

The



Emblem

76-161

NOVEMBER, 1962



EXPLOSION in San Fernando Valley Service

Complaints **DOWN**, Commendations **UP** (p. 10)

New Riverside Station a-Building

Experiment in Courage (p. 7)—Purchasing Agent Honored (p. 11)

The Emblem

Vol. 5 November, 1962 No. 1

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OUR COVER

PAINTERS Oscar Zamora, left, and Ernest Thompson, at South Park Shops, inspect an artist's rendering of paint scheme for Coach No. 2942. They are spraying the bus interior with a basic coat of orange. The lettering was to be black and the stars are to be outlined in black.

The coach, fully painted, is now operating on various San Fernando Valley lines to acquaint Valley people with the new and expanded service they began getting on Nov. 18.

The coach design was by Assistant Public Relations Director Guy G. Gifford.

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* * *
C. M. GILLISS
Executive Director

W. Warren Silliman, Editor



200 New Buses Authorized To Replace Trolleys Next March!

THE PURCHASE of 200 new buses at a cost of some \$6,000,000 was authorized at the Oct. 23 meeting of the MTA Board.

This purchase, which includes 100 from the Flxible Co. and 100 from General Motors, is in addition to the 100 authorized by the board last August at a cost of some \$3,000,000.

A total of \$9,000,000 for the 300 buses! (This figure includes a rough estimate of the cost of preparation for service in MTA shops.)

The reason for the additional 200 coaches is a Board decision to replace streetcars and trolley coaches with buses on all remaining lines on Mar. 31, 1963, instead of the originally planned 1965, and the more recently planned September, 1963.

"Over the past 15 years," Executive Director C. M. Gilliss told the Board, "the cost of maintaining and operating these two classes of equipment (streetcars and trolley buses) has risen entirely out of proportion to the service they render. The crowded cities of today make this equipment inefficient and more costly than our riders can afford. Every major city in the United States either has converted, or plans to convert, its streetcar and trolley bus operations to the more flexible motor bus. I believe the last major conversion was Washington, D. C. about five or six months ago.

"Initially the Authority had authorized conversion not later than 1965. In the face of the rising maintenance and operating costs for such equipment and in deference to the urgent requests from various cities, where street improvement projects have been held up because of the presence of streetcar tracks, that 1965 target date was moved up to September, 1963."

Mr. Gilliss pointed out several street projects which, he said, would "require a complete rebuilding of the streetcar tracks to meet the standard of the street improvement. When a streetcar track is rebuilt there is no middle ground—you replace the ties, you replace the rails that are in bad order, and, in short, you build 30 years of life into a streetcar track" which would be used only a relatively short time.

Moving the changeover back from September to March 31, 1963, the Executive Director also pointed out, would eliminate the need for two shakeups in the year, since a changeover next March could be reflected in the regular annual shakeup during that month, whereas a changeover in September would call for a second shakeup.

The lines to be changed over include five streetcar and two trolley coach routes. MTA's 162 streetcars operate on the West Jefferson-Huntington Park Line J, the West Pico-East First St. Line P, the Whittier Blvd.-West Third St. Line F, the San Pedro St.-West Seventh St. Line S, and the Vernon Ave.-Vermont Ave. Line V. The 89 trolley coaches operate on the Brooklyn Ave.-Hooper Ave. Line 2 and the West Sixth St.-Central Ave. Line 3.



PRESS CONFERENCE to explain the new San Fernando Valley service to newsmen was held before the Oct. 9 MTA Board meeting at the Sportsmen's Lodge, Ventura Blvd. at Coldwater Canyon Dr. Seated

at table are, from left, Ernest R. Gerlach, Chief Engineer; A. J. Eyraud, MTA Board Chairman; and C. M. Gilliss, Executive Director. Note the maps, graphs, and photos set up as information aids.

Transit E X P L O S I O N

For San Fernando Valley

BENEFITS to Operators and the public alike are found in the most comprehensive expansion and redesigning of public transit service in the history of the San Fernando Valley. The changes occurred on Sunday, November 18.

Thirty-five miles of new routing and line extensions, plus schedule improvements on existing lines, went into effect on that date.

Major features of the routing plan are at least eight in number; and there are numerous lesser changes.

1. A 15-mile extension of Line 16, which up to that date had operated along Vineland Ave. between North Hollywood and Sun Valley, was made west from Sun Valley along Tuxford St. and Roscoe Blvd. to Fallbrook Ave. in the west end of the Valley. The line will serve large areas formerly without service.

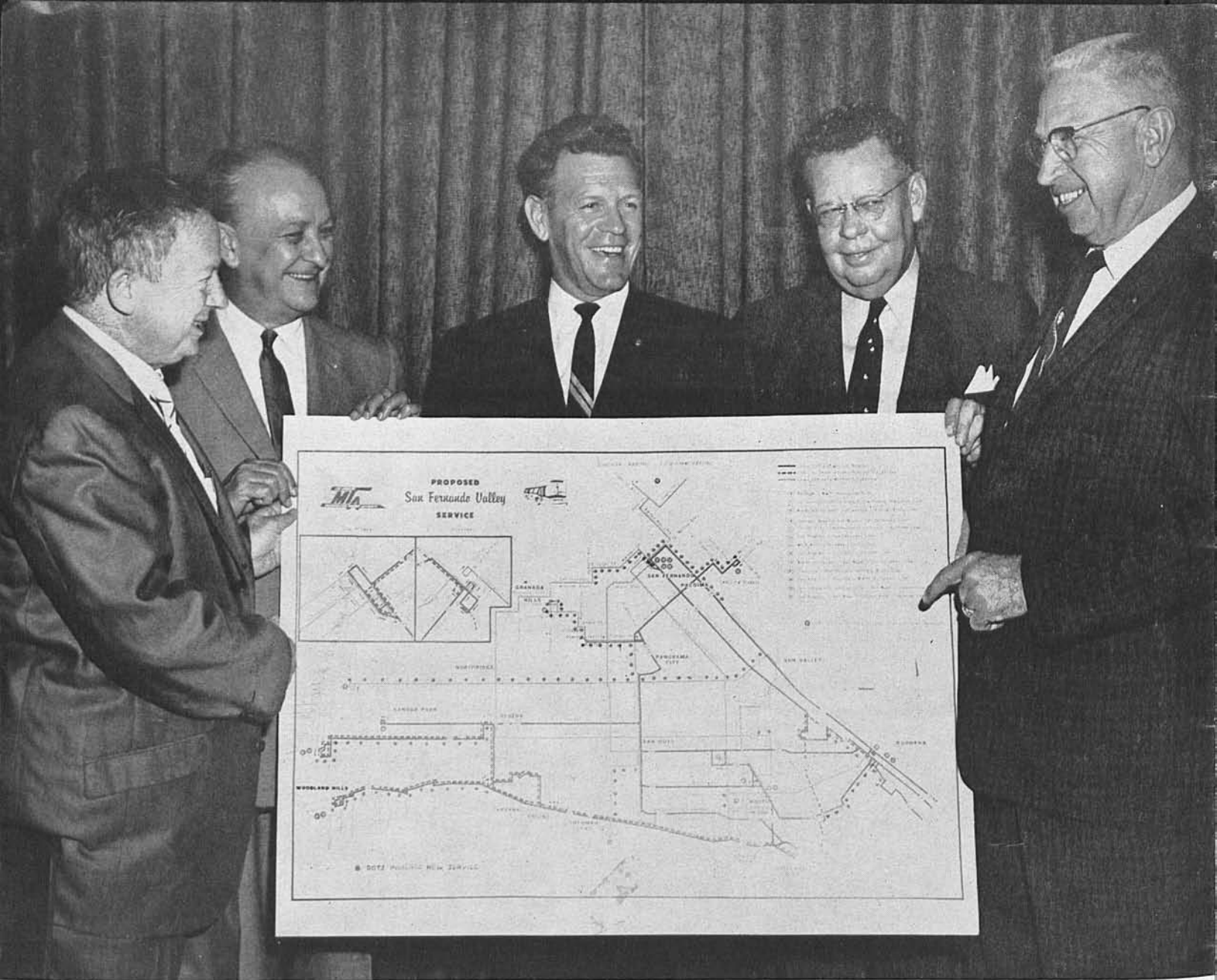
2. Extensions of Line 35 (West Valley Freeway Flyer) and Line 81 (Pasadena-Hollywood-Ventura Blvd.) were made west along Vanowen St. to Platt Ave. at the west end of the

