

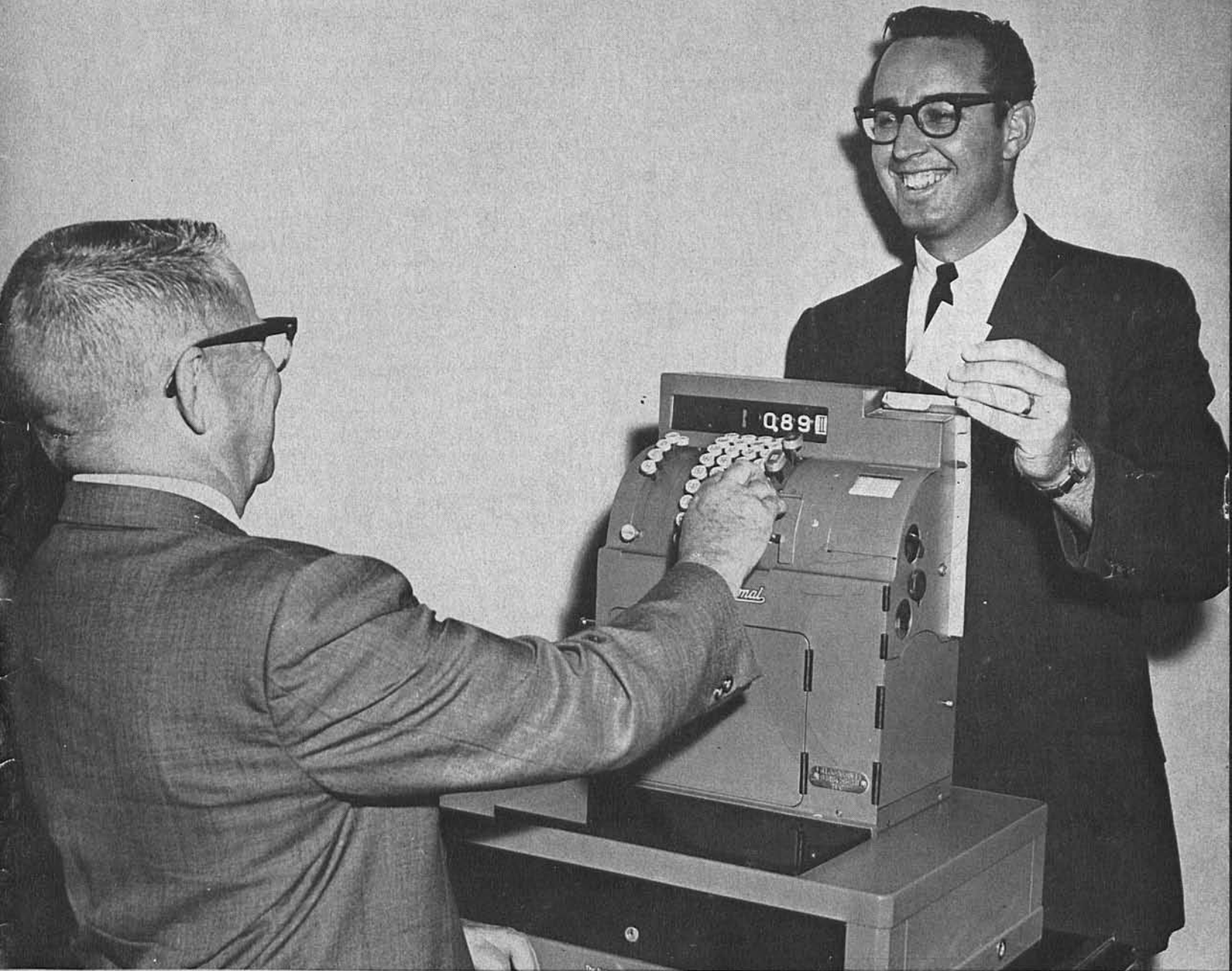
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Emblem

