

The



Emblem

76-63

JULY, 1961



- MTA Act Changes Summarized
- Safety Refresher Course Concluded
- More Bus Parking for Division 2

Cover story, page 15

Revisions of MTA Act of 1957 Passed by State Legislature

**MTA Now Has Power to Build Subway Without Consent
Of Cities Along Route; May Also Build on Streets
If Cities Consent; RT System Not "Competition";
Methods of Financing MTA Bonds Improved**

LEGISLATION of great significance to MTA employees was passed by the State Legislature at its session ending in mid-June. Of five transit bills passed, and now awaiting the Governor's signature, the most important was A. B. 2643, which contains the Authority's major proposals for changes in the 1957 Transit Authority Act. These changes include the following:

1. Section 4.8 of the Act is amended to authorize the MTA to construct a subway system without the consent of the cities through which such a route is located, so long as neither the subway nor the construction of it will interfere with or diminish the existing surface or subsurface uses of the street or highway. The Authority is prohibited, however, from constructing any mass rapid transit structures on or over the surface of any street, highway, freeway, or other public place without consent of the public agency having jurisdiction. Before constructing any new mass rapid transit structures on any streets or highways, the Authority must hold public hearings to establish alignments and station locations.

2. Section 4.8 is also amended to permit property owners to recover damages from the Authority if they can prove that construction of the Authority's system has caused them to suffer real damage.

3. Another amendment to Sec. 4.8 requires the Authority to pay the full cost of relocating, replacing, or altering any facilities so as to accommodate the construction of the transit system.

4. Section 4.6 is amended to authorize any public body to grant the Authority easement—for mass rapid transit purposes—in property owned by such public body. This section covers all public property except streets.

5. Section 4.21 is amended to provide that the construction and operation by the Authority of its proposed new mass rapid transit system shall not be deemed to be competition with other private or public transit systems. Without this amendment, the Authority would be required by the present act to buy out publicly or privately owned transit systems operating in areas through which the Authority's proposed system would run, at a purchase price approximately two to three times the fair market value.

6. Section 4.21 is also amended to prohibit publicly owned, but not privately owned, transit systems from establishing new services which would compete with those of MTA.

7. Section 6.11 is amended to authorize the Authority to discontinue or abandon transit service on specific routes of an acquired system if it substitutes "services ad-

equate to serve the demand for mass rapid transit in the same community as such demand then exists."

8. Section 9.6 is amended to permit city councils and other governing bodies to cooperate with the Authority in making transit studies and in providing for transit services within their boundaries. (Heretofore this section of the Act has prohibited any city or county from expending city or county funds for any purpose of the Authority unless specially authorized by the voters.)

9. Section 11.2, authorizing the Authority to cooperate in the establishment and operation of independent tax-supported districts within the Los Angeles metropolitan area, is repealed.

10. A number of sections are amended to improve the management of the financing of MTA's bonds. Among them is a provision that limits interest paid by the Authority on its bonds to an average of not more than 6% per year.

11. Sections 3.6 (a) and (b) permitting the Authority to employ a superintending corporation, are repealed.

12. Section 3.6 (d) is amended to provide that the State Conciliation Service shall be guided by rules of the National Labor Relations Board in determining appropriate collective bargaining units and in establishing regulations governing petitions, the conduct of hearings, and elections. NLRB rules require that a union must have signed up at least 30% of the employees whom it wishes to represent before calling for a jurisdictional election.

Amendments similar to the foregoing were originally submitted in Assembly Bill 2190, which was killed in committee. They were then added to Assembly Bill 2643, originally designed only to take MTA out of the charter business by add-

ing a new section (Section 2.75) to the 1957 Transit Authority Act. In passing A. B. 2643, the Legislature passed the MTA-proposed legislation, but at the same time passed the section prohibiting the Authority from operating charter and sightseeing buses. (See separate story, "Legislature Takes MTA Out of Charter Business," (next page).

