

The



# Emblem

76-129

OCTOBER, 1963



**Story in Pix: the New Temporary Main St. Station**

**S. F. Bay Area RT Report Decides for Dual Rails, Steel Wheels**

**Five Divisions Win NSC Fleet Safety Awards**

# The Emblem

Vol. 5      October, 1963      No. 12

## IN THIS ISSUE

New Temporary Main St. Station . . . . .	3
A Photo Story in Five Pages	
The Specter Haunting Us . . . . .	8
San Francisco Bay Area Rapid Transit District	
Engineering Report Recommends Dual Rail RT	9
Monorail Is Discarded as Expensive, Unproved	
Five Divisions Win NSC Awards . . . . .	11
Commendations . . . . .	12
July Impruv-Ur-Record First-Place Trophies	
Taken by Division 3 and 12 . . . . .	14
New Faces—On Their Way Up—Retirements—	
In Memoriam . . . . .	15

## OUR COVER

HOMeward-BOUND passengers at the new temporary bus terminal in downtown Los Angeles at 5:45 p.m. a few days after the Sept. 15 opening. Buses for San Bernardino, Long Beach, and South San Gabriel, left to right, are loading.

At left, under the canopy, is a small building containing the Service Director's office and a ticket booth.

Photo looks west from across Main St.

Published monthly by:

Los Angeles  
Metropolitan Transit Authority  
1060 S. Broadway  
Los Angeles, California 90015

EDMUND G. BROWN  
Governor of California

### MEMBERS OF THE AUTHORITY

A. J. EYRAUD  
Chairman  
FRED S. DEAN  
Vice-Chairman  
MARK BOYAR  
WALTER M. BRIGGS  
N. R. DUMONT  
MARTIN POLLARD  
WARDEN WOOLARD

\* \* \*  
C. M. GILLISS  
Executive Director

W. Warren Silliman, Editor



## Accident Hospitalizes C. T. Bass; Wright Made Acting General Manager

A CONSIDERABLE PERIOD of hospitalization and convalescence faces General Manager Cone T. Bass, who is in the California Hospital as the result of injuries sustained when his car struck a tree in early September.

Although off the critical list, he cannot receive visitors.

Mr. Bass has expressed much appreciation for the many expressions of sympathy and good will he has received—and continues to receive—from employees and executives.

"Few people in this world have the opportunity to be blessed with so many friends," he wrote in a letter to department heads and their staffs thanking them for their kindness.

In his absence, Assistant General Manager M. Edwin Wright has been appointed Acting General Manager.

## Hollywood Bowl Riding Up 5.7% in '63

MTA CARRIED 5.7% more passengers to Hollywood Bowl in 1963 than in 1962, Transportation Department statistics show.

The increase was 1,792 passengers.

In 1962, MTA carried 31,457; in 1963, the figure was 33,249. These passengers represent between 9% and 10% of the total attendance, which in 1962 was 313,357; in 1963, 362,938.

### HOLLYWOOD BOWL STATISTICS

	Total Attendance	Passengers Carried by MTA	% of Total Attendance
1963	362,938	33,249	9.2
1962	313,357	31,457	10.0
Increase	41,581	1,792	
in '63	(13.3%)	(5.7%)	

## Third Radio Transmitter to Come

TO IMPROVE RADIO SERVICE, a transmitter will soon be installed on Mt. Washington, in the Glendale area, at a cost of some \$4,000.

A building which formerly housed a transmitter used by Los Angeles Transit Lines already exists on the mountain. The new equipment will be installed in this building, with resultant saving of costs.

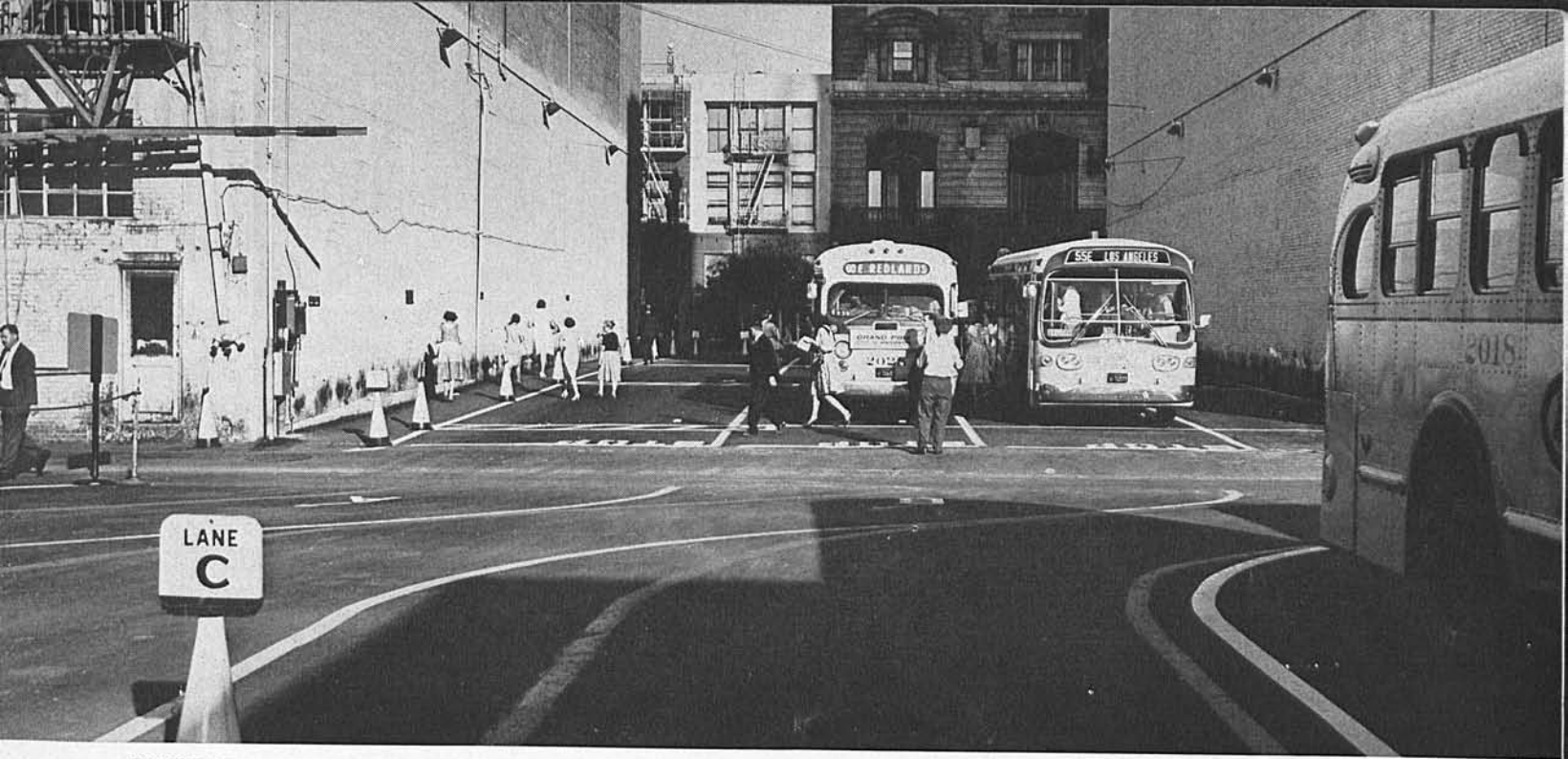
This will be the third transmitter on the property, there being already one on Verdugo Peak, near Glendale, and on Mt. Modjeska, near Santa Ana. The new transmitter will be used to supplement present service.

