

The



Emblem

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FEBRUARY, 1960



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- **Our Consulting Engineers Report**
- **Your Disability Rights under Social Security**
- **First MTA Baby of 1960**

Your Disability Rights

under

Social Security?

"I'M THANKFUL for my Social Security disability benefit. My future would have been pretty hopeless without it," says Mrs. Maggie Dotson, 59-year-old Car Cleaner who retired on permanent disability from rheumatoid arthritis Oct. 1, 1957, after serving MTA and its predecessors faithfully for 21 years.

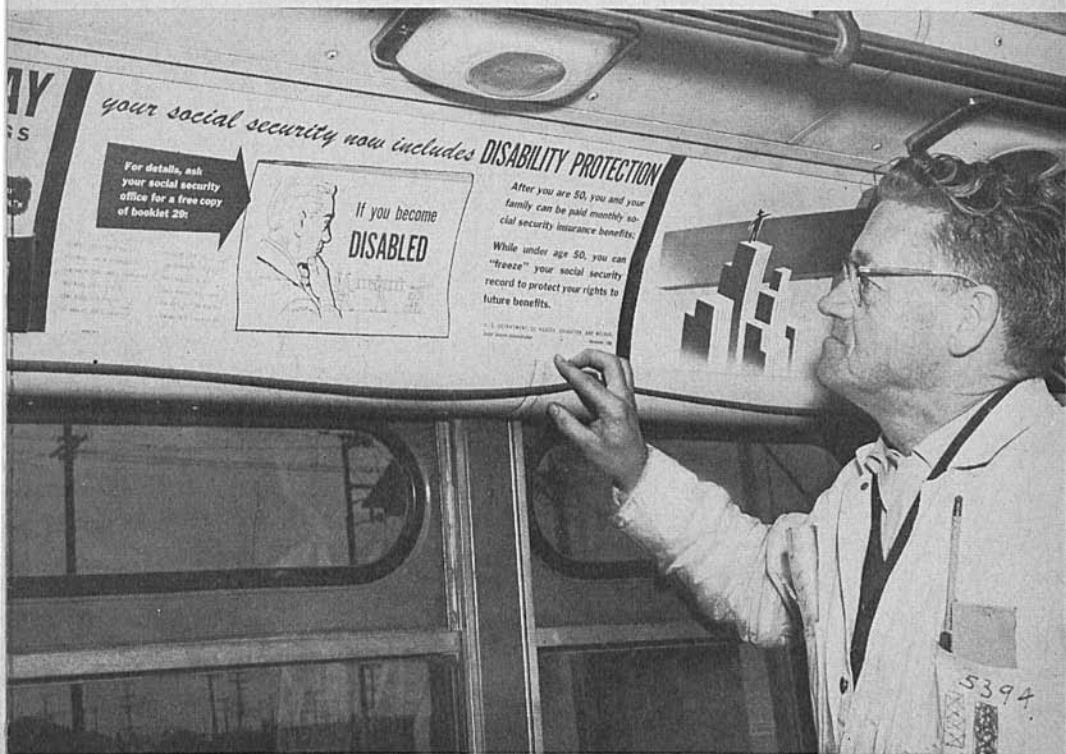
Mrs. Dotson didn't want to give up her job. She was buying her home and enjoyed the independence of earning her way. For some months before she was declared disabled, she worked when she could, and took sick leave only when it was absolutely necessary.

When she filed for Social Security, in August, 1957, at the age of 58, she was too young to receive old-age benefits. But the law reads that anyone who, between the ages of 50 and 65, becomes disabled, is entitled to a disability benefit equal

to the amount he or she would receive as a retirement benefit—provided that the worker has worked under Social Security for at least five years out of the ten ending in disability, and has been disabled for six months.

To her amazement, Maggie found that under existing law her payments would be retroactive to January of the year she applied, because she had not been able to work during that time, and had filed her application before her final retirement.

