

The



Emblem

76-132

JANUARY, 1964



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The Emblem

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OUR COVER

FROM a point close to his miraculously spared apartment in Village Green, Harold Petrie, Designer in the Chief Engineer's Office, gazes across a sea of mud on Coliseum St.; up Cochran Ave., with its paving gone and sidewalk partially washed away; to the V in the Baldwin Hills where the reservoir, only two days before, had let loose flood waters that brought about the devastation of which this photo, taken Monday, Dec. 16, shows only a minor fraction.

Published monthly by:
Los Angeles
Metropolitan Transit Authority
1060 S. Broadway
Los Angeles, California 90015
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Thinking Safety and Courtesy Bears Fruit in December Program

EXTRA EFFORT caused by Operators' awareness of the extra hazards of December operation—in the opinion of officials concerned—brought about improved safety and courtesy records in the "Zero Days" program—as well as accolades to drivers from management.

The overall records:

- A 13.1% reduction in passenger accidents for December, 1963, as compared with December, 1962.

- A 43.4% increase in commendations, and a 17.9% reduction in complaints—for the same period.

The "Double Zero Day" records:

- On Dec. 31, New Year's Eve, four divisions operated accident free: Divisions 5, 9, 11, and 12.

- On Dec. 24, Christmas Eve, while no division operated entirely accident free, a few divisions came very close.

- It had been predicted by General Superintendent of Transportation George F. Goehler and Supervising Safety Engineer J. W. Prutsman that, on the basis of experience, there would be 45 accidents on Dec. 24 and 35 on Dec. 31. Actually, 24 occurred on Dec. 24, and 18 on Dec. 31—a total of 46% below predictions.

- Six divisions had more accident-free days in December than in November; seven divisions earned more safety points in December than in November. Operators at these seven divisions will draw for 40 gift merchandise orders of \$5 each.

- Twenty Operators were cited for outstanding acts of courtesy and safety by supervisory and Special Agents Department personnel during the December program. Their photos will appear in the February issue.

"The entire staff of MTA, the Transit Casualty Company, and the Brotherhood of Railroad Trainmen—the organizations supporting the safety program—join me in congratulating Operators for their splendid cooperation in making the December program the success it was," declared Executive Director C. M. Gilliss.

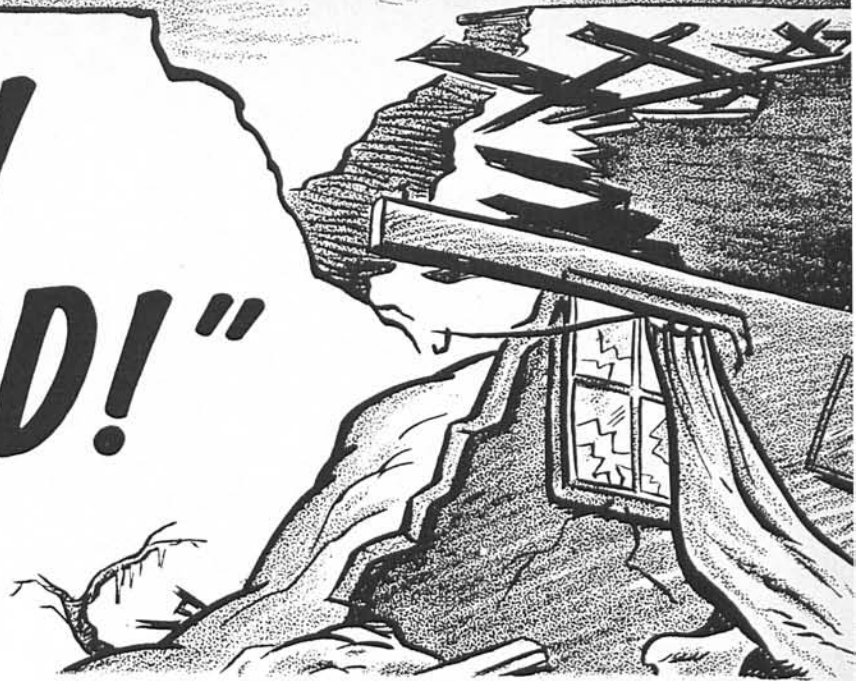
"Because of the extra safety effort shown, some families were spared the grief of loss of or injury to loved ones. Because of the extra courtesy effort, Christmas joy for many was the greater."

