

The



Emblem

76-76

OCTOBER, 1961



(Cover story, page 15)

- The Amazing MTA Print Shop
- Two New Lines Added at Riverside
- Five Divisions Win NSC Awards



MARKET ST., Riverside, looking north toward 7th St. Bus is parked in front of Station.

Riverside Service Expanded

**Line 62 Extended, Two New Lines Inaugurated
At Request of City to Insure Transportation
As Riverside City Lines Discontinue Service**

MTA SERVICE in Riverside was expanded on Monday, Oct. 2, to give residents of the city continued

SUPERVISOR F. G. ("Ted") Cook, at layover point, 5th and Market Sts., talks on radio. He has served in Riverside area since 1929.



public transportation over routes operated up to Sept. 29 by the Riverside City Lines.

The new integrated service in Riverside was inaugurated at the request of the City of Riverside and its Chamber of Commerce. City and Chamber officials appeared in support of the move at the Sept. 19 meeting of the MTA Board.

MTA's Riverside-Arlington-La Sierra-Corona Line 62 was extended north from the 7th and Market Sts. Station to include the Fairmount Park and North Main St. areas.

Two new lines are now operating. They are:

1. The Hardman Center-Eastside



HEADQUARTERS for Division 13, Riverside, near 1st and Market Sts. Operators' room is at right of garage (above).



FOREMAN James W. Witt, center, discusses assignments with Operators R. A. McClelland, left, and W. L. Lee. Mr. Witt sees that assignments are all filled. He's also in charge of maintenance of 23 buses.

Loop Line 82, which covers the southwestern area of Riverside to the Hardman Shopping Center at Streeter and Arlington Aves., and an area east of downtown Riverside.

2. The Casa Blanca-Riverside Line 99, which covers the southeastern and part of the southwestern areas of Riverside.

Service on the portion of Line 62 between Arlington and downtown Riverside is provided seven days a week, with 30-minute headways Monday through Saturday.

Service on Lines 82 and 99 and on each northerly extension of Line 62 is hourly, and is operated Monday through Friday only.

The local fare is 25c, and trans-

fers between Lines 62, 82, and 99 are free in the local zone (see map). Ten-ride commutation books sell for \$2.40 for one-zone trips and \$3.05 for two-zone trips. For stud-

AGENT L. F. Crosby explains bus schedules to woman in station at 7th and Market Sts.



Riverside Service Expanded

ents under 21, forty-ride commutation books are available for \$4.80. All commutation books are sold through the MTA Agent, L. F. Crosby, at the Station, 7th and Market Sts.

The timetable for Line 62 has been revised and reissued to include the schedules for Lines 62, 82, and 99.

The expanded service required the installation of 180 bus stop signs by the Stops and Zones Department.

Three regular assignments and two buses have been added to handle the Riverside lines. A total of 46 Operators and 23 buses are now stationed at the Riverside Terminal-Division, which is an auxiliary of Division 9, El Monte.

The Foreman at Riverside Garage, James W. Witt, wears two hats: As a representative of the Equipment Maintenance Department,

he is in charge of a force of eight who keep up the buses; as a representative of the Transportation Department, he is responsible for seeing that the Operators report for duty.

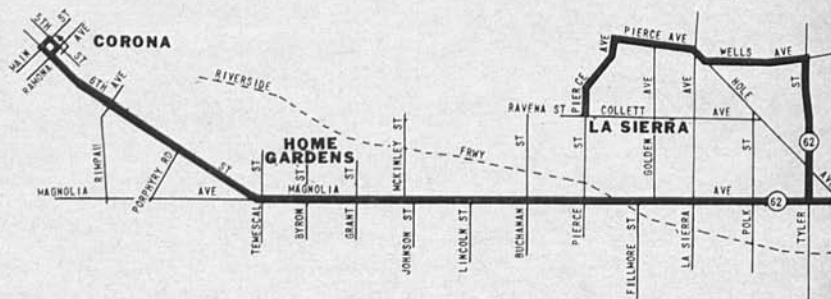
Two other men are also of great importance to the success of MTA operations in the Riverside area: Supervisors F. G. ("Ted") Cook and L. E. ("Larry") Allen. They watch the service to see that it's running as scheduled, and they keep their fingers on the pulse of the riding public in order to suggest any needed changes in service. Mr. Cook, a veteran of 32 years of service, all of it in the Riverside-San Bernardino area, is the regular man; Mr. Allen replaces him on Wednesdays and Thursdays.

Commenting on the new service, Mr. Cook said:

"The people of Riverside are going to like it, especially its new free transfer privileges."

