

The



# Emblem

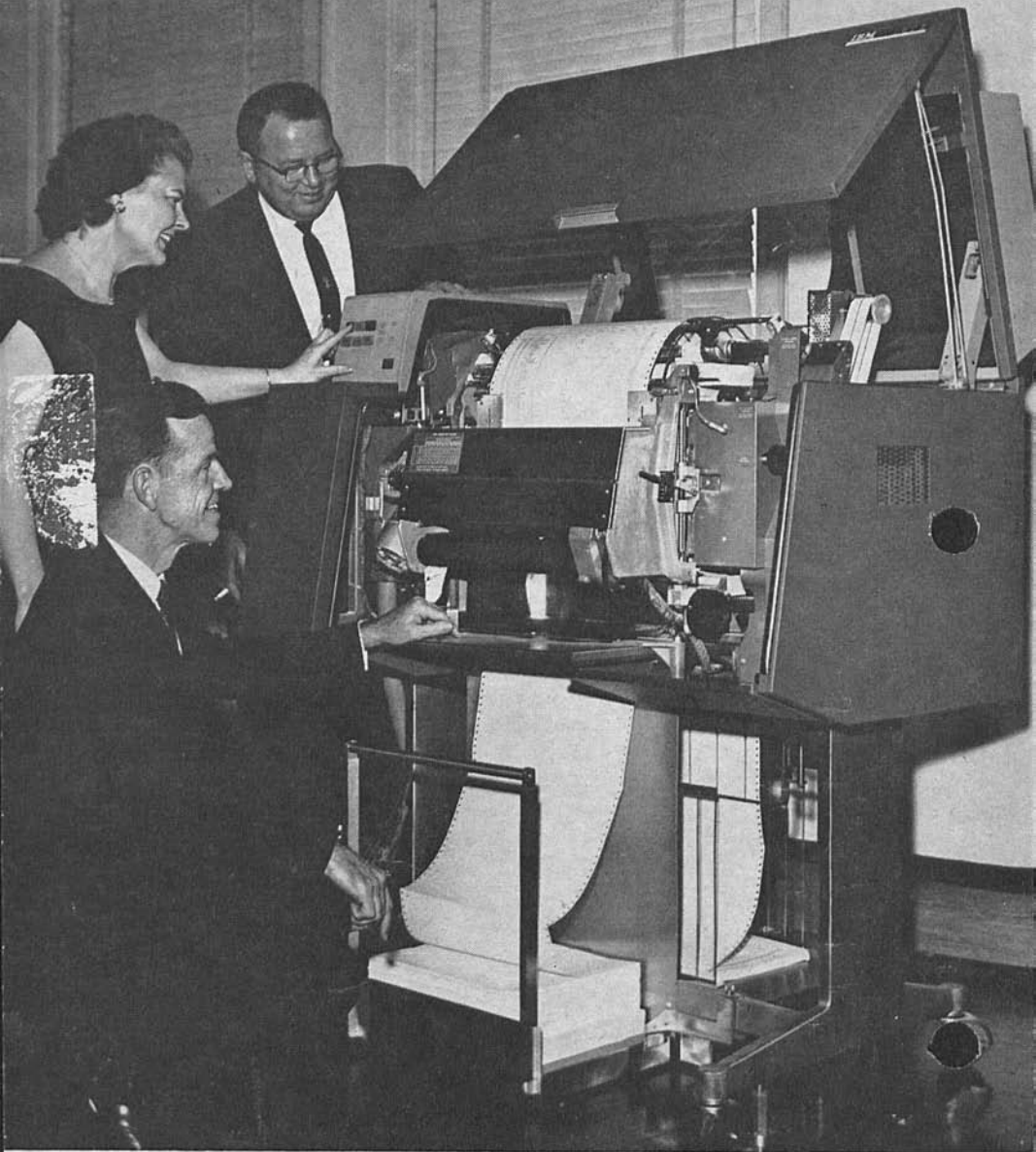
76-93

JUNE, 1962



(Cover story, page 15)

- The 1401 Computer—Faster Than Thought
- Awards for On-the-Job Safety
- Operator Retires with Perfect Record



**WATCHING THE 1401 PRINTER** print a report with unbelievable speed are Danny Crooks, kneeling, System Analyst; Helene Bates, Machine Accounting Supervisor, and Frank Carr, System Analyst—all of the Accounting and Financial Division. Hood of the machine is up so that printing operation is visible. The printer is one of three principal 1401 units.

# Brain That Never Fags

**Replacement of the 650 by the 1401 Computer,  
Which Can Print Complete Reports at 600 Lines  
A Minute, Has Speeded Accounting and Scheduling  
Procedures and Helped with Rapid Transit Estimates**

"REMEMBER the newspaper report that two sets of checks had to be made out for Operators at the time of their final vote on the BRT contract May 14?—Well, it was actually true."