Extra Effort Shows: Commendations Up, Complaints Down, for Year 1963

EXTRA EFFORT by Operators and staff members, not only in December, but through the year, was responsible for the fact that, compared with 1962, commendations for 1963 were up 3.2%, while complaints were down 8.5%.

This opinion was expressed by General Superintendent of Transportation George F. Goehler as he quoted just-compiled Transportation Department statistics on the matter.

"DETOUR! FLOOD!"



Fast Action by MTA Men in Baldwin Hills Flood Keeps Public Informed of Service Diversions, Gets Operators and Equipment Out of Danger; MTA Eyewitnesses Tell Stories of Disaster

WITHIN THREE HOURS after flood waters from the Baldwin Hills Reservoir began filling the streets on Saturday, Dec. 14, a plan for diverting MTA bus service around the area was being broadcast over radio and television stations and had been announced to the press for the benefit of the public.

MTA officials went into action between 2:00 and 3:00 p.m. on Saturday—"one of the biggest shopping days of the year," said General Superintendent of Transportation George F. Goehler.

"First, we made sure our equipment wasn't needed for emergency evacuation purposes. Then we tried to get the equipment out of the area. The principal lines affected were the 9, 85, and 27.

"When we had figured out a plan of action, we called Larry Avers (Assistant Manager, MTA News Bureau) about 6:00 p.m., so that he could get the information to radio, TV and the press.—He did a fine job, too!"

The first indication that a disaster was imminent was a Sigalert radio police broadcast heard at 2:19 p.m. by

Dispatcher Victor L. Simmons. The police were urging residents of the Baldwin Hills area to evacuate their homes.

Mr. Simmons communicated the warning to Assistant Chief Supervisor and Dispatcher Fred H. Busse, who was working alone at his desk in his office adjoining the Dispatcher's office.

Mr. Busse immediately ran to his Supervisor's car, equipped with two-way radio, and rushed to the scene. On the way he radioed Dispatcher Simmons to call Acting General Manager M. Edwin Wright and Mr. Goehler, who are in charge of civil defense bus transportation in emergencies in the Los Angeles area; and also to call Assistant General Superintendent of Transportation Jack Stewart and Chief Supervisor and Dispatcher C. E. Carlson.

Mr. Busse then continued on to Coliseum St. and La Brea Ave., where, at 2:30 p.m. observing water flowing north on La Brea, he radioed Dispatcher Simmons to detour all service away from Rodeo Rd. and La Brea Ave. until water conditions could be more fully evaluated.

Meanwhile, Dispatcher Simmons

KEN STROBEL

"Detour! Flood!"

had received a telephone call from Instructor Louis J. Hubert, who, during a routine ride southbound on Line 85, found the street barricaded at La Brea Ave. and Rodeo Rd. by both police and fire department personnel. Water was flowing north on La Brea. Diverting the Line 85 coach, he telephoned the Dispatcher of conditions, and was informed that Supervisor Harold F. Buchen had been sent to the area and would be asked to assist in diverting coaches.

After Mr. Buchen had arrived, the two men diverted coaches of both Line 27 and Line 85.

A few minutes after they had begun the diversions, the dam broke. This calamity greatly increased the spread of the flood waters and made it necessary to divert the buses farther and farther away from the flooded area.

Only one bus, a Line 9 coach operated by Division 5's Robert M. Sayre, was caught in the rising waters when hemmed in by tremendous traffic stalled near the Fedco store at La Cienega Blvd. and Rodeo Rd. Eventually, however, Mr. Sayre pulled the coach out under its own power, first stopping to load many wet and muddy passengers.

As darkness came, the flood waters began to subside, leaving a sea of mud. Bus service diversions continued.

The next day, Sunday, Mr. Goehler called a meeting of four members of his staff at 3:00 p.m. to consider service plans in the flooded area for Monday. Present were Superintendent of Schedules and Statistics D. S. Coburn, Mr. Busse, Schedule Maker C. J. Holzer, and Mr. Goehler.

Definite plans for Lines 9, 27, and 85 were established, and word was again sent out to the public through the Public Relations Department.

Street conditions gradually improved so that, by Tuesday, Line 9 was again on its regular route; and by Thursday, service on Lines 27 and 85 had returned to normal.

