

The



Emblem

76-97

AUGUST-SEPTEMBER, 1962



HERE'S YOUR NEW AND LARGER *EMBLEM!*

How Stations and Agencies Help—a picture story

Commendations—with Some Typical Letters—Golf—Dick Young Retires

GET YOUR BA(N)D(A)GE OF HONOR!

The Emblem

Vol. 4 August-September, 1962 No. 11

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OUR COVER

THE MTA DEPOT at Sixth and Main Sts., Los Angeles, in the Pacific Electric Building. MTA occupies the ground floor, including the large waiting room and the Bus Concourse opening on to Main St.

Many buses also enter and leave the Annex, opening on to the Los Angeles St. level, behind the Depot proper.

Hub of interurban operations, the MTA Depot handles more passengers, more tickets, and more schedules than any other station or agency on the system.

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* * *
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We Hope You Like It!

WITH THIS ISSUE, THE EMBLEM arrives at your home in a larger and, we hope, more interesting and readable format.

Greater coverage of the news about MTA and its employees is now possible, with more and often larger pictures to illustrate the stories.

While arrangements are not yet complete, it is hoped that each department and division will be represented by a reporter who will send in one or more stories for every issue. — *The Editor.*

Contract for 100 Buses Awarded

THE FLXIBLE COMPANY was awarded a contract for 100 new 50-passenger coaches at the MTA Board meeting Aug. 7. Similar in appearance to the 35 Silver-Liners now in use on San Fernando Valley lines, the buses, equipped with automatic transmissions, will cost \$26,481 each.

In conformity with a new state law, the coaches will be equipped with a safety device which will keep other wheel brakes effective if one should leak air.

(At the same meeting the Board approved a \$170,000 work order asked for by General Manager Cone T. Bass to provide for modification of the air-brake systems on 1,258 present MTA buses to conform to the new state requirements.)

ID Cards to Replace School Books; School Fares for College Debated

FOLLOWING A HEARING Aug. 7 on whether or not present school fares for students under 21 should be retained at tax-supported junior and senior colleges and at universities, the MTA Board deferred its decision until all members of the Board (only a quorum was present) could read a complete transcript of testimony heard that day.

In an effort to bring revenues more in line with service costs, Chief Engineer Ernest R. Gerlach had recommended to the Board on June 19 that reduced fares be eliminated for students above the high school level.

He also recommended that identification cards at 50c, instead of 40-ride school books, be issued to students, beginning Sept. 1. This recommendation was adopted by the Board.

When presented to an Operator during hours when school fares are honored, an ID card will authorize the holder to ride for a cash fare which is the equivalent of the commutation book school fare. A card purchased on or after June 1 will be good through Feb. 15, and one purchased after Jan. 15 will be good through June 30.

FLASH!

Woolard Named to Board

WARDEN WOOLARD, a veteran Los Angeles newspaperman, was named Aug. 13 by Gov. Brown to the Metropolitan Transit Authority Board.

Editor of the former *Los Angeles Examiner*, Mr. Woolard succeeds Carl P. Miller, who resigned.

See the next issue for picture and more complete story on Mr. Woolard.



"FUNLAND TICKET CENTER" — In the MTA Depot at Sixth and Main Sts., Los Angeles. Information counter is at left; ticket windows are at right center. Man at extreme right is looking toward bus gates. Current MTA summer ads are prominently displayed all over.

Those Stations and Agencies Mean Business! And Help Spread the Word about MTA Service

Personnel in 2 MTA Stations, 3 Divisions, 20 Commission Agencies, And the General Passenger Agent's Office Join Forces Daily With 2700 Operators and 50 Information Girls in Three-Fold Task: Selling Transportation, Explaining Service, Building Good Will

WHY does MTA have ticket agencies?

"Obviously, to sell MTA tickets and to dispense MTA information, time-tables, maps, and brochures to prospective passengers," replied Thomas N. Bristow, Supervisor of Stations and Agencies, "and thus to relieve the Operator of the burden of collecting fares, with attendant delays from the necessity of making change, etc., at points where loading is heavy.

"Less obviously, to enable MTA to maintain local contacts in the many communities we serve.

"Transit is like any other business: local contacts mean local awareness of the product, and awareness means sales. The presence of our Agent in the community helps stimulate sales, and, if he is helpful and obliging—as all our Agents are—helps build good will toward MTA. Usually well known in his locality, he keeps his

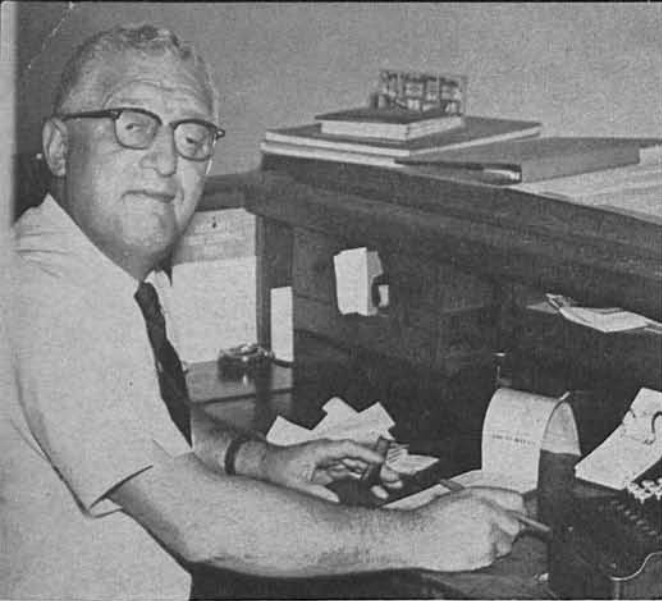
finger on the pulse of public opinion, and often informs us of attitudes and problems which may require the services of our Public Relations Department.

"Thus the agencies cater to specific travel needs in a given community."

