



Emblem

JANUARY, 1960



**The Story of Company Mail
When the "Dreamliners" First Came
How It Feels to Be Operator of the Month**

Cover story, page 15



CENTRAL MAIL ROOM (Location 31) at 1060 South Broadway, busy with the morning mail. From left are Clarence Fischer, Head Clerk, sorting mail; Fred Jewett running mail through the postage meter; and Mail Messenger Charlie Hodges handing a locked box of completed farebox cards to Bill Becker, relief man in the Mail Room. On the table are other mail bags brought in by Charlie.

“Send It by Company Mail!”

AND SO, MISS SECRETARY, you address the envelope, insert the letter your boss asked you to send to the Division Superintendent, and toss it, with a sigh of relief, into your outgoing mail box. You've followed instructions by typing on the envelope the proper location, which you found on a handy list furnished by the Schedule Department.*

*Every important point on the system has a location number—even the Santa Anita Race Track and the Greek Theater. If you've lost your list of such location numbers, you may get another by calling Schedule Supervisor Dave Coburn on Extension 331.

Your part in the delivery is ended. You're quite positive that the mail messenger will come by on schedule, pick up everything you've dropped into your box, take it to the Mail Room on the ground floor at 1060 S. Broadway, and somehow get it to the division. Perhaps you're a little vague on *how* it gets there: you're not quite sure whether the messenger takes it over on the streetcar, or whether he gives it to someone on a truck that comes by the Mail Room—or maybe whether MTA has special helicopter service! And thereby hangs our story.

RALPH E. COSTELLO, Administrative Assistant in the Transportation Department, who made up and keeps up to date a 90-page manual of Intra-Authority mail schedules and rules. (Mr. Costello has recently been made Superintendent of the El Monte Division.



It's the story of the company mail—officially known as "Intra-Authority Mail"—and how it's handled and who does what and when and how. It's the story of a vastly important link in our system of communications that also include the telephone and two-way radio.

Perhaps a good place to begin is with the fact that although *all* de-

partments ultimately and continually cooperate to make company mail an effective instrument of recorded communication, actual

AT DIVISION 11, Operator Ralph Risola hands Mail Clerk Jesse Medeiros a bag of mail from Whittier Station. Buses carry much of the mail to the more distant divisions. In inset is Russell Giffin, Timetable Clerk who works as relief Mail Clerk for Jesse. Russell is bringing in mail from the MTA locations in the Pacific Electric Building to the Mail Room adjoining the Baggage Room at 208 East 6th Street.



Company Mail —

operation is under the joint jurisdiction of three departments. An intricate set of schedules of pickups and deliveries at strategic points, as well as detailed sets of instructions to all departments and divisions for the reading and handling of mail, is prepared by the Transportation Department. Deliveries and pickups are made by three trucks and five men of the Equipment Maintenance Department. The Central Mail Room (officially Location 31), at 1060 S. Broadway, is under the jurisdiction of the Accounting Department.

Subsidiary mail rooms at 962 W. 12th Place (Location 30) and at 6th and Los Angeles Sts. (Division 11) are under the jurisdiction of the Transportation Department.

CENTRAL MAIL ROOM

The primary purpose of the Central Mail Room is to sort and prepare for distribution ultra-important records, such as farebox cards, trip reports, time sheets and mileage reports, that must be transmitted daily or periodically to and from the Accounting Division and/or General Offices. Both company mail and U. S. mail of all kinds, to and from the offices of the Executive Director, General Manager, Secretary of the Authority, Business Development and Information Division, Accounting Division, Planning Department and Schedule Department, go through the Central Mail Room.

