

The



# Emblem

76-52

MARCH, 1961



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- MTA Pioneers in Reducing Fares for Elderly
- ACME Votes Funds to 3 Charities—NEEDS MEMBERS!

# Pay-Roll Deduction Authorized For Lamta Credit Union

## Authority OK's Plan to Aid Employees In Savings and Financing Programs

PAY-ROLL DEDUCTION for both savings and loan accounts in the Lamta Employees Federal Credit Union is now available to members.

The privilege of making pay-roll deductions for the Credit Union was extended to employees in order to facilitate their savings and financing programs, explained C. M. Gilliss, executive director.

"The Credit Union," he said, "is an organization of, by and for the employees. It provides a good and effective way for the employee to help himself by borrowing or saving money."

### HOW TO APPLY

Employees who wish to take advantage of the plan may do so by making written application at the Credit Union office, 704 Transit Authority Building, 1060 S. Broadway, Los Angeles, between 9:30 a.m. and 3:30 p.m.; or they may contact a field representative during his off-duty hours.\*

\*Field representatives are at present:

Division 3301: M. H. Szathmary, mechanic.

Division 3302: Wm. J. McCrae (body shop).

Division 3305: R. W. James, mechanic.

Division 3307: Wayne Spittler, day foreman.

Division 3203: L. B. Meek, operator and president of the Credit Union.

Division 3209: Frank J. Matzner, clerk.

Division 3212: Wm. J. Oliver, operator. Way and Structures Department: Louis L. Schmidt (Vernon Yard office).

Electrical Department: Walter Whiteside, joint pole field representative.

South Park Shops: John C. Boyce, clerk.

Those who are already members of the Credit Union sign a pay-roll deduction card for whatever amount, in dollars only, they wish to have taken from their pay checks once each month. The deduction will be taken in the next to last pay-roll period ending within a calendar month.

Specifically, the deduction will show in checks you will receive Mar. 21, Apr. 18, May 16, June 13, July 25, Aug. 22, Sept. 19, Oct. 17, Nov. 14, and Dec. 26, 1961.

Those who wish to become members of the Credit Union may join by depositing \$5.00—the equivalent of one share—at the time of their application. Each share represents savings. There is also an entry fee of 25c for a membership in the employee's own name, or 50c for a joint membership (the employee and spouse, for example). Any member of the employee's family is eligible to join if he or she lives under the same roof as the employee.

### ADVANTAGES OF MEMBERSHIP

"Belonging to the Credit Union has several advantages," stated T. V. Collins, assistant treasurer for MTA and treasurer of the Credit Union, of which his wife, Ruth, is full-time business manager.

"In the first place, the Credit Union is a non-profit organization run strictly for the financial benefit of members only, who are also its only investors. Only members participate in earnings; the Credit Union is not operated for anyone's private gain. Any earnings that remain at the end of each year—

after all expenses have been paid and required legal reserves have been set aside—are returned to members in the form of dividends (interest) on their shares (savings).

#### **HIGH DIVIDENDS PAID**

"Furthermore, the 5% dividend currently being paid on savings is higher than most banks or savings and loan organizations pay.

"Another great advantage is that the Credit Union carries share and loan insurance on its accounts.

#### **SAVINGS INSURED**

"The share insurance is a plan that gives each eligible member up to a maximum of \$2,000 of insurance on his savings. Every member who is under 70 and able to perform the usual duties of his livelihood (at work, home, or school) is eligible for this insurance when he deposits money in the Credit Union. For each dollar he deposits before age 55 he gets a dollar of insurance; from 55 through 59 years, 75c; from 60 through 64 years, 50c; and from 65 through 69 years, 25c.

"This means that if you should die,

your beneficiary would get \$2 for every \$1 you deposited before age 55; \$1.75 for each dollar you deposited from age 55 through 59; and so on.

#### **LOANS INSURED**

"The loan insurance is a plan that insures the life of the borrower in the amount of his loan balance up to \$10,000. Every borrower under 70 who is able to perform (or within a reasonable time to resume) the usual duties of his livelihood is insured. If an insured borrower dies before age 70, or is totally and permanently disabled before age 60, the insurance company pays off his loan.

"Both share and loan insurance are at no cost to the member. The Credit Union pays the premiums out of its earnings.

#### **LOW INTEREST CHARGED ON LOANS**

"Still another advantage of our Credit Union is that the member pays less interest on loans, on our present schedule, than he would pay to most banks or savings and loan institutions. Our interest rate is 1% per month on the unpaid balance. This is the equivalent of \$6.50 a year on each \$100 borrowed.

#### **FUNDS ARE PROTECTED**

"The financial soundness of our Credit Union is protected in several ways," Mr. Collins continued.

"First, we operate under rules prescribed by Federal law, and books of the Credit Union are regularly examined by Federal examiners to insure our compliance. Secondly, a supervisory committee of your fellow-employees who are members of the Credit Union regularly audit the books and the accounts of individual members. Third, the treasurer and other officers who handle money are bonded. Fourth, reserves amounting to 20% of the net earnings (after expenses are paid) are each year set aside to cover possible uncollectible loans."