Valley; and also west on Ventura Blvd. from Yolanda Ave. to Valley Circle Blvd., Woodland Hills.

3. Rush-hour service was instituted in *both* directions on Line 35, instead of only inbound service in the morning and only outbound service in the late afternoon.

4. Line 93 (Los Angeles-North Hollywood-Van Nuys) was extended along Van Nuys Blvd. northeast through Pacoima into the Lakeview Terrace District; and replaced Line 90

(Continued on next page)



ALL SMILES—Labor and management agree on the value of the new expanded service in the San Fernando Valley. Holding a large map of the new routes are, from left, Otis G. Nation, General Chairman, Brotherhood of Railway Clerks; Don H. Sheets, General Chair-

man, Brotherhood of Railroad Trainmen; Homer Porcher, President, Amalgamated Transportation Union, Division 1277; Cone T. Bass, General Manager, MTA; and Fred S. Dean, Vice-Chairman, MTA Board. On the map, round dots indicate new service in areas shown.

Transit Explosion *(Continued from previous page)*

on Sherman Way between Canoga Park and Van Nuys.

5. Line 90 was extended into new territory between Panorama City and Granada Hills, and now serves the Sepulveda Veterans Administration Hospital.

6. Extension of former Line 74S (Van Nuys-San Fernando via Sepulveda Blvd.) was made from Van Nuys south on Sepulveda to Sherman Oaks, and the number and name of the line was changed to Sherman Oaks-Van Nuys-San Fernando Line 19.

7. Line 86 was rerouted to provide

through service between Los Angeles, Burbank, and North Hollywood. The service formerly provided on this line in the areas north and west of North Hollywood (Van Nuys, Panorama City, and Pacoima) is now provided by Line 93.

8. Line 87 has been added as a branch of Line 86. Operating between the Valley Plaza (at Victory and Laurel Canyon Blvds.) and downtown Burbank over Victory Blvd., (on which street it replaces Line 14) this line provides riders on Victory Blvd. through bus service to Los Angeles

during weekday rush hours and all day Saturday, and connecting service with Line 86 at Burbank during base periods, Monday through Friday.

During the rush hours, service on Line 87 is every 20 minutes instead of every 40 minutes; and in the base period, every 30 minutes instead of the former 40.

From Burbank, buses on Line 86-87 operate to Los Angeles every 10 minutes during rush hours, every 30 minutes during base periods, and every 30 minutes all day Saturday.

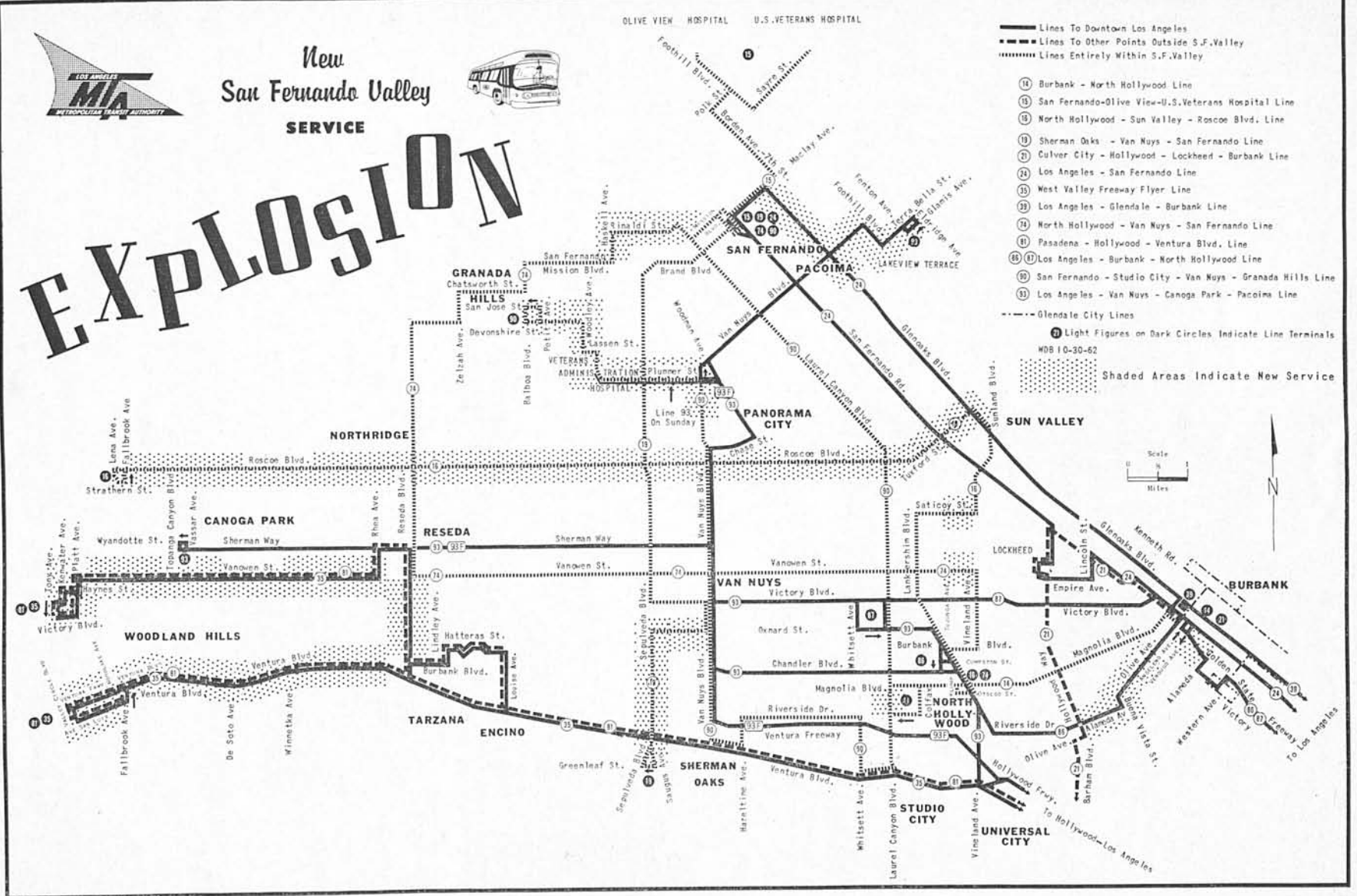
(Text continued on page 6)