When she applied for disability benefits with the Los Angeles Social Security office, she was given a medical report form which her doctor filled out with her medical history. Decision as to her disability was not, however, up to her doctor; it was up to the State Bureau of Vocational Rehabilitation and the



TIM KEOHAN, 63, hale and vigorous Station Attendant at the Division 2 fuel pumps, reads one of the disability protection cards placed during January in 1612 MTA transit vehicles by the Social Security Administration. He's glad to know what his disability rights and privileges are, even though he doesn't expect to become disabled. Tim has spent the last 18 years with MTA and predecessors, all under Social Security.

disability division of the Social Security Administration after a consideration of the medical evidence and records of her education, training, the kinds of work she had done in the past, and her other abilities.

Her checks from Social Security, plus the fact that her son-in-law and his family live with her and pay rent, enable her to continue the payments on her home, which she hopes will be paid for within the next five years. When she reaches age 65, if she is still receiving disability payments, they will auto-

matically be changed to retirement payments of the same amount.

Mrs. Dotson spends much of her day in bed reading her Bible and crocheting. She gets her own meals and answers the telephone; and walks around a bit "when the sun is shining."

Her story is only one which, if space permitted, might be told to show how MTA employees who retire on disability are being helped by the Social Security disability benefit program.

(Continued on page 5)



NOW RECEIVING SOCIAL SECURITY DISABILITY BENEFITS, Maggie B. Dotson, retired Car Cleaner, sits in her comfortable chair at home and proudly shows a group picture, taken in the 1930's, of her former Division 5 co-workers and herself. On her lap is a colorful afghan which she crocheted during the early days of her disability.

Social Security

(Continued from page 3)

KNOW YOUR RIGHTS

Perhaps of equal significance with the story of this employee is the fact that personal interviews with certain former employees who have retired from disability reveal that they did not know their full rights under the Social Security Act as it has been changed in the past few years. Some disabled employees who applied for disability benefits and were turned down did not realize that they could appeal their case. They could:

1. Ask the Bureau of Old-Age and Survivors Insurance to reconsider it.
2. Ask for a hearing by a referee of the Appeals Council. There is no charge for these two steps.
3. Ask for a review by the Appeals Council of the Social Security Administration in Washington, D. C., if not satisfied with the referee's decision.
4. Take the case to the Federal courts if still not satisfied.

SOME EMPLOYEES DIDN'T KNOW

Certain other employees didn't know that they could file for Social Security disability benefits. One man who retired under a company disability several years back did not know that in recent years Federal amendments to the Social Security Act provided for disability benefits.

At least one employee who was denied Social Security disability benefits when first disabled and who has not worked since had a continuing medical history which

makes it quite likely that he may apply again and receive favorable consideration.

In an effort to make the general public more aware of the disability benefits of the Social Security program, the Los Angeles office of the Social Security Administration posted in our transit vehicles, during January, 1612 carcads advertising the disability benefits of Social Security and urging all readers to apply at one of the 12 Southern California Social Security offices to learn more fully about these benefits.

"Your Social Security," a pamphlet issued by the U. S. Department of Health, Education and Welfare in April, 1959, summarizes old-age, survivors', and disability benefits under the current law. Under the section entitled, "Disability Protection," we summarize a few of the highlights (in addition to those already mentioned above) applying to disabled workers:

SOME HIGHLIGHTS OF THE LAW

1. If you become disabled before you are 50, you cannot receive benefit checks, but you may (and should) apply to have your earnings record in the Social Security files "frozen." Without going into detail, it may be said that this step keeps your future benefits from being lowered or forfeited. A freeze also protects benefit rights for members of your family.
2. To be found disabled under the Social Security law, you must have a condition that makes it impossible for you to work. The condition must have lasted for six months, and must be expected to last indefinitely. It must show up in medical examinations.
3. The amount of your monthly disability benefit payments depends on your average monthly earnings as shown in your Social Security record. The pamphlet contains a

Social Security

table which enables you to estimate payments.

4. Dependent members of your family may also be entitled to monthly benefits. Such members include:

a. Your children under 18.

b. Your disabled son or daughter 18 or older, if disabled before his or her 18th birthday.

c. Your wife, if 62 or older (or your dependent husband, if 65 or older).

d. Your wife under 62 if she has in her care a child under 18 (or disabled and 18 or over) who is eligible for benefits.

