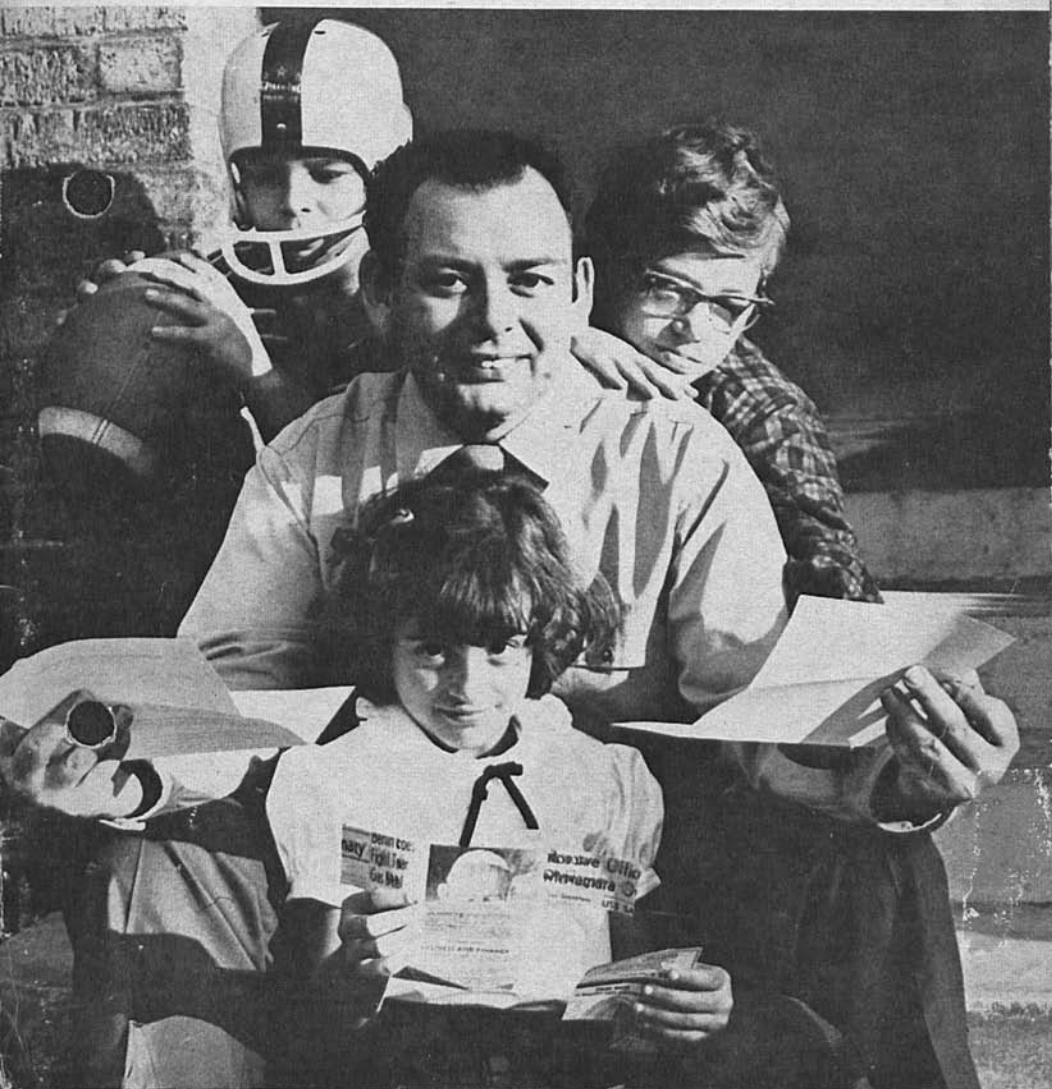




# Emblem

76-82

JANUARY, 1962



(Cover story, page 15)

- Open House at Christmas (photos)
- Backbone Route Construction Approved
- A Thought for the New Year

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**FIRST GUEST**—Executive Director C. M. Gilliss, who receives refreshments from hostesses—Secretaries of the Chief Engineer's Office and the Business Development and Information Division. From left, girls are Doris Beane, Cathy Martin, Jeanne Day, Frances Ryan, and Gae Vassau. These girls ingeniously decorated offices.

ALL EMPLOYEES, their families, and their friends were invited by Executive Director C. M. Gilliss to an MTA open house held Thursday, Dec. 21, on the fifth floor of the Transit Authority Building.