76-121

AUGUST-SEPTEMBER, 1963

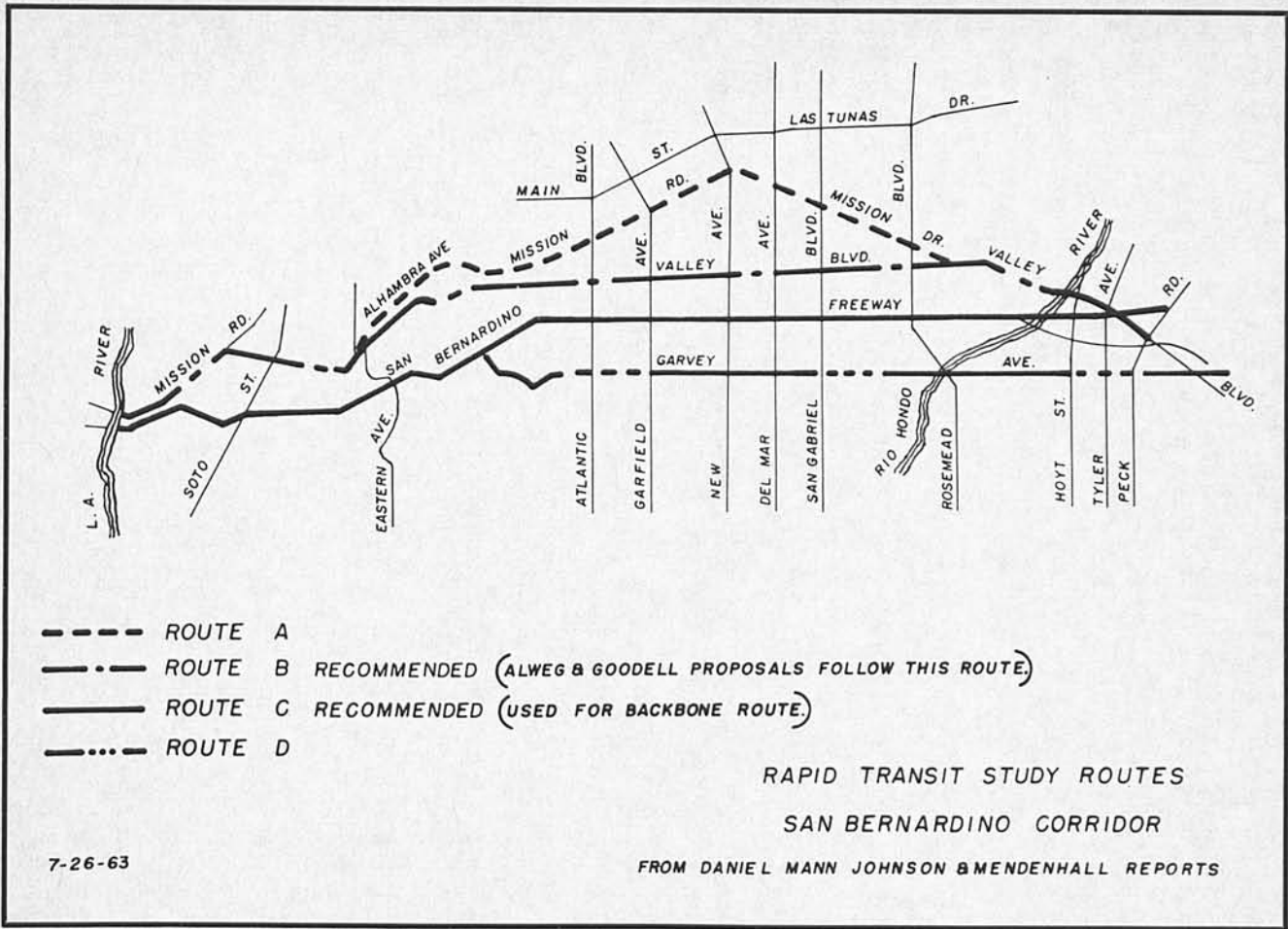


Sixth and Main Service Goes to New Terminal Sept. 15

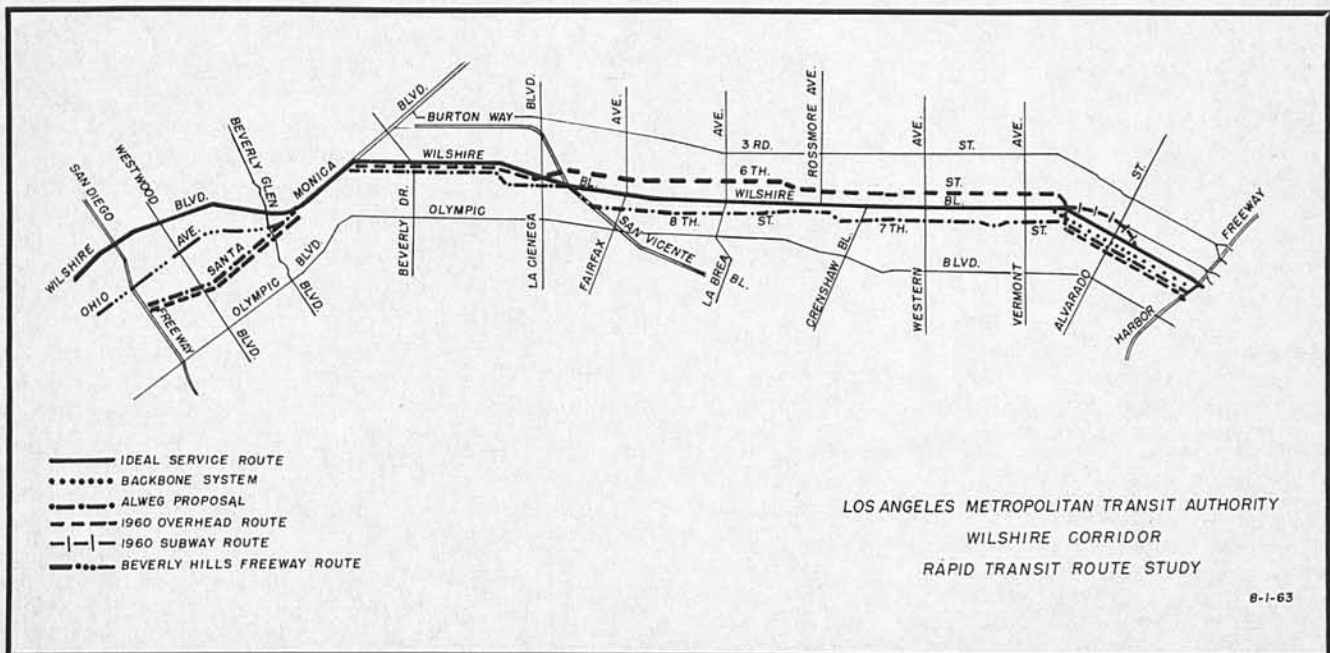
MTA Seeks City Preferences as to Rapid Transit Routes

Pix of First Presentations of 5 New Safety Trophies

Division Clerk Off the Job—Operator at Gunpoint



Main RT Routes Under Discussion



Terminal 16

**New Temporary Downtown Los Angeles Depot Opens Sept. 15
As Service Ends at Present MTA Depot and Terminal Annex;
Will Require Considerable Rerouting and Reassignment of Lines;
Division 11 Men Shift to Sixth and Central; Georgia St. Yard
Rebuilt for Midday Bus Storage; New Ticket Machine Used**

NEXT TO the conversion of last March 31 from rail to bus, the biggest change in downtown Los Angeles transit operation in many years will occur on Sunday, Sept. 15.

On that day, the MTA Depot at Sixth and Main Sts. and the Annex at 6th and Los Angeles Sts. will close, and the MTA terminal and station facilities will be moved to temporary quarters created on two former parking lots adjoining each other and located about half way between Fifth and Sixth Sts. One opens onto Spring St., the other onto Main St.

COMPLETE STATION CREATED

Complete station and ticket-selling facilities have been set up in an adjoining building with entrance at 513 S. Main St. The new facility will be known as Terminal 16.

Buses will enter the new terminal on the Spring St. side and leave on the Main St. side. This operation involves considerable rerouting and reassignment of lines, which in summary is as follows:

LINES THROUGH NEW TERMINAL

Operating in and out of the new terminal at all times, seven days a week, will be Lines 34, 36, 55, 58 (but not 58W), 60, 63 (but not 63V), and 69. The outbound trips of Line 58W destined to Fullerton will come

through the station at all times. Otherwise, other day trips on this line will come in 5th St., layover on Fremont Ave., and go out on Sixth St. The last inbound stop is on 5th St. at Flower St.; the first pickup outbound is on Sixth at Flower.

After 7 p.m. Monday through Saturday and all day Sunday, lines entering and leaving the new station—in addition to lines listed above—will be 33, 37, 52, 58W, 63V, 68, and 71.

All buses on Line 40 (Pomona Fair) and Line 57 (Santa Anita and Los Alamitos Race Tracks) will load in Terminal 16, but will discharge on Main St. in front of the terminal.

SOME LINES CHANGED

Line 56, instead of using the new station, will terminate on 11th St. between Los Angeles and Main Sts. Inbound from Sunset Blvd. and Spring St., it will come south on Spring St. to Olympic Blvd. and make a clockwise loop on Olympic Blvd., Los Angeles St., and 11th St. to a layover point on 11th St. Outbound, it will follow Spring St. to New High St., and thence by the present route to Sunland.

Line 71 will terminate during the day at the Division 1 yard at Sixth St. and Central Ave. Inbound, the route will be as at present to Los An-

geles and Sixth Sts., then via Los Angeles St. to Seventh St., left on Seventh St., left on Towne Ave., and right on Sixth St. to the division. The last inbound stop will be on Seventh St. at Los Angeles St. Outbound, coaches will deadhead from the division via Alameda, Eighth, and Main Sts. to the first pickup point on Main St. just north of Seventh St. Buses will then continue north on Main St. (instead of present route on San Pedro St.) to Macy St. and via present route to Pasadena. The Main St. route will benefit Civic Center passengers.

