

The



# Emblem

76-40

SEPTEMBER, 1960



Cover story, page 15

- New Safety Committee Formed
- Long Beach—Bus and Interurban Rail Division
- Test Your Driving Skills on the Safety Coach

## **PE Won't Extend Lease On LB Rails Beyond Dec. 31**

THE PACIFIC ELECTRIC RAILWAY has informed the Authority that the lease under which MTA operates service on the PE tracks between Los Angeles and Long Beach will not be extended beyond Dec. 31.

Gerald G. Kelly, general counsel for MTA, told the Authority at the Sept. 6 meeting:

"This unilateral and arbitrary action of the Pacific Electric raises two serious questions: one, the right of MTA to compel PE to consent to the use of the tracks; and second, the right of MTA to terminate the lease with PE on facilities at Sixth and Main."

C. M. Gilliss, executive director, pointed out at the meeting that MTA would have "a lot less use" for Sixth and Main facilities without the use of the tracks. The lease runs until the fall of 1963.

The Authority directed Messrs. Gilliss and Kelly to determine what rights MTA has in this matter.

## **Bids to Be Sought For 175 New Buses**

THE SEEKING OF BIDS for the purchase of 175 new 48-to-51-passenger buses at an approximate cost of \$5,300,000 was authorized by the Authority at its Sept. 6 meeting.

"The purchase of the new vehicles will enable the Authority to retire 180 older-type buses of 45-passenger capacity and assign new buses, together with other modern equipment, to all major lines," said Executive Director C. M. Gilliss.

The greater seating capacity of the coaches, together with expected savings in fuel, tires, and replacement parts, will save MTA from \$325,000 to \$339,000 a year, Mr. Gilliss declared.

One hundred fifteen of the buses will be of the urban type and 60 of

## **DMJM Submits Final Report Showing Technical Data**

A FINAL TECHNICAL REPORT on rapid transit systems, routes, and costs was submitted to the Authority Sept. 6 by Daniel, Mann, Johnson, and Mendenhall, consulting engineers.

The 125-page report gave details supporting the recommendation which the consultants made June 27 that the most economical system to build and operate would utilize fast, rubber-tired electric trains, and would run mostly overhead, without subway.

The final report described two routes for a rapid transit system, the one which was recommended June 27 and an alternate route, partially in subway. Cost estimates were given for building different rapid transit systems along the alternate routes, along various combinations of the two routes, and along shortened routes.

For a complete summary of this final report, see the next issue of the NEWSLETTER.

## **Three Departments To Move to Macy St.**

RELOCATION of the headquarters of the Way and Structures, Electrical, and Mechanical Engineering departments from Division 2 and Vernon Yard to the Macy St. property will occur before the year is over, according to General Manager Cone T. Bass.

The former warehouse near Macy Garage will be altered so as to make offices for these three departments, Mr. Bass said.

The present building at Division 2 where offices are located is to be torn down.

Equipment and materials stored at Vernon Yard will be moved to Macy, Mr. Bass said.

the suburban type. Of the latter, 30 will have manual shifts.

Delivery is anticipated by mid-1961.



**STAFF SAFETY COMMITTEE MEETS**—Standing is Jack Stewart, assistant general superintendent of transportation, chairman. Members present are all members of the Transportation Department except man seated at extreme left—J. W. Prutsman, safety engineer, Transit Casualty Co.; and man at extreme right—G. H. Wells, assistant to general superintendent of equipment. Others, left to right, are: In front row, A. J. Brehm, chief clerk, committee secretary; G. F. Goehler, general superintendent; and C. E. Forkner, chief stops and zones representative. In rear, M. J. Storer, chief instructor; R. E. Costello, staff assistant; C. E. Carlson, chief supervisor and dispatcher (face partially hidden); and C. C. Templin, assistant chief instructor. C. H. Hardy, safety supervisor, Transit Casualty Co., could not be present. Representatives of other departments may be added to the committee later.

## New Safety Committee Formed

THE FORMATION of a staff safety committee in the Transportation Department was announced by George F. Goehler, general superintendent, early in September.

"To take a good hard look at every angle of safety as it relates to the Transportation Department, and to see what can be done to improve safety practices" is the purpose of the new committee, according to Jack Stewart, assistant general superintendent of transportation and chairman of the committee.

"We're interested in making MTA the safest transit operation in the country," he declared. "To accomplish this purpose—and we know it can be done—we are undertaking an expanding program which will begin with the consideration of every possibility of reducing accidents, as well as the consideration of means of still

further improving morale among our operators.

"Because safety is a many-sided program, we hope eventually to have representatives from all departments on the committee. Already we have invited a representative from Equipment Maintenance.

"The staff safety committee will supplement—not supersede—the present Safety Department, two members of which are on our committee. We will make much use of the statistical information on accidents furnished by Safety Engineer Joe Prutsman and his staff, and will also learn from them the steps toward greater safety being taken by other transit operations whose safety programs are being handled by Transit Casualty," Mr. Stewart concluded.

Meetings are the first and third Wednesdays of each month in Mr. Stewart's office, 962 W. 12th Place.



