



Emblem

76-68

SEPTEMBER, 1961



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- Big Divisional and Service Changes
- Open Letter from Operator to Employees
- Transit Loan Bills in Congress

Big Divisional and Service Changes Effective Sept. 10

As Division 1 Adds Buses, Lines and Personnel Are Rearranged at Divisions 1, 2, 5, 11; Southwest Area Benefits by Extensions of Lines 5 and 85 to Replace Portions of Former Cross Town Lines; Line 7 Altered

EXTENSIVE CHANGES in divisional operation and service to the public went into effect Sept. 10.

They were briefly explained to all employees in a letter, dated Aug. 21, from General Manager Cone T. Bass. The letter was mailed to the homes of all employees.

DIVISIONAL CHANGES

The divisional changes involved were:

- *The transfer of bus maintenance operations and 113 buses from Macy Garage to Division 1, for-*

merly and solely a trolley coach division and now equipped with new and modern bus garage, service station, bus washer, vacuum cleaner, and bus storage yard. Most of the Macy bus maintenance forces were transferred to Division 1. The 113 buses include 48 for Division 1 home lines plus those stored overnight there from Division 11 and satellite terminals at Fullerton, Santa Ana, Newport, and Pasadena.

"The proximity of this location (Division 1) to the Sixth and Main

FINISHING TOUCHES being put on bus parking lines and other parts of new bus parking lot and garage at Division 1 in late August. Photo looking west from SE corner of lot.





NEW IDEA for service station: It's placed alongside the new Division 1 garage. At left, in distance (looking west) are the new vacuum cleaner and bus washer (photo Aug. 30.)

Sts. Station will be advantageous to all concerned," Mr. Bass stated.

The Macy location, now headquarters for the Electrical and Way and Structures Departments, will become truck maintenance headquarters for the two departments as soon as trucks, maintenance facilities, and personnel can be moved from the present headquarters at Vernon Yard.

- *The transfer of a number of lines, and the personnel working those lines, among Divisions 1, 2, 5, and 11, in order to help balance the divisions. These transfers include:*

To Division 1: All of Line 47 (Whittier Blvd. and East Fourth St.) and Line 92 (Watts-Sierra Vista), along with 57 Operators, from Division 2. Six Operators from Division 5 and seven from

Division 11 also transferred to Division 1, thus increasing its total of Operators from 113 to 183 (plus 12 students at the time of writing.)*

To Division 2: Portions of three lines, including Line 91 (Hollywood Blvd.) and Line 94 (Hill St.-Echo Park Ave.-Santa Monica Blvd.-West Hollywood), along with 51 Operators, from Division 11; and Line 44 (Beverly-West Adams), along with eight Operators, from Division 5.

The total number of Operators is thus increased from 315 to 317 at Division 2. It decreases from 377 to 363 at Division 5, and from 159 to 101 at Division 11.

"New Operators employed at or transferring to Division 2 and

*All division personnel figures quoted are as of Sept. 1 and may be plus or minus a few as you read this.

Operational Changes

working the extra board will not have so much difficulty in becoming familiar with all the lines as (was) the case at Division 5," the General Manager stated in his letter.

SERVICE IMPROVEMENTS

Service improvements resulted from route changes in three major north-south lines serving Los Angeles and in several former Cross Town Lines serving the South Bay and Centinela Valley areas.

Changes on the three major lines were as follows:

Line 5 was extended south 3.4 miles on Hawthorne Blvd. from Broadway to Artesia Blvd. (174th St.); and was cut back on the northern end from Eagle Rock to the Union Station Loop. Its name has been changed from Eagle Rock-Hawthorne" to "Hawthorne Blvd.-Union Station."

This change, which shortens the line, "will result in better on-time performance," and will also produce a better balance of passengers on the line, according to Mr. Bass. In the past, he said, two-thirds of the passengers originated at the south end and one-third at the north end—a situation which brought about a waste in equipment time.

The *Line 5* extension south replaces former Cross Town service on Lines 101, 102, 103, 104, 106, 107, and 115 on Hawthorne Blvd. north of Artesia Blvd.

Line 7 has been changed so that it now takes over the service formerly provided on *Line 5* from Los Angeles to Eagle Rock. Instead of running on Spring St., Aliso St., Main St., and Macy St. to the Union Station Loop, its route has been altered so that, north of Olympic Blvd., it follows Broadway in-

stead of Spring St. The name of *Line 7* has been changed from "South Broadway-Union Station" to "Eagle Rock-South Broadway."

"Many passengers expressed the desire for this change," said Mr. Bass, "since Broadway is more convenient to their ultimate destinations generally than is Spring St."

