

The



Emblem

76-111

APRIL, 1963



TROLLEY ERA ENDS!



Seven Pages of Pictures!
Trolley Wake, Last Cars

How to Catch Drunk Drivers — MTA Gets National Award for Safety
Dye Closes Substation He Designed — New Impruv-Ur-Record Plan

The Emblem

Vol. 5

April, 1963

No. 6

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OUR COVER

SUPERVISOR Victor E. Muniz helps direct 160 new SilverLiners into position for a bus spectacular at Dodger Stadium heralding the changeover Mar. 31 from rail to bus lines. Three hundred new SilverLiners—of the latest design for comfort, speed, safety, and beauty—are now in service replacing 164 streetcars, 109 trolley coaches, and some older buses.

A number of civic and governmental leaders witnessed the impressive array of SilverLiners at Dodger Stadium. (See page 8 for other pictures.)

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* * *
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Executive Director

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"The Old Order Changeth,
Giving Place to New . . ."

SilverLiners Take Over!

(For pictures showing the conversion
and attendant publicity, see pages 3-9.)

BEGINNING in the small dark hours of Sunday morning, Mar. 31, representatives of the Stops and Zones Department went about Los Angeles unhooding many new bus stop signs, as Operators brought their streetcars into Georgia St. for the last time.

Early morning passengers coming to their accustomed stops along the five rail and two trolley coach lines watched as a brilliantly lighted new SilverLiner instead of the familiar streetcar or trolley coach glided to a halt. The door invitingly opened.

Perhaps those waiting hesitated a moment, in order to read the signs on the bus. They'd read the papers, heard radio announcements, seen outside car cards announcing the changeover to buses; and they were expecting buses to come along. But was this the *right* bus?

To ease them through that moment of doubt, planners in the Transportation Department had placed special dash signs in windshields. On the former J line, the sign read: "9 (J) W. Jefferson-Huntington Pk." On other former rail lines, the old alphabetical line denomination was also comfortingly included with the new line number. Trolley coach line designations remained as before: Lines 2 and 3.

Reassured by the signs, the passengers stepped aboard, glad to go from darkness to the cheerful, bright bus interior.

Why the change from rail and trolley coach to bus?

Executive Director C. M. Gilliss explained it to the Authority last Oct. 23:

"Over the past 15 years the cost of maintaining and operating these two classes of equipment (streetcars and trolley coaches) has risen entirely out of proportion to the service they render. The crowded cities of today make this equipment inefficient and more costly than our riders can afford. Every major city in the United States either has converted, or plans to convert . . ."

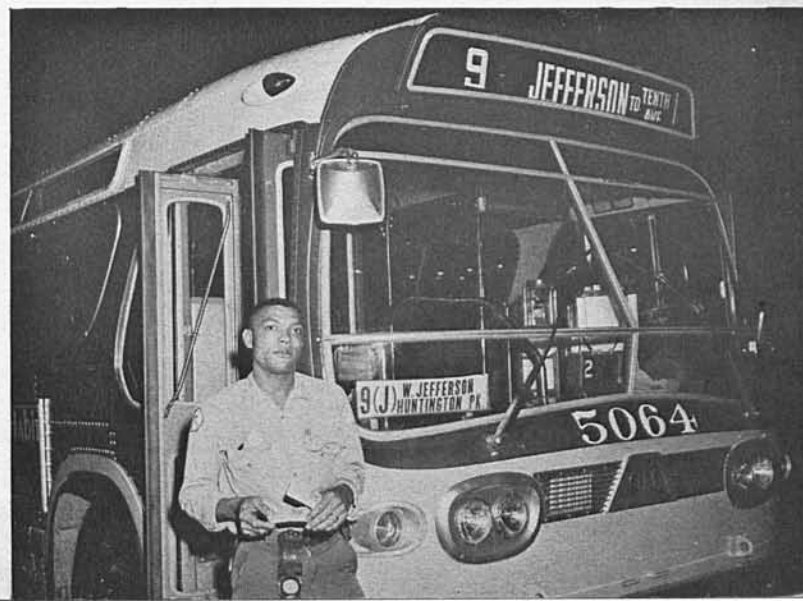
More frequent rush-hour schedules; safe and convenient boarding and alighting at curbs; clean, new, well-lighted SilverLiners of the most modern design—these are some of the benefits riders of the former rail and trolley coach lines are now experiencing.

—The next step: rapid transit!



Events Of Mar. 30-31

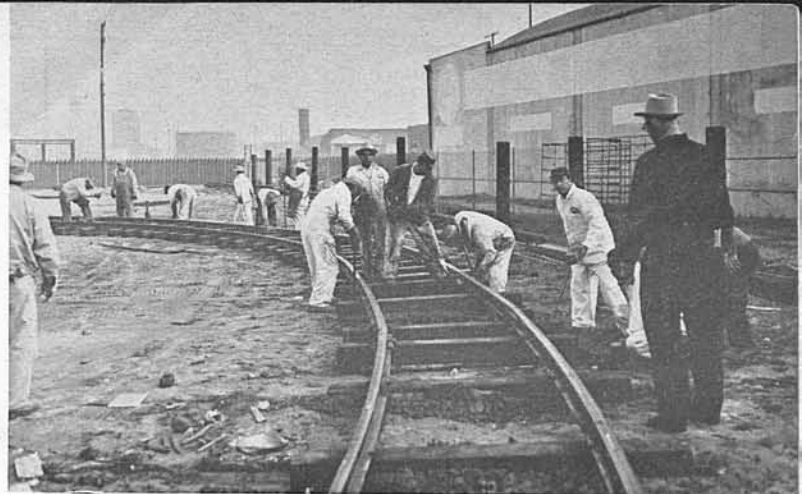
UPPER LEFT—Last regularly scheduled streetcar to arrive at the Georgia St. Yard was this V car due in at 6:04 a.m., Sunday, Mar. 31, but actually a few minutes late because of "end-of-an-era" celebrations. Inset: the Operator, Earl Miller, now of Division 1. **UPPER RIGHT**: The last car into the Georgia St. Yard—a special carrying members of the Electric Railway Historical Association. Inset: the Operator, Paul Snyder, now of Division 1. **RIGHT**: L. S. Hendricks, left, and C. E. Forkner, of the Stops and Zones Department, unhood during the last night nearly 100 new bus stop signs their department had placed along the routes of the new bus lines that replaced the rail lines. The hooding of signs had been done to prevent confusion of rail with bus stops. Actually, over a period of eight weeks, Mr. Forkner said, his department had established or adjusted some 1,000 signs, of which about 600 were in the City of Los Angeles. Some were the louvered signs. **LOWER LEFT**—Some 327 years of seniority are represented by this group of Switchmen at the Georgia St. shanty that last morning. Left to right are Dave Cole, 22 years; A. C. Waggoner, 26; Ralph Wilson, 43; Ed Whiteside (to retire May 12), 41; Walt Flower (to retire June 1), 41; B. C. Lamb, 35; Al Acord (to retire June 1), 29; and Ray Lovelace, 35. **LOWER RIGHT**—James C. Patterson, Operator of the first bus from Huntington Park on the new Line 9. His watch shows 4:40 a.m. Photograph was taken at 7th and Broadway, L.A.