Said Public Relations Director R. O. Christiansen:

"The Agent in outlying communities is important to our advertising and

(Text continued on p. 5)



PETER ROLLER, Chief Clerk, makes up large bank deposits each day and also works the ticket windows.



ODESSA CARTER, Reports Clerk, stops her comptometer operation a moment to hear a funny story.



STEWART CANNING, Ticket Clerk, has smile for customer.



BIG BILL — Faye Harley gets change from fellow Ticket Clerk Al Yantis.



BETTY THIBAULT, Ticket Clerk, prepares to close out her window at the end of her day's shift.



LAVONNE NELSON, Ticket Clerk, expertly gives travel information to her customers.

Vignettes—6th and Main Depot

LOS ANGELES ST. ANNEX — A busy ticket booth downstairs is operated during daytime hours only by Ticket Clerk John Fraker (inset).

ANNE ROSSBERGER, Ticket Clerk, smilingly establishes pleasant relations with a family group on their way out to Disneyland.





JAMES M. RUSSELL, right, Relief Ticket and Express Clerk, sells express to a customer at the Express Room, 208 E. 6th St., during vacation days of Frank Czarniak (inset).

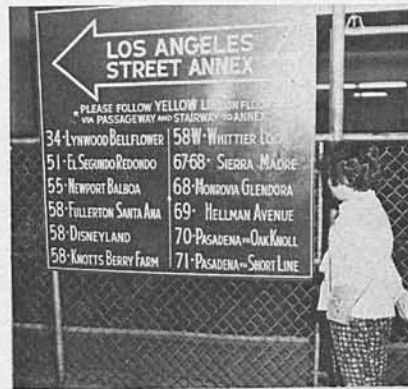
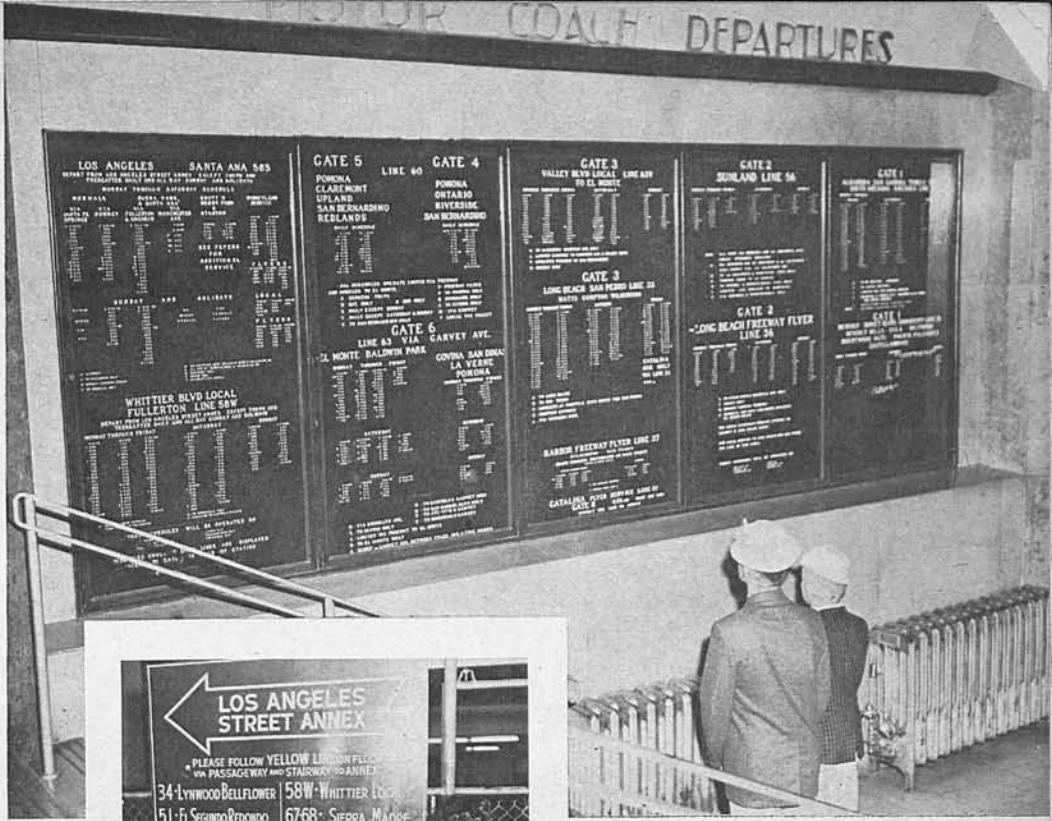
Stations and Agencies Mean Business

(Continued from p. 3)

promotional program. We depend on him to explain in detail service, and especially new or seasonal service, that MTA has advertised locally in newspapers, by radio spots, on billboards, and by other means.

"Equally important is his function as a builder of good will for MTA. The Agent, his Ticket Clerks, our Information Department girls, and the Operator carrying the passengers are the team which, if all its members work together, wins friends and riders for MTA."

(Text continued on p. 6)



LINES operating through Main St. Bus Concourse are shown, with departure times, on large board (above) on station wall; lines operating through Los Angeles St. Annex are listed on sign with directional arrow seen at Gate 9.

TYPICAL SCENE—Coach loading for Disneyland in Los Angeles St. Annex.





READY TO GO — Buses on four lines await passengers and leaving time at the rear of Whittier Station. Left to right, buses are on

Lines 117 (to La Mirada), 58W (to Los Angeles), another 117 (to Whittwood Center), and 112 (to Huntington Park). Time: 9 a.m.

Whittier Station



WHITTIER STATION, at Bailey St. and Comstock Ave.

AT RIGHT — Going over station records with Whittier Agent William G. Adams, right, is Thomas N. Bristow, Supervisor of Stations and Agencies. Mr. Bristow spends considerable time on the road visiting his 25 agencies, which serve localities as far away as Redlands.



Those Stations and Agencies Mean Business!