Line 85 (Crenshaw - Vine-La Brea) was extended south for three miles on Crenshaw Blvd. from Manchester Ave. to El Segundo Blvd. The extension replaces former Cross Town service on *Line 107* on Crenshaw Blvd. north of Segundo Blvd.

BENEFITS TO SOUTHWEST AREAS

The principal benefits of the *Line 5* and *Line 85* extensions are felt in the southwest areas.

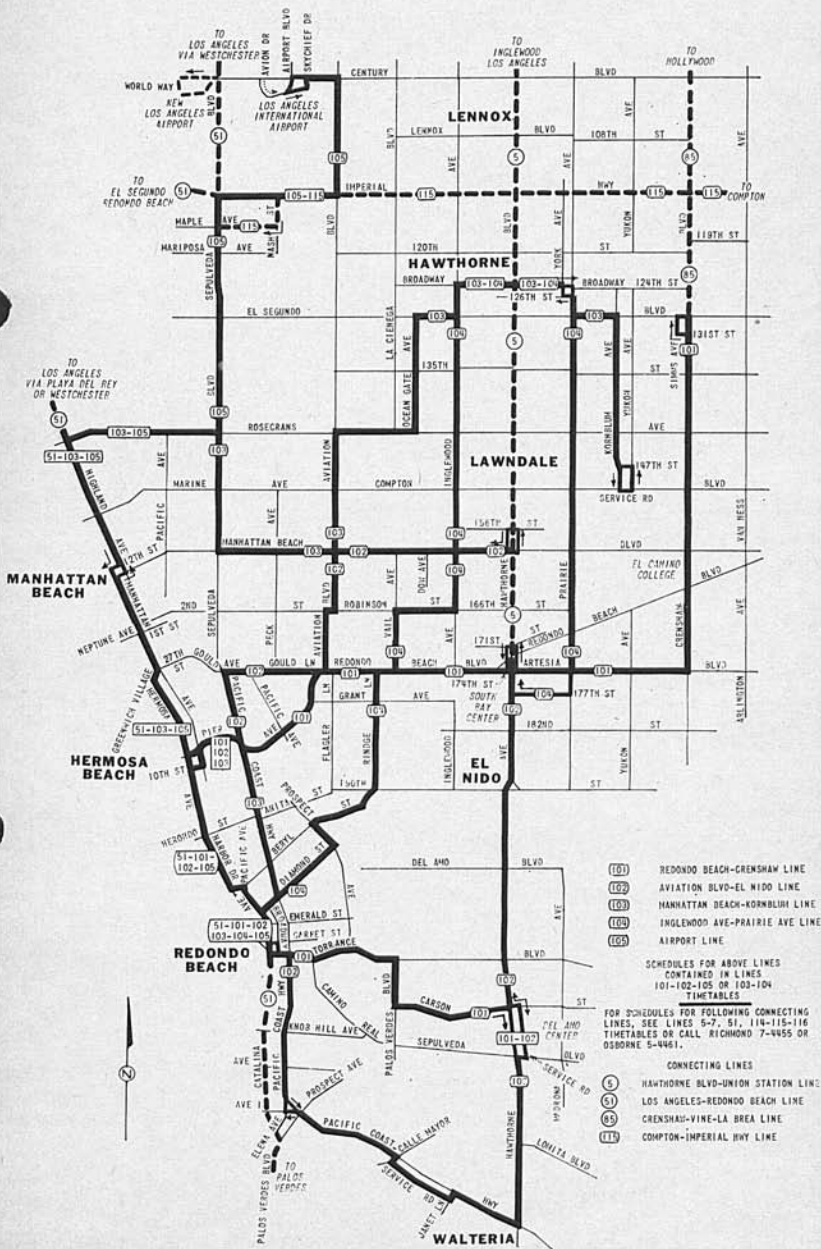
Those who live near the extensions may now board them directly to go to Los Angeles.

Those who reach the extensions by means of connecting former Cross Town lines now have transfer privileges for the first time. In the past, those who transferred from one line to the other were regarded as new passengers on the second line. The new transfer arrangement was made possible by including the former Cross Town lines in the South Bay area in the Los Angeles local fare zone structure.

The substitution of service on the extensions for the former Cross Town service on Hawthorne Blvd. has improved the traffic flow on Hawthorne Blvd. by eliminating turning movements.