CLASS OF FOUR TRAINEES is taken through the safety coach at Division 1 by Instructors L. R. Gregory (in doorway) and T. C. Shettles. Trainees found tests enjoyable and useful.

## Test Your Driving Skill!

**General Superintendent Urges All Employees  
To Visit the Safety Coach At Their Divisions**

AN OPPORTUNITY for all employees to find out their strong and weak points as drivers is currently being given in the Transit Casualty Company's safety coach at the various divisions. Loaded with driver-testing devices, the coach is stopping for from one to three days at the divisions. Hours are from 8:00 a.m. to 4:00 p.m.

All employees, whether they have done so before or not, are urged by General Superintendent of Transportation George F. Goehler to test their vision, hearing, and reaction time on the apparatus installed in the coach.

"I am sure you will find information that will be helpful to you," he declared. "Fear of failure on the tests should deter no one from taking them," he continued. "No record is kept of anyone's performance, good or bad."

The safety coach tour of divisions is now about at the halfway mark. The remaining schedule is:

<i>Division</i>	<i>Date</i>
9	Sept. 22, 23
11	Sept. 26, 27, 28
12	Sept. 29, 30
20	Oct. 3, 4
13	Oct. 5

Comments from some Division 2 operators who have taken the tests were as follows:

"In a way, you can see in the safety coach about everything that happens to you on the road every day."—W. W. Minton.

"I found out I could hear better than I thought. Also, I found out that the tests are for the operator's own benefit—that failure on any doesn't go against his record."—Felix Miranda.

"I've found out my reaction time, which I didn't know before, and I'm sure the knowledge will help me in traffic."—Norman Hope.

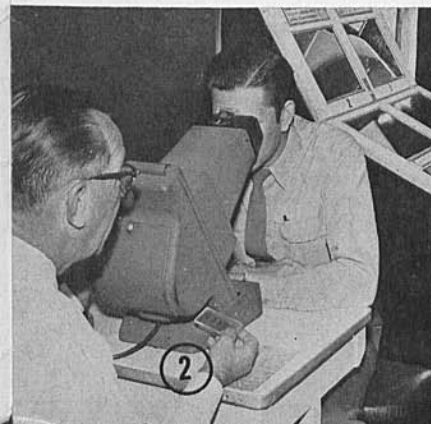
On the next page are pictures showing what the tests are like. The operator is Kenneth R. Moore, of Division 1.





## Safety Coach

(1) On entering the safety coach, Operator Kenneth R. Moore looks into the glass, is greeted by Safety Sam, the electronically operated puppet, and sees—himself! "You're the best safety device known," says Safety Sam. (2) Safety Supervisor Francis J. Donnelly tests Mr. Moore's vision for keenness, depth perception, side vision, and color perception. (3) Taking the glare recovery test, Mr. Moore finds out the time required for his eyes to regain adequate driving vision after wrong and right ways of looking at oncoming headlights. (4) Safety Supervisor W. B. ("Bill") Winters works the audiometer to show Mr. Moore the importance of hearing in safe driving. (5) The transitometer test, being administered by Safety Supervisor Charles Hardy, shows the operator how long it takes him to react to danger while driving at various speeds, and under varying traffic conditions.



# Accident Facts Now Weekly

IN AN EFFORT to reduce accidents by getting information on them to key Transportation Department personnel more quickly than has formerly been possible, the Safety Department is producing three new types of weekly statistical reports, it is announced by Safety Engineer Joe Prutsman.

One report shows the four kinds of accidents which last year (1959) accounted for 11% of the accidents but represented 46% of the total claim costs. The report shows the number of these accidents by types for each division.

A second report shows the total number of accidents of all kinds by divisions for the current week as compared with the previous week.

The third report shows lines which are experiencing a higher traffic—or

passenger—accident rate than the system average, on the basis of the previous six months. On this report a bogey is set up for each of the high-accident-rate lines. The bogey is the number of accidents the line may not exceed in one week without also exceeding the system accident frequency rate.

Those lines which exceed this rate are designated as target lines; that is, lines to which special attention will be given by the Transportation Department in an effort to bring the rate within the bogey.

"Reports of accident statistics have previously been issued on a monthly basis," Mr. Prutsman pointed out. "By bringing them out weekly, we can spot the trouble before it has a chance to grow—the information isn't cold."

## Safety Refreshers for All

AUDIENCE PARTICIPATION is a special feature of a new type of hour-long refresher course being offered at the various divisions by the Safety Department.

All employees, according to Safety Engineer Joe Prutsman, are invited to attend these meetings, which are being held on scheduled dates in the division instruction rooms.

Looming large among the subjects of discussion are time, distance, and speed and their relation to transit vehicle operation. An effort is made to sharpen the ability of the operator to gauge time and distance so that he may drive more safely, and also so that if he should ever be called to the witness stand in an accident case, his answers to questions concerning time, distance, and speed will be reasonably accurate estimates instead of mere guesses, Mr. Prutsman explained.

"For instance, in order to improve the ability of employees to estimate the passage of time, we may ask a group to start at a given signal and raise their hands when they think 10 seconds have passed," declared the safety engineer. "We know from experience that the hands go up at many varied times. But when we suggest mentally counting the seconds starting with 1001, the variation in hand-raising decreases. We find that employees like such audience participation activity and profit by it."

