

The



# Emblem

76-45

NOVEMBER, 1960



OP. DON BRADLY SHAKING HANDS W/ CECIL HALL Cover story, page 15

- Join ACME — New Charity Plan
- El Monte and Riverside Divisions in Photos
- New Transportation Building at Division 1

INST. GEORGE BRAZIER WATERS



**DIVISION 9, EL MONTE**—Looking south and southwest from a point near Hoyt Ave. and Columbia St. The low, flat-roofed building just in front of the horizontal tanks is the transportation building. Large building at right is the garage, in front of which are the service station and mechanics' quarters. At extreme right beyond the garage is the

## KNOW YOUR MTA LOCATIONS

*(Fourth of a series)*

# Division 9, El Monte

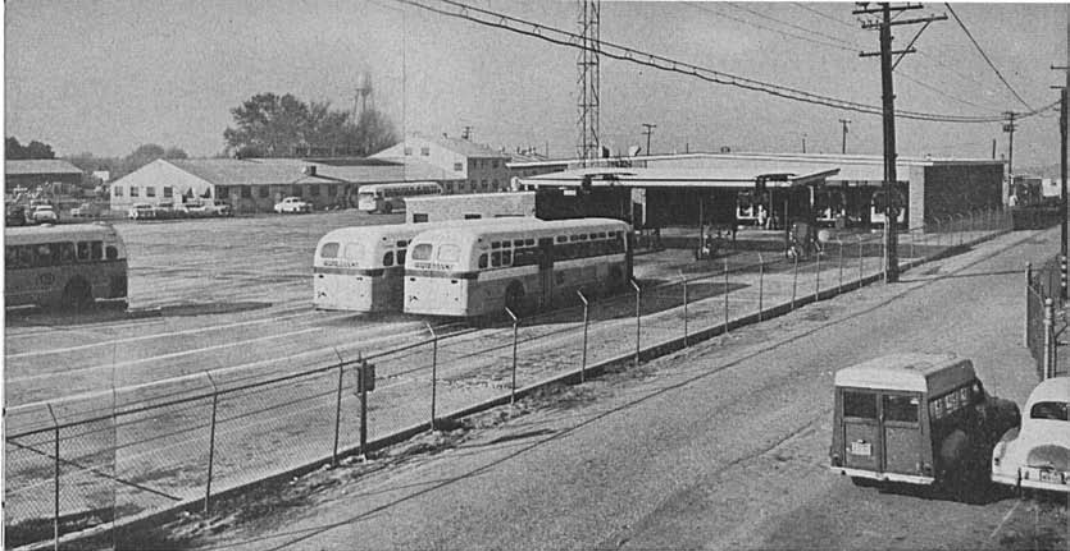
**Division 9 and Its Little Brother at Riverside,  
Terminal-Division 13, Operate Strictly Interurban Service,  
And Together Account for 10% of Monthly System Mileage**

EVERY ONE of the 15 lines manned by the 174 operators of Division 9, El Monte, and the 45 operators of the El Monte subsidiary Terminal-

Division 13 at Riverside, is an interurban motor coach line—that is, a line on which tokens are not accepted in payment of fares, and on which

**DAILY CONFERENCE** on matters of importance to both transportation and maintenance men being held by D. B. Van Fleet, acting transportation division superintendent, right, and C. M. Andrus, first shift maintenance leader, substituting for S. ("Sam") Rinkus, maintenance division superintendent, inset, during the latter's vacation in October.





vacuum cleaner; also beyond the garage but hidden by it is the bus washer. Other buildings in picture are occupied by other industries. At extreme left, Hoyt Ave., running north and south and leading to and from the San Bernardino Freeway, bounds the east end of the division. All 102 buses assigned to El Monte enter and leave by this street.

no local transfers are given or accepted.

These lines include seven wholly assigned by Acting Division Superintendent D. B. Van Fleet, and eight partially assigned by him. (See complete list on p. 12.)