Press Club Stages "Trolley Wake"

UPPER LEFT—On stage at Los Angeles Press Club, Pamela Curran ("Miss Press Club"), lays a lily on the "grave" of a model streetcar as Actor Reginald Denny pronounces an elegy. LEFT CENTER—One of the MTA groups attending the affair: from left are Chief Engineer and Mrs. E. R. Gerlach; Authority Member and Mrs. Walter M. Briggs; Authority Vice-Chairman Fred S. Dean; Mrs. Jeannette McLaughlin. LOWER LEFT—Operator Carlos Ortega, "the singing streetcar conductor," sings for the Press Club audience. ABOVE—Councilman J. P. Cassidy serves as master of ceremonies for the evening. UPPER RIGHT—Miss Press Club waves as the Teardrop Trolley, loaded with Press Club guests, who boarded it in front of the Press Club on Vermont Ave., heads for the Georgia St. Yard following the "wake." Later on a new SilverLiner brought the guests back to the Press Club.

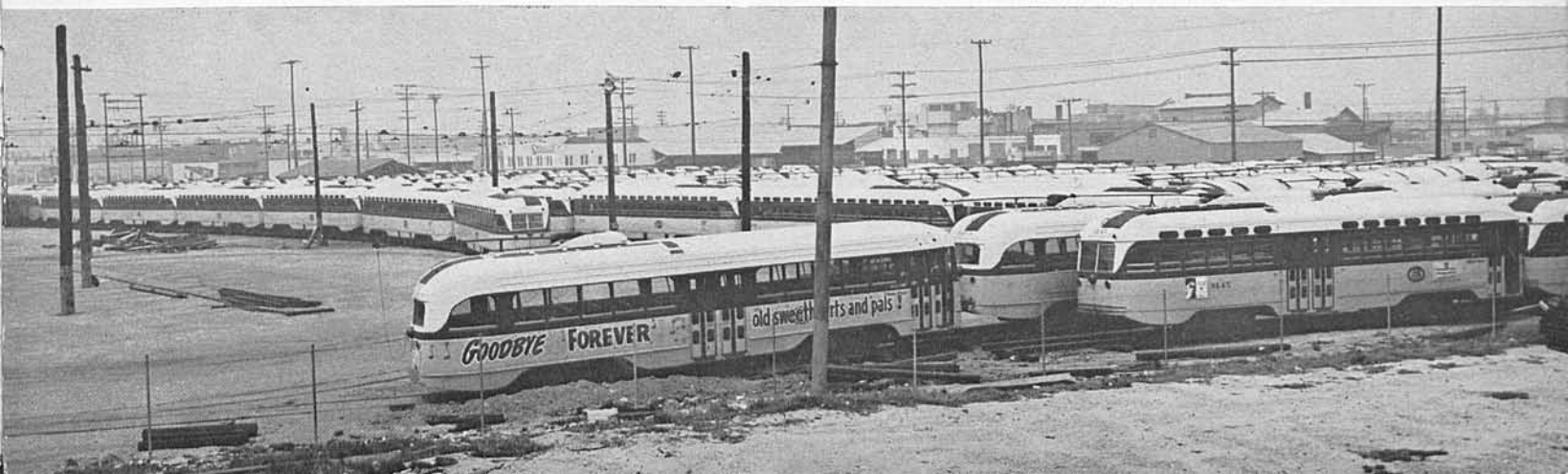


UPPER LEFT—Streetcar waits near entrance to Vernon Yard while Way and Structures crew under Foreman Harvey Lindley lays a lead track (UPPER LEFT, UPPER RIGHT) to connect with storage track. As soon as one storage track was full, the lead track was moved to connect with the next storage track. LOWER LEFT—Since there is no overhead trolley wire beyond a certain point on the lead track, a crew carries a 300-foot flexible 600-volt power cable

from a central switchbox to each car, where cable is hooked to trolley pole. Crew then walks along beside the car (LOWER RIGHT) with cable while a crew member, taking over car controls, moves it at a walking pace until it is bumper to bumper with the car ahead. The crew then carries the cable back and hooks it to the next car. In business suit, watching cable crew is Wheeler Ellis, Division 20 Superintendent, maintenance, now on special assignment.

How Streetcars Were Stored at Vernon

VIEW of Vernon Yard from southeast, showing (April 1) 162 cars in storage and awaiting purchasers.



