



# Emblem

76-41

OCTOBER, 1960



Cover story, page 15

- 5 Divisions Win Safety Awards
- Authority Act Changes 'Necessary'
- Sixth and Main in Photos



**SAFETY PLAQUES** won in the 1959-60 fleet safety contest sponsored by the Greater Los Angeles Chapter, National Safety Council, being presented to superintendents of five winning divisions by Frank Haymond, fifth from left, director of fleet safety for the chapter. Winning superintendents are the five men at right: D. B. Van Fleet (receiving plaque), Division 9, El Monte; Earl Jardell, Division 8, Van Nuys; Thomas Arnott, Division 11, Sixth and Main Sts., Los Angeles; R. W. Krafft, Division 12, Long Beach; C. A. Schulz, Division 6, Ocean Park. Left to right behind Mr. Haymond are J. W. Prutsman, safety engineer, Transit Casualty Co.; John Miller, Southern California branch manager, Transit Casualty Co.; Jack Stewart, assistant general superintendent of transportation, and G. F. Goehler, general superintendent of transportation, MTA. Presentation was at the NSC fleet safety banquet.

## 5 Divisions Win NSC Awards

**Divisions 8, 9, 12 Take First Places;  
6 and 11, Third, in NSC Fleet Safety Contest**

FIVE DIVISIONS won awards in the 16th annual fleet safety contest sponsored by the Greater Los Angeles Chapter of the National Safety Council for the period from July 1, 1959, through June 30, 1960.

First places went to Division 8, Van Nuys, under Supt. Earl Jardell; Division 9, El Monte, under Acting Supt. D. B. Van Fleet; and Division 12, Long Beach, under Supt. R. W. Krafft.

Third places were won by Division 6, Ocean Park, now under Supt. C. A. Schulz (the record, however, was built up under Supt. A. C. Tieman, now at Division 7; and Division 11, Sixth and Main Sts., Los Angeles, under Supt. Thomas Arnott.

The presentation of commemorative plaques was made to the winning division superintendents by Frank Haymond, director, fleet safety, Greater Los Angeles Chapter, National Safety Council, at the 16th annual fleet safety award banquet held at the Beverly-Hilton hotel, Monday, Sept. 26. Approximately 1000 people attended the banquet.

In days following the awards banquet, each superintendent of a winning division made a formal presentation of the plaque to an operator representing the men under his supervision, "in recognition of the fact that it was the operators whose careful driving made the safety records possible," pointed out George F. Goehler,

general supt. of transportation, who attended division presentations.

"I am extremely proud of the operators whose safe driving built up these winning records—and of the other division personnel, including superintendents, clerks, and maintenance employees behind the operators," declared Mr. Goehler.

Accompanying him were representatives of the Transit Casualty Company's Safety Department, which supplied coffee and doughnuts at each division on the presentation day.

A special presentation was made at Riverside, "because Riverside operators, who build up a sizeable proportion of the mileage, seldom have an opportunity to visit their home division at El Monte," the general superintendent explained.

In the fleet safety contest which was just completed, "482 participants operated 49,765 vehicles traveling a phenomenal total of 761,815,463 miles," according to Clayton M. Allen, fleet division vice-president, National Safety Council. "In the past 10 years, participating fleets have experienced a drop in their accident frequency rate from 4.03 to the present level of 2.10."

Basis of the contest is the accident frequency rate, or the number of reportable accidents per 100,000 miles of operation. A reportable accident in this contest is any accident—regardless how much it costs or who is to blame—involving property damage, personal injury, or death. If a vehicle of a participating company is properly parked according to contest rules, then an accident is not reportable.

Participating organizations compete in groups according to the size and type of operation. Bus companies vie with bus companies, trucking companies with other trucking companies, etc.; and the contest competition is further limited by mileage categories. MTA divisions operate monthly mileage sufficient to classify them for fleet contest purposes as separate entrants. Divisions 9 and 11 competed with bus companies operating over 350,000 miles a month; Divisions 6 and 8, with companies operating 200,000 to 349,999 miles a month; and Division 12, with companies operating 75,000 to 199,999 miles a month.

MTA divisions are in the seventeenth annual fleet safety contest, now under way.