(Text continued from p. 5)

AGENCIES AND REVENUE

Twenty-six agencies over the MTA system take in, on the average, a total of \$415,000 a month from the sale of tickets, commutation books, and express. This figure does not include turn-ins at stations by Operators.

Of the 26 agencies, six are manned exclusively by MTA employees, and 20 by Commission Agents, some of whom are assisted by a fairly extensive staff.

Of the six MTA-manned agencies,

two are the stations at Sixth and Main Sts., Los Angeles, and at Bailey St. and Comstock Ave., Whittier; three are at Divisions 6 (Ocean Park), 7 (West Hollywood), and 8 (Van Nuys); and one is in the Office of the Chief Engineer, 1060 S. Broadway, Los Angeles.

In revenue, the MTA Depot at Sixth and Main Sts.—with its Los Angeles St. Annex—averages more each month—\$225,000—than all the rest of the agencies put together. Next largest producers are five commission

agencies: Long Beach, with \$20,000 a month; Riverside, with \$11,000; San Bernardino, \$10,500; Pomona, \$9,400; and Santa Ana, \$9,000. Whittier Station averages about \$5,000 a month.

Of all the agencies, only the MTA Depot at Sixth and Main, hub of interurban operations, handles the entire combination of tickets, commutation books, and express. Five other agencies handle tickets only: Azusa, Baldwin Park, Compton, Lynwood, and Orange. Seven others handle commutation books only: commission agen-



ANNOUNCES HIS DEPARTURE — Operator W. K. Holsberry, at Whittier Station, announces over the public address system the impending departure of his Line 118 coach.



ROSALIE BONNETT, Ticket Clerk at Whittier, gives travel information to prospective rider. Between people at the window and people on the constantly ringing telephone, Rosalie and other station personnel keep busy.

JOHN K. HORST checks over records of express shipments received and forwarded at Whittier. He also handles baggage, sells tickets, and answers many travel queries.



cies at the Broadway Travel Bureau, the May Co. Travel Center, and the Redwood House, in downtown Los Angeles; MTA Divisions 6, 7, and 8; and (only for commute books ordered by mail) the office of General Passenger Agent Wilfred Lippiatt, in the Chief Engineer's Office. And of these seven, the commission agencies handle regular (not school) commutation books only; Divisions 6 and 8 handle both regular and school books; and Division 7, school books only.

Twelve suburban agencies handle express shipped by bus from the express office maintained at 208 E. 6th St., Los Angeles; these are at Anaheim, Corona, El Monte, Fullerton, Long Beach, Ontario, Pomona, Redlands, Riverside, San Bernardino, Santa Ana, and Whittier.

All agencies, with the exception of Mr. Lippiatt's office, are under the supervision of Supervisor Bristow, who reports to George F. Goehler, General Superintendent of Transportation.

"My principal job," says Mr. Bristow, "is to see that passengers are handled properly and accounting procedures are followed at all agencies."

MTA DEPOT AT SIXTH AND MAIN

Mr. Bristow maintains his office at the Sixth and Main Depot, at a point overlooking the bus concourse opening on to Main St. He is assisted by Chief Clerk Peter Roller, who makes up the large bank deposits each day; and by Reports Clerk Odessa Carter, who checks agency reports, types letters, and performs other work as needed.

Other employees at Sixth and Main under Mr. Bristow's supervision are seven Ticket Clerks, an Express Clerk, and three Red Cap Porters.

The lines at the MTA Depot include those to Long Beach and San Pedro (33), Bellflower (34), Long Beach Freeway Flyer (36), Harbor Freeway Flyer (37), Redondo Beach (51), Temple City (52), Balboa (55), Sunland (56), race tracks (57), Santa Ana (58), Pomona-Riverside-San Bernardino-Redlands (60), El Monte-Pomona (63), El Monte via Valley Blvd. (63V), Sierra Madre (67), Glendora (68), South San Gabriel via Hellman Ave. (69), Pasadena (70, 71), and Beverly Blvd.-Sunset-UCLA-Castellammare (76).

Numerous local lines make street stops close to the station.

At every season of the year special service is operated to some point in

"Funland," from the Sixth and Main Station, which is billed as the "Funland Ticket Center": to Santa Anita Race Track, the Tournament of Roses, the Catalina steamer at Wilmington, Marineland, the Los Angeles County Fair at Pomona, the National Orange Show in San Bernardino, the Los Alamitos Race Track.—And the year-round popularity of Disneyland and Knott's Berry Farm has warranted regular service on Line 58 to these fun spots throughout the year.

With 22,500 people passing each day through the busy station on their way via 600 trips in and 700 trips out on 19 interurban lines to and from suburban points over the entire system, there is plenty to keep the Ticket Clerks and the many other MTA employees at this point busy.

WHITTIER STATION

Whittier Station has taken on new importance as a transportation center since June 17, when MTA lines in and through Whittier were rearranged to enter and leave the station yard—a procedure which facilitates transferring from one line to another and makes it possible to reach all Whittier points from the station.

"And station revenues have shown considerable increase since June 17," said William G. Adams, who has been acting as Agent during the illness of Robert G. Gibson.

Now stopping at Whittier Station since the change are Whittier Local Line 58W, Long Beach-Pasadena Line 61, and four former Cross Town lines:

- 112—Whittier Downs Mall, Pico Rivera, Bell Gardens, and Huntington Park.
- 113—Whittier Downs Mall, Pico Rivera, Santa Fe Springs, Downey, Paramount, and Compton.
- 117—Greenleaf Ave., Whittier Quad, Whittwood Center, South Whittier, and La Mirada.
- 118—East 4th St., Washington Blvd. (through the City of Commerce) to Olympic Blvd. and Soto St., Los Angeles.

OTHER AGENCIES

As space permits in succeeding issues of THE EMBLEM, pictures and stories of other agencies will appear.

Commendations...