New
San Fernando Valley
SERVICE



EXPLOSION



Transit Explosion

(Text continued from page 4)

BURBANK AREA BENEFITS

A number of other changes are of benefit to residents of the North Hollywood-Burbank area:

Passengers who formerly traveled from Burbank to Hollywood via Line 22 will now find that service is faster and more frequent if they take Line 86 on Olive Ave. and transfer to Line 21 at Riverside Dr. and Hollywood Way.

Line 21 has been extended from Lockheed Air Terminal into downtown Burbank, and frequency of service on this line between Hollywood, Lockheed Air Terminal and Burbank has been stepped up from 60 to 30 minutes. Some schedules 15 minutes apart are offered during rush hours, and service from 6:00 a.m. to midnight is offered seven days a week.

The 53 passengers a day who formerly boarded Line 19 on Burbank Blvd. now have more frequent service available on either Hollywood Way, (Line 21), Magnolia Ave. (Line 14), or Victory Blvd. (Line 87).

BENEFITS TO OPERATORS

According to Senior Transportation Engineer Robert S. Korach, who engineered the changes, an effort was made "to make all routes operate in generally east-and-west or north-and south directions." As a result, he stated, although "some confusion at first will necessitate extra courtesy on the part of Operators, once people learn the routes it will be easier for them to find their way around the Valley. Hence, questions as to routes will become fewer, and answers will be simpler."

The increase in service, especially on Sundays, should prove pleasing to passengers, the Senior Transportation Engineer said, pointing out that as an example that there is now Sunday service on Line 93 to Panorama City, and later night service on the same line to Van Nuys.

"The greatest benefit of all to Operators," he concluded, "is that the expanded service will encourage more riding—which, in turn, would tend to

Coming November 18th

Transit Service EXPLOSION

TO MEET THE NEEDS OF THE VALLEY'S
POPULATION EXPLOSION



New LINES



New SERVICE



More FREEWAY FLYERS



More SERVICE TO VALLEY CITIES

Pick up your FREE MAP at local Chamber of Commerce offices or write: Metropolitan Transit Authority/1060 So. Broadway/Los Angeles 15

ADVERTISEMENT that appeared in San Fernando Valley newspapers during the week before the new service began. The "free map" alluded to will be of great help to prospective riders.

produce more jobs for Operators. It's to the self-interest of all drivers to encourage riding in every possible way."

POLLARD STATEMENT

Martin Pollard, MTA Board member long known for his civic leadership in the San Fernando Valley, where he resides, stated:

"The improvements now being announced have resulted from conferences with community and civic leaders in the Valley. The entire project demonstrates MTA's faith in the Valley and in the people who live and travel in and to and from the area."

He pointed out that the service expansion was inaugurated to keep pace with the population explosion in the Valley—from 200,000 people in 1947 to almost a million in 1962.

He also stated: "This new transit grid is not proposed as the final answer to all Valley transportation problems, although we believe it to be a major improvement. Undoubtedly, additional changes will have to be made

in future months to reflect the ever-changing conditions."

BOARD MEETS IN VALLEY

In an unprecedented move, the MTA Board meeting at which the new Valley service was approved was held in the Valley instead of in the Transit Authority Building in downtown Los Angeles. Valley residents were invited to attend, and perhaps 50 came.

The meeting was preceded by a hearing at which a number of civic, business, and governmental leaders expressed their views on the plans. Most were favorable.

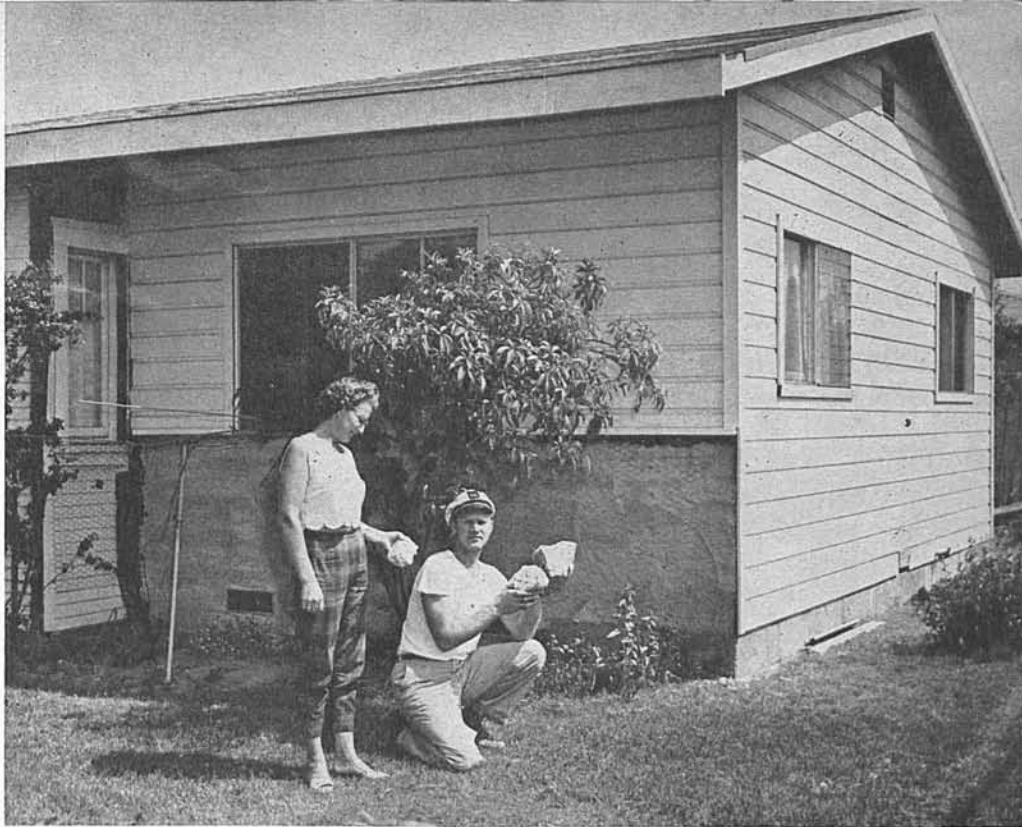
A campaign to make Valley residents aware of the new service in advance of the effective date included newspaper ads, distribution of timetables and a special brochure along the routes, and radio "spots." A specially painted bus advertising the "explosion" is now operating along various Valley routes (see cover).

