



Emblem

DECEMBER, 1962

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Merry Christmas

The Emblem

Vol. 5 December, 1962 No. 2

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OUR COVER

PROUDLY PRESENTED for the Christmas pleasure of employees is this cover illustration by one of our own, Operator Ken Strobel, of Division 9.

Reflected in the ornaments on the tree are scenes near two specially painted Twinkle Liners which were spotted at Pershing Square for the purpose.

In the largest ornament, Santa (Operator Robert Bass, of Division 11) and Santa's helper, Sharon Giro, entice a youngster with the promise of a "free ride."

The Santa reflected in the top ornament is J. L. Rothermel, of Division 11, the driver of the other bus.

And that's Shelley smiling up at Santa in the decoration below. The whole meaning of a child's Christmas is summed up in her face.

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* * *

C. M. GILLISS
Executive Director

W. Warren Silliman, Editor



Season's Greetings



From
Our Chairman

A. J. Eyraud

THE MEMBERS OF THE AUTHORITY join me in expressing very best wishes to all employees and their families for a Merry Christmas and a Happy New Year.

We also desire to extend our thanks and sincere appreciation to all employees for their loyal and continued support of the MTA program to provide increasingly better transportation for the people of Southern California.

A. J. Eyraud



From Our
Executive Director

C. M. Gilliss

TO EVERY EMPLOYEE and to each member of his or her family, I should like to express the heartiest wishes of the Executive Staff and myself that this Christmas may be a merry one and that the New Year may be filled with happiness. Our thanks for a job well done.

C. M. Gilliss



CHILDREN coming home from school flock around Santa and the Twinkle Liner.

Santa's Twinkle Liners

Gaily Painted Buses Add Cheer, Spur Downtown L. A. Shopping

CURTAIN CALL—Surrounded by the "cast"—those who posed for pictures with the Twinkle Liners at Pershing Square in an effort to publicize the Christmas buses—is MTA Board member N. R. Dumont, Chairman of the Advertising, Promotion and Public Relations Committee. In the rear row, the two Santas are J. L. Rothermel, left, and Robert Bass, both Division 11 Operators; Santa's helpers are Barbara Rehtin, left, and Sharon Girot. Children, from left, are Casey Jones, Shelley Jones, Lauren Anderson, and Shawn O'Hare.

ADDING a cheerful note to the downtown Los Angeles pre-Christmas rush have been two MTA buses specially painted in Christmas colors and entitled "Santa's Twinkle Liners."

In a promotion jointly sponsored by Downtown Business Men's Association and MTA to stimulate downtown shopping, the two buses, following a special downtown route, began operating on Monday, Dec. 3, daily except Sundays between 3:00 and 9:30 p.m., and were to continue through Dec. 23.

Santa Claus (a Division 11 Operator in a Santa Claus suit) drives each bus, and allows children under 16 to ride free when accompanied by an adult—who rides for 10¢.





MODEL OF PROPOSED GREYHOUND-MTA TERMINAL in Los Angeles is being demonstrated by Welton Becket, the architect, seated at right, to W. H. Starling, Vice-President, Western Greyhound Lines,

left; R. E. Thomas, President, Western Greyhound; and C. M. Gilliss, Executive Director, MTA. Mr. Becket explains that the roof level is to be for automobile parking in the \$10,000,000 edifice.

MTA WILL LEASE SPACE

New \$10,000,000 LA Terminal Planned for Greyhound—MTA

**To Be Located Near Present Facilities;
Opening Tentatively Scheduled for October, 1964**

MTA WILL LEASE SPACE for a new Los Angeles depot in a \$10,000,000 bus terminal to be built by Western Greyhound beginning in the fall of 1963.

The tentative date for the opening is October, 1964.

"MTA's inclusion in the structure will assure a modern central terminal location within walking distance of

the maximum downtown retail and commercial concentration," declared MTA Board Chairman A. J. Eyraud. "It is also anticipated that mutual benefit will be derived from having

an interchange of Greyhound and MTA passengers under one roof."

The proposed three-level, half-million square-foot, fully air-conditioned terminal will occupy most of the area bounded by Los Angeles St., Seventh St., Maple Ave., and Sixth St.

"Arrangements for the convenience and safety of passengers in the new and modern terminal will far surpass those in the present depot," pointed out Executive Director C. M. Gilliss.

"In the present depot, terminal facilities are on two widely separated levels. Passengers can go from one to the other only by a considerable walk involving use of a long, steep, narrow stairway. By the new plan, MTA

loading and unloading facilities will all be on one level served from the waiting room by escalators as well as by well-planned stairways.

"Also, in the present depot, passengers must frequently cross bus lanes to reach their coaches, and departing buses must always cross often congested sidewalks on Main or Los Angeles Sts. In the design of the new terminal, the need for passengers to cross bus lanes is entirely eliminated, and need for the crossing of congested sidewalks by buses is reduced by shifting the MTA bus exit to Maple Ave., much less traveled than the other streets by pedestrians."

The first, or underground, level in

the new structure will be occupied by Greyhound loading and unloading facilities. The second, or street, level will be a huge pedestrian concourse, which will include waiting room and ticket office.