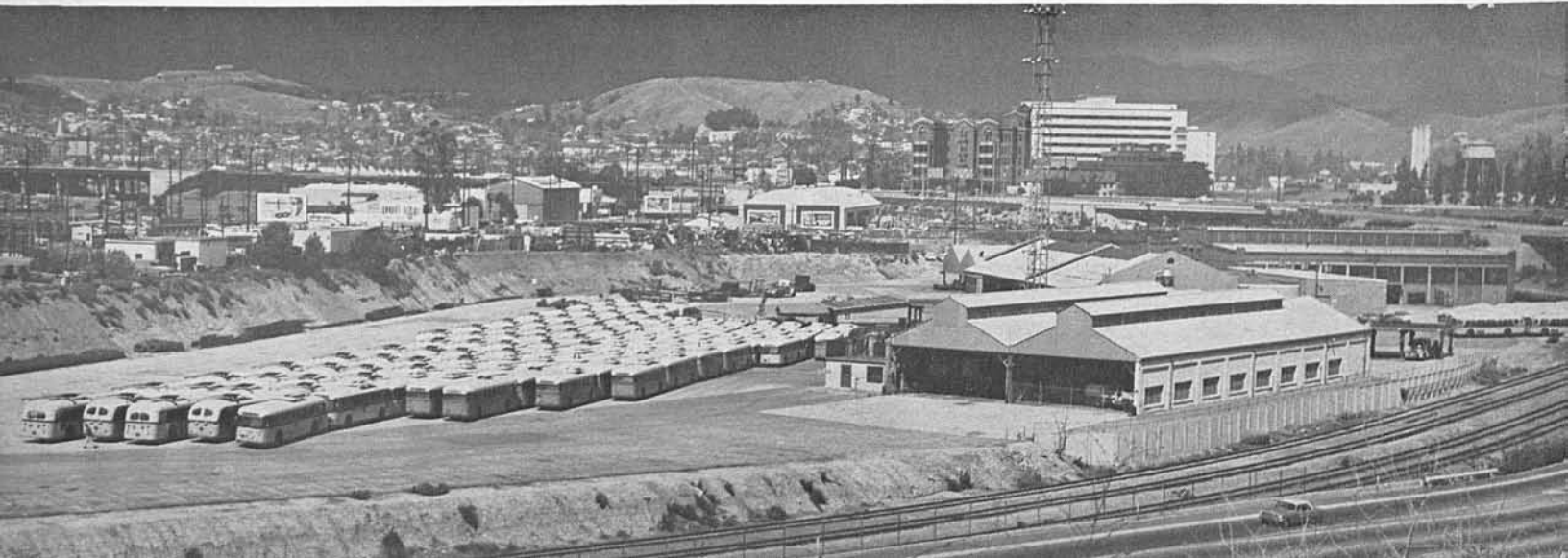


UPPER LEFT—Murray Szathmary takes over the wheel of a trolley coach being parked for storage at Macy Yard on the evening of Mar. 30. UPPER RIGHT—Carl McAlpine pushes coaches with fork lift truck while Mechanic Szathmary steers them into position. As coaches came off their final runs, Operators drove them to Brooklyn Ave. and Gallardo St., where they were towed by truck to Macy Yard for storage. LOWER LEFT—Fareboxes are immediately removed after trolley coaches have been placed into storage position. Sam Singer, Jr., sits in driver's seat and records farebox readings while Alfred Gomez prepares to lift farebox from bracket.

LOWER CENTER—Fareboxes are loaded on to truck and taken over to Division 1 that same evening for use on Silverliners as they begin to roll on former trolley coach and rail lines. LOWER RIGHT—Group who stored trolley coaches snapped as they finish parking last coach, No. 9023, at about 9:45 p.m. Left to right are Carl McAlpine, Sam Singer, Jr., and Alfred Gomez, Mechanics; A. W. Seyferth, Assistant to General Superintendent of Equipment; Earl Wetzler, on special assignment for General Superintendent of Equipment; and Leadman F. H. Hughes. A number of fans braved the darkness to watch storage operations and photograph activities.

How Trolley Coaches Were Stored at Macy

MACY YARD as it appeared April 1. Trolley coaches are parked in 4½ rows at left; others are old buses.





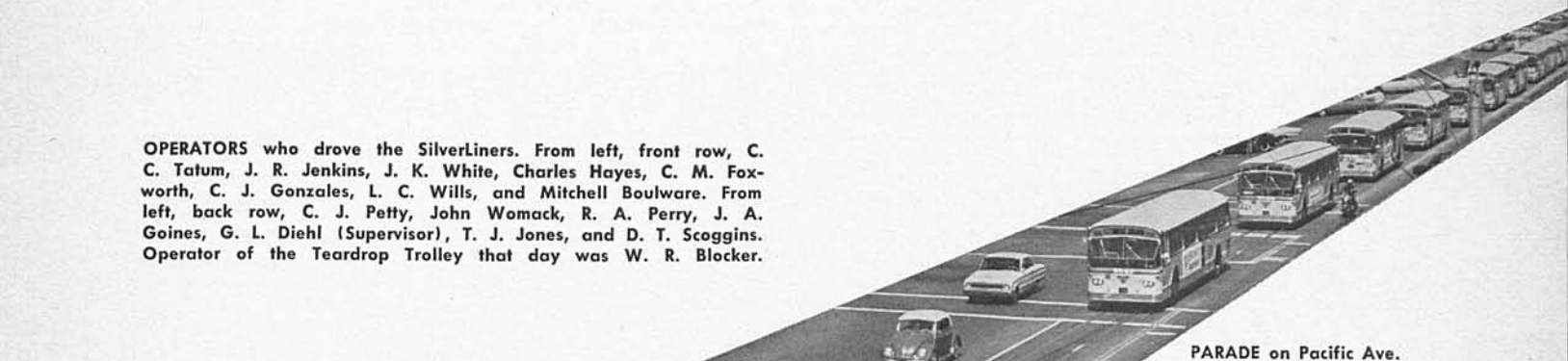
HELPING STEER a parade of SilverLiners—led by the Teardrop Trolley in background—through Huntington Park on Mar. 20 are Jack Baedeker, Assistant to MTA Executive Director, right, and four Huntington Park officials: from left, A. L. Horton, Mayor pro tem; C. Henry Fertig, Chief of Police; Al H. Wineman, Jr., President, Chamber of Commerce; Raymond A. Walton, Fire Chief.



LEADING THE PARADE of 14 SilverLiners were Huntington Park Motorcycle Police Officers Walter Costa, left, and Fred Heafner. Operator of SilverLiner—the lead bus—is James K. White. Others are Supervisors Geoffrey L. Diehl, left, and Easton Tindall. The parade started at Slauson and Pacific, went south on Pacific through downtown Huntington Park, calling attention to conversion.