As part of a new commercial agreement with Thrifty Drug Stores, timetables in special display boxes will be placed in the 20 stores located in the San Fernando Valley.

WITH THEIR OWN HANDS

The Kristoffersons Build Their Home

**Target Date:
Christmas**



THE ODD KRISTOFFERSONS hold samples of the Palos Verdes stone with which they intend to face the extension they have built on to their home at 11126 Doty Ave., Inglewood. Every bit of the construction you see here the couple have put together with their own hands.

THIS CHRISTMAS, if all goes as planned, you can go out to 11126 Doty Ave., Inglewood, and see proof that where there's a will, there's a way.

Without previous training in carpentry or the other trades needed for the purpose, Division 5 Operator Odd Kristofferson (the same man who tenderly nursed the wounded pigeon—remember?) and his wife, Brynhild, are building a home they hope to complete by Christmas.

They began last January to remodel and extend a 500-square-foot home, far from new, they bought to live in while they rebuilt it.

"We got it cheap about three years ago because of the condition it was in," said the youthful-looking Operator.

His thoroughly American speech betrays little, if any, indication that some seven years ago he could speak no English. Natives of Norway, he and his wife came to America in 1957, a year after they were married.

"We're adding another 500 square feet to the house—a master bedroom, kitchen, bathroom, and den. We sub-contracted the plumbing, wiring, and some of the plastering, but we've done all the foundation work, framing, roof-

ing, and finishing ourselves," Mr. Kristofferson said proudly. "The whole interior was finished and painted in late October—except for one kitchen cabinet.

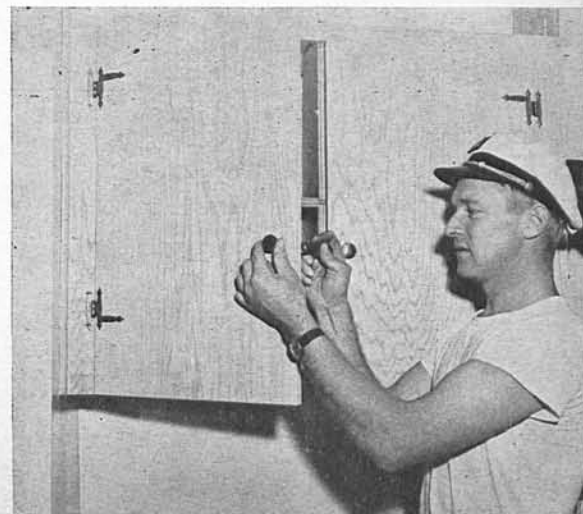
"My wife did all the sheeting and roofing, and she and I together raised a 22-foot green 4"x12" beam into the attic to support the roof so I could remove a supporting partition in the old house. She has also done the painting and laid most of the floor tile."

"And I'm proud to say," Mrs. Kristofferson interjected, "that my husband has never had to do anything over

(Continued on page 9, col. 3)

AT LEFT—The young builder tries to figure out from the directions how to install a hood over the kitchen range. CENTER—Mrs. K. proudly demonstrates the beautiful birch paneling in the new bed-

room they built on. AT RIGHT—Mr. K. puts the handles on the birch cabinets he built in the kitchen. Front edges of shelves are to be finished in birch veneer, not yet applied at photo time.





AT RIVERSIDE, Commission Agent Lewis F. Crosby, standing outside the Greyhound-MTA Station (photo at right) he manages,

points across Market St. to a parking lot destined to become the site of a new and much more modern, convenient, beautiful depot.

STATIONS AND AGENCIES

New Station at Riverside

**One of the Largest MTA Agencies as Revenue Producer,
Riverside Station, 60 Miles from MTA's Headquarters,
Helps Keep Area Residents Informed of MTA Service**

GROUND-BREAKING ceremonies for a new station in Riverside last Oct. 5 serve to call attention to one of MTA's most productive agencies.

In Riverside, MTA buses use the same facilities as Greyhound, at 7th and Market Sts. Lewis F. Crosby is Commission Agent.

The old (and present) station is on the southeast corner of the intersection; the new station is being erected on Market St. directly across from the present structure.

The new station will be much like the present joint MTA-Greyhound depot in San Bernardino, Mr. Crosby said. (He also manages that station.) It will have 9300 square feet of floor space, vinyl floors, acoustical ceilings, considerable wood paneling, indirect fluorescent lighting, and true air conditioning instead of mere air cooling as in the present station.

Loading and unloading slips will be placed at the rear of the new station, with canopy protection for passengers. This arrangement will permit buses to enter from the rear, from 7th St., and depart by way of Market St.

Agent Crosby will operate an attractive restaurant to be known as "Hamburger Heaven."

The present station will be razed and the ground used for public parking—after the new station is ready for use — "perhaps in February," the Agent said.

Riverside agency brings in about \$11,000 a month to the MTA treasury; it is second in rank among the commission agencies as a producer of MTA revenue, ranking next to Long Beach in that respect.

"Some increase in revenue was experienced at Riverside when MTA took over the Riverside City Lines

service in October, 1961," said Thomas N. Bristow, Supervisor of Stations and Agencies. "We feel we can expect still more revenue when the new station is finished."

Entering and leaving the station are three interurban lines: Los Angeles-Pomona-Riverside-San Bernardino Line 60V, Long Beach-Riverside Line 59, and Riverside-Arlington-La Sierra-Corona Line 62.

Local lines 99 and 82 make stops adjacent to the depot at 7th and Market Sts.

The Hemet Bus Line makes positive connections at Riverside Station with Line 60 coaches. California Coach Lines buses to March Air Force Base, although without positive connection with MTA lines, stop at Riverside Station to pick up and discharge passengers.

"Besides being important as a source

Kristofferson Home

(Continued from page 7)

again because of inspection requirements, even though he's had no training for this work."

In order to give new life to the old section of the house, Mr. Kristofferson has replaced the old 2x4's in the walls with new after first removing the old plaster. Instead of putting in new plaster, he has used dry wall construction.

The couple took out a small loan on the house to begin with, but have been buying their materials from income as they can afford them. Hence, they feel they will have their home free and clear within a few years.

Mrs. Kristofferson is no more able to give full time to the home construction than is her husband. She works as cashier in the officers' club mess, U. S. Air Force, Inglewood.

Still more of the Kristoffersons' free time has been consumed in night classes in U. S. citizenship. They took their citizenship tests on Oct. 10, and passed with their red, white, and blue colors flying!

