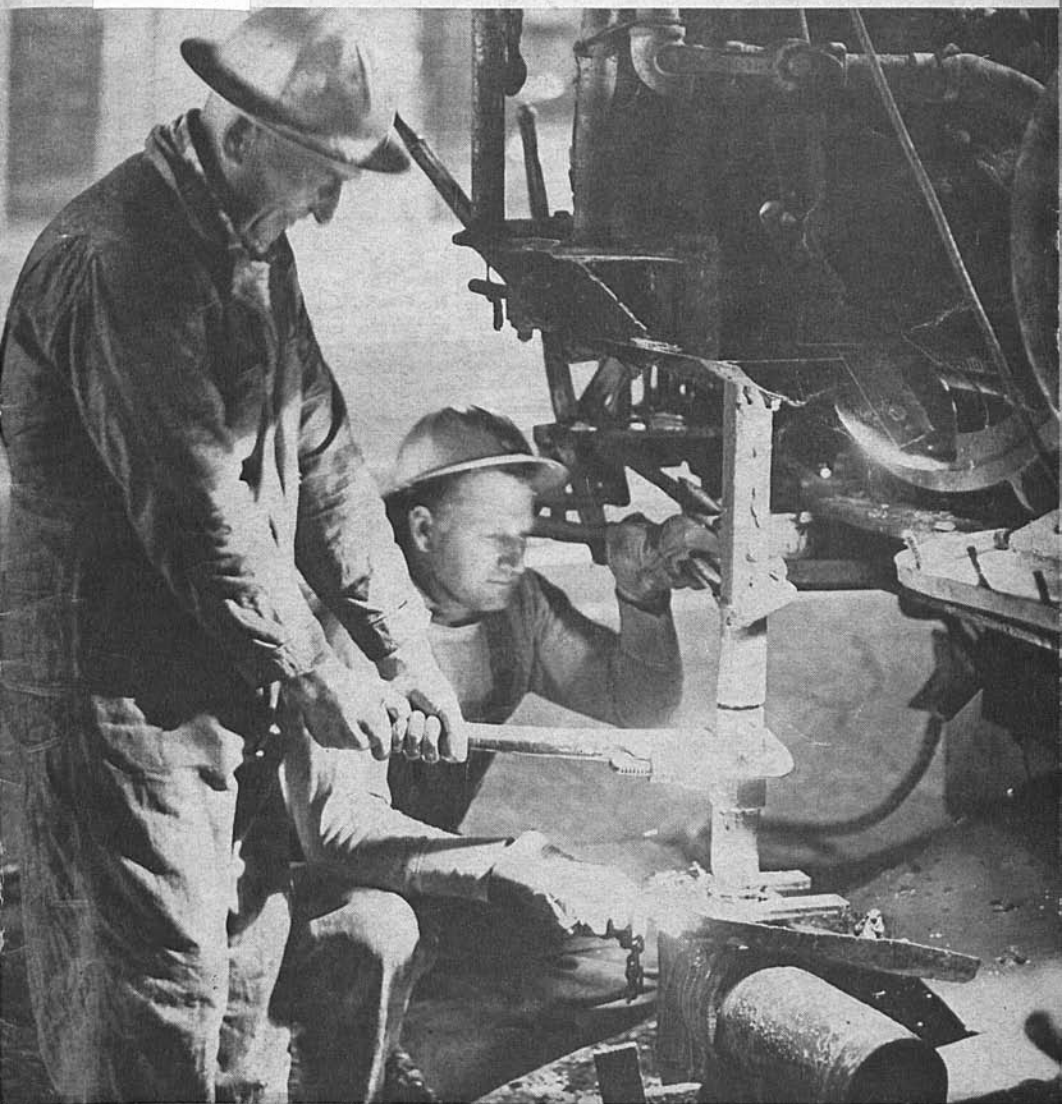




# Emblem

76-88

MARCH, 1962



(Cover story, page 15)

- W. M. Briggs Appointed to MTA Board
- El Monte-Riverside Men Win Safety Trophy
- Soil Sleuths at Work