The speaker was Danny Crooks, System Analyst in the Accounting and Financial Division.

"On Thursday, May 10, we had to prepare one set of checks—about 2700 in all—under the old rate, and another set under the new—both sets for a Monday deadline. By 5:00 p.m. the first set was ready, and by 10:20 p.m.—five hours and 20 minutes later—the other set was complete. It was all done on the new 1401 computer, with the help of two machines for sorting and collating. The 1401 does its own printing.

"Under the old system, using the 650 computer and the 407 printer, the five hours and 20 minutes would have stretched to 15 hours—and, of course, additional wages. Difference in the rental costs of the two computers was insignificant for that period of time.

"That's just one illustration of the many ways in which the 1401 is an improvement over the 650. A big reason for this is that the 1401 prints in words and figures the results of its own calculations; the 650 produced only a punched card which had to be transferred by hand to the 407 printer. Moreover, the 1401 prints at a maximum rate of 600 lines a minute, whereas the 407 can produce but 150 lines a minute

—and there was a loss of time in transferring punched cards from the 650 to the 407.

"Another drawback to the 407 is that it can't print its own headings; the 1401 *can*. When we wanted to put headings on reports or columns to be done on the 407, we had to send the paper stock out to a printing house and get the headings done before we could produce a report. Now, we simply 'tell' the 1401 what we want it to print, and it does so instantly, with considerable saving in time and money.

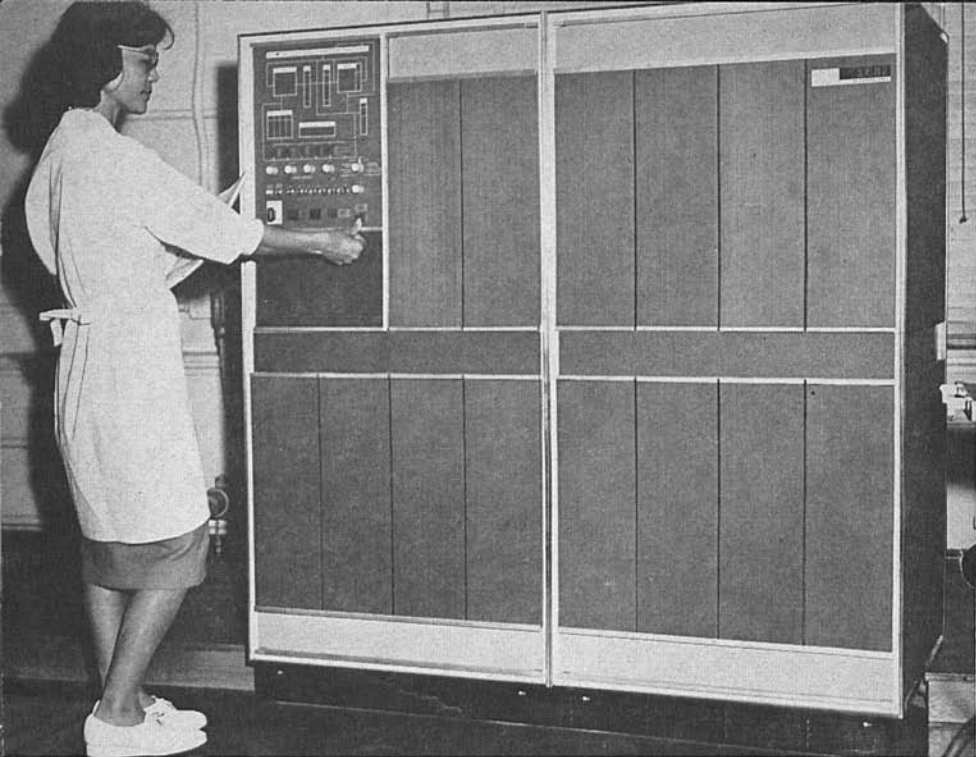
"How do we 'tell' the machine what to do? By a set of IBM cards fed into the card-read-punch machine (pictured on page 4). There's a set for every different program. The cards take the place of the old wiring boards used on the earlier types of IBM machines. The boards were quite bulky and required considerable storage space, whereas we can store hundreds of sets of program cards in a relatively small cabinet. We can also put the card instructions on tapes and instruct the 1401 by running the tapes on the tape drives we now have (pictured on page 6).

"Here's what we mean by a program."

Mr. Crooks opened a drawer of his desk and drew out a sheaf of large, printed pages.