### **How to Join Lamta Credit Union**

1. You must be an MTA employee, or a member of the employee's family living in the same home as the employee.

2. You must sign an application for membership card.

3. You must deposit \$5.00 to shares (savings).

4. You pay an entry fee of 25c for a single account or 50c for a joint account.

*Visit the Credit Union office at 704 Transit Authority Building Monday through Friday between the hours of 9:30 a.m. and 3:30 p.m.*

*Telephone: Richmond 7-1890.*

# Acme Heads Concerned Over Lack of Members

**Goal Is 100% of MTA Employees, Says Chairman,  
Urging Immediate Enrollment to Help Needy;  
Committee Votes Funds to 3 Charities Feb. 14**

"THE MEMBERSHIP of 1,776 employees in ACME, your charitable organization, is fine for a starter, but we need more members by hundreds," declared ACME Chairman W. C. Scholl, speaking for the ACME Committee after its meeting on Feb. 14.

"At this meeting, the Committee members expressed concern over the lack of membership applications which had been received since ACME started last Nov. 1.

"Moreover, it was pointed out, the pledges to date, aggregating \$1,844.25 a month, average out to but little more than a dollar a month per member.

## **GOAL: ALL EMPLOYEES IN ACME**

"The Committee's goal is to enroll in ACME 100% of the 4500 MTA employees.

"Membership has several advantages:

"It helps make you feel that you are doing at least a part of your share to help the needy.

"It divides your annual contributions into monthly payments.

"It simplifies computing your contributions to charity for income tax purposes.

"You can designate on your enroll-

ment card the charities you wish to benefit by your contributions.

"Join ACME today. Sign a membership card—available at your division or departmental office—and ask the office to send it to Personnel. Or come to the Personnel Department and fill out a card."

## **FUNDS DISTRIBUTED**

Distribution of \$1200 to the March of Dimes, \$1200 to the Heart Fund, and \$150 to the Arthritis and Rheumatism Foundation was voted by the Committee at its Feb. 14 meeting.

The Committee also selected six other charities as beneficiaries of ACME funds for the year 1961. These included the Red Cross, the Community Chest, the American Cancer Society, the Multiple Sclerosis Society, the Cerebral Palsy Association, and the Muscular Dystrophy Association.

"During the charity's drive or at the end of the calendar year, the amounts which employees have designated on their pay-roll deduction cards for charities other than those named above will be sent to those charities," stated Mr. Scholl. "The names of the charities benefited and the total amounts sent to each will be subsequently published in THE EMBLEM."

## Join ACME Now!

# Reduced Fares for Elderly To Go Into Effect June 1

## MTA Pioneers Plan to Give 25c Ride for 15c To Senior Citizens Who Show ID Cards

A REDUCED FARE PLAN for qualified senior citizens during off-peak hours will go into effect June 1 for a four-month trial. It was approved by the Authority Feb. 21.

A forty per cent reduction in base fare will be made to give the beneficiaries of the plan a 25-cent ride for 15 cents from 10 a.m. to 3 p.m. and from 7 p.m. to midnight on weekdays, from 7 p.m. to midnight on Saturdays, and all day Sundays and holidays.

### MUST SHOW ID CARDS

The low rates will be extended system-wide (wherever the base cash fare is 25c) to persons who show the operator special identification cards. These will be issued on application to men aged 65 and over and to women aged 62 and over who do not earn more than \$1200 a year in wages and whose spouse does not earn more than that sum.

"The Authority is pioneering this experiment in order to help not only the senior citizens but the community as a whole," said Chairman A. J. Eyraud.

"The trial will succeed if it stimulates enough patronage to maintain or increase revenue. But if it fails, if revenues drop and stay down after a fair trial period, we will have to return to the normal fare schedule.

"The Authority's only revenue is from fares; hence, our fares must be such that they bring in sufficient revenue to meet expenses.

### MTA PIONEERS PLAN

"The Authority is leading the way with this experiment.

"It is, as far as we can find out, the

first public transit group not receiving tax subsidies to try this plan of improving service and accommodating eligible senior citizens.

"In all of the United States, it is the second big transit operation of any kind to test such a fare reduction plan. The only other agency to try it before the MTA is the tax-supported municipal transit operation in Detroit."

### MUST APPLY FOR ID CARDS

Beginning of the trial was set for June 1 in order to give adequate time to arrange for the processing of applications for and the distribution of the identification cards for eligible senior citizens.

