



76-12

Emblem

MARCH, 1959

STORE INFORMATION

ITEMS STOCKED	
AUTOMOTIVE	11500
STREET CARS	7055
MISCELLANEOUS	3500
REQUISITIONS PROCESSED	
PER MONTH	20500
VEHICLES SERVED	
COACHES	1451
STREET CARS	164
TROLLEY - COACHES	109
AUTOS TRUCKS	250
PLACES SERVED	5
SOUTH PARK SHOPS	24
DIVISIONS	16
EMPLOYEES	28
CENTRAL STORE	8
DIVISION STORES	
MATERIAL CONTROL	



Spotlight on Purchases & Stores
Mechanic Bronzes Baby Shoes
No. 1 Operator Retires

cover story, p. 15



CHECKING OUT MATERIAL—Lead Man Leland Lee, right, gets camshaft for bus engine from Central Store after presenting Stock Clerk James McCue with an IBM card listing proper part number.

MEN AND WOMEN OF PURCHASES & STORES

In Helping Us, They Help Us Serve

Eighteen Stores Over the System Carry a Million-Dollar Inventory of 22,500 Items, From Pins to Bus and Trolley Coach Parts. MTA Annually Purchases \$4- to \$5,-000,000 Worth of Non-Stocked Items Such as Lumber, Radio Equipment, Typewriters, Furniture, Automobiles

WHAT GOOD is a purchasing and stores department, anyhow?

"It helps provide us at this division with our office supplies and various transfer forms. We can't be without it!" exclaims Joseph Bukowski, Relief Division Clerk at El Monte's Transportation Division.

"It means getting trolley coach material quickly and easily so that we can have the coaches out on the road," in the opinion of H. J. Hinze,

Superintendent, Maintenance Division 1, at 6th and Central.

To Al Brehm, the Transportation Department's Chief Clerk, who orders all supplies for all 13 divisions, it means speedy procurement of "any supplies I need, such as office furniture, typewriters, binders, file cases, stationery, etc. Also, if I am in doubt as to how to describe an article I wish to requisition I call Purchases and Stores and they help



LOADING a Stores truck with material destined for the divisions is Driver Don Olson.

me out.—And if you want to know how wonderfully cooperative they are, I can go on and on about that!”

“Well, we may be prejudiced, but we think our Purchases and Stores Department does a lot of good,” says William T. (“Bill”) Reynolds, Director of Purchases and Stores. “Actually, we’re here because MTA, like most companies, has found that it pays to have a person, or a department, whose principal duty is to make purchases for the entire company. After discovering the needs of the various departments, the purchasing unit may then schedule purchases in bulk in order to obtain more favorable prices, or

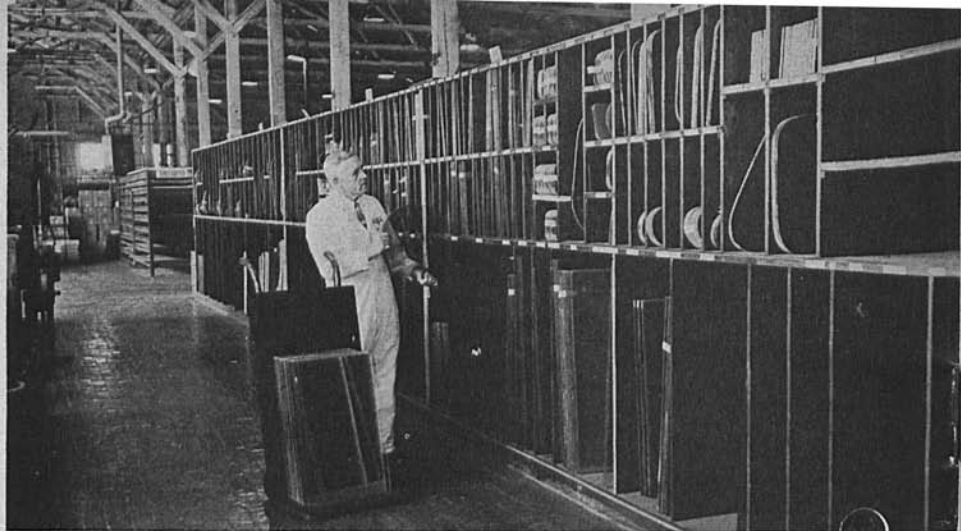
negotiate for time delivery. Moreover, a staff of specialists in buying make a vocation of knowing where and when to buy, under acceptable business conduct and standards.”