Evening service has been extended from 6:00 to 7:00 p.m. along Crenshaw Blvd. between Manchester Ave. and El Segundo Blvd.; and from 7:00 p.m. to 10:00 p.m. along Hawthorne Blvd. be-

Map of Southwest Area Lines As Effective Sept. 10



- (101) REDONDO BEACH-CRENSHAW LINE
- (102) AVIATION BLVD-EL NIDO LINE
- (103) HAWTHORNE BLVD-KORNBLUM LINE
- (104) INGLEWOOD AVE-RAIRIE AVE LINE
- (105) AIRPORT LINE

SCHEDULES FOR ABOVE LINES
CONTAINED IN LINES
101-102-105 OR 103-104
TIMETABLES

FOR SCHEDULES FOR FOLLOWING CONNECTING
LINES, SEE LINES 5-7, 51, 111-115-116
TIMETABLES OR CALL RICHMOND 7-4855 OR
OSBORNE 5-4461.

- CONNECTING LINES
- (5) HAWTHORNE BLVD-UNION STATION LINE
 - (51) LOS ANGELES-REDONDO BEACH LINE
 - (65) CRENSHAW-VINE-LA BREA LINE
 - (111) COMPTON-IMPERIAL HWY LINE

Operational Changes

tween Broadway and Artesia Blvd. (174th St.).

BENEFITS OF LOCAL LINE CHANGES

Changes in the former Cross Town lines made possible the following benefits:

Redondo Beach-Crenshaw Line 101:

—now offers direct service from Redondo Beach and Hermosa Beach to El Camino College.

—now offers direct service to the South Bay Center and Del Amo Center from along Crenshaw Blvd. between El Segundo Blvd. and Artesia Blvd., and along Artesia, Redondo Beach Blvd. and Pier Ave.

Aviation Blvd.-El Nido Line 102:

—now offers Saturday service in the WALTERIA area.

Manhattan Beach-Kornblum Ave. Line 103:

—now offers direct service from along Kornblum Ave. between Compton and El Segundo Blvds. to Manhattan Beach, Hermosa Beach, and Redondo Beach.

—now offers direct service from Manhattan Beach, Hermosa Beach and Redondo Beach to Northrop Aircraft Buildings at Prairie Ave. and Broadway.

—now offers direct service between the East and West areas of Lawndale and Hawthorne.

Inglewood Ave.-Prairie Ave. Line 104:

—now offers direct service from along Prairie Ave. between 177th St. and Broadway to Manhattan Beach, Hermosa Beach and Redondo Beach.

—now offers direct service from Redondo Beach, Hermosa Beach and Manhattan Beach to Northrop Aircraft buildings at Prairie Ave. and Broadway.

—now offers direct service from

points along Inglewood Ave. between Robinson St. and Broadway to the South Bay Shopping Center.

—now offers direct service between the East and West areas of Lawndale and Hawthorne.

—continues to serve Lawndale High School, at 149th St. and Inglewood Ave.*

Airport Line 105:

—continues direct morning and return evening service for aircraft and airport employees traveling between Los Angeles International Airport and Redondo Beach, Hermosa Beach and Manhattan Beach (Unchanged from former operation.)

Compton-Imperial Highway Line 115:

—continues morning and return evening service for aircraft employees traveling to plants near Los Angeles International Airport.

Los Angeles-Redondo Beach Line 51:

—now offers—south of 45th St., El Segundo—free transfer privileges to and from former Cross Town lines operating in Manhattan Beach, Hermosa Beach and Redondo Beach.

FARE CHANGES:

In authorizing the new transfer privileges and the consequent elimination of payment of a second fare, the MTA Board established the basic 25-cent fare and 22½-cent token fare for all lines of the former Cross Town system in the South Bay area.

The program also provides for the establishment of uniform school fares throughout the area for students under 21 years of age. A forty-ride school book for a minimum 25¢ ride costs \$4.80.

*It is also pointed out that both Line 104 and Line 5 now stop about a quarter of a mile from Leuzinger High School, at 4118 Rosecrans Ave., Lawndale.

Commendations

126 Operators Honored In August for Courtesy

CONGRATULATIONS to the following 126 Operators, who received commendations during the month of August:

S. M. Alexander, Division 3; W. E. Alexander, 5; K. C. Anderson, 5; L. B. Appling, 8; L. E. Bailey, 2; Eugene Barbee, 7; N. C. Bassham, 1; R. W. Beckman, 5; M. E. Bentley, 7; L. S. Bernard, 5; D. H. Bogenberger, 7; G. S. Border, 3; B. J. Boyd, 3; M. L. Bragg, 7; W. G. Brewer, 7; A. M. Brouwer, 9; H. A. Brown, 2; T. H. Brown, 7; T. L. Burdick, 7; Richard Burke, 8; C. T. Burris, 7; Odrey Bush, 1.

