

The



# Emblem

76-30

MAY, 1960



Cover story, page 15

**System Bidding**

**—Got That Group Insurance Yet?**

**“Safety Is A Personal Thing!”**



**ANNOUNCER'S PLATFORM**—Left to right are Assistant General Manager M. Edwin Wright, Schedule Analyst Jim Oliver, Supervisor of Schedules Max Rise, Schedule Maker Jim Taylor, Division 4 Superintendent C. A. Schulz (who called for bids over the microphone), Assistant General Superintendent Jack Stewart, an unidentifiable Instructor, and General Superintendent George F. Goehler. Fifty bids were called for each hour.

# System Bidding

A MAN'S VOICE boomed out over the microphone in the Operators' waiting room at Division 3.

"May I have your attention?"

"Bidding for the system shake-up\* is about to begin. As your name is call-

\*"Shake-up" is the industry term for a method by which Operators select their work assignments on a basis of seniority. This was the first system shake-up under the new contract between the MTA and the Brotherhood of Railroad Trainmen.

ed, please go to the Superintendent of the division of your choice and tell him the number of the work run you wish to bid. This year you may also bid a biddable tripper at the same time as you bid the run. You may also bid vacations at this time.

"If you are changing divisions, after meeting your new Superintendent go to the Head Instructor of that division and arrange for a break-in period. All men must complete their breaking



**BULLETIN BOARDS**, each containing work runs and paddles for one division, ran the entire length of the bidding room. Here Operator A. F. Klein looks up a work run.

on by June 19, when the bids become effective.

"You know, of course, that bids are accepted in order of your seniority as shown on the Master Seniority Roster. I'll begin with Number 1—W. J. Hunt, Division 11."

The announcer, Superintendent C. A. ("Jimmy") Schulz, of Division 4, sat at a table placed on a high platform at the end of the room.

To his right sat two men from the Schedule Department—Jim Taylor and Jim Oliver—who were to keep a running record of every man who bid and the men who changed divisions.

#### DIVISION HEADS PRESENT

Ranged along one entire wall were platforms on which sat all Division Superintendents and their Assistants. Each Superintendent had a master seniority list upon which he recorded the choice of each man that bid into his division, and the names of the men who bid out of his division. Behind each Superintendent's table was a large bulletin board showing in large letters the number of the division, and covered with large sheets of paper on which were listed—in numbers that could be read at a respectable distance—the work runs, biddable trippers, and vacation periods at that division. A man stood at each board, ready to place the name of the successful bidder opposite his choice of assignments.

Mr. Hunt, it seemed, was not present. Nor were the second and third men on the Master Seniority Roster, M. R. Riggs and D. E. Berri. Why should they be? The choices they had elected to give to their Superintendents stood in no danger of being taken by any of the other 2691 Operators on the system. Messrs. Hunt and Riggs had started away back in September, 1917—the former on the 10th, the latter on the 16th. (Both are working out of Pasadena, under the control of Division 11.) Mr. Berri, of Division 20, began a few months later—March 3, 1918.

**CHECKING PADDLES** to see exactly what the work runs they are considering include are Operators M. F. Graham, left, and O. L. Wilson, two of the early bidders.



## System Bidding



W. J. Hunt—No. 1



M. R. Riggs—No. 2



D. E. Berri—No. 3

# TOP FOUR

(On the Master  
Seniority Roster)



G. J. Stoddard—No. 4

**CHANGING** from Division 4 to Division 7 because of the closing of the former, Mr. Stoddard shakes hands (photo below) with his new Division Superintendent, A. C. Tieman. Mr. Tieman directs him to the Head Instructor of Division 7, C. E. Brown (photo at right), who explains break-in procedures. Men must break in on new lines before June 19.







**750 YEARS OF SENIORITY** are represented by this group of 20 Operators who were among the first to bid. From left are Ivan M. Cammack, Forrest M. Keathley, Alvin P. Baker, J. E. Beardsley, Jack H. Stanford, E. D. Whiteside, John H. Shelton, E. G. Erickson, S. H. Brody, Irving J. Kramer, Thomas T. Leech, Andy L. Norris, Charles A. DeGuire, E. A. Montgomery, Edward S. Swift, O. O. Obenshain, John M. Hunsaker, Robert G. Monahan, George B. Capps, and C. J. Knittle. Average is 37½ years!