"Here are 68 programs we use in the Accounting Division alone," he said. "Look them over. For each program we prepare a set of punch-

*(Text continued on Page 5)*



**PROCESSING UNIT**—Numbered 1401, this is the unit which stores instructions and processes data from the card-reading and card-punching machine shown below. Sato Kurahashi, Data Processor, punches one of the buttons on the control panel, on which, when the 1401 is in operation, lights wink constantly. A red light indicates something wrong.

**CARD-READ-PUNCH UNIT**—Numbered 1402, this machine reads cards that give the 1401 its instructions or that present data which the 1401 processes. The 1402 will also punch the results of the processing or computing into cards, if required. In this photo, Alma Potter, Data Processor, puts a stack of cards into the card-read side of the 1402.



## Brain That Never Fags

ed cards by which we instruct the 1401 what to do."

Titles on some of the pages were: "monthly bills—close accounts receivable"—"material inventory for the month"—"pullout mileage"—"daily time sheets"—"passenger statistics"—"seniority lists"—etc. Programs all had brief alphabetical names, some of which were comical: "PRAM" for "non-operating payroll distribution"; "TAXSY" for "employee earnings and taxes for year to date"; "PRAT" for "non-ops unit report."

"Another of the advantages of the 1401 over the 650 is that we can instruct the new machine to produce needed figures and reports as a sort of by-product—in addition to the main report desired. For example, in making up pay rolls, we are often requested to give a count of employees by divisions. The count is obtained on each pay roll as the pay roll is summarized. Another by-product is the ability of the 1401 to pinpoint instantly errors in accounting that heretofore would not have been easily detected.

"In order to understand better how the programing works, let's visit the 1401 room," said Mr. Crooks, "and talk to Helene Bates, the Machine Accounting Supervisor.

He led the way to the Machine Room, one side of which was occupied by two rows of girls whose flying fingers were operating key-punch machines and verifiers. Behind a glass-enclosed section of the room were several monolithic-looking metal cabinets, on one of which tiny flashing lights illuminated a small square panel. Side by side at one end of the room were what appeared to be four giant tape recorders.

"The 1401," said Mrs. Bates, gesturing toward the large cabinets. "It's really a three-unit machine,

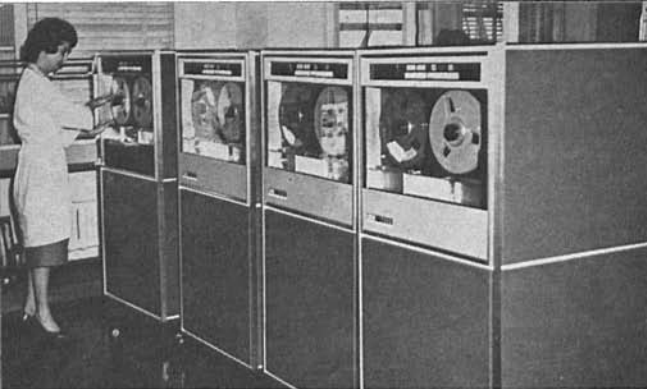
with units numbered 1401, 1402, and 1403. The one with the flashing lights is the 1401—that's the machine where the 'instructions' are stored and the computing is done. The 1402 is the machine that reads or punches IBM cards. The 1403 is the machine that prints the results of the calculations. Those 'tape-recorders' are officially called magnetic tape drives and are used for additional memory storage.

"Because the 1401 works so fast, today, which is a normal day, we are able to schedule 16 programs for the Accounting Division alone—twice the amount we could have scheduled for the 650. For instance, we're going to do three days of pull-out mileage. This program will take 20 minutes. It would have required two hours on the 650."

To operate the 1401—as well as the 407, the collator, sorter, and machines other than key-punching and verifying units—three girls are employed: Sato Kurahashi, Alma Potter, and Margie Wynne, all known as Data Processors.

"Work is rotated for these girls," Mrs. Bates pointed out. "Each girl spends a two-week period in the 1401 room on the day shift; two weeks as needed in the tabulating areas on other IBM equipment; and two weeks on the 1401 schedule shift. This rotation keeps them in touch with all jobs—old and new—that come in for us to do.

"The schedule shift? That means the hours during which schedules are made on the 1401. The 1401 was installed as much for the use of the Schedule Department as for the Accounting Division. And now the Office of the Chief Engineer is making more and more use of the 1401 in connection with origin and destination data and other work for the rapid transit system. Mr. Black reported to the Board in May that the Accounting Division used the 1401 for 148.7 hours; the Trans-



**MAGNETIC TAPE DRIVE UNITS** used in conjunction with the 1401. Margie Wynne, Data Processor, places reels of tape on one of four units MTA has installed. More could be added. Tapes can now replace cards for many 1401 operations.