**TYPICAL SCENE** at each winning division in days following the awards banquet was the presentation of the safety plaque by the division superintendent—with top Transportation Department executives and BRT leaders looking on—to an operator chosen to represent the division personnel who created the safety record that made the award possible. Here is shown Supt. Thomas Arnott, of Division 11, Sixth and Main, presenting plaque to Operator R. D. Moore, as other operators watch. At left of Mr. Arnott is George F. Goehler, general superintendent; at right of Mr. Moore is C. H. Cantrell, local chairman, Lodge 390, BRT.



# MTA Proposes Changes In Transit Authority Act

## Legislative Modifications Presented at Hearing In Los Angeles before Assembly Interim Committee

THE FIRST MOVE toward legislative action determining whether Metropolitan Los Angeles can have an effective rapid transit system in the foreseeable future took place on Wednesday and Thursday, September 28 and 29.

A committee of the California State Legislature held a hearing in the Los Angeles State Building to receive legislative proposals which the Los Angeles Metropolitan Transit Authority offered as "vital to the realization of truly rapid transit for the Los Angeles metropolitan area."

### WHY CHANGES ARE NEEDED

"Members of the Authority are in agreement that legislative changes are necessary if the MTA is to accomplish the public service purposes which the Legislature assigned the MTA," explained A. J. Eyraud, chairman of the Authority.

"The MTA was founded for a dual purpose — to operate the existing system and to develop plans for a mass rapid transit complex.

"Out of our 2½ years' experience in operating the bus and streetcar system, and in developing plans for rapid transit, have come our suggestions for modifying the MTA Act in order to permit us to proceed with the rapid transit program and to make other improvements in the day to day service."

Mr. Eyraud, with other members of the Authority and MTA officials, gave a full analysis of the legislative pro-

posals Wednesday to the Assembly Interim Committee on Public Utilities and Corporations.

To permit advance study of the legislative program, the MTA outlined the program to Los Angeles County members of the State Legislature September 8, and sent copies of it to the Interim Committee members, to city and county officials, and civic leaders.

"The Authority is confident," Mr. Eyraud said, that the committee will be able to work out legislative changes acceptable to the people and to all concerned.

"Using our proposals as a basis, the committeemen can apply the added material they develop at the hearing from other public officials and from civic groups.

"The committee will have time, before the 1961 Legislature convenes, to establish exactly the minimum requirements necessary to make a reality out of the MTA's rapid transit plan.

### PRESENT LAW INADEQUATE

"The members of the Authority, and our legal and financial consultants, are agreed that the present law does not give the MTA the minimum authority necessary to locate and build a rigid system.

"This is not a crusade on the part of the Authority members, nor is it an attempt to set up an autonomous, all-powerful agency. It is purely and simply a factual report covering those measures we feel necessary to accom-

plish the purposes of the Legislature.

"This is the reason we are going back to the Legislature to give it, in effect, a progress report and a recommendation as to what is needed to permit further progress."

Important among the amendments to the MTA Act proposed by the Authority is one to facilitate routing new rapid transit lines along city streets in the same manner the MTA now operates its bus and streetcar system. Another would eliminate obstacles now hampering the Authority in making necessary bus route changes.

#### **NO TAXING POWER ASKED**

No proposals were made concerning transit financing, bond issuance, or taxing. The Authority made no suggestions for any change in the current acts' provisions limiting the MTA to revenue bonds for financing and excluding the MTA from the taxing rights given most governmental units.

#### **NEED TO BROADEN POWERS**

An amendment was proposed to broaden the section of the MTA Act which now gives the Authority power to maintain and operate its existing system upon all streets, highways, freeways and other public places without the necessity of obtaining any permit from or paying any fee to the city, county, or state having jurisdiction.

The Authority said this should be amended to extend the same power to the construction of new rapid transit facilities.

"This change is required to enable the Authority to complete an effective mass rapid transit system within the metropolitan area," Mr. Eyraud explained.

Mr. Eyraud added this comment on the proposal:

"The planning and construction by the Authority of an effective mass rapid transit system to serve the metropolitan area would be made unnecessarily difficult, if not impossible,

if the consent of each municipality through which service is to be provided must be obtained in order to operate on the public streets and highways."

#### **LACK OF POWER CAUSES DELAYS**

He said that the time required to obtain the consent of each such city might reasonably be expected to delay the construction of effective transit facilities for periods up to several years.