OTHER LEGISLATION PASSED

Other bills dealing with MTA that were passed by the Legislature are as follows:

1. A. B. 1736, which places MTA under the supervision of the California Public Utilities Commission in matters of safety regulations. (MTA, of its own accord, shortly after beginning operations in 1958, adopted the safety rules of the CPUC. There is thus no change except that the CPUC will supervise.)

2. A. B. 2014, which requires MTA to publish notices of hearings where fare increases are to be considered.

3. A. B. 2174, which makes Authority bonds legal investments for saving banks, retirement funds, and other investment funds.

4. A. B. 2414, which permits retroactive pay to be a subject of collective bargaining between MTA and the unions. The provisions of this bill are also included in the major bill, A. B. 2643.

MANY HELPED PUSH TRANSIT BILLS

Assemblymen Charles Wilson and Augustus Hawkins are co-authors of A.B. 2643. Chairman Ernest E. Debs of the L.A. County Board of Supervisors helped reconcile conflicting views concerning A.B. 2643. Senator Richard Richards carried the MTA program through the Senate after helping to work out the compromise to eliminate the objections raised by the cities of Los

(Continued on next page)

Revisions of MTA Act

Angeles and Long Beach. Assemblyman Rex Cunningham of the Assembly PUC Committee and Senator Randolph Collier of the Senate Transportation Committee contributed to this important measure with the interim hearings held last fall here in Los Angeles.

CHAIRMAN'S COMMENTS

"The passage of Assembly Bill 2643 by the Legislature has paved the way for the final steps in providing the metropolitan area with a modern, efficient, and thorough rapid transit system," commented A. J. Eyraud, Authority Chairman.

"We can now proceed with other steps leading to construction of the Backbone Route — the foundation for a rapid transit system that will serve the residents of the entire area."

Legislature Takes MTA Out of Charter Business

MIDNIGHT, Sept. 13, has been set by the California Legislature as the deadline after which MTA can no longer operate charter service.

All charter service now on schedule after that date will be referred to charter companies.

The Transit Authority Act of 1957 was amended by adding Section 2.75, which reads:

" 'Mass rapid transit' shall not include the transportation of passengers by means of a chartered bus, a sightseeing bus, a school bus, a taxicab, or by any other vehicle except on an individual passenger fare-paying basis. Nothing in this section shall be construed to prohibit the authority from leasing its buses to privately operated charter or sightseeing companies."

SAMPLES OF PRIZES to be given away at division meetings for the "Improv-Ur-Record" contest that began July 1 are shown by John Miller, Branch Manager, Transit Casualty Co., to 100 men present at a kick-off meeting held June 28 for Division Superintendents, Clerks, Instructors, and others concerned with getting the program into high gear. Prizes are a wallet, a pen and pencil set, a lighter, and a key chain. Drawings will be made from a barrel containing the attendance slips of Operators present. Also shown in photo are, from left, George Goehler, General Superintendent of Transportation; J. W. Prutsman, Chief Safety Engineer; and H. W. Null, State Traffic Inspector, California Highway Patrol, which produced the film, "Code 1179," to be shown at all divisional meetings. Watch your bulletin boards!





AS IT WAS

More Bus Parking at Division 2

SPACE for 48 additional buses was made available at Division 2 in late June when a large section of the division lot which had formerly been the location of a large building was graded and paved.

The building (left foreground, top photo), which had been in process of demolition in recent months,

formerly housed a large substation as well as the Electrical, Way and Structures, and Electrical Departments, which are now at Macy.

Photo below shows the added parking as well as the partially completed freeway, which had not been started when the picture above was taken, back in 1958.

AS IT IS NOW



Safety and the MTA Operator

(The last of three installments covering defensive driving, accident reduction, and claim prevention as discussed by the Safety Engineers of the Transit Casualty Co. with groups of Operators in recent weeks at every division. The first installment dealt with the basic causes of accidents. The second installment dealt with time, distance, and speed, which were found to be factors in every accident. The importance—in ordinary operation and in court cases involving accidents—of being able to estimate accurately time, distance, and speed was stressed, and simple but effective methods of estimation were explained. A valuable table of stopping distances for automobiles, buses, trolley coaches, and streetcars was included.