A principal reason for the new transmitter is the difficulty of servicing the other two, which can be reached only by poor roads which become almost impassable during wet weather. The new unit can easily be reached at any time by good paved road.

Like the Verdugo Peak unit, the one on Mt. Washington is actuated by a direct telephone cable from the Dispatcher's office. The Mt. Modjeska transmitter is actuated by microwave from the Transit Authority Building.

"We hope the new unit will be in operation by or before Christmas," stated General Superintendent of Equipment Maintenance George Powell.





PASSENGERS UNLOAD at temporary terminal in area just west of the alley (Harlem Pl.). Photo looks west across alley.

## Operation "Better Than Expected" At New Temporary Bus Station

"WE'RE GETTING ALONG better than we'd anticipated," declared Acting General Manager M. Edwin Wright on Oct. 9 of the operation in the new temporary bus station in the 500 block on Main St., Los Angeles.

The station opened as scheduled on Sept. 15 as service ended at the MTA Depot, Sixth and Main Sts. for more than half a century the downtown interurban transit hub.

In late September, more than a week of abnormally high temperatures and two or three days of rain—almost without precedent in Los Angeles history at that season—made the changeover no easier.

"I have only the highest praise for the manner in which our Operators and station employees met the challenge of this weather," said Mr. Wright.

Additional benches have, since the opening, been placed along the south wall of the loading area, and canopies will be extended to make passengers

more comfortable.

To acquaint the public with the change in station location and consequent changes in the routes of lines in the downtown area, MTA advertisements featuring easy-to-follow maps of lines involved were placed in over 100

newspapers. Publicity stories tailored to the needs of people in specific areas were sent to area newspapers. Take-one folders and car cards were carried on all vehicles.

On the next four pages are pictures showing glimpses the new operation.

P.M. PEAK LOADING, looking east from alley to Main St.





IN THE LOADING AREA, sign on wall shows lines operating from Main St. Station.

## At the New Main Street Station

ALSO IN LOADING AREA, Service Director's booth and ticket window, with Service Director C. A. Dicus (near window) helping passenger. Inset, Supervising Service Director Jasper Marino assists passenger.







AS BUSES LEAVE from Main St. side, sidewalk traffic is guided by Guard J. D. McCaffrey. (Guards and Service Directors change during the day, of course.)

## Traffic In and Out

AS BUSES ENTER from Spring St., sidewalk traffic is guided by Guard Herbert Powell, left center, into the proper lane, with a view toward easy future moves.





## Inside The Main St. Station

**TOP LEFT**—Hallway leading to ticket counter.

**TOP RIGHT**—Ticket counter, with John Fraker, left, and J. M. Russell on duty inside windows. Exit to buses is at far end of the hallway.

**AT RIGHT**—Information counter, with Mildred Trammell on duty assisting the passengers. Note time table boards (black with white letters) through opening at left. They are posted in hallway leading to ticket counter.

**LOWER RIGHT**—Waiting room, which includes concession stand and information counter.

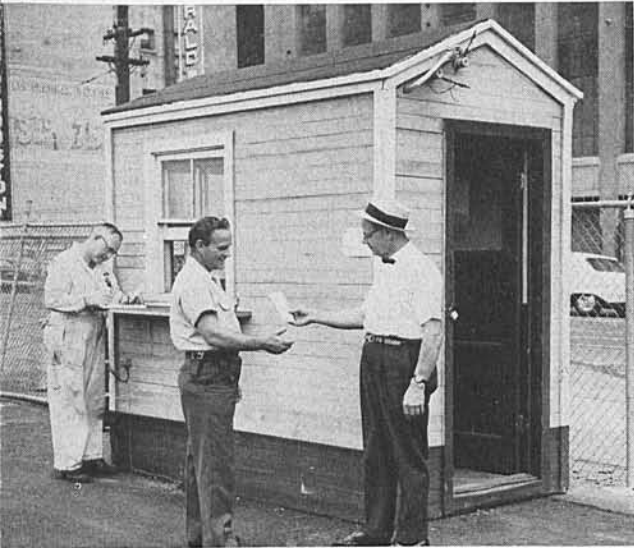
**LOWER LEFT**—Rest rooms and locker room may be reached through rear of waiting room.