As if all this were not enough, Mr. and Mrs. Kristofferson had a home built on adjacent property this year for income purposes.

"It takes care of itself," said Mr. Kristofferson. "The income from the rent pays the mortgage, taxes, and upkeep. We expect to have it clear in about 2½ years."



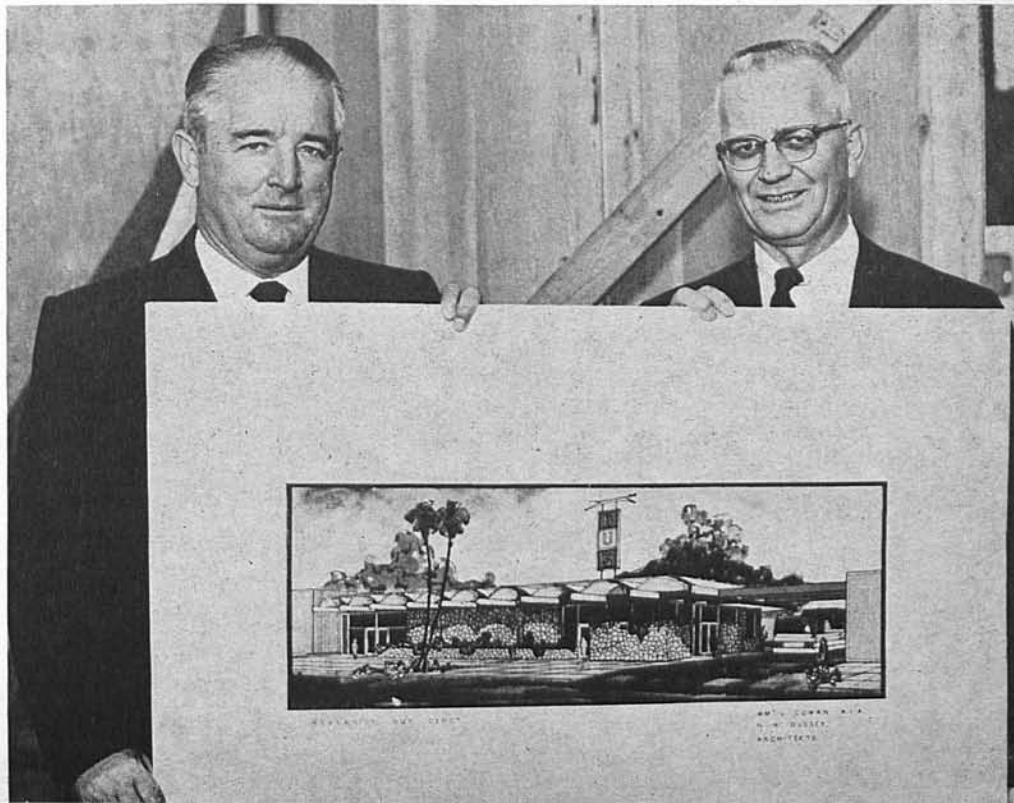
BULLDOZER REPLACES SHOVEL AT GROUND-BREAKING—Participating in Oct. 5 ceremony announcing the start of construction of new station in Riverside for Greyhound, MTA, Hemet Bus Line, and California Bus Line, are: in driver's seat, C. D. Kirkpatrick, Vice-President, Marketing, Western Greyhound Lines, San Francisco office; on bulldozer step, Thomas N. Bristow, Supervisor of Stations and Agencies, MTA. On ground, from left, are Lewis F. Crosby, Agent; and R. O. Christiansen, Director of Public Relations, MTA.

of revenue, Riverside Station, some 60 or more miles from MTA's base of operations in Los Angeles, is a valuable asset in our public relations and publicity program," declared R. O. Christiansen, Director of Public Relations.

"Through Mr. Bristow, Mr. Crosby and his station personnel, and not least by our own Operators in the area, the agency is an important source of public information about our service, not only in Riverside, but also in other areas."

As readers of THE EMBLEM (October, 1961, issue) are aware, MTA has a garage off Market St., about a mile north of the station, for the maintenance of the 22 buses handled by some 45 Operators at Riverside Terminal-Division—a part of Division 9, El Monte. Foreman James W. Witt is in charge of a maintenance force of nine and their work, and also sees that all runs are properly filled.

ARTIST'S CONCEPTION of new station as it will look when completed is held by Mr. Crosby, left, and Thomas N. Bristow, Supervisor of Stations and Agencies for MTA, at ceremony.





SOMETHING NEW IN BUS STOP SHELTERS was recently erected by the City of Hope at both inbound and outbound Line 68 stops opposite the medical center in Duarte. Pictured is the outbound stop, where the shelter differs slightly from the other. Enjoying the canopied comfort of the bench are from left, Mayor W. H. Lancaster, of Duarte, to which city the City of Hope deeded the other shelter; MTA's Public Relations Director, R. O. Christiansen; Administrative Director Wm. S. Markey, of the medical center; and an unidentified prospective passenger. A Line 68 bus is just unloading, with W. J. Green in Operator's cap.

Something's New In Bus Stop Shelters

ROOFED SHELTERS for waiting passengers have recently been installed by the City of Hope at both the inbound and the outbound bus stops on Duarte Road opposite the big hospital and medical research center.

Looking from the side like question marks, the shelters were designed by Mark Holmes when he was Plant Superintendent at City of Hope, and were largely built and installed by his personnel, according to William M. Markey, Administrative Director of the hospital.

Although differing slightly in appearance, both shelters consist of curved steel supports covered by aluminum slats, to form a canopy over a wooden bench built into the supporting structure. The supports are imbedded in a concrete slab floor. A take-one box for schedules has been added by Bill Weimer, Community Representative, MTA.

Built on property of the Santa Fe Railroad and the City of Duarte, the inbound shelter, when completed about three months ago, was deeded by the hospital to that city.

"It gets awfully hot out here at times," said Mr. Markey, in explanation of the reason for building the shelters.

Safety Trophy Goes to Division 9 for Sept.

DIVISION 9 took first place for September in the Impruv-Ur-Record contest by accumulating 10 more points than Division 12, the second-place winner. The scores: Division 9, 355 points; Division 12, 345.

In the contest to date, however (July, August and September), Division 12 had a strong hold on first place with 1015 points against second-place Division 11's 805.

Operators at Division 12 reluctantly gave up possession of the safety trophy on Nov. 8, when it was formally presented to the Operators at Division 9 by C. H. Cantrell, Local Chairman of the BRT. The BRT donated the trophy.

Division 9 Superintendent W. A. Ullrich pointed out that Operators at the Riverside terminal, which is under the jurisdiction of Division 9 at El Monte, aided materially in the September victory.

Complaints Go Down!!

COMPLAINTS from the public are showing a steady decrease, month by month, Transportation Department statistics show.

September, 1962, showed a 30% decrease, system-wide, under September, 1961; August, 24.4%; and July, 25.2%.