Many visual aids are used in the refresher course in order to create a more lasting impression on the minds of the learners.

"Consult your division bulletin board for the date and time of the course scheduled in advance at your division," advises the safety engineer. "We will also hold other sessions if there is sufficient demand."

# Commendations

## 112 Operators Honored During Month of July

CONGRATULATIONS to the following 112 Operators, who received commendations during July:

S. M. Alexander, Division 3; J. B. Anderson, 12; R. I. Barth, 11; J. F. Belcher, 5; T. F. Benedict, 2; B. G. Bennett, 2; Rufus Bias, Jr., 7; Willie Bradford, Jr., 7; William Bright, 7; C. C. Brown, 7; H. J. Burke, 21; W. E. Burris, 11; D. E. Butcher, 7; R. C. Choate, 2; H. S. Christie, 7; J. D. Cleveland, 3; Leonard Collins, 20; D. C. Criddell, 20; L. R. Crozier, 20.

L. O. Darling, 7; V. E. Delmar, 6; H. H. DePratt, 7; E. J. DiDonato, 7; Betty Dixon, 7; M. L. Eaton, 8; F. D. Ellis, 20; G. W. Engel, 10; M. H. Epperson, 5; Steve Franich, 9; G. L. Fry, 9; A. M. Garcia, 9; H. G. Gardner, 1; E. E. Goodman, 11; D. G. Gould, 6; W. E. Graves, 2; D. C. Grayson, 12; E. L. Gregg, 20.

J. E. Hardiman, 7; Jethro Hassen, 3; K. L. Hartwell, 11; W. T. Henderson, 5; J. M. Hiram, 7; W. J. Hunt, 11; T. R. Jobe, 2; H. F. Johnson, 1; S. K. Johnson, 5; M. E. Kittinger, 12; R. D. Kornell, 20; D. A. Lackey, 6; V. L. LaFrance, 3; E. L. Lambrecht, 1; D. C. Langston, 5; G. W. Lautenschlager, 12; T. P. Lee, 7; F. K. Lilley, 7.

Woodrow Marcum, 7; G. S. Mattern, 2; L. E. May, 6; Willie McCoy, 3; J. W. McCullough, 9; H. F. Meador, 11; H. J. Menard, 3; B. J. Mitchell, 1; W. R. Moore, 1; H. R. Myers, 11; F. L. Nuzum, 9; R. J. Petrosino, 2; F. A. Peters, 7; H. V. Ray, 5; R. R. Rideout, 7; T. C. Rolfe, 20; J. R. Rufer, 8; Joseph Rychliski, 2; C. J. Russell, 7.

John San Marco, 9; D. A. Schinler, 5; Ann G. Schulz, 7; G. E. Serres, 9; R. G. Seymour, 8; C. J. Shaw, 11; J. B. Smith, 3; S. J. Smith, 5; J. D. Stacey, 20; L. T. Staten, 10; Louella M. Stauffer, 20; N. B. Straley, 5; W. W. Tanner, 11; H. T. Tatar, 20; B. J. Tharp, 1; E. A. Thoman, 12; A. J. Thomas, 20; I. F. Thomas, 5; R. V. Thomas, 7; Marie Thompson, 3; A. A. Ulibarri, 20; G. F. Vogel, Jr., 2.

C. B. Warfield, 7; W. S. Weary, 7; G. K. Webb, 12; P. R. Welling, 11; J. E. Wharton, 7; A. H. Wheeler, 5; D. B. White, 7; E. H. Williams, 2; H. J. Winnett, 10; J. W. Winston, 5; J. E. Wise, 7; V. D. Wolven, 8; John Womack, 20; H. J. Wright, 8; Lois B. Wright, 5; E. E. York, 11.

## Number One Operator Wins August Courtesy Award

NUMBER ONE in system seniority on the operators' roster, William J. Hunt was also deemed number one in



William J. Hunt

courtesy by three outside judges who selected him Operator of the Month for August.

Signed by 54 passengers, the letter which won him the award said, in part:

"He always greets us with a smile, which tends to start our day off right. He is always polite in what he has to say . . . We have found him willing and quite able to answer any questions we may have concerning transferring and changing buses."

Now operating on the Pasadena Oak Knoll and Pasadena Short Lines, from whose passengers the letter came, the veteran began his transit service Sept. 10, 1917, with the Pacific Electric Railway as conductor and motorman on all lines out of Pasadena. From 1921 to 1935 he carried passengers and freight regularly on the Mt. Lowe line. He also worked on the one-man local cars in Pasadena until they were replaced by buses in the mid-thirties.

Mr. Hunt, who has lived in the Pasadena area since 1915, was married in 1919 and lives with his wife, Bernice, at 126 W. Manor St., Altadena.

In his spare time, Mr. Hunt, who will reach retirement age in 1962, plays tennis regularly twice a week.

In order to keep passengers happy, he says, "Just be kind to them."



## KNOW YOUR MTA LOCATIONS

(Second of a series)

# Division 12, Long Beach

**MTA's Sole Division Offering  
Bus and Interurban Rail Service**

IN LONG BEACH, on the east bank of the Los Angeles River—usually referred to as the “flood control” at that point because of levees built along both banks as the river approaches the harbor—and south of the Anaheim St. bridge across the same river, is MTA's one interurban rail and bus division, known as Division 12.

