



76-8

Emblem

JANUARY, 1959

January

February

March

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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27	28	29	30	31		

First 1959 MTA Baby (cover story, p. 15)

Doctors of Equipment
(pictures and story on maintenance)

Commendations for Operators

**CHRISTMAS
REFLECTIONS**



Christmas Reflections

Van Nuys Men Give to Needy

TO SACRIFICE their usual Christmas party for their own families and children in favor of giving food parcels to needy families in the San Fernando Valley was the decision made by the Metropolitan Valley Club, composed of Operators of the Van Nuys Division.

Accordingly, Operators took food parcels to 11 families whose need was pointed out by the Social Welfare Bureau.

Included in the parcels were a large turkey, yams, five pounds of sugar, two loaves of bread, two cans of cranberry sauce, and other cans of staple foods. Also included were a gallon of milk, a dozen oranges, a dozen apples, and assorted nuts.


"There was complete cooperation in this endeavor and it was carried out without dissension," reported Earl Jardell, Division Foreman.

Operators J. C. Albrizze and C. W. Neel are, respectively, President

and Secretary of the club. However, interest in the undertaking was such that no one person could be singled out for special mention—all deserved high praise, in the opinion of Mr. Jardell.

FULL TO OVERFLOWING box of food—one of 11 such boxes purchased for the needy by Van Nuys Operators—being placed in his car for Christmas delivery by Pres. J. C. Albrizze, Metro Valley Club.





OUT OF THIS WORLD — The home of Supervisor Albert E. McGown in Pico-Rivera at Christmas time, 1958, caused traffic jams on Washington Boulevard during the holidays.

CHRISTMAS REFLECTIONS

Decorations Win McGown First Place

SUPERVISOR Albert E. McGown won first place for the fifth time in five consecutive years for the Christmas decorations outside his home in Pico-Rivera in 1958. The contest is sponsored by the Chamber of Commerce.

He's still waiting to hear how he did in the national contest, in which he placed fourth in 1957 and won \$250, of which the Boys Club of Pico-Rivera got half.

Operator Oscar Johnson was Mr. McGown's Santa Claus for the third year. Monday, Tuesday, and Friday of Christmas week he gave gifts from Mr. McGown to all children who came to view the display.



THE OLD RED BARN above with the deer in the window was built for the occasion by the imaginative Supervisor McGown.

MR. MCGOWN and his 4 previously won first-place Chamber of Commerce trophies.



CHRISTMAS
REFLECTIONS

El Monte
Division
Family
Party



SANTA CLAUS (perennially Morris Chesler) gives candy and presents to Jimmy Lindsey, as he did for all the children.

A CHRISTMAS PARTY for their families was given by the Dieseleers, El Monte Division Operators, at the El Monte Community Center on the Sunday before Christmas, with 200 attending. Movies were shown by W. B. Evans, and there were gifts for the children and refreshments for all.



DIVISION ORCHESTRA entertained, with I. M. Cammack at the piano, J. F. Costello at string bass, son of R. V. Evans at drums. At left, Emcee Jack Patterson (at mike) and Dieseleer Pres. L. E. McChesney. Boys unidentified.



STEVE FRANICH family (cut-out above) was typical of families that attended. Mrs. F. holds Stephanie; Carol and Janet in front.



CLOCK RADIO, won as door prize, is presented to R. S. Myers, left, by McChesney.



LIFE-LIKE CHORISTERS—On the steps of the beautifully decorated home of Operator and Mrs. James E. Kresge in East Los Angeles, these choristers move and sing like real people, although in fact they're mechanical puppets. The three Wise Men are approaching at left, and Santa's sleigh with eight tiny reindeer is at the right.

CHRISTMAS MIRROR

Kresge, Undefeated Champion

OPERATOR Jimmy Kresge, as 1957 winner of the first-place award in the East Los Angeles Chamber of Commerce home Christmas decorations contest, couldn't enter again in 1958. Instead, he was appointed contest judge.