EYEWITNESS ACCOUNTS

On this and the following several pages are eyewitness accounts of their experiences in the flood by several MTA employees, including a resident of the devastated area.



"MUD was this high on each step of this coach after we got out of flood waters," says Robert M. Sayre, whose Line 9 coach No. 5873 was trapped by a dense traffic snarl in the Baldwin Hills Reservoir inundation of Saturday, December 14.

OPERATOR'S ACCOUNT

His Coach Trapped in Traffic, Sayre Watches Cars Float By

"THEY had stopped all coaches but mine—I was already in," said Division 5 Operator Robert M. Sayre, only MTA driver whose coach—on a West Jefferson-Huntington Park Line 9 schedule—was caught in flood waters. He was westbound on Jefferson Blvd.

"At Jefferson and La Cienega, about 3:35 p.m., the traffic started getting very heavy, but I went on through and discharged passengers—the last one at the Fedco store. I finally got stopped dead across from the Fedco office and couldn't move. Traffic was piled up in both directions just solid. Of course, I was above the automobiles, so I could see. I was at the end of the line—Rodeo and La Cienega.

"I figured traffic was heavy because of Christmas and so forth, and just about the time this thought entered my mind I looked up Rodeo and—boy!—here came a wall of water down Rodeo about three or four feet above the sidewalk—just rolling, dirty and muddy.

"Where in the world did that come from?" I thought. I looked up—not a

cloud in the sky! The sun's shining!

"When the water hit the intersection, it picked up a Hillman Minx and knocked it up against other cars. After two or three minutes, water started coming down a side street, bringing with it two cars waiting to get on to La Cienega.

"It never dawned on me about the reservoir being up there.

"The water kept getting deeper and deeper and deeper. I opened the door, and the water had come up to about the first step of the bus.

"People were trying to go in all directions, but you couldn't get anywhere because the traffic was jammed up.

"Police were trying to help.

"Pretty soon the water was up to the second step of the bus.

"How am I going to get out of here?" I began to wonder.

"Just then some of the lighter cars started floating away. A policeman tried to get a lady out of her car which had drowned out just ahead of my bus, but she didn't want to leave. Finally he got her over to the side-

walk and dry ground.

"Water was up to the knees of one lady who was holding a baby.

"The force of the water was great enough that cars waiting to get out of the Fedco parking lot were picked up and moved right on out along with others which the flood had already moved north on La Cienega.

"The car just in front of me—an Oldsmobile—had started floating. By then the water was up to the floor level of the bus. My engine was still running. 'Should I shut it down?' I wondered. 'The Lord only knows what the water will do to it.' I decided to keep it running, hoping the exhaust would keep the water out of the engine.

"Most of the cars had floated away from in front of me except this Oldsmobile, and there was a big area in front of me where I could pull up if I could just get this Olds away from in front of me.

"Just then I looked up Rodeo and here came a little Volkswagen floating down the current. Hanging on the outside was a lady who had been stumbling and falling in the water, and inside were two people. They were smoking cigarettes just as nonchalant as anything in the world.

"I told the lady: 'Tell those people to get out and get into the bus—I'm going to get out of here just as soon as I get room to move around—so long as the engine keeps running.'

"The fellow in the car said, 'No, we're all right,' and waved his hand at me as they bobbed on by.

"I grabbed the lady that was hanging on and pulled her into the bus. She was mud from one end to the other—just sopping—but she was worried about her car, which was full of Christmas presents she had just bought in Fedco.

"Don't worry about *them* now,' I said. 'Just turn it in to your insurance company and thank the Lord you're not *in* that car right now!'—She had gotten out of it just before it was smashed up against other cars by the flood.—That water hit pretty hard when it hit!"

Mr. Sayre finally was able to get his bus turned around and headed in the opposite direction. He pulled up to the first bus stop, where a number of people were waiting, muddy and bedraggled from the flood.

At the stop also was Supervisor Harold F. Buchen. Mr. Buchen instructed Operator Sayre to drive north to Adams Blvd. instead of turning as usual at Jefferson.

"Before I could let anybody get on," continued Mr. Sayre, "I had to clean the mud off. Each of the steps was covered with at least three or four inches of mud that I had to shovel away. The interior was clean—just a little water had lapped up on the floor—until I took on all those wet, muddy people.