#### STODDARD FIRST TO BID

Number 4 man was the first to respond to his name. He was Gerald J. Stoddard, of Division 4, which is to close its doors June 19, a fact which makes it necessary for its men to choose another division. Mr. Stoddard,

whose services dates from Feb. 3, 1919, elected to go to Division 7, and to change from Line 99 (the Restaurant Row line) to Line 22 (Hollywood-Burbank). He introduced himself to his new Superintendent, A. C. Tieman, and explained his bid. Mr.

**QUESTIONS ABOUT PENSIONS** and other fringe benefits were answered after each hour's bidding was over by C. A. Tengblad (seated), Asst. Director of Personnel.





**SHUTTLE BUS** was in operation (during all bidding hours) between Division 3, 11, 2, and 20 to transport Operators from other divisions to and from the scene of bidding. Regular schedules for the coach were posted and observed. In this photo the bus is about to leave Division 3 with a group of Operators who have completed their bids.

## System Bidding

Tieman, having made a record, raised his hand. This was the agreed upon signal used by all Division Superintendents to let the caller of the bidding know that a bid had been completed.

Mr. Schulz thereupon announced the Number 5 man's name. In less than 15 minutes, the bidding for the first hour had been completed, and supervisory men could relax. The schedule was at the rate of 50 men an hour, beginning on the hour. But these first few hours were for the old-timers, whose choices were, for the most part, foregone conclusions. When the choice runs were gone, and a thousand men had bid, things would go more slowly.

The day wore on. Fresh groups of men arrived each hour. For the officials, it was a long day from 9 a.m. to nearly 8:00 p.m. Sunday was the same. Monday through Friday, the bidding continued for two hours each day—11:00 a.m. and 12:00 noon. The following Saturday and Sunday were long again, and everyone looked forward to Thursday, May 12, the last scheduled day of the bidding.

According to shake-up rules, every

man, except for hardship cases or operational changes, must stay at the division of his choice until the next system shake-up, which will be held next March.

Within divisions there will be regular quarterly shake-ups beginning in September, 1960, when Operators may bid on all work at their divisions. Weekly bidding of open assignments is permitted within each division after June 19.

Two smaller shake-ups were also held, both on April 19. One, at 10:00 a.m., was held at Division 20 for regular Switchmen; the other, at 7:30 p.m., at Division 21, was for regular Trafficmen.

### MEANING OF SHAKE-UP

What did this system shake-up for 1960 signify? It signified the beginning of a unification of 2700 Operators—who formerly worked for two private companies, under two unions, and under two differing sets of rules—under one state agency, one union, and a single set of rules.

# “Safety Is a PERSONAL Thing!”



EVER HIT YOUR THUMB with a hammer?—Slip and fall on a tack with the business end up?—Slam a door on your finger?

You knew then that “Safety Is a Personal Thing.”

Ever see a traffic accident?—Say, a truck and a car collide with a crash and a crumpling of fenders. 'Tisn't the property damage that makes you shudder, bad as that may be—it's the pain your imagination tells you might be caused to the people involved.—Proof again that “Safety Is a Personal Thing.”

Well, right now your Safety Department is in the midst of a campaign to get you to think about safety—safety as a 24-hour-a-day job of being alert, not just a chore that's finished when you sign off work for the day or punch your time card.

Not that safety-mindedness *on* the job isn't important. It's also important

to reduce accidents that happen on the job to yourself, your passengers, and your fellow-workers. — Claim costs, too, mean something.

So, between May 15 and June 19, when the system shake-up takes effect, Operators and Mechanics are going to get some gentle reminders about the fact that “Safety Is a Personal Thing.” Posters and jumbo banners at your divisions, handouts with safety messages, booklets mailed to your home, and numerous other imaginative gimmicks for the purpose dreamed up by the Safety Department, will meet your eye.

You'll not need to squat, stoop, or squint to find out about this big safety program.

*Give in* to the spirit of it! *Join* the safety festival! *Look alive!*

Remember: it's for the good of *your own neck*. Safety *is*, after all, a *personal* thing.