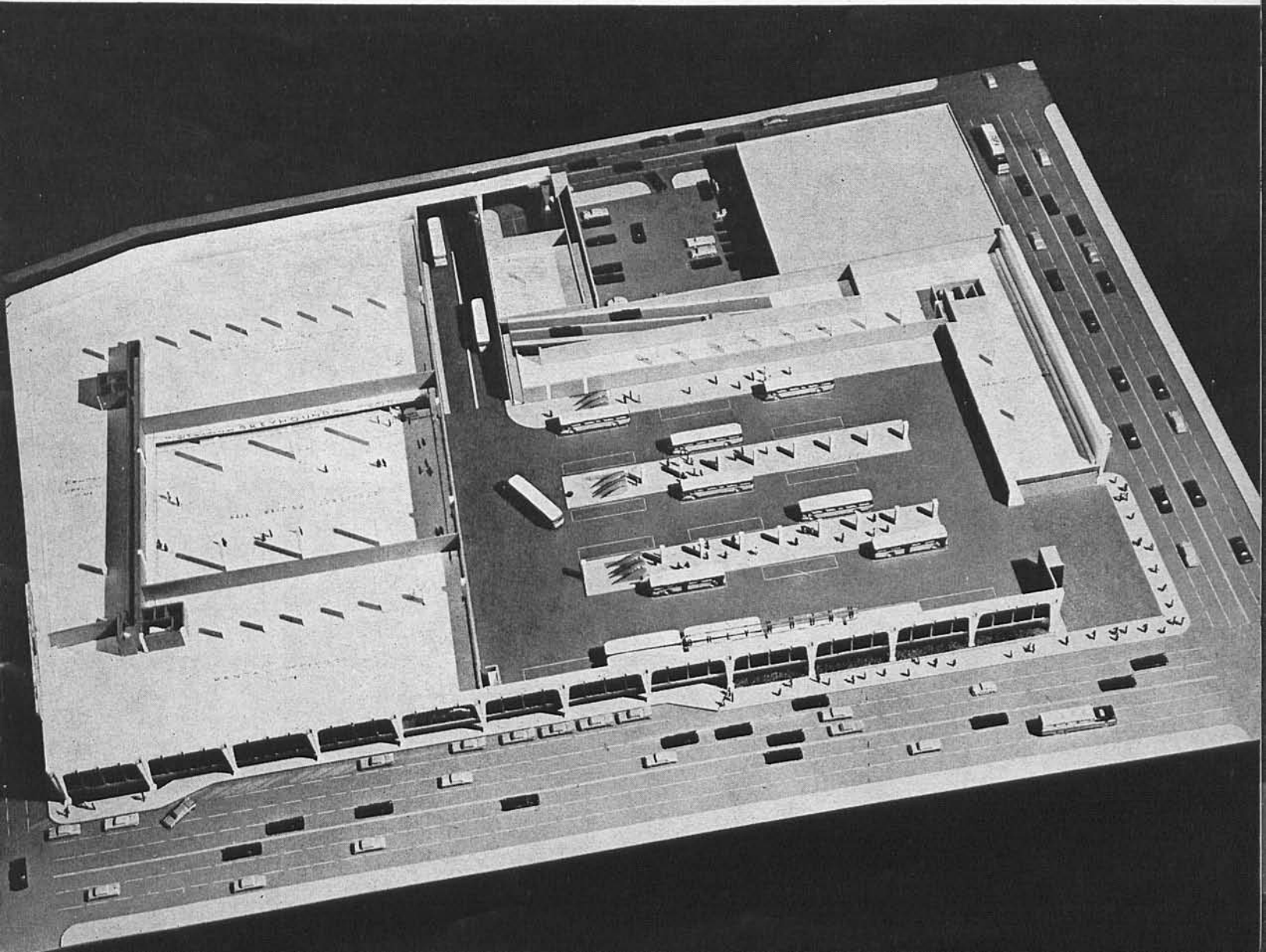
The third level will contain the MTA station, which buses will reach by means of a ramp to Maple Ave. The roof level will be devoted to parking for 625 automobiles.

MTA passengers will board and alight from buses at two center islands and a platform along one wall. Loading zones will be connected with the pedestrian concourse by means of escalators and stairways.

(Continued on p. 14)

MTA STATION, on third level of the proposed new building, as shown in scale model with roof removed. The MTA section is that with dark floor. In this photo, streets are as follows: in foreground, Los Angeles St.; at right, Seventh St.; at rear, Maple Ave.; at left, Sixth St. Two buses at rear are on ramp leading to Maple Ave. Passengers will load from the two islands in center

and from walkway at side paralleling the islands. Escalators and stairway serve passenger loading zones. Beyond the loading area is a ramp (two dark automobiles are on it) by means of which automobiles from ground level reach the roof for parking. In the light-colored section at left are Greyhound offices, rental offices, and (in rectangular opening) main pedestrian concourse.



ACME Beneficiaries

Thank MTA Employees

BY ACTION of the ACME Committee, \$14,328 in contributions by employees who are members of ACME was distributed on Nov. 21 to 24 charitable agencies. All except two were organizations to which ACME members had specifically directed their gifts.

One exception was the Los Angeles Area Community Chest, which received its regular annual gift of \$12,000. This is to be distributed to local Chests in proportion to the number of employees residing in the area considered.

The other exception was the Braille Institute, which received its regular annual contribution of \$150, plus specific gifts totaling \$12.

Specifically directed gifts, many of which were in addition to the regular contribution authorized by the ACME Committee, totaled \$2,178. The charities receiving additional gifts were: Cancer Fund, \$507; Heart Fund, \$264; March of Dimes, \$189; Salvation Army, \$156; Muscular Dystrophy, \$150; Diabetes Association, \$150; City of Hope, \$138; Children's Hospital, \$120; Red Cross, \$102; Arthritis and Rheumatism Foundation, \$81; Multiple Sclerosis, \$78; Orthopaedic Hospital, \$75; Baptist Children's Home,

Boy Scouts, and Union Rescue Mission, \$24 each; Boys' Town, Catholic Youth Organizations, Cerebral Palsy, Good Shepherd Lutheran Home, Mental Health Association, Tuberculosis and Health Association, and United Jewish Welfare Fund, \$12 each.

Below are printed some of the replies received acknowledging receipt of the donations and thanking ACME on behalf of its members.

"In addition to expressing great appreciation to MTA employes for their financial assistance, the letters also clearly indicate the important humanitarian achievements that contributions by employees make possible," observed Director of Personnel William C. Scholl, who is also Chairman of the ACME Committee.

"Greater participation by employees would enable ACME to offer still greater benefits to charity. If you are not a member of ACME, you may join by signing a blue pay-roll deduction card available from your department or the Personnel Office.

"In this way you can make sure that next year more people will have a chance for a Happy New Year."



From the Diabetes Association:

"I wish there were some way in which I could express our thanks to each of your employees who made this gift possible . . . The entire Board of Directors of this Association are grateful for this support."