## Brain That Never Fags

portation Department, 147.15 hours; and the Office of the Chief Engineer, 32.4 hours.

"Accounting Division work is scheduled for the day shift, between 8:30 and 5:00; Schedule Department work for the period between 5:00 and 10:00 p.m.; and work for the Office of the Chief Engineer, from 10:00 p.m. on. Work on the 1401 for all three departments is done by Sato, Alma, and Margie," Mrs. Bates continued.

"To program the work on the computer, there are two men from the Accounting Division, two from the Schedule Department, and one from the Office of the Chief Engineer. The two from Accounting are Frank Carr and Danny Crooks, System Analysts. From Scheduling are John Köhler and Jim Oliver, Schedule Analysts; and from the Chief Engineer's Office, John Curtis, Senior Transportation Engineer.

"For a description of the uses of the 1401 in making schedules, it would be well to talk to a Schedule Analyst."

At that moment, Mr. Oliver entered the room and walked over to a cabinet containing several shelves full of tapes for the tape drive machines. Here he was quickly buttonholed by your reporter.

"By using these tapes with the 1401," he said, "the Schedule Department can do its biggest chore

in a hurry: the daily listing of paddle changes. This procedure involves first the up-dating of the master tapes by feeding in the appropriate cards on the 1402—matter of 12 or 15 minutes.

"Bear in mind that the longest of the tapes contains about 22,000 records. Each record is all the information about one trip on a run.

"The 1401 printer can produce paddle masters at the rate of 15 a minute, as compared with one to three minutes on the 407. A master is a paper plate which is used directly on the presses in the Print Shop to produce the paddle sheets used by Operators.

"The use of tapes makes it possible to run listings without having to assemble or store large volumes of IBM cards. Under the old 650 set-up, the listing of paddles for a major line required the reproduction of up to 2,000 cards and up to an hour for assembly time before the listing could be done. With the 1401, paddles are listed automatically by inserting a single special card in the 1402.

"In the same way, we can rapidly produce masters for supervisors' summaries, for routes of lines, for special instruction sheets, for destination signs, for special services such as Hollywood Bowl and the race tracks, and for work runs. The 1401 printer will even produce a master for public timetable display cards of the type found on



ABOVE — John Curtis, Senior Transportation Engineer, with some of the traffic and revenue reports prepared on the 1401 under his supervision for Coverdale & Colpitts. Boxes hold IBM card records. LEFT—Standing at the tape record cabinet in the 1401 room are John Kohler, left, and Jim Oliver, Schedule Analysts, preparing to up-date schedule record tapes.

telephone poles and in store windows. It is true that masters could be produced on the 407 printer which used to be operated in connection with the 650—but at a much slower rate.”

The great speed and accuracy of the 1401 has been of much assistance to the Office of the Chief Engineer in calculating traffic and revenue potentials on the Backbone Route for Coverdale and Colpitts,

according to Senior Transportation Engineer John Curtis, who supervised this operation.

“We have used the 1401 to help us get two important and complicated jobs done in a hurry,” he said.

“The first one was an extensive rearrangement of the 1959 data on origin and destination checks of that year in order to make a preliminary estimate of traffic and

#### HELP SCHEDULE ANALYSTS—

Key-Punch Operators Judy Turner, left, and Toshiko Iwamoto punch and verify, respectively, all new schedules, schedule changes, work runs, and other Schedule Department work requiring the use of IBM machines. “I often punch as many as 3,000 cards a day,” said Judy. “And I check them on my machine for possible errors,” said little Toshiko.





**KEY-PUNCH AND VERIFYING SECTION**—The flying fingers of these girls punch and verify thousands upon thousands of facts and figures concerning all phases of MTA operations. Second, front to back: Row at left, Lena Rodriguez, Alice Campbell, Maxine Heckerson, Shirley Richerson, Wanda Amburgey, and Sally Crooks (hidden). Row at right: Doris Faught, Marie Baker, Victoria Snyder, Beverly Wheeler, Janice Azhar, and Mary Snyder. Standing are, at left, Norma Weiss, Head Key-Punch Supervisor; right, Dorothy Biedes, Head Verifying Supervisor. Carol McKeen was absent. The 1401 room is barely visible at far right.

### Brain That Never Fags

revenue on the Backbone Route for a C&C report made last Feb. 15.

"The second task involved a study of 85,000 new origin and destination answer cards obtained from people traveling in the Backbone Route area. The object was, first, to find out, by some fairly complicated programing on the

1401, how many of these 85,000 people might be expected to use the Backbone Route instead of their cars, after the line is built.