R. G. Carleton, 3; J. C. Chandler, 3; A. J. Christensen, 5; K. D. Christensen, 5; B. W. Cliff, 7; G. E. Connolly, 9; Benjamin Cooper, 7; D. L. Correll, 11; J. O. Crawford, 7; C. V. Crosby, 1; K. G. Crownover, 2; Theodore Deak, 8; I. R. De Gras, 5; M. D. Diaz, 7; E. J. Di Donato, 7; E. G. Freeman, 7; L. F. Douglas, 8; O. A. Earnhart, 20; E. A. Evans, 7.

D. B. Galvez, 7; Paul Gappae, 8; I. G. Gaul, 6; H. W. Geleta, 20; A. M. Gracy, 6; Loyd De Gregorio, 10; Frank Hackman, 2; F. G. Hall, 3; D. Y. Hamilton, 5; R. D. Hamilton, 12; F. G. Haro, 20; V. E. Harris, 7; R. L. Harter, 11; S. W. Henderson, 2; Ezra Hill, 8; C. L. Hobby, 12; L. M. Hobel, 8; J. K. Hodo, 3; H. J. Hoffman, 11; J. G. Holland, 7; L. E. Hough, 10; D. W. Houghtaling, 5; Nathaniel Howard, 20; R. M. Humphreys, 5; M. W. Hunt, 8; J. P. Jones, 3; T. J. Jones, 5; L. D. Jensen, 6; J. M. Jernigan, 6.

R. K. Kaneshiro, 3; Patrick Kiely, 20; T. W. Kingsbury, 3; J. W. Kipp, 9; Fred Koenig, 6; C. F. Kohler, 3; Alex Kukla, 20; V. L. La France, 3; E. T. Lane, 5; D. C. Langston, 7; M. L. Levin, 7; E. P. Lewis, 7; G. D. Livingston, 20; A. G. Logue, 3; A. K. Lopez, 5; L. A. Maspero, 20; M. W. McBrayer, 9; P. L. McMillan, 9; E. T. McVerry, 20; J. T. Melser, 20; Edward Moore, 2; E. F. Morgan, 9.

H. G. Norie, 5; R. W. Owen, 8; Michaiiah Pegues, 7; E. R. Peterson, 2; L. V. Price, 2; Carelton Ray, 5; C. Z. Sams, 20; V. P. Santomero, 2; P. N. Schmidt, 20; J. W. Segger, 11; Leonard Sellick, 5; C. J. Shaw, 11;

K. A. Bradley Chosen Aug. Operator of the Month

FOR HIS COURTESY to everyone of all ages over the past several years," Kenneth A. Bradley, of Division 7, was selected Operator of the Month for August.



Kenneth A. Bradley

With service since 1946 for MTA and predecessor companies, Mr. Bradley works night runs on the Wilshire-Sunset-

Temple Line 83. He also wears an MTA pin indicating 12 years of operation without a chargeable accident.

He "does not make a show of being courteous," wrote a passenger to the MTA Courtesy Department. "He handles difficult riders so quietly and in such a way there is no trouble, embarrassment, or inconvenience to other patrons."

At transfer points, "he does not hurriedly pull away, but always watches to see if any alighting passengers (from another bus) want his bus," the letter continued.

It was on the basis of this letter and his excellent record that Mr. Bradley was selected Operator of the Month.

Ruben Siegel, 5; S. R. Siegel, 20; J. W. Stevens, 6; E. P. Swanson, 20; S. C. Swanson, 7; W. C. Swartwout, 11.

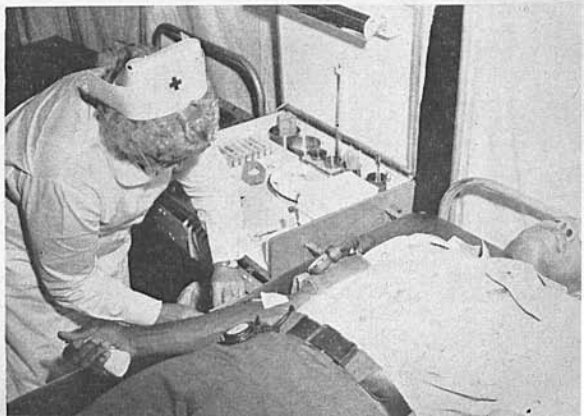
C. C. Tatum, Sr., 5; H. E. Tierney, 21; Walter Thomas, 7; A. J. Tramma, 12; Raymond Trautman, 5; W. L. Turner, 7; W. H. Turpin, 1; J. C. Tyler, 5; G. F. Usher, 8; G. F. Vogel, Jr., 2; J. E. Ward, 5; R. L. Webster, 6; William Werner, 7; D. B. White, 7; C. E. Wilson, 8; M. C. Young, 2.