In this, the concluding installment, are discussed in summary form the three vastly important topics of how to avoid accidents, how to obtain the signatures of witnesses, and what the accident trends are on MTA lines.)

Ways to Keep Accidents from Happening

“IF you can truthfully answer ‘yes’ to the following questions,” Chief Safety Engineer J. W. Prutsman told a group of Operators attending a safety refresher course, “you have a right to call yourself a professional driver.”

The questions he asked the class were:

1. Do you drive according to the automobile *ahead* of the automobile ahead of you?

2. Do you consider the reaction time of passengers and pedestrians when you start and stop your vehicle?

3. Do you check to see if the pedestrian is aware of your vehicle?

4. Do you look to your left before moving from a bus zone?

5. Do you know the most hazardous locations on your route?

6. Do you restrict the space between bus and curb to less than the width of an auto when making a right turn?

7. Do you respect all intersections?

8. Do you transfer your foot from the accelerator to the brake pedal as you approach an intersection?



**IF WE DON'T
PREVENT
ACCIDENTS
WHO WILL?**



**CAN she or can't she?
Why make her guess?**

**CURBING the bus would re-
move her doubt and lessen risk.**

**SO WOULD parking four feet
from curb to gain clearance.**

Photos on this page and on page 9 were posed by Madge Von Ehrlich, Key-Punch Operator, Accounting Division.

9. Do you provide a safe place for passengers to alight and board?

10. Do you avoid the "stretch step"?

11. Do you avoid accident traps of all kinds and do you know the tip-offs to danger in traffic, such as exhaust smoke from a parked car?

12. Do you recognize the difference between taking unnecessary chances and taking a calculated risk?

13. Do you profit from your experiences and the experiences of others? ("Some drivers learn from experience—others never recover from it.")

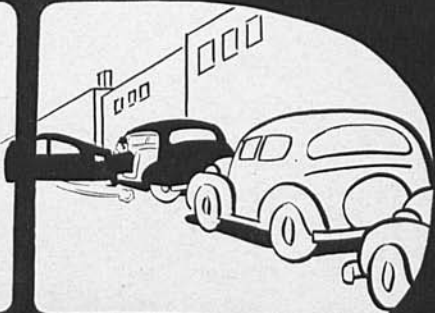
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**IF HE STOPS QUICK
YOU NEED WHAT IT TAKES—
TIME TO REACT
AND TIME FOR THE BRAKES**

CENTRAL SAFETY SCHOOL CHICAGO PRINTED IN U.S.A. V0148-A

**WATCH PARKED
CARS FOR THE
UNEXPECTED**



SAFETY AND THE MTA OPERATOR

The Importance of Courtesy Cards And Ways to Get the Signatures of Witnesses

"We hope you can avoid all accidents," Mr. Prutsman told his class, "but if one should occur, the names of witnesses are very important to you and to the MTA.

"The more courtesy cards you can get signed the better, for the following reasons:

"1. One witness may know only one fact. The testimony of many witnesses may be necessary to present the whole picture to the court.

"2. Some witnesses may give fictitious names and addresses.

"3. Some witnesses may be antagonistic toward MTA.

"4. Some witnesses may prove and can't be located.

"5. Some witnesses may die before the trial, which may not occur for many months after the ac-

cident because of the crowded court calendar.

"6. The handwriting of a witness may be illegible.

"When you're in court, you'll be glad to have the support of witnesses for statements you may be required to make about the accident.

"Statistics in our files show that in 1960, the average number of witnesses per accident report was 5.4. This figure compares very favorably with figures of most other transit companies. But about 28% of our reports list no witnesses at all, and this is a figure which we need your help to eliminate entirely.

"How do you secure signatures on courtesy cards?" Mr. Prutsman asked his audience of Operators.