"Funny how you do things out of habit. The first lady that got on,—the one who had been clinging to the Volkswagen—I never thought to charge a fare. I just wanted her to get on so I could get out of there.

"But when I got to that stop, I loaded those people and I *charged them the fares! So help me!* I made change, gave transfers, and so on. One man even said, 'I hope you won't mind this wet bill!' But nobody objected to paying fares!"

"I got to thinking about it later. People must have thought I was nuts or something!"

Following the Supervisor's instructions, Mr. Sayre routed his coach over Adams, Crenshaw, and Jefferson to the 10th Ave. Loop, where Chief Supervisor C. E. Carlson, Mechanic Carmen Lupo, and others were anxiously awaiting his arrival.

Mechanic Lupo and Mr. Sayre then made a tour of inspection of the coach.

"Oh, my gosh, the mud!" said the Operator. "The engine compartment was full of mud and leaves and sticks. You name it and it was back there in that engine!"

A considerable deposit of mud was also on top of the battery, mention of which reminded Mr. Sayre of the necessity he had been under to turn on his lights when he picked up his passengers after his turn around.

"After loading all those people at Jefferson and La Cienega, it started getting dark. 'Should I turn on the lights or not?' I wondered, realizing that if the water had been up to the floorboards, the batteries and everything must have been under water.

"Well, I tried one switch and the lights went on. That gave me courage to try another—and *that* worked! I flipped on my clearance lights, dome

lights, and inside lights. Everything was working beautifully!"

Continuing his inspection, Mr. Lupo checked the crankcase and transmission oil for evidences of water and found some traces. He found that the brakes were working beautifully.

"After going through everything, the Mechanic said, 'Well, it looks pretty good except for being full of mud and everything.' At that, I said, 'The heck with it, I'm going over and get a cup of coffee!'

"I was supposed to have been relieved at 4:12 and it was between 5:45 and 6:15 when I got into the Loop.

"After coffee, I went to the division, checked in my money, and then drove home to Westminster, where my wife asked me, 'Did you hear about that dam breaking?'

"Hear about it? I was right out in the middle of it!"

Letter from Idahoan: MTA System "Wonderful"

A PASSENGER whose home is in Boise, Idaho, wrote Jan. 7 with enthusiastic praise of the service provided by MTA.

Addressed to Public Relations Director R. O. Christiansen, the letter reads:

I must write and tell you that I think you have a most wonderful bus system!

I spent a week during Christmas vacation in your city and went everywhere by bus: to Catalina (the dock), to the Pasadena Rose Parade, to the Hollywood Palladium New Year's Eve, and many other places in the area. Your fares are so reasonable and your service wonderful!

And your marvelous weather is really out of this world! (It's like coming from Heaven to Hell to come back to our snow and ice after that L. A. sunshine!)

You people are really lucky! A bus system like yours and fabulous weather! I'm sure Ponce de Leon should have searched for the Fountain of Youth in Southern California, not in Florida!

Sincerely yours,
LELAND E. F. ALBIN

Petrie, of Engineering, Tells Anxiety

Forced to Evacuate His Village Green Apartment in Path Of Flood, He Watches From Hill as Waters Rush Down Streets, Demolish Dwellings—But Spare His Home!

HAROLD PETRIE, Designer in the Office of the Chief Engineer, lives with his wife in an apartment in Village Green near the corner of Coliseum St. and Cochran Ave. (see cover story). The couple were at home that fateful Saturday afternoon.

The following are questions asked by THE EMBLEM and Mr. Petrie's answers:

Q. Please tell what you did from the first time you heard about the flood until the next morning.

A. "At about 2:40 p.m. the police knocked on our door notifying us that the dam was leaking and was in danger of breaking. So we got in our machine and drove away to a neighbor's. I then went up on the hill on the east side of La Brea and watched the water come down."

Q. You didn't have any trouble getting out?

A. "No, only when we crossed La Brea the water was about a foot and a half deep and increasing all the time—this was at La Brea and Coliseum."

Q. When did you go up on the hill?

A. "Just before the dam broke, and that was about 3:00 or 3:30."

Q. What did you see?

A. "All the water came down and took the houses on Cochran and Cloverdale. Then it struck the big apartment buildings in the Village Green and demolished most of them. Luckily, the water was diverted around the apartment that I live in. For that reason, we only had water and some mud. All of the rubbish and automobiles



SPARED, though surrounded by flood debris, was the Petries' apartment.

were piled up along the driveway beside our apartment where our garages used to be."