# Group Insurance Builds Security

THERE'S SECURITY for the dependents of all employees who participate in the new Group Insurance Plan that went into effect May 1.

For new employees, all that is required to enable them to qualify is the medical examination taken at the time of employment, and their signature on the Group Insurance Enrollment and Record card, according to Director of Personnel W. C. Scholl. Enrollment is a condition of employment, he said.

Employees who were in service on or before May 1 and have not yet enrolled in the Group Insurance program may still do so by taking the medical examination required by the insurance company, said Mr. Scholl.

The Prudential Insurance Co. is the carrier.

## ADVANTAGES OF PLAN

Some of the advantages of the Plan are listed by Mr. Scholl as follows:

"1. It permits the employee to carry half of his insurance after he has retired at age 65, and to pay half of the former premium. For example, if an employee carries \$3500 while active, at age 60 or over he is paying \$4.20 a month premium. After retirement, he may keep \$1750 of the insurance and pay a premium of \$2.10 a month. No physical examination is required for this continued insurance.

"2. Because the insurance plan is administered locally, and with a great deal of help in handling details by your Personnel Department, death benefits are paid promptly.

"3. The premium rate on group insurance is a great deal less than that on comparable insurance benefits under private plans. (This is true even though the rate on the new group

policy is slightly higher than it was under some of the old plans. The reason for the slight increase is the extended coverage permitted retiring employees.)"

## NOTICE POSTED

Posted on all bulletin boards is a notice containing the requirements and benefits of the new plan. According to the bulletin, hourly rated active employees will take out \$3500 of the group insurance, as indicated on the authorization card they make out; or if more insurance was in force before May 1, 1960, that amount of insurance may be continued. Monthly-rated employees may carry as much as they had under the former plans, but must carry an amount not less than their annual salary as of May 1, adjusted to the amount necessary to round off the amount to the nearest \$500. Adjustments in the amount of insurance will be made in accordance with salary changes every March 1 and according to current age bracket every December 1.

Premiums for active employees are based on age, as follows:

Age	PREMIUMS	
	For First	For Each Additional
	\$3500	\$1000
Under 40	\$ 2.10	\$ 0.80
40 through 49	2.80	1.10
50 through 59	3.50	1.50
60 and over	4.20	2.00

Active employees pay their premiums by payroll deduction, but if they have no earnings in the period when the deduction is made, they must remember to make the payment to the Authority out of pocket.

Retired employees and those on leave or on furlough must also make payments out of pocket.





**FIRST EMPLOYEES** to take the loyalty oath were Executive Director C. M. Gilliss, left, and General Manager Cone T. Bass. Administering the oath is William E. Dufour, employed by the Authority to go to all divisions and offices in order to give the oath to all employees.

## ● Taken the Loyalty Oath Yet?

EVERY EMPLOYEE of the State of California, its agencies, and its instrumentalities must take the loyalty oath, swearing allegiance to the United States, denying membership in any organization that advocates the overthrow of the U. S. Government by force, and promising not to join such an organization while a State employee.

"This requirement has been put into the State Constitution by California voters," points out Administrative As-

sistant Jack Gilstrap, who has been working with Personnel Director W. C. Scholl to set up a program of administration of the oath to MTA personnel.

William E. Dufour, former Ticket Clerk at Whittier Station, has been employed to visit the various divisions and offices to administer the oath verbally and secure the signatures of each employee on the printed form containing the oath.

● **FIRST OPERATORS** to take oath were a group at Division 1. Mr. Dufour at right.



# Commendations

## 222 Operators Honored

### In February, March

CONGRATULATIONS to the following 222 Operators, who received commendations during February and March.

Virginia Acord, Division 20; U. V. Adams, 4; J. C. Albrezzi, 8; F. A. Anderson, 9; J. R. Anderson, 4; H. E. Anunson, 9; A. J. Arnone, 3; L. C. Arzabal, 8; D. J. Barber, 4; T. F. Benedict, 4; G. M. Bisee, 11; F. J. Blatt, 12; Dakin Boardman, 8; D. H. Bogenberger, 4; D. L. Bolton, 2; L. F. Bonnett, 20; L. B. Bower, 9; J. C. Boyer, 7; M. R. Bragg, 4; Leary Brown, 2; T. R. Brown, 4; R. L. Buda, 11; Richard Burke, 8; F. R. Burkhardt, 11.

