

The



Emblem

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MARCH, 1963



CONVERSION MARCH 31!



Authority Celebrates Fifth Anniversary — New Riverside Station Opens
Long Beach Wins Safety Trophy for Keeps — Smoot Helps Catch Robber

The Emblem

Vol. 5

March, 1963

No. 5

IN THIS ISSUE

New SilverLiners Take Over	2
Authority Celebrates Fifth Anniversary	7
Grand Opening at Riverside Station	8
"Double Zero" Day Plaques, Luncheon	10
Won by Divisions 2 and 3	
Safety Trophy to Long Beach for Keeps	11
Smoot Helps Capture Bank Robber	12
Commendations	13
On Their Way Up	14
Assistant Superintendents, Dispatchers, Supervisors, Others	
In Memoriam, Retirements	15

OUR COVER

SYMBOLIC of the Mar. 31 conversion from trolley to bus is this photo. Walking away from streetcar to bus is Dewey E. Berri, second from left in the group of four. He is the oldest in seniority (Mar. 13, 1918) of any of the Operators at Division 20—the rail division—to make the change to bus driver. He'll go to Line 65 out of Division 10.

Escorting him are, from left, Don H. Sheets, General Chairman, BRT; Alfred F. Crosby, Division 20 Instructor (oldest in seniority—1919—in the Instruction Department); and M. Edwin Wright, Assistant General Manager.

Symbolically waving good-bye is Division 20 Superintendent T. O. Latham; holding out outstretched hand of welcome is Division 10 Superintendent A. L. Tieman.

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CONVERSION!

(Pictures showing some preparations for the changeover are on the next three pages.)

A SIGNIFICANT EVENT in the transit history of Los Angeles will occur on Sunday, Mar. 31, when, beginning in the small hours of the morning, a fleet of 300 gleaming new SilverLiners will take over the operation of the two remaining trolley coach lines and the five remaining rail lines.

Exactly what will occur?

By every means of communication possible, including newspapers, radio, car cards, and word-of-mouth publicity, the MTA Public Relations Department, assisted by Operators and others, has been telling the public that:

Rail Line J will become West Jefferson-Huntington Park Motor Coach Line 9.

Rail Line P will become West Pico-East First St. Motor Coach Line 26.

Rail Line R will become Whittier Blvd.-W. 3rd St. Motor Coach Line 28.

Rail Line S will become San Pedro-W. 7th St. Motor Coach Line 29.

Rail Line V will become Vernon-Vermont Ave. Motor Coach Line 95.

Trolley Coach Line 2 will become Brooklyn-Hooper Ave. Motor Coach Line 2.

Trolley Coach Line 3 will become W. 6th-Central Ave. Motor Coach Line 3.

A number of changes will occur in other lines:

A new Melrose-West Olympic Blvd. Line 4 will be formed from a combination of the present Line 4 and the San Vicente leg of Los Angeles-Beverly Hills-Santa Monica Line 75. During morning and evening peaks, express service will operate on Olympic Blvd. between Keniston Ave. and Figueroa St.

Faster peak-hour service than ever before will be operated on Venice Blvd. Line 75, as six "Zephyr/75" express trips inbound mornings and six outbound trips evenings are inaugurated between La Cienega Blvd. and Grand Ave.

Beverly Hills-UCLA-Pacific Palisades Line 76 will be rerouted between downtown Los Angeles and Beverly Hills. Instead of operating from 6th and Main over Beverly Blvd., it will operate from Temple and Hill Sts. over Hill St., Olympic Blvd., San Vicente Blvd., Burton Way, Rexford Dr., and Santa Monica Blvd., to the present route.

A morning rush-hour express—the "Briefcase Special"—will operate from Pacific Palisades to Los Angeles in the morning, running non-stop between the Beverly Hills Hotel and Los Angeles, and making all stops on Sunset Blvd., the one street it follows from Pacific Palisades to Beverly Hills. Reverse service will be operated in the evening. Local service from Pacific Palisades will be on a seven-day-a-week basis to a new terminus—Wilshire Blvd. and Camden Dr.—in Beverly Hills. All local trips will operate via Westwood Village.

On Mar. 31 also, Division 5 will be separated into Divisions 4 and 5, Division 20 (rail) will be closed, and there will be a reassignment of many lines to different divisions.



NOT MUCH LONGER will scenes like this be in evidence. On Mar. 31, buses will replace trolley coaches on Lines 2 and 3, and

streetcars on Lines P, R, S and V. At left, Line 2 trolley coach on City Terrace Dr.; at right, Line V car at L. A. City College.

THE CONVERSION

And How We've Been Getting Ready

The Story in Pictures

A FEW of the 300 new SilverLiners which will replace the streetcars and trolley coaches Mar. 31. Photo was taken at South Park

Shops, where all new new buses—100 GM's and 200 Flexibles—received numbers, destination signs, fareboxes, and other equipment.