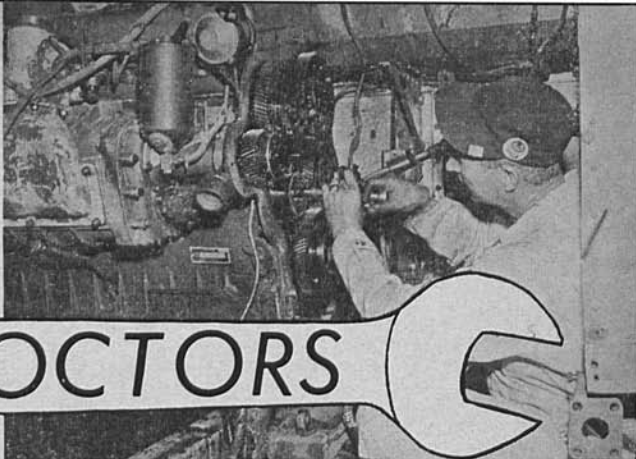
Ineligibility didn't keep him from again decorating his home in the manner of a champion, however.

Champion? Indeed he is. He retired undefeated in 1927 as unofficial world's featherweight boxing champion under the name Eddie Brennan.

He also composed a "champion" song.—Remember "I Get the Blues When It Rains" — one of the most popular songs of the '20's?

JAMES E. KRESGE, Division 2 Operator, with trophies he has won in the East L.A. Chamber of Commerce home Christmas decorations contest. In his right hand is the third-place trophy for 1956; in his left, the first-place trophy for 1957. As '57 winner, he couldn't enter in '58.





of

TIMING GEAR in a bus engine is replaced
by Loren L. Atwood, MTA Mechanic.

EQUIPMENT

IMAGINE what would happen if buses or streetcars broke down while in operation. Even one stalled vehicle would cause much inconvenience and indignation. If several failed to function the result would be chaos.

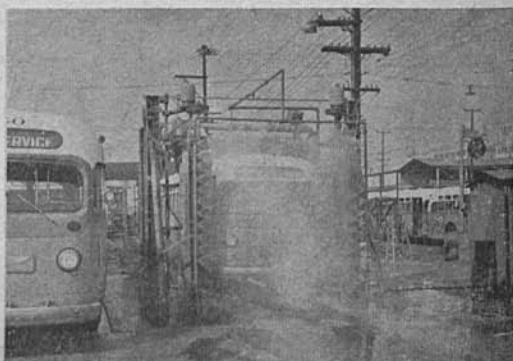
To the Equipment Maintenance Department goes the job of making certain that MTA's vehicles, upon which the health of the company depends to a great extent, are kept

in first-rate working condition so that inconveniences — much less chaos—can be avoided.

To carry out this responsibility, more than 800 maintenance personnel, under Superintendent George Powell and Assistant Superintendent Fred Yenour, are continually working toward the upkeep of vehicles. At 17 divisions, mechanics, utility workers, and foremen are employed on three shifts for the

VACUUM CLEANER—The first step in daily service is to check fuel, oil, and water. Second step, shown here, is to clean the interior at the vacuum cleaner.

BUS WASHER—A frequent step is running coach through the bus washer, which cleans the roof and sides of the vehicle, leaving only front and back to do by hand.



sole purpose of cleaning, inspecting, servicing, and repairing buses, streetcars, and trolleys, while clerks do the vast amount of paper work needed for scheduling these jobs and making reports.

Like the work of the proverbial Woman, the job of these employees is never-ending. Some portion of the entire fleet of carriers is attended to each day, and as soon as this portion is finished other vehicles are ready to be worked on. Thus the cycle continues, ends, and recommences indefinitely.

General maintenance work, as performed by this department, can be classified into four levels or stages. The first includes work which is performed daily on each vehicle used. The next two levels consist, respectively, of routine inspections and any necessary preventive or corrective work needed at that time, and major inspections and running repairs.

Work performed daily includes vacuum cleaning the vehicles used that day; furnishing gas, oil, water, and/or other requirements where needed; and the repair of minor

INTERIOR CLEANING—At regular intervals, the entire interior of MTA vehicles receives a thorough cleaning. Evidence is in this picture of Clarence Duckett.