**TERMINAL 20**, the former south rail storage yard at Georgia St. and 12th Pl., is now used for day storage of buses from Divisions 8 and 9. Rails and supporting structures were removed, and lot was filled and paved. Photo at left: At Terminal 20, Afternoon Division Clerk E. W. Park, right, who checks pull-ins and pull-outs, gives Division 9 Operator L. M. Kemble his paddle. At left, C. C. ("Dan") Parker, the Mechanic then on duty, makes out some necessary bus maintenance records.



Auxiliary  
Terminals  
For Main St.  
Station



**TERMINAL 17**, formerly known to most as the Maple Ave. Lot, is now used for storage of extra coaches which may be needed as doubles, etc., at the Main St. Station (Terminal 16). Note the new Service Director's building at right. In photo at right, Extra Service Director Tory Davidson, center, stands beside the new Service Director's building and checks coaches on the lot. Surrounding him are, from left, Operators G. J. Benchener, B. B. Brinker, J. H. Edwards, A. M. Botts, awaiting runs.



# LET'S PUT THIS GUY OUT OF BUSINESS!



KEN STROBEL  
-LAMTA

TWO POSTERS recently placed in each division show photographs of five damaged buses for which the cost of repairs is estimated at \$50,000. This figure includes the replacement cost of one coach written off as a total loss.

But the pictures tell only a fraction of the tragic story. They do not tell of the pain and anguish caused the Operators driving the buses, the passengers being carried, the occupants of other vehicles involved, or the sudden grief that pierced the hearts of relatives and friends when they learned that someone they loved had been hurt.

The pictures tell nothing of the loss of earnings to the injured, or of possible claim costs.

What the pictures do is to raise the specter of careless operation—not necessarily by the MTA Operator involved.

THE EMBLEM is certain that even before seeing the photographs, every Operator, on hearing of this sad series of accidents, resolved to put the specter out of business by keeping extra alert—for life's sake.



# Bay Area Adopts Dual Rail RT System

Report Issued by Engineers Finds Supported System

With Flanged Steel Wheels Running on Steel Tracks

Best and Cheapest of All Systems; Monorail Discarded

JET-AGE CARS propelled on flanged steel wheels moving along dual steel rails will be used on the San Francisco Bay Area Rapid Transit District system. Monorail has been discarded.

This is the substance of a report issued by the District's engineers on Thursday, September 26.

After exhaustive study of the various forms of monorail as well as of "far-out" and conventional systems of all types, the Bay Area engineers decided in favor of the supported system on dual rails on grounds of its engineering superiority, lower cost of construction and operation, and superior performance.

"In support and suspension features, guidance, propulsion, switching and stability, no other system offers the advantages already achieved or easily achievable in the recommended system," stated the report.

"The recommended duorail system can be built on grade where other systems would require a series of supporting structures. Also, it requires a minimum of clearance in underground sections where other systems would require excavation of larger tunnels and subways . . . Thus, in construction cost, the recommended duorail offers a rather significant advantage."

As to performance, the report stated that, making use of modern developments, the recommended system can operate at higher speeds more safely and quietly than can other types of systems. The report lists such improvements in noise reduction as insulated body shells, acoustical wheel design, low-noise brake systems, resilient mountings on chassis and rails to ab-

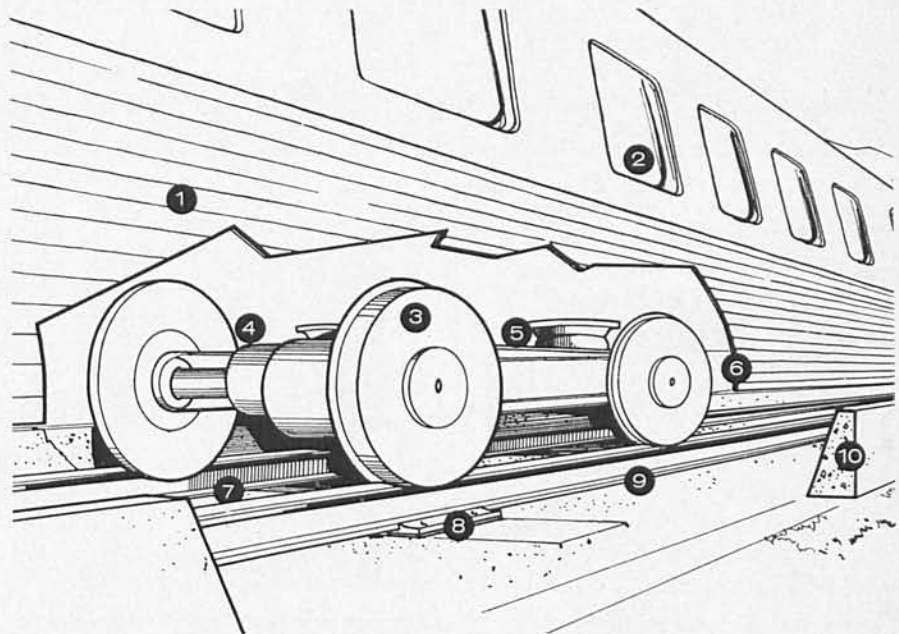
sorb vibration, continuous welded rails, and trackside sound barriers.

"The major disadvantage of the dual-rail choice," the report said, "is the possibility of the public associating the recommended system with existing obsolete conventional rapid transit rail systems installed in Eastern cities 50 years ago . . . The system which the consulting engineers now recommend would be similar to those *only* in the fact that they, too, were based on steel wheels running over steel track. In the

light of technological advances within recent years, all other similarities disappear."