Three Mail Clerks sort all mail that comes in and goes out here, prepare outgoing mail for U. S. or company mail pickup, and collect



UNCLAIMED LOST ARTICLE BAGS are being turned over to Clarence Fischer, of the Central Mail Room, by Lost-and-Found Clerk Joe T. O'Connor. Bags will be taken back to the sending division and articles given to Operators or others who, records show, originally turned them in to Lost and Found.

and distribute mail throughout the MTA offices in the building. They also run most of the outgoing U. S. mail through the postage meter, which will both stamp and seal letters, or can be set to perform either operation alone. Postage due on all mail that is returned by the post office is paid by these Mail Clerks. Postage due amounting to from 3c to 10c a copy is paid on 100-150 copies a month of THE EMBLEM (mainly because intended recipients have failed to keep MTA or the Editor informed of their change in address).

In charge of the Central Mail Room is Clarence Fischer, who is assisted by Fred Jewett. Bill Becker is Saturday relief man.

Since the Transportation Department alone contains more than half

the employees of the MTA, and maintains its principal offices at Division 20, the large volume of notices, schedules, letters, etc., makes necessary a separate Mail Room (Location 30) at that point. In addition to sorting mail, the Clerk maintains an up-to-date file of Supervisors' summaries, and ditto and mails out Transportation Department notices and many reports. He works from 1:30 to 4 p.m. Monday through Friday. Serving as clerk in a temporary capacity is E. L. Donald. Because of the recent shift of the Schedule Department from Division 20 to the Transit Authority Building, Location 30 has now a considerably lessened volume of work, and some changes are to be made in the set-up here.

INTERURBAN MAIL

Mail destined to and from interurban points, such as El Monte, Riverside, Long Beach, is usually carried on transit vehicles, all of which come into the Sixth and Main

or Sixth and Los Angeles Sts. terminus. Hence the need for the subsidiary Mail Room at that point. Mail Clerk Jesse Medeiros has a regular schedule of interurban buses and trains to meet each day, in order to pick up incoming and distribute outgoing mail. Company mail trucks bring him all outgoing interurban mail from the Central Mail Room, and pick up mail from outlying divisions destined for the Transit Authority Building or for other divisions or offices. Mr. Medeiros does a sorting job on the mail he handles. He also personally picks up and delivers MTA mail to and from points in the Pacific Electric Building, such as the Pacific Electric Hospital Association, Division 11, the Central Ticket Office, and the Information Desk. He works from 7:30 to 4 p.m., Monday through Friday, and is relieved by Russell Giffin, Timetable Clerk, from 4 to 6 p.m. Russell also handles the job on Saturdays from 9 a.m. to 6 p.m.

STRICT SCHEDULES OBSERVED

The three mail "trucks"—actually one truck and two sedans—which pick up and deliver mail to and from the two mail rooms and the divisions, operate on a strict schedule made up by Staff Assistant Ralph E. Costello, of the Transportation Department, and mimeographed for the use of all concerned. So complete is the 90-page schedule that even the kind of mail that should be placed in a certain type of bag at a certain time of day is prescribed. For general information, there's a complete schedule of mail deliveries to all locations, by truck and by passenger assignment, Monday through Friday, and Saturday only. No Sunday deliveries are made. Mail truck routes between locations are also shown.

LOCATION 30 MAIL ROOM, at 962 West 12th Place, with E. L. Donald sorting.



Company Mail —

"A strict and detailed schedule has to be prepared and adhered to," Mr. Costello says, "because certain reports, such as time sheets, farebox cards, mileage reports, etc., must be in the hands of certain departments at certain hours.

"Reference to the mail schedule enables Division Clerks, Secretaries, and other employees to know when certain reports or letters must be ready for pickup," Mr. Costello continued. "The schedule is also set up so that if, for some reason, a report cannot be sent in when due, there will be at least one late schedule to handle it. Strict schedules are needed because, in a number of instances, a mail truck on its regular route must meet a mail-carrying passenger schedule at a certain location and at a certain time."



O.K. FAREBOXES being brought to John S. Burton, Division Clerk in the Division 8 (Van Nuys) Maintenance Department, by Mail Messenger Felix Shipley, right, in his farebox-and-mail delivery truck.

ABOUT TO DELIVER some time sheets to the Mail Room at Div. 11 is Mel Taylor.