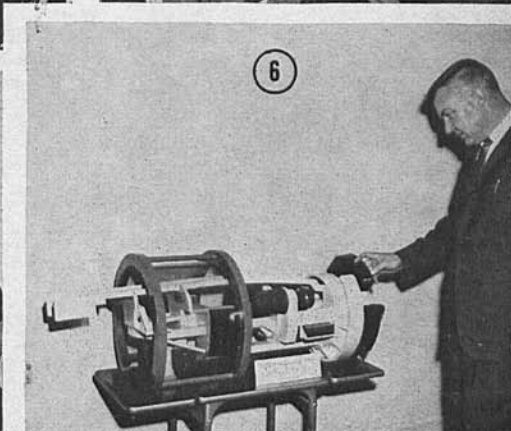
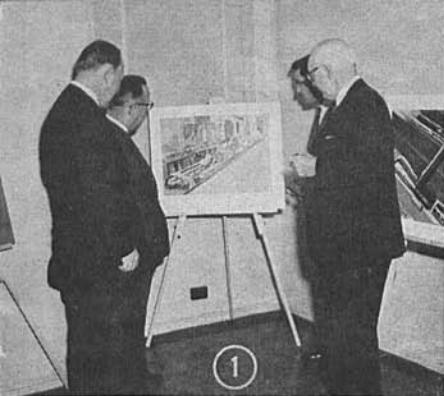
The occasion was not only the Christmas season but also

the opening of new quarters in Suite 500-520 for the Business Development and Information Division and the Office of the Chief Engineer.

Refreshments were served to all, and special rapid transit exhibits had been set up for guests to see as they toured the new offices.

**ENJOYING REFRESHMENTS**—Photo at left: Operator Jerry Hernandez, of Division 20, and his wife, Jean. Photo at right: From Schedule Department: Pat Blakely, left, and Bernad Littlefield, right, Schedule Typists; and Barbara Wiggins, Secretary, Transportation Department.





**OPEN HOUSE**—(1) Looking at artists' renderings of rapid transit designs are, from left, Chief Special Agent Joseph Shafer, Superintendent of Electrical Equipment L. E. Dye, an unidentified man, and Assistant General Superintendent of Transportation Jack Stewart. (2) Map of Backbone Route is inspected by General Accounting group. From left are Florence MacDonald, Alice Sahlin, William Raridon (General Accounting Supervisor), Ethel Chandler, and Shirley Israel. (3) W. C. Scholl, III, extreme right, Assistant Advising Manager, explains a rapid transit display to, from left, Sally Crooks, Maxine Heckerson, Doris Faught, Madge Von Ehrlich (all of Machine Accounting), James C. Carson, Relief Assistant Division Superintendent; and Ralph Costello, Staff Assistant, Transportation. (4) Conversational group: from left are Laurel S. Jones, Schedule Expediter; Jack L. Donnelly, Chief Traffic Checker; and Chief Engineer Ernest R. Gerlach. (5) Watching rapid transit slides (screen not shown) are, from left, Virginia Haynes, Secretary, Personnel; Elsie McIlwain, Chief Clerk, Personnel; and three clerks from Transit Casualty; Naomi Steele, Cathy Wofford, and Gladys Sanderson. (6) W. J. Gerhardt, Staff Assistant, Transportation, examines mock-up of drilling equipment to be used in boring Subway tunnels. Mock-up is much smaller than original.

(More Open House pictures on next page)



OPEN HOUSE (continued)—(1) Assistant General Manager M. Edwin Wright (in hat) gets refreshments from Public Relations Secretary Cathy Martin. At left is Joe O'Connor, Lost Article Clerk; the other man is unidentified. (2) Repartee being exchanged by, from left, E. L. Donald, Schedule Maker I; Mark Swerdfeger, Schedule Maker II; Howard Beardsley, Associate Transportation Engineer; John Curtis, Senior Transportation Engineer; William D. Bourne, Assistant Transportation Engineer; Murphy Swindell, Schedule Maker I. (3) Watching rapid transit slide screen are, from left, Flora Shelton, Assistant Insurance Clerk, Personnel; Minnie Kellogg, Secretary to the MTA Board Secretary; Rose Showers, Salary Process Recorder, Personnel; and Marlene Allen, Steno-Clerk, Personnel. (4) At the refreshment center are, from Key-Punch Section of Accounting, left to right: Ann Arnell, Carol Taylor, Shirley Myers, and Norma Weiss (Supervisor). (5) On tour of inspection of new offices are Helen Reoch, Key-Punch Operator, left; and Laura Lee Long, Clerk, Control Section, Accounting. Behind them is Sara Bustle, also a Control Section Clerk. (6) By the Christmas tree are W. C. Scholl, Assistant Advertising Manager, left, and Arlene Muchmore, Information Clerk. Visitors came and went from noon until after 3:00 p.m., when most offices closed.

## THOUGHT FOR THE NEW YEAR

# The Price of Success

I OFTEN wonder what is it that brings one man success in life, and what it is that brings mediocrity or failure to his brother. The difference can't be in mental capacity; there is not the difference in our mentalities indicated by the difference in performance. In short, I have reached the conclusion that some men succeed because they cheerfully pay the price of success, and others, tho they may claim ambition and a desire to succeed, are unwilling to pay that price.