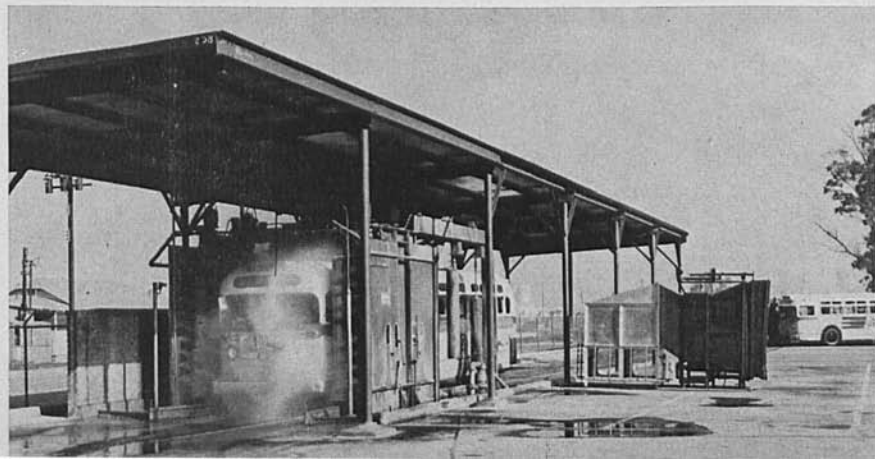
To El Monte Division are assigned 102 coaches of the 2700 and 2800 class. These are serviced and kept in repair by Simon ("Sam") Rinkus,

maintenance division superintendent, and his force of 28.

The work includes top overhauls, inspections, body work, running repairs, cleaning—practically everything except unit overhauls, changing engines, and relining brakes, according to Mr. Rinkus. Generators, transmissions, differentials, voltage regulators,

(Text continued on page 7; division photos on pp. 4, 5, and 6.)

**BUS WASHER**—New roof over the El Monte bus washer had just been put up when this photo was taken. New vacuum cleaner just to right of bus washer had not been fully installed. Old vacuum cleaner, partially visible beyond the new one, is cleaning out a bus.





### At El Monte Garage

**ABOVE**—J. J. Hirnshall, third shift leader, right, explains to C. M. Andrus, first shift leader, unfinished work left over from the night shift.

**TOP LEFT**—Inside the big vacuum cleaner, H. R. Noon, right, second shift leader, holds up some matted strands of string he has just unwound from the fan shaft. "It's trash that got caught on the fan blade while being sucked in from the bus," he explained. At left is Al Grijalva, foreman.

**LOWER LEFT**—Moises C. Hernandez, third shift leader, performs one of his regular morning jobs before leaving: he checks the level of the fuel storage tanks and makes records on data sheet.

**LOWER RIGHT**—Clyde Schwarz, shop clerk, shown posting daily mileage run up by each of the 102 buses at El Monte division. He keeps personal records, coach records, and handles and orders inventory of bus materials at the El Monte store.







## At the El Monte Transportation Bldg.

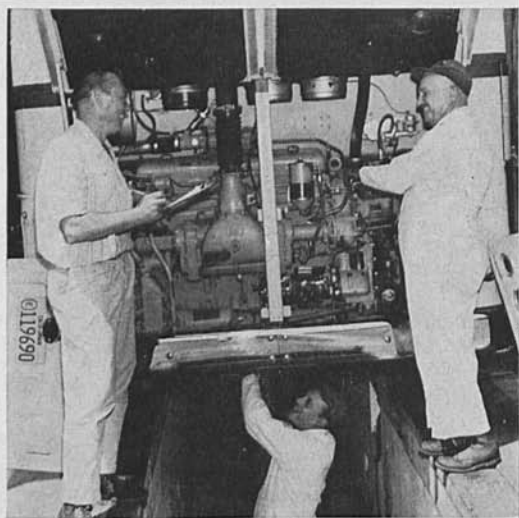
ABOVE—Division clerks' office, with Florian Janulewicz, assistant division superintendent, left; A. S. Wright, division clerk; and Boyd B. Emrick, extra division clerk and operator. RIGHT—Division Stenographer Pat Fellows gets change of address from Operator R. C. Rupe. BELOW—Operators' room, with operators reading, playing dominoes, eating lunch, talking.





