the finest system of highways and freeways in the United States," and MTA's efforts to solve transportation problems by planning "a fast, convenient, and modern rapid transit system."

He said: "Los Angeles could certainly use some study or planning money and perhaps could qualify under this bill. But when we get down to the problem of building even a primary system of mass rapid transit in Los Angeles, we are speaking about

a project twice as costly as Hoover Dam.

"If Los Angeles were ready to build today its rapid transit system, the reasonable share it could expect from this \$100,000,000 might well be eaten up in the rising costs during the few months necessary for this bill to pass and for our application to be approved."

Other pertinent points in his testimony follow:

* * *

"The MTA meets its obligations through money deposited in the fare-box. It has no recourse to taxes. It has no subsidies. It is exempt from property taxes, but pays fuel tax."

* * *

"In Los Angeles we believe we are doing every possible thing toward achieving a solution to our transportation problem. We have the cooperation and understanding of the highway and planning groups."

* * *

"It has been said that the metropolitan areas of the United States cannot afford a modern mass rapid transit system. It can just as reasonably be said that the metropolitan areas cannot afford *not* to have an up-to-date mass rapid transit system. No one can calculate the man hours, equipment time, and delay to commerce occasioned by the traffic jams on the nation's highways. Certainly the aggregate cost of these delays would quickly buy the relief that an adequate mass rapid transit system offers."

Commendations

102 Operators, Others, Honored in April

CONGRATULATIONS to the following 102 employees, who received commendations during the month of April:

OPERATORS

E. A. Abbott, Division 3; S. M. Alexander, 3; N. E. Arendall, 9; Albert Armelin, 4; A. J. Arnone, 3; W. R. Ashton, 5; H. E. Bailey, 3; Roscoe Baker, 2; F. H. Belk, 11; T. F. Benedict, 4; G. P. Bennett, 2; R. A. Biggs, 7; J. C. Boyer, 7; M. R. Bragg, 4; A. R. Brown, 4; J. J. Buckley, 20; O. C. Buckner, 5; C. T. Burris, 4; H. N. Chambers, 9; G. K. Copenhaver, 7; D. C. Cridell, 11; J. M. Culbreath, 5.

T. R. Duarte, 1; O. A. Earnhart, 12; E. E. Eaton, 5; M. L. Eaton, 8; E. E. Feb, 2; C. M. Foxworth, 5; M. J. Frankson, 20; A. M. Garcia, 3; D. L. Gladwell, 3; E. L. Goebel, 9; Osman Gonzales, 20; D. G. Gould, 6; W. J. Green, 3; Hyman Grossman, 4; L. M. Hamilton, 2; R. J. Hennessy, 12; John Hensley, 20; Walter Howell, 4; F. V. Hutchinson, 5; B. W. Jenkins, 4; L. D. Jensen, 4; J. R. Johnson, 12; C. E. Jones, 11.

F. O. Kenschaw, 4; W. C. Klentscky, 4; J. O. Koonty, 20; J. E. Kresge, 2; D. A. Lackey, 6; J. J. LaFond, 4; A. H. Lester, 2; J. E. Lewis, 11; S. J. Lillis, 9; G. S. Mattern, 2; F. L. Mauldin, 11; M. W. McBrayer, 9; Willie McCoy, 3; J. W. McCullough, 2; R. T. Miller, 4; J. L. Neander, 2; F. L. Nuzum, 9; A. C. Panzariello, 7; F. A. Peters, 7; Leonard Prenselaar, 6; R. L. Pruitt, 2.

J. C. Ripley, 4; J. F. Rondel, 7; C. W. Roux, 3; W. E. Rush, 20; M. J. Saniga, 7; P. N. Schmidt, 2; Ann G. Schulz, 4; R. P. Schumann, 3; D. T. Scoggins, 7; J. T. Seabron, 5; F. R. Seddio, 9; O. V. Selig, 9; G. E. Serres, 9; F. L. Shea, 3; Bernard Sherman, 8; R. V. Simmons, 3; A. L. Stephens, 2; L. V. Still, 11; P. W. Stringer, 7; W. G. Suey, 4; S. C. Swanson, 7; T. L. Sykes, 7.

W. W. Tanner, 11; Marie Thompson, 3; W. B. Tibbs, 20; C. P. Wagner, 3; L. S. Warner, 8; W. S. A. Weary, 4; A. R. Wilmeth, 5; F. D. Wilson, 4; M. F. Wiltgen, 4; J. W. Winston, 5; J. E. Wise, 7; T. J. Zito, 6.