5. Social Security disability benefits are payable in full regardless of other disability benefits you may be receiving, such as State Disability Insurance or a voluntary insurance plan.

6. If you begin work under the supervision of the State Vocational Rehabilitation Bureau, you may be permitted by them to engage in gainful activity on an experimental basis for as long as a year without losing disability payments.

7. If you had at least 120 months of service under Railroad Retirement, but have also had enough service under Social Security to qualify for payments under the latter, your disability benefit checks—and/or subsequent retirement checks—will come from the Railroad Retirement Board. When a railroad worker retires with fewer than 120 months of railroad service, no railroad retirement pension is

payable and his railroad earnings after 1936 are considered in determining his disability or old-age payments under Social Security.

8. If you don't know what your rights are under Social Security, or are in any doubt on any point connected with this vast and complicated program, do not hesitate to visit your nearest Social Security office, whose address you may find by asking at your post office or by looking in your telephone directory under United States Government, Department of Health, Education and Welfare.

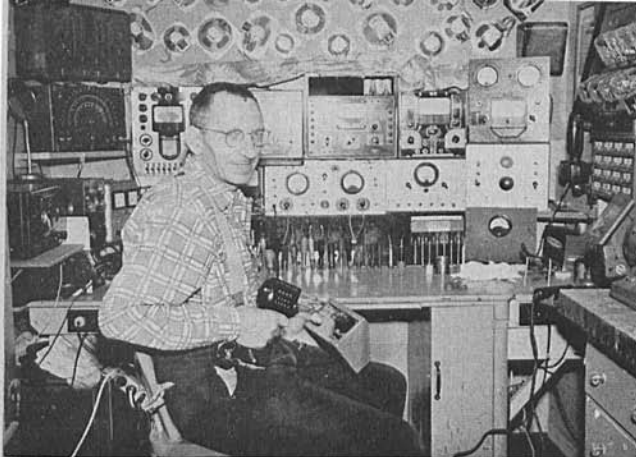
An even more complete summary of disability benefits may be found in Social Security Pamphlet No. 29, entitled, "If You Become Disabled." You may secure either booklet from your local Social Security office, or from the MTA Personnel Department.

4 TIMES TO CONTACT SOCIAL SECURITY

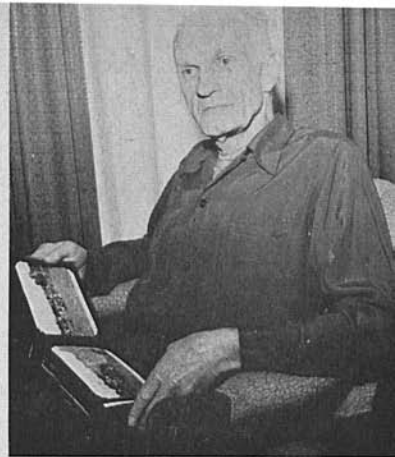
Director of Personnel Wm. C. Scholl joins Joseph V. Phelps, Social Security field representative, in urging all employees to learn of their rights and privileges under Social Security.

"There are four times when it is especially important for employees or their families to consult their local Social Security office," the two men declared in a joint statement.

"The first," they said, "is if you are disabled before you reach 65—to apply for disability benefits. The second is before you reach retirement age—to check on your retirement benefits. The third is when a worker in your family dies—to see if survivors' insurance benefits are payable. The fourth is when you reach 72, at which time you may be eligible for benefits even if working full time."



DELBERT O. COULAM
Former Substation Operator
Retired in 1949



EDMOND B. RAMEY
Former Transportation Supervisor
Retired in 1950

“Long Time No See!”

RECENT VISITS to the homes of several employees who retired on disability enables THE EMBLEM to bring you the pictures on this page and the following news:

Mr. Coulam, resident of the Highland Park area, fixes radios in his well-equipped (see photo) home shop. He and his wife also enjoy training their parakeets.