"The denial of consent by a single city," the Authority chairman emphasized, "could make it virtually impossible for the Authority to provide rapid transit service over the most desirable routes.

"It was precisely for the purpose of removing such obstacles to the development of an effective mass rapid transit system in the Los Angeles metropolitan area that the Authority was created by the legislature."

#### **CURRENT ACT QUOTED**

In this connection, Mr. Eyraud pointed to the language of the Act's opening paragraph:

"Because of the numerous separate municipal corporations and unincorporated populated areas in the metropolitan area . . . only a specially created authority can operate effectively in said metropolitan area."

#### **CONDEMNATION RIGHTS**

Another amendment was proposed to extend the Authority's condemnation rights to include a limited right to condemn public property and privately owned utility property. This would extend only to property required by the MTA for use as rights of way.

"This," Mr. Eyraud explained, "is similar to condemnation rights given to other public agencies of the State of California which, like the Authority, must be able to acquire properties in specific locations in order to accomplish their statutory purposes."

## KNOW YOUR MTA LOCATIONS

# Sixth and Main Is *Different*

NOWHERE ELSE on the MTA system will one find an area with the complex variety of operations found in and near the MTA Depot at Sixth and Main Streets, Los Angeles.

At no division other than Division 11, with transportation headquarters on the mezzanine floor of the Pacific Electric Building, can the superintendent quickly walk outside his office and watch passenger operations on both bus and rail lines, as Superintendent Thomas Arnott can. From the maintenance division under the viaduct, Superintendent C. J. Hatzer may likewise feel the pulse of traffic.

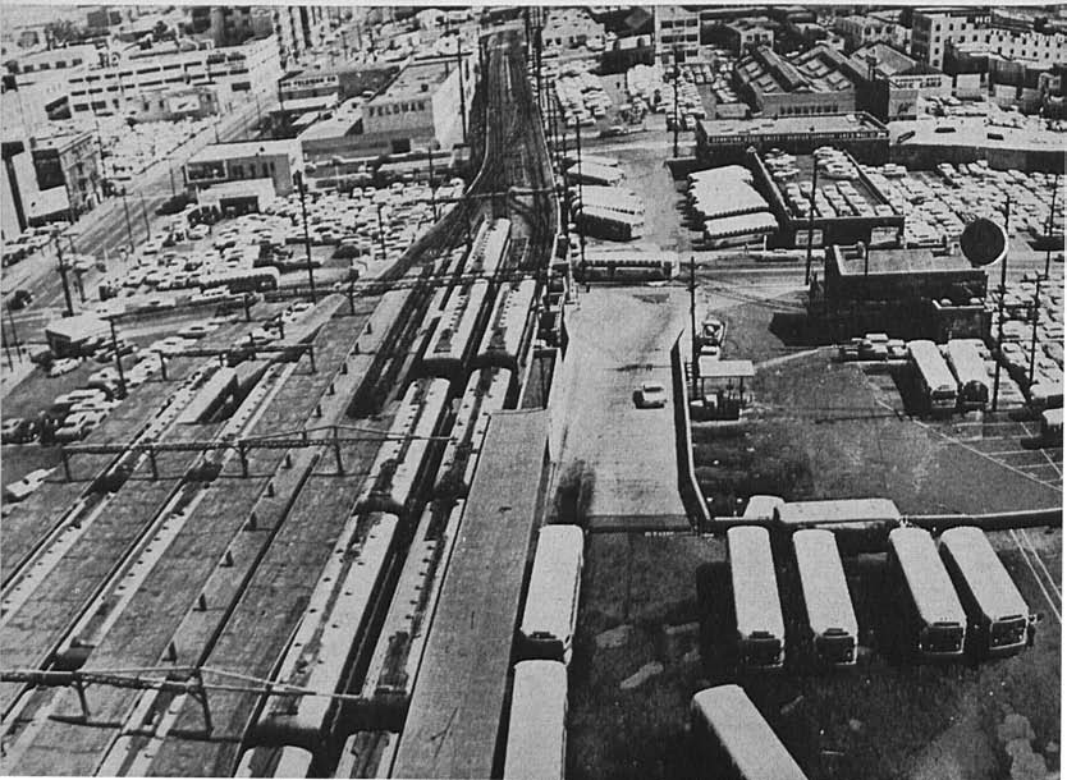
The MTA Depot at Sixth and Main Sts. is the hub of interurban bus operations, with 21 lines leaving either from the bus concourse opening on Main St. or from the downstairs terminal opening on Los Angeles Street.