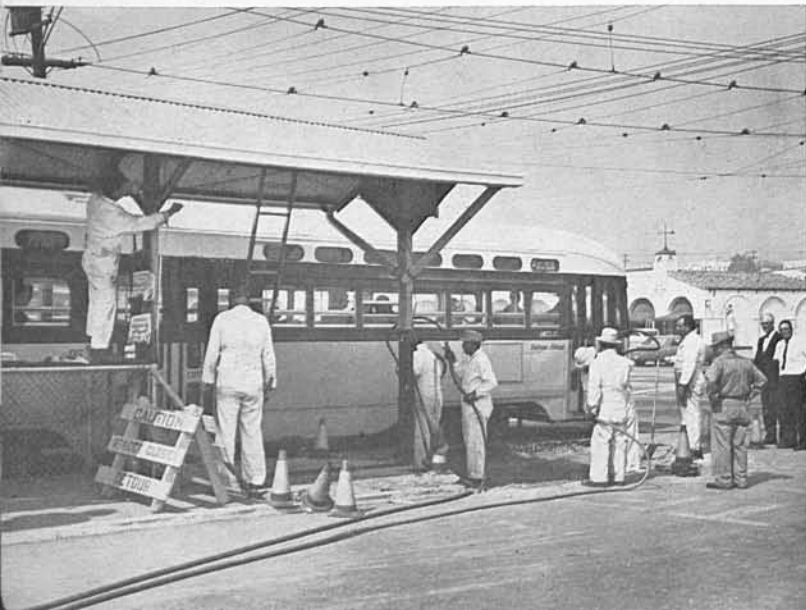
ELECTRICAL CHANGEOVER—As trolley lines are discontinued, substations are no longer needed, and the Electrical Department is busy changing over shops, divisions, loops, etc., from direct current provided by substations to alternating current provided by the Department of Water and Power within the city limits of Los Angeles and the Edison Co. outside the city limits. In photo at left, working for this purpose at Division 20 are, from left, Leadman J. A. O'Neal and Electricians Jerry Wischmeyer and Rus-

sell Petersen. Next two pictures show Electrical crew at Division 1 preparing, under the guidance of Foreman Barney Hornseth (in tin hat, standing), to tap into Department of Water and Power circuit so that substation can be cut out Mar. 31. They are installing a small switching station like the one in the fourth picture already installed at Division 5, being inspected by General Foreman Frank Abrosion. The Electrical Department is installing new AC lighting at numerous locations over the system.

Preparing for the Conversion Mar. 31

LOOP CHANGEOVER—Rail loops are being converted into bus turnarounds by the combined efforts of the Way and Structures and Electrical Departments, with designs by Mechanical Engineering. Paving for bus use was complicated by the need to keep streetcars running until Mar. 31. At Pico and Rimpau, it was necessary to lower the tracks and rearrange drainage facilities before paving. Tracks here will be paved over after Mar. 31. At Dozier and Rowan and Whittier and Brannick, paving was placed inside the loops, and rails will be removed. A retaining wall had to be built at

Whittier and Brannick. At Palm Loop, the island and shelter had to be removed and an inspection pit filled in before paving; after Mar. 31, tracks will be paved over. Photos show work in progress at Pico and Rimpau Loop. Left photo shows Way and Structures crew under Foreman Harvey Lindley (in suit, right) removing portion of island to give buses more clearance to turn. Electrical crew under Farrell D. Webb (extreme right) is rewiring canopy. Mr. Webb's crew was also engaged in installing new floodlights for the loop. Electrical work there involved setting a new pole.





BODY SHOP, showing tables of supplies for new buses.

Readying New Buses at South Park

TOP LEFT—In sign room, Lucius Sheppard and Patsy Giacalone (left and right) prepare new head signs for buses, while Harlan Schumacher paints new louvres for bus top racks. TOP RIGHT—In body shop, Ben Spencer, left, and Ray Sampson assemble run number boxes for new coaches. LOWER LEFT—Preparing to take a

load of parts and material for new buses to stock room is James Anderson, at the receiving dock. LOWER RIGHT—Installing a fare-box stanchion on new bus are Leader Norman Radi, left, and Wilford Clark, while, at right, Frank Kirshner installs a three-digit run number box.—Many other minor adaptations were made on new buses.





INSTRUCTION of Operators has been of special significance in recent weeks for at least two reasons: need to acquaint all drivers, as well as rail men changing over, with (1) the 300 new buses; and (2), the bus lines that will replace trolley lines. At left, Instructor Art Leahy points out to Operators Bill Wil-



liams, left, and D. B. Bayliss, at Division 5, that fronts of new buses, unlike older models, are same width as rest of body. At right, Instructor R. E. Braum at Division 5 is about to take a group of experienced drivers over the route of Line 9, bus line which will replace the West Jefferson-Huntington Park J Line.

Preparing for the Conversion

A TRANSFER TABLE for rail cars formerly ran between these buildings at South Park Shops. In anticipation of the conversion, Way and Structures crews filled in the transfer table pit and paved over it to the level of adjacent ground. Drainage alterations were also necessary. The project cost \$12,000.



VERNON YARD, where all 160 streetcars will be stored on tracks laid as shown. Many more tracks must yet be laid by Way and Structures.