M. R. Cantrell, 4; O. L. Carroway, 2; H. R. Castellano, 5; L. H. Castro, 3; H. N. Chambers, 9; J. C. Chandler, 3; Gus Cholas, 5; J. H. Coates, 20; Grace Collins, 2; J. F. Cooper, 2; G. K. Copenhaver, 7; V. W. Courtney, 1; E. W. Cotterly, 5; W. C. Crable, 6; A. L. Crouch, 3; E. A. Cure, 12; Charlie Daniels, 7; Theodore DeLora, 3; G. W. Demarest, 6; D. M. Denton, 1; R. L. Dewey, 5; R. L. Diamond, 9; S. F. Dispennette, 7; O. J. Donnelly, 8; D. R. Dube, 5; V. F. Durden, 9; C. F. Dummer, 2; J. F. Edmondson, 9; H. V. Edwards, 20; D. W. Eley, 6; Harvey Evans, 4; J. J. Evingner, 9.

Leo Fanchin, 7; H. J. Farley, 9; E. L. Finley, 6; J. L. Foot, 12; M. J. Frankson, 20; Henry Gallas, 1; L. D. Gappae, 8; L. L. Gero, 5; J. I. Glenn, 5; C. G. Gliotone, 2; L. J. Gravois, 7; O. V. Gray, 20; D. C. Grayson, 12; D. F. Grimm, 4; Bernard Grun Baum, 8; Carlos Guerra, 4; W. Y. Guntharp, 4; Alfred Haas, 4; J. B. Haining, 2; W. B. Harrell, 4; R. S. Harsche, 7; Bennie Harvey, 20; Charles Hatfield, 11; R. L. Hayes, 2; A. R. Hemm, 1; W. T. Henderson, 4; J. H. Jennings, 20; W. H. Hicks, 4; P. B. Hill, 20; H. S. Holcomb, 20; Roscoe Hollifield, 3; J. Y. Holmes, 7; E. S. Hudspeth, 11; Philip Huft, 20; H. C. Hunten, 11; W. T. Hunter, 5.

J. E. Ingram, 8; L. J. Isidor, 7; A. M. Jacques, 4; Curtis Johnson, 2; H. M. Johnson, 20; L. E. Johnson, 7; W. B. Jones, 4; H. W. Kelley, 1; D. V. Kerns, 20; H. B. King, 5; M. E. Kittinger, 12; O. R. Lane, 4; Oscar Langdale, 12; V. L. LaFrance, 3; L. A. LaMere, 6; M. N. Levine, 2; N. L. Lewis, 4; F. K. Lilley, 4; G. D. Livingston,

## Operators of the Month



FOR OUTSTANDING COURTESY, Operators Orville V. Selig, left, of Division 9 (El Monte), and Charles Hatfield, of Division 11 (6th and Main) were selected by outside judges as Operators of the Month for March and April, respectively.

20; A. A. Logue, 3; E. T. Love, 3; E. D. Loy, 4; B. T. Lynum, 5; W. G. Lynn, 3; M. A. Martel, 9; J. V. Marlo, 9; G. S. Martin, 11; L. E. May, 6; E. R. McAllister, 8; S. P. McGee, 7; James McKittrick, 7; F. G. McMullen, 5; W. R. Medley, 12; H. J. Menard, 1; C. E. Miller, 9; L. E. Miller, 4; V. J. Miller, 20; Irving Modell, 3; R. L. Monday, 3; W. D. Moorehead, 4.

T. J. Nanny, 6; Joseph Napier, 1; F. J. Nicoletti, 1; R. J. Novak, 20; A. C. Panzariello, 7; S. M. Paris, 4; M. C. Park, 2; D. R. Parks, 2; R. J. Patton, 5; F. A. Peters, 7; A. R. Peterson, 3; E. G. Pike, 20; H. J. Pistone, 7; V. D. Powell, 4; L. V. Price, 2; D. W. Price, 2; S. O. Parker, 2; C. J. Payne, 4; S. W. Rew, 11; R. R. Rideout, 4; Creighton Rinder Knecht, 4; W. E. Ringler, 2; Arthur Rodrigues, 2; J. F. Rondel, 7; W. R. Rose, 20; W. B. Rumsey, 9; J. R. Russie, 12.