Summarized, their answers ran about as follows:

1. Look for a friendly face to sign the first card. If one person signs, others will follow.

2. Don't use the word "witness"—ask individuals to sign a courtesy card. The word "witness" brings up unpleasant images of testifying in court.

3. Make your request on a personal basis. Say: "I'd consider it a great personal favor if you would help me by filling out this card."

4. Your attitude—present and past—of courtesy and consideration for passengers will win friends and signatures.



MTA'S Accident Trends And the Four Most Costly Types of Accidents

"Before concluding," the Chief Safety Engineer told his class, "I'd like to familiarize you with the current accident picture at MTA.

"Last year there were approximately nine traffic accidents for every 100,000 miles of MTA operation, and 10 passenger accidents for every million passengers carried. For the first five months of 1961, the figure for traffic accidents was 8.55, as compared with 9.17 for the same period of 1960. Passenger accidents for the same periods were 11.62 (1961), 10.28 (1960). Thus it may be seen that, thanks to the efforts of MTA Operators, traffic accidents are showing a decrease. We are going to need to work together at reducing passenger accidents, however.

"For purposes of analysis, we separate accidents into 69 classifications. Four of these classifications account for 15% of the accidents and 46% of the claim costs. These four are:

"Type 63: On-board injuries due to quick stops.

"Type 23: Rear-end collisions between a transit vehicle and another vehicle.

"Type 01: Intersection collisions where the transit vehicle is going

straight across and the other vehicle is coming from the left.

"Type 02: Intersection collisions where the transit vehicle is going straight across and the other vehicle is coming from the right.

"We know you're trying all the time to reduce the number of accidents in all 69 categories, but at the present time we are particularly enlisting the aid of every Operator to reduce the frequency of the four types we find most costly, and especially of the first two types.

"Reduction in accidents means reduction in claims and claim costs, which last year amounted to nearly 6% of the total revenue,* or more than \$2,500,000. That's enough to buy 90 new buses.

"Safety is, after all, a personal thing. You are the one who has the most to gain from safe operation, the most to lose from unsafe operation.

"There's a sign in Itaska State Park, in Minnesota, that reads: 'In life, as in baseball, it's the number of times you reach home safely that counts.'

"We might sum the safety message up in five simple words: 'Safety, everywhere, all the time.'"

*Total revenue was \$43,439,809.

KEEPING SAFE DISTANCE between your bus and the traffic ahead will help you avoid costly rear-end collisions and quick stops.

A SAFE WALK to her seat without a fall is much more likely for this passenger and others if your starts and stops are smooth.



APCD Reports MTA Buses Produce Little Smog

FAVORABLE COMMENT on MTA buses vs. smog appeared in the APCD (Air Pollution Control District of Los Angeles County) Report for April.

Here are some quotations:

"A diesel bus engine emits only one-sixth as much pollution to the atmosphere as does a gasoline engine without a control device, APCD Control Officer Smith Griswold told members of the Los Angeles City Council recently.

"Asked about the effect of the recent purchase of 170 [actually 175] new diesel buses by the Metropolitan Transit Authority, Griswold said that these 170 [actually 175] emitted 1.1 tons per day of pollution, while the same number of gasoline powered buses would emit 6.7 tons per day of contaminants.

"Electrical buses in the downtown area would have been preferable, Griswold pointed out, because of the odors emitted by the diesel buses. At present there is no known control for these odors, although it has been reported that

General Motors is testing such a device."

* * *

"Elimination of the MTA buses during the strike late in 1960 made no noticeable difference in smog, the District has found.

"The most important factor affecting smog conditions is the weather, according to Air Pollution Control Officer Smith Griswold. During November, changes in visibility and the amount of pollution in the air coincided with changes in wind speed and height of the inversion, rather than the cessation and return of bus operations.

"A study of air pollution readings during the strike period, November 16 through 20, shows that there actually was somewhat more pollution on several of the days when buses did not run than on days immediately before and after the strike.