FOR 100% ATTENDANCE at their divisional safety meetings in the Improv-Ur-Record program, the four Superintendents at the right receive pen and pencil sets from Chief Safety Engineer J. H. Prutsman, as George F. Goehler, General Superintendent of Transportation, (next to Mr. Prutsman), and Jack Stewart, Assistant General Superintendent, look on. The Division Superintendents are, from left, Roland W. Krafft, Division 12, Long Beach; D. B. Kohl, Division 1, Sixth and Central, Los Angeles; Thomas Arnott, Division 11, Sixth and Main, Los Angeles; and Frank Matzner, Division 6, Ocean Park. (Mr. Matzner, Vacation Relief Assistant Superintendent, was substituting for C. A. Schulz, the regular Division Superintendent, who was on vacation.) Operators in these four divisions received cold plate lunches from the Safety Department of Transit Casualty Co. for their all-out efforts.

NEWS IN PI

BLOOD BANK GAINS—In photo at left, Virginia Haynes, Personnel Department Secretary, leaves Red Cross Blood Center after giving blood to assist a 16-year-old girl who was to have open heart surgery. Mrs. Haynes's donation was credited as an MTA Blood Bank "deposit." In photo at right, A. B. Dobine, Division 1 Operator, makes a "deposit" in the MTA Blood Bank on Aug. 31 at a Sixth and Main Sts. Bloodmobile unit. He is one of some 160 MTA employees (as of Sept. 1) who, in the current campaign which began in late July, and is continuing indefinitely, have helped replenish the greatly overdrawn MTA Blood Bank. "Deposit blood at least once a year to maintain credit on which you or a member of your family may draw in emergency," urges C. A. Tengblad, Assistant Director of Personnel and Chairman, Blood Bank Committee. "Be sure your deposit is credited to MTA."





X NEW INTERNATIONAL AIRPORT is now served by Dreamliners on frequent schedules over Los Angeles-Redondo Beach Line 51. Service began Aug. 18, when United Air Lines started passenger operations at its new terminal, partially shown at right. Fare from Los Angeles is 53¢ for a trip requiring only 50 to 60 minutes. Fare from Redondo Beach is 46¢. Photo looks east on World Way. New control tower is at left.

ON TV—The opinions and "pet peeves" of these three women Operators were sought Aug. 23 over KTLA, Channel 5, on the "Ladies, the Continental" show by Host Renzo Cesana, third from left. The Operators are, from left, Estelle Black, of Division 2; Dorcas Congiardo, Division 3; and Lois Reinink, of Division 5. They are three of 20 women Operators employed at MTA. Asked why they became Operators, they said, "We like to drive and meet people."



On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between July 16 and Aug. 3:

Robert Baddeley from Mechanic "B" to Mechanic "A," Electrical Department, July 16. Employed Oct. 29, 1957.

G. L. Bandy from Operator to Operator-Extra Division Clerk, Division 12, July 6. Employed Sept. 6, 1955.

P. H. Bishop from Extra Special Agent to Special Agent, Special Agents Department, July 31. Employed Nov. 25, 1953.

H. L. Black from Assistant Treasurer to Controller and Assistant Treasurer, Accounting and Financial Division, Aug. 1. Employed May 1, 1951.

Manuel Chavez from temporary to regular Laborer "B," Way and Structures Department, July 24. Employed June 16, 1961.

Roy Coleman from Junior Clerk to Truck Driver Clerk, Purchasing and Stores Department, July 17. Employed May 20, 1957.

D. L. Correll from Operator to Operator-Extra Division Clerk, Division 11, July 28. Employed June 28, 1949.

Grace V. Jordan from Assistant Insurance Clerk to Pension and Insurance Clerk, Personnel Department, July 31. Employed Jan. 24, 1961.

H. G. Segletes from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department, Aug. 2. Employed Aug. 24, 1954.

E. D. Trujillo from Laborer "A" to Mechanic "C," Way and Structures Department, July 17. Employed May 28, 1957.

Madge Von Ehrlich from Key-Punch Operator to Temporary Supervising Key-

Bowler Succeeds Raport As Director of BD&I

EDWIN T. BOWLER, Administrative Assistant, has been appointed by Executive Director C. M. Gilliss as Director of Business Development and Information. The appointment was effective July 27.



Edwin T. Bowler

Mr. Bowler succeeds James H. Raport, who will continue to act as consultant to the MTA on

promotion, advertising, and public relations.