Those unfamiliar with the division often have trouble reaching it, even though they can see the red rail cars and the green-and-white buses in the

yard from the Anaheim St. bridge. The simplest directions for reaching it from Los Angeles have come from Ted Huemerich, foreman of the rail maintenance yard.

“Leave the Long Beach Freeway at Anaheim St. and go east across the river,” he said. “Turn right at the first light signal—that's Daisy St.—and from then on keep turning right every chance you get, even at Chester Place, where there's a sign that says, ‘Not a Through Street.’ Chester Place becomes a little road that turns to the





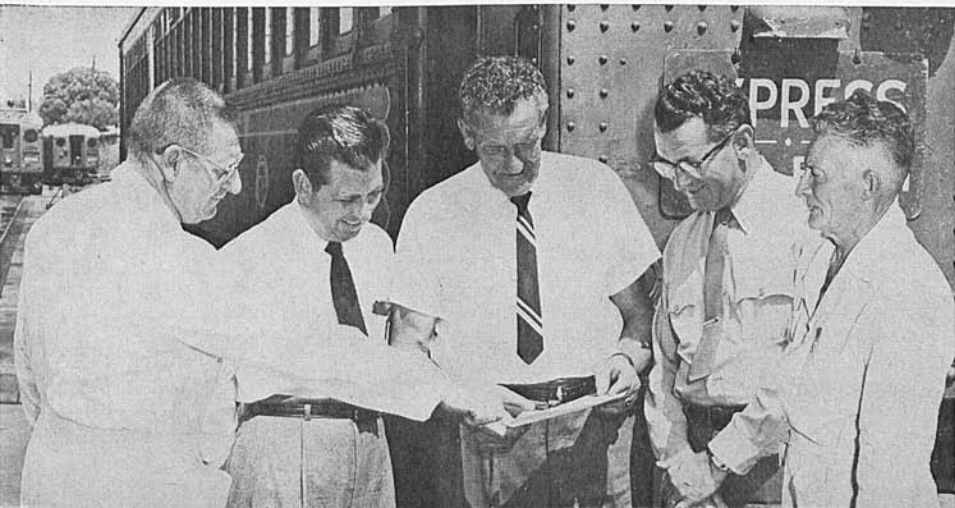
**LONG BEACH DIVISION** — View looking northeast, with garage at right, car house in background (partially hidden by trees just to right of rail cars in yard); and transportation building just left of rail car.

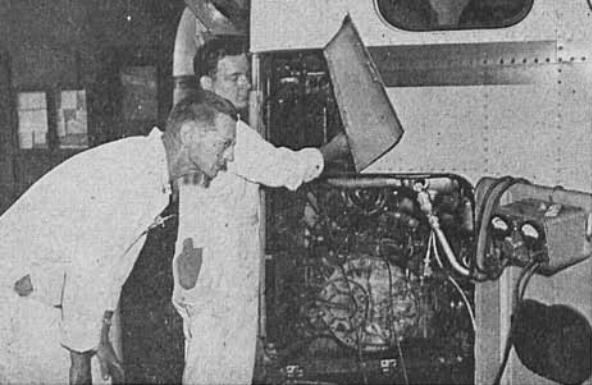
right around a paper warehouse. Follow it and pretty soon you're at the division."

The first building one reaches where MTA work is carried on is the Long Beach Garage, presided over by Foreman Joel D. ("Shorty") Hall. Some 50 yards farther on down the road one can see the red interurban cars

standing in a rail yard, just to the right of which is a long thin building known as Fairbanks Car House. This is the domain of Maintenance Division Superintendent Wheeler F. Ellis and Mr. Huemerich. (Mr. Ellis, as indicated in the August issue of *THE EMBLEM*, is also superintendent at Division 20.) Near the car house and

**LONG BEACH DIVISION HEADS CONFER**—Left to right are T. E. ("Ted") Huemerich, foreman, rail maintenance, Fairbanks Car House; Roland W. Krafft, division superintendent, transportation; Wheeler F. Ellis, division superintendent, maintenance; Elmer B. Stowe, division instructor, transportation; and Joel D. ("Shorty") Hall, foreman, bus maintenance, Long Beach Garage. The men are in the Fairbanks Rail Yard discussing common problems.





**BUS MAINTENANCE LEADERS**—Photo at left: James L. Stinson, left, relieving the regular man, O. C. Holland, as second shift leader when photos were taken, gives some pointers on voltage regulator repair to Mechanic James Endicott. Photo at right: As the third, or night shift, closes, Roy E. Olson, its leader, left, goes over with the oncoming first shift leader, Ralph Yarbrough, work not completed by the third shift. Leaders' hours overlap.

## Division 12, Long Beach

just to the west of the tracks is a building which houses Transportation Department activities under the supervision of Division Superintendent Roland W. Krafft.

### GARAGE AND CAR HOUSE

At the garage, Mr. Hall maintains 47 buses on a seven-day a week basis with the assistance of three shifts of workers, including three leaders, seven mechanics, three utility "A's" (men cleaners), one utility "B" (woman cleaner), a clerk, and a janitor. The clerk serves both the garage and the car house.