## At Riverside

ABOVE—Riverside Terminal and garage at 3052 Market St., north of downtown area. AT RIGHT—J. W. Witt, maintenance and transportation foreman, left, with Mechanics Edward Richardson, in pit, and Henry Vial. BELOW—Division Superintendent D. B. Van Fleet (in coat) travels to Riverside to present to Riverside operators the first-place safety plaque won by El Monte-Riverside drivers in National Safety Council's 1959-60 fleet safety contest. Don Zoll receives the plaque for Riverside. In front row, Foreman Witt stands at right; C. H. Cantrell, local chairman, Lodge 390, BRT, at left. Others watching are, from left, Operators H. C. Reeves, O. E. Wheeler, G. J. Knopes, E. M. Jennings; Division Instructor George Graeser; and Supervisor F. G. (Ted) Cook.



# Pollard Succeeds Will on MTA



MARTIN E. POLLARD

MARTIN E. POLLARD, a former member and first chairman of the Los Angeles Metropolitan Transit Authority, was named by Governor Brown October 13 to succeed the late Arthur J. Will as a member of the Authority.

Mr. Pollard, San Fernando Valley automobile dealer and civic leader, was named by the Governor to complete the term of Mr. Will expiring March 2, 1962. Mr. Will died September 22.

Mr. Pollard was named to the original MTA in March, 1952, and served as a member of the Authority until March 6, 1958, when he became MTA treasurer. He served as chairman of the Authority from March 3, 1952, through March 11, 1955. His tenure as treasurer ended September 16, 1958.

## Division 9, El Monte

(Text continued from p. 3)

or other units needing repair or due for change because of mileage requirements, are replaced in El Monte and sent to the South Park Shops for inspection and/or overhaul.

A top overhaul, explained Mr. Rinкус, means inspection and replacement of all parts as necessary inside the engine.

The important place El Monte Division occupies in the MTA plan of operations is underscored by the fact that extensive improvements have been made within the past two years to both the transportation building and to the garage, at a cost of some \$65,000.

To Riverside are assigned 20 buses, all with gearshifts, including 17 of the 2000 class and three of the 2400 class. These are maintained by James W. Witt, mechanical and transportation foreman, and a force of eight.

The Riverside mechanics perform major and minor inspections, make running repairs, and replace the smaller units.

"Any work that's too big for us we send to Macy Garage," said Mr. Witt.

Foreman Witt acts in a unique dual capacity. He is in charge not only of maintenance forces, but also—under the direction of Mr. Van Fleet—of transportation forces at Riverside.

El Monte and Riverside divisions together accounted for approximately  
(Continued on p. 12)

**EMERGENCY CALL** comes through to Day Foreman J. H. Lendy at Division 20. A stalled auto must be pushed off the tracks.



## **EMPLOYEE PORTRAIT**

*(Second of a series)*

# J. H. ("Hughie") Lendy

## **Day Foreman, Maintenance Division 20**

THE TELEPHONE on the desk of Day Foreman J. H. ("Hughie") Lendy, at Maintenance Division 20, rang twice. He picked up the receiver.

"Lendy," he said, and listened.

During the brief conversation that followed, he filled in with pencil some spaces on a blank form lying on the desk.

"Comstock and Davis! Road job!" he called into a public address system after the telephone call had been completed.

"That was the dispatcher calling to say that a streetcar at 7th and Los Angeles Sts. is having trouble with sticking doors," he explained, as he switched off the microphone. "I've just called two of my mechanics, who will take the pick-up truck and run over to remedy the trouble."