Lost articles are sent in from the divisions to the Lost and Found Department, 1056 S. Broadway, on regular schedules, in Bag No. 6. System-wise, these are all early morning schedules, leaving divisions between 6:30 and 8:10. Conversely, unclaimed lost articles are returned to the sending divisions from the Central Mail Room every Friday, on mail leaving near the noon hour.

All mail truck runs begin and end at Division 2. Charlie Hodges, who starts out with Run No. 1, is relieved by Buddy Sutton at 3 p.m.; Buddy continues until 11:15 p.m. Mel Taylor, who starts out with Run No. 2, is relieved by Homer Turner at 3 p.m., who continues until 10:45 p.m.



AT LOCATION 30, Secretary Wilhelmina Orth, Schedule Department, hands Mail Messenger Charlie Hodges some important envelopes destined for Location 31. He gets them there on schedule.

Felix Shipley, with Mail Run No. 3, has the largest truck and longest run of the day—6 a.m. to 3:30 p.m.—when his shift closes. In addition to carrying mail, he has the special assignment of exchanging OK for BO fareboxes at all divisions except Riverside and Long Beach, and at Locations 14 and 15 (South Park and Macy).

Ordinarily, however, heavy materials are not carried on company mail trucks. According to Ed Ryan, who is in charge of Material Control at South Park, stationery in bulk, repaired mechanical units, barrels of oil, etc., are carried to the divisions in one of three Store Department trucks which operate on a regular daily schedule. These trucks, according to Ed, load at South Park between 8 and 10:30 a.m., deliver their cargoes to the proper division, pick up defective bus or streetcar units, and return to South Park about 3:30 p.m.

If, however, there is a sudden need for some small item of stationery or a small item for mechanical repair, and the Store trucks are gone or will not reach the division soon enough, mail truck service will be enlisted.

Electrical, Maintenance, and Way and Structures Departments also maintain their own trucks for pickup and delivery of various heavy or extra-large items when needed.

On Saturdays there is a reduced schedule of mail deliveries—but a schedule nevertheless. The three Central Mail Bureau Clerks take turns keeping the room open between 8 a.m. and 1 p.m. on that day; Mail Truck No. 3 does not make its accustomed rounds; the other two trucks operate only until 3 p.m.

HOMER TURNER, Mail Messenger on Run No. 2, delivers a sack to Service Director M. H. Seifried at Macy (Location 15).



Company Mail —



POSTAGE METER at the Central Mail Room being operated by Fred Jewett. Use of this meter eliminates sticking of stamps and affixes postage faster.

On Sundays there is no mail activity; consequently, according to Clarence, Monday is the heaviest day of the week, because both company mail and U. S. mail accumulate over the weekend.

—And so, Miss Secretary, now you know what happens after a Mail Clerk picks up the letters you've nonchalantly dropped into your outgoing box. You can see that a great deal of planning, thought and conscientious effort by a relatively few (10 men in all) relieves other employees like yourself of innumerable personal deliveries. Next time you see your Mail Clerk, give him a thankful pat on the back for his important part in giving coherence and unity to guidance through the written word of the far-flung MTA operations.

Commuter Breaks Into Verse

WHEN Ticket Agent Ray L. ("Sunshine") Eastham (now on indefinite leave) broke into song while in his booth at the Los Angeles Street Terminal one Saturday, a listening commuter broke into verse.

James S. McKenzie, of Pico-Rivera, was waiting with his daughter for the Whittier Local to pull out when "Sunshine"—an old-timer in the ticket office—first whistled and then sang the old-time hit, "Side by Side."

"After I boarded the bus I got to thinking about the song," wrote Mr. McKenzie to General Passenger Agent Wilfred H. Lippiatt, "and it struck me that it was very appropriate for a man in his position; so I composed a parody on the original lyric. I am enclosing a copy herewith."

"SIDE BY SIDE"

Oh, you don't need a barrel of money
To ride on the "Met" with your honey.
For a very low fare, "Met" gets you
there,
Side by side.

When you live many miles from
city,
If you must drive, it's a pity.
Give your car a rest, "Met" serves you
best,
Side by side.