"Once this number had been established, the second step was to project the result to total traffic in several categories, such as home to work, shopping, etc., according to the time of day each trip was

**TAB SECTION** (only partially shown)—Tab Operator Shirley Myers, left, is at work on the collator; Tab Operator Shirley Crise, on the sorter. "These machines are very useful in preparing sets of cards in the desired order for use on the 1401 and other machines," said the girls. Partially shown at lower left is the reproducer, for making duplicate cards and other uses. Other machines not shown are the 407 printer and the interpreter. The latter prints in words and numbers on an IBM card the meaning of holes in same card.





made. The 85,000 cards, remember, were just samplings. By various methods, we had established the total number of trips taken, or total traffic.

"The 1401 helped us greatly because it was able to examine the data on each card far faster than the human eye or mind could do. It had to decide, for instance, whether the trip was taken during peak or off-peak hours, how long it was, whether it was to the Central Business District or elsewhere, etc.

"Once the machine had decided the type of trip it was dealing with, it was programed to refer to one of several tables in its 'memory' showing C&C estimates of the percentage of trips of that type which could be diverted to rapid transit. The 1401 then produced a new card containing both the old, or 'input,' information and the result of the new computation. The new cards became the basis for further computations for other purposes.

"This brief description is oversimplified, and barely even suggests the multiplicity of operations for which we used the 1401 in the Backbone Route traffic and revenue estimates," Mr. Curtis concluded.

"Furthermore, the 1401 didn't by any means do it all. Collators, the 407 printer, and other machines also came in for extensive use. But the 1401 was our greatest time-saver."

Considering the amazing uses already found for the 1401, what may be expected in the future?

**LOCATING TROUBLE** in the 1401, Customer Engineer H. J. Lesovsky, of IBM, uses an oscilloscope (light-colored box) to check circuits while the computer is in operation. Open book on stand is one of several repair manuals for the 1401; others are stacked upright in lower part of stand. Mr. Lesovsky comes every Monday morning to inspect, and also whenever there's an emergency.

Let's hear from Controller H. L. Black:

"Probably more automated record-keeping for all departments, and records in much greater detail, as we learn to improve programming.

"Probably the 1401 will become obsolete or obsolescent in the wake of new developments in computers. Perhaps it will stand in the same relation to new computers that the 407 stands today in relation to the 1401.

"And what of the automatic train operation we're hearing about for the Backbone Route? Perhaps it will be handled by a 'computer' governed by incoming data signals transmitted from the 'peripheral equipment' installed along the route.

"Perhaps people will drop their fares in slots at turnstiles designed to provide an instantly available record of revenue by lines. The turnstile will, of course, reject slugs!

"Predictions are easy—and frequently wrong. One, however, I believe is safe: We'll always need people to run and maintain the machines!"





**KICK-OFF DINNER FOR NON-OPS SAFETY PROGRAM**—Present are Maintenance Division Superintendents and superintending personnel of all departments under jurisdiction of the General Manager. Principal speakers are the four men standing at rear center: from left, C. A. Tengblad, Assistant Director of Personnel; J. W. Prutsman, Chief Safety Engineer, Transit Casualty Co.; M. Edwin Wright, Assistant General Manager; and Charles H. Hardy, Safety Engineer, who will coordinate the industrial safety program. Date: May 31.

## Awards for Safe Hours of Work Planned for Non-Op Departments

AWARDS for safe hours of work are under consideration for non-operating employees. Debated at the moment is what kind of award to give.

Superintendents in the non-operating departments are thinking over the problem as a result of a meeting they held May 31 with Assistant General Manager M. Edwin Wright and Safety Engineers.

Industrial accidents—that is, accidents to employees on the job—are of increasing concern to management for both humanitarian and economic reasons, Mr. Wright pointed out to the superintendents.

“Thanks to increased safety consciousness on the part of our Operators, traffic and passenger accidents are decreasing,” he said.

“A vigorous safety program in which Operators, supervisory personnel, the BRT, and the Safety

Department have cooperated, is a major factor in this happy situation.

“Now it’s time to do something to make non-operating employees more safety-minded.”

Chief Safety Engineer J. W. Prutsman outlined to the group plans similar to those in the Transportation Department for a Non-Operating Departments Staff Safety Committee, an Impruv-Ur-Record contest, safety meetings for maintenance employees, first-aid classes, safety tours, etc.

“The Impruv-Ur-Record contest for non-ops will be based on the safe hours worked. Each department or division will compete against its own record for the same period of the previous year,” he stated.

Watch future issues of THE EMBLEM and your bulletin boards for information as to incentive awards and safety contests.

## Repay Credit Union Loans By Pay-Roll Deduction

"IF YOU NEED A LOAN for vacation or other purposes, be sure to check your Lamta Employees Federal Credit Union rates with those of banks, finance agencies, and other leading institutions. You'll find your Credit Union lower, in most cases."