## And The Price Is

TO USE all your courage to force yourself to concentrate on the problem in hand, to think of it deeply and constantly, to study it from all angles, and to plan:

TO HAVE a high and sustained determination to put over what you plan to accomplish, not if circumstances be favorable to its accomplishment, but in spite of all adverse circumstances which may arise—and nothing worth while has ever been accomplished without some obstacles having been overcome.

TO REFUSE to believe that there are any circumstances sufficiently strong to defeat you in the accomplishment of your purpose.

Hard? I should say so. That's why so many men never attempt to acquire success, answer the siren call of the rut and remain on the beaten paths that are for beaten men. Nothing worth while has ever been achieved without constant endeavor, some pain and constant application of the lash of ambition.

THAT'S the price of success as I see it. And I believe every man should ask himself: Am I willing to endure the pain of this struggle for the comforts and the rewards and the glory that go with achievement? Or shall I accept the uneasy and inadequate contentment that comes with mediocrity? Am I willing to pay the Price of Success?

## And the Time to Begin to Pay Is Now

# Credit Union Votes 5% Dividend In Closing Its Greatest Year

A FIVE PER CENT DIVIDEND on all share accounts for the year 1961 has been voted by the Board of Directors of the Lamta Employees Federal Credit Union. Total dividends to members will thus amount to over \$22,700, according to Treasurer T. V. Collins.

"Nineteen sixty-one was the greatest year of growth in our Credit Union history," said Mr. Collins. He listed statistics as follows:

- Assets reached \$657,000—an increase of \$185,000 during the year.

- The number of accounts reached 2,335—an increase of 654.

- Pay-roll deductions have been signed for by 1,318 members.

- Outstanding are 1,245 loans totaling \$554,000—an increase of \$125,000 over 1960.

- Twelve claims totaling \$10,658 were paid to beneficiaries of deceased members by the Lamta Credit Union's Life Savings and Loan Protection Insurance carrier, Cuna Mutual Insurance Society.

Mr. Collins attributed the growth of the Credit Union to three principal causes:

1. The granting by MTA of pay-roll deductions to the Credit Union beginning last February.

2. The publicity given the Credit Union in THE EMBLEM since that time.

3. The advertising staffers included with quarterly statements mailed directly to members' homes.

"All employees who are not yet Credit Union members are invited to join and help strengthen our assets to at least \$1,000,000 in 1962," Mr. Collins urged.

## Subway Ground Tests Start

GROUND TEST DRILLING for the subway portion of the Backbone Route began Friday, Jan. 12. As this is written, ground-breaking ceremonies at First St. and Broadway, Los Angeles, were planned, with Gov. Edmund G. Brown, Chairman Ernest E. Debs of the County Board of Supervisors, and Mayor Samuel M. Yorty heading a group of civic, governmental, and business leaders scheduled to be present.

The drilling will produce test cores of soil, the physical and chemical structure of which will be ana-

lyzed for design engineering purposes.

The initial program calls for 125 holes, each from two to five inches in diameter, to be dug every 500 feet along the subway route to depths varying from 40 to 80 feet. Four rotary core drill rigs will be used simultaneously. The test drilling is scheduled to be completed in less than two months.

Raymond International is carrying out the drilling project for Kaiser Engineers, the firm which will design the Backbone Route (see page 7).

# Board Approves Construction Of 22.7-Mile Backbone Route

## Awards Engineering Contracts for First Phase Of Work to Coverdale & Colpitts and Kaiser; Final Phases Depend on Congress and Kennedy

CONSTRUCTION of the Backbone Route was approved by the MTA Board at an historic meeting Dec. 19.

At this time, the Board awarded engineering contracts to carry out Phase I of a four-phase construction plan designed to give Los Angeles a mass rapid transit system by Jan. 1, 1965.

The total construction plan, termed by MTA Board Chairman A. J. Eyraud "the culmination of four years of effort on the part of the MTA Board," is as follows:

### FEASIBILITY AND COST STUDIES

Phase I is the preparation—for Congressional hearings which begin Feb. 15—of expert testimony on the economic feasibility of the Backbone Route and the cost of construction.

The feasibility studies—"to develop passenger and revenue data on the Backbone Route necessary for an offering of revenue bonds to private investors and for testimony before Congressional committees," Executive Director C. M. Gilliss explained—will be carried out by Coverdale and Colpitts, for a fee of not more than \$175,000.

The detailed system design and construction cost estimates will be prepared by Kaiser Engineers for a fee not to exceed \$750,000. This fee may be applied to construction costs if Kaiser is selected to build the system.

Both the Kaiser and the Coverdale & Colpitts contracts may be terminated at any time.