Long Beach Garage maintains all buses on Lines 33, 34, 37, and 66; and many of the buses on Lines 55, 59, and 61. Some coaches on Lines 55 and 61 are maintained at Macy Garage; some on Line 59, at Riverside Garage.

At the Car House, the 33 big inter-urban rail cars and two line cars used on the Los Angeles-Long Beach line

(36) are maintained by three shifts of mechanics and cleaners working around the clock seven days a week, as at the garage. The total force consists of three leaders, 16 mechanics, three utility "A's," seven utility "B's," and a clerk.

A world of experience is at the command of Messrs. Ellis and Huemrich. According to the latter, the average Car House mechanic has served MTA and its predecessors for over 30 years. Thomas Cassidy observed his 48th year of service on July 3. Tom Higgin has worked over 40 years; H. B. Cherry, nearly 40 years; G. M. Boswell, 39 years. Leaders Mattie Laakson and Frank E. Hadsell have served, respectively, 38½ and 34 years.

### TRANSPORTATION DIVISION

Under the leadership of Superintendent Roland W. Krafft of the Transportation Division, 154 operators man the vehicles on the one rail

line and the seven bus lines wholly or partially within Long Beach jurisdiction. Assignments are made entirely at Division 12 for the Los Angeles-Long Beach Rail line (36) and for four bus lines, including San Pedro - Wilmington - Compton (33), Los Angeles - Bellflower (34), Harbor Freeway Flyer (37), and Huntington Park - Long Beach - San Pedro (66). Three bus lines are assigned in part by Long Beach and in part by other divisions: Los Angeles - Newport Beach - Balboa (55) and Long Beach - Pasadena (61) partially by Division 11 (Sixth and Main Sts., Los Angeles); and Long Beach - Riverside (59) partially by Division 11 and Division 9 (El Monte).

Assisting Mr. Krafft are seven division clerks, of which three are regular men, one, relief, and two, extra; and a stenographer. One instructor, E. B. Stowe, is assigned to the Long Beach Division.

#### TWO EXTRA BOARDS

The office routine is typical of that in other divisions except for the fact that Long Beach has two extra boards instead of one, according to Mr. Krafft. "That's because this division has both rail and bus service," he

said. "One board is for operators who are qualified as both motormen and bus drivers; the other, for operators who are qualified as both conductors and bus drivers."

As stated in the August issue of THE EMBLEM, Long Beach operators responded 100% to see the safety film, "Knowing's Not Enough."

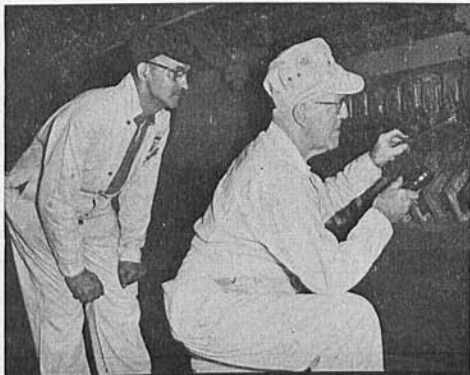
#### HEADS PROUD OF DIVISION

"This response was typical of the fine cooperation my men always give," said Mr. Krafft. "They have also responded splendidly to the new emphasis on the securing of courtesy cards and the reduction of accidents in the current safety program under the leadership of Safety Engineer Joe Prutsman. I'm proud to be associated with such a group."

And, of course, Messrs. Ellis, Humerich, and Hall are equally proud of their maintenance forces.

Assistant General Manager M. Edwin Wright, who has general supervision over both maintenance and transportation, stated, "I'm proud of all our divisions and I'm not taking sides, but it can certainly be said that Long Beach Division, transportation- and maintenance-wise, is as fine as any on the MTA system."

**RAIL MAINTENANCE LEADERS**—Photo at left: Paul R. Cloutier, second shift leader, replaces brake shoe on interurban car. Center photo: Frank E. Hadsell, third shift leader, left, inspects adjustment by Mechanic Thomas Cassidy of group switches underneath rail car. Photo at right: Mathew Laakson, first shift leader, adjusts relay that controls speeds of car.



## Two New Departments Created by Authority

TWO NEW DEPARTMENTS, one entitled the Office of the Chief Engineer and the other, Real Property Management, were created by the Authority, effective July 1.

Headed by Chief Engineer Ernest R. Gerlach, the Office of the Chief Engineer, Department 2400, includes 13 members of the former Planning Department—the title of which has been discontinued, and the number of which, 3100, has been assigned to Real Property Management.

The latter department, headed by Real Property Manager Charles E. Haudenschild, consists of 36 building employees of the Transit Authority Building, the Sixth and Main Sts. Depot, Division 11, and Whittier Station; and 48 telephone and information operators.

All employees in Real Property Management were transferred from the Transportation Department except building employees of the Transit Authority Building. These last were transferred from the Administrative Department, 2100.

## Haudenschild Assumes New Responsibilities

DEPARTMENT HEAD STATUS was given Charles E. Haudenschild, real property manager, when the Real Property Management Department was established July 1.