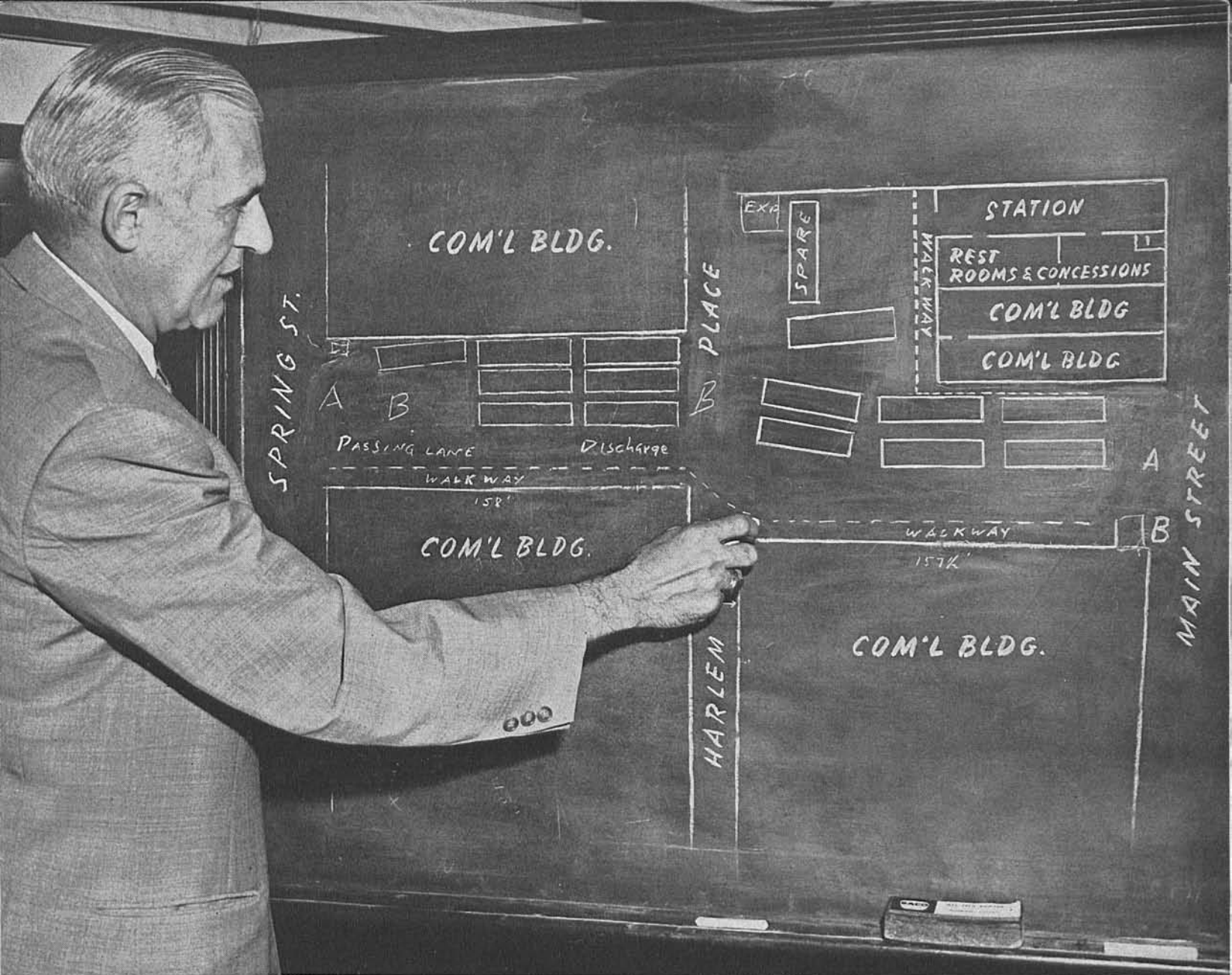
After 7 p.m., however, and all day Sunday, Line 71 buses will deadhead from the division to the new station, entering it via Spring St. to load, and leaving via Main St.

Terminating at the Maple Ave. lot (Terminal No. 17) daily until 7 p.m. and all day Sunday will be Lines 33, 52, 63V, and 68.

Inbound on Terminal 17 lines, the last point to discharge passengers will be: For Line 33, on Sixth St. east of Main St. after right turn; for Lines 52, 63V, and 68, on Seventh St. after left turn from Los Angeles St.

Outbound, the first point to load passengers will be: For Line 33, on Eighth St. at the far side of Los An-

(Text continued on Page 7)



Here's the General Plan of Operation Of the Temporary New Downtown LA Terminal

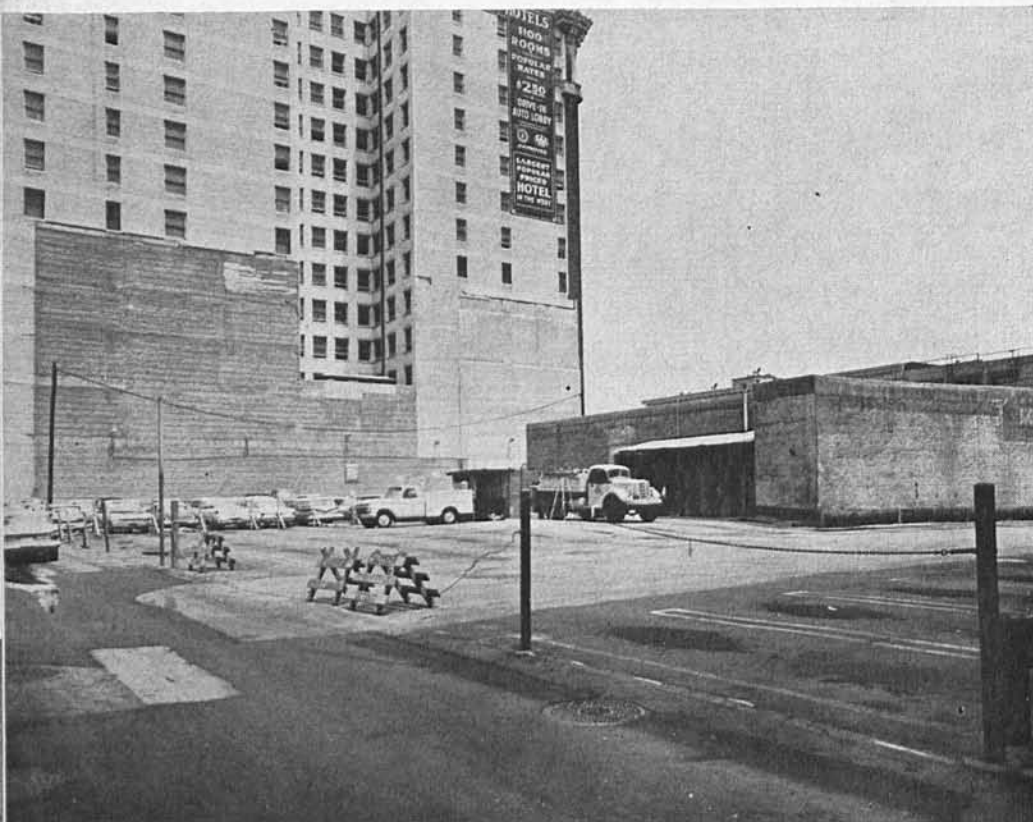
BLACKBOARD DRAWING to scale of plan of operation of buses (small rectangles) through the new temporary downtown Los Angeles Station—to be known as Terminal 16—is explained by George F. Goehler, General Superintendent of Transportation. (Chalk lines have been reinforced for greater visibility.) Station buildings are shown at upper right; "com'l bldgs." are not scheduled for MTA use. Letter "I" in square in concession area indicates Information Department counter. Dotted lines indicate fences along