"This is not surprising, considering that there are only about 3500 buses in the County and more than three million other motor vehicles," Griswold said."

Correction

IT ACTUALLY TAKES twice as long to separate playing cards into four piles (the four suits) as into two piles (reds and blacks).

Unfortunately, the opposite impression was incorrectly created in the June issue of THE EMBLEM in the caption to a double picture used on page 11 in the story, "Safety and the MTA Operator." The illustration was to show that the more choices an Operator at the wheel must make in traffic, the slower, or more delayed, his reaction is.

The caption should have read:

"It takes twice as long for Operator D. L. Correll to separate a deck of cards into four piles (the four suits) as to separate them into two piles (reds and blacks), because there are twice as many choices to make," etc.

Safety Engineer William B. Winters caught the error.—Did you?

Commendations

Tom Kane Chosen As June Operator of the Month

THE COURTESY shown by Tom Kane toward his passengers on the South Vermont Ave. — Highland Park Line 6 won him the title of Operator of the Month for June and \$50 from the Authority in appreciation of the good will his actions have engendered.



TOM KANE

An observer who watched his operation during noontime rush conditions wrote a letter of commendation to the Authority about Mr. Kane, stating in part:

"He was competent, pleasant, and obliging in giving people complete answers and clear instructions. He assisted a woman boarding his coach with bundles and packages by holding them while she produced the fare from her purse. At one intersection he carefully held the coach from moving before two grandmotherly-type women were seated."

Three members of the Southern California Industrial Editors Association assisted in the selection of the June Operator of the Month by reading letters written to the Authority by members of the public in praise of the courtesy of many Operators.

All letters seen by the judges are retyped in such a way as to omit the name and all other identifying indications of the Operator commended.

Mr. Kane, a Division 3 Operator, has served MTA and its predecessors since 1947, and wears a 13-year safety award pin given him

91 Employees Honored During Month of June

CONGRATULATIONS to the following 90 Operators and one Patrolman, who received commendations during June:

OPERATORS

D. J. Allan, Division 2; K. C. Anderson, 5; M. S. Andrews, 2; H. D. Apel, 7; A. J. Arnone, 3; T. A. Ashley, 5; G. I. Battelle, 7; A. B. Bogartz, 7; R. L. Boyd, 5; C. E. Brackett, 5; K. A. Bradley, 7; C. E. Brown, 6; Oliver Burns, 9; O. L. Caraway, 3; J. P. Carter, 8; Benjamin Cooper, 7; C. H. Crawford, 11; J. O. Crawford, 7; C. V. Crosley, 1; L. R. Crozier, 20; H. J. Crunk, 9; F. E. Dahlstrom, 7; Charlie Daniels, 7; A. A. Davison, 3; Theodore Deak, 8; Theodore DeLora, 3; J. A. Donovan, 5; H. A. Douglas, 8; N. J. Eller, 3; F. D. Ellis, 20; E. A. Evans, 7; Irene Gaul, 6; G. L. Gennarini, 8; D. L. Gladwell, 11; J. A. Goines, 5; J. S. Goins, 7; D. G. Gould, 6; Lucian Grant, 9; R. H. Harkens, 20; V. E. Harris, 7; W. E. Harrison, 8; J. D. Hayes, 3; T. P. Hervey, 2; C. E. Holcomb, 3.
J. M. Jernigan, 6; J. E. Johnson, 5; E. M. Kirts, 3; S. A. Knight, 5; Earl Kral, 5; V. L. LaFrance, 3; F. V. Lemaster, 6; M. L. Levin, 9; C. E. Lewis, 7; J. E. McGee, 20; C. L. Molholm, 8; D. S. Munis, 7; J. L. Patterson, 9; F. A. Payrow, 2; J. G. Pollard, 6; V. D. Powell, 7; AunFrance Reed, 7; F. C. Riley, 9; A. D. Rogers, 3; A. F. Ross, 10; R. C. Rutherford, 5; G. E. Serres, 9; P. M. Schaut, 20; D. A. Schinler, 5; W. P. Shumake, 5; R. V. Simmons, 3; W. E. Stahl, 6; J. W. Stevens, 6; R. W. Stillwell, 6; Ralph Stone, 3.
C. K. Tanaka, 5; L. B. Taylor, 8; E. E. Thomas, 20; I. F. Thomas, 7; R. S. Turner, 7; Bennie Varon, 7; Manuel Villagran, 2; G. F. Vogel, Jr., 2; C. B. Warfield, 7; J. A. Warren, 8; R. L. Webster, 6; J. E. Williams, 12; M. L. Williams, 6; J. F. Wilson, 1; J. E. Wise, 7; Earnest Wright, 5.