Q. This is something you saw from a distance?

A. "I wasn't close to it because you couldn't get that near. I watched the water swirl around the buildings."

Q. What did the water look like as it rushed down?

A. "A yellow swirly mass about 15 feet high coming down Cochran, Cloverdale and the street west of us."

Q. Were you scared when you saw that dam break?

A. "You bet your life I was afraid! I didn't actually see the dam break, but I saw the water rushing down and it really shook me up."

Q. What did you do that night?

A. "We stayed over at this neighbor's house and wondered whether we had any home left. The next morning we went back there. The police let us through the lines and we started to clean the mud and water out of our place. It stained the carpeting and a couch."

Q. How high had the water risen?

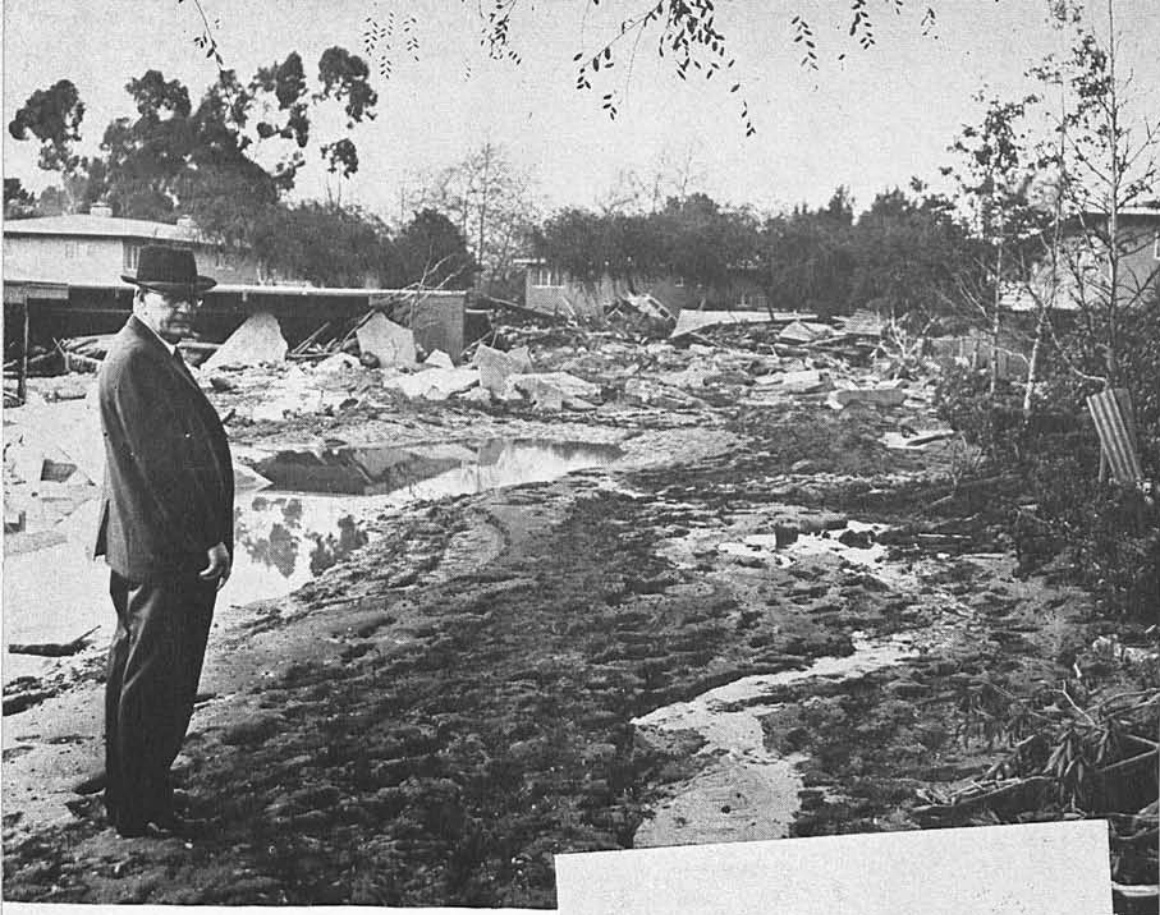
A. "I would say about two feet, but the mud was about two or three inches thick."