Arthur Samuels, 11; Luis Sanchez, 6; P. D. Schmidt, 5; R. M. Schram, 2; A. G. Schulz, 4; J. T. Seaborn, 5; R. E. Seebinder, 3; O. V. Selig, 9; R. G. Seymour, 8; C. J. Shaw, 11; H. W. Shaw, 11; L. C. Sherman, 3; T. C. Shettles, 1; R. V. Simmons, 3; J. W. Slickman, 6; D. J. Sly, 3; N. B. Smock, 20; B. J. Smoot, 20; Alvin Spivak,

(Continued on Page 14)



THESE 22 MEN AND 124 OTHERS gave 11 accident-free days to Long Beach Division in March. Supt. R. W. Krafft stands at extreme right. Beside him is Instructor E. B. Stowe. Inset is Division Secretary Virginia Fees, author of poem (see story). Others, left to right: Seated: W. J. Oliver, C. W. Worden, J. L. McKane, G. N. Freeman, J. W. Greene, L. B. Disney. Six men standing highest at rear: N. L. Waltrip, G. J. Benchener, C. L. Hobby, S. N. Chubb, R. L. Bacchus, H. L. Miller. Others standing: S. E. Gee, L. O. LaMere, G. L. Bandy, J. A. Havas, John Eastwood, R. R. George, Tory Davidson, G. N. Morgensen, E. J. Constantine, and Peter Engel.

## Long Beach Division Goes 11 Days Without Accident

ELEVEN consecutive days of operating both streetcars and buses without reportable accident! That's the unusual achievement of the 146 Operators at the Long Beach Division for March 18-28.

"A wonderful record—the best for any division since the zero contests were started in all divisions beginning Sept. 1, 1958," says Safety Engineer Joe Prutsman.

The next best record, he said, was 10 days achieved by the former Division 10 (Glendale) in February, 1959.

"I'm mighty proud of my men for this achievement," beamed Division Superintendent Roland W. Krafft. "Seven days is the best we ever did before."

"I think it's remarkable that 146 Operators could drive that long with-

out accident in all this traffic, and into and away from curbs," said Tory Davidson, one of the 146.

"I'm proud to be one of those who went without an accident during that time," said James L. McKane.

The following verses, written by Virginia Fees, Long Beach Division Secretary, were sent to the other divisions for posting:

We're not casting reflections.  
We just want you to know  
We're busting our buttons  
'Cause we've made a good show.

We've gone 11 consecutive days  
accident free.

That's quite a record, I'm sure  
you'll agree.

While the record is good, we're  
sure it can be beat.

We hope your Division can accomplish  
this feat.

# Building Program Heavy

NEAR COMPLETION of a \$90,000 improvement at West Hollywood Garage —

Plans for a complete new transportation facility at Division 1 at an estimated cost of \$75,000 —

Extensive improvements at Division 5 at an estimated cost of \$65,000 —

These division improvements highlighted a summary in early May by Superintendent of Way and Structures L. C. Thompson of work completed, in progress, or planned for the near future by his department.

*At West Hollywood*, an extension of the garage and the addition of new rest-room and lunch-room facilities were completed May 3. The building of a new tire shed of prefabricated metal, and the paving and fencing of recently purchased additional property along the east side of the division are improvements to be completed by June 19.

Difficulties were encountered with the garage extension when it was discovered that running sand and water constituted the subsoil. Hence, instead of pouring the normal concrete foundation, crews had to resort to 25 reinforced concrete pilings that were driven from 25 to 42 feet into the ground before firm support could be found.

"It was one of the worst subsoil conditions we ever encountered," said Mr. Thompson.

*At Division 1*, the present transportation building is to be demolished and a new, modern building to be erected adjacent to the substation.

*At Division 5*, the process of combining the Clerks' and Cash rooms into one and modernizing it was nearly complete early in May. It is hoped that the construction of two new 140-

foot inspection pits, the paving of a large area to increase space for body work, and the installation of additional lighting will be finished by mid-July.

Other important building construction includes:

1. The doubling in size of the South Park facility for steam-cleaning parts, and the addition of a jib crane to handle heavy parts, at a total estimated cost of \$19,000. This work was finished May 3.