### ALIGNMENTS AND SYSTEM DESIGN

Phase II consists of work which must be done before July 1, 1962, when, it is hoped, President Kennedy will sign the Transit Revenue Bond Guarantee Act providing for Federal insurance of private revenue bonds to finance rapid transit.

The Board will conduct public hearings on route alignments and make final decisions on exact locations. It will also have sufficient design for the system and its rolling stock to support the system cost estimate to be submitted when HTA applies for Federal loan guarantees.

### SALE OF BONDS, CONSTRUCTION

If the President signs the Guarantee Act, Phases III and IV will be carried out.

Phase III, to be completed by Dec. 1, 1962, calls for selling bonds, securing options on rights of way, and completing final designs for the system.

Phase IV involves retiring the 1958 bond issue of \$40,000,000, purchasing rights of way, and building the system between Jan. 1, 1963, and Dec. 31, 1965.

(Turn the page for a reproduction of the official Backbone Route construction schedule.)

# LAMTA RAPID TRANSIT CO

	PRIOR TO FEB. 15, 1962	FEB. 15, 1962	PRIOR TO JULY 1, 1962
<p>LOS ANGELES METROPOLITAN TRANSIT AUTHORITY</p> <p>EXECUTIVE DIRECTOR</p> <p>ENGINEERING - MTA CHIEF ENGINEER</p> <p>LEGAL - MTA GENERAL ATTORNEY</p>	<p>1. Meet with California delegation to the Congress and other leading Federal legislators in the transportation field.</p> <p>2. Meet with representatives of various Federal agencies concerned with public transportation.</p> <p>1. Secure commitments for right-of-way on east leg of "Backbone Route."</p> <p>1. Co-ordinate activities of consulting engineers and LAMTA staff in gathering data for financing report and final design of system.</p> <p>2. Co-ordinate with various state and local governmental agencies and private businesses affected by construction of "Backbone Route."</p> <p>1. Prepare final form of Federal Loan Guarantee Amendment to S. 2390 and H.R. 8598 for introduction in 1962 session of Congress.</p>	<p>Members of the Los Angeles Metropolitan Transit Authority and staff appear before Congressional committees to present testimony in support of Federal Loan Guarantee amendment.</p>	<p>1. Secure passage of Federal guarantee amendment.</p> <p>2. Board conducts public hearing on alignment of backbone route.</p> <p>3. Adoption of final alignment of "Backbone Route" by LAMTA.</p> <p>1. Continue work started in earlier period.</p> <p>2. Prepare design information for public hearings prior to adoption of final alignment of route.</p> <p>1. Prepare legal documents for sale of "Backbone Route."</p> <p>2. Prepare application for Federal Guarantee of LAMTA bonds.</p>
<p>FINANCIAL MANAGERS BANK OF AMERICA &amp; THE FIRST BOSTON CORPORATION</p>	<p>1. Committed to sale of LAMTA bonds, conditional upon Federal Government guarantee.</p>	<p>Present testimony in support of method of financing</p>	
<p>CONSULTING ENGINEER COVERDALE &amp; COLPITTS</p>	<p>1. Begin preparation of economic information required for sale of MTA Bonds to build "Backbone Route" using data gathered in previous studies plus such raw data as is needed to reflect major changes in community development since 1958. Includes preparation of testimony for Congressional committee hearings.</p>	<p>Present testimony in support of economic feasibility of "Backbone Route"</p>	<p>1. Complete report which will include all work in this category necessary to support LAMTA application for Federal Loan Guarantee on the sale of MTA bonds.</p>
<p>PROJECT MANAGER &amp; CONSTRUCTION CONTRACTOR - KAISER ENGINEERS</p>	<p>1. Begin Phase I of progress for final design and construction of "Backbone Route". Includes preparation of testimony for Congressional committee hearings.</p>	<p>Present testimony in support of cost of constructing "Backbone Route"</p>	<p>1. Complete Phase I work which establishes final alignment, general design of system and specifications for rolling stock and other details in sufficient detail to support cost estimate for LAMTA application for Federal Loan Guarantee.</p>

AN EXACT REPLICa of chart shown to the MTA Board Dec. 19, the day its members approved construction of the Backbone Route. The chart is a timetable of rapid transit activity.