C. E. Haudenschild

He now has three major fields of duty, carried out under the supervision of the general manager's office.

Two of these fields of duty are indicated in the story on the two new departments elsewhere on this page. The third is handling matters relative to the management, purchase, or lease of property necessary to the Authority's operations; as well as matters relative to the sale, lease, or use of Authority property by other persons.

Mr. Haudenschild began his transit career in 1945, and has served as operator, schedule maker, traffic analyst, and building manager.

## Coverdale and Colpitts Re-Employed

THE AUTHORITY has re-employed the consulting firm of Coverdale & Colpitts to find the answers to four questions essential to the development of rapid transit in the Los Angeles area.

The questions are:

How many people will ride the 75-mile rapid system now proposed?

How much revenue will their riding produce?

How much of this revenue will be required for operation and maintenance of the proposed system?

How much revenue will remain to pay interest and principal on the half

billion dollars that would have to be borrowed to build the system?

Coverdale and Colpitts, employed for 90 days beginning Sept. 6, is to complete its work at a cost not to exceed \$25,000, according to Executive Director C. M. Gilliss. The firm will use information previously gathered in its origin and destination survey, together with the engineering data submitted to the Authority June 27 by Daniel, Mann, Johnson, and Mendenhall.

MTA tabulating facilities and employees will be used to process the data.



# New Faces

A HEARTY WELCOME to the following new employees who joined MTA between June 15 and August 15:

## ACCOUNTING AND FINANCIAL

Data Processing Clerk: James L. Humphrey.

Temporary Clerk: Wanda Brookshire.

## ADMINISTRATIVE

Secretary I: Thelma Denny.

## ENGINEERING

Draftsman: Adelard J. Gero.

## EQUIPMENT MAINTENANCE

Mechanic "B": Cecil D. Anderson, Jose L. Arana, Alfred A. Baker, William J. Cecil, George J. Cindrich, James E. Colvin, Ben Hernandez, Christopher G. London, Richard J. Porter, Richard J. Vincent.

Utility "A": Richmond George, Hosiea Grubbs, Francis J. Parker, Eddie Boyea Rowell, E. L. Rufus, Willie J. Starling.

## OFFICE OF CHIEF ENGINEER

Ticket Office Clerk: Charles R. Clark.

## PERSONNEL

Assistant Insurance Clerk: Flora V. Shelton.

## PURCHASES AND STORES

Buyer: Henry G. Hartpence.

## REAL PROPERTY MANAGEMENT

PBX-Information Clerk: Dorothy S. Hall, Georgie B. Munson.

Temporary Janitress: Ruth Kelley.

## SPECIAL AGENTS

Patrolman: William E. Gormley, Jr.

Temporary Watchman: Joseph N. Morgan.

## TRANSPORTATION

Operator: Edward L. Amundson, Division 1; Jules Antman, 6; Leonard Augugliaro, Jr., 8; David Banks, 2; Robert E. Barnard, 2; Edward M. Baylor, Jr., 7; Lavern C. Bedford, 5; Donald J. Belt, 2; Edwin G. Biehl, 10; Billy J. Boyd, 3; Adam Brehm, 7; Augustus G. Brown, 1; Ernest P. Campbell, 10; Richard A. Capenhart, 6; Bruce K. Carpenter, 8; James F. Cenderelli, 11; Buell R. Chadd, 10; Freddie J. Chapman, 5; Rudy R. Cheatham, 5; Albert Christensen, 5; Charles V. Colbert, 8;

Thomas J. Coyle, 7; Vito P. Crisafulli, 6; Charles V. Crosley, 6; James E. Crubbs, 7; Raymond C. Cummings, 10; Fred H. Daum, Jr., 2; Francis T. Davie, 11; Richard A. Davis, 1; James A. Deal, 3; James E. Deas, 8; Robert E. Duhamel, 10; Roland H. Edwards, 1; Frank L. Ellison, 7; Ed S. Estrada, 11; Lott F. Evans, 2; Leonel W. Fields, 1; Marvin Garaway, 3; Earl F. Gastel, 20; Fred J. Gauch, 8; Leo Gleadon, 7; George Green, Jr., 6; James M. Griswold, 10; Frank Hackman, 2; Joe L. Hammond, 20; Victor E. Harris, 7; Charles Hayes, 5; "J" "J" Hays, 6; David W. Heilman, 10; Dwight C. Heinz, Jr., 20; Edwin H. Hermann, 1; Jerry R. Hernandez, 20; Jesse B. Hill, 20; Lucius J. Hill, 5; John A. Hoare, 6; James K. Hodo, 10; Jordan G. Holland, 7; Robert D. Hulst, 10; Clayton L. Hurst, 10; Ernest L. Jackson, 2; James R. Jenkins, 5; Leland Johnston, 3; Thomas H. Jones, 20; Travis J. Jones, 6; Albert Judson, 20; Carl J. Julius, 5; Thomas E. Kerley, 5; Patrick G. LaPointe, 7; Alvin E. Lewis, 5; Carroll R. Logue, 8; Richard D. Luna, 10; James Martin, 1; Fred Martinez, 10; Louis R. A. Maspero, 20; Daniel G. McAuley, 3; William J. McCowan, 7; James G. McVeigh, 5; Oscar T. Moore, 7; Bruce C. Munn, 5; Ronald D. Neill, 7; Robert E. Oliver, 7; Oscar B. Osborne, 7; Herbert Otis, 6; Charles M. Parish, 2; Robert J. Patterson, 7; Fred E. Pearl, 2; Roy A. Perry, Jr., 20; Frederick W. Peters, 10; Leroy P. Phillips, 10; William A. Prewitt, 8; Melville E. Quincy, 7; Richard D. Rainey, 7; John C. Reed, 10; Paul A. Renneker, 2; Charles J. Retz, 7; Oral Bailey Rhodes, 2; Joseph L. Roberson, 20; Richard J. Romaine, 20; John D. Rulo, 10; Harold L. Salzman, 11; Wesley A. Sanders, 7; James D. Savill, 8; Phillip M. Schaut, 20; John Setusic, 2; Joseph M. Shaginaw, 10; George A. Smith, 1; Will E. Smith, 5; Eugene F. Starr, 2; Robert W. Stilwell, 10; William A. Stone, 2; Dalford E. Strauther, 1; Donald G. Sullivan, 5; Herman L. Sweet, 7; Calvin C. Tatum, Sr., 5; James E. Tension, 20; Jimmie D. Upton, 20; Augustine Vigil, 10; Billie W. Vorhees, 5; Harry T. Williams, Jr., 10; Louis T. Williams, Jr., 7; Roosevelt White, Jr., 20; Minor Winlock, Jr., 1; Paul F. Wolstenholm, 7; Vincent O. Woodford, 7.