2. Remodeling the eighth floor of the Transit Authority Building for use by the Schedule Department was completed late in May, and the Department — including the Mileage Bureau and the Varitype and Layout Bureau, both of which had been on the seventh floor — moved in May 27. Present plans are for the Metropolitan Medical Group, under F. K. Zahawi, to move to the first floor, vacated by the Schedule Department.

3. *At Division 20*, combining and modernizing the Clerks' room and the Cash room during July at an estimated cost of \$32,000.

4. *At Division 3*, new driveways, necessitated by street improvement work by the city. One driveway—now completed on Idell St.—will be for pull-ins; and one, not complete in mid-May, on Ave. 28, will be for pull-outs. Eventually, between Figueroa and Pepper Sts., Ave. 28 is to become a south-bound one-way street, and Cypress St. a north-bound one-way street.

Track relocations have been and are being necessitated by freeway and street construction:

1. The reverse curves in S line track around the old water wells on Gage Ave. between Central Ave. and Avalon Blvds. have been eliminated. Cars



# Changes in Panel Doctors

PLEASE CHANGE as follows your list of Metropolitan Medical Group panel doctors appearing in the April EMBLEM:

## DELETE:

Dr. Burnham from Southern Part of Los Angeles.

Dr. Dowling from West Los Angeles and Culver City.

Dr. Monaco from Balboa and Newport.

Dr. Bloomfield from Compton, El Segundo, Gardena, Hermosa Beach, and Torrance.

Dr. Friedberg from Lakewood, Long Beach, San Pedro, and Wilmington.

Dr. Miller from Ocean Park, Santa Monica, and Venice.

## ADD:

—To Southwest Los Angeles and Inglewood:

E. L. McFarlane, M.D. PL 2-9474  
8475 S. Van Ness Ave. PL 3-1151  
Inglewood

—To West Los Angeles:

George H. Douglass, M.D. WE 9-3179  
5225 Wilshire Blvd.  
Los Angeles 36

—To Alhambra and Monterey Park:

R. E. Towne, M.D. AT 9-3771  
240 S. Garfield Ave.  
Monterey Park

—To Compton, Lynwood, Maywood, and Watts:

T. Younger, M.D. NE 9-1511  
3625 E. Century Blvd.  
Lynwood

—To El Segundo, Gardena, Hermosa Beach, Redondo Beach, and Torrance:

Ernest G. Butt, M.D. FR 2-3301  
106 Emerald St.  
Redondo Beach

—To Hawthorne:

Eugene Spierer, M.D. OS 6-3449  
373 N. Hawthorne Blvd.  
Hawthorne

—To Long Beach:

Bernard Johnson, M.D. HA 9-7411  
4128 Norse Way  
Long Beach

—To Ocean Park, Santa Monica, and Venice:

Daniel T. Weston, M.D. EX 5-6151  
Albert C. Zahn, M.D.  
710 Wilshire Blvd.  
Santa Monica

*CORRECT* the following addresses and/or telephone numbers to read as follows:

Under Northern Los Angeles, Burbank, and Glendale:

Paul Carnig, M.D. CI 1-4161  
655 N. Central Ave.  
Glendale 3

Under Bellflower and Norwalk:

Charles Lear, M.D. UN 4-6119  
13330 Bloomfield Ave.  
Norwalk

began operating over the new straight track on May 5.

2. The rail detour at 7th St. and Boyle Ave. described in the July, 1959 EMBLEM, has been eliminated and service restored over the 7th St. bridge.

3. Street improvement on Whittier Blvd. between Indiana St. and Boyle Ave. will necessitate a new grade for 1200 feet of double track. Dates for the work are not yet scheduled.

4. Extension of the Long Beach Freeway will necessitate construction

of a rail line detour and eventual replacement of the line on a new grade and with a new alignment at Morgan Yard. This work will probably start in June.

Mr. Thompson stated that all rail and overhead line work is done by MTA crews, but that most of the new buildings are constructed by outside contractors, with MTA crews doing the interior finishing and painting, as well as installing cabinet work, lighting, and other fixtures.