OTHER EMPLOYEES

D. P. Quiring, Service Director; Bess Seaman, PAX & Information Operator.

Gus Cholas Selected May Operator of the Month

AN ACT OF COURTESY to an elderly pedestrian won Gus Cholas, of Division 5, the title of Operator of the Month for May.



Gus Cholas

According to the letter of commendation on which the selection of Mr. Cholas was based, an elderly woman was vainly attempting to halt automobile traffic so that she could cross a busy thoroughfare in Eagle Rock. Seeing her plight, the Operator stopped his bus, got out, and guided the woman safely across the street.

An Operator since 1947, Mr. Cholas first operated streetcars on the Eagle Rock-Hawthorne Line 5 and now drives buses on the route. He works a night run.

With his wife, Matilda, and eight-year-old son, Stephen John, he lives in Hawthorne, where his hobbies are taking care of his home and reading.

The jury which selected the May Operator of the Month consisted of three members of the El Segundo Chamber of Commerce. They were Lucille Newton, Publisher of the El Segundo Herald; Robert L. Woods, Power Consultant for the Southern California Edison Co.; and Frank Reid, Executive Manager of the Chamber.

A \$50 award from the Authority accompanies the Operator of the Month title.

On Their Way Up

CONGRATULATIONS to the following employees, who stepped up the ladder between March 1 and May 15:

Lloyd H. Brugman, from Division Clerk to Assistant Division Superintendent, Division 4, April 3. Employed Oct. 31, 1935.

Marjorie I. Burke, from Steno-Clerk, Transportation Department, to Secretary I, General Manager's office, March 11. Employed April 21, 1958.

Robert V. Bustos, from Mechanic C to Switch Repairer, 2nd class, Electrical Department, April 27. Employed May 19, 1956.

Arthur G. Evans, from Supervising Service Director, Division 11, to Assistant to Chief Instructor, March 27. Employed Feb. 1, 1956.

"D" "A" Fox, from Extra Instructor and Operator, Division 11, to Instructor, April 3. Employed Jan. 1, 1953.

Thomas N. Fujioka, from Mechanic B to Mechanic A, Division 14, April 24. Employed Nov. 7, 1956.

Mathew H. Harris, from Mechanic C to Mechanic B, Division 14, March 27. Employed Jan. 11, 1954.

Arthur M. Issoglio, from Print Shop Clerk to Varitype Operator, April 4. Employed Jan. 28, 1959.

Billy M. Johnston, from Mechanic B to Mechanic A, May 8. Employed May 1, 1958.

John Larrabee, from Varitype Operator to Varitype Layout Operator, Schedule Department, March 22. Employed Sept. 17, 1946.

Shirley L. Linder, from Schedule Typist to Stenographer, Schedule Department, March 9. Employed Feb. 9, 1959.

Harvey S. Lindley, from Foreman to Emergency Repair Foreman, Way and Structures, April 11. Employed Nov. 13, 1928.

Juan G. Martinez, from Laborer B to Laborer A, Electrical Department, May 9. Employed May 28, 1951.

George F. Mutton, from General Clerk to Print Shop Clerk, Transportation Department, April 18. Employed July 9, 1942.

Virginia C. Reczek, from Assistant Insurance Clerk to Pension and Insurance Clerk, Personnel Department, May 2. Employed Oct. 27, 1958.

Kenneth B. Sagataw, from Schedule Typist, Schedule Department, to Junior Stock Clerk, Purchases & Stores Department, March 13. Employed Oct. 17, 1958.

Albert R. Sampson, from Mechanic C to Mechanic B, Division 14, April 10. Employed June 12, 1956.

Eugene R. Schaffer, from Division Clerk to Supervising Service Director, Division 11, March 27. Employed Jan. 12, 1954.

Rose A. Showers, from Pension and Insurance Clerk to Salary Process Recorder, Personnel Department, May 1. Employed Dec. 1, 1947.

Andrew P. Shubin, from Mechanic B to Mechanic A, Division 4, March 13. Employed May 3, 1951.

Florence Stockdill, from Steno-Clerk, Transportation Department, to Secretary II, General Manager's office, March 13. Employed Oct. 3, 1941.