# CONSTRUCTION PROGRAM

1962	JULY 1, 1962	PRIOR TO DEC. 1, 1962	DEC. 1962	JAN. 1, 1963 THRU DEC. 31, 1965
<p>man on final</p> <p>er n for option of</p> <p>r adoption</p> <p>teral ds.</p>	<p>Federal Loan Guarantee amendment signed by President of the United States.</p>	<p>1. Secure Federal Guarantees for LAMTA bonds.</p> <p>1. Secure options on those portions of right-of-way easements and other real estate now privately owned. 2. Where necessary work with General Attorney to obtain orders for immediate possession for right-of-way.</p> <p>1. Prepare Official Statement. 2. Prepare Trust Indenture.</p>	<p>Authorize sale of Federally Guaranteed LAMTA bonds.</p> <p>Escrow sale of bonds.</p>	<p>1. Ground breaking-Jan. 1, 1963.</p> <p>1. Administration of Construction contract.</p>
		<p>1. Finalize commitments for sale of Federally Guaranteed L.A.M.T.A. bonds.</p>	<p>Purchase of Bonds</p>	<p>1. Trustee applies bond proceeds to cover the following: (a) Retire outstanding balance of present \$40 million bond issue. (b) Reimbursement of financing costs. (c) Fixed cost of construction. (d) Purchase of rights-of-way and other real estate. (e) Insurance to cover various items not included in fixed cost and including insurance against loss in revenue resulting from delays in construction.</p>
<p>include needed to ion for and for s.</p>		<p>1. Assist as needed in preparation of Official Statement and at information meetings for prospective purchasers of LAMTA bonds.</p>		
<p>will general ventions equipment or system application nce.</p>		<p>1. Begin Phase II &amp; III of final design and construction program leading to a firm estimate for construction of the "Backbone Route" which can be converted to a fixed price at the option of the LAMTA on or before Dec. 1, 1962.</p>		<p>1. Begin Phase III, construction of "Backbone Route" with the following completion dates: (a) April 1, 1965 for section from 6<sup>th</sup> and Broadway to El Monte. (b) Dec. 31, 1965 for entire route from Century City to El Monte.</p>



"CONGRATULATIONS to Div. 12, Winner, Improv-Ur-Record Contest, Nov., 1961," says the inscription on the big cake. Behind it, Operator W. K. Holsberry, "one of Division 12's finest," receives the BRT trophy for his fellow-Operators of the division from W. C. ("Tex") Aldrich, Local Chairman, BRT Lodge 406, as other Long Beach Operators who could be present look on. At extreme left is Division Superintendent Roland W. Krafft; at extreme right, General Superintendent of Transportation George F. Geohler. Cups are stacked in front of cake.

## Division 12 Takes the Cake— And the BRT Safety Trophy

WITH 110 points earned for improving their safety record for November, 1961, over their record for November, 1960, the Operators of Division 12 on Jan. 3 were presented the BRT's roving safety trophy. They took it away from the October winners, the Operators of Division 5, whose November score was 77 points.

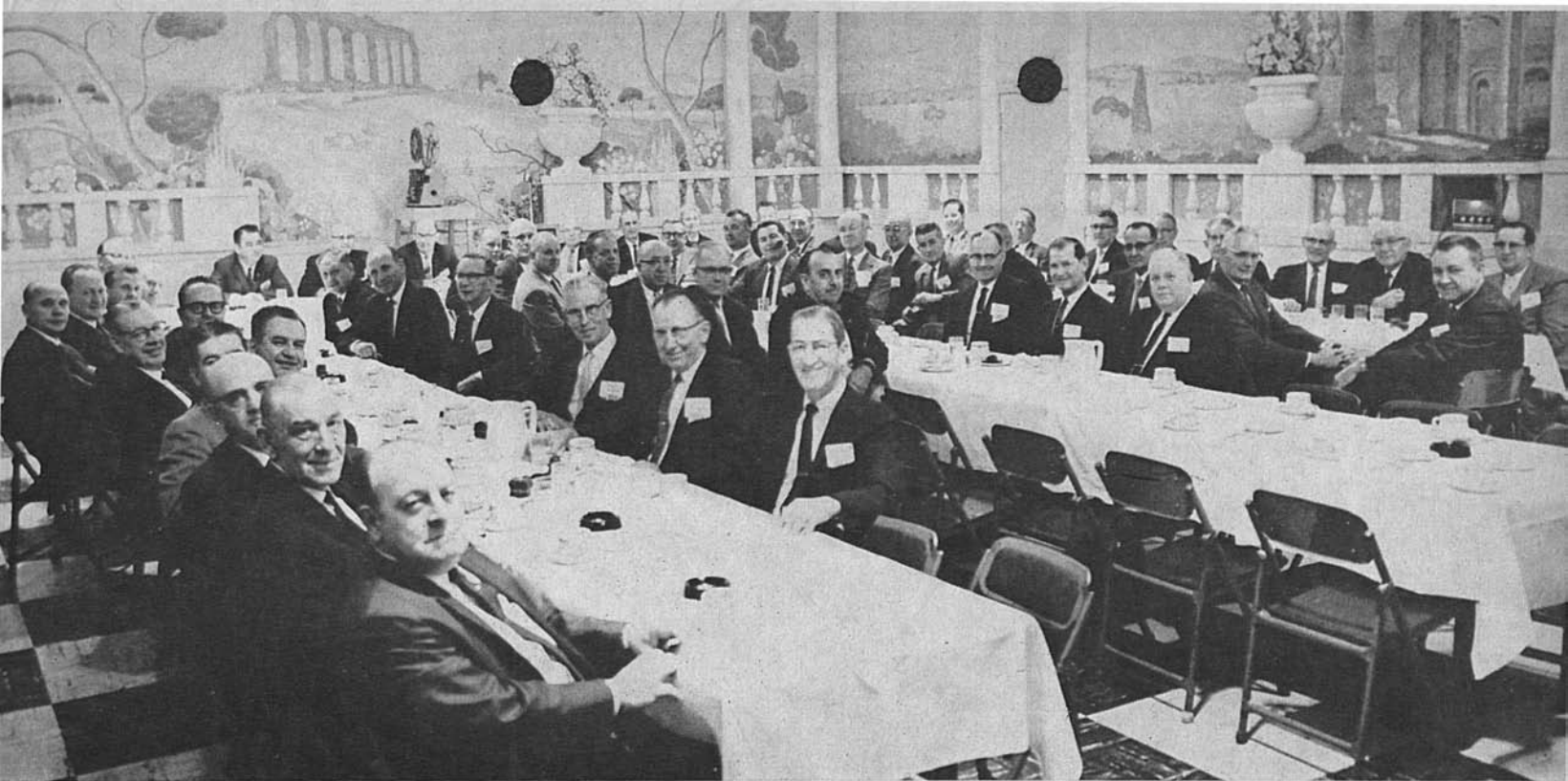
In second place for November was Division 20, with 97 points. Division 20 thus hung on to the second place it had achieved for October.