Mr. Reynolds settled back in his chair. It is just as well to be comfortable when you’re launching a discussion about your favorite subject—and purchasing is Bill’s. He’s been head of MTA and LATL Purchases and Stores Departments since 1945, has taught purchasing and storekeeping at several universities, has written many articles on various phases of purchasing and stores activities for trade and other business magazines, has served as a member of an advisory sub-committee on purchasing for the California State Assembly Interim Committee on Governmental Reorganization—and has, besides, a flair for language, having at one time been a newspaper columnist.

His Assistant Director of Purchases and Stores is Roy M. Ewing, who was formerly in charge of purchasing for MCL, and has for many years been well and favorably known to practically every supplier in Southern California. Roy is in charge of all administrative matters connected with the department.

TRAVELING STOREKEEPER Frank De-Baun installs new material control procedure at Van Nuys Division Store. Advantage of procedure is better cost control.





THE GLASS RACK—"We save thousands of dollars a year by cutting our own auto glass," says Sr. Stock Clerk Harold I. Billings, as he takes a piece of glass from the rack.

Purchases & Stores

"Here at MTA we maintain a million-dollar Stores inventory of 22,500 separate items connected with system maintenance," says Bill. "Big as \$1,000,000 is, remember that we also spend \$4- or \$5,000,000 for items that are not kept in stock—such things as autos, radio equipment, office furniture, typewriters, machine tools, lumber, concrete, and many items of stationery. We handle bids for printing, engraving, construction, and other jobs involving material and labor costs.

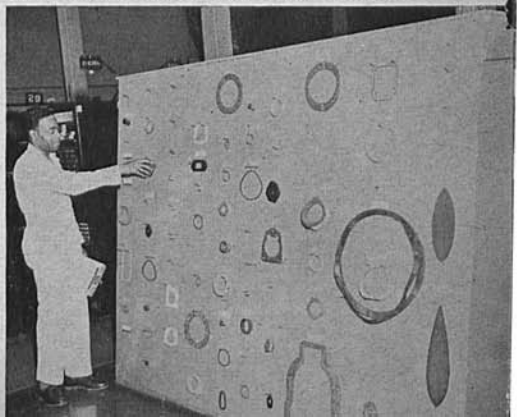
"In order to know whether to keep a stock of any item on hand or to buy from day to day, we have to know the relation of supply to demand, the cost of buying the item, and the cost of *keeping* the item. Since all of these factors may differ at different times, our decision to buy or not to buy, as well as how much and when, is affected accordingly.

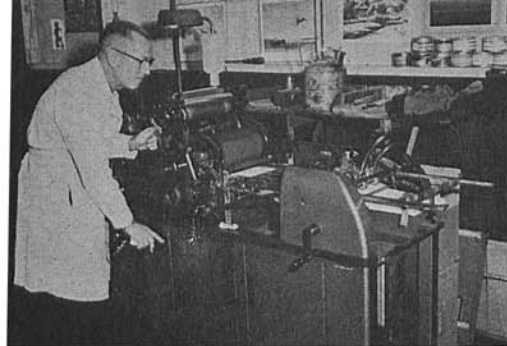
"I think of purchases in terms of passenger fares. We have to carry 40 passengers paying a basic 17¢ fare in order to get \$1.00 to spend

on parts. Put it another way, if you wish: Our \$1,000,000 inventory means 40,000,000 riders. Or, on the basis of savings: Every \$1,000 we can save in purchases is like going out and getting 40,000 passengers. For our savings are *all net*, and the money is already in the bank!