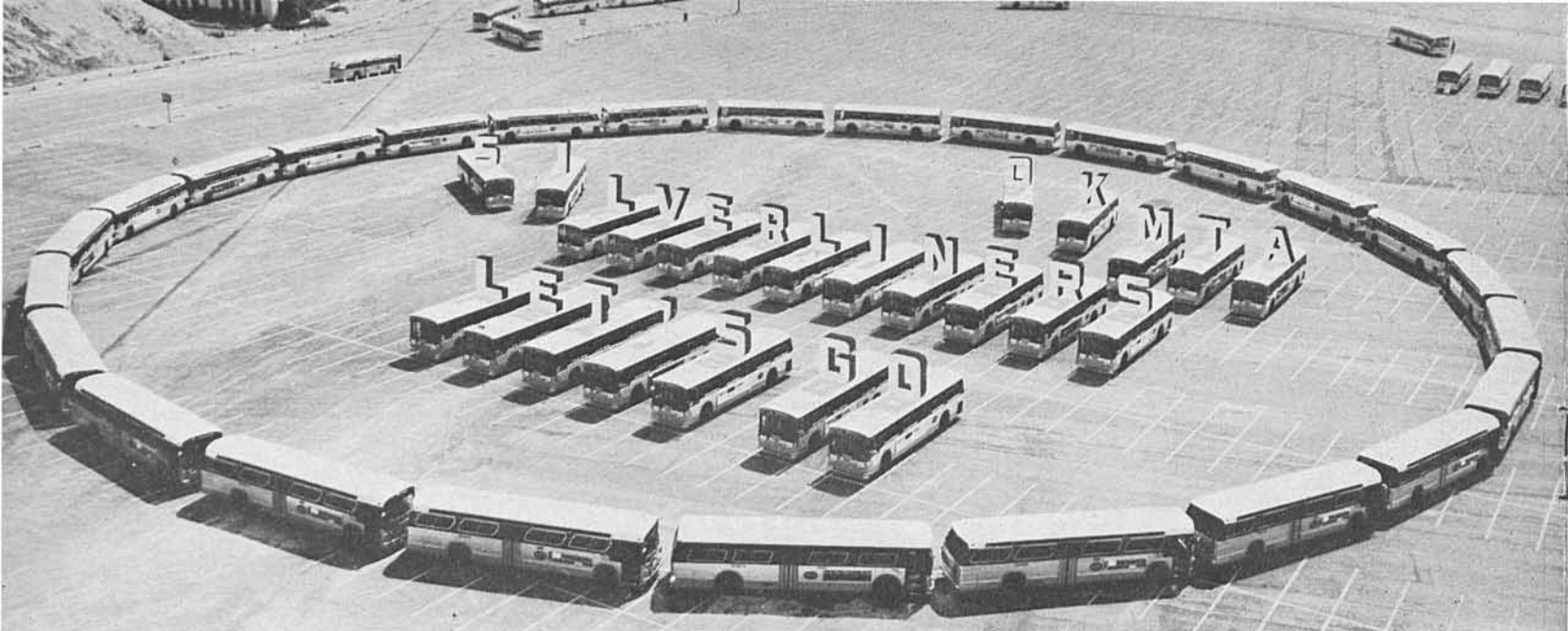
SilverLiner Parade, Huntington Park

OPERATORS who drove the SilverLiners. From left, front row, C. C. Tatum, J. R. Jenkins, J. K. White, Charles Hayes, C. M. Foxworth, C. J. Gonzales, L. C. Wills, and Mitchell Boulware. From left, back row, C. J. Petty, John Womack, R. A. Perry, J. A. Goines, G. L. Diehl (Supervisor), T. J. Jones, and D. T. Scoggins. Operator of the Teardrop Trolley that day was W. R. Blocker.



PARADE on Pacific Ave.





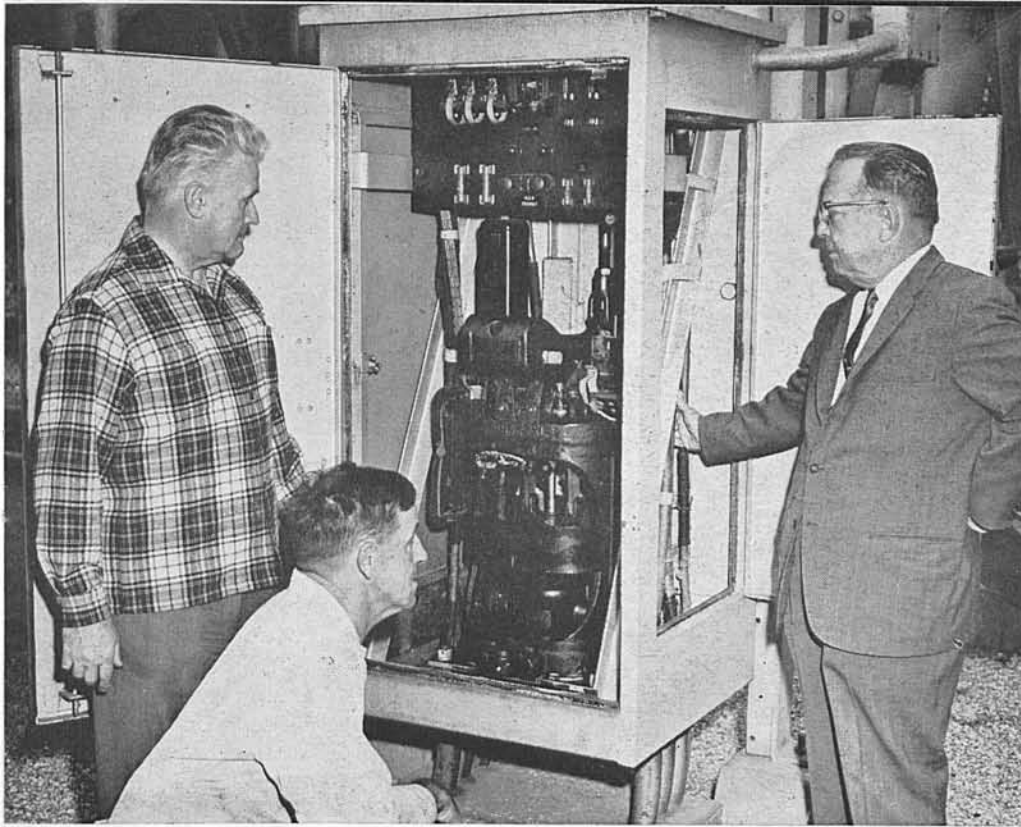
LOOKING TOWARD CONVERSION—Pattern of 50 SilverLiners, Dodger Stadium, Mar. 26. Lettering was added to photos later.

Bus Spectacular at Dodger Stadium

UPPER LEFT—MTA, civic, and governmental leaders who watched the bus spectacular. Holding model SilverLiner are, from left, Warren M. Dorn, Chairman, Los Angeles County Board of Supervisors; N. R. Dumont, Authority member; Ernest E. Debs, member, Board of Supervisors. Others, from left: M. Edwin Wright, Assistant General Manager, and George F. Goehler, General Superintendent of Transportation, MTA; Harold Sullivan, Deputy Chief of Police, City of Los Angeles; Fred S. Dean, Vice-Chairman, MTA; Ed Driscoll, the Deputy Assistant Secretary for Transportation, U. S. Air Force; James A. Stanley, Vice-Chairman, Los Angeles City Traffic Commission; Col. Lee Batten, U. S. Air Force. Attired in top hat and

full dress is the Operator who brought these men to Dodger Stadium in a SilverLiner: R. W. Wilson. UPPER RIGHT—Instructor L. T. Altig directs Operators and counts SilverLiners as they approach entrance to Dodger Stadium. LOWER LEFT—Chief Supervisor C. E. Carlson uses power megaphone to direct bus line-up in big Dodger Stadium parking lot. LOWER RIGHT—Transportation Staff Assistant W. J. Gerhardt, second from right, gives instructions to group of SilverLiner Operators—possibly telling them to return to South Park or Division 5 in bus in background to drive more SilverLiners to Dodger Stadium for the bus spectacular. All told, 160 SilverLiners were maneuvered into position that day.





SOLEMN OCCASION—Leland E. Dye, right, Superintendent, Electrical Department, opens last oil switch at Slauson and Towne Substation. Assistant Superintendent Frank H. Markley, left, and Electrician Henry Williams look on. Action de-energized substation Mr. Dye himself designed, and cut off power from 16,500-volt Edison line to South Park Shops.

LAST SUBSTATION CLOSES

Electrical Supt. Kills Substation He Designed in the '30's

IT WAS 7:00 a.m. on Saturday, Apr. 6, when Leland E. Dye, Superintendent, Electrical Department, drove up to MTA's neatly landscaped substation at Slauson and Towne Aves. and soberly unlocked the gate.