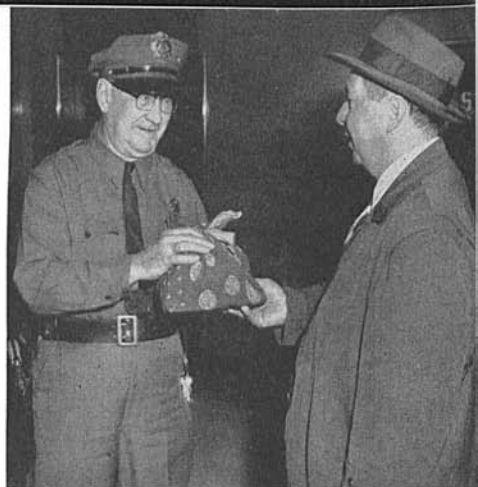
The processing for Los Angeles County residents will be done at a number of County locations under the supervision of the Senior Citizens Service Center, a Los Angeles County agency, located at 306 West 3rd St., Los Angeles. Authority officers are discussing similar arrangements with the Board of Supervisors of the three other counties served by the MTA.

Announcement will be made when the preliminary arrangements have been completed and it is time for senior citizens to make their applications for identification cards. The applicants will be asked to certify to their age and earnings status.

### IDENTIFYING PHOTO ON CARD

The plan is that applicants will be photographed and their photos attached to the identification card.

Detailed instructions for making applications will be distributed through various senior citizen organizations and through country welfare offices.



PATROLMAN KELLEY ON THE JOB

"Over there, lady!" . . . "I found this on the bus. Would you turn it in, please?"

## EMPLOYEE PORTRAIT

*(Fourth of a series)*

# Ernest Kelley

## Patrolman, Special Agents Department

THE DEPOT at Sixth and Main Sts., Los Angeles, has for the past 19 years been made a safer place for the public and for employees alike by the presence of Patrolman Ernest Kelley, of the Special Agents Department.

### KELLEY SENIOR PATROLMAN

He is the senior in point of service of six patrolmen assigned to this beat in overlapping shifts around the clock.

Of the thousands of commuters who daily hurry through the station on their way to and from work, many greet him by name.

Mr. Kelley's first duty of the day—he comes on at 7:00 a.m., Tuesday through Saturday—is to make a tour of the Sixth and Main MTA property with the night patrolman to see that everything is in order. He spends most of the remainder of the day helping and protecting the public.

"The questions most often asked are how to get downstairs to the an-

nex, when the next bus leaves for some point, where to find a red cap, where the restrooms are, or how to reach some location," he says.

Occasionally, he finds it necessary to help a lost child locate its parents, or a lost or bewildered person locate relatives or friends.

"Our biggest problem," he says, "is keeping the public happy—knowing the right way to handle each individual.

"The whole job calls for just a little common sense—that's all."

### ONCE A CHICAGO POLICEMAN

His police experience began in 1920, when he became a deputy sheriff at Stevens Point, Wisconsin. In 1923 he joined the Chicago Police Department as a patrolman handling both traffic and crime prevention for 10 years. For his work on the Chicago police force, he at one time received honorable mention by the *Chicago Tribune*.

# Regular Rider Defends MTA

"I DO NOT THINK the Metropolitan Transit Authority is getting a fair 'shake' from the public, at all!"

So wrote Mr. Russ Tree, a member of the transit-riding public, in a recent letter to the Authority. The letter was written in a letter-to-the-editor style, as though addressed to the general public. Mr. Tree stated that he has no car and depends on public transportation for all travel.

Some quotations from the letter:

"The MTA does not deserve a small part of the adverse criticism that is being heaped upon them! While, on the other hand, I *do* believe they are entitled to much praise and appreciation for the job they are doing—and for trying to improve the situation as fast as possible!

## **FARES STILL RELATIVELY CHEAP**

"Many persons are howling loudly about the rise in fares—made necessary, of course, by the wage raise.

" 'Yeah,' howls Mr. Calamity, 'the public always pays.' So what? Who else should pay for the things which the public consumes, except Mr. John Q. Public himself?"

## **WAITING FOR BUSES**

"Others are 'beefing' about how long they have to wait for a bus! The MTA Depot at 6th and Main St. has an Information Dept. operated by very courteous persons. Talk to them, and they will furnish you with timetables to suit your needs. . . . Your timetable will give you full data on times of arrival and departure of buses at all important stations; and, if you get to your bus stop on time, you will never have to wait! . . .

## **MORE RIDERS, CHEAPER FARES**

"Speaking again of prices. Did it ever occur to you that if more people used bus transport consistently the fare could well be less? And the service better?"

## **Gerlach Heads MTA Employees On Glendale Legion Program**

HEADED by Chief Engineer Ernest R. Gerlach as principal speaker, MTA employees played a leading part in a special Transportation Night meeting held by Glendale Post 127, American Legion, on Thursday, Feb. 9. Some 50 MTA employees, many with their wives, were present.

Mr. Gerlach, in a talk illustrated by slides, described the rapid transit plan proposed for the Los Angeles area. Among the slides were maps of the proposed corridors and photographs of various experimental rapid

transit systems and equipment found throughout the world. He stressed the intensive study which had been made of all these systems by the MTA consulting engineers before they made their recommendations for a system adapted to the needs of the Los Angeles area.

The program for the evening was arranged by E. H. Schlichtman, Post 127 member and clerk at Division 8, Van Nuys.