AUTHORITY AND GUESTS—Seated—with the exception of the three men at left—are the seven members of the MTA Board as seen Mar. 5 on the fifth meeting anniversary. The seven are, from left, A. J. Eyraud (Chairman), Fred S. Dean (Vice-Chairman), N. R. Dumont, Mark Boyar, Walter M. Briggs, Warden Woolard, and Martin Pollard. The three seated at left are Larry Hoke, Secretary to General Attorney Gerald G. Kelly; Mr. Kelly; and Walter A. Braunschweiger, Treasurer. Standing are Executive Director C. M. Gilliss, left, and four guests from the City of Philadelphia:

James Pie, Assistant City Solicitor; Ray Harris, of the Mayor's Office; Edson L. Tennyson, Transit Engineer; and John J. Donnelly, Financial Analyst. The Secretary of the Authority, Miss Virginia Rees—the one woman in the picture—has her back turned. Grouped around the table where she sits are principal division heads: from left, Chief Engineer Ernest R. Gerlach; Assistant General Manager M. Edwin Wright (in the absence of General Manager Cone T. Bass); Controller H. L. Black; and Director of Public Relations R. O. Christiansen. At the left is the press table.

Authority Celebrates Fifth Anniversary March 5

ALTHOUGH business was transacted as usual by the Authority last Mar. 5 at its regular assembly, Chairman A. J. Eyraud reminded the members that the meeting marked the close of the fifth year—and the beginning of the sixth—of MTA as an operating entity.

He took a few moments to sum up the principal accomplishments of the Authority since 1958:

"In the past five years your MTA Board has proceeded in an orderly fashion to carry out the responsibilities placed upon it by the State Legislature," he stated.

"Your elected representatives asked that MTA integrate and improve the existing transit services and move forward toward developing rapid transit.

"In fulfilling the first obligation

we can take note of some accomplishments:

"We have invested \$19,400,000 to place 705 new ultra-modern Dreamliners and Silverliners in service so that passengers may ride with greater speed, comfort, safety, and convenience.

"We have provided swift, high-speed Freeway Flyer service from major points throughout the metropolitan area.

"We have established new service in Alhambra, Glendale, and Riverside.

"We have brought about the most comprehensive expansion of transit service in San Fernando Valley history.

"Senior citizens, who otherwise would be restricted in moving around because of limited funds, are benefiting by a reduced fare program.

"After five years of operation, we have reached the point where we are now prepared to proceed with construction on the first phase of an area-wide rapid transit system.

"Your MTA representatives are meeting regularly with other members of a special committee to determine the most feasible way to finance this Jet Age transit system.

"Your MTA Board is dedicated to providing this area with the best possible public transportation."

Among the visitors at the meeting were four officials from the City of Philadelphia, Penn. They were James Pie, Assistant City Solicitor; Ray Harris, of the Mayor's Office; Edson L. Tennyson, Transit Engineer; and John J. Donnelly, Financial Analyst. (See photo above.)



NEW STATION AT RIVERSIDE as it appeared at the grand opening on Feb. 15, with a Line 60 coach bound for Los Angeles standing

in driveway. Photo taken looking west across Market St. from bus lot of old station at 7th and Market Sts. Note sign over main door.

Grand Opening At Riverside

CROWDS joined MTA and Greyhound officials last Feb. 15 in celebrating the grand opening of a new \$300,000 bus station in Riverside.

C. M. Gilliss, MTA's Executive Director, and R. E. Thomas, Western Greyhound President, standing beside a modern bus, welcomed the Riverside Mayor, E. V. Dales, as he pulled up alongside in a horse and buggy—a bit of drama staged to remind the onlookers of the fact that the new station was built on the site of a former livery stable.

After speeches by the three officials, the Mayor then cut a ribbon to signify the official opening of the new bus depot. Holding the ribbon were Mrs. C. M. Gilliss, wife of MTA's Executive Director, and Nellie Kaye, Clerk for Agent L. F. Crosby.

The location of the new station just across Market St. from the old at Seventh and Market has necessitated some slight changes in routings for MTA lines serving Riverside because of the fact that Seventh is a one-way street for westbound traffic. MTA buses enter the station grounds by turning off 7th St. into an alley at the rear of the depot, and turning left again into the loading lanes. Entering and leaving the station are three interurban lines: Los Angeles-Pomona-Riverside-San Bernardino Line 60V, Long Beach-Riverside Line 59, and Riverside-Arlington-La Sierra-Corona Line 62. Local lines 99 and 82 make stops adjacent to the station at 7th and Market Streets.

The Hemet Bus Line and California Coach Lines also use the station.



CROWD at grand opening. Photo taken inside main waiting room.

RIBBON-CUTTING ceremony officially opening the new station is performed by Riverside Mayor E. V. Dales (holding scissors). With him are C. M. Gilliss, center, Executive Director, MTA, and R. E. Thomas, President, Western Greyhound Lines. Holding the ribbon are Mrs. C. M. Gilliss, left, wife of MTA's Executive Director, and Nellie Kaye, Accounts Clerk for Riverside Agent L. F. Crosby.