Mr. Ramey resides with his wife in the Echo Park area. Once an all-

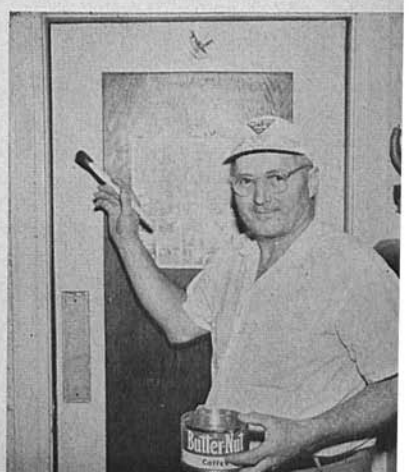
round athlete in school and college, he has an avid interest in all sports. In this photo he's looking at sports pictures of himself in earlier days.

Miss Willhoft lives with her sister in South Los Angeles. She reads, helps keep up the yard, and does the marketing.

Mr. Konecny keeps bachelor quarters with his landlord in South Los Angeles and works at occasional odd jobs.

CLARA WILLHOFT
Former Clerk-Typist, Purchasing
Retired in 1959

ANTON J. KONECNY
Former Conductor
Retired in 1949



DMJM Reports to MTA

A PROGRESS REPORT on the first 90 days of its study of rapid transit for the Los Angeles Metropolitan Transit Authority was made to Authority members February 2 by Daniel, Mann, Johnson & Mendenhall, Los Angeles engineering consulting firm.

"Our work to this point," the engineers reported, "convinces us that a satisfactory mass rapid transit system can be engineered and constructed to serve the Los Angeles Metropolitan Area.

"This city, perhaps more than any other, is in a position to be free of overriding precedents, and thus has the challenge of solving its transit problems in a creative new manner. We are convinced that this can be accomplished."

3 SYSTEMS RECOMMENDED FOR MORE STUDY

The consultants evaluated 45 different types of transit systems and systems ideas which were proposed during their study period. They grouped these into ten general categories, and then pointed to three of these as showing the most promise of development for Los Angeles.

The three systems recommended for further detailed analysis are:

1. A conventional two-rail system which would use lightweight, high speed equipment and be of modern design. "Because of its adaptability and long history of transit service," the report said, "the conventional rail system must be regarded as a standard that must be bettered by any other systems."

2. A suspended system operating on a symmetric split rail. "This is in effect a narrow gauge railroad with the cars suspended between the rails," the report said. "This overcomes many of the disadvantages of the classical type of asymmetrically suspended system."

3. A supported overriding or "saddlebag" system. "The basic principle of this system appears to be an improvement over the classical asymmetric design," the report said, "and systems of the overriding type have been more thoroughly tested at high speeds than other modern monorail systems. This is considered to be the best of the supported monorail systems."

CONSULTANTS LIST MINIMUM REQUIREMENTS

The consultants recommended criteria and minimum requirements which the report outlined as follows:

1. Speed factors: Maximum of 75 to 80 miles per hour. Average scheduled for 45 miles per hour. Acceleration rate 3.0 to 3.7 miles per hour per second. Deceleration rate 4.5 miles per hour per second.

2. Capacity factors: Capable of providing 30,000 seats per lane per hour. Capable of 90-second headways. Maximum station stop of 20 seconds. Operate on grade-separated rights of way.

3. Convenience factors: Design of interchange stations for ease in transfer. Escalators from lower to higher levels. Parking areas adja-

cent to outer limit stations. Convenient service to central business district. Integration with surface bus feeders throughout.

4. Comfort factors: Adequate seat dimensions. Internal temperature control. Low noise levels. Pleasing appearance. Smooth riding qualities. Provide seats for majority of passengers.

5. Safety factors: Automatic train control with fail-safe features. Easy evacuation of train in case of emergency.

6. Aesthetic factors: Stations and way structures must be pleasing in appearance. Trains must be ultra-modern in exterior and interior design.

7. Maintenance and operation factors: Lightweight equipment. Interchangeability of equipment between lines. Line connections to central maintenance area. No more or less than one operator per train. Collection of fares must be practical and convenient. Power and propulsion system must produce minimum of noise and smog.