Operator Larry Schermerhorn, of Division 8, and his daughter, Betty, played guitar duets.

General Manager Cone T. Bass was among a number of MTA officials present.



THE BIDDING ROOM, with bidding in progress, at Division 3, opening day. Announcer's table is at far end of room. Work runs for the system are posted by divisions on bulletin boards at left, for convenience of oper-

ators in selecting run they wished to bid. Division superintendents sit behind long line of tables at right. Bulletin boards against wall at right contain work run numbers by divisions. Numbers are checked off when bid.

# Changes in Operation to Come With System Shake-Up April 9



PLANNING for the system shake-up on April 9 involved a number of operational and other changes which are scheduled to take effect on that date. These include:

#### PASADENA LINES TO BE COMBINED

1. Combining Pasadena lines 70 (Oak Knoll) and 71 (Short Line) into one operation to be known as the Los Angeles-Pasadena Motor Coach Line 71.

**1328 YEARS OF SENIORITY**, or an average of almost 37 years of service per man, is represented by this group of 36 operators who were among the first to bid in the system shake-up on the opening day, Saturday, Feb. 18. Their names and years of service to the nearest year follow: Front row, from left, Sam J. Singer, 38; John G. Hartzell, 35; John M. Hunsaker, 40; Dan Stasi, 35; Thomas H. Carey, 41; George Beckstrom, 38; Leon L. Bandle, 35; Glenn S. Mattern, 40; Francis L. Srack, 36; William H. Dyson, 36; Solomon H. Brody, 37; Perry E. Holt, 39; J. W. Howard, 37; George

#### SHIFT FROM RAIL TO BUS ON LONG BEACH LINE

2. Change-over from rail to bus service on the Long Beach Line 36 (planned if Pacific Electric does not agree to MTA's proposed rail lease by April 1). This will involve the following:

a. Express service, to be known as the Los Angeles-Long Beach Freeway Flyer Line 36, will be operated between Los Angeles and Long Beach via the Santa Ana and Long Beach freeways.

*(continued on page 10)*

H. Melcher, 36; E. N. Denton, 35; K. E. Rodecker, 36; J. M. Wayne, 41; C. B. Clary, 38. Rear row, from left, A. R. Peterson, 34; Garrett W. Demarest, 37; Harvey Evans, 33; J. R. Johnson, 37; Ivan M. Cammack, 39; L. T. Staten, 41; E. F. Dietz, 38; E. W. Pont, 35; E. L. Mullins, 35; O. C. White, 36; D. H. Getchell, 37; H. W. Jenkins, 35; E. S. Swift, 38; E. A. Gschwind, 33; Harvey C. Reeves, 37; H. L. Miller, 35; F. M. Osborn, 34; and S. S. Wollam, 41. Several men with even longer periods of service were absent, having earlier given their bids to their superintendents.





**ANNOUNCER'S TABLE** — From left are J. H. Taylor, schedule maker II; H. D. Henry, assistant supervisor of transportation statistics; W. J. Gerhardt, staff assistant, at the microphone; and Jack Stewart, assistant general superintendent of transportation. As Mr. Gerhardt announces the names of operators in order of seniority, Messrs. Taylor and Henry check to see that all names are called in proper sequence, all runs are filled, and transfers to other divisions are accurately recorded. Mr. Stewart double checks.

## Changes in Operation to Come

b. Operating as a part of the Los Angeles-Long Beach-San Pedro via Compton Line 33 will be:

(1) Rush-hour express service between Los Angeles and Compton via Alameda St. This will be known as the Los Angeles-Compton Express Line 33E.

(2) Local service between Long Beach and Los Angeles via Watts and Compton. This will be known as the Los Angeles-Compton-Long Beach Local Line 33A.

(3) Local service between San Pedro and Los Angeles via Watts and Compton. This will be known as the Los Angeles-Compton-San Pedro Local Line 33B.

Line 36 will operate out of Division 12, and Line 33 out of both Division 11 and Division 12.

The tower at Sixth and Main, no longer needed to control rail movements on the viaduct, will be closed.

Towermen have already exercised their seniority rights in the system shake-up.

### CROSS TOWN LINES INTEGRATED

Former Cross Town lines will be integrated with MTA operations and assigned to divisions as follows:

Lines 109 and 111 to Division 2.

Lines 101, 102, 103, 106, 107, and 108 to Division 5.

Lines 112, 117, 118, 119, and 120 to Division 9.

Lines 113, 114, 115, 116, 124, 125, and 126 to Division 12.

### UNIFORMS REQUIRED APRIL 9

All employees of the Transportation Department have been officially advised that on April 9 all whose duties require uniforms must appear in regulation apparel.