He had a duty to perform. He was to de-energize forever a substation that he himself had personally designed in 1930. Already partially de-energized, the substation still contained one 16,500-volt Edison line which supplied power to the South Park Shops. One oil switch, in a bewildering maze of switches, transformers, and wires in a yard full of steel supporting structures, had to be pulled.

Mr. Dye stood and looked around at the substation—his creation. It was the last to go out of 12 substations used to provide the power for the streetcar and trolley coach lines.

In a moment two other men enter-

ed the substation yard: Assistant Superintendent Frank H. Markley and Electrician Henry Williams. The latter had helped build the substation.

They talked for a few moments about the preparations being made by an Electrical crew at South Park to shift the power over to a Department of Water and Power 2400-volt line.

Mr. Dye went into the substation to phone the Edison Co. that he was about to cut off its power.

Then the trio went to the oil switch, where the Electrical Superintendent, who will retire next year, appropriately set in motion the mechanism that broke the circuit.

At another point in the yard, he pulled a handle which, he said, opened the line disconnecting switch.

It was 7:20 a.m.

The three men locked up the substation and left.

Commuter Sends In Memorial Verses

APPROPRIATE to the conversion are the following verses sent to MTA by a commuter, Mrs. Juliet de Grazia Doerffel, in recent weeks:

MEMORIAL TO THE TROLLEY CARS

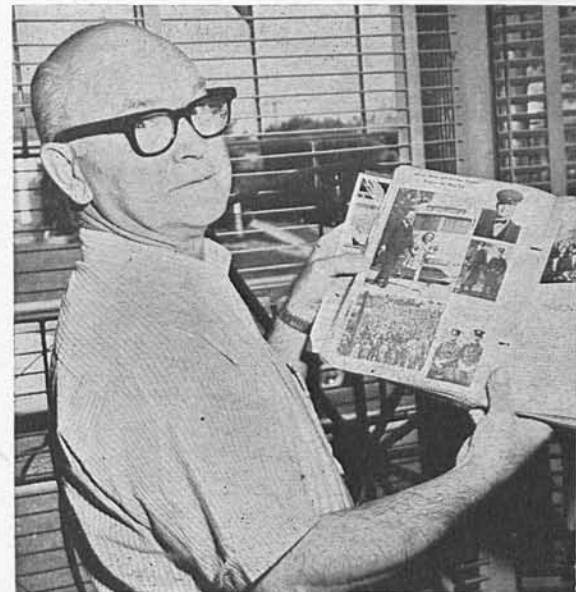
*Farewell, dear trolley cars, good-bye!
That you must leave us, makes me
cry!*

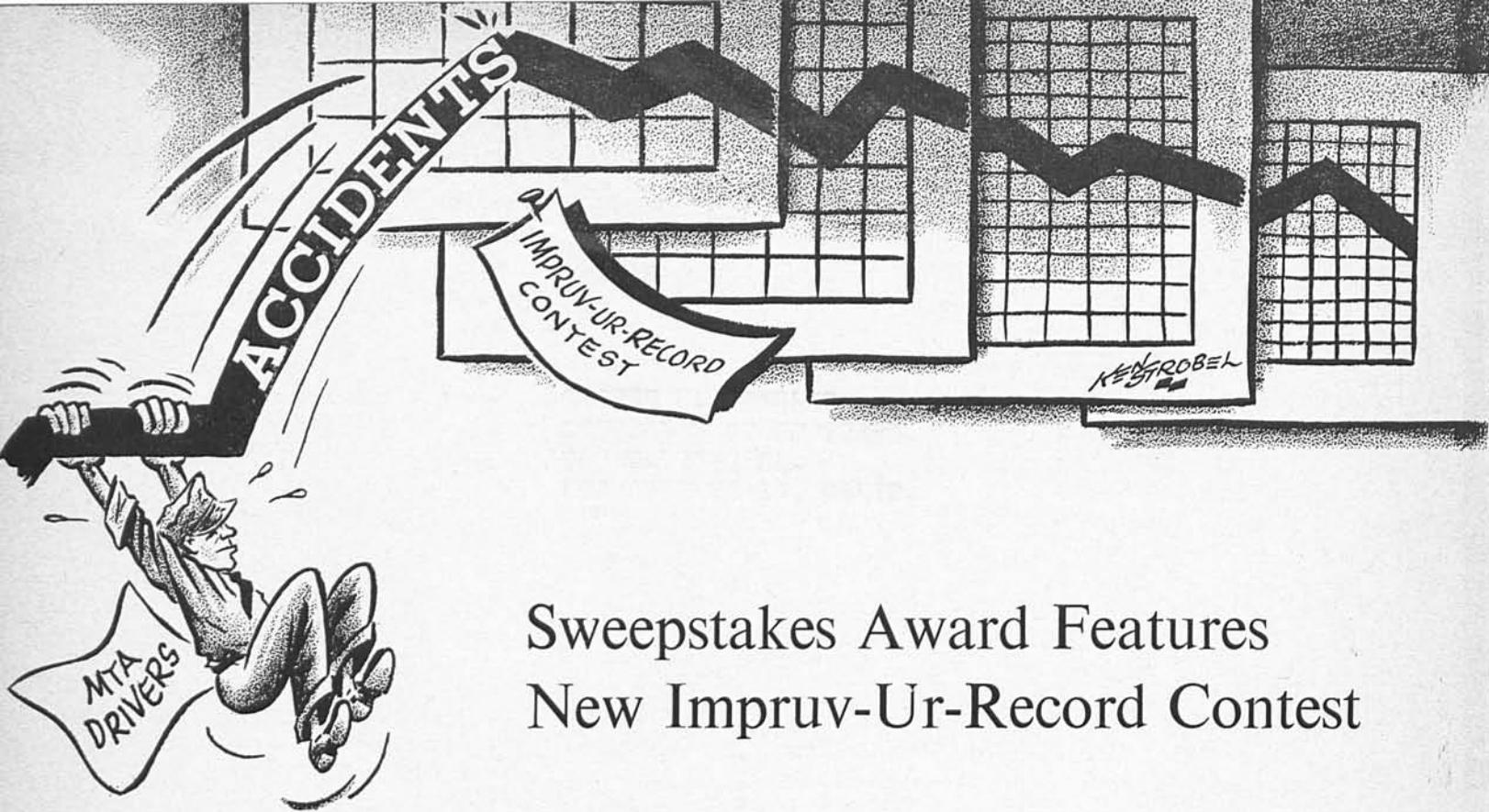
*Your lap was always wide and warm.
We were safe as in mother's arms!
As such a comfort it was known
To ride with you all over town,
With all those babies, baskets,
things,*

*A woman from the market brings!
I heard your rolling all night long,
Just like a lulling slumber song!
Your days are counted—you must
go!*

*You comfy cars, we'll miss you so!
Our thanks to men who guided you!
When I go to heaven, you'll be
there, too!*

W. H. MORGAN, Dispatcher who retired in 1962 after 41 years of service, shows book of clippings from former transit publication, "Two Bells." Pages are turned to picture showing Mayor Shaw and Shirley Temple at a celebration in March, 1937, heralding the advent of the new PCC cars on the Los Angeles Railway. "At the time of the celebration, which was at the Union Station, I was on duty in the Dispatcher's office," said Mr. Morgan, for 27 years a Dispatcher.