A DAILY TASK for Berton Miller is checking defect cards (kept in coaches and filled in by Operators) on which are listed the repairs needed for that coach.



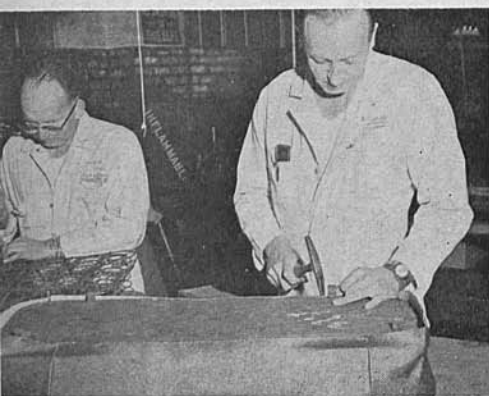
INTERIOR CHECK—Part of the daily routine for coaches is a check of their interiors. Berton Miller turns on interior lights, replaces a burned-out globe.

LUBRICATION of chassis and springs is done at regular intervals to save wear and to make for easier operation. Here H. W. Robinson greases spring shackle.





WHEEL ALIGNMENT—Operators appreciate the easier steering that results from correct alignment, which also saves tire wear. Carroll Sutton checks front wheels.



UPHOLSTERY REPAIR—Max Rubin repairs a bus seat frame, while Carl Wise puts on a new seat cover. Both men know riders like comfortable, clean seats.

PREVENTING RATTLES in windows and doors keeps riders happier. Clarence Beard replaces felt in side runner of window. Sash is being held by Al Pyles.



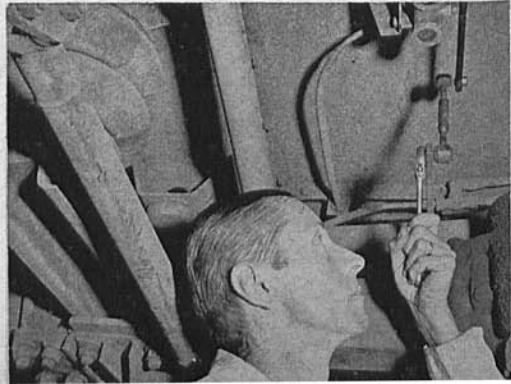
Doctors Of Equipment

defects noted and recorded in a daily report by the Operator.

Routine and major inspections, and work related thereto, are performed periodically according to mileage and the frequency with which different parts of the vehicles must be checked. (For example, a transmission would not need attention as often as brakes.) Routine work includes complete cleaning, inside and out; checking the condition of seats, steering apparatus, brakes, lights, and safety devices such as speedometers, signals, clutch- and brake-interlocks, etc.; general checks for looseness; greasing and oiling; and a general performance check. Repairs or adjustments are performed where needed. Eventually, during this stage, the vehicle gets a complete check from one end to the other.

The third level, major inspection and running repairs, deals with items which do not need attention as often as those already mentioned. Included in this category are the maintenance of heavy units such as clutches, transmissions, generators, differentials, bearings, radiators, and starters; major chassis repair and painting; and engine

AIR SUSPENSION systems seldom go wrong—they're built tough—but here E. B. Kennett replaces linkage to a leveling valve. Bellows is at left above his head.



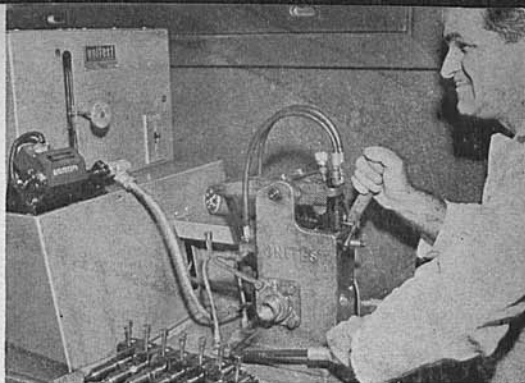
work short of complete overhauls. This work also is done according to mileage, and is conducted in a cyclical manner.