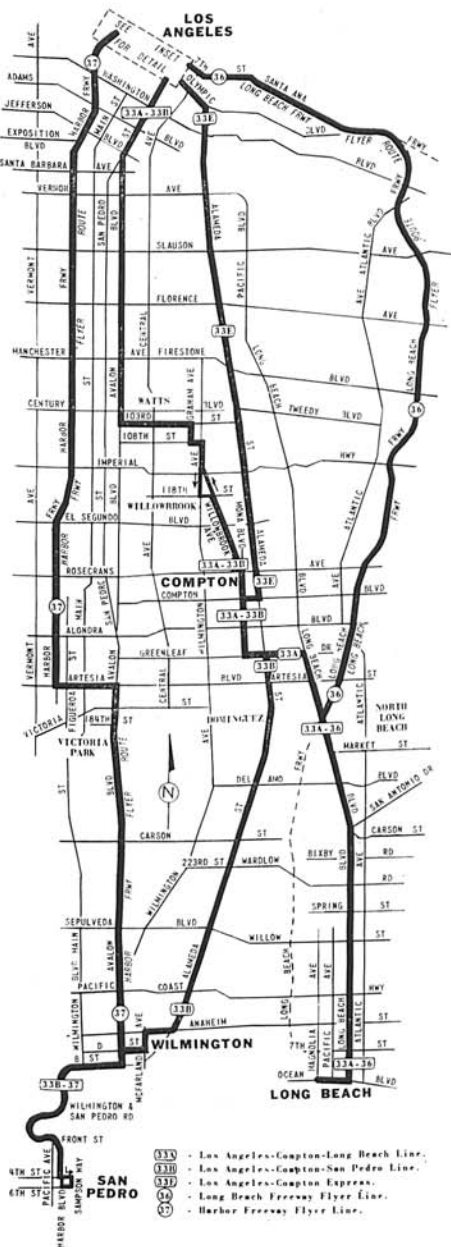
### SHAKE-UP RUNS SMOOTHLY

Careful planning for months in advance made for smooth sailing in bidding for the system shake-up, held in

**MASTER SENIORITY ROSTER—**  
Operator M. L. White finds that his name is 134th on the list of 2695 names posted for the convenience of operators in the bidding room at Division 3 during the system shake-up.



## Proposed Bus Routes, Los Angeles-Compton- Long Beach-San Pedro



DETAIL OF ROUTES - DOWNTOWN LOS ANGELES

the operators' room at Division 3. The bidding began on Saturday, Feb. 18, and ended on Thursday, March 2, when the 2695th operator—the last in point of seniority—made his bid.

The 1961 version of the shake-up was somewhat complicated by the last-minute entry of the Cross Town Suburban Bus Lines into the MTA organization. Between Jan. 10, when the purchase of Cross Town was approved, and Feb. 18, when the system bidding started, it was necessary to:

1. Establish the bidding rights of the 56 Cross Town operators who transferred to MTA. This was done by ascertaining their seniority dates and merging the men into the master seniority roster of operators.

2. Plan a double set of schedules for the Cross Town lines: a temporary set ready Feb. 15, when MTA assumed operation; and a more permanent set which, though not effective until April 9, the date of the shake-up, nevertheless had to be prepared in time to cut runs for the bidding which began Feb. 18.

# Commendations

## February Courtesy Award Won by Operator Hazelton

HIS HELPFULNESS toward a confused elderly passenger won for Orvil Hazelton, Division 3 operator, the title of Operator of the Month for February.



Orvil Hazelton

Three high-ranking peace officers of the Southern California area served as judges in selecting Mr. Hazelton for the honor.

They were J. G. Bowers, chief, detective division, Sheriff's Department, County of Los Angeles; Russell E. Fuson, supervising inspector, California Highway Patrol; and Harold W. Sullivan, deputy chief, Los Angeles Police Department.

After giving an elderly passenger directions as to how to transfer to the "P" car at First and Spring St., Mr. Hazelton, while pulling away from the curb, noticed that the old gentleman was walking in the wrong direction, according to the winning commendation. The operator stopped his bus, opened the door, and called to the man, urging him to go the other way, and meanwhile pointing to the "P" car loading zone. The old man seemed to comprehend and began to walk in the right direction—but against the signal. Again Mr. Hazelton called to him, directing him back to the curb to await the green light.

"In this busily confused city of ours this kind of sunshine is not obliterated by smog," commented the writer of the letter.

Mr. Hazelton's seniority dates from

## 97 Employees Honored In January for Courtesy

CONGRATULATIONS to the following 97 operators, who received commendations during January:

E. A. Abbott, Division 3; H. M. Baldrige, 20; S. L. Barasch, 8; Elizabeth A. Basil, 6; S. E. Bass, 5; Eunice J. Beatty, 5; F. H. Belk, 11; E. R. Bell, 5; Ida J. Bell, 20; M. R. Bragg, 7; G. A. Briggs, 6; M. S. Buck, 20; H. J. Burke, 21; W. B. Burrill, 6; E. E. Capek, 3; K. D. Christensen, 3; A. V. Conley, 8; Frederico Contreras, 7; V. A. Conupp, 7; B. F. Cooper, 1; T. G. Cumberland, 10.