Makes no difference whether
You travel near or far.
In all kinds of weather,
"Met" saves wear and tear on your car.

You have no traffic problems or worry—
No need to hurry or scurry.
You have no parking fees.—Relax at
your ease!—
Side by side.



CY and one of his favorite match-book collections, showing U. S. Presidents. You can glimpse a few of his other lovingly gathered favorites mounted on the wall.

Can You “Match” This?

IT MAY BE NEWS to you that match-book covers rank next to stamps as the most popular collector's item in the U. S. It says so in a publication of the Angeles Match Collectors Club of Southern California.

Cyril A. (“Cy”) Holway, Control Clerk in the Accounting Division, is one of the thousands who have been bitten hard by the match-cover bug. He's a member of a local, a national, and an international society of match-cover collectors whose members encourage each other through meetings, correspondence, and exchanges.

Cy got interested about five years ago when he fell ill and needed something to occupy his time and mind. Now he estimates he has

20,000 covers, with almost every nation of the globe represented. “Friends supply me,” he says.

His favorite domestic collection is one put out by the Diamond Match Co. showing a different U. S. President on 32 successive issues.

His favorite foreign collection consists of two covers embossed with the personal crest of the President of Pakistan, Iskanda Mirza, to whom Cy wrote a personal request in 1955, when Mirza was Governor-General.

“I've made many friends by corresponding with collectors in foreign countries and talking with collectors closer to home,” says Cy. “I've also learned some history and geography from a study of match covers.”

Commendations

Hyman Grossman Selected Dec. Operator of the Month

BECAUSE he "radiates courtesy," Hyman ("Hy") Grossman, of Division 4, won the selection as Operator of the Month for December.



Hyman Grossman

He was chosen by an impartial jury of three officers of the Southside Chamber of Commerce, after they had read a number of letters praising MTA Operators for their courtesy.

The letter selected praised Hy for his tact in handling passengers who might be out of sorts early in the morning, for his handling of blind persons "without any embarrassment to them whatsoever," and for his skillful, steady handling of his bus.

Grossman, who came to one of MTA's predecessors in 1952, has won six annual safety awards for a total of at least 150,000 miles of safe driving, had this to say when told of his selection:

"I like to talk to people. Every person has a story, and everybody is interesting. You have to be patient and learn to understand why people act as they do."

Living with his wife, Ruth, and 14½-year-old son, Robert, at 541 N. Spaulding Ave., Los Angeles, Hy, in his spare time, sells real estate. He originally gave up a career in his native city, New York, to come to California to cure his then six-

Honored During November

CONGRATULATIONS to the following 90 Operators and one PAX & Information Clerk who received commendations during November:

Operators: C. W. Adams, Division 4; J. B. Ayres, 12; G. C. Bell, 1; T. F. Benedict, 4; F. M. Boyes, 3; M. R. Bragg, 4; N. B. Brooks, 5; H. A. Brown, 2; Richard Burke, 8; C. L. Carmichael, 4; B. F. Cooper, 1; R. A. Crabill, 11; Roscoe Dawkins, 4; O. J. Donnelly, 8; B. R. Dorris, 3; L. V. Esque, 3; Harvey Evans, 4; L. W. Fields, 4.

C. V. Garner, 2; J. V. Garrett, 11; Patrick Gilboy, 20; T. R. Gordon, 6; L. R. Gray, 12; Burren Grillette, 1; D. E. Grimm, 4; F. W. Hall, 11; H. R. Harrington, 21; W. H. Harris, 9; Lawrence Hill, 4; Walter Howell, Jr., 4; Philip Huft, 20; J. L. Jackson, 4; B. W. Jenkins, 4; S. M. Johnson, 7; W. E. Jones, 4; H. W. Keener, 20; C. D. Kidd, 7; M. E. Kittinger, 12; R. L. Koons, 20; D. C. Langston, 4; E. T. Love, 3.