EFFECTIVE OCT. 2, 1961

LINES 62-82-99





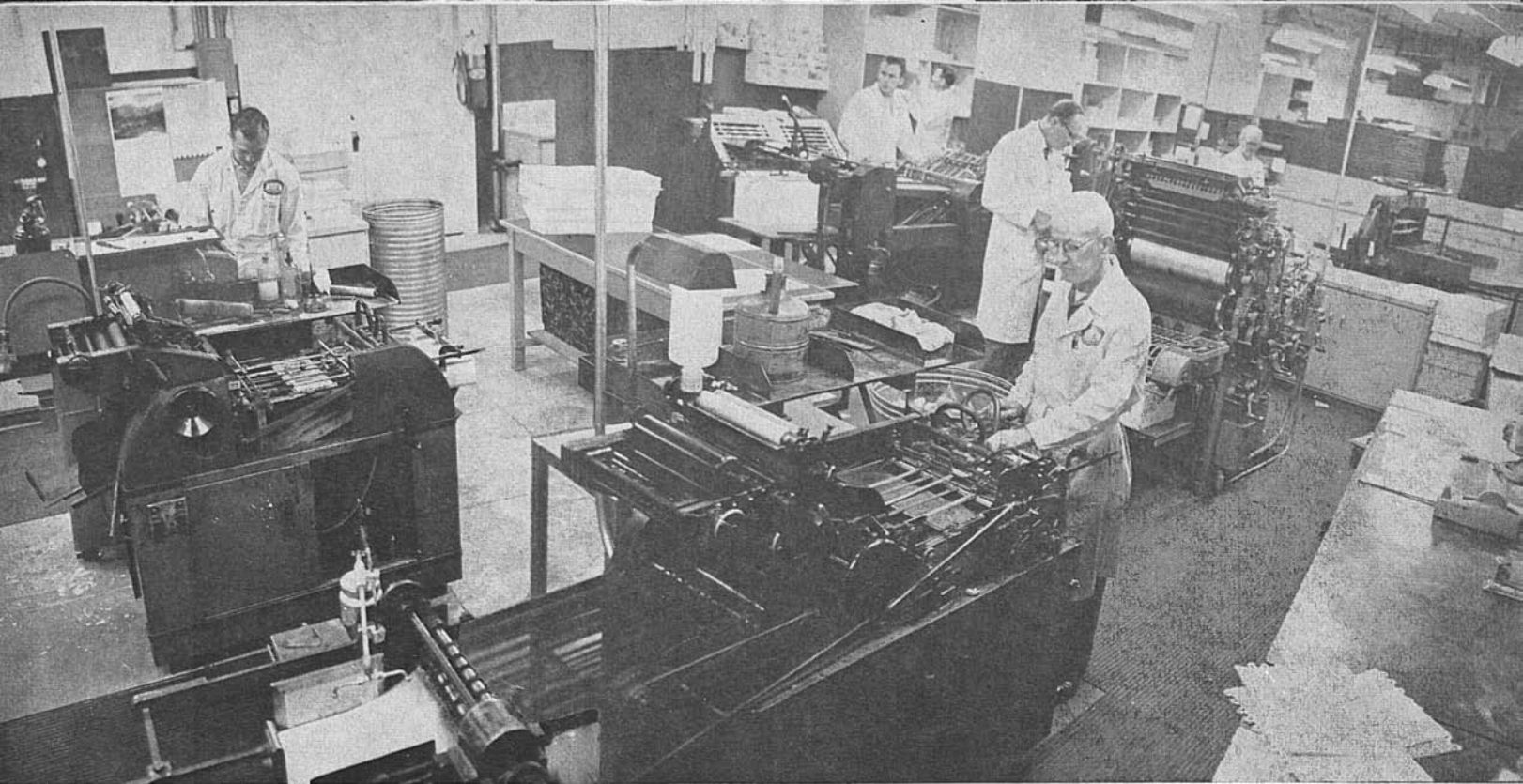
INSTRUCTION on new Riverside lines being given by Instructor Frank Bacus, left, and C. A. Miller, second from right, to group of Operators. The location was the Hardman Shopping Center, Streeter and Arlington Aves., on Line 82. Operators, from left, are K. C. Melvin, G. A. Reynolds, T. H. Randall, and C. H. Crawford. At other times, other Operators also went over the new routes with the Instructors, who explained the fare structure and transfer privileges, and also pointed out layover zones, helpful landmarks, etc.