At this point, the mechanics appeared. Handing them the form he had filled out, Mr. Lendy briefly sum-

marized the nature of the "road job," and they left on their mission.

"There's always something going on here to vary the routine," said the foreman, a veteran of 38 years with MTA and its predecessors.

"At any time during the day we may get calls from the dispatcher about troubles streetcars are having on the local lines. The problem can be anything from a car off the track to a sticking door like this one. We send the emergency truck only when there's a need to tow a rail car, or to push a stalled auto off the track, or to lay hose bridges when there's a fire along the route. Otherwise we send a pick-up truck.

The day foreman, who is actually in charge, under Division Superintendent Wheeler F. Ellis, of all three shifts, went on to describe his daily duties.

"The first thing I do when I come on the job at 7:30 a.m. is to discuss



with the night foreman, George Smith, the work left over from the night shift, and assign it to members of the day crew. It may be inspection work done on a mileage basis, or running repairs or wrecks.

"I get an inspection sheet made up by the shop clerk the previous day. It shows the numbers and mileage of the cars needing inspection. The night foreman indicates which inspections have not been completed, and also leaves me a list of the cars needing running or wrecking repairs that could not be completed on the night shift.

"Also, as cars come in from trippers in the morning, operators leave in a box outside this office defect cards they have filled out if anything is wrong with their car. I pick up these cards and assign the work to available men. They perform the repair job, write down what they did on the work report section of the defect cards, and bring the cards to me. I then inspect the job. Of course, I also watch the work in progress to see that it is being properly done.

"One job I do personally is to inspect all the batteries that have been removed from the cars because of low voltage or low gravity. I put on the line all the batteries that will take a recharge, and test them at intervals to see when they are ready for use.

"My last job of the day is to make out for the next shift a list of all the work not completed on my tour of duty, and discuss the assignment of the work with the swing shift foreman, Norman White. Then, at 4:00 p.m. weekdays, and 4:30 Sundays, I'm off."

When Mr. Lendy arrives home, he is greeted by his wife, Bertha. The couple, both natives of Georgia, were married on July 27, 1920.

"I'll never forget that month and day," he chuckled, "because both my wife and I were born on July 27. Only the year is different."

The foreman started his transit career in 1923 as an electrician in the South Park Shops, where he installed wiring in the 1500-class wooden cars that were being built there. In 1937, when his foreman was sent back to St. Louis to inspect the PCC cars now in use, Mr. Lendy was made temporary foreman. In a few months the job was made permanent.

When the Los Angeles Transit Lines took over the Los Angeles Railway, car wiring and car truck overhaul were combined and placed under his jurisdiction. In 1955 he went to the trolley coach division, Division 1, as swing shift foreman. Seven months later he was appointed to his present position as day foreman at Division 20.

**NO TIME IS WASTED** as Mechanic Vincent P. Carione climbs aboard the emergency truck with instructions being given him by Foreman Lendy.



# Commendations

## 65 Operators Honored During September

CONGRATULATIONS to the following 65 operators, who received commendations during September:

U. V. Adams, Division 7; J. V. Aguirre, 11; M. A. Algarin, 20; D. R. Armack, 8; T. A. Ashley, 5; Eugene Barbee, 5; E. W. Barnett, 9; N. P. Beauchamp, 8; R. A. Biggs, 7; L. F. Bonnett, 20; G. F. Border, 10; E. L. Bretham, 1; A. R. Brown, 7; H. A. Brown, 2; W. L. Brown, 6; R. E. Brunell, 11; R. A. Capehart, 6; Joseph Cousins, 1.