Dorothy Mae Styffe, from PAX Operator to Instructor-Supervisor, Information-PAX Bureau, March 6. Employed May 25, 1954.

Edward A. Tarantino, from Kardex Clerk to Key Punch Operator, Purchases and Stores Department, May 2. Employed June 24, 1958.

Rumaldo M. Tellez, from Switch Repairer 2nd class to Switch Repairer, 1st class, April 14. Employed April 1, 1921.

Farrell D. Webb, from Mechanic A to Leadman, Electrical Department,

A SHEAF of stencils she will run on her duplicating machine is held fan-shape by Cecelia Kael, Accounting Division.



EMPLOYEE PORTRAIT

(First of a series)

Cecelia Kael

Clerk, Accounting & Financial Division

"THAT TITLE really doesn't explain what I do," says Miss Kael, who runs several duplicating machines in the General Accounting room on the ninth floor of the Transit Authority Building.

"My biggest job is to prepare copies of news releases for the Business Development and Information Division; minutes of the Authority meetings for the Authority Secretary, Virginia Rees; financial statements for the Accounting Divisions; bulletins for the company bulletin boards; notices of job bids for the Personnel Department; notices for retired employees; letters; and other items that come up from time to time.

April 1. Employed Oct. 3, 1946.

Terrell R. Williams, from Print Shop Clerk to Junior Multilith Operator, Transportation Department, April 17. Employed March 4, 1956.

Willard G. Zillig, from Switch Repairer, 1st class, to Track Foreman, Way & Structures Department, April 11. Employed June 8, 1935.

"One of my recent jobs was duplicating the clerks' labor agreement. That ran to 37 pages, which had to be gathered and stapled. It was a rush job. I used almost 25,000 sheets of paper.

"When someone asks for an exact duplicate of a letter, claim, complaint, or other document, I copy it by a facsimile process. It's a slow procedure, because each copy is done by hand.

"When duplicating work is light, I ask for typing, which usually consists of invoices for charter orders and other special services rendered by the Authority."

Black-haired, blue-eyed Miss Kael, who started work for the Authority in July, 1959, has numerous leisure-time interests. A lyric soprano, she takes voice lessons twice a week in hope of becoming an opera singer. Every Wednesday night she goes horseback riding. Reading novels is one of her enthusiasms — she recently enjoyed Pasternak's *Dr. Zhivago*. She also reads—and writes—poetry.



"LET'S GO PLACES WITH MTA!" says smiling Secretary Gae Hansen, of the Business Development and Information Division, as she prepares to mail out Funland publicity.

Funland Via MTA

**"Do-It-Yourself" Tours Booklet, Ads, Funland Map,
Other Means Used in Promotion to Attract Tourists,
Convention-Goers, Residents to MTA Service**

"LET'S GO PLACES with MTA" is the slogan for a new Funland promotion to be inaugurated early in July by the Business Development and Information Division.

It is designed to attract residents of Southern California as well as tour-

ists, and to promote travel on MTA routes in off-peak hours.

A special feature of this year's promotion will be a "Do-It-Yourself Fun Tours" brochure printed in two colors. This booklet describes ten tours to points of interest in different areas

which may be reached by regular MTA service and at regular fares.

Other items of the Funland promotion campaign:

1. A new Funland Map (see cut) will be run in metropolitan and suburban newspaper advertisements, on inside car cards, and in a take-one folder.

2. A display of gaily colored banners and pennants in the waiting room at the Sixth and Main Sts. station will call attention to a Funland Ticket Center like last year's.

3. Advertising MTA service to Funland, a series of more than 250 thirty-second radio spots will begin June 20 over eight stations and continue for eight weeks.