"The reasoning behind these statements is this," Mr. Reynolds

GASKET RACK—Shipping Clerk James D. Anderson selects gasket from easily visible assortment. Only a few are kept on display. Stock is kept inside cabinet, away from light, which makes gaskets hard.





MULTILITH PRESS, with Operator B. G. Kadel, is near the Stationery Store. "We print many of the business forms and letterheads used at MTA," says B. G.

explained, seeing your reporter's brow wrinkling with confusion. "Assume an operating ratio of expenses to revenue of 85%—this may or may not be exactly accurate, but it's fairly close. This means that 85¢ out of each dollar of revenue goes for expenses, leaving 15¢ net. Now, if it requires six passengers

paying 17¢ each to produce approximately \$1.00 of revenue, then it must take approximately seven times ($\$1.00 \div .15$) as many such passengers—or 40—to produce \$1.00 of net income that we can spend on purchases of new supplies . . . and remember there's plenty of other uses for revenue!

"Of course, this reasoning must also be tempered with the knowledge that it is often costly not to have an item which may be required as a repair item. With 800 employees in the Maintenance Department drawing on our stocks, plus the requests from all other departments, discretion as to what, how much and when to order is important.

"Our Buying section, with three buyers under the supervision of Deputy Purchasing Agent J. L. Smith, concentrates on sources of supply, prices and discounts, and

STATIONERY STORE—"I carry between 850 and 1000 items," says Storekeeper Hayes L. Archer. "I'm happy to say that most departments order enough material at one time to keep them going for a month, instead of making many small requisitions. This helps make my work easier." Only a small portion of the Store is visible in this photo.





MATERIAL CONTROL—From left, Sr. Price Clerk Richard Venable prices invoices; Material Control Supervisor Ed Ryan looks on Kardex file to see whether and when a certain item was ordered; Addressograph Operator Eddie Tarantino helps post the Kardex file when not keeping up addressograph file for inventory and employee addresses.

Purchases & Stores

the general placement of orders. These Buyers have made a career of purchasing and realize the importance of integrity, dependability, competence and prudence as their personal contribution to our enterprise. This section draws up and processes some 20,000 purchase orders yearly, which means the negotiating for some 60 to 70 thousand items.

"Material ordered has to be paid for, and here a quick, orderly process makes for better supplier relationship, and often means lower prices. This invoice section of the Purchasing Department, together with general clerical supervision, is the responsibility of Chief Clerk E. W. Stanley. Under his eagle eye, some 50,000 invoices are received, prices and quantities are checked, and correct accounting disposition is made before invoices are forwarded to the Controller's office for vouchering. Matters concerning freight, performance bonds, and certain insurance requirements are also checked in this section according to the terms and policy laid down for the particular transaction by the Director.

"Normal daily demand of the

various MTA divisions and departments requires material transfer and distribution, amounting to hundreds of tons annually. This is the part played by the Stores Unit under Superintendent of Stores E. A. McCurdy. He has jurisdiction over some 18 Stores spread throughout the system. Some of them operate around the clock in three shifts.

"Receiving and shipping material, warehousing, periodical inven-

KEY-PUNCHING all IBM requisition cards in order to speed processing is the duty of Material Control Clerk Patti Kelly.





RECEIVING & SHIPPING DOCK—"Close to \$2,000,000 worth of material comes into the dock each year," says Receiving Clerk John Malvey (in main photo and in inset, right). His assistant (in inset) is Clarence W. Meyer. Dock is part of Material Control.

atories, and the issuance and distribution of material covering all shifts is the task of some 40 men trained in material handling. Five trucks are in service on regular schedule between Stores, and are also used for making deliveries to other departments systemwide.

"The hub of the system is at the

Central Store, South Park. Here is located the Material Control Section, under the supervision of Ed Ryan, who dispatches the trucks and is likewise a key man in Material Control. Every item of the million-dollar inventory has an individual inventory sheet, and a card with a record of purchases made. The

TYPICAL STORE—Division 1 Store, with Storekeeper Harry Johnson arranging his stock, which in this store is largely trolley coach material. Note the low bins.