111 Operators Honored In July for Courtesy

CONGRATULATIONS to the following 111 Operators who received commendations during the month of July:

S. M. Alexander, Division 3; D. J. Allan, 2; A. J. Arnone, 3; A. A. Arredondo, 2; R. L. Bacchus, 20; H. A. Baker, 7; E. R. Banks, 8; Procolo Barone, 10; R. L. Barth, 11; E. M. Baylor, Jr., 7; E. J. Beatty, 12; E. R. Bell, 5; E. O. Black, 2; D. G. Blackmer, 11; G. G. Border, 3; M. R. Brogg, 7; A. R. Brown, 7; Perry Brown, 20; T. L. Burdick, 10; C. T. Burris, 7; B. R. Burton, 7.

E. E. Capek, 3; J. C. Chandler, 3; W. S. Churchill, 8; C. H. Crawford, 11; L. R. Crozier, 20; E. A. Cure, 12; L. A. Darling, 9; Theodore De Lora, 3; E. J. Di Donato, 7; A. B. Dobine, 1; L. S. Dodge, 7; D. T. Doyle, 5; M. H. Epperson, 7; Ermal Fain, 7; H. E. Flanigan, 9; M. L. Foster, 12; G. H. Fowler, 5; O. R. Francis, 5; H. P. Frasier, 5; J. J. Fuentes, 9.

Frank Gardner, 5; G. L. Gennarini, 8; G. F. Gladstone, 20; C. W. Good, 6; Don Grayson, 12; W. J. Green, 9; J. B. Haining, 2; R. S. Harsche, 7; D. C. Hatfield, 6; J. K. Hode, 20; W. C. Hoog, 8; D. W. Houghtaling, 5; H. C. Hunten, 2; L. F. Hutchinson, 3; Barry Johnson, 5; C. E. Johnson, 20; R. C. Johnson, 5; L. D. Jensen, 6; R. K. Kaneshire, 3; J. E. King, 1; M. E. Kittinger, 12; R. D. Kornell, 20.

W. L. Lee, 9; F. V. Lemaster, 6; Y. C. Lister, 3; D. L. Livingston, 2; A. K. Lopez, 5; H. G. Lyons, 8; Sally A. Mackin, 20; Bob Miller, 11; Luther Miller, 11; B. J. Mitchell, 1; V. T. Morrison, 5; O. A. Ortega, 20; O. B. Osborne, 20; S. O. Parker, 2; R. R. Pasco, 7; J. C. Pateman, 2; A. L. Patterson, 7; R. L. Phillips, 5; V. D. Powell, 7; Leonard Prensellar, 6.

J. W. Range, 5; L. B. Reese, 1; Ralph Risola, 11; M. D. Rogers, 20; T. C. Rolfe, 7; J. S. Ryan, 9; Ann G. Schulz, 7; E. L. Schultz, 11; W. F. Scott, 20; Leonard Sellick, 5; G. E. Serres, 9; R. V. Simmons, 3; H.

Some Outstanding Letters

C. T. Burris, Division 5

"Both my wife and myself, separately, have had the pleasure of riding with this driver; both of us lauded him to each other, and only recently discovered we were talking about the same man.

"Mr. Burris seems more than merely courteous in the formal sense of the word; he actually makes you glad you have entered his bus. His entire manner of careful, tensionless driving enables you to relax, knowing you will get there on time without strain and under the most pleasant conditions possible for public transportation."

MARIO CASSETTA

C. L. Flenoury, Division 2

"Upon entering the No. 7 at 116th and Athens Way, I was impressed by his friendly and courteous manner. My question concerning arrival at Manchester and Broadway was very accurately answered.

"Incidents which led me to write involved two ladies from out of town whose questions were answered patiently and helpfully by No. 760 (Operator Flenoury). He even remembered to tell them upon their disembarkment to catch the No. 7 bus back!

"Another situation involved two youngsters unused to paying fares. When the older of the two paid one fare and needed additional change to pay the other, the Operator patiently explained and helped her to do so.

"The driver never missed calling street numbers and connecting lines audibly!"

MAY E. REED

A. K. Lopez, Division 5

"To one returning, as I was, to the city after an absence of a few years, . . . his unmistakably friendly tone and manner gave me an unexpected 'welcome back.' He was prompt in aiding me to make the best bus connections for my sought-for address in an unfamiliar part of Los Angeles, and it soon became plain to me that his helpfulness was not merely a matter for special occasions or persons, but was unstrained and habitual."

MARVIN R. MONTNEY

L. L. Murdock, Division 1

"He is very pleasant, patient, understanding, and never seems to forget a face. It would be hard to give one particular act of courtesy on his part because he is *always* that way—even at the rush hour!

"I can always relax when I am on his bus because he is a very safe driver also."

JANICE ROWE

G. E. Serres, Division 9

"Bus Driver No. 2050 (Mr. Serres) is always courteous and never gets mad no matter how many questions we ask him . . .

"If you made Mr. Serres 'Bus Driver of the Month' for a year, it would never pay him back for how nice and kind he's been."

JANE STEWARD

B. Smith, 11; O. H. Smith, 8; K. C. Steinert, 9; G. E. Taft, 7; R. S. Terrell, 7; W. T. Thomas, 5; Raymond Trautman, 3; G. G. Vogel, Jr., 2; J.

A. Warren, 8; J. E. Wharton, 7; L. T. Williams, 7; F. D. Wilson, 7; J. E. Wise, 5; G. D. Woods, 5; H. J. Wright, 8; R. B. Van Zile, 3.

Hoyt A. Brown July Operator of the Month For Patience, Good Humor, "Wonderful Smile"

W. R. Hardie, I. D. Addison, Runners-up for July Choice



JULY OPERATOR OF THE MONTH Hoyt A. Brown, left, a three-time winner, gets MTA check for \$50 — and a handshake — from his Superintendent, J. M. McKevitt, of Division 5.