G. L. Deck, 7; J. A. Donovan, 7; T. R. Duarte, 1; V. E. Dunn, 20; A. E. Ernst, 3; Lula E. Epp, 20; D. B. Galvez, 7; Frank Gardner, 3; A. F. Gifford, 7; D. L. Gladwell, 10; W. B. Harrell, 3; R. L. Hinton, 2; Joseph Hiram, 7; J. Y. Holmes, 7; J. I. Ingram, 7; A. T. Lipford, 9; Roberto Lopez, 20; R. D. Luna, 10; A. R. Kook, 3.

G. S. Mattern, 2; C. F. Maxham, 20; G. R. McKenzie, 3; D. H. Medina, 20; E. O. Mesa, 1; Thomas Montgomery, 9; R. B. Nevarez, 1; O. B. Osborne, 7; F. A. Payrow, 2; R. H. Powell, 5; Leonard Premseelaar, 6; R. R. Rideout, 7; A. M. Roberts, 11; John Savin, 3; E. L. Schultz, 5; Albert Singleton, 10; R. L. Smith, 7; F. R. Srack, 11; F. V. Thomas, 3.

G. F. Vogel, Jr., 2; R. M. Walton, 5; N. L. Waltrip, 12; W. S. A. Weary, 7; R. L. Webster, 6; J. E. Wharton, 7; T. W. Williams, 8; W. W. Wise, 7; J. C. Wright, 20.

## Complaints Down; Commendations Up

COMMENDATIONS for operators increased and complaints declined during the months of August and September, according to a Transportation Department statistical report issued Nov. 1.

"I believe all operators and other members of the Transportation Department should be very pleased with this report," said George F. Goehler, general superintendent of transportation. "With the exception of January,

## Van Patten Selected Oct. Operator of the Month

HIS daily "extra measure of kindness" in making every effort to insure that his passengers make a 7:15



H. O. Van Patten

a.m. connection with another line won H. O. Van Patten the October Operator-of-the Month award for courtesy. A committee of three judges from the Hermosa Beach Chamber of Commerce selected Mr. Van Patten, of Division 5, on the basis of a letter stating that for some months "the Regulars" (those who signed the letter) had commented among themselves "on the courtesy—the patience—and the good will extended us by this operator. We, who must make a connection at Jefferson, especially appreciate his effort to make the 7:15 a.m. bus. Otherwise, we must wait from 15 to 25 minutes for our transportation at that point, and at that time—time is essential."

Asked his recipe for getting along with his passengers, the Operator of the Month said:

"I find that waiting a few seconds for people to cross the street and catch my bus—as well as keeping on schedule so that passengers may be on time for connections—is always appreciated. So is a friendly greeting."

this is the first time in 1960 we have shown a reduction in complaints.

"Also significant is the fact that commendations continue to show an increase."

# Join ACME!

**(Associated Charities Management-Employees)**

"GIVE through ACME and consolidate your gifts to charity for 1960 and years to come!

"Sign today the card you have received from your supervisor authorizing a voluntary pay-roll deduction each month for ACME!"

This is the message to all MTA employees from a joint labor-management committee which has just established a new charitable organization by which all MTA men and women may help worthy causes through voluntary pay-roll deduction each month.

ACME, the name of the new organization, is the successor to TEGO and MECCA, of predecessor companies.

Your ACME committee consists of three members for management and three for labor:

Chairman: W. C. Scholl, director of personnel, MTA.

Vice-chairman: Don H. Sheets, general chairman, Brotherhood of Railroad Trainmen.

Secretary: C. A. Tengblad, assistant director of personnel, MTA.

Treasurer: Homer Porcher, president, Division 1277, Amalgamated.

Member: R. V. Rachford, general chairman, Brotherhood of Railway Clerks.

Member: H. L. Black, assistant treasurer, MTA.

The Committee meets regularly to disburse the ACME funds, which will be distributed to area charitable organizations in proportion to the number of ACME members residing in the various communities.