Temporary Janitor: Augustus McGrew.

Steno-Clerk: Mary Lou Martin.

Temporary Towerman: Albert J. Bahr.

# On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder during the period from July 14 through August 15:

*Arthur F. Begg*, from operator-extra clerk, Division 1, to division clerk, Division 7, July 10. Employed July 15, 1946.

*Orville A. Ellis*, from mechanic leadman to equipment foreman, Division 5, July 10. Employed May 1, 1934.

*Donald Fox*, from mechanic "A" to leadman, Electrical Department, July 13. Employed May 23, 1956.

*Ernest C. Giaquinto* from operator-extra clerk to division clerk, Division 3, July 17. Employed March 23, 1956.

*Phillip Gordon*, from laborer "B" to mechanic "C," Way and Structures Department, August 8. Employed October 2, 1946.

*Roberto Gutierrez*, from mechanic "C" to mechanic "B," Way and Structures Department, August 15. Employed October 15, 1958.

*J. C. Heffington*, from foreman II to supervisor of Way and Structures Department, August 1. Employed May 2, 1927.

*Lawrence E. Johnson*, from foreman to equipment foreman I, Division 2, July 10. Employed May 15, 1941.

*Colonel W. Lambert*, from mechanic "A" to mechanic "A" leadman, Division 5, July 31. Employed August 3, 1959.

*Bernard Logan*, from mechanic "A" to mechanic "A" leadman, Division 5, July 31. Employed June 20, 1944.

*Gustavo Lopez*, from operator-extra clerk to division clerk, Division 5, July 10. Employed March 26, 1947.

*Frank J. Matzner*, from division clerk to extra assistant superintendent and division clerk, Division 3, July 3. Employed March 24, 1938.

*Epifanio Ramirez*, from laborer "A" to mechanic "B," Way and Structures Department, July 5. Employed September 20, 1956.

*Paul D. Scarberry*, from mechanic "B" to mechanic "A," Division 8, July 17. Employed March 10, 1960.

*Anna L. Stratton*, from steno to secretary II, Transportation Department, July 17. Employed May 27, 1960.

*Robert Wedaa*, from buyer to specification analyst, Purchases and Stores Department, July 18. Employed June 3, 1958.

## Retirements

FAREWELLS have been said to six retiring employees since publication of the retirement list in the August EMBLEM. They are:

*George M. Bisbee*, operator, Division 7, with over 40 years of service ending August 12.

*Bernard Jaynes*, operator, Division 11, with nearly 15 years of service ending August 3.

*Mary Kacy*, car cleaner, Division 11, with nearly 17 years of service ending July 31.

*James Simmons*, mechanic "A," Division 20, with over 36 years of service ending August 8.

*Richard M. Steele*, operator, Division 7, with over 40 years of service ending August 12.

*Willie C. Ward*, operator, Division 12, with nearly 15 years of service ending August 1.

## In Memoriam

THE EMBLEM records with regret the death of the following:

*James Griffin*, 57, utilityman, Division 6, maintenance; Aug. 9; service from 1946. Survived by his wife, Sadie.

*Lyle D. Hiersemann*, 56, clerk, Transportation Department; Aug. 11; service Department; Aug. 11; service from 1939. Survived by his wife, Mildred.

*William S. McCall*, 79, retired laborer, Way and Structures Department; Aug. 25; service from 1946 to 1954. Survived by his daughter, Mrs. Celia M. Beezley.

*Elmer Moore*, 64, utilityman, Macy Garage; Aug. 29; service from 1945. Survived by his wife, Willie.