F. E. Dahlstrom, 7; Roscoe Dawkins, 5; A. B. Dobine, 1; J. D. Evans, 3; M. R. Farmer, 7; W. A. Felder, 2; Max Feldhorn, 10; E. J. Filek, 11; H. H. Foster, 9; Roger Fowlston, 7; L. W. Frey, 5; Frank Gardner, Jr., 3; F. H. Graham, 11; D. C. Grayson, 12; W. J. Green, 5; C. M. Hamilton, 8; V. E. Harris, 7; H. T. Hass, 2; J. D. Haynes, 3; Orvil Hazelton, 3; H. J. Heurkins, 3; L. M. Hobel, 8; D. L. Holloway, 10; W. K. Holsberry, 12; Philip Huft, 20.

H. C. Jones, 10; Thomas Kane, 3; Irene King, 5; M. E. Kittinger, 12; R. D. Kornell, 20; J. J. LaFond, 12; G. L. LeRoy, 11; M. L. Levin, 7; Joe Liscano, 7; P. E. Marcus, 2; C. F. Maxham, 20; J. E. McGee, 20; T. L. McLemore, 2; B. J. Mitchell, 1; E. F. Morgan, 9; Charles Mosher, 11; J. J. Noland, 10; R. E. Oliver, 7; Leonard Premselar, 6; C. F. Pruett, 6; R. R. Rideout, 7; Creighton Rinderknecht, 8; E. P. Rodean, 5; R. J. Romaine, 20; H. A. Ruysers, 7.

N. L. Sampson, 3; Gonzalez Sanchez, 2; D. A. Schinler, 7; P. D. Schmidt, 5; R. M. Schramm, 2; Ann G. Schulz, 7; V. D. Shaeffer, 5; M. R. Sklaren, 20; E. L. Stover, 11; F. H. Thompson, 9; C. S. Tibbitts, 5; J. H. Toombs, 21; J. W. Turner, 20.

G. F. Vogel, Jr., 2; D. S. Varela, 9; L. D. Waldo, 7; J. A. Warren, 8; W. S. A. Weary, 7; C. H. Webb, 7; O. A. Westphal, 3; C. J. White, 5; D. B. White, 7; P. W. White, 11; L. M. Wimberly, 20; F. L. Wright, 9; R. D. Yahne, 8.

1942. He is a director and credit committee member of the Lamta Employees Federal Credit Union.

# New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Jan. 17 and Feb. 15:

## ACCOUNTING AND FINANCIAL

Clerk (Temporary): Rose A. Britter, Carl V. Safstrom.

## ELECTRICAL

Lineman: Kenneth G. Baker, David F. Thompson.

## EQUIPMENT MAINTENANCE

Mechanic "A": William K. Carson, John W. Chapman, Richard A. Lujan, Arthur B. Reynolds, Frank Van Beber.

Mechanic "B": David Biehn, Audrian V. Erkenbrack, John A. Ferguson.

Mechanic "C": Lynn N. Barnes, Andrew J. Mayes.

Utility "A": Charles J. Anthony, Donald B. Marion.

## PERSONNEL

Medical Clerk Receptionist: Grace V. Jordan.

## OFFICE OF CHIEF ENGINEER

Assistant Transportation Engineer: William D. Bourne.

## REAL PROPERTY MANAGEMENT

Information Clerk: Betty M. Benninger, Virginia M. Garber, Mary L. Hogue.

Janitress (Temporary): Mary A. Fullen.

## TRANSPORTATION

Junior Staff Assistant: James C. Carson.

Operator: John B. Aisenbrey, Division

11; Harry E. Anderson, 5; William R. Becker, 2; William H. Belcher, 12; Guy H. Benton, 9; Bryson G. Biehn, 12; Donald J. Biehn, 12; Leo C. Birdwell, 12; Jeral B. Blackwood, 5; Richard L. Boyd, 5; Donald F. Brennan, 12; Ernest N. Brunswick, 5; Charles W. Bustillos, 9; Odis H. Cambron, 2; Ralph G. Carpenter, 9; Allen R. Cole, 2; Carl C. Crow, 5; Mathew A. Curovich, 2; Jason J. Dewhirst, 5; John J. Donelan, 12; William G. Eggertz, 9; Glendon H. Fowler, 5; William A. Gerhold, Sr., 2; Joseph Ginsburg, 5; Russell J. Hatfield, 5; Warren R. Henley, 5; Harry H. Hill, 5; Glenn G. Hochstedler, 5; Burnelle E. Holman, 9; Robert M. Humphreys, 5; James Hunter, 5; Russell D. Jones, 9; Donald A. La Mont, 12; Leonard F. Mader, 5; Robert A. Martin, 5; Frank M. Mattocks, 12; Douglas G. Mayes, 2; William J. McElreath, 9; George Nahra, 12; Maynard J. Nootenboom, 12; Ralph G. Nord, 12; Joseph C. Pencak, 2; Earl C. Peters, 2; Paris L. Raines, 12; Lloyd P. Reeves, 12; Rudolph R. Renevier, 2; Leonard Sellick, 5; Edward L. Schonbacher, 5; Wilbert E. Stevens, 2; Harry Moore Tester, 9; William E. Tucker, 12; William J. Walsh, 12; James E. Williamson, 12; William R. Willis, Jr., 12; Seldon C. Witt, 12; Paul F. Wolstenholm, 9.