"Your contributions to ACME are distributed to the Community Chest (handling over 160 agencies), Red Cross, American Cancer Society, Heart Association, March of Dimes, Multiple Sclerosis Society, Braille Institute, Cerebral Palsy Association, City of Hope, YMCA, Arthritis and Rheumatism Foundation, and other charitable organizations which permit you to deduct your contributions from your income tax," stated the Committee.

The Committee pointed out that membership in ACME:

"(1) Eliminates your being constantly approached for donations in each of the numerous charity campaigns.

"(2) Divides your annual contributions into monthly payments.

"(3) Simplifies computing your contributions for income tax purposes.

"(4) Helps satisfy you that you are doing your share to help the needy.

"We hope that you, as an employee, will join in supporting ACME. Our goal is 100% membership," the Committee concluded.



NEW TRANSPORTATION BUILDING at Division 1, with Division Superintendent D. B. Kohl and Division Stenographer Clara Belle Chattin carrying in belongings from old building.

## New Transportation Building Opens At Division 1; Shop Additions Coming

### Combination Trolley Coach and Bus Division to Be Set Up

ERECTED and equipped at a cost of approximately \$75,000, a new transportation building at Division 1 was to be opened on Saturday, Nov. 12, according to Assistant General Manager M. Edwin Wright.

The new building will be occupied by Division Superintendent D. B. Kohl, his staff of clerks, and the operators.

"As soon as the old building has been vacated, it will be demolished to

make room for additional maintenance facilities," Mr. Wright said.

"Division 1 will eventually become a combination trolley coach and bus division. We will add to the present shop a building containing pits and other facilities for bus maintenance.

"The lot surrounding the old transportation building will be graded to the level of the trolley coach lot, and a fueling station, bus washer, and vacuum cleaner will be installed."

### Division 9, El Monte

(Continued from p. 7)

10% of the 4,753,906 miles rolled up in September over the system on bus, rail, and trolley coach lines. Riverside accounted for 27% of the mileage accumulated by the two divisions.

"The fine cooperation of the mechanical department at El Monte and Riverside in keeping buses in top running condition gives our operators added confidence in the equipment," commented Mr. Van Fleet. "This assurance contributes greatly toward the

maintenance of the operators' efficiency and good safety record."

### El Monte Division Lines

(Refer to p. 3, col. 1)

Wholly assigned are 52 (Los Angeles-Alhambra-Temple City), 62 (Riverside-Arlington-La Sierra), 63C (Los Angeles-El Monte-Baldwin Park-Covina-Pomona via Garvey), 63V (Valley Blvd. Local), 64 (Pasadena-Pomona), 68 (Los Angeles-Monrovia-Glendora-Sierra Madre), and 69 (Los Angeles-Hellman Ave.).

The eight partially assigned by Mr. Van Fleet are lines 57 (Santa Anita Race Track in season), 58D (Los Angeles-Disneyland), 58S (Los Angeles-Santa Ana), 58W (Whittier Blvd. Local), 59 (Long Beach-Riverside), 60G (Los Angeles-Pomona-San Bernardino-Redlands), 60V (Los Angeles-Pomona-Riverside-San Bernardino), and 61B (Long Beach-Pasadena via Whittier). Line 60G, in extent 70 miles, is the longest on the system.



## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between September 16 and October 14:

### ACCOUNTING & FINANCIAL

*Supervising Clerk:* Thomas O. Brace.

*Tabulator Operator:* Barbara R. Hust.

### ADMINISTRATIVE

*Secretary I:* Gilbert N. Hernandez.

### ELECTRICAL

*Lineman:* Kenneth J. Weilage.

### EQUIPMENT MAINTENANCE

*Mechanic "B":* Frederick A. Barbarossa, Edward J. Herman, Delmar Louis Kuntz, Roland E. Mellon, Basil James Olson.

*Utility "A":* Robert L. Dunbar, Clinton A. Harness, Willie A. Reese, Jr., Willie E. Russell, Antonio J. Valverde.

### PERSONNEL

*Steno-Clerk:* Colleen R. Takashima.