TO EL MONTE-RIVERSIDE FOR KEEPS—The BRT trophy is presented on Monday, Feb. 26, by Don Sheets, right center foreground, General Chairman, Brotherhood of Railroad Trainmen, to W. A. Ullrich, Transportation Superintendent of El Monte-Riverside Division 9-13, for permanent possession by the division, which scored highest in the Improv-Ur-Record Safety contest for the last half of 1961. Also receiving the trophy for the division was Operator Earl Clark, Terminal Griever, standing near Mr. Sheets, just behind the trophy. Important officials were present at the ceremony. In front row, left to right, are M. Edwin Wright, Assistant General Manager, MTA; H. W. Null, Inspector, California Highway Patrol; Dr. Leslie L. Dagle, Mayor, City of El Monte; Messrs. Ullrich, Clark, and Sheets; Joseph Kaplan, Secretary and General Manager, Greater Los Angeles Chapter, National Safety Council; C. H. Cantrell, Local Chairman, Lodge 390, BRT; and George F. Goehler, General Superintendent of Transportation, MTA. Just over Mr. Wright's shoulder is Jack Stewart, Assistant General Superintendent of Transportation, MTA. Just over Mr. Ullrich's shoulder are J. W. Prutsman, Chief Safety Engineer, and John Miller, Branch Manager, Transit Casualty Co. A few of the 233 Operators who won the trophy are shown standing in the background.

## El Monte-Riverside Operators Win Safety Trophy for Keeps

BY 47 POINTS, the 233 Operators of El Monte-Riverside Division 9-13 have surpassed their nearest competitor among the 12 divisions and gained permanent possession of the trophy presented by the BRT in the 1961 Improv-Ur-Record safety contest.

El Monte-Riverside Division accumulated 543 points—the highest score for any division—by excelling in the last six months of 1961 its own record for the same months of 1960—in six safety categories.

Officials of the City of El Monte, the California Highway Patrol, BRT, the Transit Casualty Co., and

MTA gathered in the Operators' room in El Monte on Monday, Feb. 26, to congratulate division personnel on their achievement and to witness the presentation of the trophy to Operators by BRT General Chairman Don H. Sheets.

The presentation was followed by a hot buffet luncheon, served at the division between 11:00 a.m. and 2:00 p.m. by Safety Engineers of the Transit Casualty Co.

George F. Goehler, General Superintendent of Transportation, congratulated Division Superintendent W. A. Ullrich and his Operators on

(Story continued on p. 4)



**REPEAT AT RIVERSIDE**—Messrs. Ullrich and Prutsman hold a cake for the Riverside Operators, and behind them, James W. Witt, Riverside Foreman of Maintenance and Transportation, holds the trophy. Between Mr. Witt and Mr. Prutsman is Operator Thomas H. Randall, Terminal Griever for the BRT at Riverside. Others in front row, from left, are Woody Wade, Manager, Riverside Chamber of Commerce; Mr. Stewart; and, at extreme right, K. B. Radde, a motorcycle officer of the California Highway Patrol. Scene is at the Riverside Garage.

**HOT LUNCH**  
was served  
by  
Safety  
Department  
personnel  
(insert)  
Donnelly,  
Hardy,  
Musilian,  
and Winter  
to Operators  
at El Monte  
(above),  
Riverside  
(below),  
and . . .  
(see  
next page)





... THE RUNNER-UP: Division 1, the trolley coach division. (See preceding page for other luncheon pictures). The four men standing together at right rear are Division Superintendent D. B. Kohl, left; Instructor L. G. Gregory; and, from BRT, Kenny Moore, Vice-Chairman, Lodge 390; and J. H. Toombs, Vice-Chairman, Lodge 406. The scene is the Operators' room.

## El Monte-Riverside

their success, and also introduced the guests.

The next day a similar celebration—including a hot luncheon—was held at Riverside Garage for the 47 Operators supervised for

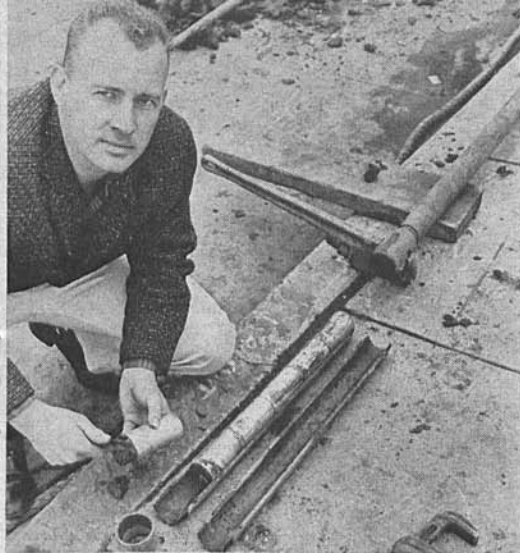
Mr. Ullrich by James W. Witt, Foreman of Maintenance and Transportation at that location.