For the five months of the contest to date (July, August, September, October, and November), Division 9 continued to retain its hold on first place with a score of 473 points, while Division 5, with 451 points, nosed out Division 1 for second place by 23 points.

Proud of the men under his supervision, Division 12 Superintendent Roland W. Krafft said:

"The Operators here at Long Beach have always proved themselves to be the safest, most courte-

*(Continued on Page 15)*



**TRANSIT CASUALTY "THANK YOU" LUNCHEON FOR SUPERVISORY OFFICIALS**—To thank Transportation Department Division Superintendents and other supervisory officials for their cooperation in the 1961 campaign against accidents, the Transit Casualty Co. invited them to a pre-Christmas luncheon last Dec. 15, with the principal executives of MTA and department heads as special guests. Seated at the head table (at rear) are,

left to right, Executive Director C. M. Gilliss, Assistant General Manager M. Edwin Wright, Transit Casualty Branch Manager John Miller, Chief Safety Engineer J. W. Prutsman, General Superintendent of Transportation George F. Goehler, Authority Secretary Virginia Rees, and General Manager Cone T. Bass. During this meeting, Mr. Prutsman announced that the "Improv-Ur-Record" contest would be continued in 1961 for six months.

# Commendations

## 122 Operators Honored In December for Courtesy

CONGRATULATIONS to the following 122 Operators who received commendations during the month of December:

C. W. Adams, Division 7; K. E. Ahlbrandt, 5; K. C. Anderson, 5; H. D. Apel, 7; A. J. Arnone, 3; A. A. Arredondo, 2; E. W. Barnett, 9; Harry Barish, 7; Idella Bell, 20; T. F. Benedict, 5; L. S. Bernard, 5; D. E. Berri, 20; E. O. Black, 2; Homer Blair, 2; O. M. Blanks, 6; D. H. Bogenberger, 7; F. C. Brune, 20; C. T. Burris, 7; C. E. Burt, 1.

J. M. Callahan, 8; E. E. Capek, 3; C. L. Carmichael, 8; W. S. Churchill, 8; D. L. Collins, 1; W. H. Coney, 5; Raymond De Grate, 5; E. F. Dietz, 10; J. H. Dunn, 5; J. R. Enders, 5; Gifford Ellyson, 3; Alexander Fisher, 8; William Fleming, 8; G. H. Fowler, 5; J. H. Fuller, 7; Frank Gardner, Jr., 5; Joseph Ginsburgh, 5; D. L. Gladwell, 11; O. V. Gray, 20; E. M. Greathouse, 3; W. J. Greene, 5; H. K. Guibell, 1; W. Y. Guntharp, 7; W. F. Gylling, 1.

C. C. Hall, 10; G. A. Hall, 20; L. F. Hall, 8; L. M. Hamilton, 2; H. R. Heidelbach, 20; W. E. Henry, 8; J. R. Hollis, 8; W. K. Holsberry, 12; D. E. Hughes, 8.