# New Faces

A HEARTY WELCOME to the following new employees who joined MTA between February 16 and April 15, inclusive:

## ACCOUNTING AND FINANCIAL

*Key Punch Operator:* Victoria A. Snyder.

## ADMINISTRATIVE

*Janitor:* Ermant Franklin, Jr.

## BUSINESS DEVELOPMENT & INFORMATION

*Secretary:* Gae Hansen.

## ELECTRICAL

*Lineman:* Leo D. Foote, Calvin S. Langdon.

## EQUIPMENT MAINTENANCE

*Carman:* Joseph Risalvato.

*Mechanic "B":* Harold C. Barnes, John C. Brandt, Robert T. Dorsten, Gene F. Hardemon, Richard R. Hogue, Howard A. Medsker, Melvin R. Purkeypile, Paul D. Scarberry, Anton G. Sloom, Verginio Valverde, Carl T. Wolleydt.

*Utility "A":* William Anderson, Dick E. Deal, Manuel S. Gonzales, Emmitt Earl Grayson, Russel G. Smith, Jesse J. Young.

## PERSONNEL

*Steno-Clerk:* Virginia C. Haynes.

## SPECIAL AGENTS

*Patrolman:* Joseph "J" Loney.

## TRANSPORTATION

*Division Steno:* Marilyn E. Hamel.

*Operators:* Emil R. Austin, Division 6; James M. Ball, 33; Leonard Barksdale, 11; Kenneth A. Bausch, 2; Robert L. Bell, 7; William E. Bess, 11; Andre Blais, 5; James R. Boyd, Jr., 11; William H. Brewster, 11; Robert E. Brunell, 11; Jesse Bryant, Jr., 3; Patrick J. Cahill, 20; Dave J. Campbell, 20; Ozell Campbell, Jr., 4; Robert J. Char-

pentier, 4; Robert C. Choate, 11; Kenneth Christensen, 3; James N. Crable, 12.

Nicholas D'Avanzo, 5; James B. Dawson, 7; Gibson L. Deck, 7; Manuel De J. Diaz, 11; Willie E. Dixon, 5; "A" "B" Dobine, 1; Stephen H. Everett, 4; Albert D. Fisher, 2; Buddy C. Fleming, 20; Esquiel Flores, 5; Robert W. Glover, 7; Raymond H. Gohn, 4; James W. Gossett, 7; William R. Hardie, 5; John S. Harlow, 20; James B. Henderson, 8; William E. Hillman, 6; Bryce C. Holt, 7; Harold L. Hoover, 2; James H. Housley, 4; Frank M. Huizar, 3.

John James, 11; Raymond C. Jemison, 9; Gerald J. Johnson, 4; Harold F. Johnson, 1; Samuel Jones, 1; Thomas A. Jones, 7; Eugene M. Kirts, 1; Gerald D. Knox, 5; Fred W. Koenig, 2; Jack R. Krug, 4; Frank C. Larson, 2; Patrick A. Lavin, 7; Frank A. Lee, 33; Raymond P. Lindsey, 7; Roberto Lopez, 20; Ward A. Lowell, 6; Paul E. Marcus, 4; Clair F. Maxham, 20; Robert McCarthy, 2; William Mitchell, 33; James A. Moody, 4; Carl Morrow, 2; Lawrence "L" Murkock, 11.

John R. Nusbaum, 4; John J. O'Brien, 20; Raymond J. Olivera, 20; Henry I. Olstynski, 12; Oscar F. Parker, 1; William L. Pugh, 5; Eugene E. Ratliff, 4; Paul A. Renneker, Jr., 5; Salvador C. Reyes, 20; Harold B. Roberts, 3; Armand O. Rogers, 1; Joseph W. Rodgers, 7; Enrique Serrano, 9; Robert M. Shephard, 4; Carroll N. Smith, 4; Clyde "T" Smith, 11; Oliver L. Smith, 5; James W. Snow, 4; Kenton Spikes, 7; Douglas E. Stone, 33.

Lyndol E. Taylor, 6; Charles H. Troutman, 5; John E. Trower, 4; Silvio Vitere, 3; David R. Warden, 20; James Watkins, 1; Charles E. Williams, 11; Eddie J. Williams, 4; Eugene H. Williams, 4; Lucien C. Wills, 11; Russell L. Witte, 2; David F. Young, 11.