Transportation Department officials are elated and appreciative.

"I can't say enough for the Operators who have brought about such a reduction," said General Superintendent of Transportation George F. Goehler.

"The statistics show that they realize the tremendous importance of courtesy and helpfulness, not only as a way of life, but as a means of keeping our regular passengers and making regulars out of occasional riders.

"Coupled with this reduction in complaints is a general increase in commendations—a further confirmation of the effort Operators are making."



IN CARLSBAD CAVERNS—Division 1 Operator and Mrs. Frank P. Dana, on vacation, recently made a camera tour of the famous caves in southeastern New Mexico. "It was beautiful down there," said Mr. Dana. "Some rock formations were like grapevines, some like totem poles." The tour, he said, requires about 1½ hours—"time well spent."



REYNOLDS HONORED—William T. Reynolds, Director of Purchasing and Stores, holds professional certificate he has just received from Fred S. Dean, Vice-Chairman, MTA Board, at the Board meeting Oct. 23.

Purchasing Agent Receives Special Honor

A SPECIAL HONOR was given William T. Reynolds, Director of Purchasing and Stores, last Oct. 23.

On that date he became the first public agency purchasing official in the State of California to receive professional certification.

Fred S. Dean, Vice-Chairman of the Authority, presented Mr. Reynolds, at the Board meeting that day, the professional certificate granted by the California State, County, and Municipal Purchasing Agents' Association.

The certificate, the Association said, represents quality and proficiency in public purchasing under a new program establishing standards in education, training, and experience considered to be "on a level of the accounting, legal, and medical profession."

Mr. Reynolds has been head of Purchasing and Stores for MTA since its inception, and was in the same capacity for LATL from 1945 on.

He is currently Chairman, National Affairs Committee, California State, County, and Municipal Purchasing Agents' Association; National Chairman, Governmental, Educational, and Institutional Buyers' Committee, National Association of Purchasing Agents; and a lecturer on the faculty of the USC School of Public Administration.

He was President of the Purchasing Agents Association of Los Angeles in



"JOIN THE NAVY AND RIDE THE NITE FLYER"—Pretty LaVon Lien, Yeoman third class at Long Beach Naval Station, signals go-ahead for MTA's Nite Flyers to begin Oct. 21 on the Long Beach Freeway Flyer Line 36. Watching is Roland Krafft, Superintendent of the Long Beach transportation division. At the wheel is Operator John Russie. Painted navy-blue, the bus was placed into service on all Long Beach lines to inform residents of the area of the fact that Line 36 Flyers operate 'round the clock seven days a week between the Navy Landing (where photo was taken) and downtown Los Angeles. Fred S. Dean, Vice-Chairman of the MTA Board and civic and business leader in Long Beach, has reported appreciation from the Long Beach Chamber of Commerce, naval authorities, and others for MTA'S attention to the needs of sailors and others traveling nights and week-ends.

1953-54, and was at one time a member of the advisory subcommittee on purchasing of the California State Assembly Interim Committee on Governmental Reorganization.

Many articles on various phases of purchasing and stores activities have come from the facile pen of Mr. Reynolds for trade and business publica-

tions. His flair for writing is also indicated by the fact that at one time he wrote a newspaper column consisting of philosophical thoughts and maxims on life and living.

As a lecturer on various phases of purchasing and storekeeping, he has taught at several universities besides USC.

JAPANESE VISITORS—Representatives of Japan's Association of Municipal Transportation Works visit MTA Oct. 10 to discuss transportation problems. MTA representatives assisting in the discussion are in the back row: M. Edwin Wright, Assistant General Manager, second from left; Ernest R. Gerlach, next right; and John Curtis, Senior Transportation Engineer, second from right. The Japanese were but one of several foreign groups which have visited MTA for similar purposes in recent weeks. Others have come from Egypt, Jordan, Australia, and England. All are attracted by MTA's rapid transit plans.



Commendations...

109 Operators Honored In October for Courtesy

CONGRATULATIONS to the following 109 Operators who received commendations during the month of October:

V. M. Adamson, Division 1; S. M. Alexander, 3; C. C. Alvarado, 2; J. R. Anderson, 7; K. C. Anderson, 5; A. J. Arnone, 3; H. C. Arthur, 9; A. L. Auslender, 20; K. A. Bausch, 12; L. H. Birkner, 3; P. S. Brezniak, 2; G. A. Briggs, 6; R. M. Bruncker, 10; E. N. Brunswick, 5; C. H. Bull, 8; E. P. Burnby, 7; Charles Burriss, 7.

O. H. Cambron, 2; R. L. Clark, 8; D. L. Correll, 2; E. A. Cure, 12; Benjamin Cooper, 7; B. F. Cooper, 1; H. E. Daniels, 20; H. R. Davis, 2; W. L. Degeere, 6; R. E. Drayer, 12; R. W. Duckworth, 20; G. W. Engel, 10; J. J. Evinger, 10; J. D. Fenwick, 11; H. P. Frasier, 5; William Freeman, 2; E. S. Frustaci, 7.

J. G. Garner, 11; G. L. Gennarini, 8; Ledel Goolsby, 7; D. C. Grayson, 12; E. M. Greathouse, 3; M. M. Greene, 20; B. L. Harris, 1; W. T. Henderson, 5; W. F. Hepp, 5; J. B. Hill, 5; J. M. Hiram, 7; H. J. Hoffman, 2; J. H. Jennings, 3; A. H. Jones, 4; J. P. Jones, 3; M. H. Jones, 7; R. C. Johnson, 5; Thomas Juarez, 1.

David Kautter, 10; J. E. King, 1; M. E. Kittinger, 12; Earl Kral, 5; J. LaFond, 12; P. J. Lattazi, 2; Nathan Lavelle, 2; Leonard Lubman, 1; H. G. Lyons, 8; L. F. Mader, 5; W. D. Martin, 3; O. G. Maynard, 5; Willie McCoy, 3; H. J. McDonald, 5; J. E. McGee, 20; William Modster, 5; W. R. Moore, 1; Robert Morgan, 8; George Mosse, 20.

W. E. Napier, 3; J. J. Neal, 7; H. C. Nields, 20; G. V. Norcia, 8; H. C. Norie, 5; F. W. Nott, 3; C. A. Paramo, 11; S. O. Parker, 2; C. J. Petty, 5; W. A. Prewitt, 8; O. W. Price, 2; F. O. Rider, 7; W. A. Riley, 2; Michael Robles, 5; Bob Root, 2.

W. J. Sattiewhite, 7; D. A. Schinler, 5; E. L. Schonbacher, 5; Leonard Sellick, 5; R. R. Shappell, 9; S. R. Siegel, 20; E. H. Sims, 2; Charles Smith, 5; Ellis Smith, 8; O. H. Smith, 8; Harold Stein, 12; W. C. Stephens, 2; J. W. Stevens, 6; E. F. Tobin, 12;

Some Outstanding Letters

J. J. LaFond, Division 12

"At the bus stop I inquired of him if his bus stopped at Street and he smilingly and pleasantly replied, 'Yes, sir,' in a manner certain to make friends for his company.