Sweepstakes Award Features New Impruv-Ur-Record Contest

A SWEEPSTAKES AWARD and a grouping of divisions into local and interurban classifications will be features of a revised Impruv-Ur-Record contest that will begin May 1 and run for a nine-month period ending Jan. 31, 1964, it is announced by Supervising Safety Engineer J. W. Prutsman.

The sweepstakes award, he said, "will be presented to the division that shows the greatest improvement in all seven contest categories over the nine-months period. In order to determine the winner, the nine-months period of the 1963 contest will be compared with the same nine-months period for 1962, regardless of monthly standings."

The reason for the classification of divisions into two groups, he explained, was the apparent general feeling among Operators that because interurban lines run through less traffic than local lines, the interurban divisions have an advantage.

"This feeling is based on an incorrect assumption that divisions are competing against each other, whereas the fact is that each division competes only against its own record," Mr. Prutsman pointed out.

"Nevertheless, the local divisions—Divisions 1, 2, 3, 4, 5, 7, and 10—will be in Group No. 1, and the others—Divisions 6, 8, 9, 11, and 12 will be in Group No. 2.

"In each group, there will be monthly winners. In Group No. 1, first-, second-, and third-place winners will be given recognition; in Group No. 2, first- and second-place winners.

"Following the close of the contest, a final winner will be chosen from each group."

Another new feature of the contest will be the substitution of a "blind claims" category for the "employee injury" category of the last contest, Mr. Prutsman said.

"A blind claim," he explained, "is one resulting from an accident that was not reported—often because the passenger or passengers say they are not hurt. Yet blind claims are about 30% more costly to settle because they have not been reported and, hence, no witnesses have been recorded."

The other six categories are as before:

1. Traffic accident frequency rate—or number of accidents per million miles traveled.
2. Rear-end collisions.
3. Passenger accident frequency rate, or number of accidents per million passengers carried.
4. Passenger falls due to stops.
5. Percentage of accident reports with no witness cards.

6. Average number of witness cards turned in per reported accident.

The scoring for the contest on a monthly basis will be as follows:

In the seven divisions of Group No. 1, the first-place winner in each of the seven categories will receive 35 points, second-place winner, 30 points, and so on down to seventh-place winner with five points.

In each group, a 35-point bonus is given to any division that shows improvement in all seven categories. Moreover, a five-point bonus is given in each group to the division that shows the lowest traffic and passenger accident frequency rate and at the same time shows improvement over the same month last year.

As in the past, the new Impruv-Ur-Record contest will be jointly sponsored by MTA, Transit Casualty, and the BRT, and the BRT will provide the monthly and final trophies, Mr. Prutsman reported.

The new program has been announced to Operators by letters, bulletins, and division meetings.

At division meetings, a safety film in sound and color is being shown. In addition, a representative of the Los Angeles Police Department is present to explain the changes in the Motor Vehicle Code. Attendance prizes are being given.



NATIONAL ATA SAFETY AWARD for outstanding improvement in accident reduction is received for MTA by General Manager Cone T. Bass, center, from Joseph Kaplan, Manager-Secretary, Greater Los Angeles Chapter, National Safety Council. Looking on are three

of those most responsible for setting up the safety program that led to the award: J. W. Prutsman, left, Supervising Safety Engineer, Transit Casualty Co.; George F. Goehler, General Superintendent of Transportation; Don H. Sheets, General Chairman, BRT.

MTA Wins National Safety Award

IN NATION-WIDE COMPETITION with other transit companies serving populations of 1,000,000 or more, the Los Angeles Metropolitan Transit Authority has won a special citation from the American Transit Association for outstanding improvement in traffic and passenger safety during 1962.

Announcement of the award was made Wednesday, Apr. 10, at an ATA Conference in St. Louis, Mo. Presentation of the citation was made by Louis H. Antoine, National Safety Council Vice-President.

He was represented in Los Angeles by Joseph Kaplan, Manager-Secretary, Greater Los Angeles Chapter, National Safety Council. Mr. Kaplan made a presentation (picture above) to General Manager Cone T. Bass.

"The award means that MTA showed a greater accident reduction than did any other contestant in its class," declared Mr. Bass.

"For this award—won under very severe and stringent rules—we are indebted to the Impruv-Ur-Record contest and to the 2600 MTA Operators who have so whole-heartedly

cooperated in the contest to improve their own operating records.

"We are also grateful to the BRT, the Transit Casualty Co., and the Transportation Department supervisory staff, for their cooperation and efforts in the safety program.

"Thanks are due likewise to the staff and Mechanics of our Equipment Maintenance Department for superb maintenance of buses, trolley coaches, and streetcars; to the Way and Structures Department for maintaining tracks in a safe condition; and to the Electrical Department for close attention to the safety of power lines."

Commendations...

129 Operators Honored In March for Courtesy

CONGRATULATIONS to the following 129 Operators who received commendations during the month of March:

J. R. Aldridge, Division 20; G. N. Alexander, 5; A. P. Anderson, 9; J. B. Ardella, 2; A. J. Arnone, 3; A. A. Arredondo, 2; Walter Bables, Jr., 5; Louis Baca, 7; E. W. Barnett, 9; Procolo Barone, 10; R. L. Bass, 11; F. H. Belk, 2; B. G. Biehn, 12; L. H. Birkner, 3; E. O. Black, 7; A. M. Branam, 20; Willie Brice, 1; T. H. Brown, 7; Joe Brownfield, 1; O. C. Buckner, 5; E. P. Burnley, 7.

O. H. Cambron, 2; C. H. Cantrell, 10; C. C. Carpenter, 11; J. D. Cleveland, 3; P. W. Cole, 12; R. H. Coleman, 2; W. H. Coney, 5; Benjamin Cooper, 7; U. U. Cote, 3; O. D. Coutant, 7; F. P. Danna, 1; E. F. Dietz, 10; A. H. Doig, 9; Carl Donahoe, 2; M. L. Eaton, 8; O. N. Ellies, 1; B. J. Evans, 20.