walkways. Letter "A" shows positions of Guards; "B," positions of Service Directors. Small square in lower right-hand corner indicates main control booth for Service Director; booth will also be used as auxiliary ticket-selling point for special events. Another Service Director's control point (not booth) is shown above "A" on Spring St. side. Letters "EXP" in square on Harlem Place indicate express office. "The drawing, showing 16 out of a possible 18 busses, reflects p.m. peak service," said the General Superintendent.

Temporary LA Terminal Site



TERMINAL 16 PROPERTY before adaptation as terminal. In photo above, view looks west from Main St. through to Spring St. There is a good-sized jog to the north in the property behind the low building at right. Size of jog is shown in lower photo. Photo at right shows block of buildings adjoining lots. View looks southwest across Main St. Bus exit will be at left of buildings. Station will be in store with wide entrance behind lamp post. Concessions and restrooms will be in "Diamond Lil's." Both locations are undergoing considerable remodeling and renovation. "Angelo's Pizzeria" and the "519 Club" are not under lease by MTA at the present time.





NEW TERMINAL 20—This section of former Georgia St. rail car storage yard is being filled and paved for midday bus storage.



NEW TERMINAL 17—Present bus lot between Maple Ave. and Wall St. Service Director's booth will be located on lot (extreme right).

Terminal 16 *(Text continued from Page 4)*

ges St., and on Main St. at the far side of Seventh St.; for Lines 52, 63V, and 68, on Main St. at the far side of Seventh St.

The former south rail storage yard at Georgia St. and 12th Pl. will be filled, paved, and used for midday storage of buses from Divisions 8 and 9. This yard will be known as Terminal 20.

DIVISION 1 SPLIT

Operators from Division 11 at Sixth and Main Sts. will be shifted to the division at Sixth and Central, which will be split and become known as Division 1-11. Trafficmen who are now working out of Sixth and Main will make their headquarters at Terminal 16.

Division 11 Superintendent K. E. Funk, who is also Supervisor of Stations and Agencies, will have two of-

fices: one in Transportation Department headquarters at Location 30; the other at Terminal 16, where Ticketsellers will also be located.

Buses now parked overnight at Division 11 will be shifted to Division 1-11 at Sixth and Central.

To accommodate the additional Operators at Division 1-11, the transportation building there is now undergoing rearrangement to enlarge the Operators' room and to increase rest-room facilities. Added air conditioning will also be installed.

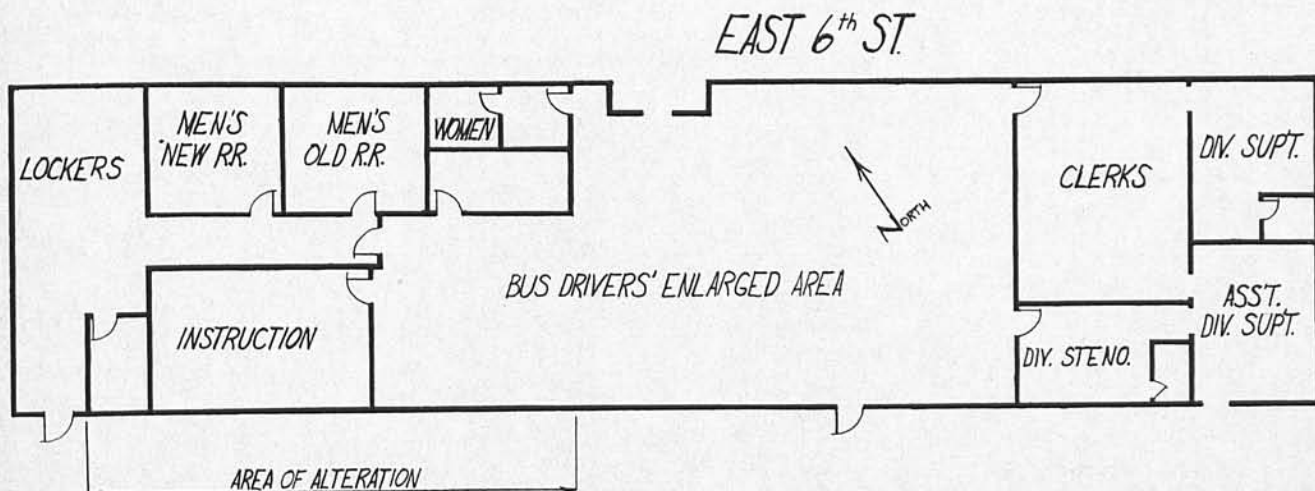
SERVICE AT NEW STATION

As the prospective passenger walks from Main St. through the front door of the new station to the ticket windows (of which there are three), he will see familiar faces but also something different from what he was accustomed to at the Sixth and Main

windows—a ticket-issuing machine. There's a great change in tickets and ticket selling.

Suppose the person wishes to buy a one-way ticket to Santa Ana. As usual, he will offer the Ticketseller either correct change or a bill. If change is required, the Ticketseller hands it to the buyer. The Ticketseller then rings up the amount of the fare on the ticket-issuing machine. A varicolored printed slip now appears out of a slot at the top of the machine in the same way as a sales slip appears from the cash register at a grocery store.

This is the new form of ticket, which is to replace the present strip ticket. It consists of a piece of yellow protective paper with the amount of the fare printed in purple in the center between two red boxes, one containing the words "INTERURBAN



NEW ARRANGEMENT of Transportation Building at Division 1 to provide space for Division 11 operators.



TAKING DOWN OLD YARD LIGHTS on lots at Terminal 16 are Electricians T. W. ("Tommy") Thompson (on ladder) and Jim Thagard. Brighter and better floodlights will be installed in the yard.

Terminal 16

TICKET" and the MTA insignia; the other, "GOOD FOR ONE WAY FARE INDICATED—SUBJECT TO REGULATIONS."

A narrow green border runs along the edge of the ticket, with "LAMTA" printed in repeated fashion in the border.