"Then, a half dozen or so blocks up the street a sorely overburdened young mother was waiting at the bus stop. She was carrying a baby in her arms, held another walking tot by the hand, and had a collapsible stroller and a bundle. Mr. LaFond took her stroller and bundle into the bus and put them into a baggage rack with a kindness and gentleness that made a strongly marked impression on me and, I am sure, on all the passengers on the bus.

"For myself, I can say that the incident established the best relations that have ever existed between me and the MTA . . ."

WILLIAM GOULD

O. W. Price, Division 2

"What he did was to say 'thank you' when he received my fare, and he did that with everyone who got on. He wasn't too busy in rush hour to do this little act that I have never seen done on all the years of my public transportation. When he was asked information about how to arrive at other points in the city, he answered in such a polite and pleasant manner that the dear old lady who requested it was all smiles and very happy. It sure was a big boost for Los Angeles

(Continued on next page)

Raymond Trautman, 3; N. T. Tum-molo, 8.

G. F. Vogel, Jr. 2; W. L. Whigham, 2; P. A. White, 20; C. W. Wilds, 12; R. D. Williams, 2; C. E. Wilson, 8; J. W. Winston, 5; W. C. Young, 20.

Letter for Pete From Cheryl, 6½

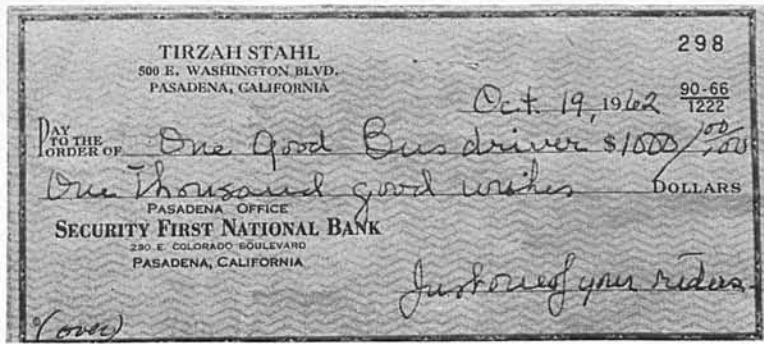


P. S. ("Pete")
Brezniak

DEAR SIR: OCT-9
MY NAME IS
Cheryl. I AM 6½
YEARS OLD.
MY SISTERS
NAME IS CINDY
SHE IS 5 YEARS
OLD WE LOVE
TO RIDE THE
BUS EVERY DAY
TO SCHOOL.

WE LIKE OUR
DRIVER-PETE
BRESNIAK VERY
MUCH AND WOULD
LIKE TO SEE
HIM WIN THE
DRIVER OF THE
MONTH AWARD.
HE IS ALWAYS
SO NICE TO US.

Cheryl AND CINDY
DRIVER. 1009 - St. Albans, N.Y.



FOR D. C. GRAYSON

A Check for 1000 Good Wishes

UNUSUAL as well as complimentary is a commendation received on Oct. 19 by a Long Beach Operator, D. C. Grayson, in the form of a check (see the reproduction above) for 1000 good wishes, and signed "Just one of your riders."



D. C. Grayson

This in itself was sufficiently unusual, but on the back of the check were two limericks which ran as follows:

LIMERICKS

Whether riding to work or for leisure,
There's a driver whose worth's beyond measure.
He's invariably kind.
All his passengers find
That their ride's not a chore but a pleasure.

When you ride on an MTA bus,
And you like lots of fun but no fuss,
We, the riders, attest
That one driver's the best.
If you want worthy proof
Just ask us.
All good wishes!



OPERATOR OF THE MONTH for October: Eugene A. Cure, selected for his courtesy.

E. A. Cure Wins Oct. Courtesy Award

"IT MAKES ME FEEL GOOD to help people," said Eugene A. Cure, whose outstanding courtesy towards his passengers led to his selection by impartial judges as Operator of the Month for October. He works out of Division 12, Long Beach.

A husband and wife who had several times observed Operator Cure's courtesy and helpfulness toward his passengers on the Huntington Park-San Pedro Line 66 wrote a letter to the Courtesy Department explaining some of his courteous actions. This letter, plus an operating record his superiors say has improved greatly in the past year, led to his selection.

Mr. Cure is relatively new to MTA, having been in service only since 1959.

Some Outstanding Letters

(Continued from previous page)

as a pleasant place in which to live and travel by bus."

CHARLES W. BACKUS

J. H. Livingston, Division 12

"Each ride with him starts with a warm greeting and his manner of dominion over what he is doing gives one the assurance of a smooth ride. . . . Good humor prevails on each ride—and this is a good 'contagion.'"

PEARL A. RANDALL

W. J. Ritter, Division 2

" . . . not only did this particular driver help to direct me on my way about this huge city, but . . . twice

throughout the run he waited at various corners for a lady with three youngsters to cross the street in order to catch their bus, and once he left his seat to assist an elderly couple aboard.

"To some this may not mean anything at all, but to one who has lived in large cities amid the hustle and bustle set, . . . it is gratifying to know that in this day of Space there are still people who know how to be courteous and polite."

SAMUEL R. WILLIAMS
(A stranger to the city)

RUNNERS-UP

Almost as strong, in the opinion of the judges, were the letters of commendation written for R. D. Kornell and J. E. McGee—both of Division 20.



J. E. McGee



R. D. Kornell



HORACE MILLER, retiring Trafficman, second from left, front row, receives a gift of cash from fellow-Trafficman John H. Toombs on behalf of co-workers. Next to Mr. Toombs are Jack Stewart, Assistant General Superintendent of Transportation; and W. C. Aldrich, Local Chairman, BRT.



ALBERT J. BREHM, left, retiring Chief Clerk, Transportation Department, cheerfully hands over work to his successor, George Fujimori.

RETIREMENTS

BEST WISHES to:

Orville Monroe Haylett, Operator, Division 3, who retired Oct. 1 after service from 1929.

Horace L. Miller, Trafficman, Transportation Department, who retired Oct. 8 after service from 1926. (See photo on this page.)

Arthur C. Moore, Operator, Division 11, who retired Oct. 1 after service from 1930.

William T. Osborne, Flagman, Transportation Department, who retired Oct. 1 after service from 1944.

Samuel Boise Sowell, Operator, Division 11, who retired Oct. 4 after service from 1929.

Sterling Thomas Stickel, Operator, Division 5, who retired Oct. 1 after service from 1945.

James Paul Thomason, Operator, Division 3, who retired Sept. 14 after service from 1942.

Albert J. Brehm

CHIEF CLERK of the Transportation Department since 1946, and with service dating from 1929, Albert J. Brehm walked down the long flight of stairs from his office for the last time as an active employee on Friday, Nov. 16.