### PURCHASING AND STORES

*Addressograph Clerk:* Albert J. Trujillo.

### REAL PROPERTY MANAGEMENT

*Janitor:* Donald R. Trimble.

### TRANSPORTATION

*Janitor:* Otis D. Martin.

*Operator:* James S. Agee, Division 20; Carl E. Ahlbrandt, 20; Frank Butler, 20; Frankie Contreras, 7; Devonne G. Cramer, 10; Charles V. Crosley, 7; Fritz E. Dahlstrom, 20; George A. Dale, 2; Robert L. Fairfax, 7; Alexander Fisher, 7; Ezra Frye, 2; Robert J. Galvin, 20; Otis D. Golden, 20; William K. Holsberry, 7; James M. Jernigan, 20; James C. Keiper, 7; "H. T." Lambert, 1; William D. Langen, 7; Robert M. Lee, 7; Charles S. Lemming, 2; John C. Linkhart, 10; James E. McGuire, 7; Wayne W. Neville, 20; Charles L. Richmond, 7; Warren C. Scoggins, 20; Wayne Simmons, 7; Patrick H. Sparks, 8; Richard R. Sperber, 20; Joseph C. Stadleman, 2; John E. Trower, 5; James E. Truitt, 7; Reynaldo G. Vallejo, 2; Fred D. Wheeler, 20; Kenneth Wireman, 7.

*Steno-Clerk:* Vincent B. Crane.

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder during the period from Sept. 1 through Sept. 30:

*Arthur A. Carano*, from operator to extra clerk and operator, Division 9, Sept. 1. Employed March 26, 1946.

*H. D. Henry*, from assistant statistician to assistant supervisor of transportation statistics, Transportation Department, Sept. 9. Employed Aug. 23, 1955.

*Albert Kimbo*, from operator to extra clerk and operator, Division 6, Sept. 1. Employed May 11, 1959.

*Sato Kurabashi*, from tabulator operator to electronic data processing operator, Accounting and Financial Division, Sept. 30. Employed Aug. 11, 1958.

*Benjamin T. Lynum*, from operator to operator and extra clerk, Division 11, Sept. 18. Employed June 16, 1947.

*Augustus McGrew*, from temporary janitor to janitor, Real Property Management Department, Sept. 25. Employed July 19, 1960.

*Joseph N. Morgan*, from extra flagman to flagman, Transportation Department, Sept. 25. Employed Aug. 25, 1960.

*Arthur L. Reeder*, from substation operator trainee to substation operator, Electrical Department, Sept. 18. Employed May 19, 1952.

## In Memoriam

THE EMBLEM reports with regret the death of the following:

*John Eastwood*, 64, operator, Division 12; Oct. 8; service from 1927. Survived by his wife, Amy.

*Willie L. Finley*, 62, operator, Division 3; Oct. 28; service from 1943. Survived by his wife, Mary.

*Olney O. Obenshain*, 63, operator, Division 10; Oct. 16; service from 1923. Survived by his wife, Marie.

*George O. Spahn*, 54, operator, on indefinite leave from Division 5; Oct. 1; service from 1939. Survived by his wife, Addie.

*Thomas T. Tripney*, 70, retired mechanic, South Park Shops; Oct. 18; service from 1929 to 1955. Survived by his brother, James, of Scotland.



FLORENCE COX receives farewell gift (table silver) from Assistant Treasurer J. L. Pujol on behalf of co-workers as she retires Sept. 30 as clerk in the Accounting Division. Friends looking on, left to right, are Helen McFarland, Penny Whittington, Gladys Johnson, Cecelia Kael, Alice Sahlin, Frances Moore, Lois Athay, Florence McDonald and Phyllis Johnson.

## Retirements

FAREWELLS HAVE BEEN said to four employees since publication of the list of retirements in the September issue of THE EMBLEM.