The machine is placed in such a position that the traveler can—and is supposed to—reach for the ticket as it appears in the slot.

Should the buyer wish a round trip, he merely pays for—and receives—two one-way tickets.

Money received by the Ticketseller is placed in the same kind of cash drawer as is now in use, underneath the ticket counter.

"The Ticketsellers felt that the automatic cash register-type drawer would be too slow and inconvenient," said General Passenger Agent Wilfred Lippiatt.

According to Mr. Lippiatt, each Ticketseller will have his or her own key to the ticket-issuing machine. When coming on duty, he places his key in the machine and rings up the closing reading of the preceding Ticketseller, removes the slip as a record,

continues ringing up fares during his trick, and at closing time rings up the closing reading. The difference between the opening and closing reading is the amount of cash he should turn in along with cash received for commutation books and special tickets.

(Commutation books, school ID cards, and all special tickets—combination tickets to the Pomona Fair or to the races, for instance—will retain their present form and will be sold in

the present manner. Their sale will not be recorded on the ticket-issuing machine, but on a special form, Mr. Lippiatt announces.)

After ringing up the closing reading, the Ticketseller locks the machine with his key. The relieving clerk repeats the procedure.

To reach his bus, the prospective passenger, having bought his ticket, continues to walk west through the station and out the rear entrance, where he turns left and follows a walkway to the bus loading area near Main St. directly south of the station. Canopies shield the loading areas.

Passengers may also enter the premises from Spring St. by following a walkway along the south side of the lot to the loading area.

Both walkways are to be guarded by a fence.

To check Trafficmen in and out and to accept turn-ins, a Division Clerk will be on duty in the station from 5:15 a.m. to 1:00 a.m. the following day.

Concessions from the MTA Depot at Sixth and Main are to be moved to a building adjoining the new station.

Guards and Service Directors will guide buses into and out of the new lot, as they do now at the present station.

The express office will be shifted from 208 E. Sixth St. to a building on the alley (Harlem Pl.) between the bus lots at Terminal 16.

Use of the present bus storage lot east of Maple Ave. as a terminal will require a Service Director at that

DUSTY JOB—Work of renovating the buildings at Terminal 16 for use as station is under way. These employees of the Property Maintenance Department are tearing up the floor in order to lay additional plumbing. You may not recognize their faces for dust, but they include, from left, Leadman Bill Corwin, and Mechanics Sam Galatioto, Jose Aguirre (with wheelbarrow), Salvador Burgos, and Ynz Nunez, Concessions, restrooms and Information Counter will be in here.



point, and a new building at that location is being built for the Service Director's convenience.

MANY ALTERATIONS REQUIRED

The new facilities require extensive alterations and refurbishing before they can be put into transit use. The lots require grading and repaving for smooth bus operation. New restrooms, ticket windows, offices, fencing, concession space, interior and exterior lighting, and redesigned driveways must be provided.

All must be ready by Sept. 15, when the station must open. No work could begin until Aug. 1, when MTA took possession of the buildings it had leased.

It's up to Dave Dent, Mechanical Engineer, and his staff of Draftsmen to provide blueprints of every change required; and, under pressure of time, plans have frequently had to be changed in at least some details.

To carry out the plans is the tough job assigned to L. C. Thompson, Superintendent of Property Maintenance, and his crews.

Electrical changes are being made by an electrical crew under the general supervision of George Powell, Superintendent of Equipment.

TEMPORARY OPERATION

"The new station operation is temporary, and will continue only until such time as we move into permanent buildings," stated Assistant General Manager M. Edwin Wright.

"It's not the most desirable location, but it's the only one available to us. We were fortunate in being able to lease both the lots and the necessary adjacent buildings."

Page the All-Year Club!

STRANGE and sometimes rather ridiculous communications often reach the Office of THE EMBLEM.

The latest is an advertisement from a Long Island concern for insulated coveralls in which "bus or other transport operators" may work "comfortably at 40 degrees below zero!"

The strenuous efforts of the All-Year Club and the Los Angeles Chamber of Commerce to inform the world of the mild climate of Southern California seem not to have reached insular New York.



Experiment in Timetables

TIMETABLE BOXES FOR BUS STOPS (see photo above), especially at transfer points to show the lines using the stop, are being considered by MTA authorities.

Bill Weimer and Boyd Emrick, Community Relations Representatives, experimentally taped some pasteboard boxes for timetables on bus stop posts at points on Line 60, which they use to and from work, and observed passenger use of the timetables for a month. Their verdict: "A useful device—and little vandalism." So 150 metal boxes have been ordered and will be fixed—on a trial basis—to a number of stops along Line 60—the pilot line. Bottom of box is arranged in steps to aid display.

In photo, Boyd Emrick shows how metal box would look on post at La Puente Ave. and San Bernardino Freeway. On the post at left is a paper box which had remained there for at least a month.

Commendations...

106 Operators Honored In July for Courtesy

CONGRATULATIONS to the following 106 Operators who received commendations during the month of July:

FROM THE PUBLIC

E. A. Abbott, Division 10; F. J. Adams, 2; J. R. Aldridge, 2; J. C. Alexander, 4; C. C. Alvarado, 2; Antonio Amador, Jr., 5; J. B. Ardella, 2; A. J. Arnone, 3; A. A. Arredondo, 2; C. A. Baden, 6; S. S. Bartash, 7; E. L. Bell, Jr., 4; T. F. Benedict, 7; John Boddie, 7; Matthew Bragg, 7; A. R. Brown, 7; H. A. Brown, 2; Joseph Brownfield, 1.

F. X. Cabrere, 4; R. G. Carleton, 3; L. M. Carlson, 6; D. A. Coltz, 1; Benjamin Cooper, 7; D. L. Correll, 2; D. G. Cramer, 1; D. O. Curtis, 2; N. N. D'Avanzo, 4; Adrian Da Silva, 11; E. J. Di Donato, 7; L. B. Disney, 12; L. F. Douglas, 8; V. J. Ekberg, 9; O. N. Ellis, 1; C. O. Erickson, 21.

John Falbo, 7; E. J. Filek, 2; W. C. Fisher, 7; O. R. Francis, 4; W. W. Gilmore, 2; D. G. Gould, 6; Lucian Grant, 9; W. J. Green, 9; H. G. Greene, 7; M. M. Gross, 8; J. B. Haining, 2; J. F. Hardgrow, 1; W. R. Hardie, 6; J. E. Harvey, 7; S. R. Hawkes, 5; O. H. Hedge, 9; P. B. Hill, 2; R. L. Hinton, 2; L. E. Hough, 10; L. J. Isidor, 3.

R. E. Jackson, 7; J. J. Jacobs, 1; J. W. Jeffus, 6; S. L. Jensen, 5; P. L. Jessup, 6; Dave Kautter, 10; P. E. Knox, 11; F. W. Koenig, 6; William Lewis, 3; F. K. Lilley, 5; A. K. Lopez, 5; Hamilton Lynum, 5; J. C. Maxfield, 1; O. J. Maynard, 5; L. W. McWatters, 8; J. L. Neander, 2; H. C. Nields, 10.