K. L. Farris, 20; E. J. Filek, 2; Roger Fowlston, 7; H. P. Frasier, 7; L. W. Frey, 5; R. C. Gallagher, 10; R. W. Glover, 6; J. B. Haining, 2; G. A. Hall, 2; Jack Hammett, 7; Jordan Hardaway, 7; R. L. Hayes, 7; E. J. Hennessey, 2; C. F. Hinrichsen, 20; H. S. Holcomb, 4; E. E. Hoover, 5; D. W. Houghtaling, 5; Philip Huft, 2; H. C. Hunten, 2.

J. J. Jacobs, 1; T. R. Jobe, 2; I. J. King, 5; M. E. Kittinger, 12; Ray Kornell, 20; Earl Kral, 4; Howard Lasher, 7; P. J. Lattanzi, 2; R. R. Lepins, 11; W. D. Lowe, 6; Louie E. Lucia, 9; Ira Luttrell, 6; E. B. Malone, 5; W. H. Mellander, 6; H. J. Menard, 3; J. W. Menzies, 8; E. O. Mesa, 1; N. D. Meyers, 11; G. E. Milligan, 20; F. C. Mohawk, 3; J. R. Moore, 9; W. R. Moore, 1; L. J. Morris, 20.

H. C. Niels, 20; Frank Pacht, Jr., 1; S. O. Parker, 2; L. A. Pine, 5; W. A. Prewitt, 8; O. W. Price, 2; P. C. Rabb, 7; Alfred Rappaport, 3; S. B. Ray, 2; C. L. Reece, 5; O. A. Reyes, 1; C. L. Richmond, 7; M. D. Rogers, 20; L. C. Russell, 2; A. R. Sattler, 2; R. E. Seelbinder, 10; P. D. Schmidt, 5; F. E. Scott, 2; Ruben Siegel, 8; C. J. Simington, 2; E. H.



CERTIFICATE OF MERIT is presented to B. G. Biehn, Operator of the Month for April from Division 12, by Fred S. Dean, Vice Chairman of the Authority, at Apr. 2 meeting.

Biehn Takes April Award For Operator of the Month

COMMENDED by a group of Douglas Aircraft employees at the Long Beach plant for his "concern for each passenger," his friendly greeting to each person, and his care not to carry people past their stops, Bryson G. Biehn, of Division 12, won the title of April Operator of the Month.

Smith, 2; R. J. Smith, 5; S. J. Smith, 2; W. E. Smith, 3; Vincent Smoot, 1; J. J. Stevens, 20; J. W. Stevens, 6;

G. E. Stumpf, 10; T. L. Sykes, 7.

R. S. Terrell, 7; J. S. Theisen, 7; E. P. Thomas, 2; N. T. Tummolo, 8; J. W. Turner, 7; Willie Trask, 2; J. E. Truitt, 7; Augustine Vigil, 3; Artra Virden, 2; G. F. Vogel, 2; C. B. Warfield, 7; David White, 10; Charles B. Williams, 11; Sam Williams, 2; J. W. Winston, 5; G. M. Winters, 20; J. E. Wise, 5; P. L. Wolken, 5; M. R. Wright, 5; R. D. Yahne, 10.

His record, though not of long duration (1958), has been outstanding in all respects.

LATTANZI RUNNER-UP

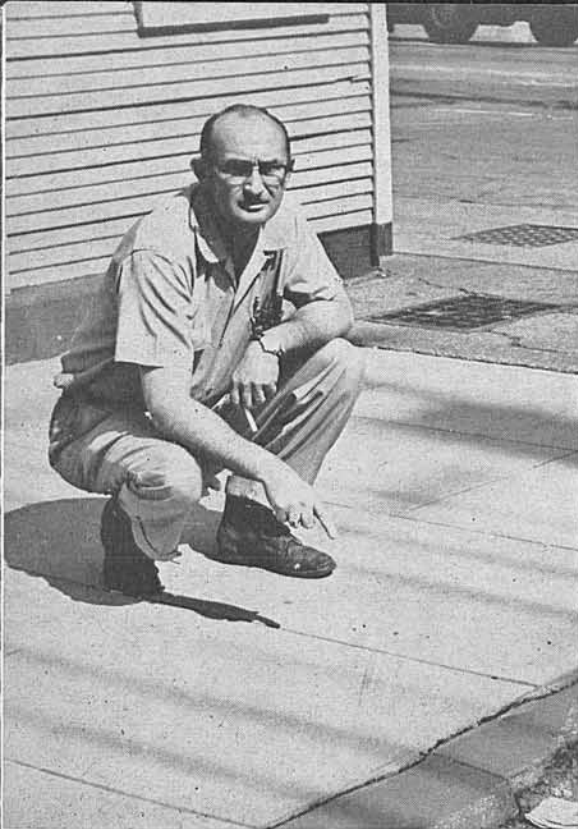
In second place for April was Operator P. J. Lattanzi, of Division 2. He was commended for his great courtesy toward a woman passenger on three widely spaced occasions, and for his courtesy also to other passengers. The writer was the woman's husband.



P. J. LATTANZI
Division 2
Runner-up
April

HOW TO CATCH DRUNK DRIVERS

Alert MTA Men Aid Police As Drunk Hits Parked Cars



SKID MARKS of drunks' car are pointed out on sidewalk by Switchman David Cole. In background is corner of the switch shanty.

TEN MINUTES of alert and speedy action by a Switchman, a Dispatcher, a Supervisor, a Special Agent, and a Motorcycle Police Officer led on Mar. 20 to the arrest of a car full of drunks who had damaged several automobiles near the Georgia St. Yard.

Action involved a chase featured by radio communication from Supervisor to Special Agent, and verbal direction from Special Agent to Motorcycle Officer.

"As I was standing near the switch shanty, I saw a green Cadillac coming erratically north on Georgia St.," said Switchman David Cole.

"When the car had almost passed the switch shanty, the driver, obviously drunk, decided to turn into 12th Place. The car made a wide left turn, almost hit the switch shanty, continued over the curb, hit a parked car, backed off, and swerved on down the street, hitting several parked cars on its crazy course west.

"I called the Dispatcher (Bill Eunson) at once with a description of the car and the license number, and heard him repeat the information over a line to the Los Angeles Police Department."

"That's correct. I called the police and gave them the information, and also flashed our Special Agent, R. W. Kelso, who was cruising in the area,"

said Mr. Eunson. "I thought the drunks were damaging our MTA streetcars."

The Dispatcher's call to the police was heard by Supervisor G. L. Diehl, who was then at or near the Dispatcher's office.

"I ran downstairs and jumped into my unit, in order to follow the drunk driver," reported Mr. Diehl. "The Switchman had said the Cadillac turned south on Sentous, so I went that way as far as Pico without seeing the car. At Pico, I took a chance and went west, guessing that the car might have gone that way. Pretty soon I was able to report by radio that I was following the car, and I continued to radio its position."

Special Agent R. W. Kelso, as he was leaving the Harbor Freeway in the vicinity, heard both the Dispatcher's call and the flashes from Mr. Diehl.