*Florence R. Cox*, clerk, Accounting and Financial Division, who retired Sept. 30 after service from 1920 with MTA and its predecessors.

"With the Ladies' Circle of my church, I'm making dresses for victims of leprosy," she said when asked how she occupies her time. "I'm also going to try to secure permission from the Orthopaedic Hospital on Flower St. to help feed children there who can't feed themselves."

*Melton W. Hockenberry*, mechanic, Division 9, El Monte, who retired Oct. 21 after service from 1926 with MTA and its predecessors.

TELESCOPE is presented to Mechanic Melton W. Hockenberry, right foreground, by Leader Cliff Andrus on behalf of co-workers at El Monte Garage, as Mr. Hockenberry retires Oct. 21. Next to leader is Mrs. Hockenberry. Men enjoying luncheon she gave hold up cups to toast Hockenberrys.

He retired on his 65th birthday, and in honor of the occasion his wife treated his co-workers at the El Monte Garage with a chicken dinner.

The Hockenberrys plan a six-months house-trailer tour, beginning next May or June, of the U.S. and Canada.

*Fannie B. London*, Division 20 car cleaner, who retired officially June 1, but who worked until her 65th birthday, Sept. 12. She had served MTA and its predecessors since 1924, when she began at Division 1. She and her husband, William, are planning several trips.

*Otis E. Thorson*, Division 12 operator, who retired Oct. 1 after service from 1936—all of it at the Long Beach division. He and his wife, often accompanied by their 22-year-old son, Elon, spend much of their leisure at a "little desert home" seven miles from Desert Hot Springs. They also maintain a home in Long Beach.



**System's No. 1 Operator  
Back from 2½-Year Leave**

CECIL M. HALL, El Monte Division operator (left), returning to active duty after two and a half years of indefinite leave, shakes hands with his line instructor, Don F. Bradley, to whom he has been introduced by El Monte Division Instructor George Graeser.

Mr. Hall is about to take a review trip on Los Angeles-Riverside Line 60V. There's nothing unusual about such trips as a rule, but when the Number 1 operator on the system comes back to active duty as Mr. Hall has done, such a trip becomes news.

With seniority from Aug. 22, 1917, Mr. Hall's service record outspans even that of Division 11's Pasadena operator, William J. Hunt, whose record dates back to Sept. 10, 1917.

The El Monte Division veteran began his transit work with Pacific Electric working out of Pomona, in which city he has lived since 1918. His entire career has been as operator on the interurban rail and motor coach lines.

"I pulled the last rail schedule out of San Bernardino to Los Angeles before the buses replaced the rail cars on that line in about 1940," he recalled.

Upon returning to work on Nov. 2, Mr. Hall had his choice of working lines out of El Monte or those out of Riverside. Since Pomona is about midway between El Monte and Riverside, there was little to choose in the matter of home-to-work travel. He elected Riverside, because "there are fewer lines to break in on at Riverside.

"I'll probably be taking review trips with some of the same men I broke in on the same lines," he chuckled.

**IN THIS ISSUE**

**Division 9, El Monte** ..... 2  
The 219 Operators of El Monte and Its Little Brother, Riverside, Roll Up 10% of the System Mileage

**Pollard Returns to Authority** .... 7

**Portrait of an Employee** ..... 8  
Hughie Lendy, Foreman, Maintenance, Division 20

**Commendations** ..... 10

**Join ACME Today!** ..... 11  
New Labor-Management Plan For Donations to Charity

**New Transportation Building at Division 1 Opens** ..... 12

**New Faces** ..... 13

**On Their Way Up** ..... 13

**In Memoriam** ..... 13

**Retirements** ..... 14



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Governor of California

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• • •

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W. Warren Silliman, Editor

# Let's Talk Turkey



An  
accident  
would  
Spoil your  
Holiday  
Season

—National Safety Council

THE MTA EMBLEM  
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Form 3547 Requested

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