## FEATURES OF THE RECOMMENDED SYSTEM

The cars will incorporate the latest developments in lightweight construction, air conditioning, exterior and interior design, lighting, insulation, seating, and operation. "Passengers would be able to move freely from car to car through wide aisles." Enough doors for rapid entry and exit of pas-



**MODERN METHODS OF NOISE REDUCTION** on a metal-wheel, steel-rail system are being investigated by the BARTD, such as (1) insulated body shell, (2) fixed windows, (3) acoustical wheel design, (4) low-noise brake system, (5) resilient chassis and equipment mounting to reduce vibration, (6) deep side-skirts to blanket sound, (7) acoustic treatment of roadbed between rails, (8) resilient track mountings, (9) continuous welded rails, (10) trackside sound barriers. BARTD hopes to "largely eliminate" the noise problem. (The diagram is reproduced by permission from the BARTD report; the text has been slightly condensed.)

## Bay Area Adopts Dual Rail Rapid Transit System

sengers will be provided. Each car will have its own highly efficient electrical propulsion system supplied through a third rail with "possibly" 750 or 900 volts of direct current or an advanced-system alternating current. Trains will be electronically controlled with "rigid computer surveillance of all train operations," but each train will have an attendant who could override the controls. Failsafe features and automatic coupling will be included. "Such measures would permit safe and reliable scheduling of trains less than 90 seconds apart."

Although exact descriptions of stations and track system cannot yet be made, according to the report, "aesthetics will be given equal attention with durability and ease of maintenance." In downtown sections, stations will be built under the streets and will accommodate 700-foot-long trains. Loading platforms will be designed to permit rapid access to trains by large volumes of passengers. "Mezzanines will be provided at all downtown stations to permit passengers to avoid street crossings and to give them direct access to adjacent stores and office buildings." Moreover, "parking facilities will be provided at many stations, and access lanes will be provided for commuters from connecting buses, taxis and private automobiles."

### WHY NOT MONORAIL?

What was wrong with monorail and other systems which have attracted public attention in recent years?

Disadvantages of all suspended systems are, chiefly, sway, higher cost of construction at grade or on the ground on private right of way (than the recommended system), and lack of proven switching arrangements, according to the report.

The saddlebag type of monorail (like that in Disneyland, for example) limits seating arrangements, requires a greatly increased number of wheels and running surfaces for guidance, has unproved riding qualities at high speeds, and has cumbersome switching arrangements—when any are provided.

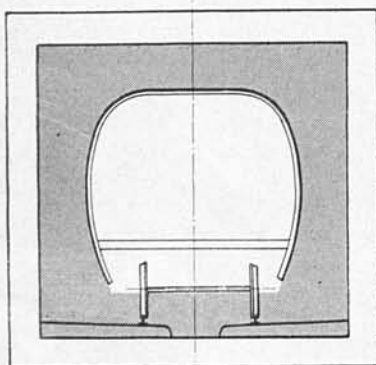
### BARTD and MTA RT Systems Similar

IN GENERAL OUTLINE, the \$792,000,000 tax-supported system recommended for the Bay Area closely resembles the four-corridor, duorail system recommended by engineering consultants to MTA in a proposal made public last Jan. 7 and reported in THE EMBLEM for that month.

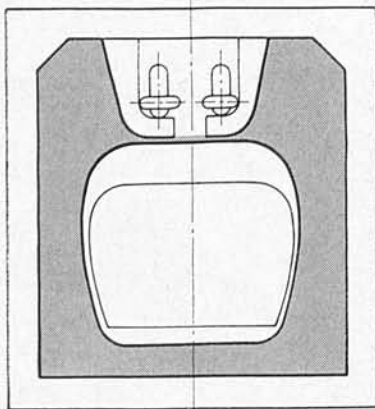
Bottom-supported vehicles running on rubber tires (like the Paris Metro), though attractive and in many ways adaptable to San Francisco conditions, have several major disadvantages: (1) a mechanically unattractive guidance and switching system; (2) high maintenance costs on pneumatic tires, whose life is much shorter than that of steel wheels; (3) greater power requirement, because of the greater bearing surfaces and flexing qualities of rubber as compared with steel wheels; and (4) higher initial cost of rubber-tired vehicles, roadbed, and track, "largely because of the complexity of the guidance system."

In general, the report said that although monorail and some other "novel forms of transportation have, on a limited or prototype scale, met all the expectations of their innovators, . . . they are still incapable of meeting the performance requirements of a modern, high-speed rapid transit system. . . . In short, the consultants believe that the BARTD system must be based on a foundation of proven performance, with provision for predictable improvements, rather than upon concepts which are generally experimental now and which, in full foreseeable development of their capabilities, offer no outstanding advantages."

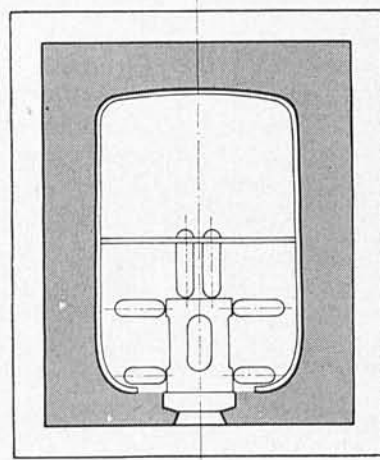
## Comparison of Cross Sections of Various Systems in Subway Segments



Recommended Duorail



Suspended Vehicle



Bottom-Supported Monorail

"THE VERTICAL CLEARANCE REQUIREMENTS for three types of systems in subway segments are illustrated above. The bottom-supported monorail, such as the Alweg system in Seattle (right), requires the greatest clearance. The suspended vehicle, such as the S.A.F.E.G.E. installation (center),

requires somewhat less, but still more than the recommended system. The recommended duorail (left) requires the least amount of clearance, which means the most economical excavation and construction cost in the 20 miles of subway and tunnel segments in the BARTD system." (BARTD report.)