Work of the type mentioned thus far—whether for buses, cars or trolleys—is done at each individual division. For some jobs, however, special facilities are needed.

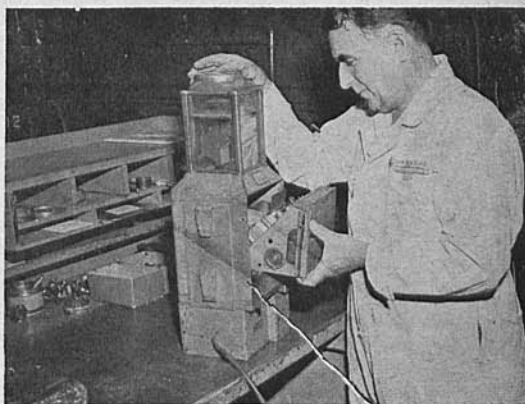
The final stage of the four-level maintenance program includes infrequent major work such as complete engine and body overhaul; reupholstering vehicles and refinishing them, inside and out; and other major work of an emergency nature, such as repairing and painting after accident damages. Work of this category is carried on primarily at Divisions 14 and 15, which do all upholstering; and at 1, 2, and 5. It is done as the need arises, rather than on a periodic or mileage basis.

Although the continual nature of the various phases of maintenance work gives it the appearance of a three-ring circus, the scheduling of the individual vehicles for the type of work required is not nearly so complex as it may seem. Reports of vehicle mileage, initiat-

BODY OVERHAUL—Making wrecked or dented bus or car bodies look like new is a job that is done by MTA shopmen. Here Wm. Cecil fits a corner post panel to a bus door.

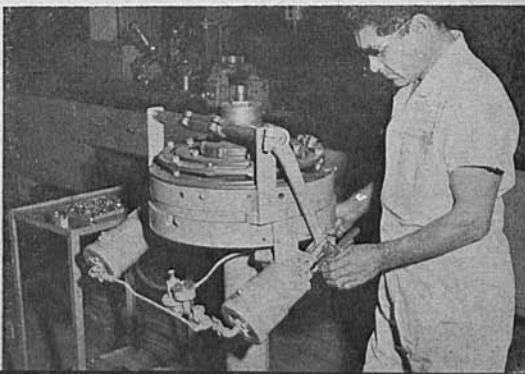


FUEL INJECTORS being tested by Tony Nunes in order to find out the exact amount of fuel that goes through each. He rebuilds those that do not meet standards.



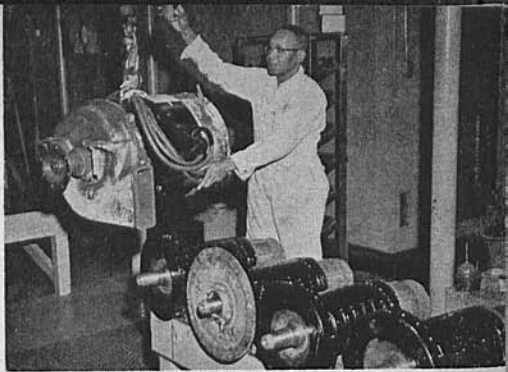
FAREBOXES are maintained on a periodic inspection basis at both South Park Shops and at Macy Garage. Bill Pinder, of South Park, reassembles one he has overhauled.

TESTING A CLUTCH he has rebuilt is Jose Castro, who uses a special pneumatic device for the purpose. This is a double-acting clutch used with hydraulic drive.

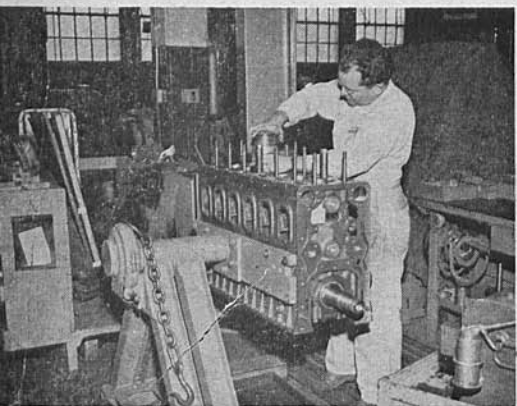




BRAKE OVERHAUL is an extremely vital factor in the safety program and condition of brakes is carefully watched. Tommy Rocha puts new brake shoes on a coach.