At Riverside Opening

UPPER LEFT—Riverside Agent L. F. Crosby welcomes Barbara Deeds to grand opening of new Greyhound-MTA Station. Now an MTA Ticket Clerk at 6th and Main, she was one of Mr. Crosby's first employees at the old Riverside Station, where she was Cashier, Ticket Clerk, and Bookkeeper. He started in Riverside in 1954, and is one of three principal investors in construction of the new station.

UPPER RIGHT—Motive power old and new is depicted. With a modern bus in background, Riverside Mayor E. V. Dales holds horse as he talks with Western Greyhound President R. E. Thomas, left, and MTA Executive Director C. M. Gilliss. The new bus station stands on the site of a former livery stable in Riverside.

LEFT—Executive Director C. M. Gilliss pins flower on little Dixie Allaire.

LOWER LEFT—Mr. and Mrs. Jack Cross, owners of the Hemet Bus Line, talk things over with K. E. Funk, MTA Supervisor of Stations and Agencies, and his Station Reports Clerk, Odessa Carter. The Hemet Bus Line also uses the new station.

LOWER RIGHT—Standing in the new station beside a sign showing the six MTA lines in Riverside are, from left, Mrs. C. M. Gilliss; R. E. Thomas, Western Greyhound President; and Harmon Brown, one of the owners of the new station. Mr. Brown's sister, Mrs. Esther B. Thompson (not shown), is also an owner.

Far more commodious, luxurious, and modern than the old, the new station is fully air-conditioned and equipped with fluorescent lighting and acoustical ceilings. There is an automatic push-button public address system by which Operators announce schedule departures to the public.

Three weeks after the grand opening, Agent Crosby stated:

"Our figures for the period are running 'way ahead of last year—at least 10% on the MTA tickets. We're seeing people in the new depot we've never seen before. People all over town are buttonholing me on the street to tell me what an improvement the new station is over the old."



Your MTA
SERVES RIVERSIDE
 WITH SIX CONVENIENT LINES...
 LINE 60... TO LOS ANGELES VIA ORTIZO
 PASCANA - W. CORONA...
 LINE 59... TO LONG BEACH VIA ARLBERG
 OCEANA - CHANCE - SANTA ANA...
 LINE 62... LOCAL... TO CORONA VIA
 ARLBERG - LA SIERRA...
 LINE 61... LOCAL... TO WABASH CENTER,
 EASTSIDE LOOP...
 LINE 63... LOCAL... TO OGA BLANCH...
 LINE 57... SANTA ANITA & HOLLYWOOD
 PARK BOUND SEASON...
Kick The Driving Habit
GO... MTA...

“Double Zero” Day Plaques, Luncheon Won by Divisions 2 and 3

NEVER ONCE did the Dispatcher mention Divisions 2 and 3.

Every hour around the clock last Dec. 21 he called each division to notify its personnel as to which division had had accidents during the previous 60 minutes. Every day in December was Zero Day, when every MTA Operator hoped *he* wouldn't be the cause of any accident.

But Dec. 21 was Double Zero Day

—the last shopping day before Christmas, when there would be special danger of accidents. Any division whose Operators could go accident free on that day would win a commemorative plaque; its Operators would be treated to a fine buffet luncheon; and they would each receive a wallet-sized safety card.

Awards Day was Feb. 27 for Division 2; Feb. 28 for Division 3. The

latter hosted Division 10 at lunch.

When he had finished his meal, Division 3 Operator A. J. Arnone commented, “This fine luncheon brought it home to me that they meant what they said about reducing accidents.”

Division 3's James Jennings said: “Double Zero Day gives a man a better attitude—it gives him something to work toward.”



LEFT—Chief Safety Engineer J. W. Prutsman, right center foreground, presents a special plaque to the Operators of Division 2 because they had no accidents on Double Zero Day, Friday, Dec. 21. Receiving it for the Operators is Division 2 Superintendent J. M. McKeivitt. (A similar presentation was made to Division 3 Operators.)

LOWER LEFT—Division 3 Superintendent A. L. Tieman rolls out the red carpet (literally) for his Operators because they made Double Zero Day a no-accident day. (Mr. McKeivitt performed a similar rite at Division 2.)

BELOW—Operators at both divisions enjoyed a buffet luncheon served from mid-morning to mid-afternoon.

INSET—Operators were asked to fill out a questionnaire (unsigned) as to their opinion of the value of the December Zero Days program. Douglas Stone fills out his.





ABOVE—W. C. ("Tex") Aldrich, right, Local Chairman, BRT, presents the Impruv-Ur-Record trophy for the last half of 1962 to Division 12, Long Beach. Ralph Hamilton receives it on behalf of the 140 Long Beach Operators. Looking on are, from left, Roland W. Krafft, Division 12 Superintendent; M. Edwin Wright, Assistant General Manager; and Fred S. Dean, Vice-Chairman of the Authority. Also witnessing the ceremony were (UPPER RIGHT, standing) a number of other MTA, Long Beach City, and police officials. From left are George F. Goehler, General Superintendent of Transportation; Mr. Krafft; Henry E. Jordan, Chief Engineer-Secretary, Bureau of Franchises and Public Utilities, City of Long Beach; Capt. Errett Greer, California Highway Patrol; Lt. Orville James, Capt. Fred Stevenson, and Public Relations Officer Bob Aughton, Long Beach Police; Glenn A. Irvin, Executive Secretary, Long Beach Chamber; J. W. Prutsman, Chief Safety Engineer, Transit Casualty Co., and spark plug of the safety program; Messrs. Dean and Wright; and the "chefs," Safety Engineers Charlie Hardy and Bill Winters, preparing to serve lunch. AT RIGHT—Long Beach Operators enjoy a Swiss steak luncheon for winning.