The new Director has been coordinating the cooperative information and public relations programs maintained by the MTA with cities, communities, and other governmental agencies.

He came to the MTA March 15, 1959, from a position as Chief Deputy to County Supervisor Warren Dorn.

R. O. Christiansen, MTA's Manager of Community Relations, is acting as Assistant Director of Business Development and Information.

Punch Operator, Accounting and Financial Department, Aug. 14. Employed Aug. 3, 1959.

Service to L. A. County Fair Begins Sept. 15

SPECIAL SERVICE to the Los Angeles County Fair began on the opening day, Friday, Sept. 15, and will continue for the 17-day duration.

Freeway Flyers leave the Sixth and Main Depot at frequent intervals each day, beginning at 8:30 a.m.

Shuttle buses operate between the fair and Pomona Station, carrying passengers to and from Lines 60, 61, and 63, as well as local riders.

Available only at the Sixth and Main Depot is a special reduced-rate combination ticket for \$3.75 for round-trip fare and admission to the fair and the grandstand.

An Open Letter To All MTA Employees

(Printed with the enthusiastic endorsement of Executive Director C. M. Gilliss, General Manager Cone T. Bass, and General Superintendent of Transportation George F. Goehler.)

Dear Fellow Employees:

COURTESY IS CONTAGIOUS—LET'S START AN EPIDEMIC!



Otis D. Golden

Courtesy is a simple eight-letter word, easy to spell, but sometimes difficult to remember. It is one of the most important words in our entire vocabulary. Apply it in the right places and lo, our lives are changed and the change is invariably for the better.

I am convinced that the success of our current Im-Pruv-Ur-Record contest depends upon whether or not we improve our application of courtesy. Granted, we all have our difficult days when we're out of sorts and nothing seems to go right, but 99 and 94/100 per cent of the time all that can be changed by the simple application of courtesy.

We are what we are because we practice being that way. Let's compare ourselves to a concert violinist.

In order to turn in a good performance, he must forget monotony and practice, practice, practice. If he fails to practice one day, only he knows it. If he fails to practice two days, the whole world knows it. So it is with you and me, and every other individual. So, come on, fellows, let's go to practice and I believe we'll be amazed at the results.

Let's choose a day—any day—and determine that, come H—or High Water, we'll be just as courteous as is humanly possible and use tact and patience in all of our dealings with our passengers and all other people. After our day's work is done let's compare that day with all the difficult days and I believe we'll make up our minds right then and there to practice a little more courtesy each and every day. And eventually, we'll achieve perfection comparable to that of the violinist. Not only that, but our contest will be a smashing success because we all know that courtesy contributes to safety.

I am sure that nothing would be more satisfying to all of us than to double or triple the number of operators wearing the badge of the MTA Courtesy Club and I also know that this can be done.

REMEMBER, COURTESY IS CONTAGIOUS. LET'S START AN EPIDEMIC!

OTIS D. GOLDEN
Operator, Badge 4439
Division 20

Transit Loan Bills in Congress Of Great Import to MTA Future

OF GREAT SIGNIFICANCE to MTA's rapid transit future are identical bills introduced by Senator Clair Engle and Congressman Chet Holifield in Congress Aug. 9 to authorize Federal loans to state, county, and local transit authorities desiring to build new rapid transit systems.

LOANS TO "QUALIFIED" AGENCIES

The bills—S 2390 and HR 8598—would authorize the Administrator of the Housing and Home Finance Agency to make Federal loans to qualified transit agencies. By a qualified agency is meant one which can:

—show that it is of sound financial structure so as to provide for repayment of the loan.

—show that it is unable to secure the necessary funds from other sources at equally favorable terms.

—show that the purpose of the loan is to construct an entirely new rapid transit system and not to renovate an existing system.

—show that the proposed system is approved by qualified independent engineers, indicating that construction will be within a specific financial estimate.

—prove that it has sufficient local statutory authority to proceed with construction of the system.

—agree to make available the use of any underground facilities for civil defense purposes.

—repay the loan within 50 years at current interest rates.

MTA QUALIFIES

According to the co-authors of the legislation, MTA meets all the above conditions. "The MTA," said Mr. Engle, as quoted in the Con-

gressional Record, "has completed origin and destination studies, feasibility studies, and engineering surveys. Los Angeles is ready to start construction now . . .

"Feasibility reports conducted by independent, recognized authorities show the cost of this (proposed Backbone Route) system to be self-liquidating in that the loan shall be repaid, interest and principal through revenues derived from the farebox . . .