PATROLMAN

C. F. Bard.

by MTA for his excellent record of no chargeable accidents.

He lives with his wife and four children in the Eagle Rock area.

Retire



▲
ROY L. HALL, second from left, Operator, Division 7, gets handshake from his Superintendent, A. L. Tieman, at a retirement party May 19 held in Hall's honor. Beside Mr. Hall are Assistant General Superintendent of Transportation Jack Stewart and Instructor C. E. Brown. Mr. Hall holds gift of cash from fellow workers. "I've never worked around a better bunch of men or officials," he said.



WALTER C. REEVES, Division 8 Mechanic, holds the smaller of two suitcases he has just been presented by his Superintendent, A. L. Bristow (holding larger case), on behalf of fellow workers as a retirement gift. In center is Henry Monroe, Field Representative, Personnel Department. Party was held at division May 29.



▲
G. J. STODDART, Operator, Division 7, smiles at boarding passenger—an attitude typical of his 42 years of service from 1919. He retired May 31 to enjoy some leisure.

ments

BEST WISHES to the following employees, who have retired since the publication of retirements in the May issue of **THE EMBLEM**:

Don G. Bailey, Operator, Division 8, Apr. 19, following indefinite leave. Service from 1919.

Harry R. Bullock, Power Supervisor, Electrical Department, May 13, after MTA service from 1958.

Herbert Harrison Copenhaver, Foreman, Automatic Substations, Apr. 21, after MTA service from 1958.

Harry Cotter, Mechanic Leader, Division 9, Apr. 24, following indefinite leave. Service from 1923.

William E. Feiler, Operator, Division 12, May 1, after service from 1945.

Roy L. Hall, Operator, Division 7, May 24, after service from 1939.

Harold W. Jenkins, Operator, Division 5, May 22, after service from 1925.

Joseph Korin, Flagman, Transportation Department, June 1, after service from 1946.

Glen Stuart Mattern, Operator, Division 2, June 1, after service from 1923.

Guadalupe Ramos, Mechanic "B," South Park Shops, May 31, after service from 1946.

Walter C. Reeves, Mechanic "C," Division 8, May 15, after six months of indefinite leave. Service from Aug. 27, 1946.

Gerald John Stoddart, Operator, Division 7, May 31, after service from 1919.

Joseph H. Tooke, Operator, Division 12, Apr. 18, after service from 1944.

Peter Zepeda, Mechanic "A," Division 2, Apr. 24, after service from 1919.



DON G. BAILEY, Division 8 Operator now retired and giving much time to his camellias, is "grateful for the fond memories of all the good people he has had the pleasure of meeting and knowing in connection with his work during all of these years."

In Memoriam

THE EMBLEM announces with regret the death of the following:

Edward C. Bryne, 59, Clerk, Division 7, Transportation Department; June 15; service from 1942. Survived by his son, John, of Seattle; and his daughter, Armeline, of Chicago.

Sarah Butcher, wife of retired Flagman Esco U. Butcher; May 25. Survived by her husband.

Caryl G. Larsen, 50, Operator, Division 10; June 24; service from 1938. Survived by his wife, Katharine.

George S. Martin, 60, Operator, Division 10; June 18; service from 1944. Survived by his wife, Rose.