Other general observations which the consultants made in the progress report were the following:

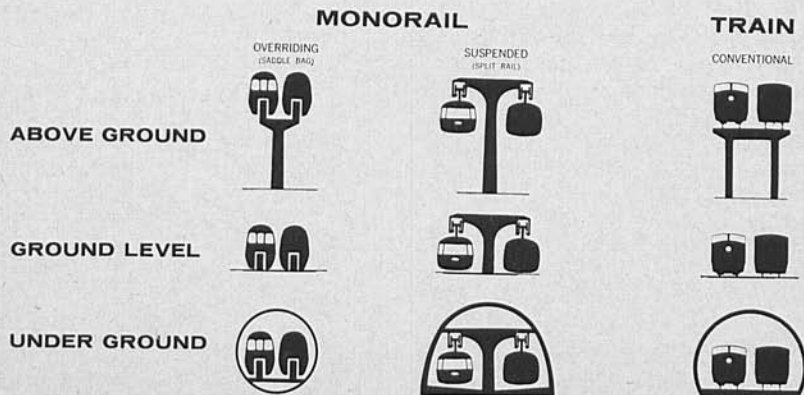
OVERHEAD CONSTRUCTION "WHEREVER POSSIBLE"

"An electric power and propulsion system (direct current type) is the most practical and economical and should be adopted.

"The cost of underground construction causes us to lean at this point toward overhead construction wherever possible."

The consultants recommended that in the next phase of the program four months be devoted to: (1) detailed analysis and selection of the transit system and equipment best adaptable to the needs of Los Angeles; (2) selection of a specific recommended route within each of the four corridors (of greatest rapid transit potential) and within the Central Business District, and (3) development of cost information.

MASS RAPID TRANSIT SYSTEMS Recommended for Future Study



Tentative Lines and Stations In 4 Corridors Reported by C&C

PRELIMINARY LOCATIONS for mass rapid transit lines and stations were recommended to the Authority on Jan. 7 by Coverdale and Colpitts, consulting engineers, in their report on rapid transit for Los Angeles.

The lines run through the four corridors which the firm recommended last May for first consideration.

From downtown Los Angeles, one line would go east along the San Bernardino Freeway to El Monte; another, south along Broadway, Vernon Ave., and the Pacific Electric right of way to Compton; a third, west out Wilshire Blvd. to Santa Monica Blvd. The fourth would leave the Wilshire line at Rossmore Ave. and run northerly out Rossmore Ave., Vine St., and the Hollywood Freeway to the Ventura Freeway.

SUBJECT TO REVISION

These tentative locations were developed "subject to such revisions as may prove to be necessary or expedient upon the completion of the civil engineering work, that is, surveys, cost estimates, and determination of type of system," according to the report.

MTA has the engineering firm of Daniel, Mann, Johnson and Mendenhall (DMJM) working on these questions. A preliminary report from that firm is summarized in this issue of THE EMBLEM beginning on page 8.

The Authority will take no action on the Coverdale and Colpitts report until the DMJM studies have been completed, according to Executive Director C. M. Gilliss.

Clark Abbott, engineer in charge of the study for C&C, said that the report envisions through service between the north and south corridors and between the east and west corridors; but not between other corridors.

BASIS OF REPORT

The Coverdale and Colpitts report said it was based on the following premises:

- (a) That the rapid transit facility to be selected would use its own grade-separated right of way.
- (b) That the rapid transit facility to be selected would have a top speed of approximately 80 mph, and that its acceleration and deceleration rates would be not less than 3 mph per second.
- (c) That the probable patronage would not justify construction, at least in the initial phase, of rapid transit lines beyond the following points:
 - (1) In the San Bernardino Corridor, the vicinity of the intersection of the San Bernardino Freeway and Hoyt Ave. in El Monte.
 - (2) In the Long Beach Corridor, the vicinity of the center of Compton.
 - (3) In the Wilshire Corridor, the vicinity of the intersection of Wilshire and Santa Monica Blvds.
 - (4) In the Reseda Corridor, the vicinity of the intersection of Ventura and Hollywood Freeways, in North Hollywood.

First '60 Baby Born to Goinses

THE DISTINCTION of being the first baby born to MTA parents in 1960 belongs to Tammy Lee Goins, daughter born Jan. 10 to Division 7 Operator and Mrs. Jesse Goins, who live in West Hollywood.