His future plans are not specific. They'll be "decided each day," he said.

He began his service as Stenographer at Division 2, which was then the motor coach division. For years he was Secretary, first to the Manager of Operations, and later to the General Superintendent of Transportation.

Jean B. Hart

"NO MORE alarm clocks for me," declared Jean B. Hart on Saturday, Oct. 27, her last day on her job as Information Clerk for MTA. Her co-

workers that day had prepared a lovely table of refreshments, and brought her a farewell gift.

Mrs. Hart started her transit career as a Ticket Clerk in Long Beach in 1944. She later worked as Cash Receiver and then as Freight Accounts Clerk. She plans to "take a few trips."

Horace L. Miller

THIRTY-SIX YEARS of service came to a close for Trafficman Horace L. ("Pinochle" or "Red") Miller last Oct. 6 when he turned in his portable farebox.

Though his retirement plans are not specific, his hobbies are upholstering furniture and watching various sporting events.

He began his transit career as Conductor at West Hollywood in 1926.

(Continued on next page)

FRANCES MOORE, retiring Clerk in the General Accounting Department, happily opens one of the two pieces of luggage her co-workers gave her as a farewell gift. From left are Barbara Tessandori, Gladys Prather, Sara Bustle, Gladys Johnson, Wanda Amburgey (hidden behind Mrs. Johnson), Cecelia Kael, the honoree, Wm. D. Duffy, Florence MacDonald, U. L. Drake, Alice Sahlin, Wilford Raridon (Supervisor of department), Madge Von Erlich.



JEAN B. HART, retiring Information Clerk, holds up cake at party given for her by her co-workers. Box at left contains gift of camera, also from co-workers. In photo are, from left, Marie Fulkman, Ethel Grush, Deane H. Koch (visiting retiree), Bess Seaman, Mrs. Hart, Martha Falbaum, Bertha Errett, Frances Robinson.



Rapid Transit Safest, Buses Next, Says Expert

RAPID TRANSIT (grade-separated routes) is the safest form of transportation in American cities, the National Safety Congress was told Oct. 30 by a nationally recognized transit expert.

This expert—David Q. Gaul, Executive Secretary of the Institute for Rapid Transit—referred his hearers to the 1962 edition of *Accident Facts* to support his statement that:

"Surface transit by buses is safer than travel in the private automobile, and rapid transit by elevated, subway and 'open cut' routes is safer than the surface buses."

Accident Facts, Mr. Gaul said, indicates an accident death rate per 100,000,000 miles of travel as 0.10 for railroad passenger trains, 0.15 for buses, and 2.2 for the private automobile.

Per *billion* miles traveled, this means: for rapid transit, one death; for buses, 1½ deaths; for automobiles, 22 deaths.

New Faces

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

Equipment Maintenance Department

MECHANIC "B": T. G. Caldwell, M. R. Purkeypyle*.

Personnel Department

PERSONNEL ANALYST I: W. D. Kendall.

Real Property Management

INFORMATION CLERK: Dorothy F. Bergeron, Regina L. Conrad, Dorothy E. Gray.

Transportation Department

OPERATOR: B. J. Blumberg, Division 7; L. L. Clark, 10; P. A. Costa, 8; S. A. Dimitroff, 7; Aaron Dorsey, Jr., 7; S. T. Gehrke, 8; Jordan Hardaway, 7; J. E. Harvey, 7; W. C. Hill, 3; C. D. Hoquist, 7; A. A. Hurd, 6; C. R. Keipinger, 8; G. L. Kiefer, 10; T. W. Metcalf*, 2; E. S. Miller, 20; W. D. Miller, 20; J. R. McAnally, 8; J. L. Nicely, 8; O. A. Reyes, 1; M. L. Ridener, 20; J. F. Rose, 8; J. L. Rucker, 11; Edward Ryan, 1; W. L. Sanford, 2; H. D. Sipe*, 7; Jimmie Skeen, 1; J. V. Stewart, 11; G. A. Sullivan, 7; Joseph Taranto, 2; Willie Trask, 6; O. G. Tyre, 10; C. B. Watkins, 7; J. R. Wilson, 7.

*Re-employed

Wedding Bells For:

Jean Betty Craven, Assistant Supervising Telephone Operator, and Richard R. Johnston, Oct. 6.

Cathleen Martin, Secretary, Public Relations Department, and Robert DeYoung, Sept. 15.

RETIREMENTS

(Continued from previous page)

Frances Moore

FRANCES MOORE, Clerk in the General Accounting Department, was presented with two lovely beige traveling cases on her retirement Oct. 31 after 19 years of service. A farewell dinner at Little Joe's was given her by her co-workers.

Her future plans involve social work, sewing, knitting, and spending some time with her seven grandchildren.

"I know I'm going to miss everyone," she said. "I'll just come down and visit when I get lonesome."

—Cecelia Kael

On Their Way Up

CONGRATULATIONS to the following employees who have taken a step up the ladder in recent weeks:

R. L. Bacchus from Supervisor to Supervisor-Extra Dispatcher, Transportation Department, Aug. 12. Employed Sept. 9, 1943.

C. F. Conrad from Operator to Operator-Extra Service Director, Division 11, Sept. 5. Employed Apr. 29, 1952.

W. K. McDonald from Operator, Division 6, to Schedule Checker, Oct. 25. Employed Mar. 12, 1957.

Ben Hernandez from Mechanic "B" to Mechanic "A," South Park Shops, Oct. 7. Employed Aug. 2, 1960.

R. E. Scott from Addressograph Operator to Typist-Clerk, Purchasing and Stores Department, Sept. 24. Employed June 7, 1962.

J. R. Wheeler from Operator, Division 12, to Schedule Checker, Oct. 21. Employed Mar. 7, 1957.

J. S. Whitelock from Mechanic "C" to Mechanic "B," South Park Shops, Oct. 7. Employed Nov. 3, 1960.

In Memoriam

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

Lena G. Cato, wife of Division 5 Operator Wilfred Cato; Oct. 14. Survived by her husband, whose service began in 1944.

Antonetta Napoli, wife of South

Park Shops Mechanic Anthony Napoli; Oct. 11. Survived by her husband, whose service began in 1936.

Marie Yates, wife of Division 2 Operator Ambrose M. Yates, Jr.; Oct. 4. Survived by her husband, whose service dates from 1959.

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Los Angeles 15, Calif.

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COMPTON, CALIFORNIA

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KENNEDY

carefree
shopping
starts
here... **BUS
STOP**
METROPOLITAN TRANSIT AUTHORITY

OUTDOOR BOARD containing MTA's Christmas shopping ad in five colors is talked over by W. C. Scholl, left, MTA's Assistant Advertising Manager; S. James Andrews, Vice-President, Honig-Cooper & Harrington (MTA's ad agency); and R. O. Christiansen, MTA's Director of Public Relations.