A. M. Jacques, 7; J. N. Jernigan, 6; G. L. Johnson, 6; J. P. Jones, 3; R. P. Jones, 8; W. L. Kennedy, 5; Patrick Kiely, 20; J. M. Kienegger, 8; W. R. Kinley, 2; M. E. Kittinger, 12; V. L. La France, 3; J. A. Lane, 3; G. M. Levisse, 7; H. R. Manning, 7; L. A. Maspero, 20; Jim McGee, 20; F. G. McMullen, 5; H. J. Menard, 3; R. T. Miller, 7; G. C. Moncivais, 2; Ed. Moore, 2; Charles Mosher, 11; L. L. Murdock, 2; R. J. Novak, 7; O. A. Ortega, 20; L. E. Osborne, 7.

S. J. Paproski, 20; B. M. Parsley, 6; J. C. Patterson, 1; A. R. Pavolovich, 6; Joshua Peretz, 20; F. A. Peters, 7; William Petlack, 5; George Pfeifer, 10; H. L. Pineda, 3; M. J. Pruett, 9; R. L. Pruitt, 2; C. E. Reed, 20; R. B. Richardson, 2; C. L. Richmond, 7; Jackson Ridge, 6; M. D. Rogers, 20; Bob Root, 7; D. M. Ruiz, 1; John San Marco, 9; E. L. Schonbacher, 5; R. M. Schramm, 2; G. E. Serres, 9; A. W. Shimack, 12; R. V. Simmons, 3; E. H. Sims, 2; W. R. Small, 9; O. L. Smith, 5; Henry Spin-

## Division 6 Man Chosen Dec. Operator of the Month

HIS HELPFUL INFORMATION to tourists about points of interest in Los Angeles and Santa



J. W. Stevens

Monica, combined with his all-round good operating record, won for J. W. Stevens, of Division 6, the title of Operator of the Month for December.

His record for 1961 contains 14 commendations, and he is eligible for a three-year pin for safe operation. His service with MTA and its predecessors began in 1956, after he had had previous experience as Operator and Supervisor in Indianapolis, Ind.

Asked his recipe for keeping passengers happy, Mr. Stevens said: "I try to stick to the Golden Rule, and to treat people, especially older people, as I'd like my mother to be treated. Courtesy begets courtesy."

Aiding in the selection of the December Operator of the Month were three members of the Greater Los Angeles Chapter of the National Safety Council. They were Frank L. Crewe, Director, Traffic Safety; Frank Haymond, Director, Fleet and Home Safety; and John C. Rowett, Director, Community Organizations.

nelli, 3; G. J. Stephenson, 1; James Stevens, 6; S. C. Swanson, 7; W. B. Tibbs, 20.

R. J. Walters, 5; Mildred Ward, 5; D. E. Warehime, 1; J. A. Warren, 8; R. L. Webster, 6; D. B. White, 6; F. D. Wilson, 7; G. L. Wiser, 10; G. M. Winters, 20; J. W. Winston, 5; J. B. Yarnell, 3.

# Director of Public Relations, E. T. Bowler, Dies Suddenly

EDWIN T. BOWLER, Director of Public Relations and Administrative Assistant to the Executive Director, died suddenly of a heart attack on Tuesday, Jan. 2. He was 45.

Ill during the Christmas holidays, he returned to his desk after New Year's Day, made his report on the activities of the Business Development and Information Division at the MTA Board meeting Jan. 2, attended a luncheon afterward, complained at the table of sudden illness, and died before a doctor could reach him.

Mr. Bowler joined MTA as Administrative Assistant to the Executive Director on March 16, 1959, and was named Director of Public Relations last July 28, retaining his title as Administrative Assistant.

Before coming to MTA, he served six years with the Los Angeles County government as an administrator and as Chief Deputy to County Supervisor Warren Dorn and former Supervisor Roger Jessup.

All employees extend sympathy to the survivors. They include Mr. Bowler's widow, Marie; his son, Gary; his mother, Mrs. Josephine Bowler; a sister, Mary Louise Bowler; and a brother, Sgt. John Bowler, of the Whittier Police Department.

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## Former Treasurer Dies

WILLIAM W. WAKELEE, 60, former Treasurer and Controller of MTA, died at the wheel of his automobile on Dec. 29. He is survived by his widow, Bianca, and a brother, Goodwin.



Edwin T. Bowler

## In Memoriam

THE EMBLEM reports with regret the death of the following:

*Donald L. Anderson*, 53, Operator, Division 9; Dec. 4; service from 1943. Survived by his sister, Mrs. Russell Nichols, of Ladonia, Mo.

*Edwin T. Bowler*, Director of Public Relations and Administrative Assistant to the Executive Director; Jan. 2. (See story on this page.)

*William C. Calloway*, 84, retired Motorman, Division 5; Dec. 18; service from 1919 to 1947. Survived by his nieces, Ileana Kirkham, of Long Beach; and Margaret Gladney, of Elsberry, Mo.

*Joseph Gustafson*, 71, retired Operator, Division 12; service from 1926 to 1956. Survived by his wife, Hilda.