Division 12 Keeps Safety Trophy

OPERATORS at Division 12, Long Beach, on Mar. 6 received for keeps the BRT trophy in the Impruv-Ur-Record contest for the last half of 1962.

Their record, according to Safety Department figures, shows an improvement in all categories, including a 19% reduction in traffic accidents, during the contest period.

In second place were the Operators at Division 11, 6th and Main.

Authority Vice-Chairman Fred S. Dean and a number of other officials from MTA, the City of Long Beach, and the California Highway Patrol witnessed the presentation of the trophy. W. C. Aldrich, Local Chairman, BRT, gave it to Ralph Hamilton, who accepted it on behalf of the 140 Long Beach Operators.

Each official was introduced to Operators by Roland W. Krafft, Division 12 Superintendent. Guests complimented the drivers on their safety achievement.

Much credit was given by MTA

officials to the Brotherhood of Railroad Trainmen for its aid in accident prevention by co-sponsorship of the Impruv-Ur-Record program.

During all of 1962, while the Impruv-Ur-Record program was in pro-

gress, traffic accidents were reduced, system-wide, by 10.7%, despite the increase in private automobiles, according to Chief Safety Engineer J. W. Prutsman. Other phases of safety also showed improvement, he said.

AT DIVISION 11, the second-place winners, Operators and other personnel enjoyed a luncheon "on the house" (Transit Casualty). Division Superintendent K. E. Funk, standing, right, and Assistant Superintendent L. G. ("Homer") Homrighausen help serve their men.





SAW THE GET-AWAY—Operator Vincent Smoot, of Division 1, who was snapped making relief at the same point he saw the bank robber make get-away in car.

Keen-Eyed Smoot Aids the Law

CLOSE OBSERVATION by Division 1 Operator Vincent Smoot Feb. 27 led to the quick capture by police of a bank robber and the recovery of \$2,700 he had stolen at gunpoint from a teller.

As Mr. Smoot was walking from Division 1 to make his usual 12:02 p.m. relief on trolley coach Line 3 near the Security First Bank at 6th and Central, a man rushed up to him and said,

"This bank is being robbed. Where's the nearest phone?"

The Operator pointed to a Dispatcher's telephone near by and continued to walk toward the bus stop.

Suddenly another man, his hand in his coat pocket, came from the bank, jumped into a waiting car, and was rapidly driven away.

"I watched closely, but without seeming to," said Mr. Smoot, "because I sensed that something was up."

Making an accurate mental picture of the man and the car, he jotted down the license number, went into the bank, and gave the information to a teller. Then he continued with his run.

At 2:05 p.m., Special Agent R. W. Kelso caught up with Mr. Smoot's trolley coach at 58th and Central.

"They need you at Central Police headquarters to identify the suspected bank robber," Mr. Kelso said, as another Operator he had picked up at the division took over the coach.

At police headquarters, Mr. Smoot made positive identification of the robber—an ex-convict who, it was discovered, had spent 31 of his 58 years

(Continued on page 13)

He's Ridden Every MTA Line

IN FOUR YEARS, a 19-year-old Los Angeles City College student has managed to ride every one of MTA's 110 (currently) rail, trolley coach, and bus lines.—And if a line changes its route, he rides it again just to see where it goes.

His name is Edmund Buckley, and he rides for two reasons: because he enjoys the trips and because he hopes some day to become a member of MTA's Schedule Department.

He has taken photographs of almost all classes of equipment, views of all divisions, and pictures of the main shops at South Park.

In a "little black book" he also keeps records of each trip, showing leaving time, Operator number, run number, changes in equipment on the line, changes in lines, etc.