From the American Cancer Society:

"Through your support you are helping keep the scientists on the job in the laboratories. You are helping keep the raise in the cure rate on the increase—now more than one in three."

From the Muscular Dystrophy Association:

"Your generous check of \$150 will go to aid our local MD victims by supplying without cost braces, wheelchairs, lifts, therapies, clinic visits, and recreational activities. In addition, seven local MDAA-sponsored research teams will benefit from your group's gifts."

From the City of Hope:

"Your gift means much in our work of healing, research, and medical education. It supplies the tools enabling our scientists to continue their tireless efforts to find the causes

and cures for the diseases most feared, most difficult to cure, and most costly to treat."

From the Union Rescue Mission:

"Ours is a work of faith, as we receive no help from any agency, but are supported entirely by those who believe in the work we are doing for the Lord. We are sure that you will receive a blessing for your part in our care of the needy."

From the Orthopaedic Hospital:

"We acknowledge with deep gratitude the gift of \$75.00 . . . Without such interested friends our rehabilitation and expansion program could not attempt to keep pace with the demands of our growing community."

From the Multiple Sclerosis Society:

"Your contribution will help towards MS research, the support of our clinics, the care of MS victims, and the rehabilitation of patients towards productive living. Your continued support, together with the research of our dedicated medical scientists, will, in time, find a cure for this crippling disease."



Safety Really Pays Off This Month!

All Sorts of Prizes and Gifts Are Offered to Operators Who Help Reduce Holiday Accidents and Show Courtesy

GIFT CERTIFICATES are to be given to Operators who are observed performing outstanding acts of courtesy or safety each week during December.

According to the Safety Department, during this month certain MTA personnel are on the lookout for such outstanding acts, and will turn in their observations to a special committee which selects the five outstanding acts each week.

The Operators who perform these acts will receive the gift certificates on local concerns.

The purpose? To make Operators especially courteous and careful in December, which, because of weather conditions and the pulse of traffic in holiday season, is always the worst month of the year for accidents, it is stated by Chief Safety Engineer J. W. Prutsman. "Courtesy helps avoid accidents," Mr. Prutsman observed.

ZERO DAY

Another blow is being aimed at December accidents by Operators as they attempt to make Friday, Dec. 21, an accident-free day for their respective divisions. It's billed as "ZERO DAY."

Why Friday, Dec. 21? Because, as a day of last-minute Christmas shopping, with pedestrians and their packages crowding the streets and sidewalks, and automobile drivers frantically seeking some place to park, it's likely to be the worst day of the entire month, in the opinion of General Superintendent George F. Goehler.

"Every division whose record for accidents is zero for the day is to receive a plaque, and every Operator at that division will receive a wallet-type safety card showing that he did his part," declared Mr. Prutsman.

Moreover, any division whose total of accident-free days during Decem-

ber surpasses, on a point basis, similar days in November, will receive coffee and doughnuts.

Each weekday that goes accident free receives four points; each Saturday, two points; and each Sunday, one point. Points will be totaled at the end of December, Mr. Prutsman said.

POSTER PRIZES

Still another means of creating safety consciousness during the month is the gift of an automatic pencil to any or all of five Operators, whose names are to be selected by draw from the hopper, and who can repeat to a Safety Department representative the exact wording of any one of the safety posters to be used during the Zero program. Posters are to be changed three times a week at each division.

"And don't forget," Mr. Prutsman added, "that the Improv-Ur-Record contest is also going on this month!"

Oct. Safety Trophy Goes to Division 7

SHOWING IMPROVEMENT in all categories, the Operators of Division 7, West Hollywood, won the Improv-Ur-Record contest for the month of October.

Such improvement is "an outstanding achievement," according to George F. Goehler, General Superintendent of Transportation.

Division 7 scored 350 points against second-place Division 12's 340. Division 9, the holder of the trophy for September, fell to sixth place in October.

For the four-months period of the contest (July, August, September, and October), Division 12, Long Beach, with 1355 points, was in the lead. In second place was Division 11, with a score of 1135 points.



"HOMECOMING" DAY AT WEST HOLLYWOOD—"I'm glad to be able to present this to my home division," says Don H. Sheets, General Chairman, BRT, as he hands the Improv-Ur-Record trophy to Operator M. R. Manning for West Hollywood drivers. At left is the Division Superintendent, R. J. Bragdon; at right, A. E. Landers, Local Chairman.

Commendations...

93 Operators Honored In November for Courtesy

CONGRATULATIONS to the following 93 Operators who received commendations during the month of November:

S. M. Alexander, Division 3; J. B. Anderson, 12; K. C. Anderson, 5; H. D. Apel, 7; A. J. Arnone, 3; A. A. Arredondo, 2; Louis Baca, 7; H. E. Bailey, 5; L. H. Bardon, 3; N. C. Bassham, 1; E. L. Bell, Jr., 7; D. H. Bogenberger, 7; Basil Bolton, 9; G. F. Border, 3; F. C. Bradford, 2; Jim Bradley, 7; E. L. Brentham, 20; D. K. Brown, 7; H. A. Brown, 2; M. S. Buck, 20; Robert Burks, Jr., 7.

O. L. Caraway, 2; B. F. Cooper, 1; C. V. Crosley, 1; G. C. Crowe, 2; E. A. Cure, 12; W. L. DeGeere, 6; Lloyd DeGregorio, 10; B. J. Evans, 20; E. J. Filek, 2; F. L. Franklin, 20; M. L. Fretwell, 5; Isabelle Gaul, 6; G. L. Gennarini, 8; E. E. Goodman, 11; J. L. Hammond, 5; W. R. Hardie, 6; B. L. Harris, 1; C. G. Hauck, 7; D. W. Houghtaling, 5; John Ingram, 7; W. W. Irwin, 3; Ruben Jackson, 5.