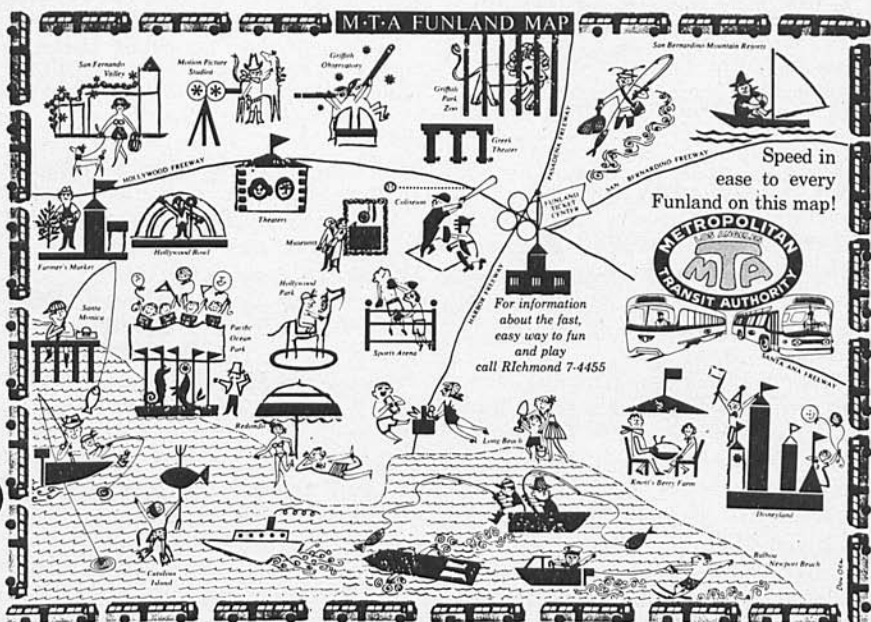
4. A revised edition of the system

map, "Guide for Going Places," will be available to the public.

5. Three take-one folders—one describing MTA service to Disneyland and Knott's Berry Farm, one describing service to Catalina and Pacific Ocean Park, and the third describing service to Hollywood Bowl—will be issued.

6. Five hundred cardboard timetable racks, covered with fluorescent red paper printed with the "Let's Go Places with MTA" slogan, have been designed for special use at conventions, travel bureaus, hotels, and ticket agencies.

The success of last year's Funland campaign gained the notice of the American Transit Association and brought in several requests for information from transit companies in Canada and various parts of the United States.



FUNLAND MAP that will be used in promotional material this summer.

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between April 18 and May 13.

ACCOUNTING & FINANCIAL

Temp. Key Punch Operator: Mary Katherine Russell.

ADMINISTRATIVE

Temp. Matron: Tiny Mae Malone.
Temp. Secretary: Joyce Y. Tsai.

EQUIPMENT MAINTENANCE

Mechanic "A": Manuel H. Waldschmidt.
Mechanic "B": Phil Aragon, John Charles Evans, James Clinton Hayes, Maurice R. Krol, Elias Serrano.
Utility "A": Arthur H. Garcia, George Maurice Portier, David Milton Sheppard, George Washington.

PERSONNEL

Secretary I: Cathryn P. Walford.

TRANSPORTATION

Information Clerk: Charlotte M. Maguire.

Operators: Henry Charles Abston, Division 3; Joseph Appling, 3; Lee E. Bailey, Jr., 3; Bert Willis Baker, 8; Eugene Barbee, 4; Frank Paul D'Amico, 8; Glen Dee Files, 8; Walter Elgin Graves, 4; Paul Edward Hanson, 8; Robert Wayne Hays, 3; Easton Bernard Helms, 4; Earl L. Hogan, 4; Norman Clyde Hope, 12; Frank Ralph Howard, 4; Aaron J. Jeffries, 33; Willie Frank Johnson, 3; Richard T. Koenig, 7; John H. Kosman, 12; Frasier L. Lawson, 4; George Leonard, 4; Fred Huelyn Massey, 7; Joseph F. McDonald, 7; William Frank Morris, 33; John Albert Owens, 33; Allan R. Pavlovich, 4; Hisanobu Sakahara, 20; Harold Le Roy Spooner, 4; James Robert Talbott, 8; Paul E. Taylor, 1; Johnnie L. Thompson, 5; Wayne E. Van Tuinen, 8; George F. Vogel, Jr., 4; Robert Webb, 4.

In Memoriam

THE EMBLEM records with regret the death of the following:

Edward C. Cotterly, 62, Operator, Division 5; May 22; company service from 1929. Survived by his wife, Merle.

Melbourne J. Frankson, 50, Operator, Division 20; May 22; company service from 1939. Survived by his wife, Bernita.

Retirements

THE BEST WISHES of all accompany the following employees who have retired since the publication of the last retirement list in the March EMBLEM.

Axel E. Weberg, Electrical Foreman, with 39 years of service, leads the group in seniority. He retired April 1 after employment dating from April 22, 1921.

Henry G. Barton, Ticket Clerk, Sixth and Main Sts., who retired Feb. 28 after nearly 17 years of service.