"Being close to the scene, I started looking for the green Cadillac from the Supervisor's directions," he stated.

"As I was going down Union toward Pico, I saw a Motorcycle Officer coming toward me. I stopped him, told him the situation, and relayed a message to him I had just received from Supervisor Diehl that the Cadillac had turned south on New Hampshire toward Venice Blvd. The Motorcycle Officer took off in pursuit, and arrested the driver—a woman—and two men at Venice and New Hampshire at 9:36—just six minutes after the trouble started. He said that the men would be booked as plain drunks, and the woman for drunk driving."

This incident is a fine example of the close cooperation between MTA and the Los Angeles Police," commented Assistant General Manager M. Edwin Wright.

SUPERVISOR (now Dispatcher) G. L. Diehl followed drunks, broadcast position.



**KICK THE DRIVING HABIT
GO M.T.A. Silver Lines**



AGENT William G. Adams points to window display in Newberry's Whittier store advertising the current fare refund plan in that

city. "This is the kind of cooperation that helps make such projects successful," he said. Note posters, timetables, maps, etc.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between Jan. 15 and Mar. 15:

Jan. 15 — Feb. 15

Equipment Maintenance Department

UTILITY "A": L. P. Smith, R. L. Thompson.

Real Property Management

INFORMATION CLERK: Gloria L. King, Effie E. Schiada, Helen G. Stone.

Transportation Department

OPERATOR: T. E. Colter*, Division 1; M. L. Daily*, 1; L. G. Dietmeyer, 2; P. C. Dozois, 2; J. E. Hufstetler, 2; W. H. Jones, 2; F. P. Meaney, 2; E. M. McDonald, 2; D. E. Potter, 2; D. E. Smith, 2; E. E. Tillitt, 2.

Feb. 18 — Mar. 15

Accounting and Fiscal Department

KEY-PUNCH OPERATOR: Marian E. Spray.

Electrical Department

STENO-CLERK: Regina Uyehara.

Real Property Management

INFORMATION CLERK: Cora A. Mitchell, Peggy J. Stapleton.

Transportation Department

OPERATOR: D. D. Arend, Division 1; P. R. Buxbee, 1; F. J. Chapman, 2; L. L. Craig, 1; J. G. Dancy, 7; R. V. Farris, 2; R. J. Faulkner, 7; W. H. Fields, 7; G. E. Flaherty, 3; D. M. Ford, 1; E. C. Friedeck, 2; I. L. Gibbons, 2; L. J. Goodell, 2; C. L. Goodson, 3; C. F. Greenfield, 7; H. G. Hamic, 1; O. G. Hatfield, 2; E. T. Henry, 1; C. A. Johnson, 5; D. E. Miller, 1; D. C. Moore, 1; Phil Newman, 2; J. E. Odom, 1; H. D. Olson, 7; C. W. Page, 1; J. N. Parmelee, 2; H. R. Redmon, Jr., 3; J. J. Sanchez, 3; J. F. Schiavone, 1; O. D. Shamblin, 3; E. C. Skaines, 5; W. R.

CORRECTION

THE EMPLOYMENT DATE of *Ronald A. Fuller*, as listed under the retirements for March, was shown as 1957 and should have been May, 1928.

On Their Way Up

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

C. E. Dello from Mechanic "B" to Mechanic "A," Division 2, Feb. 24. Employed Sept. 22, 1959.

E. D. Dickey from Mechanic "B" to Mechanic "A," Division 2, Feb. 24. Employed Mar. 26, 1958.

A. R. Garcia from Laborer "B," Way and Structures Department, to Operator, Division 3, Mar. 2. Employed May 31, 1961.

J. B. Grady from Red Cap Porter, Transportation Department, to Janitor, Real Property Management, Mar. 3. Employed Oct. 2, 1962.

B. M. Johnston from Mechanic "A" to Mechanic "A" Leadman, Division 2, Jan. 27. Employed May 1, 1958.

J. D. McCaffrey from Patrolman to Extra Special Agent and Patrolman, Special Agents Department, Mar. 1. Employed June 16, 1948.

Jeney McCoy from Utility "A," Division 7, to Operator, Division 5, Mar. 2. Employed Feb. 20, 1959.

Elias Serrano from Mechanic "B" to Mechanic "A," Division 14, Mar. 10. Employed Apr. 29, 1960.

G. H. Stone from Supervisor to Supervisor-Extra Dispatcher, Transportation Department, Mar. 10. Employed May 19, 1948.

Wedding Bells

Helen Maxine Nelson, Information Clerk—Johnny Loker, Feb. 12, 1963.

Margie W. Wynne, Data Processor—Kenneth Elkin, Feb. 22, 1963.

Soisson, 5; T. E. Swett, 5; B. J. Thomas, 5; G. G. Watts, 3; J. K. Williams*, 2; B. L. Wilson, 3.

RED CAP PORTER: James Thompson, Jr.

SCHEDULE TYPIST: Pauline W. Sandoval.

STATISTICAL TYPIST: Mary D. Burks.

*Re-employed

In Memoriam

WITH REGRET, THE EMBLEM reports the death of the following:

Harry C. Cranston, 84, retired Ticket Clerk, Transportation Department; Apr. 5; service from 1943 to 1955. Survived by his wife, Grace, of Riverside.

Jack B. Duane, 62, retired Operator, Division 11; Mar. 29; service from 1945 to 1961. Survived by his wife, Elsie, of Compton.

Charles H. Engle, 76, retired Operator, Division 6; Mar. 16; service from 1931 to 1953. No known survivors.

Leona P. Farrell, wife of William P. Farrell, Supervisor, Transportation Department; Mar. 11; survived by her husband, of Los Angeles. He has been employed since 1934.

Joseph Z. Gascon, 88, retired Flagman, Transportation Department; Feb. 14; service from 1906 to 1943. Survived by his sister, Mrs. Leontine E. Charbonneau, of Montreal, Canada.

Walter E. Roark, 80, retired Lineman, Electrical Department; Mar. 13; service from 1923 to 1945. Survived by his wife, Lina, of Temple City.

Thomas G. Smalley, 56, Mechanic, South Park Shops; Mar. 31; service from 1945. Survived by his wife, Lois, of Los Angeles.

Railfan Group Says "Thanks"

APPRECIATION has been expressed by the Electric Railway Historical Association of Southern California to "all those transit system officials and employees" who have made possible "a series of excursions over lines of the Metropolitan Transit Authority and its predecessors that began thirteen years and over sixty trips ago."

Specifically mentioned among MTA officials were Wilfred Lippiatt, General Passenger Agent; Frank Screech, former Charter Supervisor; and Walter Lohman, who now handles special service.

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For story on new and changed Impruv-Ur-Record contest
and story of national safety award to MTA, see pages 10 and 11