William Kilgore, 20; F. W. Koenig, 6; D. A. Lackey, 6; V. L. LaFrance, 2; Peter Lattanzi, 2; F. K. Lilley, 5; R. D. Luna, 1; L. F. Mader, 5; V. T. Morrison, 5; E. B. Nelma, 1; Edward Osborne, 3; S. O. Parker, 2; F. A. Payrow, 2; A. R. Peterson, 3; R. L. Phillips, 5; H. L. Pineda, 3; Leonard Prenselaar, 6; W. A. Prewitt, 8; O. W. Price, 2; Alfred Rappaport, 3; S. B. Ray, 2; W. A. Riley, 2.

C. J. Sanders, 5; John Savin, 3; W. C. Schultz, 2; L. W. Scott, 5; G. E. Serres, 9; R. L. Sherman, 7; R. J. Sindelar, 5; W. R. Small, 9; M. M. Smith, 6; Orville Smith, 8; R. L. Smith, 3; J. W. Snow, 5; J. E. Stamey, 2; L. T. Staten, 10; S. C. Swanson, 7; M. A. Taylor, 2; E. J. Tircuit, 3; D. E. Walker, 7; R. J. Walters, 5; J. E. Wandler, 7; J. A. Warren, 8; W. S. A. Weary, 2; William Werner, 7; W. F. Westfall, 3; R. G. Wilkinson, 9; Willie Williams, 5; F. D. Wilson, 7; Ernest Wright, 1.

Some Outstanding Letters

P. S. Brezniak, Division 2

... "He has been on our Rancho Los Amigos line for the past six years. . .
"No matter what the weather he keeps his bus right on schedule and always has a friendly 'hi!' and 'hello!' for everyone. I have seen him go out of his way often in order to do some special favor for his passengers . . .

"The confidence we have in Pete as a good driver and all-around swell guy is often discussed among us." . . .

ALBERT McIVER

Harold G. Gardner, Division 3

"While traveling through the desert community of 29 Palms recently, I misplaced my billfold containing a large sum of money, along with other valuables. Not realizing I had lost it until almost reaching home in Whittier, and calling different places trying to locate it, I received a phone call that very night from a gentleman by the name of Mr. Harold G. Gardner. He called to say that he had found the billfold and patiently waited while I drove the short distance to meet him. I had my billfold intact . . . He would not accept a reward from me . . .

T. J. BRAWNER

G. L. Gennarini, Division 8

"When I arrived in California a short time ago I was alone, afraid, and 3,000 miles from home. It was night and I was lost in a strange city.

"Then I got on one of your buses. The driver was friendly and helpful. At once all my fears vanished. I had at least one friend, bus driver No. 828. When my stop came he told me and then he took extra time to tell me how to get to my destination . . . I owe this driver a great debt." . . .

PAUL BADA

J. J. LaFond, Division 12

... "I have ridden the streetcars and buses for almost 30 years in Los Angeles, and never have I seen an Operator more courteous than he.

"His friendly little greeting when you get on makes you feel that you are 'wanted'—sort of something special. And the help he gives you in answering your questions, to man or woman, is appreciated by all." . . .

MARY ANTOINETTE REARDON

Herbert R. Steyer, Division 2

"It has been my privilege to ride on the 12 bus for many years, and during a long period of this I have enjoyed and APPRECIATED the permanent efficiency and courtesy extended by one of your drivers.

"During the peak of rush hours, neither confusion nor tension has kept your driver from losing his patience or courtesy.

"Your driver still keeps an alert eye out for his regular riders, and cooperates in helping us catch his bus, in order to make our other connections.

"Not only does he extend us that special kindness, but he still calls out the names of the main cross streets, which enables newcomers [to become aware] of their transfer points."

MRS. L. M. BURAAS



JAMES W. STEVENS



J. M. Hiram



G. C. Esposito

OPERATOR OF THE MONTH

Award for November Second for J. W. Stevens

G. C. Esposito, J. M. Hiram, Runners-Up

"THIS MAN'S KINDNESS is a legend," wrote a passenger on MTA's Los Angeles-Santa Monica Line 75 of Division 6 Operator James W. Stevens. The letter, plus his excellent operating record, won him MTA's courtesy award as Operator of the Month for November.

"With this man, courtesy is a way of life . . . Never have I seen him greet insolence with rudeness," said the writer, who listed a number of the courteous actions she had seen Stevens perform.

Like other Operators of the Month in the program, which has continued over a period of years, Mr. Stevens received \$50 from the MTA Board in token of its appreciation of the good will his courtesy has created among his passengers.

"I'll hand it over to my wife for Christmas," he said.

This is his second Operator of the Month award. He was also selected for December, 1961.

His service with MTA and its predecessors began in 1956.

Aiding in the selection for November were three Arcadia civic leaders: Paul Almquist, president, Civitan Club; Mrs. Howard Walker, vice president, Women's Division, Chamber of Commerce; and L. C. Hubbard, Chamber director and chairman of the Membership Relations Committee. From several letters, they selected one praising Stevens as outstanding.

RUNNERS-UP

Considerable deliberation was required before the judges could make their first-choice decision. Very much in the running were G. C. Esposito, of Division 3, and J. M. Hiram, of Division 7.

865 Operators Earn Safety Awards

A TOTAL of 865 Safety Award Pins were earned by Operators during the first six months of 1962.

Twenty-six Operators earned pins for 17 years of safe driving—the greatest possible span of eligibility included in the program through last June 30.

From the date he is employed, or from Jan. 1, 1945, whichever date is later in his individual case, every Operator is in this contest.

The Operators who won 17-year pins included:

From Division 2: D. E. McCarter and W. P. Spendlove.

From Division 3: R. G. Bixler, J. B. Martin, L. B. Meek, and J. B. Yarnell.

From Division 5: H. J. McDonald.

From Division 6: T. R. Gordon and H. R. Kerley.

From Division 8: Dakin Boardman and L. F. Hall.

From Division 9: G. L. Fry, O. N. Horn, F. M. Keathley, Joe Mahon, and F. K. Walker.

From Division 11: O. R. Lane.

From Division 12: R. A. Bowman, B. B. Brinker, R. E. Drayer, W. K. Holsberry, H. D. Lester, D. E. Merritt and D. R. Parks.

From Division 20: D. V. Lewis and J. J. Wolfe.