*James E. Kenny*, retired Motorman, Division 1; Dec. 13; service from 1923 to 1948. Survived by his daughters, Mrs. Ethel L. Webster, of Napa; and Mrs. Harriett Cavalier, of Los Angeles.

## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Nov. 16 and Dec. 15:

### ACCOUNTING AND FINANCIAL DIVISION

Clerk: Lorelee M. Long.  
Key-Punch Operator: Sally A. Crooks.

### EQUIPMENT MAINTENANCE DEPARTMENT

Utility "A": S. E. Bars, C. G. Smith.

### PURCHASING AND STORES DEPARTMENT

Junior Stock Clerk: L. E. Cerqua.

### REAL PROPERTY MANAGEMENT

Information Clerk: Elizabeth J. Bay, Vera G. Ross.  
Janitor: C. W. Parker, S. L. Wright.

### TRANSPORTATION DEPARTMENT

Operator: J. H. Cox, Division 1; A. P. De Vries, 8; J. W. Gossett, 8; R. J. Lewis, 1; A. V. Machiano, 3; H. K. Markwell, 3; E. H. Smith, 3; A. L. Stephens, 3; R. J. Walkiewicz, 8; B. H. Wooley, 3.

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between Nov. 16 and Dec. 15:

*Gary L. Boughton* from Mail Clerk, Accounting and Financial Division, to Print Shop Clerk, Transportation Department, Dec. 4. Employed July 3, 1961.

*H. V. Kelley* from Janitor to Lead Janitor, Real Property Management Department, Dec. 3. Employed Dec. 10, 1957.

*Shirley Y. Myers* from Key-Punch Operator to Tab Machine Operator (temporary), Accounting and Financial Division, Dec. 4. Employed Aug. 3, 1961.

*J. T. Neff* from Junior Stock Clerk, Purchasing and Stores Department, to Mechanic "B," Division 7, Equipment Maintenance Department, Nov. 19. Employed Aug. 16, 1961.

*C. D. Shaw* from Mechanic "C" to Mechanic "B," South Park Shops, Dec. 3. Employed June 23, 1959.

## Retirements

BEST WISHES to the following employees, who have retired since publication of the retirements in the December issue of THE EMBLEM:

*Jack B. Duane*, Operator who had been on indefinite leave since October,

1960, retired Dec. 14. Employed Feb. 6, 1945.

*Merle E. Jackson* (see photo below).

*James V. Marlo*, Operator who had been on indefinite leave since June, 1961, retired November 27. Employed Aug. 31, 1942.

*Howard Morris*, Operator, Division 20, retired Nov. 27 after service from 1934.

**MERLE E. JACKSON**, Mechanic "A," Van Nuys, holds rotary power saw and is accepting from Leadman A. G. Melvin a valve lifter—both farewell gifts of colleagues—as he retires Dec. 8 from service since 1926. Beside him stands Mrs. Jackson and (in suit) his Division Superintendent, A. L. Bristow. "I never lost a day's work from illness," said Merle, 65.



## OUR COVER

### Operator Blows Horn, Wakes Sleepers, Saves Lives

PROUD of their daddy, Operator Edward M. Baylor, Jr., of Division 7, are his children, Edward III, (with football), Mark, and Deborah, sitting with him on the front steps of their home. They're reading clippings and letters he received for helping save the lives of sleeping residents of a burning apartment building last Dec. 21.

Newspapers and networks carried the story.

As Operator Baylor pulled up to the outbound Line 91W bus stop at Sunset and Marion in the darkness of 3:30 a.m., he saw flames sticking out their tongues from under the eaves of the dwelling near by.

"At first I thought it was just Christmas tree lights blinking," said Mr. Baylor; "but as I came closer, I could see that the flickering lights were really flames from a fire that was getting bigger and bigger.

"I started blowing my horn to wake up the people and attract the police that might be patrolling the neighborhood, and I asked a passenger to call the Fire Department.

"Residents began to awaken each other. I saw one man jump clear through a closed screen door.

"When the Fire Department came, I pulled out. We lost only seven minutes."

Two of the letters of commendation Mr. Baylor received were from Executive Director C. M. Gilliss and General Manager Cone T. Bass.

### Division 12 Takes Trophy

*(Continued from Page 10)*

ous, most cooperative men on the system, as past records will show. I'm proud to be a part of this division."

# The Emblem

Vol. 4 January, 1962 No. 4

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JUST IN CASE you didn't see "Rudolph, the Red-Nosed Bus" during the Christmas holidays, here "he" is. Rudolph spread good cheer while traveling on three South Bay area lines: Redondo Beach—Crenshaw Line 101, Aviation Blvd.—El Nido Line 102, and Inglewood Ave.—Prairie Line 104. Santa Claus' partners of South Park Shops gave Rudolph that spiffy coat.

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