Brown a Three-time Winner of Courtesy Award

MOST COURTEOUS of all MTA Operators commended by the public during July was Hoyt A. Brown, of the Slauson Ave. Line 72.

This was the opinion of three impartial judges — top executives of the Long Beach Chamber of Commerce — who selected from many letters of commendation written by the public in praise of MTA Operators one praising Mr. Brown for his unvarying courtesy, patience, good humor, and "wonderful smile."

This outstanding tribute to an operator's courtesy, combined with his excellent over-all record, won for Mr. Brown the title of Operator of the Month for July and \$50 from the MTA Board in recognition of his good public relations.

He had also won the title in July, 1956, and again in July, 1958.

This time he was elected on the

basis of a letter written by S. Robert Guggenheimer, of the California Department of Employment, on behalf of the author and several fellow-employees who catch the Line 44 bus at Venice Boulevard and Hill Street each afternoon after work.

Mr. Brown's "wonderful smile and good humor are *never* lacking. They are infectious, too, and soon the whole bus is smiling and talking and relaxed," wrote Guggenheimer, who also listed some of the Operator's "innumerable small courtesies" to passengers.

Mr. Brown lives with his wife of 14 years at 1035 W. 39th Place, Los Angeles. He began his transit service as a Car Cleaner in 1938, resigned to join the Navy in 1943, and returned to service in 1947 following honorable discharge from the Navy in 1946. In returning, he shifted from mainte-

nance to transportation, and became an Operator.

Since the commendation, his assignment has been shifted from Line 44 to Line 72, which runs on Slauson Ave. from 54th St. and Broadway, Los Angeles, to Pacific Ave., Huntington Park.

Of the group of passengers mentioned in the letter of commendation, he said, "This was an intelligent group that cooperated fully, so that it was a matter of just a few extra seconds to get them aboard. They were a good group to work with and I was sorry to leave them."

RUNNERS-UP

Also considered by the judges for the July Operator-of-the-Month award were W. R. Hardie, of Division 6, and I. D. Addison, of Division 5.

Mr. Hardie "certainly deserves a recommendation for 'Driver of the Month' for his courtesy and unflinching good humor, as well as being one who drives with a minimum of jerks and bumps," wrote Mrs. John M. Bishop.

"He seems to be unflinching patient with older people and those that have a difficult time getting about."

Mr. Addison was commended by Mrs. Kathryn Carson for several specific acts of courtesy: one involving repetition of travel directions; another, helping a woman with a baby and small child; a third, helping the writer find her coin purse. "There have been many other instances," Mrs. Carson said.



W. R. Hardie



I. D. Addison



FIRST TO WIN a leg on the safety trophy (this picture was taken when Division 11 won the January, 1962, Impruv-Ur-Record contest), Division 11 has also won it for keeps — see story below. In this photo, DON H. SHEETS, BRT General Chairman, right, is presenting the then brand-new trophy to Operator Keith Melvin, representing the division, as other Operators watch.

IMPRUV-UR-RECORD

Division 11 Wins Safety Trophy For Keeps in Jan.-June Contest

Division 12 Noses Out 10 for Second Place

By Winning Two Months in a Row—May and June

BY A MARGIN of exactly 300 points, Division 11 (Sixth and Main) took permanent possession of the BRT safety trophy over the second-place winner, Division 12 (Long Beach) in the Impruv-Ur-Record contest for the first six months of 1962.

Division 11's total score for the six months was 1840 points; Division 12's, 1540 points. For complete scores, see table at right.

As winner of the six-months contest, Division 11 Operators, as these lines are written, were to be feted Thursday, Aug. 16 at a Safety Department-sponsored luncheon consisting of appetizers, spaghetti, baked beans, a cold plate lunch, ice cream, cake, and coffee.

Twenty-five valuable door prizes were to be won by 25 lucky Operators whose names were to be drawn from a barrel in which the names of every Operator on the division roster had been placed — including the men working out of the Pasadena Terminal, which is under the jurisdiction of Division 11.

A similar luncheon was to be pro-

vided at the Pasadena Terminal on Tuesday, Aug. 21, and another luncheon at the Long Beach Division on Thursday, Aug. 23.

Division 11 was in the lead in total points during every month of the contest, although it did not win each monthly contest. Division 12 won the May and June contests by wide margins.

"I'm mighty proud of the work of my Operators," said Division 11 Superintendent Kenneth E. Funk. "They've shown themselves to be truly professional drivers."

"We're going to *win* next time!" said Roland W. Krafft, of Division 12. "Look how we climbed from the bottom to second place!"

"My congratulations to all Operators for their efforts to improve their records — especially the winners at Divisions 11 and 12," said George F. Goehler, General Superintendent of Transportation.

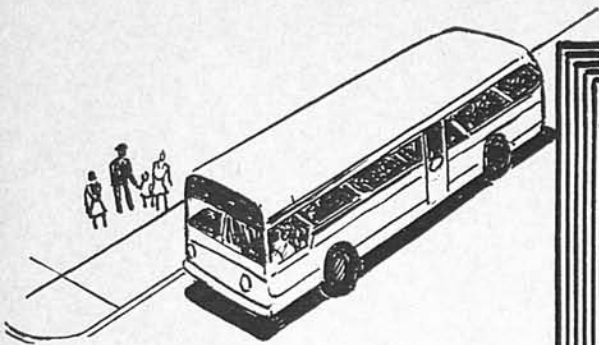
"Proof of their efforts is in the reduction effected in accidents since the contest started. [See opposite page.] This reduction — which means lives saved and injuries avoided — is

a significant contribution to the welfare of communities we serve.

"Our thanks are due also to the BRT for joining wholeheartedly in this safety contest; to the Safety Engineers for spearheading it; and to all Superintendents and other Transportation Department personnel — and that includes almost everyone — for keeping it lively and meaningful."

The Impruv-Ur-Record contest for the second half of 1962 is already under way.