Levi C. Morton, 85, retired Messenger, Transit Authority Bldg.; June 6; service from 1908 to 1925. Survived by his wife, Irene.

Emil N. Myers, 85, retired Operator, Division 3; May 6; service from 1906 to 1947. No known survivors.

Cayetano Roque, 81, retired Laborer, Way and Structures Department; June 16; service from 1942 to 1949. Survived by his wife, Leandre.

Earl C. Smith, 76, retired Machinist, Equipment Maintenance Department, June 1; service from 1918 to 1944. Survived by his wife, Susan.

"Check Lamta CU Rates Before Buying"—Collins

"**COMPARE** your Lamta Credit Union rates with those of other lending agencies before you sign on the dotted line for that new or used automobile you need for your vacation," T. V. Collins, Treasurer of the Credit Union, urges employees.

"Shop around elsewhere for personal loans or auto loans. Find out how much interest and other charges have been added to the contract. Then visit your credit union and compare rates.

"Lamta Employees Federal Credit Union is getting stronger month by month," Mr. Collins added. "During the past four months (March, April, May and June) we have increased \$65,000 in assets, added 462 new members, and signed 1043 for payroll deductions."

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between May 20 and June 15:

EQUIPMENT MAINTENANCE DEPARTMENT

Utility "A": William Miller.

PURCHASING AND STORES DEPARTMENT

Addressograph Clerk: John Movich.

REAL PROPERTY MANAGEMENT

Information Clerk: Beulah Elaine Bush, Roberta H. Hargis, Mary T. Heaney.

Janitress: Bertha L. Parker.

Janitor: Leon Posey.

TRANSPORTATION DEPARTMENT

Operator: Lawrence R. Bonneville, Division 5; Goah A. Bradshaw, 6; Fritz O. Bridges, 5; Benjamin B. Brooks, 1; Robert A. Coble, 2; Richard W. Collins, 6; Donald F. Duffy, 6; Richard Fritzsche, 5; John Gibson, 2; William E. Gylling, 1; Curtis S. Hawkins, 1; James D. James, 7; Leonard Lubman, 2; Richard McElfresh, 5; Thomas W. Metcalf, 2; Robert P. Moriarity, 7; Jesse R. Parks, 1; Wallace E. Smith, 7; Melvin D. Thompson, 5; Raymond Trautman, 5; Nicholas Tummolo, 7; Wilbur L. Turner, 7; Jack Vaughn, Jr., 5; Jack T. Waddell, 12; Leland T. Wilde, 2; John Williamson, 1; Arthur C. Wood, 5; Charles R. Young, 12.

WAY AND STRUCTURES DEPARTMENT

Laborer "B": Alberto Ocegueda, Jose Mercado, Mitchell C. Guice, Abel R. Garcia.

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between May 21 and June 12:

Lynn N. Barnes from Mechanic "C" to Mechanic "B," Division 5, June 4. Employed July 20, 1960.

Charles H. Beatty from Operator-Extra Schedule Checker, Division 5, to Schedule Checker, Transportation Department, May 21. Employed Oct. 2, 1954.

Harold I. Billings from Stock Clerk to Shipping and Receiving Clerk, Purchasing and Stores Department, May 31. Employed April 26, 1927.

James D. Endicott from Mechanic "B" to Mechanic "A," Division 12, May 21. Employed Feb. 17, 1959.

Earl W. Fredrickson from Operator-Extra Supervisor to Operator-Extra Supervisor and Extra Dispatcher, Division 11, May 8. Employed Aug. 17, 1945.

Walter C. Fritzsche from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department, June 12. Employed Apr. 17, 1956.

Carlos Holguin from Mechanic "C" to Mechanic "B," Macy Garage, May 21. Employed March 4, 1953.

R. A. Holland from Operator to Operator-Extra Division Clerk, Division 2, June 6. Employed Oct. 17, 1958.

LeRoy G. Homrighausen from Division Clerk to Division Clerk-Extra Relief Assistant Superintendent, Division 3,

May 21. Employed Dec. 6, 1945.