SUBWAY CIVIL DEFENSE AID

"The 12.1 miles of subway . . . have considerable practicality as an important factor in the development of the area's civil defense program, serving as a fallout shelter and, through underground links with shelter areas in the many major buildings adjoining the route, a means of equalizing the loads on emergency facilities and moving personnel under shelter for the performance of critical duties."

Mr. Engle went on to point out that the proposed rapid transit system has the support of Governor Brown, Chairman Debs of the Los Angeles County Board of Supervisors, Mayor Yorty, and key civic leaders of the Los Angeles metropolitan area.

BOARD MEMBERS PRESENT MTA CASE

Spearheading the presentation to the California delegation in Washington were five MTA members who were seeking a low-interest-rate Federal loan to build the proposed Backbone Route. They were A. J. Eyraud, Chairman; Fred S. Dean, Vice-Chairman; Don Belding; N. R. Dumont; and Martin Pollard.

Chairman A. J. Eyraud, when the new bills were introduced, stated:

"This is legislation essential to the continued mobility of our metropolitan areas.

"It recognizes the acuteness of the problem of 'moving people' safely and rapidly and of the need for immediate action.

"And it provides for meeting the problem without placing a burden on the taxpayers.

"The Los Angeles Metropolitan Transit Authority can start construction immediately of a rapid transit system and can meet the requirements of this legislation."

MTA SEEKS \$232,000,000

Under the terms of the proposed bills, the Administrator of the Housing and Home Finance Agency would have \$500,000,000 to lend to local public transit agencies to build rapid transit systems and to finance the retirement of outstanding bonds. MTA needs \$192,000,000 to build the Backbone Route and \$40,000,000 to retire its outstanding bonds.

HEARINGS AFTER JAN. 1

Hearings on the bills before Congressional committees are not proposed until after next Jan. 1, according to Executive Director C. M. Gilliss.

Retirement Parties

(For complete list of retirements, see page 14)



FAREWELL PARTIES were recently held for two Information Clerks who retired after loyal service for many years with MTA and its predecessors. In photo at left, Deane H. Koch, left, is presented a clock on behalf of her colleagues by Betty Wood, Chief Telephone Operator and Supervisor of the Information Bureau. Mrs. Koch retired Aug. 4 after service from 1942. A former newspaper woman, she plans to do some publicity work, as well as "to enjoy some of the things I haven't had time to do before." In photo at right, Louise T. O'Connor, in dark dress, who retired Aug. 26 after service from 1943, cuts a piece of party cake for Miss Wood as others await their turn. In right foreground are three pieces of luggage given Miss O'Connor by her fellow-workers. The honoree plans to move to a location near the Feather River to live with her sister's family. Before her work as Information Clerk, she spent 18 years with the Chicago Rapid Transit as Ticket Clerk.

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between July 17 and Aug. 14:

ACCOUNTING AND FINANCIAL DIVISION

Key-Punch Operator: Shirley Y. Meyers.

EQUIPMENT MAINTENANCE DEPARTMENT

Mechanic "B": G. G. Gregory, R. A. Inglis, A. I. Odsen, J. L. Pederson.
Mechanic "C": D. M. Porcher.
Utility "A": A. A. Jones.

PERSONNEL DEPARTMENT

Assistant Insurance Clerk: Marlene Allen (employed May 8).

REAL PROPERTY MANAGEMENT

Information Clerk: Isabel R. Heath.
Janitor: T. M. Dearing, L. R. Fuller, J. A. Mack.

TRANSPORTATION DEPARTMENT

Operator: H. C. Abston, Division 3; E. P. Adams, 1; W. E. Addair, 6; N. A. Benton, 7; Fred Biehl, 7; D. K. Brown, 6; R. M. Clark, 12; H. M. Colby, 1; J. H. Coleman, 5; T. E. Colter, 5; R. D. Cummings, 7; Early Gentry, Jr., 6; H. E. Hadlock, 7; J. H. Hall, 1; K. N. Haynes, 2; D. S. Idalski, 8; D. R. Janssen, 6; D. D. Kwiatkoski, 7; R. H. Lewis, 1; T. R. Limke, 12; H. J. Lisheid, 8; C. C. Lockwood, 10; Ira Luttrell, 6; G. D. Macintyre, 1; D. L. MacQuarrie, 1; E. L. Messner, 1; A. N. Mumm, 10; Merckell Posey, 6; J. W. Powers, 1; C. E. Rover, 6; A. J. Spizzirri, 7; G. M. Stafford, 8; R. D. Taylor, 8; J. R. Thomas, 6; E. G. Towles, 6.

Relief Stenographer: Etea A. Falcone.