FINAL CONTEST RESULTS JANUARY - JUNE, 1962		
Division	Points Earned	Place
11	1840	First
12	1540	Second
10	1530	Third
6	1395	Fourth
20	1325	Fifth
2	1275	Sixth
1	1190	Seventh
7	1125	Eighth
5	1100	Ninth
3	1095	Tenth
9	1010	Eleventh
8	970	Twelfth



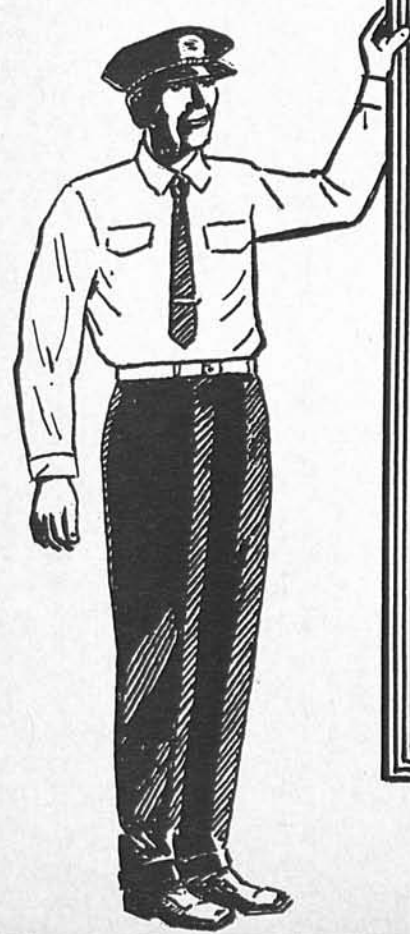
"Congratulations, MTA Operators!"

— CONE T. BASS, *General Manager*

After One Year of Impruv-Ur-Record (7/1/61 - 6/30/62)
 Compared With the Previous Year Without the Contest (7/1/60 - 6/30/61)

Here's How You've Improved Your Record:

Traffic Accidents ♦ ♦ ♦	Total Number	Down 12.2%
	Per 100,000 Miles	Down 12.3%
Passenger Accidents ♦ ♦ ♦	Total Number	Down 14.6%
	Per Million Psgrs. Carried	Down 11.0%
Accident Reports ♦ ♦ ♦	% Without Witnesses	Down 1.3%
	Average No. Witnesses per Report	Up 5.6%
On-Duty Injuries* ♦ ♦ ♦	Total Number	Down 16.3%
	Per Million Hours Worked	Down 27.3%



LAPD REPORT OF TOTAL ACCIDENTS (*including Fatalities, Injuries, and Property Damage*) IN THE CITY OF LOS ANGELES:

Jan. 1 - June 30, 1961	Jan. 1 - June 30, 1962	
26,029	29,167	Up 12.1%

**First six months only — category added to contest Jan. 1, 1962*

W. V. 16/6/62

W. V. 16/6/62



OPERATORS TEE OFF — Swinging is J. W. ("Bill") Reid, of Division 3. Awaiting their turn are, from left, D. C. Criddell, of Division 3; C. R. Van Lee, 20; C. J. McGurn, 3; R. L. Koons, 7; L. R. Crozier, 20; B. J. Mouton, Jr, 20; G. D. Woods, 5; and R. A. Perry, 5. They played 18 holes on Sunday, July 29, at Brookside Park, Pasadena, to establish their handicaps in a proposed tournament.

Like to Play Golf? See Bill Winters

PLAY to establish handicaps in a prospective informal golf tournament among MTA employees began on Sunday, July 29, at Brookside Park, Pasadena, when nine Operators showed up at the starting tee at 1:00 p.m.

Their starting times had been secured by Bill Winters, Safety Engineer for Transit Casualty and a well-known golfer, who is master-minding the tournament.

Bill is trying to start a series of such golf tournaments — in no sense MTA-sponsored — among MTA employees who want to play on their days off.

"I'm doing this at the request of a number of Operators and other golf enthusiasts," he said.

"Six foursomes will have a tournament on Sunday, Sept. 2, after players have all established their handicaps. I hope to schedule a tournament about every six weeks: first on Sundays, when most employees are off work, and later on other days when employees aren't working.

"Contact me for your starting time."

Travel Note

MR. TRAVELING WIND recently wrote the Public Relations Department requesting MTA timetables and a guide map, it is reliably reported by Secretary Cathy Martin.

Combo Ticket to Fair Offered Again in '62

SPECIAL COMBINATION tickets to the Los Angeles County Fair, to be held Sept. 14-30, will again be sold for the 1962 season at the MTA Depot, Sixth and Main Sts., Los Angeles.

The \$4.24 combination ticket includes a round-trip fare at \$2.64, general admission to the fair, \$1.00, and admission to the grandstand, 60c.

Since regular admission to the grandstand is \$1.25, a saving of 65c is effected by purchasing the combination ticket.

"The price of the combination ticket *doesn't* include a ride on the monorail featured at the Fair this year," General Passenger Agent Wilfred Lippiatt observed, dryly.

Special service to the Fair will include coaches from Sixth and Main direct to the fairgrounds, and shuttle service between Pomona Transportation Terminal and the fairgrounds.

"We are planning on about the same amount of extra service as last year," said Max Rise, Supervisor of Schedules and Statistics.

"The 1961 figures on special service show that, Monday through Friday, we took about 1100 people to the Fair from Sixth and Main on

about 25 special trips, from 8:20 a.m. on. The return service — from 3 to 11 p.m. — shows about the same figures. On Saturdays, the figures nearly doubled. On Sundays, we dropped to 800 passengers on some 20-odd special trips each way."

A take-one brochure on the 1962 Fair has been prepared by the Public Relations Department for placement in MTA vehicles.

Fame of Marie Glines Spreads to Texas!

EMPLOYEES of the Texas Bank and Trust Co. of Dallas learned last March how Marie Glines, of Division 5, became MTA Operator of the Month for February.