AT MACY STORE, Asst. Supt. of Stores Frank Winterberg, left, discusses stock with Storekeeper P. C. ("Pat") Palacios.

Purchases & Stores

latter acts as a travelling requisition to the Buyers for replenishment of stock and contains a complete history of previous purchases and prices, as well as much other information gathered by Buyers in negotiation. The unit pricing of each item is the main responsibility of Richard Venable and 'Ossie' Alwes, of Ed's Material Control Section. (Ossie was absent when the photo was taken). This means about 12,000 pricing calculations from invoices monthly on incoming items. Stock issued in response to requisitions from all departments is covered by IBM cards key-punched by Patricia Kelly of this Section. The cards are then forwarded to the Controller's office for processing.

"The Control section also has charge of the addressograph plates used for printing stock cards, identification tabs, etc. This addressograph and graphatype work is performed by a young expert, Ed Tarantino, who also maintains name and address plates for each MTA employee, as he is responsible for addressing THE EMBLEM.

"Legal and accounting aspects of purchasing activities, including bond and insurance matters, contract preparation and negotiation, are handled by the Director, with the administrative assistance of his Secretary Dorothy Delp, who also programs his work-load of interviews.

"The Purchasing Department also has a sales function. It disposes of old streetcars, machinery, and other salvageable material — besides auctioning off unclaimed baggage.—And all of us carry on a con-





WALL CHARTS of inventory, purchases, and stock issued each month are meticulously kept by Director of Purchases and Stores, Wm. T. Reynolds. Top chart, at which he's pointing, is total inventory by months since MTA started. Smaller charts below show how amount of issues and amount of purchases parallel each other. "The charts enable me to learn whether we're too liberal or too penurious in our buying," Mr. Reynolds declares.

tinual search for new products, new techniques, and improved sources of supply."

Mr. Reynolds stopped for a moment, reflectively got up from his chair, and took one or two turns about his office.

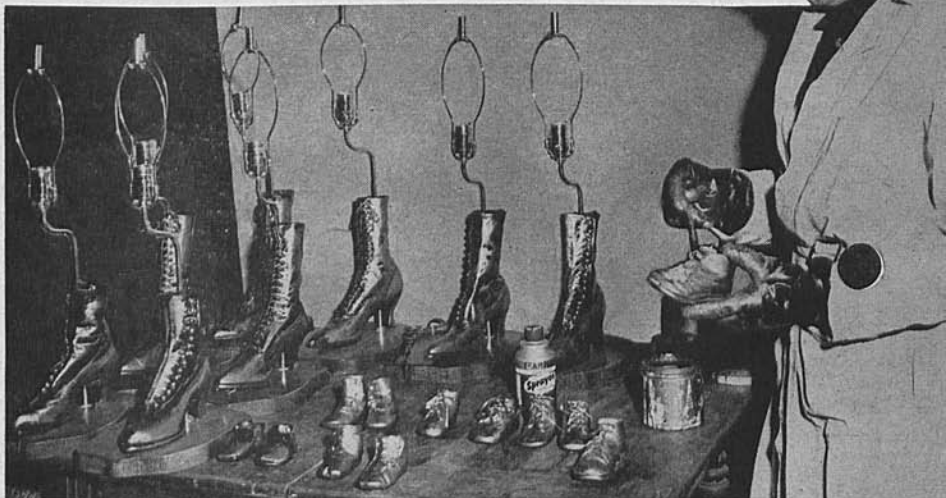
"In broad outline, that about covers our work here. We could go into many technicalities and details, which I'm sure you don't want.

"But before we stop, I want to commend the 60 employees of the Purchases and Stores Department for their teamwork, as well as the other departments and our dependable suppliers for their excellent cooperation with us. It's this combination that enables us to maintain a good batting average.— And you can print that in large capitals if you wish!"