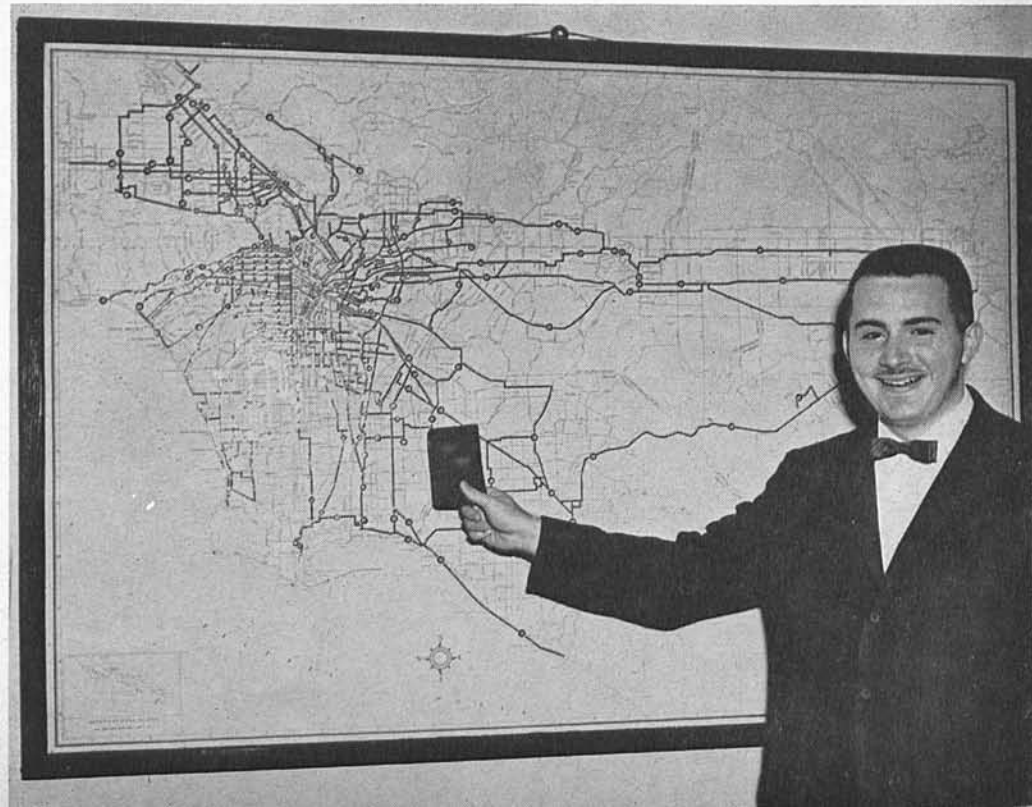
Now a student of business administration at LACC, he became interested in transportation when he was a child of eight living in Chicago. There he rode all the transit lines in his neighborhood.

Since riding the MTA lines, Ed has become interested in internal operations. He attends all the Board meetings, has become acquainted with, or at least met, all Division Superintendents, and attends the system shake-ups.

He's observed many passengers during his trips, and has reached the conclusion that "people in Los Angeles don't seem to understand the system—and they blame MTA for it. If they

would just take the trouble to telephone MTA information *first*, they'd have much less trouble. I feel the Authority is doing a very good job of providing service."

HE'S RIDDEN EVERY LINE—Edmund Buckley, 19-year-old Los Angeles City College student, points to map of system with "little black book" he uses to record details of his rides.



Commendations...

92 Operators Honored In February for Courtesy

CONGRATULATIONS to the following 92 Operators who received commendations during the month of February:

L. J. Albert, Division 1; J. J. Allen, 1; Sylvester Allen, 6; K. C. Anderson, 5; H. D. Apel, 7; J. B. Ardella, 2; A. A. Arredondo, 2; D. L. Banks, 7; G. P. Bennett, 2; L. S. Bernard, 5; E. O. Black, 2; Dakin Boardman, 8; G. F. Border, 3; Joe Boyer, 12; B. A. Broge, 11; P. A. Callaway, 7; M. M. Chadell, 1; J. D. Coleman, 8; Benjamin Cooper, 7.

Charles Daniels, 5; C. B. Dark, 8; Theodore Deak, 8; C. A. DeGuire, 9; Cora M. Dravis, 20; W. A. Felder, 5; G. T. Fitzpatrick, 5; C. R. Fox, 8; A. J. Geis, 5; H. M. Geno, 6; O. V. Gray, 20; D. O. Haase, 1; J. B. Haining, 2; Jack Hammett, 6; J. F. Hardgrow, 1; F. G. Haro, 20; R. L. Hayes, 7; R. L. Heaton, 2; W. K. Holsberry, 12; William Hewlett, 20; J. M. Hiram, 7; R. H. Humphreys, 5; L. F. Hutchison, 3.

W. W. Irwin, 3; J. J. Jacobs, 1; W. B. Jones, 5; T. M. Justin, 12; D. E. Kautter, 10; M. E. Kittinger, 12; F. W. Koenig, 6; R. D. Kornell, 20; W. E. Lee, 3; G. G. Long, 5; E. H. Martin, 5; E. D. Meldrim, 1; J. W. Menzies, 8; W. H. Modster, 5; R. H. Morgan, 8; L. J. Morris, 20; George Mosse, 20.

E. A. O'Connor, 12; J. J. O'Donnell, 3; R. J. O'Toole, 7; H. C. Nields, 20; S. O. Parker, 2; B. M. Parsley, 6; R. E. Pepper, 20; Roy Perry, 5; J. C. Poe, 2; H. W. Pratt, 12; O. W. Price, 2; E. E. Ratliff, 1; P. R. Ream, 7; B. W. Reddout, 3; C. L. Richmond, 7; A. R. Sattler, 2; P. D. Schmidt, 5; Frank Scott, 2; G. E. Serres, 9; W. L. Sermons, 1; R. R. Shappell, 9; D. P. Slatkin, 8; C. H. Steadman, 20; J. J. Stevens, 20; Edward Supplee, 3; S. C. Swanson, 7.