Tammy Lee came into the world at the UCLA Hospital at 6:53 a.m. on her birthday. She is the third of three daughters; her sisters are Janet, 6; and Tina, 2.

Runner-up to Tammy Lee, so far as we know, is David Woodson Maxfield, son born Jan. 12 to Division 3 Operator and Mrs. John C. Maxfield, of La Puente.



PROUD GOINSES, with Father Jesse, West Hollywood Operator; Mother Margaret; daughters Janet, 6, and Tina, 2; and new daughter, Tammy Lee, first '60 MTA baby.

New Coaches Displayed at System Points

"WHAT A BEAUTY!" was the most typical remark heard at various system points where one of the new Dreamliners was placed on display during January.

The next most frequent question was, "Will they be on our line?"

Urban-type Dreamliners have been previewed to civic and business leaders, as well as to the public, in Hollywood (Lines 83, 91, 94), Beverly Hills (83, 91), the Miracle Mile and Westwood (83), Pasadena (70, 71), and Whittier (58). At this writing, tentative plans were to show interurban-type Dreamliners in beach cities on Line 51.

NEW BUS on display at Prudential Square, with Operator Lee B. Peck.



Commendations

Honored during December

CONGRATULATIONS to the following 114 Operators, who received commendations during December.

C. W. Adams, Division 4; S. M. Alexander, 3; T. J. Baker, 7; H. C. Bammerlin, 4; S. L. Barasch, 4; E. W. Barnett, 9; E. M. Bell, 2; E. R. Bell, 20; Seturnino Benavidez, 9; R. C. Best, 6; D. N. Biedenkapp, 20; R. A. Biggs, 7; Estelle O. Black, 2; L. P. Booth, 21; B. A. Broge, 11; A. R. Brown, 4; C. C. Brown, 7; N. L. Brown, 4; Perry Brown, 20; Manuel Burgess, Jr., 5; Robert Burks, Jr., 4.

J. J. Campbell, 3; Ignacio Castillo, 2; W. L. Creel, 11; L. R. Crozier, 20; C. H. Donahoe, 20; V. E. Durden, 9; F. A. Edwards, 5; Clifford Ellyson, 3; Lula Epp, 20; E. J. Filek, 11; Arthur Flander, 21; M. J. Frankson, 20; L. P. Cappae, 8; W. H. Gohn, 6; J. S. Goins, 7; L. C. Golston, 11; E. L. Goebel, 9; J. E. Hardiman, 1; H. R. Harrington, 9; C. C. Harris, 2; G. S. Harrison, 4; R. L. Harter, 11; D. C. Hatfield, 6; C. P. Hayes, 11; C. L. Hobby, 12; C. E. Holcomb, 3; Robert Hudson, 3; W. R. Huff, 5; H. C. Hunten, 11.

L. J. Isidor, 3; B. W. Jenkins, 4; W. E. Jones, 4; M. L. Keith, 8; C. D. Kidd, 7; H. B. King, 5; R. D. Kornell, 20; J. J. La Fond, 4; L. O. LaMere, 12; O. R. Lane, 4; T. P. Lee, 7; L. J. Lewis, 2; H. R. Manning, 3; Clyde Mason, 5; N. O. Mayer, 5; T. O. McCutcheon, 2; J. E. McGee, 20; P. L. McMillan, 1; S. W. McReynolds, 8; H. F. Meador, 3; C. F. Miller, 6; B. J. Mitchell, 1; Jewell N. Mitchell, 20; H. W. Morrissey, 2; E. F. Morgan, 6; C. F. Myrick, 7.

W. M. Noman, 4; A. C. Panzariello, 7; B. M. Parsley, 6; C. J. Payne, 4; D. A. Pettengill, 7; W. R. Phipps, 3; J. W. Range, 7; R. J. Robinson, 4; J. M. Rogers, 11; D. L. Sanders, 4; P. D. Schmidt, 5; P. N. Schmidt, 2; G. E. Serres, 9; R. L. Sherman, 4; Eddie Smith, 6; J. B. Smith, 3; I. H. Stewart, 2; W. G. Suey, 4; F. R. Summer, 20; J. H. Thames, 2; W. B. Tibbs, 20; E. J. Tircuit, 3; B. M. Ulmen, 3.