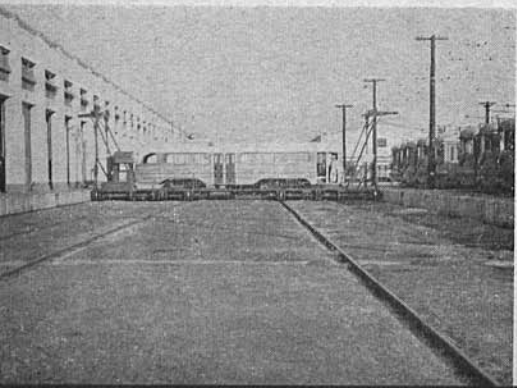


ARMATURES of streetcar and trolley coach motors after overhaul are dipped in protective fluid by Lucius Sheppard and baked in electric oven (background).



MAJOR OVERHAUL—In this procedure a bus engine is removed and taken completely apart for examination and rebuilding. James Homar makes block assembly.

REPAIR of streetcars is facilitated at South Park Shops by moving them from shop to shop via this transfer table. At right are a group of old "S" cars to be sold.



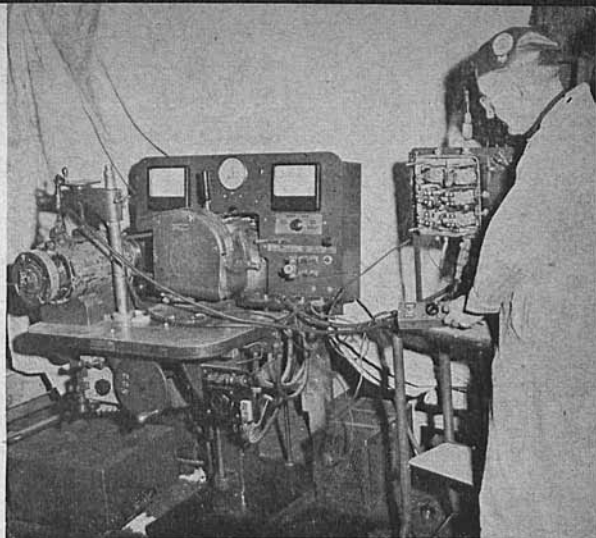
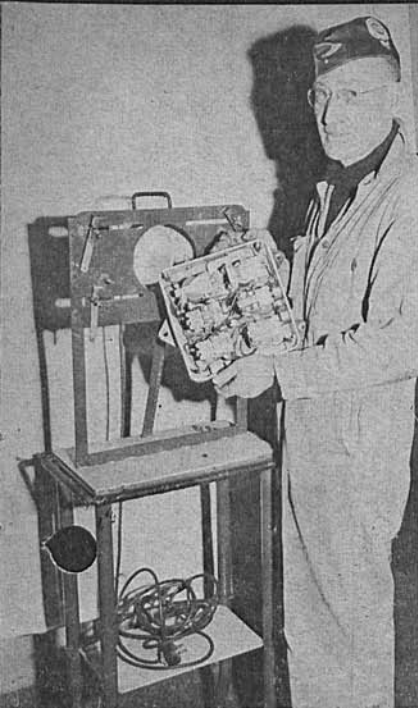
Doctors Of Equipment

ed by the Transportation Department, are sent to Equipment Maintenance via Accounting and enable Maintenance to determine which vehicles need what type of work and when.

So, to allay any doubts as to the condition of the MTA vehicle that you might some day be riding, remember that, whether it be bus, streetcar, or trolley, the probability is that it has received much better preventive care than you have!

RECORDS are kept by each division of maintenance of each vehicle in its care. Roland Johnson keeps track of records of buses, trucks, autos assigned to 16th St.