This is the advice of T. V. Collins, Credit Union Treasurer.

"Your Credit Union can never charge more than 1% per month on the unpaid balance of a loan—and there is no other charge to a Credit Union member. For in-

stance, if you borrow \$200 for 10 months, it can be paid off at \$20 a month for a total cost to you of \$11.00. The cost is reduced if you pay the loan off faster.

"Moreover, all Lamta Credit Union loans carry loan protection insurance at no cost to the member. This insurance means that if a qualified borrower dies owing the Credit Union money, his obligation is paid in full by the insurance company.

"Thanks to the MTA management, pay-roll deduction is available for repayment of loans or for deposits to share (savings) accounts."

MTA SERVICE available to Rotarians at their convention, June 3-7, is explained by William C. Weimer, right, MTA's Community Representative, to Knox Bourne, a member of the Convention Hospitality Committee, at the Information Counter in the Sports Arena. Mr. Weimer set up a timetable and map display, and made copies available to convention-goers. He spends full time explaining MTA service to business firms and other organizations along MTA routes, and leaves timetables, brochures, and maps to help people use the service.



# Commendations

## 143 Operators Honored In May for Courtesy

CONGRATULATIONS to the following 143 Operators who received commendations during the month of May:

U. V. Adams, Division 7; A. A. Addison, 5; J. C. Albrizze, 8; Sylvester Allen, 5; F. E. Anderson, 8; H. E. Anunson, 12; A. J. Arnone, 3; C. A. Baden, 6; E. R. Banks, 8; T. F. Benedict, 5; B. G. Biehn, 12; A. E. Bliss, 5; N. D. Bonner, 1; N. R. Bragg, 7; B. B. Brinker, 12; S. H. Brody, 20; B. A. Broge, 11; A. R. Brown, 7; H. A. Brown, 2; Hoyt Brown, 2; Leroy Brown, 2; C. T. Burris, 7; C. E. Burt, 10.

M. R. Cantrell, 8; G. H. Capen, 1; O. L. Caraway, 2; R. G. Carleton, 3; W. I. Collette, 9; B. F. Cooper, 1; D. G. Cramer, 20; W. S. Crawford, 5; C. V. Crosley, 1; H. W. Daigle, 6; Kern Dexter, 20; C. M. Dravis, 20; Clifford Ellyson, 3; E. J. Filek, 2; E. S. Fitzgerald, 9; G. T. Fitzpatrick, 5; H. H. Foster, 9; Roger Fowlston, 7; F. J. Gauch, 1; D. L. Goins, 5; D. G. Gould, 6; W. J. Green, 9; J. W. Greene, 12; J. J. Guglielmino, 7.

Frank Hackman, 2; D. L. Hall, 7; J. L. Hammond, 5; W. R. Hardie, 6; H. J. Harrigan, 2; J. H. Hartley, 3; C. T. Hearn, 7; L. C. Herman, 11; G. G. Hochstedler, 5; H. S. Holcomb, 20; J. G. Holland, 7; B. P. Holliday, 5; W. K. Holsberry, 12; H. C. Hunter, 2; D. T. Hutton, 7; W. W. Irwin, 3; S. C. Jackson, 3; L. S. Jensen, 6; J. M. Johannes, 7; J. P. Jones, 3; M. H. Jones, 7; T. J. Jones, 5; W. C. Jones, 7; J. C. Jordan, 9.

H. W. Keener, 20; Albert Kimbo, 7; F. W. Koenig, 6; R. D. Kornell, 20; Odd Kristoffersen, 5; M. A. La Casse, 20; Cliff Lamb, 12; D. A. La Mont, 2; Oscar Langdale, 12; A. S. Langham, 10; F. W. Lenard, 2; J. E. Lewis, 10; Sally Mackin, 20; Clyde Mason, 5; G. C. Moncivais, 7; H. W. Morrow, 5; R. E. Moses, 2; L. L. Moss, 5; H. A. Naughton, 8; E. B. Nelmo, 1; H. C. Niels, 20; M. J. Nootenboom, 2; R. G. Nord, 12.

R. E. Oliver, 7; H. I. Olstynski, 11; O. B. Osborne, 20; R. F. Ostrander, 9; C. A. Paramo, 5; S. O. Parker, 2; Camilo Perez, Jr., 3; F. A. Peters, 7; A. R. Peterson, 3; V. D. Powell, 7; W. A. Prewitt, 8; R. O. Rangel, 7; A. Rappaport, 3; E. E. Ratcliff, 1; J. F. Riley, 12; M. C. Rochford, 7; M. D. Rogers, 20; Bob Root, 2.