**NSC FLEET SAFETY PLAQUES** are held by Superintendents of the winning divisions—from left, W. A. Ullrich, Division 9, first place for fleets averaging over 350,000 miles a month; K. E. Funk, Division 11, first place, 200,000 to 350,000 miles a month; R. W. Krafft, Division 12, second place, over 350,000 miles; A. L. Tieman, Division 10, third place, 200,000 to 350,000 miles; Thomas Arnott, Division 8, third place, over 350,000 miles. In rear row are some officials who aided in making the awards possible. From left are M. Edwin Wright,

Acting General Manager; George Powell, General Superintendent of Equipment Maintenance, who makes sure buses are in safe operating condition; J. W. Prutsman, Supervising Safety Engineer, Transit Casualty; George F. Goehler, General Superintendent of Transportation; and Don H. Sheets, General Chairman, BRT, union giving full support to MTA's program of safety. The Greater Los Angeles Chapter of the National Safety Council sponsors this annual fleet safety contest, in which this year's records were the best ever.

## 5 MTA Divisions Win NSC Fleet Safety Awards

FIVE MTA DIVISIONS won awards in the 19th Annual Fleet Safety Contest sponsored by the Greater Los Angeles Chapter of the National Safety Council. This contest was for the period from July 1, 1962, to June 30, 1963.

In the contest category covering

motor coach fleets traveling over 350,000 miles a month, Division 9 (El Monte), won first place; Division 12 (Long Beach), second; and Division 8 (Van Nuys), third.

In the category covering fleets traveling between 200,000 and 350,000 miles a month, Division 11 (Los An-

geles) won first place; and Division 10 (also Los Angeles), third.

Plaques were presented at the 19th Annual Fleet Safety Awards Dinner at the Beverly-Hilton Hotel on Sept. 26. The respective Superintendents accepted the plaques on behalf of their divisions.

# Commendations

## 239 Operators Honored For Courtesy, Aug.-Sept.

CONGRATULATIONS to the following 239 Operators, who received commendations during August and September:

### FROM THE PUBLIC

#### August

G. L. Alcorn, Division 4; J. R. Aldridge, 2; L. O. Alexander, 5; Antonio Amador, Jr., 5; A. P. Anderson, 9; Donald Anderson, Sr., 6; W. R. Ashton, 7; Edward Avery, 3; K. A. Bausch, 12; T. F. Benedict, 7; R. L. Boyd, 5; M. L. Bredman, 8; W. G. Brewer, Jr., 7; G. A. Briggs, 6; Perry Brown, 2; R. M. Bruncker, 11; P. R. Busbee, 1.

E. L. Callahan, 11; O. H. Cambron, 2; R. J. Cannon, 1; W. S. Churchill, 8; E. J. Constantine, 2; Benjamin Cooper, 7; D. L. Correll, 2; H. E. Daniels, 1; N. N. D'Avanzo, 4; Ehrman Davis, Jr., 7; R. C. Drucker, 6; C. O. Erickson, 21; B. J. Evans, 2; E. A. Evans, 7.

Ermal Fain, 7; John Falbo, 7; K. L. Farris, 7; L. H. Faulkner, 11; R. M. Ferguson, 5; Harold Fish, 6; W. C. Fisher, 7; O. R. Francis, 4; W. F. Gates, 7; G. L. Gennarini, 8; W. H. Gohn, 6; O. N. Gooding, 11; D. G. Gould, 6; C. F. Greenfield, 7; D. T. Gregory, 8; T. L. E. Grimes, 1.

F. W. Hall, 11; John Hardgrow, 1; W. H. Harris, 9; R. E. Hassen, 4; S. R. Hawkes, 5; R. W. Hays, 3; Henry Holland, 2; F. R. Howard, 4; Walter Howell, Jr., 2; L. F. Hutchison, 3; W. E. Irwin, 3; L. D. Jensen, 6; Jerry Johnson, 6; W. B. Jones, 4; D. R. Kernan, 5; Irene King, 4; F. W. Koenig, 6; W. F. Langley, 7; J. E. Lewis, 10; A. T. Lipford, 9; L. N. Lutz (Supervisor), H. G. Lyons, 8.

D. E. Maher, 3; Joe Marin, 3; R. A. McEvoy, 10; J. E. McGhee, 1; E. L. Messner, 1; C. L. Molholm, 8; T. R. Moran, 10; R. D. Moses, 2; J. L. Neander, 2; F. W. Nott, 3; Frank Pacht, Jr., 1; S. O. Parker, 2; D. R. Parks, 12; E. A. Pietropaolo, 6; V. D. Powell, 7; O. W. Price, 2.

Clayton Renderknecht, 4; M. D. Rogers, 8; F. L. Ruff, 4; V. A. Russo, 1; B. R. Samuel, 2; P. N. Schmidt, 11; W. M. Schwer, 12; F. E. Scott, 2; G. E. Serres, 9; R. L. Sherman, 7; Ann G. Schulz, 7; W. R. Small, 9; L. T. Staten,

10; G. R. Stavely, 5; J. W. Stevens, 6; P. W. Stringer, 7; E. P. Swanson, 10; S. C. Swanson, 8; T. L. Sykes, 7.

G. E. Taft, Jr., 7; C. K. Tanaka, 8; E. P. Thommes, 10; E. C. Turner, 1; W. T. Updegraff, 1; G. F. Vogel, Jr., 1; R. M. Walton, 5; H. J. Warnock, 7; E. V. Watford, 7; R. L. Webster, 6; N. M. Westhoff, 1; James Williamson, 9; Lee G. Wilson, 8; G. L. Wisler, 8; C. W. Wisler, 7; D. R. Wisser, 6; S. C. Witt, 12; P. L. Wolken, 5.

#### September

G. N. Alexander, Division 4; Sylvester Allen, 6; H. D. Apel, 7; J. B. Ardella, 2; Emerson Becker, 21; T. F. Benedict, 7; L. S. Bernard, 7; F. O. Bridges, 5; J. W. Briscoe, 4; Joseph Brownfield, 1; E. P. Burnley, 7; W. E. Burris, 2.