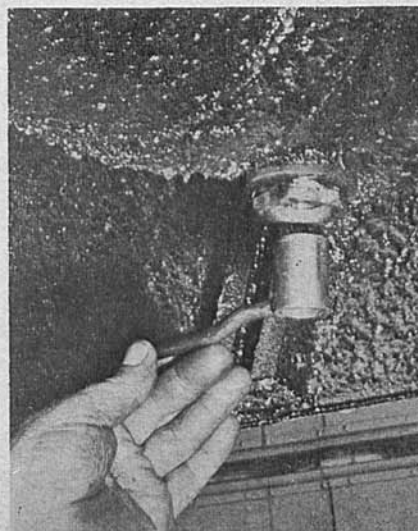
PREHEATER for voltage regulator box is contained in top of stand (left) on which Al White is about to clamp into place a regulator box. Heater is a spotlight (in circular opening) which will heat up regulator to engine compartment temperature for finer and more accurate adjustments. In upper right photo, preheater is hooked up and in operation as Al adjusts regulator.

Shop Inventions That Ease Work

INNUMERABLE are the mechanical aids that have been devised by the fertile imaginations of MTA mechanics to ease the work of maintenance and repair.

Some devices are quite complicated; some, simple. On this page are illustrated two of the simpler ones. Although one man may have originally had the idea, so many men have had a hand in the improvement of the various devices that without printing a roster of the shop men it would be impossible to give credit where it is due, in the opinion of Superintendent of Equipment George H. Powell.

VALVE HANDLE was devised for bleeding air tanks on certain classes of coaches. Sounds simple? So does the wheel, but look how many thousands of years were required before someone invented it!



Commendations for

Myers Wins Operator-of-the-Month Award

Courtesy Wins Him \$50 Check from MTA

UNFAILING COURTESY and impartiality toward his passengers paid off this month for Operator Howard R. Myers of Division 2.

Myers, who handles a daily run on the Figueroa Street Line 49, won MTA's "Operator-of-the-Month" award for January, and a check for \$50.

The award is based on a passenger's letter which, in the opinion of a committee of impartial judges, reports the most courteous action by any Operator for that month. All Operators are eligible for the award.

Myers has been with the company for 23 years, starting as a Conductor in 1936. Prior to that he was a Conductor and Motorman in Omaha, Nebraska.

Currently residing in Baldwin Park, Myers and his wife, Ruby, have two foster children: Hiram, 15, and Dennis, 11. They are two of ten foster children the Myerses have had in the last 12 years.

"We've always had children around, and enjoy taking care of those who need a place to stay," Myers explains. "They remain with us until they're able to make their own way. But even then, most of them continue to keep in contact with us."



CHECK FOR \$50 being presented to January Operator of the Month H. R. Myers by Executive Director Ralph P. Merritt.

New Yorker Lauds Operators

A CHRISTMAS CARD addressed to all MTA Operators accompanied a letter from a New York visitor praising the service provided by MTA and its personnel.

Written from New York in time to arrive before Christmas, the letter, from the pen of a Helen Cuccura, said, in part:

"Your bus service is the best and the drivers are so courteous. One lady especially (a Mrs. Schulz)* told us so many different buses we could ride to see different things and we appreciated it so much.—So different from the Eastern bus drivers."

*Mrs. Ann G. Schulz, of Division 4.

Operators

Honored in December

THE OPERATORS listed below received, in December, one or more commendations, mostly in the form of letters written by the general public. Congratulations to:

C. W. Adams, H. D. Apel, R. M. Baker, G. M. Bisee, Estelle Black, Emile Bonneau, W. G. Brewer, S. H. Brody, H. A. Brown, R. J. Burns, R. L. Coleman, Leonard Collins, D. L. Correll, E. W. Cotterly, F. A. Cullum, R. S. Davies, M. R. Davis, A. P. DeVries, S. F. Dispennette, L. A. Eremento, W. L. Finley, M. L. Foster, M. J. Frankson, W. M. Gilmore, Herman Goldberg, W. R. L. Goodman, Michel Gross.