On Thursday, March 1, Operators at Division 1, the 496-point  
(Continued on p. 15)

**BUT LET'S NOT FORGET** the December winner of the Impruv-Ur-Record trophy: Division 11. Presentation of the trophy was too late for inclusion in the last issue of THE EMBLEM. In this photo, on behalf of Operators and Trafficmen of Division 11, Operator Frank Richardson, left center, and Trafficman D. C. Hunsaker receive the trophy from Mr. Sheets, BRT. (All three men have their hands on the trophy). In left foreground, front row, are, from left, Mr. Prutsman, Mr. Goehler, and Thomas Arnott, Division 11 Superintendent (transportation). The cake in the foreground was the gift of the Safety Department, Transit Casuality Co.







THE PICTURE ABOVE appeared in the last issue of THE EMBLEM, at which time a complete explanation was promised for the March issue as to how the Kaiser Inspector-Geologist shown obtained that metal tube full of earth. The pictures below help tell the story:

LOWER LEFT—Workmen drill down through the street to a point 10 feet below the bottom of the proposed subway—sometimes as far as 110 feet—

by adding one section of drill to another as shown. However, about every five feet the drill is removed and a sample of earth taken by the method shown in the other two pictures.

CENTER — A steel sampler tube screwed to lengths of pipe is lowered to the bottom of the hole. (Typical sampler tube, which is made in two vertical sections that can be clamped tightly together, is shown in the photo at top of page. Lower end of tube is open and the edges sharp. Tube contains several thin hollow metal cylinders or liners.)

The last section of pipe to be screwed on has near the bottom a heavy collar. Above this collar a heavy cylindrical weight (140 lbs.) with a hole in the center is arranged to slip up and down on the pipe. The weight, or hammer, is attached by rope and pulley to the drilling rig's donkey engine.

LOWER RIGHT—Workman holding rope raises the hammer to a point 30 inches above the collar by use of the donkey engine and slackens the rope. The hammer falls. The number of blows required to drive the sampler tube 18 inches into the ground is recorded, to show the density of the soil.

The sampler is then removed and taken apart, and its liners, now full of soil samples, are taken out, capped, numbered, and sent to the soil laboratory for tests. (See the next two pages.)

## They're Drilling for Subway Soil Samples



# Soil Sleuths at Work Here!

## Subway Soil Tests and Their Significance

(Pictures on pp. 7, 8, and 9 also)

WHY TEST the soil along the proposed subway route?

For two principal reasons, according to the man who is in charge of test boring and the soil-testing laboratory for Kaiser Engineers—Alden McElrath, Engineering Geologist:

“First, so that tunnel sections can be designed to conform to the type of soil in a particular location. There are several types of tunnels, with varying costs.

“Second, so that construction contractors can estimate the cost of removing material from the tunnel.”

A trip through the Kaiser soil-testing laboratory set up at 508 S. Western Ave., Los Angeles, provides convincing evidence that

Kaiser people attach great importance to the tests.

Every night, samples of soil in capped liners are brought in from the drilling locations. Laboratory Technician Ralph Gabriel gives each sample an identifying number. He also weighs each sample to determine the weight of the particular soil per cubic foot.

Other tests follow. Careful records are kept of test results for each sample.

Pictures on these and the next two pages show how carefully and completely the samples are tested for various attributes. Not all samples receive all tests. The type of test depends on the kind of material in the sample.

**MOISTURE CONTENT TEST**—Every sample undergoes a test for moisture content. Laboratory Technician Ralph Gabriel takes a small amount from each end of the sample tube, puts it in a small container, and weighs it on the balance in the picture at left. He then puts the container in an electric oven (photo at right), bakes the contents till dry, and weighs the container again. The difference in weights is the weight of the water. From this procedure the moisture content of the entire sample is determined. After removing the small amounts from the sample tube, he recaps both ends and dips tube in paraffin to seal it. Tube is then filed on shelves (see next page) in order of number, for future tests.