Marie G. Thompson, 3; J. E. Truitt, 7; E. C. Turner, 20; J. C. Tyler, 5; C. P. Wagner, 10; J. A. Warren, 8; W. S. A. Weary, 2; Theodore Wedlow, 2; David White, 10; M. F. Wiltgen, 5; G. L. Wiser, 3; C. W. Wisler, 7; A. C. Wood, 5; W. T. Updegraff, 1.



FOR COURTESY—F. A. ("Art") Peters, Operator of the Month for March from Division 7, receives a Certificate of Merit at Mar. 5 Authority meeting from Chairman A. J. Eyraud.

Peters Winner for March

SCHOOL KIDS and grown-ups alike appreciate F. A. ("Art") Peters, Division 7 Operator. A letter signed by 16 students he carries to and from the Rambam Torah Institute indicated so much appreciation of his courtesy and tolerance that judges gave it first place in the March Operator of the Month program. His outstanding record—including many other commendations—confirmed the judges' decision.

In addition to winning the usual \$50 award for his selection as Operator of the Month, he was relieved from duty March 5 to receive a further award—a framed Certificate of Merit—from the hands of Chairman A. J. Eyraud at the Authority meeting that morning.

RUNNER-UP

Runner-up in the March program was a Division 5 Operator, W. S. Crawford, commended by a rider for his "endless kindness to passengers."

The letter continued: "You have several fine drivers on the Crenshaw Line, but Mr. Crawford seems sincerely and consistently pleasant to everyone—including the aged folks."



W. S. Crawford

Smoot Aids the Law

(Continued from page 12)

behind bars, and who had been released from prison only two days before the robbery.

In his Daily Log description of the incident, Special Agent Kelso reported a statement by Lt. Rafferty, of the Los Angeles Police, that the capture of the robber and the recovery of \$2,700 stolen from the bank was "due to Operator Smoot and his alertness."

As THE EMBLEM went to press, it was learned that Mr. Smoot received a \$200 reward from the bank.

On Their Way Up

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

Burnett C. Brazell from Operator and Extra Supervisor to Supervisor, Transportation Department, Feb. 15. Employed Aug. 12, 1952.

Thomas R. Brown from Division Clerk, Division 6, to Relief Assistant Superintendent, Transportation Department, Feb. 27. Employed May 18, 1939.

Geoffrey L. Diehl from Supervisor and Extra Dispatcher to Dispatcher, Transportation Department, Feb. 24. Employed Aug. 2, 1958.

Marcus L. Drumright from Division Clerk, Division 5, to Relief Assistant Division Superintendent, Transportation Department, Jan. 27. Employed June 20, 1947.

George M. Erhardt from Division Clerk to Division Clerk-Extra Relief Assistant Division Superintendent, Division 3, Jan. 27. Employed Sept. 3, 1941.

Thaymon Guinn from Lead Janitor, Real Property Management, to Mail Carrier, Equipment Maintenance Department, Feb. 10. Employed Mar. 3, 1954.

W. A. Hamilton from Mechanic "C" to Mechanic "B," Division 20, Jan. 27. Employed Sept. 21, 1961.

Arthur Hilling from Mechanic "B" to Mechanic "A," Division 5, Jan. 27. Employed Mar. 31, 1959.

L. G. ("Homer") Homrighausen



NEW ASSISTANT DIVISION SUPERINTENDENTS, TRANSPORTATION DEPARTMENT—In top photo, Marcus L. Drumright, right, Relief Assistant Division Superintendent, receives keys and work book from Dwight B. Van Fleet, Assistant Division 1 Superintendent who retired Feb. 25 (see Retirements). Superintendent C. A. Schulz looks on. Other new Assistants are shown in three lower photos: from left, George M. Erhardt, Division 3 Clerk and Extra Relief Assistant Superintendent; L. G. ("Homer") Homrighausen, Assistant Superintendent, Division 11; and Thomas R. Brown, Relief Assistant Superintendent.

from Relief Assistant Division Superintendent, Transportation Department, to Assistant Division Superintendent, Division 11, Jan. 27. Employed Dec. 6, 1945.

Gordon Howard from Mechanic "C" to Mechanic "B," Division 8, Feb. 10. Employed May 6, 1947.

John Movich from Addressograph Operator, Purchasing and Stores De-

partment, to Shop Clerk, Equipment Maintenance Department, Jan. 17. Employed May 24, 1961.

Joseph H. Reeves from Operator and Extra Supervisor to Supervisor, Transportation Department, Feb. 24. Employed July 22, 1953.

NEW DISPATCHERS, NEW SUPERVISORS—In photo at left, reading from left to right: Joseph H. Reeves, Supervisor; Geoffrey L. Diehl, Dispatcher; Victor L. Simmons, Dispatcher; Burnett C. Brazell, Supervisor; and Earl W. Frederickson, Dispatcher. In photo below are Eugene Barnett, Jr., left, Supervisor; and Henry J. Fitzpatrick, Dispatcher. Messrs. Brazell, Diehl, and Reeves were appointed, respectively, Feb. 15, 24, and 24; the others were appointed in 1962.