Mr. Crosby, the Commission Agent, said:

"I think the people of Riverside will benefit by the integrated serv-

ice. People will now have an interchange point at the depot here at 7th and Market Sts., where all lines converge."





MTA PRINT SHOP, located in basement of Transit Authority Building, 1060 S. Broadway, Los Angeles. Working on the two presses in the foreground are P. F. Podrasky, left, and Bernard Kadel, Multilith Operators. Just beyond Mr. Kadel is Al Latvala, Foreman. Others are, from left, Terry

Williams, Junior Multilith Operator, at the folding machine; Russell Giffin, Print Shop Clerk, making up an order of timetables from stock on shelves against wall; and George Mutton, Print Shop Clerk, approaching paper cutter (machine with large horizontal wheel). Paper storage room, rear.

Gutenberg Would Be Amazed!

Anticipating Still More Business, the MTA Print Shops, Which Last Year Printed Over 4,000,000 Timetables, 1,900,000 Brochures, and Millions of MTA Forms, Consolidate at the TA Building to Gain Efficiency

PRINTING has become a sizable operation at MTA. Last year, according to Paul B. McDonald, Supervisor of Printing and Layout, the three presses at Sixth and Main and the one press at South Park printed by offset some 11,400,000 "pieces of paper."

Included were over 4,000,000 timetables, 1,900,000 take-one folders, millions of MTA office forms, and vast numbers of paddles, Supervisors' summaries, tariff pages, maps, timetable display cards, issues of The Newsletter, and public notices of changes in services.

GREATER VOLUME PREDICTED

"And the outlook for 1962, with more and more lines getting timetables, and with more and more work coming in from other departments, is for an increased volume of printing," said Mr. McDonald.

Officially known as the Printing and Layout Section of the Schedule Division of the Transportation Department, MTA printing operations are under the general supervision of Superintendent of Schedules D. S. Coburn.

The print shop has long outgrown its original purpose of producing timetables and other informational pieces for its own department, and prints, as is evidenced above, considerable material for other departments, especially the Business Development and Information Division, the Accounting Division, the Chief Engineer's Office, and the Stores Department.

CONSOLIDATION RECOMMENDED

Looking at current and anticipated demands on the presses, officials became convinced some months ago that consolidation of the two print shops and their relocation closer to the sources of most of the work would result in more efficient production.

FACILITIES MOVED

Accordingly, the presses at Sixth and Main and South Park, together with paper stock, power paper cutter, folding machine, paper drill, bundle-tying machine, round-cornering machine, and power stapler, were moved in late July into air-conditioned quarters in the basement of the Transit Authority Building at 1060 S. Broadway, Los Angeles.

A fine new 17"x22" offset press, a new Addressograph machine with automatic feed, and a Thomas collator were purchased and installed at the same time.

PERSONNEL CONSOLIDATED

Personnel from both print shops were consolidated. From Sixth and Main came four men under Foreman Al Latvala, including Multilith Operator P. F. Podrasky, Junior Multilith Operator Terry Williams, Typist-Clerk Russell Giffin, and Print Shop Clerk George Mutton.

From South Park came Multilith Operators Bernard Kadel, Vari-Type Operator Mae Ryan, and an Addressograph Operator.



LAYOUT AND VARI-TYPER SECTION, located in the Schedule Division, eighth floor, Transit Authority Building. Left to right are Mae Ryan, Vari-Typer Operator; Paul B. McDonald, Supervisor of Printing and Layout; Arthur M. Issoglio, Vari-Typer Operator; and John M. Larrabee, Layout-Vari-Typer Operator. They expertly prepare copy and layout for printers.

MTA Printing Operations

All now work in the Printing Section under Mr. Latvala except Miss Ryan, who went to the Layout and Vari-Typer Section, where she continues her work of expertly preparing the approximately 400 varieties of forms used in MTA offices, shops, and divisions.

Messrs. Latvala, Podrasky, and Kadel handle the presses; Mr. Williams assists with presswork and handles the folding and bundling machines; Mr. Giffin handles the new Addressograph machine, and mails out timetables, take-one folders, and other material according to lists prepared and maintained by Mr. McDonald; and Mr. Mutton assists with paper stock cutting, folding, collating, and other work as needed.

ADDRESSOGRAPHING MOVES

All Addressographing for mailing purposes is now done in the newly located Printing Section instead of at the Material Control Section office at South Park, where the old Addressograph is still used for inventory purposes. Thousands of Addressograph plates for mailings of letters to employees' homes, issues of THE EMBLEM and THE NEWSLETTER, financial statements,

news releases, communications to retired personnel, and some timetables — were moved from South Park to 1060 S. Broadway. (Make sure MTA knows *your* correct address!)