In a prominent position in the bank's employee publication, *Tex-Sez*, is a story explaining how a letter of commendation for Mrs. Glines from the bank's Executive Secretary, Edna Peal Butler, won the Operator of the Month award.

The story went on to explain details of the contest.

A copy of the March issue of *Tex-Sez*, in which the story appeared, was forwarded to General Manager Cone T. Bass.

Senate Committee Cuts \$300,000,000 For L.A. from Transit Aid Bill

MTA Will Continue "Every Effort" to Build RT System "As Instructed by People through Legislature," Says Eyraud

THE TRANSIT AID BILL sponsored by the Administration was approved by the Senate Banking and Currency Committee on Aug. 3, but only after \$300,000,000 in loans intended specifically for Los Angeles had been eliminated.

In this action, the Senate Committee followed the pattern of the House Banking and Currency Committee, which on July 3 approved a similar bill but refused to add the \$300,000,000 that would help MTA.

Final passage by both houses of Congress is still required.

As approved by committee, the House and Senate bills provide a fund of \$500,000,000, mostly for direct grants, requiring qualified transit agencies which are prospective beneficiaries to put up one-third of their needs from local funds. The other two-thirds would come from the Federal government.

The Senate Committee's bill, "while not benefiting Los Angeles, nevertheless indicates progress toward solving the transportation problems confronting many metropolitan areas," commented MTA Board Chairman A. J. Eyraud.

"MTA's program for the Los Angeles Metropolitan area has been contingent on the financing of rapid transit on a 'pay-as-you-go' basis. It had been hoped that the Congress, in recognizing the need for aiding urban rapid transit development, could have provided a bond guarantee

or direct loan program which would have permitted us to proceed on this basis.

"MTA stands alone in the method by which it must, under present law, build a rapid transit system. As a self-supporting public corporation, we must pay our way from farebox revenues. We are prohibited from receiving financial help requiring matching funds as is provided under the legislation passed by the Senate Banking and Currency Committee.

"Nevertheless, by providing a grant program, the committees in the House and Senate have brought the rapid transit problem to the forefront and to the attention of the leaders of the nation.

"In Los Angeles, the preliminary work, the design of the rapid transit system, specifications of the cars even to the seating arrangements and the decor, are nearing completion. The passenger potential has been analyzed and we know what the return will be upon the investment whether it comes from Federal, State, or County levels or other sources.

"The MTA and members of the Authority remain dedicated to building a rapid transit system for the Los Angeles metropolitan complex as instructed by the people, through the Legislature. To that end we will continue to devote our every effort."

Credit Union Assets Up to \$¾ Million; Membership Rises to 2300 Employees

"CREDIT UNION ASSETS are increasing each month and have reached the \$¾ million mark, with a membership of 2300," said L. B. Meek, president of Lamta Employees Credit Union, in a recent interview.

"Those who are not members are urged to investigate the advantages of the Credit Union," Mr. Meek continued. In this statement, he was joined by all of the other officers.

He listed some of the advantages and benefits as follows:

(1) The Credit Union is a non-profit corporation owned and controlled by its members.

(2) The Credit Union has been paying 5% dividends (interest) on

members' savings for years. Dividends are currently paid semiannually.

(3) Loans are granted at interest rates lower than those of the majority of banks and other lending institutions.

(4) Share and loan insurance is carried by the Credit Union at no cost to the member.

(5) On their shares (savings) members get a dollar of life insurance for each dollar they save, up to \$2,000, if deposited before age 55. Savings deposited between ages 55 and 70 earn life insurance, too, in lesser amounts. No physical examinations are required to be eligible for this in-

surance, but members must be physically able to perform the regular duties of their livelihood at the time of deposit.

(6) Any member who is performing the regular duties of his livelihood at the time he was granted a loan is eligible for loan insurance. In the event of death, or if permanently and completely disabled before age 60, any loan up to \$10,000.00 is paid in full by the insurance company.

Mr. Meek again would like to remind members that they may secure pay-roll deductions in order to make either payments on loans or deposits to their share (savings) accounts — or both.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between June 18 and July 13:

Accounting and Fiscal Department

CLERK: M. E. Farris.

KEY-PUNCH OPERATOR: Jean E. Jacques.

Real Property Management Dept.

INFORMATION CLERK: Josephine M. Abeyta, Theresa Ashue, Berta L. Casanova, Lucille P. Tange, Estela H. Tapia, Sharon Ann Smoot.

Purchasing and Stores Department

JUNIOR STOCK CLERK: L. C. Birkel.

Electrical Department

STENOGRAPHER CLERK: Susan C. Friedman (incorrectly entered under Way and Structures in the July issue).

Transportation Department

OPERATOR: W. T. Bond, Division 8; V. A. Canupp*, 8; V. E. Harris, 3; E. E. Harter, 8; P. R. Harvey, 8; G. R. Lefler, 11; R. A. Locke*, 8; Ralph Miller, 3; R. C. Oja, 11; T. K. A. Osburn, 3; Miciaiah Pegues*, 3; C. E. Pendl, 8; J. L. Place, 11; O. R. Porche, 11; R. L. Smith, 8; P. N. Thomsen, 11; M. R. Williams, 3.

*Re-employed



RUFUS G. ("DICK") YOUNG

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder in recent weeks:

J. H. Chapman from Operator to Operator-Extra Supervisor, Division 12; June 24. Employed July 26, 1955.

C. W. Farris from Shipping Clerk to Storekeeper, Purchasing and Stores Department, July 2. Employed August 18, 1947.

Doris M. Faught from Key-Punch Operator to Supervising Key-Punch Operator, Accounting and Fiscal Department, July 9. Employed May 25, 1955.