WAY AND STRUCTURES DEPARTMENT

Laborer "B": C. L. Mason.
Secretary: Evangelina Galindo.

In Memoriam

THE EMBLEM reports with regret the death of the following:

Evelyn Cason, wife of retired Conductor Clyde G. Cason, Division 11; July 26. Survived by her husband.

Joseph P. Fleming, 61, retired Operator, Division 3; June 27; service from 1926 to 1954. Survived by his wife, Aurora, of El Paso, Texas.

Ronald E. Hubbard, 67, retired Operator, Division 11; Aug. 16; service from 1942 to 1959. Survived by his wife, Corinne.

Thomas A. Juett, 72, retired Carpenter, Equipment Maintenance Department; service from 1940 to 1956. Survived by his wife, Viva.

Norval L. Knox, Sr., 70, retired Ticket Clerk; June 1; service from 1938 to 1956. Survived by his wife, Alice.

John W. Nester, 75, retired Motor-

man, Division 5; July 28; service from 1919 to 1953. Survived by his wife, Bertha.

Karl Poppe, 84, retired Operator, Division 5; Aug. 22; service from 1919 to 1949. Survived by his wife, Therese.

John H. Ream, 70, retired Operator, Division 11; Aug. 8; service from 1917 to 1956. Survived by his wife, Wilma.

Wesley F. Savoy, 54, Mechanic, South Park Shops; July 26; service from 1934. Survived by his wife, Lula.

Herbert N. Seeley, 70, retired Machinist, Equipment Maintenance Department; Aug. 19; service from 1920 to 1955. Survived by his wife, Mary.

Angela Servranckx, wife of W. F. Servranckx, who is on indefinite leave from MTA acting as Assistant Field Representative, Brotherhood of Railroad Trainmen; Aug. 3. Survived by her husband.

Albert J. Tyler, 25, Operator, Division 5; Aug. 6; service from 1959. Survived by his wife, June.

last July 27. Employed March 10, 1937.

Deane H. Koch, Information Clerk, retired Aug. 4 after service from 1942.

Louise T. O'Connor, Information Clerk, retired Aug. 26 after service from 1943.

Almond Latimer Rust, Lineman Leader on indefinite leave from the Electrical Department, retired Aug. 25 after service from Oct. 1, 1958.

Retirements

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

Catharine D. Haldeman, Information Clerk who had been on indefinite leave since October, 1960, retired on disability

**Division 5 Wins July
Impruv-Ur-Record Contest**

ON BEHALF OF Operators at Division 5, winner of the first month's Impruv-Ur-Record contest, Ed O. Lammers, division grievance man, accepts a roving trophy from Don H. Sheets, General Chairman, Brotherhood of Railroad Trainmen, donor of the trophy.

Left to right in front row are George F. Goehler, General Superintendent of Transportation; Mr. Sheets; Mr. Lammers; Division 5 Superintendent Ted O. Latham, and Assistant General Superintendent Jack Stewart.

Division 5, with 158 contest points, led all other divisions in total points earned during July while improving its safety record. In second place was Division 6, with 101 points.

In presenting the trophy, Mr. Sheets congratulated the Division 5 personnel, and stated: "The Brotherhood is interested in any program to reduce accidents to employees and the public, and in reducing disciplinary cases resulting from accidents, especially rear-end and on-board accidents."

"Accidents benefit nobody," said Mr. Goehler, who praised the Division 5 operating force and introduced Mr. Sheets. "It is the MTA objective to make available to Operators all known aids for accident prevention, as well as the full co-operation of supervisory personnel.

"We are indeed grateful that the BRT has joined us in our all-out effort to reduce accidents."

"We won the trophy this month because of the fine work of all the Operators at this division," Mr. Latham told his men. "With your continued cooperation, I think it will stay here."

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Brochure Distributed in South Bay

**THE
Fast, Easy
WAY**

Guide to M·T·A Service

in the

Centinela

Valley-

South Bay Area



SERVICE CHANGES that took place Sept. 10 in the South Bay and Centinela Valley areas were explained in a two-color brochure that was widely distributed in those areas weeks in advance.

The folder was prepared and distributed by the Business Development and Information Division with the cooperation of the Chief Engineer's Office and the Transportation Department. Printed were 20,000 copies.

Opening flat to a 19½ x 13" sheet, the brochure has on one side descriptions of the advantages of the Line 5 and Line 85 extensions, basic schedules on the changed lines, announcement of the new fare structure in the southwest areas, and information on the service to New International Airport on Line 51.

The obverse side is devoted entirely to a map of the new service, with fare zones shown.

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