COLLATOR SAVER TIME

The new collator saves many hours of time in gathering printed pages together. The old-style method was for one or more persons to walk around a table, on a treadmill-like journey, collecting pages in sequence from piles. The new method is for one person to sit before the collator, where pressure on a foot pedal electrically causes the machinery to push forward one sheet from each pile placed in desired sequence in pigeonholes. The operator then reaches forward and grasps all the sheets in sequence at one "take." Supervisors' summaries, financial statements, and other communications of two or more pages are thus quickly gathered.

ALL PRINTING BY OFFSET

All MTA presswork is from offset plates, not from the direct impressions of metal type on the paper.

The offset plates are thin sheets of aluminum or specially coated paper which contain on their smooth and uniformly flat surfaces the material to be printed.

The paper plates — technically called “Duplimats”—are as easily prepared for the press as one would type, write, or draw on an ordinary sheet of paper — and in the same manner, except that a special grease ink is required.

The aluminum plates, however, require commercial processing. They are prepared for the press by a special photographic process from dummies, or paste-ups of the material desired. By this photographic method, the size of the image on the plate may be increased or decreased at will. Although considerably more expensive, the metal plates give a better impression and are far more durable than the paper ones.

SIX-COLOR JOB ON NEW PRESS

The Printing Section reached a new high in offset printing in mid-

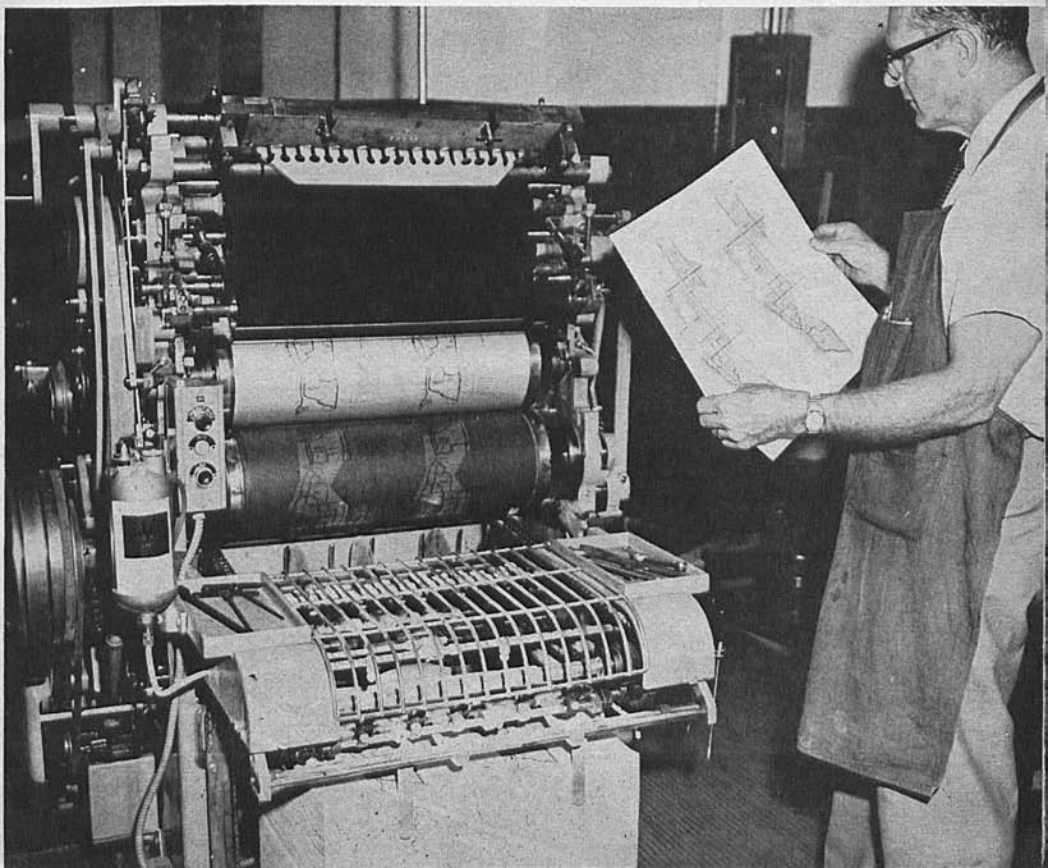
August when Foreman Latvala and his crew printed a job in six colors. It was the new tariff zone map for the Southwest area, with colors of yellow, orange, blue, green, red, and black. The 5,000 maps were run through the press four times: first for the yellow, then for the red (which with yellow makes orange), then for the blue (which with yellow makes green), and lastly for the black, used for lettering. Each of the four basic colors required its own plate.