J. M. Larrabee from Vari-Type Layout Operator to Schedule Clerk, Schedule Department, June 10. Employed Sept. 17, 1946.

C. W. Meyer from Stock Clerk to Shipping Clerk, Purchasing and Stores Department, July 2. Employed June 24, 1935.

K. C. Moon from Driver and Groundman, Electrical Department, to Mechanic "B", Division 1, June 21. Employed May 14, 1960.

J. R. Russie from Operator to Operator-Extra Clerk, Division 12, June 20. Employed Jan. 8, 1957.

S. S. Sakata from Mechanic "B" to Mechanic "A", Division 20, July 1. Employed May 26, 1958.

L. H. White from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department, July 2. Employed Feb. 28, 1947.

Machinist Dick Young Retires after 44 Years

FORTY-FOUR YEARS of service ended July 28 for Rufus George ("Dick") Young, Mechanic "A" at the South Park Shops, where he worked in the automotive repair section.

"FINE MACHINIST" — LANE

"He was such a fine machinist that we used him on all types of power equipment," said Norman W. Lane, Superintendent of the Shops. "He did excellent work."

Mr. Young started his career ("I've been a machinist all my life," he stated) as a machinist at the age of 19, when he went to work as Helper, working on a drill press, at PE's 7th and Alameda Shops in 1918.

"That's when I got the nickname 'Dick,' he recalled. "My boss started calling me that, and it has stuck ever since."

He worked on streetcars and freight locomotives from 1918 to 1953, when he was transferred to MCL's principal repair facility at Macy. Here he began working on automotive equipment.

Of all power tools, he preferred using the engine lathe.

PLANS TO "TAKE IT EASY"

Mr. Young lives in Alhambra with his wife, Margaret, whom he married in 1928. He has no special plans for use of his new leisure except mowing the lawn, trimming the bushes, painting the house, and "taking a few rides."

In Memoriam

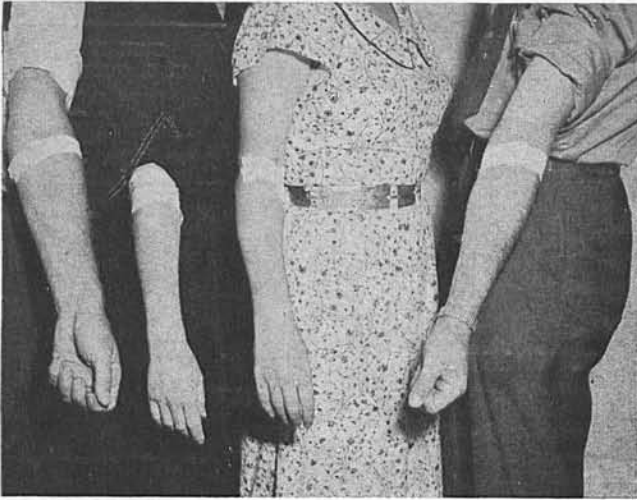
WITH REGRET, The Emblem reports the death of the following:

Basil C. Allen, 61, Leadman, Electrical Department; July 29; service from 1928. Survived by his wife, Helen, of Los Angeles.

Jack Coward, 83, retired Motorman, Division 5; July 1; service from 1903 to 1946. Survived by his wife, Edna, of Los Angeles.

Justin F. Edmondson, 55, Operator, Division 9; Aug. 1; service from 1935. Survived by his wife, Ruth, of Whittier.

Fred W. Osborne, 88, retired Flagman, Transportation Department; Aug. 1; service from 1904 to 1948. Survived by his wife, Alexina, of Los Angeles.



Ba(n)d(a)ge of Honor

Wear It Proudly Aug. 30 or 31! These Blood Donors Did!

**Place: Room 618 Pacific Electric Building
Sixth and Main Sts., Los Angeles**

**Time: Aug. 30—10:00 a.m. to 2:30 p.m.
Aug. 31—10:30 a.m. to 3:00 p.m.**

INNER SATISFACTION—the glow you get from doing something for somebody else—was what motivated the four MTA employees pictured anonymously above to donate a pint of their blood at the Red Cross Blood Bank when a drive was held a year ago.

Many more than four gave, of course. Very likely *you* were among them. If so, you *know* the meaning of the phrase “inner satisfaction.” Somebody—you’ll probably never know who—was given a chance to live because you made your blood available.

Perhaps the meaning of the blood bank came closer to home. Perhaps the life of your son, or daughter, or wife, or mother was saved by blood transfusion or blood deriva-

tives available because of donations by people like yourself.

Your blood donation is also a *deposit* for which you receive credit against which you and your family can draw in emergency.

Because the MTA Blood Bank credit has been heavily drawn upon, it is running low and must be replenished. Either Thursday, Aug. 30, or Friday, Aug. 31, is your opportunity to give a pint of blood at the Red Cross Bloodmobile, 618 Pacific Electric Building.

Advise your Division Superintendent or Department head as to which date and hour you will be available. For groups of five or more from nearby divisions (1, 2, 3, 10, and 20), transportation to and from the Pacific Electric Building will be arranged.

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

Return Requested

BULK RATE
U. S. POSTAGE
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Los Angeles, Calif.
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GEORGE F. GOEHLER
GENERAL SUPT OF TRANS.
962 W. 12TH PL.
LOS ANGELES 15, CALIF.

(READERS—Please keep your department informed of any change in your address.)



SAVE 2 WAYS WITH M·T·A's *County Fair Freeway Flyer*

FROM THE M·T·A DEPOT,
6th AND MAIN STREETS IN
DOWNTOWN LOS ANGELES



SAVE MONEY:

SPECIAL COMBINATION TICKET includes (1) round-trip transportation, (2) admission to the Fair grounds, and (3) admission to the Race Track grandstand. You save 65c.

SAVE NERVES:

NO FIGHTING TRAFFIC, no parking problem. Save your energy for enjoying the Fair. Relax your way home in complete comfort.

FOR INFORMATION, WRITE OR CALL:
1060 SOUTH BROADWAY, L.A. 15
Richmond 7-4455
Or Your Local M·T·A Information Number