**SAMPLE STORAGE SHELVES—**  
Engineering Geologist Alden McElrath, of Kaiser Engineers, looks at one of the approximately 1800 soil samples stored (as of early February) on shelves in the laboratory on Western Ave. He estimates that there will be nearly 5,000 when drilling is finished about April 1, over the entire route.

*(More pictures on pages 8-9.)*



**COHESIVE MATERIALS TEST**—Soil sample in the round dish is the clayey type that becomes sticky when wet — as opposed to the sandy or gravelly type of soil. By finding out how much water can be mixed with a sample before it becomes liquid, and also by finding out at what point the material begins to crumble as water is removed, a "plasticity index" can be determined for the particular sample. This index helps determine the type of support to be used in a tunnel during boring procedures, as well as the type of design to be used in the finished tunnel.

In this photo, the sample in the dish has been saturated with water by the mortar-and-pestle (middle tool) method until it is almost a liquid. The groove in the center of the sample has been made with the tool at left. Turning the crank at right raises the dish and allows it to fall and strike the base. The number of blows required to bring the edges of the material together at the bottom of the groove is an important factor in calculating the plasticity index. This test is regarded as one of the most important of those carried out in the laboratory.

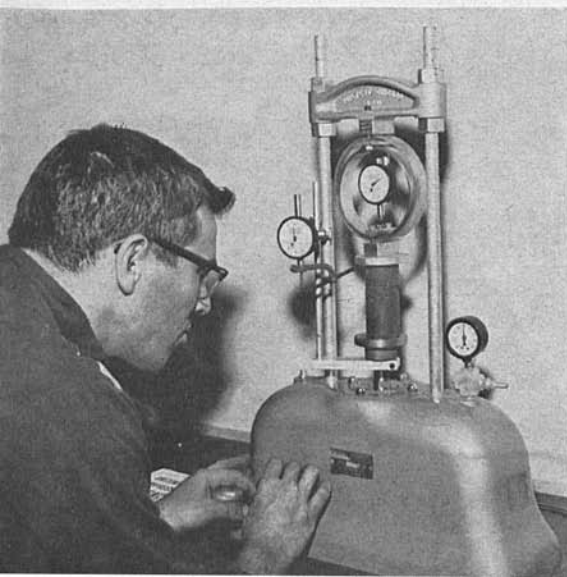
## Soil Sleuths at Work

*(Continued from previous page)*





**GRAIN-SIZE DISTRIBUTION TEST**—This test, employing the sieve-shaker shown, is used to determine how many different sizes of grains are distributed how thoroughly throughout a soil sample of granular material like sand or gravel. For building purposes, the greater the variety in sizes of grains and the more fully they are distributed, the better. The more the interstices between the larger grains are filled with smaller grains, the more dense the soil will be when compacted, and the less chance there is for water to flow through it. By shaking materials through screens graduated from very coarse at top to very fine at the bottom, as in the machine pictured, and then weighing the various amounts, the grain-size distribution is determined. The screens run from very coarse (1" mesh) to extremely fine (.0029" mesh), like those Mr. Gabriel holds.



**UNCONFINED COMPRESSION TEST**

—This determines the amount of load that may be placed on a soil before the soil fails. A sample is extruded from a liner, ends of sample are squared off, and sample is placed vertically between the compression plates of the machine in the photo. Pressure is then applied against the ends of the sample. Top dial shows the number of pounds of load the material can stand before failing; dial at left shows the amount of compression in thousandths of an inch the material will stand before failing. These figures are for lab and engineering design calculations only; they are not intended to show actual underground pressures and compression distances, say engineers.



**CONFER ON RAPID TRANSIT FOR LONG BEACH**—Members of MTA Board meet Feb. 15 with Mayors of Los Angeles and Long Beach to discuss Federal aid for rapid transit line from Los Angeles to Long Beach. From left are Fred S. Dean, Vice-Chairman, MTA Board; John Mansell, City Manager, Long Beach; C. M. Gilliss, Executive Director, MTA; A. J. Eyraud, Chairman, MTA Board; Samuel W. Yorty, Mayor, Los Angeles; Edwin W.

Wade, Mayor, Long Beach; N. R. Dumont and Martin Pollard, members, MTA Board. Informal conclusions reached at this meeting induced the MTA Board, at its regular meeting of Feb. 27, to decide to apply to the Federal government for such funds as may be available to help build rapid transit lines to Long Beach and other areas. (See the March Newsletter). In center, with back to camera, is E. R. Gerlach, MTA's Chief Engineer.