“We had often run color combinations before, but not to this extent,” said Mr. Latvala. “We did it on the new press.”

CLOSE LIAISON MAINTAINED

Close liaison is maintained between the Printing Section in the basement and the Layout and Vari-

SIX-COLOR JOB—Foreman Al Latvala inspects a copy of a six-color tariff map which is being run on the new offset press. Maps were run through presses four times for colors.





COLLATOR SAVES TIME—Arthur M. Issoglio gathers several sheets at once and in the proper sequence by use of the Thomas collator, in which an electrically-driven mechanism operated by a foot-switch pushes out single sheets from all piles of paper simultaneously.

MTA Printing Operations

Typewriter Section in the Schedule Division on the eighth floor of the Transit Authority Building.

One reason is that the 63 timetables, 138 current maps, and other Transportation Department productions—which constitute the bulk of the work for the printers—after being made up by the Schedule Makers, are prepared for the press in the Layout and Vari-Typewriter Section. Arthur M. Issoglio and Mae Ryan do most of the Vari-Typing; Mr. McDonald, in addition to his supervisory duties, prepares all maps used in timetables and Supervisors' summaries; and John Larabee performs the exacting task of fitting the copy together and pasting up a dummy—an exact replica, except perhaps as to size and color, of the product that leaves the presses.

PRODUCTION SCHEDULE KEPT

Another reason for the close liaison is that Mr. McDonald is in charge of Vari-Typing, layout, and printing. He sets up production schedules, and all requests from departments for printing are processed through him.

"Keeping and maintaining a strict schedule of printing is of the utmost importance to operations," Mr. McDonald pointed out. "Only by this method can we maintain a fairly even flow of work for the presses and still get out timetables, maps, financial statements, public notices, take-one folders, and other items in time to meet often crucial deadlines.

"We are receiving increasingly good cooperation from all departments in the matter of giving us time to do a good job for them. Having enough time to be thorough and accurate makes us all happier.

"But even when the notice is short, I'm proud to report that everyone cooperates."



FIVE DIVISIONS WIN NSC AWARDS—From left, General Manager Cone T. Bass and Assistant General Manager M. Edwin Wright look on as Frank O. Haymond, Director, Fleet Safety, Greater Los Angeles Chapter, National Safety Council, presents plaques to five Superintendents whose divisions won awards in the Motor Coach Transit category of the NSC's 17th Annual Fleet Safety Contest. The five Superintendents, from left, are J. T. Johnston, Division 9, first place in the sub-category of transit fleets operating over 350,000 miles a month; Earl Jardell, Division 8, first place, 200,000-350,000 miles; R. W. Kraft, Division 12, second place, 75,000-200,000 miles; Thomas Arnott, Division 11, third place, over 350,000 miles; and C. A. Schulz, Division 6, third place, 200,000-350,000 miles. Included in all categories of the contest were 523 fleets piling up almost 800,000,000 miles of operation. Awards were presented at a banquet for more than 700 guests Sept. 26.

For Safe Operation



KEEPS IT SHINING—Earl Clark, left, Operator and BRT steward at Division 9, El Monte, proudly shines up the Impruv-Ur-Record trophy which has just been presented to that division by D. F. Fugit, right, Acting General Chairman, BRT. Division 9, with 195 points, won the trophy away from Division 5 for the month of August. In second place, with 168 points, was Division 10. In total score to date (months of July and August), Division 9 leads with 256 points; Division 5 is second with 215 points. For August, Division 9 had less than one accident per 100,000 miles of operation. "We're proud of that record," said the Superintendent, J. T. Johnston. "Division 9 has the finest fellows and safest drivers I know," said Mr. Clark.

Commendations

Operator Segger Wins Courtesy Award For Sept.

"HIS COURTESY and good will rubbed off on all the passengers and they thanked him for his kindness and consideration when they got off the bus," wrote a passenger to the Courtesy Department about Operator John W. Segger, of Division 11.

The letter, plus Mr. Segger's all-round good record, won him the title of Operator of the Month for September.

A veteran of 21 years with MTA and its predecessors, the Operator was working the Hollywood Blvd. Line 91 when the commendation was written.

"My passengers have always been my first consideration—schedules, second," said Mr. Segger, who has a 12-year safety award. "You feel better at the end of the day if you maintain a courteous attitude and control your temper."