Clyde Mason, 5; N. O. Mayer, 5; H. E. Metcalf, 8; C. E. Miller, 9; C. F. Myrick, 7; R. R. McElfresh, 4; T. L. McLemore, 2; J. L. Neander, 2; H. L. Ophus, 9; H. J. Owens, 6; G. W. Parker, 5; Murray Pegues, 6; A. R. Peterson, 3; Abe Picovsky, 20; H. L. Platz, 7; H. K. Quibell, 2; AunFrance Reed, Jr., 4; Lois M. Reinink, 5; W. C. Robbins, 20; T. W. Rodgers, 4; Joseph Romeo, 3; C. D. Ross, 5; R. K. Runnings, 6; W. E. Rush, 20.

M. E. Scoville, 20; F. R. Seddio, 9; V. Selig, 9; G. E. Serres, 9; C. J. Simington, 2; Tom Slack, 7; D. P. Slatkin, 7; W. H. Spencer, 3; George Stafford, 8; C. H. Steadman, 20; P. W. Stringer, 7; T. V. Swanson, 20; J. C. Thompson, 20; B. J. Tillman, 20; M. J. VanVeen, 8; W. S. A. Weary, 4; Benjamin Weathersby, 4; R. L. Webster, 6; A. H. Wheeler, 5; E. W. Williams, 6; A. R. Wilmeth, 5; G. L. Wiser, 7; C. W. Wisler, 11; H. C. Woodie, 11; M. R. Wright, 5.

PAX and Information Clerk: Marie Fulkman.

year-old son of asthma. The Grossmans also have a 22-year-old daughter who married a bombardier in the Air Force two months ago.

ONE OF THEM TELLS:

How It Feels to Be Operator of the Month



E. R. Bell

(Excerpts from a letter to the Editor by Emmett R. Bell, Operator of the Month last October.)

• • •

"I shall sum up my experiences by relating the four (4) most thrilling events," writes Mr. Bell. "Having worked the 'P' Line for ten years made me known to hundreds of people. And all over town I ran into people who had seen the picture (on the car card) and would congratulate me.

"1. I felt proud and humble when fellow-Operators congratulated me and said: 'It couldn't have happened to a nicer guy.'

"2. Most passengers would say: 'If anyone deserved it, it was you. Congratulations.'

"3. One of the cards was placed in the foyer of my church (Bowen Methodist) and I was asked to

stand. And the importance of courtesy was emphasized by the pastor.

"4. My greatest thrill and most pleasure came in another manner. I pick up a group of Catholic school children around three o'clock each afternoon. They are from five to possibly eight years of age. Each day at Jefferson and Cimarron, they would board my car and say, 'Good evening, Mr. Bell.' Upon leaving the car they would say, 'Bye, Mr. Bell, we'll see you tomorrow!' One became aware of how observant little children are.

"Through it all I must say that I had fun. I also realize I still have a continuing job to do. And possibly the only reward that comes to most Operators is their own realization that they have performed their job well. So I consider myself lucky.

"It was an honor [to be selected Operator of the Month]."

New 3% Social Security Tax Applies 3 Years

THE $\frac{1}{2}$ % INCREASE in the Social Security tax rate (bringing it to 3%) described in the December EMBLEM as effective Jan. 1 will apply for three years, or through 1962.

It will go up again $\frac{1}{2}$ % on Jan. 1, 1963, to 3 $\frac{1}{2}$ %; up another $\frac{1}{2}$ % on Jan. 1, 1966, to 4%; and up still another

$\frac{1}{2}$ % on Jan. 1, 1969, to a final rate of 4 $\frac{1}{2}$ %. In each case the tax is figured on the first \$4,800 of your year's wages.

Since MTA matches the amount you pay, this last figure of 4 $\frac{1}{2}$ % will mean a total of 9%, or a total annual tax of \$432 for old age benefits.

The Government Owes You MONEY!

"IF YOU WORKED for two or more employers during 1959, you may be entitled to refunds from the government for excessive contributions you may have made for (1) Disability Insurance and/or (2) Social Security," states W. C. Scholl, Director of Personnel.