Aaron Cowen, Operator, Division 7, April 21; 34 years of service.

Ray L. ("Sunshine") Eastham, Tic-

ket Clerk, Sixth and Main Sts., March 1; over 34 years of service.

Melzer L. Grabam, Leader, Equipment Maintenance Department, April 1; over 25 years of service.

Earle E. Johnson, Operator, Division 20, March 31; over 36 years of service.

Virgil G. Miller, Operator, Division 9, March 14; over 36 years of service.

Bonnie Wells, Operator, Division 11, April 1; nearly 38 years of service.

William H. West, Operator, Division 9, March 14; over 36 years of service.

Gladys E. Witmer, Cash Receiver, Sixth and Main Sts., March 17; over 17 years service.

OUR COVER

Supervision Via 3 Wheels

SPECIAL INSTRUCTIONS about picking up passengers to the race track are given by Supervisor Robert A. Bauer, on three-wheeler, to Operator Alfred Rappaport, as the latter waits in bus line-up at Temple and Hope Sts. for signal to leave.

Departing from this point each Saturday, buses on Line 57 pick up passengers in the downtown area and take them to Hollywood Park.

Supervisor Bauer, with 11 years of service, regularly works the downtown area on the three-wheeler, which is used because of its great maneuverability in traffic. His territory during the week is from Seventh St. to Sunset Blvd., and from Alameda St. to Alvarado St. On Saturdays his southern limit is extended approximately to Pico Blvd.

Mr. Bauer is the son of A. R. Bauer, who retired as Clerk at Division 2 last April after 33 years of service.

DMJM Report to Be Given At Civic Luncheon June 27

RECOMMENDATIONS of MTA's consulting engineers for a rapid transit system will be presented to the Authority June 27.

A special meeting of the Authority will be combined with a civic luncheon at the Ambassador Hotel on that day so that civic and business leaders may also hear the report from the consulting firm of Daniel, Mann, Johnson & Mendenhall.

The report will include recommendations for the type of system and locations of lines and stations. Cost estimates will also be given.

The Emblem

Vol. 2 June, 1960 No. 9

IN THIS ISSUE

They Keep MTA Service on Schedule	2-6
The Story of MTA's Transportation Supervisors	
Balboa Bus Commuters Retire ..	7
Gilliss Testifies in Support of Federal Bill to Aid Transit	8
Commendations	9
Promotions	10
Employee Portrait	11
Cecelia Kael, Clerk Accounting & Financial Division	
Funland Promotion	12-13
New Faces	14
In Memoriam	14
Retirements	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.

ALBERT J. EYRAUD
Chairman

FRED S. DEAN
Vice-Chairman

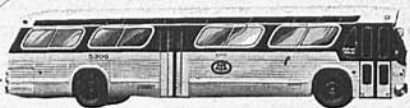
C. M. GILLISS
Executive Director

Members: Don Belding, N. R. Dumont, Mortimer W. Hall, Carl P. Miller, Arthur J. Will.

W. WARREN SILLIMAN, Editor



THE FREEWAY FLYER IS SHRINKING LOS ANGELES



Fast new service melts miles and minutes off the map

Here's how to live closer to your job—without moving! Take an M-T-A Freeway Flyer, and whiz into downtown Los Angeles. With these time-saving schedules, no wonder so many commuters are using the bus. For speed, comfort and economy, tomorrow—and every working day—take the Freeway Flyer! Check these typical schedules:



Freeway Flyer	From	Time in Minutes*
Compton Line Compton, Westmont	Alhambra & 10th Street	27
West Valley Westside Village, Ocean View, Culver City, Santa Monica	Alhambra & 10th Street Hawthorne & Laurel Canyon	27
San Diego 115th Street, Southern California of Orange Los Angeles	115th St. & Broadway	31
San Gabriel Valley Burbank, Pomona, West Covina	West Covina	51
San Gabriel San Pedro, Wilmington, Orange Park	San Pedro	78
San Gabriel Westmont	San Gabriel & Laurel Canyon	38
Central Valley Pasadena City, Van Nuys	Van Nuys Blvd. & Victory	42

*Average of all Freeway Flyer routes.

For Freeway Flyer information and timetables call Richmond 7-4455, State 6-1828 or POPlar 2-1171

ANOTHER LINK in the Freeway Flyer promotion is this advertisement which appeared during May in newspapers in Los Angeles and other areas served by Flyers.

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