Dozier Parker, 4; J. C. Pateman, 2; V. D. Powell, 7; G. D. Putman, 7; Lloyd Rees, 1; W. A. Riley, 2; E. P. Rodean, 4; M. D. Rogers, 8; B. R. Samuel, 2; A. G. Schulz, 7; F. E. Scott, 2; C. J. Shaw, 2; Ruben Siegel, 8; G. A. Smith, 4; J. J. Starz, 11; L. T. Staten, 10; Harold Stein, 2; J. W. Stevens, 6; R. C. Stevens, 1; S. C. Swanson, 8; V. C. Swindall, 3.

B. J. Tharp, 1; M. G. Thompson, 3; W. E. Tulloss, 2; D. S. Varela, 9;

Lynum Proves Courage During Hold-Up

FACING THE MUZZLE of a loaded revolver last July 13 during the course of his run at 3:00 a.m., Hamilton Lynum, Operator from Division 5, proved his courage and cool judgment.

Admiration for his actions prompted a letter of commendation from General Manager Cone T. Bass, as well as from one of Mr. Lynum's passengers at the time.

A description of the incident is contained in the letter to MTA from the passenger, John Cole, who said:

"Recently, while riding one of your buses, I observed two gunmen who boarded the bus at ordered the driver to surrender his cashbox and then to collect the wallets of the remaining passengers. This he did, and I might add that, in the face of a loaded .38, handled by a young [man] who might have shot more by accident or fear, your driver conducted himself in a most admirable fashion.

"He neither excited nor provoked the gunmen and thus insured the safety of all aboard as much as possible. This, in itself, deserves some consideration.

"When the gunmen left the bus, your driver followed them as best he could in a bus, enabling several passengers to get a fairly good look at their getaway car. Under conditions of great strain and possible personal injury, your driver handled himself most admirably and I am certainly not alone in saying that he would certainly deserve the congratulations of the MTA on his actions both during and after the hold-up."

Wrote Mr. Bass to Mr. Lynum:

"I had read in the Special Agents' log about you and your passengers being held up. . . . I also had noted from this report the way that you conducted yourself and your heroic efforts in trying to determine the license number of the getaway car.

"May I congratulate you most heartily on your conduct."

Said the Operator later: "I was in service during the Korean War and during World War II and I don't get scared easily. But after this hold-up I was scared at thinking of what might have happened."

He also has the courage to manage a team of Little Leaguers who call themselves the "Colt .45's."



Hamilton Lynum

Augustine Vigil, 3; Manuel Villagran, 2; R. C. Waldon, 4; D. E. Walker, 7; J. K. Williams, 2; F. D. Wilson, 7; Jake Winston, Jr., 8; D. R. Wisser, 6.

FROM THE SUPERVISORY STAFF

Supervisor G. B. Dossey commended Division 2 Operator Walter Howell for keeping as closely as possible to schedule under a double load created when his leader on San Pedro-South Figueroa St. Line 49 was turned back because of a train blockade at Slauson and Figueroa. Mr. Howell was only two minutes late returning to this point after making a round trip.

Instructor H. G. Reinink commended Division 8 Operator B. C. Idleman, who, at the signal-controlled intersection of Victory Blvd. and Ethel Ave., North Hollywood, seeing a blind man across the street, waited for him to board the coach on Los Angeles-Burbank-North Hollywood Line 86.

Supervisor H. F. Buchen commended Operator R. W. Steedman, of Division 4, for assisting a blind woman passenger from his South Normandie Line 96 coach and across the street, and placing her on a northbound Vernon Ave.-Vermont Ave. Line 95 coach.

D. W. Houghtaling Wins Certificate of Merit And \$50 as August Operator of the Month

J. C. Pateman, L. E. Hough Close Behind in Courtesy Program



MTA CHAIRMAN A. J. Eyraud, left, presents Certificate of Merit to D. W. Houghtaling.

CHAIRMAN A. J. Eyraud was addressing Division 4 Operator Donald W. Houghtaling, who stood beside the MTA leader at the Authority meeting of Aug. 6.

"For your outstanding courtesy to your passengers, you were highly commended by one of them, Mrs. A. J. Sanfilippo, of 4065 Coco Ave., Los Angeles," said Mr. Eyraud.

"Mrs. Sanfilippo tells us in her letter that, at a stop in Hollywood, although you had already loaded your passengers on your Crenshaw bus, you stopped and opened your doors when you saw her rushing up late.

"Two blocks later, she says, you did the same thing for another passenger.

"Mrs. Sanfilippo was also impressed by your courtesy and patience toward a young Spanish girl who could hardly speak English, and says that you even took the time to explain to her which coins are dimes and which are nickels, because she didn't seem to understand our money.

"Later on during the trip, says Mrs. Sanfilippo, when a passenger left your

bus to transfer to another which was already pulling away, you attracted the attention of the other Operator, who thereupon stopped and waited for your transferring passenger.

"For these and other acts of courtesy during your service since 1946—and I understand you had 12 commendations during 1962 alone—the Authority is proud to present you with this Certificate of Merit, signed by myself, Mr. Gilliss, Mr. Bass, Mr. Goehler, and your Division Superintendent, Mr. Latham.

"Congratulations."

As he finished these words—which were heard by the Board as well as by the audience including some members of the MTA executive staff, a number of representatives of the public—Mr. Eyraud heartily shook hands with Operator Houghtaling.

The audience applauded.

Mr. Houghtaling, who had come in to receive his award during a day of his vacation, remained in the Board room and observed the members of the Authority at work.



J. C. Pateman
Division 2



L. E. Hough
Division 10

RUNNERS-UP

Runners-up in the August awards for courtesy were Operators Lavern E. Hough, who recently received considerable publicity for his heroic and successful efforts to prevent a runaway truck from colliding with his bus on Temple St., Los Angeles; and J. C. Pateman, of Division 2.

"All of us who regularly ride the Line (San Pedro St.-West 7th St. Line 29) were impressed with his good humor and his 'homespun' outlook," wrote a passenger, Miss Jean Cox, to the Courtesy Department, in a letter praising Mr. Pateman.

According to the writer, Operator Pateman "was always joshing with those who appeared at first belligerent; turning their indignation into laughter."

COURTESY JURY—Helping select MTA's August Operator of the Month for outstanding courtesy are these officials of the North Hollywood Chamber of Commerce: W. Park Newcomer, Secretary, left; Russell A. Quisenberry, President (and a former member of the Authority); and E. F. ("Barney") Oldfield, Manager. They are reading letters from the public commending various Operators. Letters are retyped with words and phrases out which would identify Operators.