G. A. Hall, K. R. Hanson, C. F. Henricksen, P. B. Hill, H. H. Holmes, Walter Howell, L. J. Hubert, S. C. Jackson, R. W. Jayne, L. D. Jensen, H. W. Keener, H. B. King, I. N. Klopenstein, J. O. Koontz, J. E. Lewis, Lawrence Lincoln, H. E. Metcalf, Irving Modell, H. C. Nields, H. G. Norie, George Pappas, S. O. Parker, O. W. Perdue, A. R. Peterson, Leonard Premseelaar, C. F. Querl, E. G. Quincey, R. C. Rodriguez.

E. L. Schultz, W. H. Sharpe, L. B. Sheehan, R. V. Simmons, David Slonim, E. A. Smith, J. J. Smith, L. E. Smith, R. W. Spangler, H. M. Sparks, W. P. Spendlove, L. L. Spring, M. B. Stewart, V. E. Stimson, G. J. Stoddard, T. V. Swanson, E. A. Thoman, F. V. Thomas, I. F. Thomas, P. J. Tyrrell, Sidney Wald, M. B. Wallace, Maxwell Weaver, J. P. Wendruck, J. E. Wharton, B. B. Williams, E. H. Williams, W. D. Williams, T. R. Workman, H. J. Wright, M. R. Wright.

Admired \$10 Worth

THREE LETTERS, one enclosing a \$10 bill, were independently written to MTA by passengers commending Operator E. H. Williams, of Division 11, at Sixth and Mains Sts., for his alertness and skill in avoiding an accident with an automobile on the Hollywood Freeway around Christmas time.

New Faces

MTA WELCOMES the following new employees, who joined the company between November 23 and December 27, 1958:

ADMINISTRATIVE

Secretary: Mary Ellen Holden*.

PLANNING

Building Janitor: Rufus Johnson.

TRANSPORTATION

Information-PBX Operator: Mary Torres.

Operators: Francis Anderson, 6**; Bobby Baker, 6; Donald Barber, 4; Curtis Buzick, 6; Maurice Conklin, Jr., 4; Gary D. Cooper, 11; Thomas Copeland, 1; Otto Earnhart, 12; Kenneth Edgely, 3; John Edwards, 6; Robert Galusha, 11; Woodrow Gilbert, 5; Glenn Givens, 1; Warner Gray, 11; Kenneth Hall, 4; Edward Hamm, Jr., 3; Frank Harper, 20; Richard Hatfield, 12; Gibson Holland, 11; Richard Hoolber, 20; Roger House, 8; Jack Howard, 12; Lee Jestings, Jr., 7; Lamar Juday, 8; Everett Kimbark, Jr., 12; Paul Knox, 2; Richard LaFleur, 12; Howard Lagesse, 12; Milton LaRoche, 11; Irvin Lemon, 5; James Lewis, 12; Joseph Lyle, 5; John Manocchio, 8; Vernon Marye, 12; Edward Matson, 11; Sebren Mays*, 2; Luther Miller, 11; Alfredo Miranda, Jr., 2; Robert Morgan, 8; Rayfield Moses, 12; Toney Mustachia, Jr., 11; Murray Pegues, 6; John Polaco, 5; Vincent Sarandrea, 20; Orbie Sellars, 11; Carrol Shinafelt, 6; Herbert Sipe, 12; Joseph Sjaarda, Jr., 6; George Thomas, 5; William Thompson, 8; George Toliver, Jr., 1; Courtland Townes, 20; Ernest Utley, 4; Harold Yardley, 11.

MAINTENANCE

Mechanics 1st Class: Raffaele Michello, 8; Michael Segedy, 10.

ELECTRICAL

Lineman: Charles Manning.

PERSONNEL

Receptionist: Dolores Encinas.

*Re-employed.

**Division where employed.

Are You Entitled to a Refund?

DURING the year 1958 your wages were subject to taxes for State Disability Insurance (S.D.I.) and Federal Old-Age Benefits (F.O.A.B.).

Your annual earnings up to \$3600 were subject to a 1% tax or \$36.00 to cover your State Disability Insurance. Also, your annual earnings up to \$4200 were subject to a 2¼% tax or \$94.50 for your Federal Old Age Benefits.