E. L. Callahan, 11; H. E. Celestine, 5; J. D. Cleveland, 1; W. I. Collette, 9; D. A. Coltz, 1; Benjamin Cooper, 7; D. L. Correll, 2; L. L. Craig, 1; Marvin Crook, Jr., 4; John Cruz, Jr., 7; E. A. Cure, 12; D. O. Curtis, 2; D. W. Daniels, 4; H. S. Daniels, 4; J. R. Dingley, 10; L. F. Douglas, 8; E. A. Evans, 7.

M. H. Fisher, 2; F. F. Foye, 4; N. B. Frederick, 2; A. M. Garcia, 9; Carl Gardner, 2; Early Gentry, Jr., 7; D. G. Gould, 6; W. F. Grant, 7; D. C. Grayson, 12; E. M. Greathouse, 7; C. S. Greenfield, 6; E. A. Gschwind, 12.

E. M. Haas, 8; D. Y. Hamilton, 2; K. R. Hanson, 2; R. S. Harsche, 7; R. J. Hoffman, 2; C. E. Holcomb, 3; Henry Holland, 2; J. E. Holmes, 12; R. H. Howard, 3; L. F. Hutchison, 3; J. J. Jacobs, 1; S. R. Jaffee, 9; C. E. Johnson, 2; G. L. Johnson, 4; H. M. Johnson, 1; Jerry Johnson, 6; C. E. Jones, 11.

D. E. Kautter, 10; H. R. Kerley, 6; V. L. LaFrance, 1; R. F. Lamb, 12; F. V. Lemaster, 6; W. D. Lowe, 6; Hamilton Lynum, 5; H. G. Lyons, 8; E. H. Martin, 5; R. A. Martin, 5; V. E. Marye, 12; E. W. McAllister, 3; W. M. McGee, 2; G. R. McKenzie, 10; S. W. McReynolds, 8; T. R. Moran, 10; K. A. Muthleb, 4.

Joe Napier, 1; H. L. Ophus, 9; Dozier Parker, 4; S. O. Parker, 2; D. R. Parks, 12; R. E. Parsons, 10; R. G. Patkoski, 3; C. J. Petty, 7; Ernest W. Pont, 10; Harold Richardson, 8; R. W. Riley, 10; Jimmie Roberts, 7; Cartrell Robinson, 5; M. D. Rogers, 8; J. F.

Rondel, 7; W. T. Rouse, 9; V. A. Russo, 1.

Ann G. Schulz, 7; G. E. Serres, 9; L. B. Sheehan, 4; G. R. Slapnicher, 10; W. R. Small, 9; Larry Springer, 4; W. R. Starkey, 11; G. R. Stavely, 5; Harold Stein, 2; J. W. Stevens, 6; Edward Suplee, 3; Edith P. Swanson, 10.

M. W. Taylor, 2; B. J. Thomas, 5; E. P. Thomas, 2; C. A. Tullos, 1; E. C. Turner, 1; J. A. Warren, 8; William Werner, 7; O. C. White, 10; W. T. Williams, 1; F. D. Wilson, 7; O. L. Wilson, 10; C. W. Wisler, 7; W. A. Young, 9.

### FROM THE SUPERVISORY STAFF

Supervisor Dave Nelson commended Division 1 Operator *M. A. Lacasse* for assisting across the street a blind woman transferring from his Line 2 coach to a Line 29 coach at 12th and San Pedro.

Supervisor C. L. Gaul commended Division 1 Operator *P. L. McMillan* for volunteering to work overtime to help out because he realized his follower was overly late. Mr. McMillan waited nine minutes instead of the scheduled three before leaving Pico and Rimpau for First and San Pedro, in order to prevent excessive delay in service and to even up the loads.

Mr. Gaul also commended Operator *J. W. Kimball*, also of Division 1. "Knowing his follower was overly late, AND SEEING a Santa Monica City Lines coach arrive as he was due to leave [Pico and Rimpau] at 5:19 p.m., the Operator willingly waited to load passengers, departing two minutes late, at 5:21 p.m.," to help his follower, Mr. Gaul reported.

Supervisor G. B. Dorsey commended Operator *B. F. Cooper*, of Division 1, for carrying a double load yet keeping to schedule during peak-hour traffic on his Line 92 coach inbound from 12th and Hooper to the north end of the line.

Supervisors C. L. Gaul and C. D. Harlan commended Operator *H. F. Johnson*, of Division 1, for willingly making an extra trip from Pico and Rimpau to Dozier and Rowan despite a previous appointment on personal business. "Scheduled to pull in from Pico and Rimpau 5:05 p.m., willingly worked in service from Rimpau 5:18 p.m. to pull in from Dozier and Rowan



# Robert E. Jackson Wins Sept. Courtesy Title

Runners-Up Are J. B. Ardella and D. O. Curtis



**ROBERT E. JACKSON**, right, September Operator of the Month, receives Certificate of Merit from MTA Chairman **A. J. Eyraud** at the Authority meeting on Sept. 17.



**J. B. Ardella**



**D. O. Curtis**



**COURTESY JURY** — Helping select the September Operator of the Month were these three judges, shown discussing letters of commendation from the public for Operators. From left, they are **Robert Carlson**, **Harry L. Martin**, and **Don G. McMullen**. (See story for titles.)

A LETTER from a group of 14 passengers in praise of his courtesy won for Robert E. Jackson, Division 7, the title of September Operator of the Month.

As a result, he received \$50 from MTA and a permanently framed Cer-

tificate of Merit from the hands of Authority Chairman A. J. Eyraud.

In the letter, Mr. Jackson was praised for always being on time, despite the fact that he waits for passengers delayed by a signal from crossing the street to reach his bus; for his courteous "good morning!" to each passenger; for his readiness with change for dollar bills; and for his smooth starts and stops.

The Operator has served MTA and predecessor companies since 1950. He wears a nine-year safety award pin. With his wife, Rose, and his young son, Michael, he resides at 3827 Wisconsin St., near the Coliseum. The family are regular attendants at St. Paul's Baptist Church, at 49th and Main Sts.