## Much-Honored Operator, G. W. Demarest, Retires

A CITATION OF SERVICE for his almost 40 years of safe operation and courtesy towards his



Garrett W. Demarest  
last May 25.

passengers and towards other vehicle drivers was presented to Garrett W. Demarest, retiring Operator on the Los Angeles - Redondo Beach Line 51, by the Hermosa Beach Chamber of Commerce

The citation was but the last in a series of honors that have been won by Mr. Demarest — most of them in recent years.

He was selected Operator of the Month for May for his outstanding courtesy and record. This was his second such award. He won the honor also for December, 1960.

He was chosen Driver of the Month for October, 1956, by the California Trucking Associations, in cooperation with the Greater Los Angeles Chapter, National Safety Council, for his record at that time of 30 years of driving without chargeable accident.

"His record is even better than

M. J. Saniga, 7; R. D. Saunders, 7; Ann Schulz, 7; J. T. Seaborn, 7; W. C. Shafer, 5; W. P. Shumake, 5; E. H. Sims, 2; S. J. Smith, 2; A. J. Spizzirri, 7; L. T. Staten, 10; H. T. Tatar, 7; J. H. Thames, 2; J. S. Theisen, 7; P. A. Tumminieri, 8; Bennie Varon, 7; Jack Vaughn, Jr., 1.

R. J. Walter, 5; E. J. Warburton, 3; L. S. Warner, 8; E. V. Watford, 7; W. S. A. Weary, 2; Benjamin Weathersby, 5; J. S. Weinschelbaum, 5; C. W. Wilds, 12; B. F. Williams, 7; Ray Williamson, 1; C. E. Wilson, 6; Earnest Wright, 1; Donald Womble, 7; G. D. Woods, 5; Harry Zipper, 7.



**RECEIVES HERMOSA CITATION**—Operator Garrett W. Demarest receives framed "Citation of Service" from President Seymour Bilowit of the Hermosa Chamber of Commerce beside an MTA bus on exhibit during Hermosa Beach Exhibitor's Day, May 25. Girl at left is Jeanne Callaway, of Radio Station KAPP. She interviewed Mr. Demarest via tape recorder (in her hand) for station's news bureau. Next to Mr. Bilowit is Chamber Manager, C. W. Shepherd.

is indicated by his awards," declared Mr. Bilowit at the Hermosa presentation. "During his entire transportation career, his record is unspotted by a chargeable accident or a passenger complaint of any nature. He is living proof that courtesy and safety go hand in hand. We are very proud to have

had such an Operator serving our city."

The citation was due in part to knowledge on the part of the Chamber officials that Mr. Demarest was to retire June 1.

Mr. and Mrs. Demarest plan to travel considerably throughout the United States and Canada.

**HONORED AT PARTY**—Operator Garrett W. Demarest, second from left in foreground, receives a desk-pen set from his host, Operator Edward Delmar, on behalf of some 75 guests who attended a party in honor of the Demarests at the home of the Delmars in Manhattan Beach, May 29. Mrs. Demarest and Mrs. Delmar stand beside their husbands in the photo. Co-host for the party, V. E. Delmar, stands just behind his brother, Edward. Mounted on desk-pen set was a model of an MTA bus painted in the familiar two-tone green and white.



## New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between April 17 and May 15:

### ACCOUNTING AND FINANCIAL DEPARTMENT

Clerk: W. J. Mieczkowski\*.  
Key-Punch Operator: Fairy A. Wheeler.

### EQUIPMENT MAINTENANCE DEPARTMENT

Mechanic "A": W. M. Huskey.  
Mechanic "B": P. L. Hernandez, R. J. Krill, A. I. Odsen\*.  
Utility "A": J. H. Howard\*.

### REAL PROPERTY MANAGEMENT DEPARTMENT

Information Clerk: Alice De La Torre, Mary L. Mills, Joanne M. Rennert.

Janitor: R. L. Bennett, Leroy Davis, Jr., G. H. Hildreth.

### TRANSPORTATION DEPARTMENT

Operator: D. L. Banks\*, Division 7; R. I. Brys, 2; P. A. Calaway, Jr., 7; R. L. Johnson, 10; J. T. Lee, 2; Bernard Model, 2; J. "C" Neice, 7; R. E. O'Riley, 7; W. A. Riley, 2; Felix Rodriguez, 10; M. J. Scott, 7; F. R. Sweeney, 7; R. R. Taber, 7; G. A. Zeranko, 7.

\*Re-employed.

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder in recent weeks:

*J. A. O'Neal* from Electrician "A" to Leadman, Electrical Department. May 7. Employed Nov. 25, 1953.