Q. You said earlier that the police were your first information that there might be a flood. What did the police actually say?

A. "They said that they were asking everyone to leave the area—that the dam was leaking and there was a good chance of it breaking. There was also a police helicopter blowing a horn above the neighborhood. There were a great number of police out, and they did a very good job."

Q. This is now the second of January. How do things look down there now?

A. "Well, the contractor for the government is in there with equipment and cleaning everything out—mud, rubbish, old lumber; and cleaning out the houses, too. Garages that are just standing dangerously they are knocking down, and these will be rebuilt. You see grand pianos and furniture and TV sets lying around. Bath-tubs and washing machines, too."



Village
Green,
Second
Day After
The Flood

ABOVE — Harold Petrie surveys the driveway west of his apartment building. In background several automobiles are hidden under piles of debris dashed by flood against trees.



CENTER — He looks across at his garage (out of left side of top photo).

LOWER — He gazes at the devastation east of his apartment building (still standing in left background). What appear to be boulders in large photos are large chunks of concrete and asphalt washed down from streets by flood.





VICTOR E. SIMMONS, Dispatcher: "I first heard the call on the police radio dispatching all metropolitan units to Adams and Rodeo Road. I sent Supervisor Harold F. Buchen over there. Then about five minutes later Instructor Louis J. Hubert called and said that the streets were blocked off south of Rodeo Road. . . . I usually relayed what information I heard to Assistant Chief Supervisor and Dispatcher Fred H. Busse and he handled it from the field." . . .



FRED H. BUSSE, Assistant Chief Supervisor and Dispatcher—in car still muddy from flood: "When I arrived at Coliseum St. and La Brea Ave. at 2:30 p.m. I observed water flowing northbound on La Brea. . . . I then contacted Dispatcher Simmons to detour all service away from the area of Rodeo Rd. and La Brea Ave. until an investigation could be made as to how bad conditions really were. . . . I proceeded. . . on foot to the south side of the reservoir. . . observed workmen in the north side making an inspection of a hole approximately 10 to 12 feet in height and 3 to 4 feet in width—in the dam." . . .



GEORGE BOOS, Senior Supervisor, diverting bus traffic from the flooded area, met anxious, frustrated riders. "One woman passenger said, 'What am I going to do? I have to go there! My children are there alone!'"



ALBERT L. BURKS, left, Division 3 Mechanic, tells fellow-Mechanic Sam Casillas at lunch of scenes in Fedco store where Mr. Burks and his wife were shopping: "We got to the store about 3:00 p.m. Lights started blinking about 4 or 4:30 p.m. . . . We stayed till dark, standing in three feet of water. The kids were on the counter. There were at least 1500 or 2000 people in the store. . . . They let us out the back about 6:00, when the water had started going down. We went to our car—a new Galaxie about four weeks old—in the highest part of the parking lot and found that water had gotten as high as the floorboards, which were covered with mud. We drove it out. The car cost \$300 to repair—everything was full of sand. . . . One couple had four kids in their car in the parking lot. The couple were in the store and not allowed out. . . . We had two baskets full of presents, but never got to buy them!" . . .



CARMEN LUPO, Division 5 Mechanic, took a coach to Jefferson and 10th Ave. Loop to replace coach Operator Sayre (see page 4) had brought in after driving through the flood: "I found his coach full of mud and water underneath, but OK to bring to the division under its own power."

They Were
THERE!

1964 Budget of \$45,178,500 Is Adopted by Authority

60% of Total Is Salaries and Wages of Employees; Allocations Made for Improvements at Many Locations

A TOTAL BUDGET for 1964 of \$45,178,500 was adopted by the Authority at the meeting of last Dec. 17.

Of this amount, *approximately 60%, or \$27,722,500, is allocated for wages and salaries.* The remaining 40% covers all other expenses. Of these, of special interest to employees are \$3,206,500 marked for *Employee Welfare* (including Social Security and unemployment expenses, payments required by pensions, medical, and group insurance plans, and workmen's compensation insurance costs); and *over \$4,000,000 for capital improvements* (including additions and betterments at divisions, offices, and shops; purchase of new coaches, trucks and automobiles; payments on equipment trust obligations; special bus rebuilding programs; purchase of office furniture, etc.).