# Gov. Brown Appoints Briggs To Succeed Belding on MTA

## Reappoints Eyraud and Pollard

WALTER M. BRIGGS has been appointed by Governor Brown as a new member of the MTA Board to succeed Don Belding, whose term expired March 2. The Governor also reappointed A. J. Eyraud and Martin Pollard to the Board.

President and owner of Saf-T-Park Corporation and Continental Parking Corporation, Mr. Briggs has become one of the nation's principal parking operators.

He has also been for 13 years an active member of the Traffic and Transit Committee of the Los Angeles Chamber of Commerce and a member of the Board of Directors of the Metropolitan Traffic Association. In 1958 he was appointed to serve on a joint Los Angeles City and County transit improvement committee.

He has also been a member of the Parking and Transit Committee of the Downtown Business Men's



WALTER M. BRIGGS

Association of Los Angeles, and has served on many other committees and boards concerned with traffic and transit problems, as well as with civic betterment.

## Glendale Legion Honors MTA Employees

HONORING MTA employees, Glendale Post 127, American Legion held Transportation Night on

Friday, Feb. 23. The Program Chairman was E. H. Schlichtman, Division 8 Clerk.

Guy G. Gifford, MTA Manager of Customer Relations, was principal speaker, and discussed the im-

portance of Senate Bill 2390, the Transit Revenue Guarantee Bill, to the MTA.

Reed O. Christiansen, Director of Public Relations, was master of ceremonies and introduced many MTA guests.

For entertainment, Mr. Schlichtman secured The Tartans, costumed Scottish bagpipe band led by William Cathro, Mechanic at Division 2; and The Sidewinders, Western champions of the SPEBSQSA (Barbershoppers). Division 9 Clerk L. N. Velzy, a SPEBSQSA official, helped to obtain the quartet.



E. H. Schlichtman

# Commendations

## 118 Operators Honored In January for Courtesy

CONGRATULATIONS to the following 118 Operators who received commendations during the month of February:

George Anderson, Division 7; J. B. Anderson, 12; May Andrews, Jr., 1; J. B. Ayres, 11; T. F. Benedict, 5; L. S. Bernard, 5; H. W. Blundell, 5; Don Bolton, 2; James Bradley, 7; A. M. Brannan, 20; W. G. Brewer, 7; K. C. Brooks, 20; C. T. Burris, 7; Odrey Bush, 1.

R. J. Cannon, 2; O. L. Caraway, 3; William Crawford, 7; F. E. Dahlstrom, 10; L. A. Davis, 8; J. A. Deal, 3; M. D. Diaz, 7; J. H. Dunn, 5; Fred Eckler, 8; J. F. Edmondson, 9; F. D. Ellis, 20; C. E. Ellyson, 3; L. V. Esque, 1; R. R. Felan, 3; W. C. Fischer, 7; F. B. Fleischer, 20; S. P. Forrestal, 6; H. H. Foster, 9.

H. G. Gardner, 1; G. C. Gilliland, 11; D. L. Gladwell, 11; A. M. Gracy, 6; Lucian Grant, 9; E. C. Green, 20; N. J. Greene, 5; W. J. Greene, 9; R. L. Greer, 1; J. M. Griswold, 3; F. W. Hall, 11; R. G. Harris, 3; R. H. Harkens, 20; R. L. Harter, 2; T. B. Hays, 9; Theodore Hernandez, 2; Kenneth Hicks, 6; Lawrence Hill, 7; L. M. Hobel, 8; I. G. Hofstetter, 9; L. E. Hough, 10; Walter Howell, 2.

J. M. Jernigan, 6; Joe Katz, 10; D. E. Kautter, 10; M. E. Kittinger, 12; Earl Kral, 5; V. L. La France, 3; L. J. Lampshire, 5; J. A. Lane, 3; Nathan Lavelle, 2; T. T. Leech, 5; C. E. Lewis, 7; Joe Liscano, 7; Ira Luttrell, 6; Ronald Martin, 1; L. R. Maspero, 20; H. A. Mathews, 1; O. J. Maynard, 5; Lonnie McChristian, 20; J. R. Moore, 1; W. R. Moore, 1; R. H. Morgan, 8; L. F. Mueller, 5; P. K. Murry, 21; F. P. Nanny, 6; S. O. Parker, 2; F. A. Peters, 7; C. J. Petty, 5; H. L. Pineda, 3; V. D. Powell, 7.