MAIN OFFICE of Purchasing Department, at 361 E. 55th St., Los Angeles. From left are Receptionist Carol Peterson; Bob Wedaa and Virgil Lightfoot, Buyers; J. L. Smith, Deputy Purchasing Agent; A. D. Gardner, Buyer; Clara Wilhoff, Order Typist; Dorothy Delp, Secretary to Purchasing Agent; O. A. Kieffer, Invoice Clerk; Roy Ewing, Assistant Director of Purchases and Stores; Earl Stanley, Chief Clerk.



BRONZING SHOES IS HIS HOBBY—Wes Savoy, South Park Mechanic, gives a baby's shoe a coat of bronze. Photo, taken at his home garage, shows, in addition to babies' shoes he has finished, four pairs of ladies' old-fashioned shoes he is bronzing and making into lamps. He's bronzed thousands of shoes.



BABY SHOES

Wes Bronzes 'Em for Fun!

ARE YOU A PARENT of the first MTA baby born this month? If so, Wes Savoy, Mechanic in the armature winding room at the South Park Shops, will bronze a pair of your baby's shoes or booties for you!—And he'll do it for the parents of *every* first MTA baby born in any month! *Free!*

"It's my hobby," he explains. "I don't smoke, and I figure the materials for bronzing don't cost me any more than smoking would.—And besides, I like seeing the joy on parents' faces when they see their baby's shoes—or booties—as permanent bronzed mementoes. People can't believe they can get something for nothing. I have thank-you notes from all over the world."

Every year on Mother's Day and

at Christmas time, Mr. Savoy's church, the Tenth Avenue Baptist, Los Angeles, holds a baby-dedication ceremony for its members and visitors. For every baby whose parents promise to bring him up a Christian, Wes bronzes a pair of baby shoes.

If anyone insists on paying Wes for the shoes, he turns the money over to the Children's Baptist Home in Inglewood.

If you have reason to believe that your baby is the first to be born in any given month, write Wes at his home address, 5169 Ruthelen St., Los Angeles 62, stating the baby's birth date and enclosing a stamped, self-addressed envelope for Wes's reply.



JOHN CORR

Van Nuys Man Wins Award As Operator of the Month

AN IRISHMAN who knows how to control his temper won the March Operator-of-the-Month award, thereby receiving a check for \$50 from the Authority.

John Corr, 32-year-old Operator working out of the Van Nuys Division, was selected for this honor, after three impartial judges had pondered numerous letters from passengers praising acts of courtesy by many MTA Operators.

The act selected as revealing the greatest courtesy was in a letter praising Corr for his great self-control in the face of an irate passenger's tirade, which the letter characterized as wholly unwarranted.

The judges are all officers of the Southern California Industrial Editors Association. They included First Vice-President John Peterson, of Shell Oil Co.; Second Vice-President Ron Bair, of Southern

Other Operators Praised for Conduct

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

R. J. Alexander, W. E. Alexander, Eugene Barnett, R. O. Beuchert, W. M. Bright, C. C. Brown, C. H. Bull, W. E. Burris, D. A. Buzzell, William Consterdine, D. R. Cooper, John Corr, Rosco Dawkins, L. B. Disney, R. C. Drucker, R. D. Drusky, C. F. Dummer.

Clifford Ellyson, A. J. Fielder, A. M. Garcia, H. G. Gardner, A. J. Geis, Oscar Gibson, D. L. Gladwell, W. J. Green, E. L. Gregg, W. Y. Guntharp, H. J. Harrigan, R. O. Hatfield, C. M. Hicks, H. S. Holcomb, W. T. Hunter, L. D. Jensen, O. F. Johnson.

O. N. Lee, L. L. Lemaster, G. S. Mattern, W. K. McPheely, S. R. Miser, L. L. Murdock, F. W. Nabors, G. L. Noakes, E. A. O'Connor, Lenore O'Donnell, J. P. Page, V. D. Powell.

C. F. Querl, A. F. Reed, F. H. Richard, F. O. Rider, M. D. Rogers, R. B. Schaffer, Ann Schultz, B. G. Schwimmer, D. J. Sly.