*William J. Murphy*, 73, retired mechanic; Aug. 25; service from 1924 to 1954. Survived by his wife, Ethel.

*Albert W. Wells*, 71, retired electrical inspector; Aug. 3; service from 1923 to 1945. Survived by his sister, Miss Rachel Wells.

**"Destination—Safety"**

THIS HEAD SIGN on the Transit Casualty Company's safety coach greeted a large group of Division 3 operators and other personnel who gathered around when the coach arrived at that division on Sept. 6.

Comments by several operators who took the tests for vision, hearing, and driver reaction may be found in the story on pages 4 and 5.

**War Medical Training Helps Operator Revive Motorist**

HIS MEDICAL TRAINING in the Korean war enabled Operator William R. Hardie, of Division 5, to render first aid to a motorist on a morning in mid-August.



William R. Hardie

While north-bound on Western Ave., on a Line 84 run, Mr. Hardie, who served as a medical aide in the 187th Airborne Battalion in Korea, noticed the erratic movements of an automobile which had just started up from the curb. Looking through the rear view mirror of the auto, he saw the driver toss his arms and slump back in the seat.

"From his actions, I was sure he had had a heart attack," said the operator.

A woman sitting beside the victim made no movement to assist as the car went crazily along.

The operator was able to stop his bus, run to the car, turn off the ignition, and successfully give first aid until the ambulance came.

**IN THIS ISSUE**

**News Round-Up** .....2  
 DMJM Technical Report Issued—  
 Bids for 175 Buses To Be Sought—  
 PE Won't Extend Long Beach Track Lease—  
 3 Departments to Move to Macy  
**New Safety Committee Formed**...3  
**Try Your Driving Skill on the Safety Coach** .....4-5  
**Refresher Courses in Safety** .....6  
**Commendations** .....7  
**Division 12, Long Beach** ....8-11  
 Second of a Series on Important System Points  
**Two New Departments Created** .....12  
**New Faces** .....13  
**On Their Way Up** .....14  
**Retirements** .....14  
**In Memoriam** .....14



Published monthly by:  
 Los Angeles  
 Metropolitan Transit Authority  
 1060 S. Broadway  
 Los Angeles 15, California

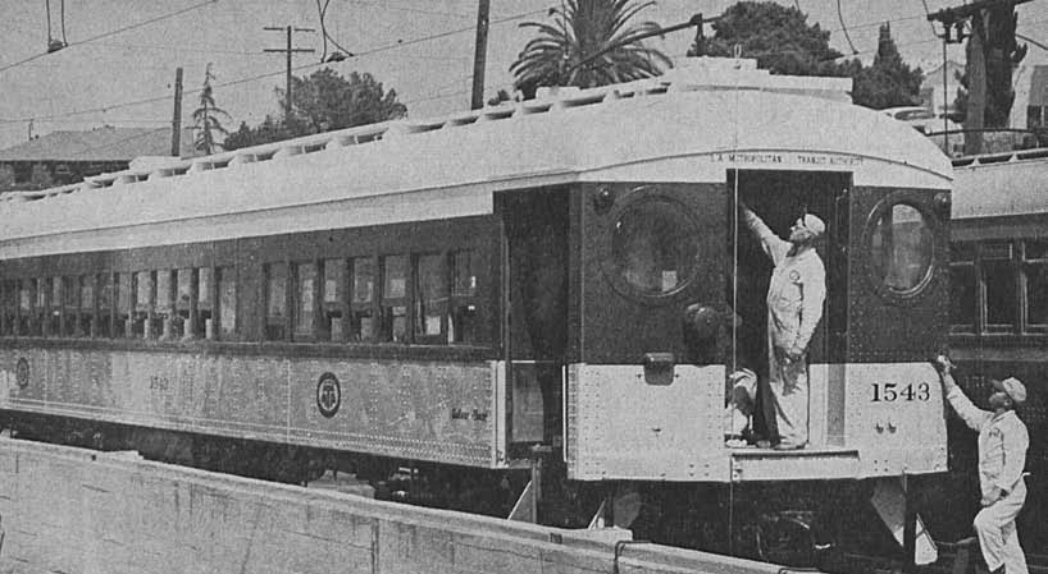
EDMUND G. BROWN  
 Governor of California

**MEMBERS OF THE AUTHORITY**

- A. J. EYRAUD  
Chairman
- Fred S. DEAN  
Vice-Chairman
- DON BELDING
- N. R. DUMONT
- MORTIMER W. HALL
- CARL P. MILLER
- ARTHUR J. WILL
- \* \* \*
- C. M. GILLISS  
Executive Director



W. Warren Silliman, Editor



SAMPLE OF WHAT COULD BE DONE to all the Long Beach rail cars is shown in this photo of reconditioning being done on Car 1543 at Fairbanks Yard. Bill S. Lavallee, in end door, and Sam J. Singer, at car corner, painted the car inside and out in MTA colors after standee windows had been eliminated and car had been reconditioned and prepared for paint. Approximately 130 gallons of paint, paint thinner, and undercoating were used. Seats were re-upholstered, rubberized flooring was placed in vestibules and on steps, and new cords for bell signals, register, and emergency stops were installed.

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