*Frederick Washington* from Mechanic "B" to Mechanic "A," South Park Shops, May 6. Employed May 9, 1955.

## In Memoriam

REGRETFULLY, The Emblem reports the death of the following:

*Carolyn K. Davis*, wife of retired Lineman Leader Simeon L. Davis; Mar. 30. Survived by her husband; a son, James D.; a daughter, Mrs. Geraldine M. Richards; and two grandchildren. Mr. Davis' service was between 1920 and 1946.

*Francis I. Flynn*, 84, retired Substation Operator; June 2; service from 1913 to 1948. Survived by his wife, Mary, of Los Angeles.

*Theresa Madigan*, wife of retired Maintenance Division 20 Superintendent James A. Madigan; May 26. Survived by her husband, whose service was from 1919 to 1954.

*Edward A. Oglesby*, 72, retired Foreman, Equipment Maintenance Department; May 20; service from 1925 to 1946. Survived by his sons, Wilfred E., of Los Angeles; and Clifford W., of Los Alamitos.

*Guadalupe Ramos*, 66, retired Mechanic, South Park Shops; June 1; service from 1946 to 1961. Survived by his daughter, Mrs. Rosie Gonzalez, of Pico Rivera.

*John H. Schrader*, 89, retired Flagman; May 11; service from 1909 to 1948. Survived by his son, A. J. Schrader, of Glendora.

*Charles D. Stutson*, 61, Operator, Division 3; May 2; service from 1945. Survived by his wife, Dora, of Los Angeles.

## Driving to Seattle?—Canada? Tell Your Insurance Agent

PLANNING TO DRIVE up to the Seattle World's Fair and then continue into Canada?

If so, get a British Columbia Motor Vehicle Liability Insurance card and an Alberta Financial Responsibility card from your automobile insurance agent, advises C. M. Woodbury, MTA's Insurance Manager.

## OUR COVER

### Magic Kingdom Club Cards Now Offered Employees

"WELCOME to the Magic Kingdom!" says Disneyland's Vice-President, J. W. Fowler, shaking hands with Operator Donald T. Scoggins, the Scoggins family, and MTA's Executive Director, C. M. Gilliss (on extreme left), at the old fashioned fire wagon near the Disneyland City Hall.

Mrs. Scoggins is carrying Ronnie, 1; beside her stands Eric, 4; on the wagon are Kenny, 5, at left, and Mark, 3.

Mr. Gilliss was there because this was a very special occasion: the Scogginses were the first to visit Disneyland as members of MTA's new Magic Kingdom Club.

All employees may now become members of the Club by going to Room 606, the Personnel Department, Transit Authority Building, 1060 S. Broadway, Los Angeles, and filling out a card with name and address. In return, they will receive without charge a wallet-sized membership card, good for a year, in the Magic Kingdom Club.

This card, when presented at the Disneyland box office, will entitle the holder *and his family* to a special Magic Kingdom Club ticket book, not available to the general public, good for admission and 12 rides.

Each adult pays \$3.75 for a \$6.35 value; each junior (12 through 17), \$3.25 for a \$5.95 value; and each child (3 through 11), \$2.75 for a \$4.65 value.

Membership in the Magic Kingdom Club also makes families automatically eligible for Family-of-the-Month awards: Each month three families are chosen to receive an all-expense-paid week-end at Disneyland Hotel and Disneyland.

# The Emblem

Vol. 4 June, 1962 No. 9

## IN THIS ISSUE

Brain That Never Fags.....	2
We Thought the 650 Computer Was Fast, but the 1401—Wow!	
Safety Program for Non-Ops..	10
Rotarians Supplied with MTA Timetables and Maps....	11
Credit Union—For Your Use....	11
Commendations .....	12
May Operator of Month Honored as He Retires	

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  
WALTER M. BRIGGS  
N. R. DUMONT  
MORTIMER W. HALL  
CARL P. MILLER  
MARTIN POLLARD  
\* \* \*  
C. M. GILLISS  
Executive Director

W. Warren Silliman, Editor

Upon showing their Magic Kingdom Club cards at any time, holders are entitled to reduced room rates at the Disneyland Hotel and rates reduced up to 50% at the adjoining golf course. (Prior reservations for either are recommended.)

From now through Labor Day, Disneyland will be open each day at 9:00 a.m. Monday through Friday it closes at midnight; Saturdays, at 1:00 a.m.; and Sundays, 10:00 p.m.



A DANGER SIGN.. Heed it!

THE MTA EMBLEM  
1060 S. Broadway  
Los Angeles 15, Calif.

(READERS—Please keep your department informed of any change in your address.)

BULK RATE  
U. S. POSTAGE

**PAID**

Los Angeles, Calif.  
Permit No. 21231