Steno-Clerk (Relief): Frances L. Thompson.

Supervisor: Arnold O. Hughes.

Typist-Clerk: Jane G. Reilly.

# In Memoriam

THE EMBLEM reports with regret the death of the following:

*Wayne R. Dansie*, 46, assistant division 1 transportation superintendent; Feb. 16; service from 1942. Survived by his widow, Lorraine.

*Edward Russell McAllister*, 34, operator, Division 8; Jan. 31; service from 1959. Survived by his widow, Dolores.

*James Roger Snell, Jr.*, 45, operator, Division 20; Feb. 21; service from 1946. Survived by his widow, Velma.

*David Gordon Zittlaw*, 23, operator, Division 7; Feb. 12; service from Sept. 12, 1960. Survived by his father, Walter H. Zittlaw, of Elkhart, Indiana; and his brother, Allen Bostian, of Tucson, Arizona.

# Patrolman Recovering From Feb. 28 Injuries

"DOCTORS feel that Patrolman Robert F. Menius will possibly be able to return to work some time in April," reported Chief Special Agent Joseph Shafer early in March.

Patrolman Menius was released on Saturday, March 4, to go home from the California Hospital, where he had been recuperating from injuries sustained while he was at his post of duty Feb. 28 at the MTA Depot, Sixth and Main Sts., Los Angeles.

He is married and has a grown daughter.

# "Help Sell Charter Service," Supervisor Urges Employees

"YOU can be of great help in selling MTA charter service via Clubliner to groups you know that plan outings and trips of all kinds," Frank J. Screech, supervisor of charter service, recently pointed out to employees.

"Suggest now to your church, club, or other social group that MTA has excellent, dependable charter coaches to any point within our service area. A word from you could mean added revenue to the Authority as well as helpful service to the public.

"Speak to your excursion chairman,

minister, group leader, or anyone else you know who may plan a picnic, fishing trip, theater party, or trip to a sporting event or to a convention.

"You may say without fear of contradiction that Clubliner drivers are invariably neat, well-groomed, agreeable, and efficient—and that our prices are reasonable.

"For rates and complete details of the service, contact me directly, or ask your friends to call me at Richmond 9-7211, ext. 345," Mr. Screech concluded.

## Retired? Please Pay Medical Dues in Advance

"PAY your \$9 medical plan dues to the Metropolitan Medical Group by the first day of each calendar quarter," W. C. Scholl, director of personnel, advises all retired employees.

"The Authority is anxious that there be no misunderstanding on the part of our retirees which could result in their losing these benefits.

"The due date under the rules of the Medical Plan is the first day of each quarter; namely, Jan. 1, Apr. 1, June 1, and Oct. 1, and your quarterly payment must reach the Metropolitan Medical Group office by these dates.

"When an employee retires, he pays a monthly rate of \$3 on the \$9 per quarter dues to bring him to the first of the next calendar quarter, then every three months thereafter.

"Don't let your medical coverage be terminated by failure to pay your dues on time."

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between Jan. 17 and Feb. 15:

*Frank Blumenthal*, from Operator and Extra Supervisor to Supervisor, Jan. 15. Employed Oct. 7, 1942.

*Bryan E. Forrest*, from Automatic Substation Inspector second class to first class, Jan. 26. Employed Sept. 15, 1950.

*Evelyn Jones*, from Schedule Typist, Schedule Department, to Stenographer-Clerk, Equipment Maintenance Department, Feb. 8. Employed Jan. 7, 1946.

*Bernardine J. Littlefield*, from Typist-Clerk to Schedule Typist, Schedule Department, Feb. 12. Employed Sept. 18, 1956.

*Mae E. Ruffner*, from Temporary Assistant Relief Supervising Telephone Operator, to Assistant Relief Supervising Telephone Operator, Jan. 1. Employed Feb. 12, 1953.

*Ben Spencer, Jr.*, from Mechanic "C" to Mechanic "B," Division 7, Feb. 12. Employed Sept. 20, 1957.

*Lauren W. Wiley*, from Mechanic "A" Leadman to Equipment Foreman I, Division 5, Jan. 15. Employed Aug. 14, 1941.

**Operator First to Sign  
For New Credit Union Plan**

CECIL W. WILDS, Division 12 operator, smiles happily at Mrs. Ruth Collins as he prepares to fill out a pay-roll deduction card for his savings and loan accounts in the Lamta Employees Federal Credit Union, of which she is business manager.

His smile is due to his contemplation of the easy convenience of the method of financing provided by the pay-roll deduction plan now in effect for Lamta Credit Union members.