M. D. Rogers, 20; Seymour Rona, 6; H. O. Rozelle, 20; W. J. Sattiewhite, 7; P. D. Schmidt, 5; E. H. Sims, 2; Eddie Smith, 6; H. B. Smith, 11; O. L. Smith, 5; H. W. Spencer, 3; H. L. Spooner, 5; Harry Standberry, 1; J. W. Stevens, 6; E. L. Stover, 11; P. W. Stringer, 7; Edward Suplee, 3; Stanley Swanson, 7; C. L. Sullivan, 9.

C. C. Tatum, 5; R. D. Taylor, 8; E. J. Tircuit, 3; B. J. Tharp, 1; R. A. Thompson, 6; E. C. Turner, 20; J. C. Tyler,

## Special Recognition Given First Woman to Become MTA Operator of the Month

THE FIRST WOMAN to be selected Operator of the Month since June, 1957, Marie Glines, of Division 5, won the award for February for her outstanding courtesy and excellent record.



Marie Glines

Since she was also the first woman Operator to receive the award since MTA became an operating entity, she was accorded the special honor of a personal presentation by Board Chairman A. J. Eyraud of the \$50 check each Operator of the Month receives. He presented it to her at the Feb. 27 Board meeting, along with public congratulations.

"The Board appreciates the good will you have created in the public by your courteous, skillful operation," said Mr. Eyraud, after reading aloud portions of the letter of commendation which was a principal factor in her selection as Operator of the Month.

"We also understand that you are eligible for an 11-year pin for safe operation—proof of the saying on our Operator-of-the-Month car cards that 'Courtesy is just another way to spell Safety.'"

She was commended by two sisters from Texas for going "far beyond her line of duty" to help them use MTA service.

5; M. J. Van Veem, 8; C. B. Warfield, 7; E. V. Watford, 7; D. B. White, 7; W. V. White, 7; Sam Williams, 2; R. D. Wilson, 1; J. W. Winston, 5; C. W. Wisler, 7; M. R. Wright, 5.



## Miller to Be President Of Rotary International

CARL P. MILLER, member and former Chairman of the MTA Board, has been nominated President of Rotary International for 1963-64. Nomination is tantamount to election.

Mr. Miller is Executive Director of the Pacific Coast edition of the *Wall Street Journal*; President of Palos Verdes Newspapers, Inc.; a director of several firms and associations; a Past President of the Los Angeles Chamber of Commerce; and a Past President of Sigma Delta Chi, national professional journalism fraternity.

He has also been President of the Los Angeles Rotary Club; and has served Rotary International as Vice-President, Director, and District Governor.

## Operator's Helpfulness Told in Montrose Paper

THE FRIENDLY HELPFULNESS of Operator Earl E. Barnhart, of Division 10, toward a passenger early in February was recorded in the *Montrose Ledger* for Feb. 8.



Earl E. Barnhart

Seaman Apprentice John Bahr, 18, who boarded Mr. Barnhart's Los Angeles - Sunland Line 56 bus, looked ill, and admitted as much to the observant bus driver.

Thinking that the lad might be hungry, Mr. Barnhart stopped to buy him a carton of milk. When this failed to help, the Operator then stopped again to call the young sailor's parents. They were waiting



STROBEL and award-winning cartoon.

## Strobel Cartoon Wins Freedoms Foundation Medal

A CARTOON he drew condemning bigotry and racial discrimination as un-American has won Operator Kenneth Strobel, of Division 9, a Freedoms Foundation award—the George Washington Medal. It will be presented soon at a Freedoms Foundation awards dinner.

"No room on this perch for you!" says the American Eagle to the ugly bird of bigotry and racial discrimination, in the caption to the drawing.

The cartoon appeared in *Bus-Rail Topics*, a BRT newspaper. Mr. Strobel is the first labor paper artist to receive a Freedoms Foundation award.

when the bus arrived at Foothill Blvd. and Lowell, and rushed their son to the hospital for an emergency appendectomy, which was complicated by other ailments.