If you worked for two or more employers during 1958 and your previous employer or employers were subject to the State Disability Plan, or subject to a voluntary plan of disability insurance and your deductions for this purpose totaled more than \$36.00, you are entitled to a refund of the excess of the \$36.00 paid in during 1958. If, under the conditions above outlined, you paid more than \$94.50 for your Federal Old-Age Benefits, you are entitled to a refund of the

excess of the \$94.50 paid in during 1959.

Employees who may have had railroad employment together with Authority employment during 1958 are not subject to this possible refund inasmuch as railroads are not subject to these taxes, nor will employees of the Authority who were employed during the year 1958 with one of the predecessor companies be entitled to refund if employed on a continuous employment basis.

To claim S.D.I. tax refund, obtain proper forms and instructions from W. C. Scholl, Director of Personnel, Room 601 Transit Authority Building, and be sure to file before June 30, 1959.

To claim F.O.A.B. excess tax refund, include the excess you paid over \$94.50 on your Federal income tax return for the year 1958 in the same column in which you show the income tax withheld from your wages.

In Memoriam

Campbell, Kathleen, wife of retired Schedule Maker Guy H. Campbell; December 25; survived by her husband.

Egan, Ethel D., wife of Andrew C. Egan, retired Assistant Engineer (Way and Structures); December 8; survived by her husband.

Gates, Rufus M., 77, retired Foreman, Way and Structures; January 2; survived by his sons: Roy M., Charles O., and Raymond D. Gates.

Marshall, Joseph R., 66, retired Leadman (Line Department); De-

ember 26; survived by his daughter, Mrs. Geneva Sanders.

Peach, John S., 91, retired Flagman; November 4; survived by his wife, Della.

Sayre, William E., 79, retired Mechanic; October 23; survived by his wife, Helen.

Schrader, Rosa, wife of retired Flagman John H. Schrader; December 21; survived by her husband.

Whitley, Frank P., 67, retired Lineman Leader; December 1; survived by his wife, Mary.

OUR COVER

First 1959 MTA Baby Waves Happy New Year

"HELLO!" waves five-day-old Ken Edward Alexander, first baby to be born to MTA parents in the New Year (according to reports. Any challengers?).

"I hope you'll all keep everybody as happy in 1959 with safe and courteous treatment as my Mom and Dad are keeping me," says Ken, who was born to El Monte Division Operator and Mrs. C. W. ("Junior") Alexander at 2:09 p.m. New Year's Day. First baby to be born at Huntington Memorial Hospital in 1959, he weighed six pounds, four ounces.

"We missed a 1958 tax exemption by less than a day," lamented Dad, to whom the stork is a familiar bird, Ken being Number 3 in the Alexander family. There are also Stan, 9, and Dan, 4.

MTA NEEDS Motor Coach Operators

IF YOU KNOW someone, male, age 25 through 39, who desires a position as Motor Coach Operator, please refer him immediately to the Employment Office, Room 621, Transit Authority Building, 1060 S. Broadway.

"Need for Operators exists at practically all divisions," states Director of Personnel Wm. C. Scholl.

Applicants with military service should bring discharge papers when they apply, Mr. Scholl suggests.

The Emblem

Vol. 1 January, 1959 No. 6

IN THIS ISSUE

Christmas Reflections . . . 2-5

Van Nuys Operators Give Gifts to Needy Families;
McGown's Decorations Win First Prize;
El Monte Dieseleers Hold Children's Party;
Versatile Jimmy Kresge: Boxer, Composer, Decorator

Doctors of Equipment . . 6-11

MTA Maintenance Keeps Vehicles in Good "Health";
Mechanics Develop New Tools and Methods

Commendations 12-13

Operators Win Praise for Outstanding Deeds

Are You Entitled to a

Refund? 14
Disability, Old-Age Withholdings Partly Refundable in Some Cases

In Memoriam 14

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—National Safety Council

THE MTA EMBL

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Form 3547 requested

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