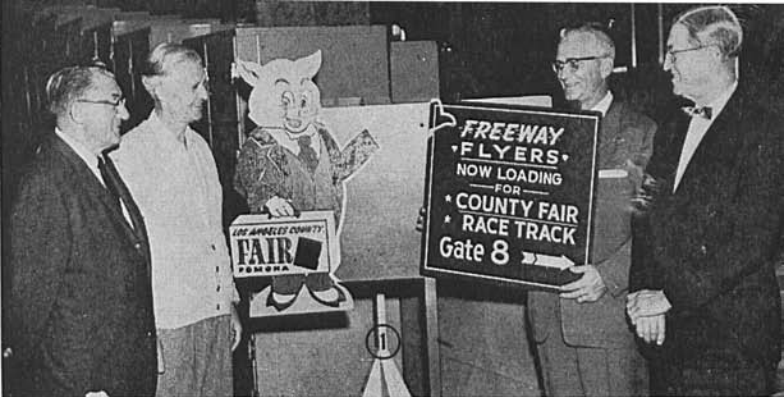
The Depot is also the terminus of the Long Beach rail line. No other location on the system has three separate loading areas.

No other location has an information counter staffed by an information clerk; a switch tower; an MTA express office; a print shop; service directors; red cap porters; an interurban mail room.

Sixth and Main is also headquarters for the stations and agents supervisor, T. N. Bristow, and for a central ticket stock storage room.

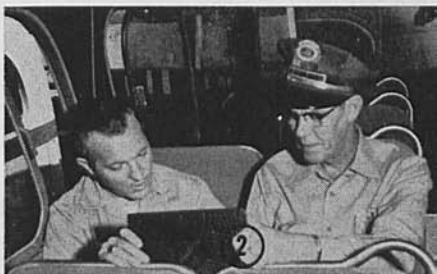
**VIEW** of MTA operational area behind the Sixth and Main Sts. depot, as seen from roof of Pacific Electric Building. Note rail cars on viaduct, bus deck in right foreground, other bus storage areas. Los Angeles Street terminal is beneath bus deck. View looks east.

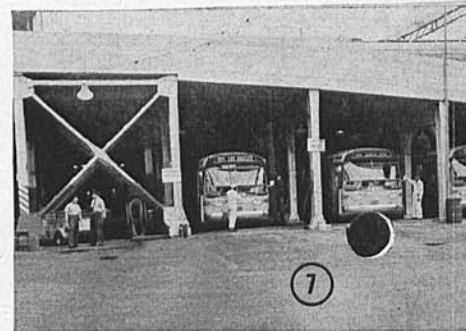
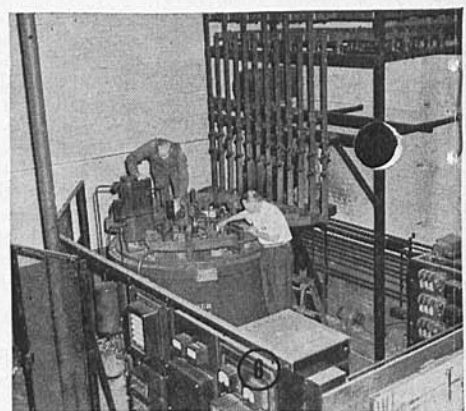




TOP MEN at Sixth and Main. (1) From left, Thomas Arnott, transportation division superintendent, Division 11; C. J. Hatzler, maintenance division superintendent, Division 11; T. N. Bristow, stations and agents supervisor; C. J. Kimball, assistant transportation division superintendent. (2) Sid Dupree, instructor, right, with Conductor D. L. Correll. (3) E. R. Schaffer, head service director, helps passenger. (4) Herbert Houtekamer, service director, left, confers with Ernest Dowler, 2nd shift leader, maintenance, over bus Dowler wants to take out of service for inspection. (5) Night Maintenance Leader Frank Charolla, left, turns over to oncoming day leader, Lonnie Marks, pullout sheets showing assignment of coaches.