Emilio Lara from Laborer "B" (Temporary) to Laborer "B," Way and Structures Department, May 29. Employed March 27, 1961.

Fidelius D. Lauchart from Mechanic "B" to Mechanic "A," Division 8, June 4. Employed June 29, 1957.

Howard A. Laudenschlager from Mechanic "B" to Mechanic "A," Division 2, June 4. Employed July 29, 1957.

J. V. Limon from Laborer "B" to Mechanic "C," Way and Structures Department, June 12. Employed June 3, 1959.

Angel A. Lujan from Mechanic "B" to Mechanic "A," Division 1, May 21. Employed Sept. 3, 1957.

James J. McCullough from Division Clerk to Division Clerk-Extra Relief Assistant Superintendent, Division 12, May 22. Employed Aug. 29, 1942.

R. E. Nelson from Operator to Operator-Extra Division Clerk, Division 20, June 8. Employed July 21, 1948.

Edward J. Pennington from Substation Operator Trainee to Substation Operator, Electrical Department, June 1. Employed Aug. 19, 1946.

Isaac S. Thomas from Operator to Operator-Extra Division Clerk, Division 7, June 3. Employed Dec. 19, 1956.

Juan M. Villegas from Shipping Clerk to Storekeeper, Purchasing and Stores Department, June 1. Employed Dec. 13, 1940.

L. W. Wilson from Operator to Operator-Extra Division Clerk, Division 8, June 8. Employed July 8, 1958.

OUR COVER

New Wrinkle: Starliners Direct to Bowl Box Office

"THIS SEASON you can take a Starliner directly to the box office at the Hollywood Bowl," Operator Ralph Risola informs three women prominently associated with the promotion of attendance at the Bowl. For proof he points to the sign on his bus.

From left are Mrs. David Simpson, of Pacific Palisades, Chairman of the Hollywood Bowl Family Night Committee; Mrs. Robert Belden, of the Cheviot Hills area, a Committee member; and Mrs. Waldo S. Hunter, of Glendale, Chairman of the Glendale Bus-to-Bowl Committee.

All Bowl-bound shuttles, as well as Bowl-bound extra buses on regular lines, let passengers off at the box office. Operators are guided by a yellow line that starts on the road leading into the Bowl and shows how to turn around, where to unload, and how to leave the Bowl.

"We tried unloading passengers at the box office a few nights in the 1960 season," said Chief Supervisor Carl E. Carlson, "and liked the idea so well we're trying it full scale this summer."

Dr. Vern O. Knudsen, President, Hollywood Bowl Association, has publicly commended MTA "for cooperating with the Hollywood Bowl Association in making it possible for those attending Bowl performances to arrive by bus so close to the seating area."

Arthritis Foundation Thanks ACME for Gift

APPRECIATION for a gift of \$150 from ACME members to the Southern California Chapter, Arthritis and Rheumatism Foundation, was recently expressed in a letter to the ACME Committee by the Chap-

The Emblem

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Published monthly by:

Los Angeles
Metropolitan Transit Authority
1060 S. Broadway
Los Angeles 15, California

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WESTBOUND SCHEDULE

Leave Disneyland	Leave Garden Grove (Garden Grove & Euclid)	Leave Long Beach (Ocean & Pacific)	Leave Catalina Terminal (Wilmington)	Leave San Pedro (6th & Sampson)	Arrive Marineland
8:02 AM	8:21 AM	8:55 AM	9:14 AM	9:25 AM	9:49 AM
12:12 PM	12:27 PM	1:01 PM	1:25 PM	1:49 PM
3:55 PM	4:10 PM	4:44 PM	5:08 PM	5:32 PM

FOR COMPLETE INFORMATION AND TIMETABLES CALL



NEWMARK 9-6800



SHOWING schedules between Disneyland and Marineland, this advertisement for Marineliners was run in Long Beach, Anaheim, and South Bay area newspapers the week of June 26.

Form 3547 Requested

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