The distribution of pins for 16 years and below was as follows:

Year Pin	Earned By
16	36
15	70
14	81
13	58
12	46
11	35
10	42
9	32
8	38
7	34
6	28
5	41
4	40
3	60
2	108
1	100

Accolades to Special Agents

**For Courage in Their Performance of Duty,
Chief Special Agent Joseph Shafer Commends:**



C. F. Bard

Patrolman C. F. Bard, who was commended in a letter from H. W. Sullivan, Deputy Chief of Police, Los Angeles Police Department, for capturing in the Sixth and Main Sts. Depot a suspect long wanted by police.



W. R. Jordan

Special Agents W. R. Jordan and P. H. Mann, who, after a three-day stakeout, captured one of a pair of robbers who had been responsible for at least ten hold-ups on MTA buses. The Special Agents watched from a hiding place while a man they had seen earlier conceal a long-bladed knife in his clothing walked out of a nearby alley and boarded a Line 7 coach, with Operator K. A. Gokey in the driver's seat. They saw the suspect drop something into the farebox, push up against the Operator, and take the changer off the rack. At this point the Special Agents, unseen by the suspect, but clearly visible to the Operator, were closing in on the coach. (Later they were loud in their praise of the cooperation of Mr. Gokey, who, though at knife-point, alarmed the suspect in no way, either by a change of facial expression or a sudden movement, to the fact that help was coming.) Surprised by the arrival of the Special Agents with guns in their hands, the suspect "dropped both the knife and the changer out the door, then meekly put up his hands," according to the Daily Log report of the incident. Messrs. Jordan and Mann called the Dispatcher, who notified the police. In custody, the bandit, whose criminal record of convictions for armed robbery and many other felonies dated back to 1946, later implicated an accomplice whose record was even worse. Securing a "mug shot" of the accomplice from police files, Messrs. Jordan and Mann were able, through an old lady who was a witness, to make positive identification of the accomplice as a bandit who had held up several MTA Operators. He was apprehended a few days later by police as the result of a traffic citation. Both robbers received prison sentences, and were denied probation.



P. H. Mann

Special Agent Russell V. Mott, who received a letter of commendation from W. H. Parker, Chief of Police, and Captain L. J. Sunyich, of the Newton St. Division, Los Angeles Police Department, for his assistance in capturing a suspect with a long criminal record.



R. V. Mott

Special Agent Sidney Rose, who single-handedly captured two men who were attempting to rob Dominguez Substation of the valuable copper in its electrical equipment. During his tour of duty he noticed the padlock to the door of the substation lying on the ground. A closer look showed that it had been cut. Mr. Rose then swung open the door and found the two men busy removing the busbars, switches, etc. Ordering them to stand back to back, he searched them and handcuffed them to a pipe. He then called the Dispatcher, requesting him to call for aid from the Sheriff's Office. While waiting, he was assisted by Supervisor Cecil Woods in checking over the property. The Special Agent took pictures of the interior of the substation and the suspects before a Deputy Sheriff took them to jail. Mr. Rose also testified against them later in court. Both were found guilty.



Sidney Rose



MTA GOLFERS GATHER after their Nov. 11 tournament at Brookside Park to witness the presentation of trophies and awards by Executive Director C. M. Gilliss, shown (tallest man in front row) handing the Don Sheets trophy for low net to Operator C. R. Van Lee, of Division 20. (Mr. Sheets could not be present.) Also in the front

row, each with hand on a similar trophy offered by Mr. Gilliss for low gross, are Operators E. L. Callahan, of Division 5, left, and Tony Panzariello, of Division 7; their score was tied. In cap just behind Panzariello is Charles McGurn, of Division 3, who split with E. L. Callahan the prize of clubs offered for blind bogey.

Callahan, Van Lee Win Golf Trophies Put Up By Gilliss and Sheets

24 Operators Play in Tourney at Brookside Nov. 11; Manager Bill Winters Happily Promises More Golf

SIX FOURSOMES consisting of 24 Operators from various divisions played a golf tournament on Nov. 11 at Brookside Park. Safety Engineer Bill Winters promoted and managed the affair.

When the smoke of battle had cleared away sufficiently for scorekeeper Jack Gerhardt (Staff Assistant in the Transportation Department) to read the tally sheets, it was discovered that:

- E. L. Callahan, of Division 5, and Tony Panzariello, of Division 7, were tied for low gross with 82 strokes apiece. Since both men couldn't carry home the fine, tall trophy put up by Executive Director C. M. Gilliss for the player with the lowest gross score, they played off the tie the following Sunday and Callahan won, 82-84. As runner-up, Panzariello won six golf balls put up by Bill Winters.

- C. R. Van Lee, of Division 20, with the low net score of 69, was winner of another fine, tall trophy (identical with that offered by Mr. Gilliss), put up by General Chairman Don H. Sheets, of the BRT.

- Charles McGurn, of Division 3, and the aforementioned Callahan tied for blind bogey with 73 strokes apiece. The prize for this was four golf clubs put up by Mr. Gerhardt. Instead of playing off the tie, the duo agreed to split the money Jack would get back if he could return the clubs. He could and did, and the money was split.

Winters had also put up a trophy for a hole-in-one. It went begging.—P.S. It's still available for the next tournament, which Bill promises for some time in April.

Also on Nov. 11, Messrs. Gilliss, Winters, Gerhardt, and Shafer (Chief

Special Agent Joe) played a match in which the Executive Director scored a low net of 70 and the Safety Engineer a low gross of 80.

SPORTS PROMOTERS — Don H. Sheets, General Chairman, BRT, left, and C. M. Gilliss, Executive Director, MTA, right, hold trophies they offered for low net and low gross, respectively, in Nov 11 golf tourney. Safety Engineer Bill Winters, center, who managed the tournament, looks pleased.



SHORT LINES



TIMETABLE DISPLAYS FOR THRIFTY — The first timetable display box is presented by MTA Board Chairman A. J. Eyraud, right, to Manny Borun, Vice-President, Thrifty Drug Stores, as Bill Henry, Director of Store Operations for Thrifty, looks on. Over 100 Thrifty Drug Stores along or near MTA lines, system wide, will carry boxes on cigar counters.