Glimpses of the variety of operations at Sixth and Main may be seen in the pictures on these and the next two pages.

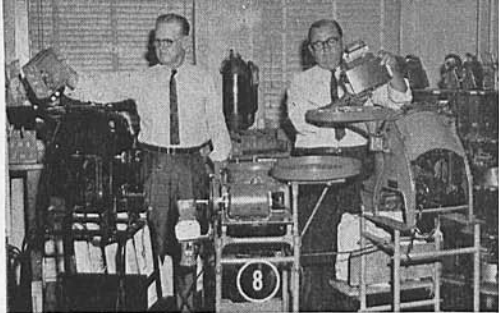




## What's Different

(1) Bus concourse, with Patrolman get out to Main St. (2) Los Angeles office with Frank Czarniak, left, and (4) Information counter in waiting helping inquirers. (5) Tower room with F. Stanley at controls. (6) Substation and Herman Soder inspecting rectifier under viaduct. (8) Counting revenue boxes are Division Clerk J. O. McArthur (senior man on division clerks roster),





## About Sixth and Main

J. D. McCaffrey helping bus St. terminal. (3) MTA express and A. J. Bahr aiding customer. g room, with Vida Poppleton overlooking tracks, with Jack on, with Victor Gustafson, left, er. (7) Maintenance facilities ue from traffic loaders' fare-thur (with 41 years of service , left, and E. J. Carter, super-

visor of the 21 trafficians at Division 11. (9) Print shop (now scheduled for removal to basement of Transit Authority Building); Foreman Al Latvala, left rear. (10) Mail room, with Jesse Medeiros, mail messenger, sorting. Center for transfer of company mail to and from interurban points. (11) Red Cap Nathan Hudson, one of three on system, all at Sixth and Main, stows away passenger's suitcase before interurban run. (12) Ticket stock room, with Carl E. Haskin selecting package of tickets to send agent. He handles roll tickets, 10-ride books, school tickets, transfers, identification checks, bookkeeping forms for agents.



## Volume of Passengers to Fair Up 12.4% Over Last Year

MTA PASSENGER VOLUME to and from the Pomona Fair in 1960 was up 12.4% over last year, according to Schedule Department statistics. The total of passengers carried in both directions was 51,934 — a gain of 5,722 over the 1959 figure.

The 12.4% MTA increase compares with an 8.4% increase in total attendance at the fair, this year over last.

Freeway Flyers carried 20,881 people to the fair in 1960. This is a 15.4% increase over last year.

"The main reason for the increase was, I feel, the fast, direct service from Los Angeles," commented George F. Goehler, general superintendent of transportation.

"Part of the credit goes to our operating personnel, who made sure the word about our service got around to all their friends."

In the three-weeks period of the fair—Sept. 16 through Oct. 2—MTA

buses, including both Flyers from the Sixth and Main Sts. station and the shuttles between Pomona Station and the fairgrounds, made 1012 trips to the fair and 1028 away.

Monday through Friday, Flyer service was carried on between Sixth and Main and the fair by a scheduled 17 coaches manned by 16 men from Division 9, El Monte, and one man from Division 11, Sixth and Main. Some of these coaches made two round trips, and extra coaches were used where needed.

On Saturdays, the biggest days at the fair, 25 coaches were regularly scheduled in Flyer service, with extras being used when demand warranted. Operators were men from both Division 9 and Division 11.

Shuttle service between the station at Pomona and the fair was carried on by two coaches operating on approximately 20-minute headways.



BREAK-UP at the Los Angeles County Fair in Pomona. The big break-up usually came after the races were over—about 6:00 p.m.

WAITING at the Sixth and Main Streets Depot for a Flyer to the Los Angeles County Fair.



# Commendations

## 101 Operators

### Honored During August

CONGRATULATIONS to the following 101 operators, who received commendations during August:

C. W. Adams, Division 7; L. C. Allison, 11; H. D. Apel, 7; A. J. Arnone, 3; E. W. Barnett, 9; E. E. Barnhart, 3; G. I. Battelle, 7; Eunice J. Beatty, 5; H. V. Beeson, 9; T. F. Benedict, 2; A. J. Benton, 7; G. F. Border, 10; J. A. Bradley, 9; James Bradley, 7; G. A. Briggs, 6; H. A. Brown, 2; Archie Bryson, 9.