"(1) The requirements for a refund on overpayment of State Disability Insurance are that you must have received more than \$3,600 in wages for work in California during 1959, and you must have had more than \$36 deducted from your wages for Disability Insurance (either the State or a voluntary plan). Forms for claiming this refund are available in the Personnel Department,

606 Transit Authority Building," Mr. Scholl said.

"(2) If you had over \$120 deducted from your wages for Old Age Survivors Insurance (Social Security) by any employers in the U. S., you are entitled to a refund of the amount in excess of \$120. This may be ascertained from your withholding tax statements (W-2). This refund can be claimed on your Federal Income Tax form. Claims for refund must be filed not later than June 30, 1960.

"For any questions on these refunds, contact Mrs. Elsie McIlwain, Chief Clerk, on extension 286," Mr. Scholl advises.

In Memoriam

THE EMBLEM records with regret the passing of the following:

Lee T. Crump, 83, retired Painter; Dec. 21; company service 1903-1945; survived by his wife, Annie.

Glenn L. Musselwhite, 73, retired Flagman; Dec. 20; company service, 1907-1953; survived by his wife, Myrtle.

James V. Smith, 68, retired Oper-

ator, Division 12; Dec. 8; company service, 1923-1959; survived by his wife, Bertie.

George E. Wendorf, 43, Operator, Division 8; Dec. 21; company service from 1955; survived by his wife, Dorothy.

Paul V. Wood, 53, Superintendent, Maintenance Division 5; Dec. 3; company service from 1928; survived by his wife, Verba.

When the Dreamliners First Came



ABOVE—Morris Chesler, El Monte Operator, was widely publicized as Santa on TV when cameraman pictured him "unloading" first bus. The date was Dec. 14.



LEFT—Frank G. Bonelli, Chairman, Los Angeles County Board of Supervisors, and Supervisor, District No. 1, helped Miss Dreamliner (Sharon Girot) cut the "ribbon" for the benefit of news photographers next day in Pershing Square. Executive Director C. M. Gilliss presented a "gift card" with moral support by Operators C. W. Tinker and L. T. Altig, who, with Miss Dreamliner, manned the bus during its 10-day display at Pershing Square.

RIGHT—New dial controls on one of the new buses being explained at West Hollywood by Instructor Jim Muchmore (outside looking in) to Operator Charles McGurn. Dial eliminates several separate switches. All Operators who will handle the new coaches are now being instructed at their respective divisions.



New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between November 17 and December 16, inclusive:

ADMINISTRATIVE

Executive Stenographer: Carol M. Whitman.

ELECTRICAL

Steno-Clerk: Corrine J. Brodie.

Lineman: Fred Deichler, Gordon G. Esterbrook, Allen J. Yother.

Substation Operator Trainee: Jerome C. Long.

EQUIPMENT MAINTENANCE

Mechanic Second Class: Edward N. Durham, Edwin T. Flynn, Frank LaFourcade.

Utility "A": Walter L. Graham, Raymond P. Kane, Harold N. Reid, Jesus R. Rubalcava, Ralph Y. Watanabe.

Watchman: John Howard.

PLANNING

Temporary Janitress: Tiny Mae Malone.

PURCHASES & STORES

Key-Punch Operator: Diana L. Lucia.

SPECIAL AGENTS

Patrolman: Clair G. Freece.

TRANSPORTATION

PAX and Information Operator: Ruth M. Thompson.

Operators: Sylvester Allen, 5°; Edward B. Ballard, 7; Frank O. Campbell, 3; William H. Chaney, 1; Clifford B. Cihak, 20; Maurice H. Conklin, Jr., 7; William L. Dolloff, 20; Alfred C. Eastman, 20; Gordon T. Fitzpatrick, 5; Kenneth A. Gokey, 3; John H. Hall, 8; Ralph L. Hinton, 11; Edgar A. Jacobs, 20; Edward W. Karr, 3; Adam Kenna, 3; Clifford C. Lee, Jr., 11; Frank W. Liberty, 6; James J. Lidgard, 6; Junior E. Maples, 33; Robert P. Nemeth, 1; Leonard J. Palazzo, 11; Jack W. Palmer, 8; Dale N. Pruett, 8; Richard J. Reyes, 7; Louis A. Rossi, 6; Evaristo Sandoval, 20; Emmett M. Schlingmann, 7; Frank R. Simmons, 2; Ronald L. Smith, 7; Gene Tice, 6; Charles B. Wolf, 8.