Over 100 Thrifty Drug Stores Now Carry Timetable Displays

IN RETURN for a mention in MTA advertising, Thrifty Drug Stores, Inc., began in mid-November to carry on their cigar counters display boxes containing MTA timetables suitable to the area in which the store is located.

More than 100 stores on or near MTA lines in all areas are now carrying, or will soon carry, the display boxes.

Bill Weimer, Community Representative for the Public Relations Department of MTA, has devised an ingenious method for keeping the timetable boxes replenished:

Inserted about $\frac{3}{4}$ of the way back from the front in each compartment of the box is a prepaid postcard which the Thrifty clerk will mail when the supply of schedules has been exhausted to this point. No writing is necessary by the clerk, since each card is marked with the number of the timetable needed.

The card mailed is replaced by a new one when the boxes are replenished.

The first area to use the promotion was the San Fernando Valley, where expanded bus service began Nov. 18.

Perhaps You Can Claim Refund on SDI Tax

A REFUND may be due you on your State Disability Insurance Tax* if, during 1962, you fulfilled all of the following conditions:

1. You worked for two or more employers.
2. You received more than \$4100 for work in California.
3. You had deductions for disability insurance (either the State or a voluntary plan) taken from your wages.
4. The total of such deductions exceeded \$41 for the entire year.

To claim a refund, secure an application form, DE 1964, at the Personnel Office, sixth floor, Transit Authority Building, or at any local office of the State of California Department of Employment. File the completed statement before July 3, 1963.

*"SDI" on the earnings statement you receive with each pay check.

SDI Benefits Raised For '63—So's Your Tax!

WEEKLY BENEFITS from State Disability Insurance will be increased from a maximum of \$70 to a maximum of \$75 as the result of legislative amendments effective Jan. 1, it is announced by Director of Personnel W. C. Scholl.

Although the tax rate of 1% has not been increased, it will be applied to the first \$4,600 of your annual wages instead of the present \$4,100. The net result will be a slight increase in the total amount withheld from your wages during 1963—about \$5.00!

Social Security Tax Goes Up Next Year

YOUR SOCIAL SECURITY TAX will go up $\frac{1}{2}$ of 1% on wages paid after Jan. 1, 1963, the Personnel Department reports.

This tax is shown on the earnings statement that accompanies your pay check as "OASI" (Old Age and Survivors Insurance).

You and the Authority have each been paying $3\frac{1}{8}\%$ on the first \$4800 of your earnings for OASI benefits. The rate will go up to $3\frac{5}{8}\%$ on the first \$4800 beginning Jan. 1.

The Orange Shopper Liner Visits Veterans Hospital

"HEY, THOMPSON!" shouted a voice from one of the windows of the huge Veterans Hospital at Sepulveda last Nov. 14.

Operator Norman D. Thompson, who was standing beside the orange Shopper Liner (see back cover) he had just parked in front of the hospital for some publicity shots, looked around.

A man was waving his hand out one of the windows. Norm waved back.

"Why, that's Mike Gross up there!" he exclaimed in surprise. "He's one of our Division 8 Operators on sick leave."

The booming voice came again.

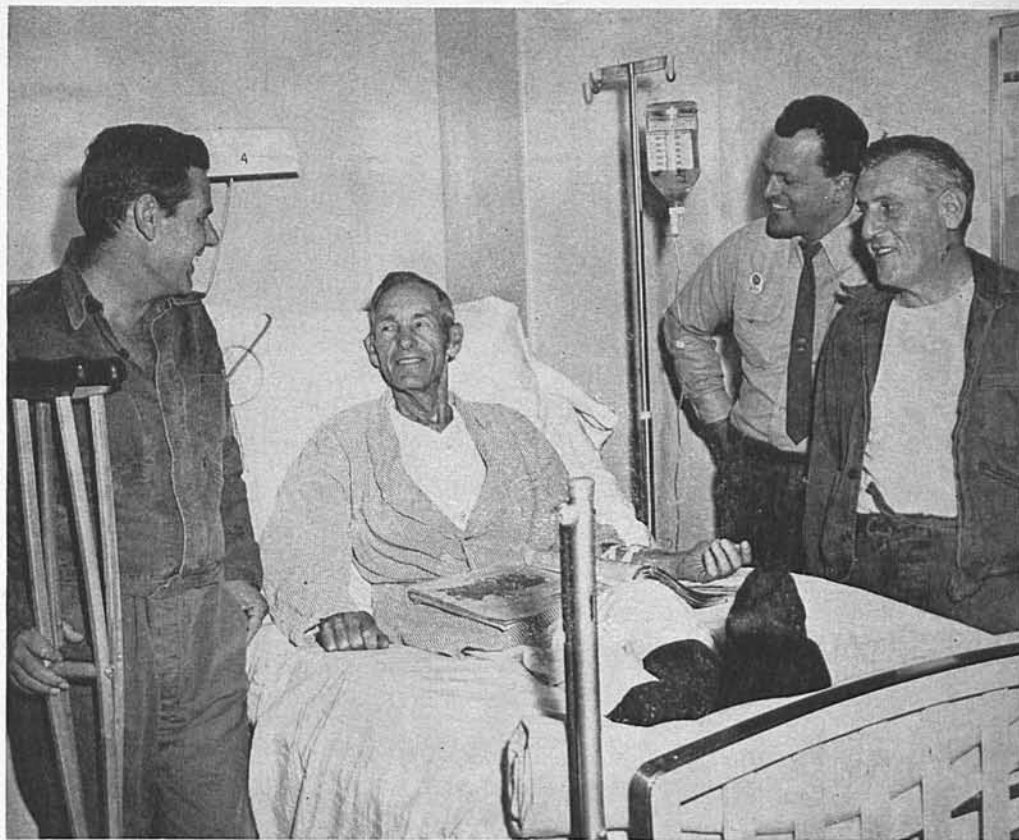
"Wait and I'll come down!"

Presently Mike appeared in slippers and bathrobe.