*Temp. Division Steno:* Iola Z. Mason.

## WAY & STRUCTURES

*Laborer "B":* Feliciano G. Alcala.

*Temp. Laborer "B":* Alfred Tellez.

# In Memoriam

THE EMBLEM records with regret the death of the following:

*Albert William Gardner*, 89, retired Carpenter, Maintenance Department; March 22; company service, 1923-1946; survived by his daughter, Mrs. Thelma Zippi.

*Lester E. Hewey*, 76, retired Machinist, Maintenance Department; April 24; company service, 1906-1953; survived by his wife, Maude.

*Samuel S. Kirkpatrick*, 65, retired Operator, Division 2; April 9; company service, 1948-1959; survived by his wife, Maude.

*Leo George Lamoureuux*, 62, Operator, Division 5, on indefinite leave; March 31; company service from 1945; survived by his wife, Madeline.

## OUR COVER

### No. 1 Woman Operator Puts in Her Bid

VIRGINIA M. ACORD, senior woman Operator on the system and No. 514 on the Master Seniority Roster, makes her bid on Sunday morning, May 1, at the system shake-up. Her Superintendent, J. M. McKevitt, of Division 20, raises his hand to signify to the caller of the bids that hers has been completed.

"Mrs. Acord has had a commendable record ever since she began work in 1942," commented Mr. McKevitt.

She elected to stay at her old division and keep the same run she has had on the J line for the past 10 years. This run enables her to ride to work with her husband, Alvin (shown standing beside her), Switchman at Division 20 and a veteran of 26 years of service. She picks up her J car in the Pico and Georgia yard at 12:20 p.m. and brings it back at 8:14. He goes to work at 1:00 p.m. and is off at 9:00.

### Commendations . . .

*Continued from Page 10)*

3; William Staalenburg, 3; George Stafford, 8; L. T. Staten, 3; J. W. Stevens, 4; A. E. Stowe, 8; P. W. Stringer, 7; U. T. Strong, 4; W. G. Suey, 4; C. R. Taliaferro, 4; H. T. Tatar, 20; E. J. Tircuit, 3; E. A. Thomas, 11; Marie Thompson, 3; E. F. Tobin, 1; J. M. Townson, 7.

C. A. Uland, 3; G. H. Van Aucker, 12; H. O. Van Patten, 5; G. W. Van de Venter, 8; M. J. Vanveen, 8; L. E. Ventura, 7; Charles Walker, Jr., 3; D. F. Walker, 20; M. C. Ward, 4; H. J. Warnock, 7; J. A. Warren, 8; C. D. Wayne, 3; W. S. Weary, 4; E. H. Wendt, 5; W. F. Westfall, 3; M. L. White, 3; C. V. Williams, 2; G. M. Williams, 20; E. S. Williams, 4; M. F. Wiltgen, 4; L. M. Wimberly, 7; J. E. Wise, 7; C. W. Wisler, 11; G. L. Wisler, 11; L. M. Wolfensarger, 8; H. C. Woodie, 11; M. R. Wright, 5; W. A. Young, 1.

# The Emblem

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ALBERT J. EYRAUD

Chairman

FRED S. DEAN

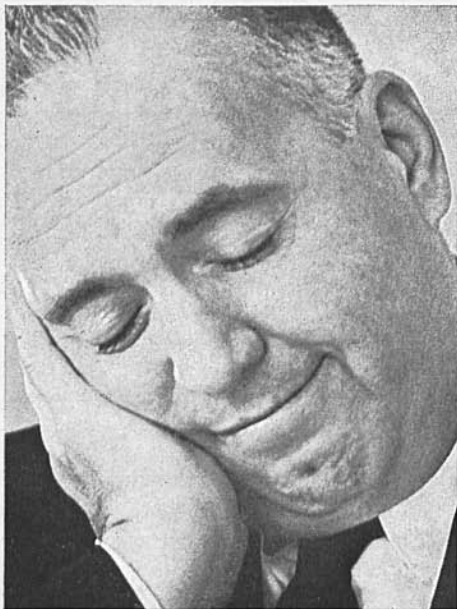
Vice-Chairman

C. M. GILLISS

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W. WARREN SILLIMAN, Editor



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