WAY & STRUCTURES

Laborer "B": Jose C. Delgado, Joaquin P. Diaz, Paul M. Rodriguez.

*Numbers refer to division where employed.

Retirements

HAPPY NEW YEAR and best wishes for a happy retirement to the following employees who retired between Oct. 31 and Dec. 21:

Elmer C. Baker, Conductor, Division 12, retired Nov. 18 after service since 1942.

Arthur L. Bergstrom, Flagman, retired Dec. 21 after service from 1957.

Early W. Byrd, Operator on indefinite leave from Division 9, retired Nov. 2, after service from 1931.

Emmett McClendon, Utility "A" at Division 14, retired Nov. 6 after service from 1936.

Ernest T. Peterson, Conductor, Division 12, retired Nov. 6 after service from 1922—nearly 38 years.

Fred T. Sweatt, Division Clerk on indefinite leave from Division 7, retired Dec. 1 after service from 1937.

Clara E. Willhoft, Clerk-Typist on indefinite leave from the Purchasing Department, retired Oct. 31 after service from 1930.

Making Connections

MAIL MESSENGER Buddy Sutton, left, brings mail destined for Division 6 to Service Director L. L. Dodge (center) at First and Hill Sts. in time to catch the Line 75S bus operated by M. B. Fox (right) and leaving the stop at 6 p.m.

Only a carefully scheduled set of company mail runs would make possible regular transfers of mail to passenger schedules.

"Rider of the Month"

"A LETTER LIKE YOURS deserves to be framed," wrote Executive Director C. M. Gilliss in reply to a letter dated Nov. 24 from George Chalmers, of 161 S. Burlington Ave., Los Angeles.

Mr. Chalmers describes himself as "a customer of yours for nigh on to 30 years, ever since that fateful day in 1929 when motivated by economic reasons and my regard for public safety I sold my car.

"Think with me down the vista of these same 30 years—riding safely and sanely mid snow and ice, or rather in Summer and Winter and (sometimes fog) efficiently chauffeured by countless operators...

"Day in—day out—Tokens—Tokens—sometimes six a day. A few more like me and you would doubtless... have reached Utopia itself.

"In the light of all this, I think I should be awarded an accolade—a plaque—an encomium; perhaps publicly acclaimed as the Rider of the Month.—Huh!"

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Carl P. Miller
Chairman

Fred S. Dean
Vice-Chairman

C. M. (Max) Gilliss
Executive Director

Members: Don Belding, Albert J. Eyraud, Hayden F. Jones, Russell A. Quisenberry, Arthur J. Will.

James H. Raport, Publisher
W. Warren Silliman, Editor

DREAMLINER 60

Tomorrow's dream come true today! Enjoy the most luxurious, the most comfortable ride you've ever had, in the beautiful new Dreamliner/60! New, smooth air suspension ride... fluorescent lights... superior ventilation... less sound and a better view. Plus handsome, relaxing decorator-designed interiors. Step aboard your New Year's gift—Dreamliner/60... in service soon.

THE FAST, EASY WAY
TO WORK AND PLAY



Your
New Year's Gift
from
M.T.A.

DREAMLINER AD for January to be inserted in community newspapers before display of new-style bus in selected cities on lines where new buses will be put in service. Lines will be 91, 94, 83, 58, 70, 71, and 51. A similar ad was run in "mets" just before Christmas, when bus was on display at Pershing Square.

THE MTA EMBLEM
1060 S. Broadway, Los Angeles 15, Calif.
Form 3547 Requested

BULK RATE
U. S. POSTAGE
PAID
Los Angeles, Calif.
Permit No. 21231