Of his passengers, he stated, "I don't know many of them by name, but I wish them good morning and hope it helps them to go to work in a pleasant frame of mind."

6:16 p.m. filling the headway of CR 64 (Coach Run No. 64) which was cancelled out of Division 10," wrote Mr. Gaul on an employee's personnel record memorandum.

Supervisor Gaul has also subsequently commended eight other Division 1 Operators for their willingness to work overtime on various occasions out of the Pico and Rimpau Loop:

*Joseph Araujo, E. A. Boyd, E. W. Martin, Joseph Pollock, Masaki Sugimoto, J. A. Swanson, W. E. Tucker, and J. R. Wheeler.*

Runners-up in the September contest were two Operators from Division 2: J. B. Ardella and D. O. Curtis.

Also a runner-up for the title last May, Mr. Ardella was praised for his "very genuine interest in his passengers," and his consequent efforts to help them in every way consistent with the rules.

Mr. Curtis was praised for his service in a "spirit of humility (that's a strong word, but I mean it) and good humor."

Judges were Harry L. Martin, Vice-President, Transit Casualty Co.; and two representatives of the Los Angeles Police Department: Sgt. Don G. McMullen, of the Traffic Services Division, Education Bureau; and Officer Robert Carlson, of the same section.



**CAUGHT IN THE ACT**—Happily devouring cake provided when their division received first place in the Improv-Ur-Record contest for July are Operators W. L. Kimmey, left, and Leroy Golden, in left foreground, of Division 3. Supervising Safety Engineer J. W. Prutsman, extreme right, serves punch to V. C. Swindell (foreground) and E. C. Braman, while J. R. Dingey helps himself at the coffee urn. O. L. Wilson is at extreme left. Note the message on the coffee urn: "Your Division 3 was the Group 1 first-place winner in the Improv-Ur-Record Contest for July. Hope you enjoy the refreshments!—Accident Prevention Dept., Transit Casualty Co." Many other operators were also served that day (Sept. 23). The heat wave made the iced punch highly popular.

## IMPRUV-UR-RECORD

# Divisions 3 and 12 Take First Place for July

PUNCH proved more popular than hot coffee during the midst of the September heat wave, on the days when Operators at Divisions 3 and 12 received first-place trophies in their respective groups for the month of July.

And heat or no heat, the big flats of gaily decorated cake served winning

divisions disappeared rapidly.

In Group I, Division 5 placed second, and Division 4, third.

In Group II, Division 11 placed second—only 10 points behind the winner, Division 12.

It was a repeat win for Division 3, which also won in its group in the June

contest. First place in Group II for June went to Division 8.

In Group I, Divisions 5 and 2 won second and third place, respectively, for June.

In Group II, Division 6 took second place for June.

**DOUBLE EXPOSURE**—Group at Division 12 look happily at two trophies recently won for safe operation by Division 12 personnel. Holding the glass-enclosed BRT Improv-Ur-Record trophy is Operator Paul LePage; it was won by Division 12 for best score in Group II for July. Holding the plaque at left is Operator W. K. Holsberry; this is the award given by the Greater Los Angeles Chapter, National Safety Council, for second place in the Motorcoach Transit category for fleets traveling over 350,000 miles a month. (See the story on page 11 for further details.)





## New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between July 29 and Sept. 13.

### Accounting and Fiscal Division

CLERK: Kenneth P. Sutton.  
KEY-PUNCH OPERATOR: Lorraine V. Stachura.

### Property Maintenance Department

UTILITY A: Luchus Paul Smith.\*

### Purchasing and Stores Department

JUNIOR STOCK CLERK: George P. Valley.

### Real Property Management

ELEVATOR OPERATOR: Barbara L. Taylor.

INFORMATION CLERK: Irene Bugliosi, Loretta H. Rocket,\* Rosemary B. Sylvie, Patricia M. Wood.

### Transportation Department

OPERATOR: John C. Biggs, Division 6; Samuel Bingham, 7; Donald A. Brown, 11; Carl J. Duncum, 10; Gerald B. Durant, 1; Edward J. Fahey, 1; Harold Fields, 7; Anthony F. Garfold, 6; Douglas King, Jr., 10; Orville P. McRiley, 10; John L. Micklos, 11; Everett S. Mitchell, 2; Carl Motley, 7; Alvin L. Oldham, 7; Santiago J. R. Ortiz, 2; David L. Palecki, 7; Medis Glenn Ray, 11; William G. Santos, 1; "K" "V" Scott, 2; Glenn R. Slapnicher, 10; George E. Tejada,\* 7; Ronald M. Turner, 2; Guadalupe Villegas, 2; William L. Ware, 7; Edwin G. Weldon, 2.  
\*Re-employed

## In Memoriam

DEATH of the following is regretfully reported:

*William Brotherton*, 89, retired Watchman, Mechanical Department; Aug. 10; service from 1914 to 1949. Survived by his son, Percy, of Los Angeles.

*Esco U. Butcher*, 75, retired Flagman, Transportation Department; Sept. 18; service from 1911 to 1953. Survived by his son, Jesse, of Fair Oaks.

*Clinton H. Coxhead*, 67, retired Dispatcher, Division 20, Transportation Department; Sept. 11; service from 1925 to 1962. Survived by his wife, Bessie, of Inglewood.

*Talmage Y. Dickey*, 87, retired Superintendent, Division 5, Transpor-

tation Department; Sept. 7; service from 1905 to 1938. Survived by his wife, Helen, of Twentynine Palms.

*George H. Drinkwater*, 77, retired Conductor, Division 5, Transportation Department; Aug. 20; service from 1925 to 1948. Survived by his daughter, Marybelle, of San Diego; and son, Robert, of Hawthorne.

*Alonzo H. Garrett*, 70, retired Operator, Division 12, Transportation Department; Sept. 27; service from 1943 to 1958. Survived by his wife, Ollie, of Anaheim.