First employee to take advantage of the new plan, Mr. Wilds said of it:

"It's a good way to save because the money you don't get in your pay check you don't miss. It's also a good way to pay off a loan. I'm having enough taken out to pay off a loan and also to buy shares, which mean savings. Next year when I want to go off on a vacation, the money I'll need will be available."

Mr. Wilds, with service from April, 1957, lives with his wife and two daughters, aged 6 and 4, in Buena Park.

**Whiteside New President  
Of Joint Pole Committee**

WALTER WHITESIDE, joint pole field representative, Electrical Department, was elected president of the Joint Pole Committee on Feb. 15. His term of office is to extend for one year from that date.

The Joint Pole Committee is a committee of representatives of 12 utilities which use poles in order to distribute their electric power, telephone, or telegraph services — or power for street cars — to the Southern California area. MTA is the only transit company represented.

The main purpose of the Committee, according to Mr. Whiteside, is to reduce the number and expense of poles by making joint use of as many as possible, through agreements among the member utilities.

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Published monthly by:

Los Angeles  
Metropolitan Transit Authority  
1060 S. Broadway  
Los Angeles 15, California

EDMUND G. BROWN  
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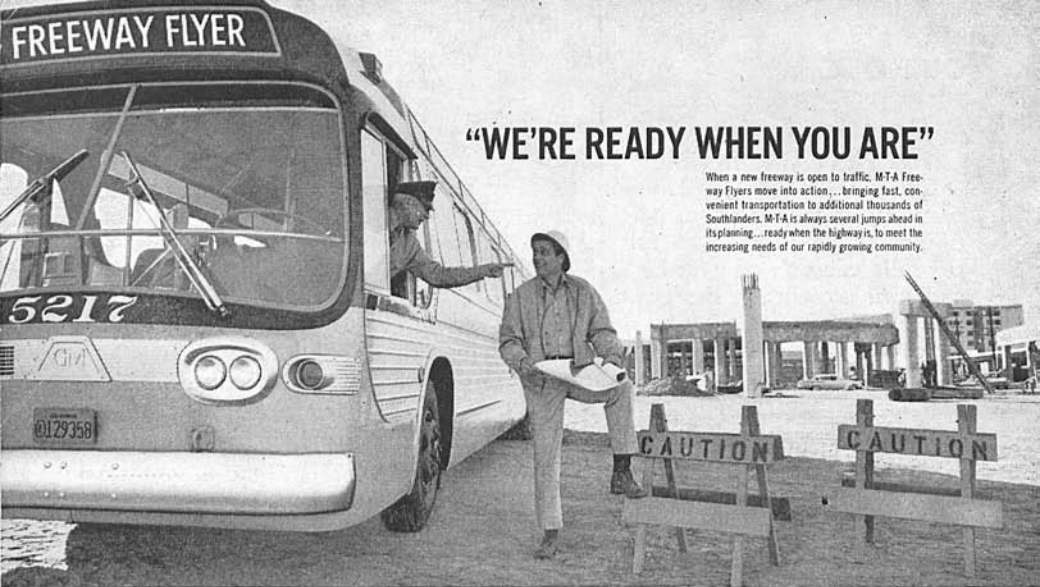
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\* \* \*

C. M. GILLISS  
Executive Director



# FREEWAY FLYER



## "WE'RE READY WHEN YOU ARE"

When a new freeway is open to traffic, M-T-A Freeway Flyers move into action... bringing fast, convenient transportation to additional thousands of Southlanders. M-T-A is always several jumps ahead in its planning... ready when the highway is, to meet the increasing needs of our rapidly growing community.

Listed below are the Freeway Flyers now serving your community. Ride them today and relax!

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connecting Beaumont and Beaufort  
with Downtown Los Angeles  
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with Downtown Los Angeles  
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connecting San Pedro and Wilmington  
with Downtown Los Angeles  
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connecting the Southern Section of  
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connecting Reseda, Van Nuys, Encino, Sherman Oaks,  
and Studio City with Downtown Los Angeles  
Phone Elmer 8-5115

**CONTINENTAL VALLEY FREEWAY FLYER**  
connecting Moorpark and Inglewood  
with Downtown Los Angeles  
Phone Richmond 7-4455

**DOWNTOWN FREEWAY FLYER**  
connecting Downtown and Anson's  
Bany Park with Downtown Los Angeles  
Phone Richmond 7-4455

**SAN GABRIEL VALLEY FREEWAY FLYER**  
connecting Rosemead, Fontana, and  
West Covina with Downtown Los Angeles  
Phone Elmer 8-5288

**SUNSET FREEWAY FLYER**  
connecting Hollywood with  
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Phone Richmond 7-4455

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to major sporting  
and recreational events.  
Phone Richmond 7-4455



THE FAST EASY WAY TO WORK, SHOP AND PLAY

FIRST of the 1961 Freeway Flyer advertisements, this ran in February in metropolitan newspapers and in community newspapers in areas served by MTA's Freeway Flyers.

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