John W. Segger

Councilman Gets "Lift" From Segger Quote

"THANK YOU for a real lift that I received when I read that 'you feel better at the end of the day if you maintain a courteous attitude and control your temper,'" wrote Los Angeles City Councilman Everett G. Burkhalter to John W. Segger, September Operator of the Month.

"Your attitude is certainly deserving of respect, and I am sure that your bus riders feel you are a great guy. So do I."

150 Operators Honored In September for Courtesy

CONGRATULATIONS to the following 150 Operators, who received commendations during the month of September:

E. A. Abbott, Division 10; C. W. Adams, 7; U. V. Adams, 7; G. N. Alexander, 5; S. M. Alexander, 3; F. E. Anderson, 6; A. J. Arnone, 3; Ray Bagby, 5; R. W. Bailey, 7; L. H. Bardon, 3; N. C. Bassham, 1; E. M. Baylor, Jr., 7; F. H. Belk, 2; I. J. Bell, 20; J. E. Bernard, 5; D. L. Bolton, 2; C. E. Brackett, 5; J. A. Bradley, 7; W. G. Brewer, 7; H. A. Brown, 2; C. H. Bull, 8; Richard Burke, 7; C. T. Burris, 7; E. P. Burnby, 7; L. H. Burton, 20.

E. L. Callahan, 5; E. E. Capek, 3; W. E. Carr, 7; B. F. Casselle, 5; J. H. Cockburn, 3; W. H. Coney, 5; C. H. Crawford, 11; L. R. Crozier, 20; John Cruz, Jr., 7; F. E. Dahlstrom, 7; W. H. Davidson, 7; J. A. Deal, 3; G. W. Demarest, 6; O. L. Dix, 11; H. A. Douglas, 8; L. F. Douglas, 8; J. D. Dufort, 6.

V. J. Ekberg, 9; A. E. Ernst, 9; J. H. Evans, 9; L. R. Finders, 3; A. C. Fouroux, 5; F. L. Franklin, 20; A. M. Garcia, 9; Frank Gardner, 5; G. L. Gennarini, 8; Joseph Ginsburg, 5; D. L. Gladwell, 11; C. W. Good, 6; D. G. Gould, 6; W. E. Graves, 7; E. E. Green, 8; Vincent Guiffrida, 2; H. J. Harrigan, 2; C. C. Harris, 2; R. S. Harsche, 7; K. N. Haynes, 1; L. H. Hendricks, 10; Fredrick Hetze, 10; J. K. Hodo, 3; J. M. Hoffman, 7; J. G. Holland, 7; D. W. Houghtaling, 5; H. W. Humphreys, 11; L. F. Hutchison, 3; James Hunter, 5.

Curtis Johnson, 10; J. E. Johnson, 5; K. H. Jopp, 3; H. B. King, 5; M. H. Klawiter, 8; D. L. Langston, 7; T. T. Leech, 5; William Lewis, 3; E. D. Loy, 7; H. G. Lyons, 8; Peter Marquez, 5; R. E. Maul, 20; J. W. May, 9; D. G. McAuley, 3; P. H. McKay, 11; J. J. Meade, 7; C. F. Miller, 6; B. J. Mitchell, 1; Nicholas Mostransky, 7; R. P. Morearitz, 7; E. F. Morgan, 9; F. L. Morris, 20; I. A. Moss, 3; W. L. Mourer, 9; R. C. Meyers, 20; F. P. Nanny, 6; J. J. Neal, 7; R. D. Neill, 7; H. C. Nields, 20; H. J. Olstynski, 5; Edward Osborne, 3.

Joseph Page, 2; Harrison Palmer, 20; L. P. Parker, 20; S. O. Parker, 2; F. A.



LONDON TRANSPORT VISITORS ON GUIDED TOUR—R. O. Christiansen, right, Manager of Community Relations for MTA, guides two officials of the London Transport system on a tour of transit facilities in Los Angeles. From left are Bryan H. Harbour and R. M. Robbins, both members of the London Transport Executive (policy-making board). The two Britishers were in Los Angeles in mid-September in the course of a seven-weeks tour of transit facilities in the U. S. and Canada. Significantly, Los Angeles was their first stop.