"There's some more of our fellows in there," he said, nodding at the hospital. "Jack Storey, a Van Nuys Division Clerk, and Joe Anderson, a retired Supervisor. How about coming up to say hello for a minute before you leave?"

The picture above indicates the answer to the question.

In early December, Gross was reported back on the job, Anderson was still in the hospital, and Storey had become an outpatient.



HOSPITAL GET-TOGETHER—Operator Norman D. Thompson, in MTA uniform, second from right, pays a visit to MTA men who, at the time of his orange Shopper Liner trip Nov. 14, were patients at the Veterans Hospital in Sepulveda. From left are Jack Storey, Van Nuys Division Clerk; Joe Anderson, retired Supervisor; Thompson; Mike Gross, Van Nuys Operator.

Added Glendale Service Proposed by MTA If—

ESTABLISHMENT of two new bus lines to serve Glendale and Burbank was conditionally authorized on Dec. 4 by the MTA Board.

The added MTA services will be instituted if all existing certificates of public convenience and necessity, franchises, and bus permits pertaining to Glendale City Lines be revoked.

The new lines would be known as the East Glenoaks - Kenneth Road Route 20 and the Atwater-East Colorado Route 22.

Present MTA services on Los Angeles-San Fernando Line 24, Los Angeles-Glendale-Burbank Line 39, Los Angeles - Glendale - Montrose - Sunland Line 56, and Pasadena-Hollywood-Ventura Blvd. Line 81 would be retained, and transferring would be permitted between all lines in the Glendale area. The MTA fare structure would be instituted.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between Oct. 17 and Nov. 16:

Equipment Maintenance Department

MECHANIC "B": R. R. Ody.

Executive Director's Office

TYPIST-CLERK: Arlene T. Kudow.

Purchasing and Stores Department

JUNIOR STOCK CLERK: L. C. Birkel.*

Real Property Management Department

INFORMATION CLERK: Sylvia A. Amaya, Cecilia C. LaCrue, Karen F. Moyer.

Transportation Department

OPERATOR: Antonio Amador, Jr., Division 5; W. D. Ashley, 5; J. W.

*Re-employed

Beck, 8; J. W. Brewer, 3; G. C. Bridges, 1; J. W. Briscoe, 20; G. J. Bryson, 10; G. L. Buie, 2; F. C. Chavez, 1; D. L. Cox, 8; D. W. Cox, 5; L. R. Crouse, 20; R. C. Cummings, 1; W. C. Curry, 8; E. R. Cwiklinski, 8; I. D. De Closs, 8; L. J. Ekberg, 8; Mike Estrada, Jr., 5; C. R. Fox, 8; Nathaniel Gordon, 5; J. F. Hardgrow, 1; H. L. Hays, 3; J. F. Howard, 1; D. P. Johnson, 8; A. S. Lauria, 2; N. F. MacDonald, Jr., 5; J. E. McDaniel, 1; J. W. Menzies, 8; G. W. Miller, 3; Felton Moore, Jr., 5; R. E. Moore, 1; P. P. Onderco, 5; H. J. Porter, Jr., 5; G. D. Putman, 8; L. D. Richard, 5; Z. G. Rogers, 5; Elree Saines*, 20; G. W. Schenks, 5; C. W. Smith, 1; J. A. Socher, 5; G. E. Stumpf, 10; Otto Tippman, 5; J. W. Turner*, 7; W. T. Updegraff, 1; O. C. Wakefield, 8; F. L. Warren, 5; J. S. Warner, 5; L. H. Warner*, 8; Jake Winston, Jr., 8.

In Memoriam

THE EMBLEM reports with regret the death of the following:

Alfred A. Jones, 34, Utility "A," Division 8; Nov. 2; service from Aug. 14, 1961. Survived by his wife, Jessie, of Los Angeles.

Nathan A. Keller, 78, retired Mechanic; Nov. 24; service from 1930 to 1953. Survived by his wife, Myrtle, of Los Angeles.

William Liege, 50, Operator, Division 2; Nov. 24; service from 1947. Survived by his wife, Verbena, of Los Angeles.

Fred C. Patton, 74, former Manager of the Los Angeles Motor Coach Lines; Nov. 20; survived by his daughter, Mrs. Dorothy Cummins, and his sister, Miss Ruth Patton, both of Glendale. His career spanned the years from 1918, when he began as a PE Ticket Clerk, to 1953, when he retired as General Superintendent of Passenger Service for that company. Most of his career was with the Los Angeles Motor Coach Lines, a joint operation established in 1923 by the Los Angeles Railway and Pacific Electric. Mr. Patton was LAMC's Assistant Manager from its inception until 1936, when he became Manager. He remained Manager until 1948. From 1942 to 1950 he was Chairman of the Fleet Division of the Greater Los Angeles Chapter, National Safety Council, and in this capacity he promoted bus and truck fleet safety contests which helped materially to reduce accident in Los Angeles.

Robert V. Rachford, 66, retired General Chairman, Brotherhood of Railway Clerks, which organization he had served for 24 years while on leave from PE and MTA; Nov. 10, as the result of a highway accident near Lancaster; survived by his wife, Jolynn, of Lancaster, and a son and daughter. A long-time resident of Alhambra, Mr. Rachford was long active in youth and civic work in the Alhambra-Monterey Park area. An enthusiastic baseball player in his younger days, he served several years as softball director in Monterey Park. For some years he also served as Comman-



FRED C. PATTON



ROBERT V. RACHFORD, center, shown at the time of a party last January honoring his retirement as General Chairman, Brotherhood of Railway Clerks. With him are General Manager Cone T. Bass, right, and Director of Personnel W. C. Scholl, whom he frequently faced across the bargaining table.

der of the Monterey Park Post, American Legion, and as Chairman of the Monterey Park City Civil Service Board and Board of Review. In his retirement, he moved to Lancaster, and had the Greyhound franchise in Palmdale.

On Their Way Up

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

W. K. McDonald from Operator-Extra Schedule Checker, Division 6, to Schedule Checker, Transportation Department, Oct. 21. Employed Mar. 12, 1957.