F. K. Cabre, 2; P. J. Cahill, 20; M. R. Cantrell, 7; V. A. Canupp, 7; J. C. Chandles, 3; W. F. Cooper, 9; E. H. Cox, 3; C. H. Crawford, 1; Theodore DeLora, 3; F. J. Diehl, 12; C. H. Donahoe, 2; Alexander Drazin, 11; C. F. Dummer, 11.

E. J. Filek, 11; Harold Fish, 6; C. C. Fisher, 6; A. M. Garcia, 9; Frank Gardner, 3; H. G. Gardner, 1; Oscar Gibson, 2; D. L. Gladwell, 10; W. E. Graves, 2; Carlos Guerra, Jr., 8; W. R. Hardie, 5; F. G. Haro, 20; J. D. Haynes, 3; John Hensley, 20; W. H. Hicks, 5; Lawrence Hill, 7; L. J. Isidor, 12; K. N. Jopp, 3.

Joe Katz, 7; R. D. Kornell, 20; Odd Kristofferson, 5; M. A. Lacasse, 20; D. L. Landers, 5; Nathan Lavelle, 2; T. P. Lee, 7; F. K. Lilley, 7; P. E. Marcus, 2; J. B. McGraw, 8; G. R. McKenzie, 3; L. B. Meek, 3; C. F. Miller, 6; J. R. Moore, 9; R. B. Moulton, 1.

F. W. Nott, 3; J. R. Nusbaum, 10; J. P. Page, 11; L. P. Palmore, 3; L. P. Parker, 20; J. L. Patterson, 9; F. A. Payrow, 2; R. L. Phillips, 5; J. G. Pollard, 6; Leonard Premseelaar, 6.

A. L. Sartin, 6; F. R. Seddio, 9; Bernard Sherman, 8; S. J. Singer, 10; L. B. Smith, 3; R. A. Smith, 6; W. C. Stephens, 2; L. V. Still, 11; V. C. Swindell, 3; H. A. Ruysers, 7; M. W. Taylor, 2; F. V. Thomas, 3; R. A. Thompson, 6; W. R. Thompson, 8; J. C. Tyler, 7.

H. O. Van Patten, 5; M. J. Van Veem, 8; G. F. Vogel, 2; C. P. Wagner, 10; J. A. Warren, 8; W. S. A. Weary, 7; William Werner, 7; W. L. Whigham, 2; L. C. Wills, 2; M. F. Wiltgen, 5; A. A. Wise, 20; G. L. Wisner, 10; H. J. Wright, 8.

## Morris W. Taylor Chosen

### Sept. Operator of the Month

COURTESY towards a couple from out of town won Morris W. Taylor, of Division 2, honors as Operator of the Month for September.



Morris Taylor

When the visitors failed to hear his announcement of their stop in downtown Los Angeles, Mr. Taylor went to the rear of the bus and told them they had arrived at their destination. He then helped them carry their baggage to the sidewalk.

An employee of MTA for the past two years, the Operator of the Month lives in Bell Gardens with his wife, Virgie, and two children. Among his off-duty pursuits, two he enjoys most are swimming and yard work.

Judges in the September contest were two members of the Inglewood Chamber of Commerce, Mrs. Muriel Friess and Jerry Conger. They reached their decision on the basis of letters submitted to MTA by members of the public commending the courteous acts of operators.

Mr. Taylor received \$50 from the Authority in recognition of the good will he has brought the Authority by his courteous actions.

"He has an excellent record in every way, and is well deserving of the honor," commented his division superintendent, W. A. Ullrich.

# New Faces

A HEARTY WELCOME to the following new employees who joined MTA between August 16 and September 15:

## ADMINISTRATIVE

Secretary I: Constance M. Wyatt.

Secretary II: Lolita M. Chin.

## ELECTRICAL

Mechanic "A": Eldon Lee Skinner.

Substation Operator: David H. Thompson.

## EQUIPMENT MAINTENANCE

Mechanic "B": Gerald Allen Moriarty.

Utility "A": Daniel Adams, Earl L. Franklin, Timothy White.