L. B. Smith, U. L. Smith, E. A. Sorenson, George Stephenson, A. W. Styffe, W. G. Suey, W. L. Suggs, S. C. Swanson, V. C. Swindell.

C. W. Tinker, A. G. Vejar, L. D. Waldo, W. S. A. Weary, J. L. Wiggins, B. L. Williams, Harry Zipper.

California Gas Co.; and Executive Secretary Irene Tresun, of Rexall Drug Co.

Mr. Corr, who has been in MTA service less than a year, is one of the youngest Operators, both in years and seniority, to win the Operator-of-the-Month distinction. He has been in the U. S. only since 1950. He and his bride, Colleen, expect their first baby in July.

Commendations

New Faces



MTA WELCOMES the following new employees, who joined the company in February.

TRANSPORTATION

Flagman: James McCormick (re-employed).

Operators: Harry Alston, 11*; George Anderson, 20; Charles Austin, 20; Lowranzy Bacon, 7; Robert Balmes, 7; Alfred Banner, 11; Donald Bell, 11; Willie Brown, 6; Robert Brunker, 10; Gerald Butler, 9; Houston Campbell, 7; Benjamin Casselle, 9; James Champion, 11; Edward Chamra, 6; James Christenson, 4; Alexis Clancy, 7; Marshall Conner, 11; Robert Copeland, 6; Donald Cornish, 20; Ross Cortez, 7; Ronald Couzens, 7; Jack Cram, 1; John Crawford, 11; Clyde Cummings, 12; Eugene Cure, 12; Johnny Davis, 11; Rene Deslauriers, 11; Samuel Dickinson, 20; Karl Edgenton, 11; Reyad El Fattal, 11; Jack Evinger, 11; Ayria Fedford, 3; Charles Fisher, Jr., 6; Lawrence Gaghan, 6; Frank Gardner, Jr., 11; Warren Giles, 7; William Gohn, Jr., 12; Lonnie Golston, 11; Ricardo Gomez, 10; Teddy Grady, 11; Charles Hale, 9; Fredrick Hall, 20; Charles Haller, 12; Robert Hancock, 6; James Harris, 12; Hubert Hayes, 11; Winston Henderson, 4; Roy Hersberger, 12; Frederick Hoyle, 8; Ernest Hudspeth, 11; Delmer Irwin, 8; Sherman Jackson, Jr., 11; Wing Chu Jay, 8; Barry Johnson, 5; Survie Johnson, Jr., 7; Willie Jones, 7; Howard Konow, 3; Welcome S. Kull, 9; Wilhelm Kunberger, 11; Glenn Lahr, 8; Lawrence LaMere, Jr., 6; Robert Larkin, 12; Paul Latham, 9; Thomas Lee, 7; William Liddle, 7; Albert Logue, 10; Earl Maine, 6; Leonard Malcolm, 11; James McCarns, 4; William McCarns, 5; Ellsworth McConnell, 6; John Meade, 7; Gene Meeker, 20; Ernest Mitchell, 11; Robert Monday, 10; Lemuel Moon, 6; Homer Murrell, 12; Harry Neff, 6; Ted Nichols, 10; Joseph O'Connor, 12; Norman O'Connor, 7; Gerald O'Hern, 11; Terrence O'Keefe, 20; Harrison Palmer, 20; Charlie Payne, 4; Lois Petty, Jr., 11; Alvin Pietzsch, 10; Herbert