*Adolph James Geis*, 51, Operator, Division 4, Transportation Department; Sept. 20; service from 1947. Survived by his wife, Caroline, of Los Angeles.

*Jesse C. Laird*, 74, retired Operator, Division 5, Transportation Department; Aug. 16; service from 1919 to 1954. Survived by his daughters, Mrs. Bernice Hurst, of Garden Grove; and Mrs. Grace Heath, of Wilmington.

*Francis J. McDonald*, 73, retired Mechanic; Oct. 9; service from 1950 to 1956. Survived by his wife, Theresa, of Los Angeles.

*Henry N. Oehm*, 68, retired Operator, Division 9, Transportation Department; July 5; service from 1943 to 1960. Survived by his wife, Minna, of El Monte.

*Clarence P. Pedersen*, 65, Instructor, Transportation Department; Sept. 23; service from 1924. Survived by his wife, Ruby, of Los Angeles.

*Edna S. Rees*, 80, retired Clerk-Stenographer, Executive Department; Aug. 31; service from 1924 to 1945. Survived by her daughter, Virginia—Secretary to the Authority—of San Marino; and her son, Roger, of Carmel.

*Mack Riley*, 77, retired Janitor, Transportation Department; Aug. 29; service from 1944 to 1956. Survived by his wife, Carrie, of Glendora.

*Herman A. Ruysers*, 67, retired Operator, Division 7, Transportation Department; Sept. 28; service from 1923 to 1961. Survived by his wife, Helen, of Los Angeles.

*Harry A. Sharp*, 67, retired Operator, Division 3, Transportation Department; Sept. 14; service from 1928 to 1961. Survived by his wife, Gert-rude, of Tujunga.

*Herman Silva*, 80, Retired Laborer, Property Maintenance Department; July 28; service from 1919 to 1952. No known survivors.

*Paul E. Stiller*, 71, retired Operator, Transportation Department; Oct. 8; Service from 1923 to 1957. Survived by his wife, Ethel, of Burbank.

## On Their Way Up

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

*Francis B. Dobrecki* from Mechanic B to Mechanic A, Division 7, Equipment Maintenance Department, July 28. Employed Apr. 20, 1959.

*John W. Long* from Operator to Operator-Extra Service Director, Division 11, Sept. 8. Employed Oct. 27, 1958.

*Louis A. Maspero* from Operator to Operator-Extra Division Clerk, Division 5, Aug. 4. Employed Aug. 15, 1960.

*Luther Miller* from Operator to Operator-Extra Supervisor, Division 9, July 28. Employed Dec. 22, 1958.

*Luther A. Roberts* from Mechanic B to Mechanic A, Division 3, Equipment Maintenance Department, Sept. 8. Employed Dec. 22, 1960.

## Retirements

### BEST WISHES TO:

*Leon L. Bandle*, Operator, Division 2. Placed on indefinite leave Aug. 27, 1962, he retired Aug. 1 after service from Mar. 16, 1926.

*Robert C. Best*, Operator, Division 6. He retired Aug. 31 after service from Aug. 23, 1929.

*John J. Buckley*, Operator, Division 20. Placed on indefinite leave Mar. 28, 1963, on normal retirement June 1, 1961, he retired July 29 after service from Oct. 5, 1936.

*Otto R. Lane*, Operator, Division 11. Placed on normal retirement June 1, 1963, he worked until Sept. 3, after service from Nov. 29, 1934.

*Betty Welch*, Utility B, Equipment Maintenance. Placed on normal retirement June 1, 1963, she worked until Aug. 6, after service from July 2, 1928.

(Lack of space prevents use of pictures and stories concerning several retiring employees. Illustrated stories will appear next time.)

*William W. Webb*, 81, retired Janitor, Transportation Department; Aug. 24; service from 1928 to 1952. No known survivors.

# Operator's Baby Honored as Millionth Resident Of Orange County



ABOVE—Red roses and greetings from Executive Director C. M. Gilliss are presented by Assistant General Superintendent of Transportation Jack Stewart to Mrs. De Bano at Millionth Resident Celebration.

AT LEFT—De Bano family with, at left, Emcee Robert Gardner, Superior Court Judge, Orange County. The children, from left, are Derek, the Millionth Resident, aged one week; Anthony, 9; Brenda, 8; Craig, 6.

LIKE MANNA FROM HEAVEN, joyful and valuable gifts have been showered upon Operator and Mrs. Raymond De Bano and their family since the birth of their fourth child, Derek Frank, at 12:01 a.m., Monday, Sept. 30.

Mathematical calculations had indicated to the Associated Chambers of Commerce of Orange County that the first baby to be born in the area after midnight on that date would be the much-heralded Millionth Resident of the county, reputedly the fastest growing (among counties of more than 400,000 residents) in the U. S.

So plans for a Millionth Resident Celebration were afoot, and included a luncheon at Disneyland Hotel Oct. 8 with all Orange County mayors and other civic officials in attendance, and with the lucky family as guests of honor. Gifts were to be showered upon the Millionth Resident and his (or her) parents.

A four-year scholarship to an Orange County college of his choice, a year's graduate study at Harvard University, a paid maternity bill, several free boxes of cigars, keys to many Orange County cities, baby supplies, and innumerable other gifts awaited the De Bano family, residents of Anaheim, at the luncheon.

The master of ceremonies, Superior Court Judge Robert Gardner, paid tribute to the De Banos in his remarks to the audience of 150: "These are five of the most charming, sincere, delightful people you would ever want to meet."

THE MTA EMBLEM  
1060 S. Broadway  
Los Angeles, Calif. 90015

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

FRANCIS RUSSELL BURKHART  
319 WEST MYRRH STREET  
COMPTON, CALIFORNIA

BULK RATE  
U. S. POSTAGE  
**PAID**  
Los Angeles, Calif.  
Permit No. 21231