## PURCHASES AND STORES

Junior Stock Clerk: Miguel Morales, Jr.

## REAL PROPERTY MANAGEMENT

Janitress: Mary Alice Fullen.

Temporary Elevator Operator: Carmen H. Botello.

Temporary Janitress: Viola C. Payne.

## TRANSPORTATION

Information Operator: Mary June Geist.

Operator: Christopher Bacos, Division 8; Ray Bagby, 1; Samuel Bagsby, Jr., 5; Samuel Elijah Bass, 5; William Beasley, 5; Merle E. Bentley, 3; Francis L. Berry, 2; Earl Anthony Boyd, Sr., 1; Carlyn E. Brown, 6; Nathaniel Cain, 2; Gordon Harold Capen, 10; John P. Carter, 7; Robert D. Cole, 7; Alfred Victor Conley,

8; Hugh Marion Craig, 3; Jesse Cline Crosby, 2; William Davis, 2; Willey Dunkley, 6; Kenneth S. Fales, 7; Donald Lee Farlow, 5; Hiram Johnson Finley, 3; Blaine McKinley Fitzgerald, Jr., 1; Ferdinand Frederick Foye, 5; Albert M. Gracy, 6; William O. Greer, 5; John S. Harris, Jr., 5; Clemard Louis Harvey, 2; Henry Holland, 2; William Gottlieb, 10; Donald Joseph Hudgens, 10; Napoleon Hutchinson, 1; Ruben Jackson, 5; Angus Hardy Jamerson, 1; William Edward Johnson, 2; Willis Houston Jones, 6; Ralph Arlyn Kracht, 7; Earl Kral, 5; Vernie J. Koski, 3; Arlon S. Langham, 20; Clark D. Langley, 5; Johnny Lee, 7; Marty L. Levin, 7; Yandell Carleton Lister, 3; Marvin D. Lorance, 10; Harry Lukov, 6; Pretence A. Lynum, 5; Edward Burt Malone, 5; Ronald David Martin, 1; James Ronald Massengill, 3; "R" "T" Miller, 5; Charles Milo, 3; Charles Mims, 2; Samuel F. Morris, 6; Calvin Norton, 7; Charles Arthur Paramo, 5; James Charles Patterson, 6; Clarence J. Petty, 5; Isaiah Robinson, 20; Bob Root, 7; John W. Rosenkrance, 20; Robert Kendal Sager, 7; Norman Lee Samson, 3; Simmie Lewis Sanders, 7; Walter Franklin Scott, 20; Robert Lee Sherman, 5; Eugene Houston Sims, Sr., 2; Thomas William Smith, 10; Harold Leroy Spooner, 5; James Enoch Stamey, 2; Alton E. Tooley, 10; James Rice Truxel, 20; Rolando Uribe, 10; Frederick C. Vermillion, 2; Jesse James Wallace, 20; Clifton Eugene Ward, 7; Edward Vernon Watford, 7; John Henry Wesley, Jr., 5; Thomas J. Wheatley, 2; David Gordon Zittlaw, 7.

# On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder during the period from August 4 through September 14:

*John H. Chapman*, from Operator, Division 11, to Operator/Extra Supervisor, Transportation Department, August 7. Employed July 26, 1955.

*Vincente Contreras*, from Laborer "B" to Mechanic "C," Way and Structures Department, August 17. Employed January 17, 1934.

*Gene D. Hibbard*, from Addressograph Clerk to Addressograph Operator, Purchases and Stores, September 14. Employed November 9, 1959.

*Nathaniel T. Lewis*, from Operator, Division 5, to Operator/Extra Supervisor, Transportation Department, August 4. Employed July 2, 1947.

*Richard R. George*, from Operator, Division 12, to Operator/Extra Supervisor, Transportation Department, August 7. Employed April 8, 1947.



ARTHUR J. WILL

## Authority Member

### Arthur J. Will Dies

ARTHUR J. WILL, 62, member of the Los Angeles Metropolitan Transit Authority since 1957 and chairman of its legislative committee, died of a heart attack on Thursday, September 22.

He had retired in 1957 as chief administrator of Los Angeles County, and had also previously served as its superintendent of charities. Numerous civic and philanthropic activities engaged his attention.