A HISTORICAL FIRST

5 I-U-R Trophies for May!



PRESENTATION of the May Impruv-Ur-Record trophies (there are five plus a big sweepstakes dazzler for the yearly winner) came too late to make the July issue of THE EMBLEM, and by the time you read this, the June awards will have been made. Here are the historic pictures of the first (for May) presentations under the two-group system, with first-, second-, and third-place trophies for the seven divisions in Group I (local divisions), and first- and second-place trophies for the five divisions in Group II (interurban divisions). Reading down from top: the three left-hand photos show Group I winners: (top) Division 1 Operator John C. Maxfield receives first-place trophy for his division from Supervising Safety Engineer J. W. Prutsman; (center) Division 3 and 10 Operators Procolo Barone, left, and Ben Whittington receive second-place trophy for their respective divisions (tied) from Chief Instructor M. J. Storer; (lower) Division 4 Operator Harry H. Hill pays no heed to offer of cake from Safety Engineer Charles H. Hardy—the third-place trophy his division received was too interesting. Group II pictures (the two at right, reading down): Division 6 Operator O. M. Blanks receives first-place trophy for his division from BRT General Chairman Don H. Sheets; in lower photo, Division 11 Operator Harry L. Woodford receives second-place trophy for division from General Chairman.



DICK HARDY, Little League umpire.

DIVISION CLERK OFF THE JOB

Dick Hardy, Little League Umpire

"SAFE!"

That's a favorite word of Richard B. Hardy, Clerk at Division 3-10, in his capacity as umpire in a Baldwin

Congratulations Divisions 3 and 8!

IMPRUV-UR-RECORD CONTEST STANDINGS

June, 1963

GROUP #1

Division	Points Earned	Place
3	145	FIRST
5	130	SECOND
2	90	THIRD
1	80	FOURTH
4	65	FIFTH
7	60	SIXTH
10	25	SEVENTH

GROUP #2

8	95	FIRST
6	85	SECOND
9	80	THIRD
12	65	FOURTH
11	40	FIFTH

Park Little League and Secretary of the Baldwin Park Little League Umpires Association.

Two or three times a week he's out at Elwin Field in his umpire's uniform and cap calling strikes and balls behind the catcher or making decisions on the bases. On week nights he umpires two games; Saturdays and Sundays, as many as four.

Under his jurisdiction are four teams of eight and nine-year-olds—the Peewees; six teams of 10-year-olds—the Minor Leaguers; and eight teams of 11 and 12-year-olds—the Major Leaguers.

"Sure, they're safe," he says, "even when they're out! I don't know any place morally safer and healthier for a boy than a baseball field.

"The time and effort expended in Little League is well worth while if for no other reason than that it helps make reform schools unnecessary. But the main satisfaction for most of us

grown-ups is the fun of working with the kids."

With his wife, Doris, Mr. Hardy has lived in Rosemead for the past 16 years. He umpires in Baldwin Park because he found, through a neighbor's child who attended Baldwin

(Continued on Page 14)

DICK HARDY, Division 3-10 Clerk.



New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between June 24 and July 26:

Administrative

SECRETARY I: Maxine L. Moore.
Real Property Management

INFORMATION CLERK: Patricia A. Coble, Loretta L. Green.

Transportation Department

OPERATOR: Edward Avery, Division 3; James M. Basaker, 11; Delbert M. Beavers, 3; William C. Chandler, 5; John L. Collins, 7; Sam Cooper, Jr., 5; Raymond F. Creel, 10; Robert M. Del Gatto, 2; Monroe W. Downing, 6; Harry Feldsher, 3; Jose Ferrera, Jr., 3; Wilbur L. Gaunt, 7; Wellington D. Gleason, 10; Archie F. Grant, Jr.,

1; James B. Green, 4; Frank W. Greene, Jr., 1; Ronald D. Holloway, 5; Robert E. Lisenby, 9; Mack McCullough, 4; Melven J. McKendall, 2; George R. Miles, 6; Joseph Napier*, 1; Raymond G. Patkoski, 3; Robert J. Rainey, 2; Biazio J. Raziano, 11; Clifford Roy, 9; Charles E. Saddler, 4; Gilberto M. Sanchez, 10; William J. Strong, 3.

*Re-employed

On Their Way Up

CONGRATULATIONS to the following employees who have taken a step up the ladder in recent weeks:

Alejandro Bigno from Mechanic B to Mechanic A, Equipment Maintenance Department, July 14. Employed May 22, 1959.

Norton H. Bornstein from Operator to Operator-Extra Division Clerk, Division 8, July 15. Employed July 22, 1952.

Salvador Burgos from Road Janitor to Mechanic B, Property Maintenance

Department, July 22. Employed May 14, 1934.

William R. Hardy from Operator to Operator-Extra Division Clerk, Division 6, July 11. Employed Apr. 11, 1960.

Bennie Harvey, Jr. from Operator-Extra Schedule Checker to Schedule Checker, Transportation Department, June 30. Employed July 6, 1959.

Robert E. Miller from Operator to Operator-Extra Service Director, Divi-

sion 11, July 15. Employed Dec. 3, 1943.

Jack J. Riley from Truck Driver to Mechanic A, Property Maintenance Department, July 22. Employed Mar. 12, 1947.

Arthur Rodriguez from Operator-Extra Schedule Checker to Schedule Checker, Transportation Department, July 1. Employed Mar. 6, 1951.

Leo H. Smith from Laborer B to Mechanic C, Property Maintenance Department, July 20. Employed May 29, 1935.

In Memoriam

DEATH of the following is regretfully reported:

James Bradley, 78, retired Foreman, Division 3, Equipment Maintenance Department; June 16; service from 1912 to 1945. No known survivors.

James M. Buchan, 68, retired Superintendent, Division 4, Equipment Maintenance Department; Aug. 5;

service from 1929 to 1959. Survived by his son Allen, of Hollywood.

Warren N. Cline, 86, retired Conductor, Division 4; Apr. 9; service from 1905 to 1932. Survived by his son, Warren R., of La Habra.

Walter E. Flower, 66, Switchman, former Division 20; July 6, following indefinite leave since Mar. 31; service from 1922. Survived by his wife,

Dorothy, of Los Angeles.

Martin F. Heman, 58, Mechanic, South Park Shops; July 22; service from 1936. Survived by his wife, Mildred, of Maywood.

Georgena Marshall, 69, retired Stenographer, Personnel Department; June 19; service from 1909 to 1932. Survived by her niece, Mrs. Hannah M. Gibbon, of Yucca Valley.

Dick Hardy

(Continued from Page 13)

Park schools, that volunteer umpires were needed in that area for Little League baseball.

"I'd always been interested in baseball since I was a kid—and here was a chance to help out with a com-

munity project. So I volunteered," said the sports-minded Division Clerk, who has no children of his own.

His seniority with MTA and predecessor companies dates from December, 1945, when he started as Conductor.

Need to improve the family finances prevented Mr. Hardy from going out for professional ball—or even for his

high school team. His natural ability as outfielder and hitter, however, enabled him to play at times with teams "a notch above" high school caliber. And he's never lost interest in the game.