150 Operators Honored

Peters, 7; E. A. Pietropaolo, 7; J. G. Pollard, 6; V. D. Powell, 7; P. C. Rabb, 7; R. W. Riley, 3; W. E. Ringler, 12; D. S. Rocha, 1; R. C. Rodriguez, 3; S. L. Sanders, 7; W. A. Sanders, 7; Edward Schaefer, 9; A. G. Schulz, 7; M. E. Scoville, 20; R. E. Shea, 21; E. T. Smith, 3; P. F. Snyder, 20; W. P. Spindle, 2; Lawrence Springer, 5; J. W. Stevens, 6; M. B. Stewart, 7; S. C. Swanson, 7; J. H. Thames, 2; J. S. Theisen, 7; L. F. Thompson, 12; L. W. Thompson, 2; G. F. Vogel, Jr., 2.

C. P. Wagner, 10; J. A. Warren, 8; E. V. Watford, 7; W. S. Weary, 2; R. L. Webster, 6; W. J. Weichert, 20; William Werner, 7; C. J. White, 5; D. B. White, 7; D. J. Waite, 10; Clarence Wilson, 1; V. D. Wolven, 8; A. C. Wood, 5; J. B. Yarnell, 3; Fred Young, 2; W. A. Young, 9.

News in Pix

A BIG "THANK YOU" is expressed by Nina Pinkham, Clerk in the Control Section, Accounting and Financial Division, to Division 7 Operator N. L. O'Connor for returning a wallet containing \$86 and her MTA pass. She had left it on the seat of his Line 94 bus one September morning. "Any Operator would have done it," said Mr. O'Connor, modestly. "I was especially glad to do it when I discovered from your name on the pass that you were a fellow employee."



New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Aug. 16 and Sept. 14:

ENGINEERING DEPARTMENT

Draftsman I: R. J. Gross.

EQUIPMENT MAINTENANCE DEPARTMENT

Mechanic "B": Floyd B. Hopper, W. T. Speas.

Mechanic "C": F. C. Mons, S. J. Simmons.

Utility "A": Leroy Cox, W. J. Rolfe.

PERSONNEL DEPARTMENT

Personnel Analyst: N. B. Ferris.

PURCHASING AND STORES DEPARTMENT

Junior Stock Clerk: J. T. Neff.

REAL PROPERTY MANAGEMENT

Information Clerk: Janice Wallingford, Rita E. Zwirlein.

Janitor: Richard E. Donley.

TRANSPORTATION DEPARTMENT

Janitor: Clyde Johnson.

Relief Stenographer: Anita F. Giffis.

Operator: T. F. Benedict, Division 5; J. A. Bridges, 7; C. A. Hamby, 7; W. E. Huling, 7; G. W. Knipe, 7; C. L. McDaniel, 7; W. C. Merola, 7; W. C. Nawrocki, 7; D. L. Robinson, 7; R. L. Royal, Jr., 7; L. K. Surber, 7.

WAY AND STRUCTURES DEPARTMENT

Laborer "B": E. J. Balque, J. F. Briggs, G. A. Gifford.

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between Aug. 14 and Aug. 20:

Marlene G. Allen from Medical Clerk Receptionist to Assistant Insur-

ance Clerk, Personnel Department, Aug. 14. Employed May 8, 1961.

L. R. Fuller from Temporary Janitor to Janitor, Real Property Management, Aug. 20. Employed Aug. 3, 1961.

John Movich, from Addressograph Clerk to Addressograph Operator, Purchasing and Stores, Aug. 15. Employed May 24, 1961.

In Memoriam

THE EMBLEM regretfully reports the death of the following:

Leo C. Allison, 60, Operator, Division 11; Sept. 15; service from 1947. Survived by his wife, Geneva.

Margaret Freburger, wife of Power Supervisor H. P. Freburger; Sept. 14. Survived by her husband.

Stewart C. Harris, 71, retired Motorman; Sept. 6; service from 1923 to 1954. Survived by his wife, Alma.

James B. Hayner, 85, retired Typist, Schedule Department; Sept. 27; service from 1904 to 1952. Survivors unknown.

Albert A. Winkler, 78, retired Upholsterer; Sept. 4; service from 1912 to 1955. Survived by his children, Albert W. Winkler and Mrs. Bernice Bowman.

If You Belong to ACME

You May Win a Luxury Trip

AN EXCITING jet flight and a fabulous, five-day vacation for two in a new luxury hotel in Mexico City await the lucky winner of the 1961 Slogan Contest of the Community Chest, an organization to which ACME contributes.

Some 40 other prizes are also offered.

To enter, merely complete the

following sentence in 25 words or less and send to the Editor, 203 Transit Authority Bldg., by Dec. 1:

"I support the Community Chest through ACME because....."