At the time of his death he was directing plans for presenting the Authority's legislative proposals (see page 4) before the Sept. 28 and 29 hearings of the California Assembly Interim Committee on Public Utilities and Corporations.

A native of Chicago, he settled in Los Angeles in 1910, was graduated from the University of Southern California as a civil engineer, and began his public service career in 1932. He was in Los Angeles County executive posts from 1932 until his retirement.

He was a member of the American College of Hospital Administrators,

International City Managers Association, and the Association of Western Hospitals.

A. J. Eyraud, chairman of the Authority, said of him:

"Arthur J. Will gave of himself unstintingly in public life; his loss will be felt throughout Metropolitan Los Angeles and the State of California.

"He spent his closing hours working on behalf of the people, as he had so many years of his life. He devoted all of Thursday (day of his death) to work with his fellow members of the Authority on a legislative program which he championed to improve MTA's service to the public.

"All of us on the Authority, and the staff of the Authority, will sorely miss Arthur Will's wisdom, friendship, and devotion to public service."

"We share the grief felt by his widow and children and by the many in his larger 'family' — the Southern California community."

Mr. Will is survived by his widow, Mrs. Jean M. Will, and three sons: Arthur G. Will, Dr. Drake Will, and Robert P. Will.

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## In Memoriam

THE EMBLEM records with regret the death of the following:

*Mrs. Marion Korin*, wife of Joseph Korin, flagman, Transportation Department; Sept. 20; survived by her husband.

*Charles F. Long*, 58, retired division clerk, Division 7; Sept. 10; service from 1943 to 1960. Survived by his wife, Mary.

*Thomas D. Merritt*, 59, valuation clerk, Accounting and Financial Division; Sept. 23; service from 1946. Survived by his brother, George.

*Raymond G. Stiltz*, 61, mechanic, Division 11; Sept. 28; service from 1920. Survived by his wife, Olivia.

*Mrs. Fannie Votaw*, wife of Joseph W. Votaw, retired operator, Division 3; Sept. 7; survived by her husband.

## OUR COVER

### Traffic Loader at Work

COLLECTING FARES and answering questions from the public at the "P" line loop, Pico and Rimpau, is L. P. ("Bud") Booth, extra supervisor trafficmen. His headquarters are at Sixth and Main Sts., but Monday through Friday he's on duty at the loop from 6:00 a.m. to 12:40 p.m.

"We loaders help operators by collecting fares and handling information before streetcars and buses arrive," said Mr. Booth.

### New Pharmacy to Open At 1060 S. Broadway

A NEW Medical Plan pharmacy, for use by employees, will be opened on the street floor of the Transit Authority Building, 1060 South Broadway, Los Angeles, "probably during the first week in November," according to the Metropolitan Medical Group.

### Employment Office Moves to Street Floor

THE EMPLOYMENT SECTION of the Personnel Department moved into remodeled offices on the street floor of the Transit Authority Building on Oct. 8.

### We're Sorry!

THE ANNOUNCEMENT made in "On Their Way Up" in the September issue of THE EMBLEM, that J. C. Heffington had been promoted from foreman II to supervisor of Way and Structures should have included the fact that it was only a temporary appointment, effective during the absence on vacation of the regular supervisor, C. F. Burden.

THE EMBLEM regrets any embarrassment that may have been caused by this omission.

# The Emblem

Vol. 3 October, 1960 No. 1

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#### MEMBERS OF THE AUTHORITY

A. J. EYRAUD  
Chairman

FRED S. DEAN  
Vice-Chairman

DON BELDING

N. R. DUMONT

MORTIMER W. HALL

CARL P. MILLER  
• • •

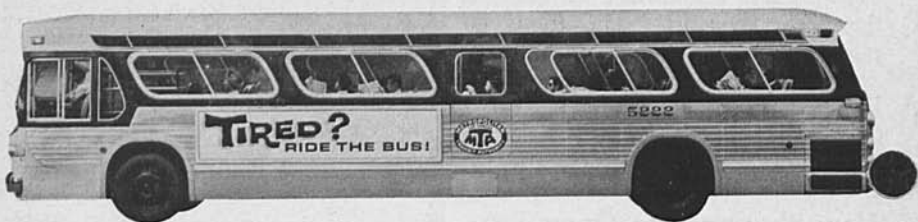
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