Dewey Vandenburg, 8; Bennie Varon, 4; E. P. Verrett, 6; D. E. Walsh, 11; L. S. Warner, 8; J. A. Warren, 8; W. S. A. Weary, 4; J. E. Wharton, 7; D. B. White, 4; B. F. Williams, 7; J. C. Williams, 1; W. D. Williams, 2; O. L. Wilson, 3; D. R. Wisser, 6.

Division 5 Man Chosen Jan. Operator of the Month

MANUEL BURGESS, JR., Operator on Line 8 out of Division 5, was selected Operator of the Month



Manuel Burgess, Jr.

for January by a committee of three judges from the Van Nuys Chamber of Commerce.

He gave much credit to the Instruction Department for his successful handling of passengers. Thirty-year-old Manuel, who has been with MTA and its predecessors since August, 1957, said of his operating experience:

"When I first came to work here I was nervous and let things bother me. Then I learned from the Instruction Department to take things in stride. I found this the best way to get along with everybody. Now I watch my passengers' moods and try to play along with them."

He gave special credit to C. P. Pedersen, Head Instructor at Division 5, because "he always has time to help."

Manuel was selected for January honors on the strength of a letter from a passenger praising his attentive care for the safety and comfort of a woman passenger on crutches.

The Operator lives in Inglewood with his wife, Yolanda, and two children: Deanna Marie, 5; and Louis Manuel, 2. The young father began earning his living at 14 running a coal dump truck.

BEST WISHES to:

Louis A. Boyer, Mechanic A, Division 5, who retired Dec. 31, 1959, after more than 37 years of service. He started as a Trolleyman in 1922. In 1940, after having completed a course in automotive mechanics, he switched to bus repair. In his retirement, he is devoting much time to taking care of his wife, Marie-Louise, a semi-invalid; and to two rental units he is building next to his Inglewood home.

Charles H. Cooper, Assistant Chief Supervisor, Transportation Department, who retired last Dec. 6 after service from 1928. He served as Motor Coach Operator, Dispatcher, and Supervisor over the years, and was Assistant Chief from 1951. In addition to maintaining his church work at the First Baptist Church, Pomona, Mr. Cooper plans to buy a house trailer and travel with his wife, Nona.

Ethel L. Lundgren, who retired Jan. 15 after 37 years of service cleaning cars and buses. Transit service was a family tradition. Her husband, Charles; his father (also Charles); her sisters, Hattie and Mildred Hassan; and her mother, Rosetta Hassan, all worked for a predecessor of MTA. At last reports, Mrs. Lundgren was busy getting her family over the flu.

LOUIS A. BOYER, retiring Mechanic A, Division 5, has more time now to clean up and paint up. Mrs. Boyer is shown "bossing" fence paint job.



CHARLES H. COOPER, right, retiring Assistant Chief Supervisor, Transportation, says so long to Supv. Joe Whitelock.



ETHEL L. LUNDGREN, retiring after 37 years of cleaning cars and buses, picks lemons from her tree. "Drink lemon juice for your colds," is her timely advice.

**So Long,
Old Timers!**

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between December 17 and January 15, inclusive:

ADMINISTRATIVE

Administrative Analyst: Jack R. Gilstrap.

ELECTRICAL

Linemen: Carl F. Bickel, Fred Deichler.
Steno-Clerk: Cora M. Gates.

EQUIPMENT MAINTENANCE

Cleaner-Operator: James C. DuBray.
Mechanic "B": Arnold Applebaum, Laszlo Vereb, Wayne C. Vogus.
Mechanic 2c: Edward N. Durham.
Utility "A": Alfred C. Eastman, Joseph C. Smith, Robert L. Stewart.

TRANSPORTATION

Steno-Clerk: Stanley L. Bennett.
Red Cap Porter: Lloyd H. Morlock.
Temporary Janitress: Elizabeth D. McClain.