Entries are judged on sincerity, clearness, and legibility. Use your own paper and sign your name, job title, and division, shop, or office. You must be a member of ACME.

Bus Stops for Riverside

EVANGELISTIC attitude is struck by C. E. Forkner, chief representative, Stops and Zones Department, as he shows Robert P. Williamson, President, Riverside Chamber of Commerce, the first of 180 bus stop signs to be erected in Riverside for the expanded MTA service.

The Chamber strongly seconded the request of the City of Riverside to have MTA take over the local service when Riverside City Lines ceased operations.

The Stops and Zones Department crew worked overtime, with the aid of a two-man crew from the Way and structures Department, to have the signs in for the benefit of the public by Monday morning, Oct. 2, when service began.

35 New City-Type Buses Scheduled To Begin Arriving

THIRTY-FIVE new city-type buses were to begin arriving in mid-October from the Flxible Co., Loudonville, Ohio.

With automatic shifts, center doors, and green naugahyde-covered seats, the 50-passenger coaches will cost MTA some \$953,500.

"They look just about like our present Dreamliners; in fact, I doubt that the average person would be able to tell the difference," said Assistant General Manager M. Edwin Wright.

At the time of going to press, decision had not been reached as to exactly what lines the buses would be used on.

The Flxible coaches are part of the 175-bus order authorized by the MTA Board last Nov. 15. Of the original order, 140 buses from General Motors are now in service.

IN THIS ISSUE

MTA Expands at Riverside 2
 Line 62 Extended and Two
 New Lines Added

Gutenberg Would Be Amazed 6
 With Production Numbering
 Millions of Pieces Last Year
 And More Expected in Fu-
 ture, MTA Print Shops Join
 and Move To Improve Effi-
 ciency

**Five Divisions Win Awards
 For Safety from NSC**11

**Division 9 Wins Impruv-Ur-
 Record Trophy for August**11

Commendations12
 Councilman Writes in Praise
 of Operator-of-Month Seg-
 ger

New Faces14

On Their Way Up14

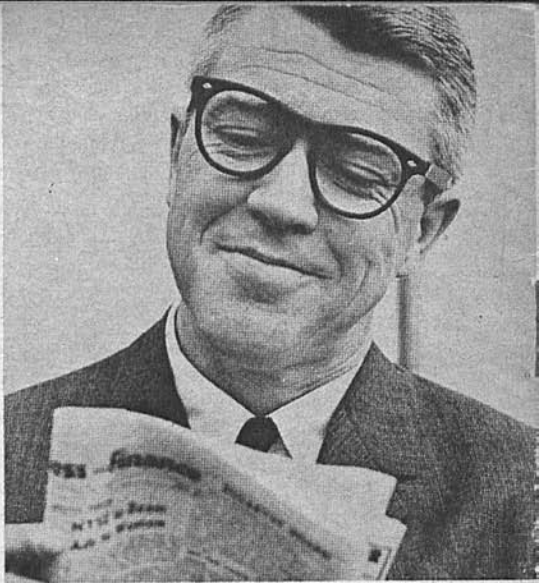
In Memoriam14

Published monthly by:
 Los Angeles
 Metropolitan Transit Authority
 1060 S. Broadway
 Los Angeles 15, California
EDMUND G. BROWN
 Governor of California

MEMBERS OF THE AUTHORITY

- A. J. EYRAUD**
Chairman
- FRED S. DEAN**
Vice-Chairman
- DON BELDING**
- N. R. DUMONT**
- MORTIMER W. HALL**
- CARL P. MILLER**
- MARTIN POLLARD**
- * * *
- C. M. GILLISS**
Executive Director

W. Warren Silliman, Editor



It's work to drive... don't drive to work!

Sad, but true. Your work day starts when you back out of your driveway. Today's traffic demands your constant attention. You're on edge, you dare not—you must not—relax at the wheel. You battle every inch of the way and frequently have to fight for a place to park. Many times you feel as though you've put in a full day even before you arrive at work.



For complete schedules call Richmond 7-4455

Ride an MTA Freeway Flyer—to work in the morning and home again at the end of the day. Find out how relaxing it can be to settle back and forget about traffic. There's a competent driver at the wheel who will see to it that you arrive at work refreshed—arrive at home relaxed. Ride an MTA Freeway Flyer once and you'll be a satisfied, steady commuter.

FREEWAY FLYER AD run in metropolitan and suburban Flyer area papers week of Sept. 18.

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

Form 3547 Requested

FRANCIS RUSSELL BURKHART
319 WEST MYRRH STREET
COMPTON, CALIFORNIA

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