In Memoriam

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

Jack W. Butler, 63, Dispatcher, Transportation Department; Feb. 12; service since 1926. Survived by his wife, Eva, of Arcadia.

Henry G. Cate, 40, Operator, Division 5; Feb. 28, service since 1961. Survived by his wife, Shirley, of Temple City.

Frank L. Congiardo, 53, Operator, Division 3; Feb. 28; service since 1946. Survived by his wife, Rachael Dorcas, also an Operator at Division 3. Her period of service began in 1951.

Maggie T. Connatser, wife of Earl F. Connatser, Operator, Division 8; Feb. 27; survived by her husband, of Encino. He has been employed since 1946.

Robert G. Gibson, 50, Ticket Agent, Whittier; Feb. 24. Service since 1935. Survived by his wife, Lillie, of Chino.

Ike J. Hentzel, Jr., 56, Utilityman, Division 5; Feb. 22; service since 1946. Survived by his wife, Carrie Mae, of Los Angeles.

Edward W. McKenzie, 71, retired Carpenter, Equipment Maintenance Department; Feb. 2; service from 1921 to 1956. Survived by his wife, Mary, of Long Beach.

Liller B. Neal, wife of Cloro M. Neal, Operator, Division 10; Mar. 1; Survived by her husband, whose service began in 1927.

Jessie I. Parks, wife of retired Operator Homer T. Parks, of Division 3; Feb. 8. Survived by her husband, whose service was from 1922 to 1953.

Edmund C. Parsons, 87, retired Flagman; Feb. 27; service from 1903 to 1946. Survived by his wife, Lauritta, of Los Angeles.

Earl F. Rogers, 65, Flagman; Feb. 9; service since 1945. Survived by his wife, Naomi, of Los Angeles.



Robert G. Gibson



Frank L. Congiardo

Eugene E. Scheetz, 62, retired Operator, Division 9; service from 1925 to 1954. Survived by his wife, Ida, of Monrovia.

Fred C. Sommer, 84, retired Operator, Division 1; Feb. 13, service from 1912 to 1949. Survived by his nephew, Frank Connelly, of Los Angeles.

Sigurd G. Steffensen, Clerk, Division 11; Feb. 15; service since 1945. Survived by his wife, Dorothy, of Rosemead.

Retirements

BEST WISHES TO:

Ivan M. Cammack, Operator, Division 9, who retired Jan. 22 after service from 1918.

Ronald Abraham Fuller, Operator, Division 9, who retired Jan. 31 after service from 1957.

John Joseph Malvey, Storekeeper, Way and Structures Department, who retired Feb. 12 after service from 1946.

Dwight B. Van Fleet, Assistant Superintendent, Division 1, who retired Feb. 25 after service from 1919, when he started as Conductor out of Riverside. (See photo on page 14.)

At a retirement dinner given in his honor after his last day of work, he received from his co-workers a power edger and an inscribed wristwatch.

"I feel that I have received tremendous cooperation through the years from Operators and supervisory staff alike," he commented in looking back over his more than 43 years of service. "Teamwork—I like that word—is what makes a man successful."

Most of his service was in supervisory capacities, including some 33 years as Terminal Foreman at various times at Pasadena, Macy St., and 6th and Main. He was also successively Division Foreman, Assistant Superinten-

dent, and Acting Superintendent at El Monte, 1956-1961; and was Assistant Superintendent at Division 1 from May 7, 1961, until his retirement.

Mr. and Mrs. Van Fleet have lived for 33 years in Alhambra, where he now plans to make himself available for community service. Horticulture is his hobby.

SURPRISED ON RUN—During his last day (Feb. 22) of work for MTA, Operator Frederick Watson, of Division 5, is surprised by his family at a layover point on his Line 96 run. Standing behind him in doorway are his Division Superintendent, J. T. Johnston, right, and Division Instructor, C. P. ("Pete") Pedersen. The three women are Mr. Watson's wife, Yvonne, center, and the couple's two daughters: Mrs. Marilyn Malesic, left, and Mrs. Jackie Harris. Others are grandchildren. Mrs. Harris holds a cake decorated with a street scene and a bus, with the legend: "Good luck, Grandpa." Mr. Watson had 21½ years of service with MTA and predecessors. He says he plans to spend his new-found leisure in playing the organ in his Manhattan Beach home, enjoying his family (including the grandchildren), his dachshund, Fritz, and "possibly" selling "a little real estate" on the side.



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SNEAK PREVIEW OF OUTDOOR ADS



FOR INSPECTION by the Authority at its Mar. 5 meeting, four panels of outdoor ads proposed for 1963 were hung on the Board Room walls. Here they are as seen by the Authority members that day—along with some of the audience. During the remainder of the year, 2,600 outdoor boards will show these ads on a rotating basis. From 100 to 300 boards will show them at all times. The ads in the photos here read, starting with panels at left: "Moneymaking Second Car"—"Biggest Bargain Going . . . and Coming Home!"—"Step UP to Car-Free Commuting"—"Go Carefree: Go Car-Free."