Platz, 7; Harry Powell, Jr. (re-employed), 3; Curtis Pruett, 12; Frank Richardson, 7; Otis Robinson, Jr., 7; Curtis Ross, 5; Georges Roussel, 12; Michael Ruf, 7; Frank Seddio, 11; Robert Shephard, 3; James Sheridan, 11; Charles Shipwash, 6; Harry Smith, 6; Lawrence Souza, Jr., 11; Alvin Spivak, 10; Paul Stephens, 12; William Stephens, 11; Tommy Sykes, 7; Edwin Taylor, 7; Bob Terry, 7; Richard Thiemke, 8; Raymond Thomas, 11; Cecil Thompson, Jr., 12; Robert Thompson, 11; Virgil Thoms, 10; Donald Turner, 7; Dewey Vandenburg, 8; Melvin Van Veen, 8; Elodies Watson, 11; Leroy Watson, 7; Gilbert Weaver, 5; Clarence Webb, 11; Kenneth Weiss, 6; Frank Wiens, 9; Johnnie Wiggins, 20; Maurice Williams, 6; Otho Williams, 5; Charles Wilson, 8; Oliver Wilson, 9; Russell Wilson, 10; Tex Wilson, 11; Joseph Wise, 7; Curtis Wyatt, 11; David Young, 9; Donald Zoll, 9.

PAX-Information Operators: Margaret Carreira**, Shirley West, Lucille Woodruff**.

Typist-Clerks: Shirley Linder (Schedule Bureau), Lavina Rice**.

MAINTENANCE

Carman: Henry Calhoun, 15.
Cleaner-Operators: Kenneth Hamiter, 9; Jenev McCoy, 9; T. J. Williams, 12.
Mechanic 1st Class: Eldie Pratt, 8.
Mechanics "B": Joseph Carter, 2; James Endicott, 3; Milton Jensen, 4.
Mechanic 3rd Class: Robert Arima, 10.
Utility "A": Willie Kent, 3.

OTHER

Planning: Nunnery Green, Janitor.
Way and Structures: Guadalupe Aguayo, Laborer "B".
Mechanical Engineering: Frank Robedee, Draftsman.
Purchases and Stores: Richard Randolph**, Junior Stock Clerk.
Personnel: Joan Herman**, Typist-Clerk.

*Division where employed.

**Temporary employee.

Meet:

Edwin T. Bowler, who came from a position as Chief Deputy to County Supervisor Warren Dorn to a position as Administrative Assistant to Executive Director Ralph P. Merritt, effective March 15. Mr. Bowler's work begins



Edwin T. Bowler

with certain legislative matters, but he will generally assist the Executive Director.

William H. Wright, who in less than three years came up the ladder from Operator and Line Supervisor to Employment Supervisor in the Personnel Department. He joined Asbury in 1956 as Operator, was made Line Supervisor in 1958, and was appointed to his present position effective last Feb. 15. He succeeds C. E. Johnson.



Wm. H. Wright

Timetable Ads Are Read!

MOST PEOPLE read the timetable ads, and nearly everybody has an idea as to how the timetables might be improved, according to results of a questionnaire printed on many timetables issued during January and February of this year.

The survey was undertaken by the Business Development and Information Division to determine the habits of timetable users. Those who replied received a system map in return.

Questions asked included:

1. Where do you pick up your timetable?
2. Do you carry a timetable with you?
3. Do you read the advertisements on the timetable?
4. What can we do to improve the timetable?

Replies—which have come in by the hundreds—indicate that: (1) most respondents get their timetable on the MTA vehicle they ride; (2) answers are about equally divided into those who carry timetables and those who don't; (3) the vast majority of those who answered read the timetable ads—a fact which indicates that the ads, which help defray the timetable costs, will likely be continued.

In Memoriam

Dougherty, William R., 61, Emergency Mechanic, Electrical Department; Feb. 7; survived by his wife, Mercy.

Lamm, Oscar J., 74, retired Motorman; Feb. 9; survived by his brother, Bernard A. Lamm.

Markhage, Harry H., 84, retired Conductor and Watchman; Feb. 7; survived by his wife, Genevieve.

McCarter, Alfred H., Jr., 45, Instructor, Transportation; Feb. 15; survived by his wife, Drula.

Monnier, Floyd, 74, retired Operator; Feb. 8; survived by his wife, Dulcie.

Rauch, Henry J., Flagman, Transportation; Feb. 23; survived by his sister, Miss Clara L. Rauch.

Rubin, Max, 52, Mechanic "A", Division 14; Feb. 11; survived by his wife, Ida.