Who's going to play in the World Series this year?

"The Yanks and the Dodgers—and I pick the Dodgers to take it in five."

RETIREMENTS

Mechanic, 2 Operators, Plan to Take It Easy

BEST WISHES TO:

Dana H. Morris, Trafficman, Transportation Department. He retired on permanent disability on June 24, 1963, after service from May 1, 1941.



DANA H. MORRIS

Frank H. Richart, Operator, Division 9, on indefinite leave since May 28, 1962. He retired July 1, 1963, after service from Mar. 20, 1942.

Steve C. Utz, Operator, Division 10. He retired June 24, 1963, after service from May 20, 1942.

Henry G. ("Frenchie") Vial, Mechanic, Riverside, Equipment Maintenance. (See story and picture on this page.)



SKOAL!—Cups are raised in salute at Riverside Terminal to Henry G. ("Frenchie") Vial on July 31, to celebrate his last day of work after 44 years of service. Frenchie is handing his wife, Ellen, a piece of the farewell cake baked by Mrs. E. E. Goodman (wife of the Operator), standing on Mr. Vial's left. Next to Mrs. Goodman is Mrs. Walter I. Collette, wife of the June Operator of the Month.

Party at Riverside July 31 Marks Retirement of Vial after 44 Years

A Word of Thanks

STANLEY UNDERWOOD, who retired as Cashier May 31 after 44 years of service, wishes to thank his friends for the gifts of fishing equipment and luggage he received from them on his last day of work.

"I regret so much not having been able to personally thank each and every one of the good friends who were so generous in presenting me with these fine and wonderful gifts," he wrote in a letter to THE EMBLEM July 17.

"May I take this opportunity to do so now?"

"Retirement is GREAT—you should try it!" he added.

A FAREWELL PARTY was held on July 31 at Riverside Garage to celebrate the last day of work after 44 years of service for Henry G. ("Frenchie") Vial, Mechanic A at that location.

A wrist watch (with alarm) and a wallet were presented to the retiring man on behalf of friends by Horace S. Syre, Riverside Mechanic and Transportation Union representative.

Born in Los Angeles in 1898, Frenchie went through Polytechnic High School, Riverside, with A. L. Bristow, now Superintendent, Division 8, Equipment Maintenance Department.

Upon graduation, Frenchie went to work for PE at its shops in San Bernardino, and has always worked in the

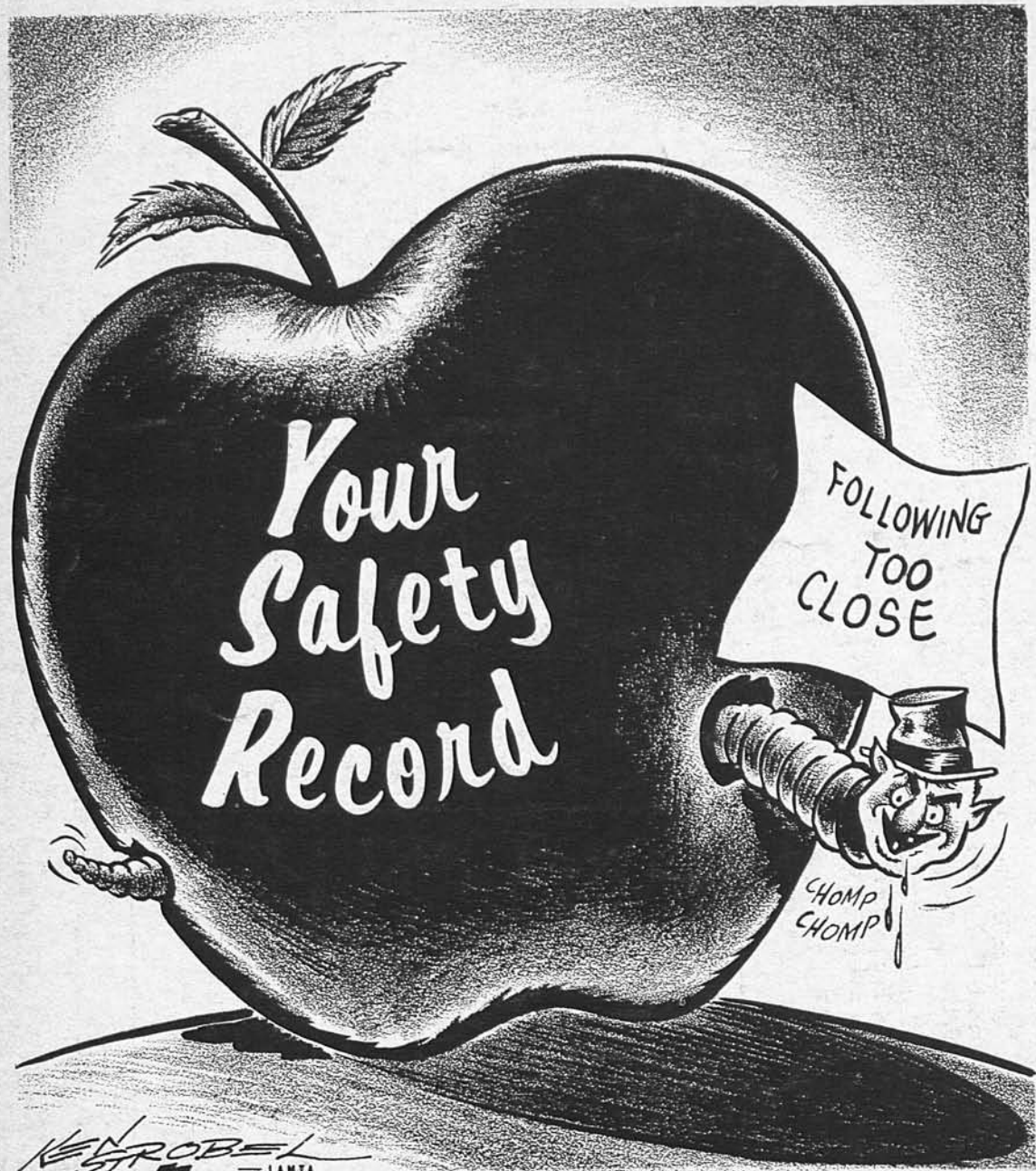
San Bernardino-Riverside area. He has spent the last 23 years at Riverside Garage.

He and his wife, Ellen, are longtime residents of Riverside, where she has been employed with the Auto Club for the past 35 years; she is cashier and bookkeeper.

In his younger days, Frenchie was pitcher, outfielder, and manager on several Riverside sandlot baseball teams, as well as a backfield man in football. He once had a letter from Knute Rockne inviting him to register at Notre Dame.

Frenchie gets his nickname from the fact that his parents were born in France. Mrs. Vial is of Basque parentage. Perhaps they'll visit their relatives in Europe some day.

The Spoiler!



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