D. A. Pierre from Operator-Extra Division Clerk, Division 3, to Division Clerk, Division 8, Oct. 21. Employed Dec. 6, 1950.

Ralph Risola from Operator to Operator-Extra Division Clerk, Division 11, Nov. 9. Employed Aug. 27, 1957.

D. M. Sheppard from Junior Stock Clerk to Truck Driver Clerk, Purchasing and Stores Department, Oct. 22. Employed May 11, 1960.

J. R. Wheeler, from Operator-Extra Schedule Checker, Division 12, to Schedule Checker, Transportation Department, Oct. 21. Employed Mar. 7, 1957.

New LA Terminal For Greyhound-MTA

(Continued from p. 5)

The plans for the new terminal were revealed by R. E. Thomas, President of Western Greyhound Lines, at a special meeting attended by members of the Los Angeles City Council, the County Board of Supervisors, Greyhound and MTA officials, and other civic leaders.

Mayor Samuel Yorty, Chairman Ernest E. Debs of the County Board of Supervisors, President Horace W. Brower of the Downtown Business Men's Association, Chairman Walter J. Braunschweiger of the Central City Committee, and many other leaders in the community have expressed their support of the project.

Design for the terminal was by Welton Becket and Associates, architects and engineers.

To make room for the huge new structure, the present viaduct, the Los Angeles St. Annex, and the Maple Ave. substation will be removed.

Plans for interim facilities are now being developed.



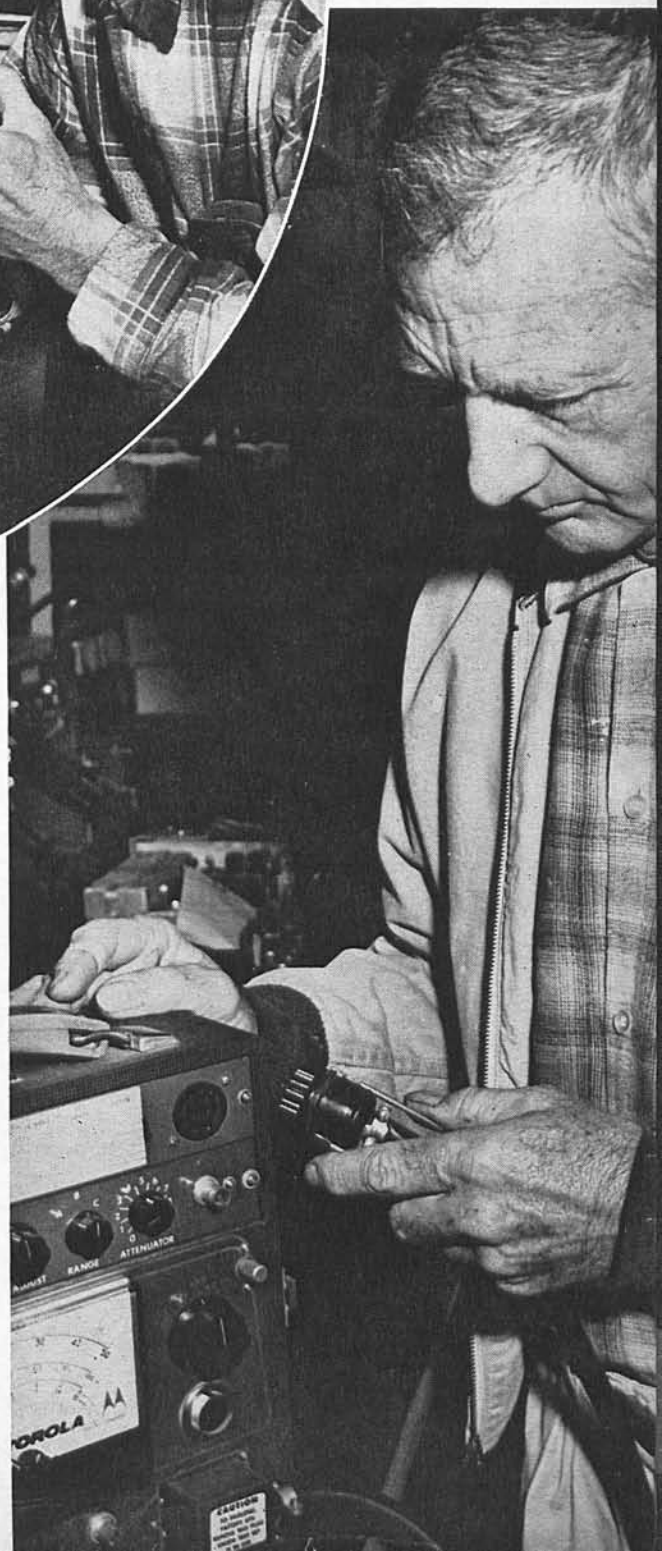
GADGETEER

His Inventions Speed His Work

EVERY TIME Radio Technician D. J. ("Dan") Sullivan checks electronic equipment, he has the satisfaction of using two time-and-trouble saving inventions of his own.

In the round picture above, he has his right forefinger on a tiny microphone relay test lamp which he added to the microphone tester on his electronic testing set. If the lamp lights when the microphone switch is turned on, the transmit relay which puts the transmitter into operation is good. While observing the lamp, Mr. Sullivan is also whistling or talking into the microphone. If the needle on the square dial of the set fluctuates, the "mike" is picking up the sound. — Two operations at the same time.

In the right-hand picture, Mr. Sullivan is about to insert the 11-point plug of his testing-set cable into a blank socket which he has installed on the set. The socket merely keeps the easily damaged plug off the floor—where its prongs could be easily stepped on—when not in use.



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The Orange SHOPPER LINER Visits the San Fernando Valley

LEFT—The orange Shopper Liner, fresh from the paint shop, with Operator R. E. Johnson in doorway. The bus has attracted wide attention in the San Fernando Valley, where it is used on various lines. BELOW—General Manager Cone T. Bass christens the Shopper Liner, with Operator Johnson in the audience. LOWER LEFT—Boy Scout Troop 502, of Woodland Hills, helps distribute MTA timetables showing new schedules for Valley service.