Weaver, Lloyd E., 55, Operator, Division 5; February 10; survived by his wife, Lillian.



OVER A CENTURY OF SENIORITY— When Operator Frank V. Haulman, center, was feted at a retirement party at the Van Nuys Division in March, the Number One man on the Operators' seniority roster (43 years) was photographed with two other men of long service: E. E. Smith, 33 years; A. E. Stowe, 36 years.



PORTABLE PHONOGRAPH and records were farewell gifts to Pasadena Operator C. B. Lewis (center) at a retirement party given at Pasadena Garage. Left to right are Operator C. F. Sims; C. H. Cantrell, Asst. Chm. Lodge 390; Operator F. W. Hall; Mrs. C. B. Lewis; B. A. Williamson, Chm., Lodge 390; Mr. Lewis; Operator A. M. Brouwer; Mrs. F. W. Hall; Operator H. L. Woodford; unidentified friends of Hall.

CO-WORKERS gave Leader Wm. J. ("Bill") Cowie, of Watts Car House, a Bible, a concordance, and an atlas of the Holy Land at a retirement party in the Operators' Room at Watts. From left are Fred Kelso, Electrician; Mr. Cowie; Operators Pete Engle, David Gillespie, and H. R. Heidelbach; Helen Parks, Car Cleaner; T. K. Comstock, Electrician; Mrs. Gillespie; Mike Haddock, friend of Mr. Cowie.



Retirements

NUMBER ONE on the seniority list of Operators, *Frank V. Haulman*, of the Van Nuys Division, pulled his last run Feb. 27 after 43 years of service. He began work as a Conductor at West Hollywood when that town was known as Sherman. World War I was in full swing.

With his wife, Elizabeth, he plans to move from Woodland Hills to a new home in Thousand Oaks where he can raise flowers and parakeets. "Also with hopes of using the beautiful fishing rod and reel presented as a parting gift from the men at Van Nuys Division," he added.

Last day for Maintenance Department Leader *Wm. J. Cowie*, of Watts Car House, was Feb. 19, after 36 service years. He continues to conduct religious services at the Los Angeles County Jail, as he has done for the past 30 years.

Louis E. Koch, who operated the line car for four years—up to the time of his retirement Feb. 22, and was Conductor on the legendary Santa Monica Air Line over a considerable period, started his 37½-year career at the Hill St. Station before there was a Subway.

Cullen B. Lewis, who operated on the Pasadena Short Line and Oak Knoll Line during practically all his 36 years in transit, made his last turn-in on March 6.

Ronald E. Hubbard, who had a 30-year career as drummer in theater and circus before the "talkies" came, spent the last 16 years with

OUR COVER

Scoreboard for Stores

ON PERMANENT DISPLAY at the Central Store, 361 E. 55th St., Los Angeles, is this information board with up-to-date facts about the Stores service. Here Stores Supt. E. A. ("Mac") McCurdy, who is in general charge of all 18 of the Stores over the system, points to the latest statistics and discusses them with Central Storekeeper J. M. Scantlen.

"In addition to the items on the board showing 'Vehicles Served' and 'Places Served,' we might add: 'Employees Served, over 4300,'" commented Mac. "After all, our biggest job is to serve the needs of every employee on the system, whether he's a Mechanic needing a set of piston rings, a Typist needing a new ribbon, an Operator needing a pad of transfers, an Electrician needing trolley wire, or a Janitor needing a new broom."

MTA and its predecessors as Conductor, Santa Ana Rail Line, and Operator, Los Angeles-Bellflower Motor Coach Line. He retired Jan. 31.



LOOKING BACK at old times on PE are retiring operators L. E. Koch and R. E. Hubbard, thumbing through an old copy of the PACIFIC ELECTRIC MAGAZINE.

The Emblem

Vol. 1 March, 1959 No. 8

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No. 1 Operator Among Those
Who Decide to Take It Easy

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Clarence A. Winder, *Vice-Chairman*
Ralph P. Merritt, *Executive Director*

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