Operators: Larry R. Adams, Division 7; Harry C. Burrows, Jr., 9; Odrey Bush, 6; Robert E. Garner, 9; Robert L. Greer, 11; Marvel L. Hall, 7; Thomas W. Houle, 8; Ralph E. Huebner, 11; Michael J. McCormick, 9; Eugene F. Roberts, 7; Joseph M. Sjaarda, Jr., 7; Albert D. Stevenson, Jr., 7; Glen W. Sturgeon, 11; Johnny A. Swanson, 1; William H. Turpin, 1; Philip W. Whiting, 33; Charles N. Wilcoxson, 33; Clarence Wilson, 7; James F. Wilson, 1.

WAY & STRUCTURES

Secretary: Karen A. Budinger.
Laborer "B": Refugio S. Garcia.

In Memoriam—

THE EMBLEM regretfully reports the death of the following:

Charles E. Bates, 74, retired Transportation Supervisor; Jan. 3; service from 1910-1945. He is survived by his sister, Mrs. Elizabeth Bowman, of Santa Barbara.

Mrs. Arlene Bayliss, wife of Operator Deward B. Bayliss, Division 4; Jan. 25; survived by her husband.

Alyne P. Bradshaw, 69, retired Motorman, Division 1; Dec. 25, 1959; service from 1928-1955. He is survived by his wife, Opal.

Harold K. Conacher, 60, Maintenance Foreman, Division 1; Dec. 31, 1959; service from 1919. He is survived by his brother, Edwin, of Logan, Utah.

Melvin O. Greer, 54, Flagman; Jan. 20; service from 1933. He is survived by his wife, Carmen.

Mrs. Anna Kramer, wife of Irving

J. Kramer, Operator, Division 5; Jan. 7; survived by her husband.

Frank J. Masterson, 52, Transportation Supervisor; Jan. 4; service from 1934. He is survived by his wife, Mary Ellen.

David G. Rinehart, 80, retired Carpenter, Maintenance Department; Jan. 20; service from 1924-1946. He is survived by his wife, Avis.

John A. Thompson, 76, retired Conductor, Division 4; Jan. 15; service from 1922-1943. He is survived by his wife, Lucy, of Joshua Tree, California.

Jacob G. Visser, 82, retired Conductor, Division 3; Jan. 22; service from 1920-1948. He is survived by his wife, Ellen.

Jack F. Zintel, 58, Transportation Supervisor; Jan. 18; service from 1934. He is survived by his wife, Esther.

OUR COVER

Tokens! Tokens! Tokens!

WHEN the first 100,000 new tokens arrived, in mid-January, they had to be counted, rolled, and sacked.

Assistant Treasurer T. V. Collins here helps Bernadine Littlefield, Schedule Clerk, to empty one of the heavy sacks into the coin-counting machine in the Cashier's office.

—Or perhaps it's the other way around: Maybe Bernadine is helping the Assistant Treasurer.

If anyone wants to know why a Schedule Clerk is helping count tokens—well, “redeem” was a word much tossed about in January, with reference to the old tokens; so we brought Bernadine in as a redeeming feature of this photo.

Redemption of the old tokens at the rate of 6 for \$1 (no gain on the play) has brought some amazing stories from the Cashier's office and the ticket offices.

A confused woman who could not speak English took to General Passenger Agent Wilfred Lippiatt \$71 in bills, redemption price of tokens she had turned in elsewhere. As nearly as he could understand her, she thought she had been paid too much. The largest single redemption so far, according to Cashier Stan Underwood, is \$240.

Reynolds Lectures

W. T. REYNOLDS, Director of Purchases for MTA, was a featured lecturer at a six-evening Professional Development Clinic sponsored by the Purchasing Agents' Association of Los Angeles and beginning Jan. 19.

Billed as a nationally recognized authority in his field, Mr. Reynolds discussed material control and executive development.

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Vol. 2 February, 1960 No. 5

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HUSBAND-AND-WIFE TEAM ON SHOW—Mr. and Mrs. Frank L. Congiardo (inset), both Operators at Division 3, appeared Feb. 15 in a Jack Linkletter TV show, "On the Go," and featuring Dreamliner shown here. (Street photo by Sid Avery & Associates.)

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