"We deeply appreciate the concern shown by Mr. Barnhart both at the time and later on," stated Mrs. Bahr. "He called us the following week—which he didn't have to do—to find out how our son was doing after the operation."

## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Jan. 16 and Feb. 16:

### ADMINISTRATION, GENERAL

Assistant to Executive Director: J. E. Baedeker.

### EQUIPMENT MAINTENANCE DEPARTMENT

Utility "A": Arthur Harris, Jr., J. D. Trujillo.

### OFFICE OF CHIEF ENGINEER

Senior Transportation Engineer: D. W. McEwen.

### PURCHASING AND STORES DEPARTMENT

Junior Stock Clerk: E. A. MacDonald, R. A. Palacios, C. L. Renner.

### REAL PROPERTY MANAGEMENT

Information Clerk: Joann R. Colvin, Raquel Reyes.

### WAY AND STRUCTURES DEPARTMENT

Laborer "B": Liobano Resendez.

## On Their Way Up

PROMOTIONS for three MTA employees have been noted by the Personnel Department in its recent daily reports:

*M. M. Howe* from Junior Clerk to Stock Clerk, Purchasing and Stores Department, Feb. 5. Employed July 16, 1941.

*H. L. Medsker* from Junior Clerk, Purchasing and Stores Department, to Mechanic "B", Equipment Maintenance Department, Feb. 2. Employed Aug. 28, 1961.

*Frank J. Screech* from Charter Service Supervisor to Stops and Zones Representative, Transportation Department. Employed Sept. 19, 1925.

## Retirements

BEST WISHES to the following employees, who have retired in recent weeks:

*Gertrude E. Blakely*, Cleaner, Equipment Maintenance Department, who retired Jan. 11 after 18 years of service. She had been on indefinite leave since Sept., 1960.

*Robert C. Fabun*, Operator, Division

9, who retired Jan. 16 after service for more than 25 years. He had been on indefinite leave since July, 1960.

*Thomas W. Houser*, Operator, Division 12, who retired Feb. 9 after 20 years of service.

*George J. Knopes*, Operator, Division 9, who retired Feb. 12 after 19 years of service. He had been on indefinite leave since July, 1961.

## In Memoriam

WITH REGRET, The Emblem reports the death of the following:

*Jack F. Alder*, 67, retired Operator, Division 5; Feb. 14; service from 1923 to 1945. Survived by his wife, Myrtle.

*Robert B. Goodman*, 68, retired Operator, Division 6; Feb. 21; service from 1937 to 1958. Survived by his son, Robert, Jr.

*Claretta Haynes*, wife of Operator Bjarne Haynes, Division 2; Feb. 5. Survived by her husband.

*Edward A. Smith*, 37, Operator, Division 5; Feb. 24; service from 1956. Survived by his wife, Thelma.

*Joseph W. Votaw*, 83, retired Operator, Division 3; Feb. 26; service from 1919 to 1962. Survived by his son, Jack.

## OUR COVER

### Drilling at Night for (S)oil Along the Subway Route

DRILLING AT NIGHT for soil samples along the proposed subway route are Driller Ralph Kenner, left, and Helper T. J. Wilka, of the Raymond Concrete Pile Co., subcontractors for Kaiser Engineers.

In this time exposure, the men are shown taking apart sections of the drill. There are two types of drills used: (1) the continuous flight auger, which looks like a wood drill (see bottom of p. 5), and is used for dry drilling in reasonably soft ground when it is desired to determine accurately the water level under the surface; (2) the wet rotary drill, with a cutting edge that resembles three cog wheels at the end of a hollow pipe-shaft. A special kind of mud is forced down the pipe under pressure which forces the cuttings up the bore hole on the outside of the pipe. This method can be employed when material drilled is either hard or soft.

In our cover picture, the men are using a wet rotary drill.

The picture was taken on 7th St. near Bonnie Brae St.

### Naturally—

MRS. WANDERER wrote the Public Relations Department last month requesting a copy of the MTA Do-It-Yourself Fun Tours brochure.

### El Monte-Riverside

(Continued from p. 4)

runner-up in the Impruv-Ur-Record contest, were also treated to a hot luncheon by the Safety Department and commended by Chief Safety Engineer J. W. Prutsman and officials of the Transportation Department for their fine showing.

# The Emblem

Vol. 4 March, 1962 No. 6

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