For divisions, shops, and offices, the following program has been budgeted:

Division 1 (Los Angeles), \$36,000 for a new metal building, located on the site of the former substation (now removed), for use as a body shop.

Division 2 (Los Angeles), \$15,000 for parapet corrections. These involve removing all portions of buildings that overhang sidewalks, as required by a city ordinance.

Division 6 (Venice), \$20,000 to install new tanks for fuel and oil. Present tanks are showing corrosion.

Division 7 (West Hollywood), \$3,500, and Division 8 (Van Nuys), \$2,500, to place the transportation and garage buildings on separate electrical circuits so that both buildings will not be without light or power in case of electrical storms, etc.

Division 12 (Long Beach), \$400,000 for a complete new division.

Division 13 (Riverside), \$175,000 for a complete new division as described in the December, 1963, issue of THE EMBLEM. (A low bid of \$91,026 by the Reeder-Younglove Co. for

buildings was approved by the Authority Jan. 14).

South Park Shops, \$63,000 for a prefabricated metal building to house a small parts spray booth and a machine for grinding chrome-plated bumpers; for parapet corrections on three buildings; and for new lighting in the Purchasing Department. To finish 1963 projects at South Park, chiefly a new water supply system, an unexpended \$27,000 from last year's budget is available.

Transit Authority Building, \$140,000 for a base radio station of 300 watts of power, for new switching panels in the basement, and for other improvements.

Other items of capital expense include the following:

Down payment, freight, sales tax, and preparation for service of new coaches, \$404,500.

Payments on equipment trust obligations, \$1,990,000.

Automobiles and trucks, \$89,500.

Installation of newly designed axle housings, blower motors, and radiators to improve coaches, \$199,000.

Rebuilding 125 coaches, \$396,500.

Miscellaneous, including office furniture and equipment, \$64,500.

Other items in the 1964 budget include:

Supplies (bus parts, stationery, tickets, purchased repairs, etc.), \$2,003,500.

Fuel and tires, \$2,544,000.

Rents, utilities, and insurance, \$2,980,000. About 4/5 of this is for public liability and property damage insurance against the cost of accidents. Because—among other reasons—of the reduction in accidents brought about by improved performance on the part of Operators, this cost has been materially reduced for 1964.—Rentals (chiefly of the temporary Los Angeles Depot, and of data processing equipment) and the cost of gas, water, elec-



CREDIT UNION AWARD TO MTA—On behalf of MTA, Executive Director C. M. Gilliss, left, accepts California Credit Union League's Certificate of Appreciation from Lamta CU Treasurer T. V. Collins, who acts for the donors.

Lamta Credit Union Tops \$1,000,000 in Assets

"CONGRATULATIONS! I understand that the Lamta Employees Federal Credit Union assets rose over the million-dollar mark as of last Dec. 31," remarked Executive Director C. M. Gilliss to the Credit Union Treasurer, T. V. Collins, in early January.

He said it in accepting, on behalf of MTA, a framed Certificate of Appreciation from the California Credit Union League, represented by Mr. Collins. The Certificate was in recognition of the cooperation MTA and its predecessors have given credit unions over the past 25 years. It was dated Nov. 17, 1963, anniversary of the inception of the Lamta Credit Union and its predecessors.

Mr. Collins pointed out that part of the reason for the growth of the Credit Union is the pay-roll deduction plan—authorized by MTA in early 1961—for paying off loans and investing in shares (savings) in the Lamta Credit Union.

Estate loans are now available at the Credit Union at 3/4% per month.

Electricity, and telephone service make up the balance of this budget item.

Interest payments of \$2,066,500 on the outstanding bonds, and a total of \$1,091,500 to retire some of the bonds, complete the major items of expense in the 1964 budget.

Commendations ♦ ♦ ♦

141 Operators Honored For Courtesy In December

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

E. A. Abbott, Division 10; D. K. Aleshire, 7; C. E. Andrews, 4; R. W. Bailey, 7; D. W. Bartholio, 1; D. B. Bayliss, 4; G. J. Benchener, 12; T. F. Benedict, 7; Homer Blair, 2; Benjamin Boone, 7; Gerald Boone, 7; B. J. Boyd, 3; R. K. Breitz, 2; G. A. Briggs, 6; H. A. Brown, 2; T. H. Brown, 7; Joseph Brownfield, 1; H. W. Bryant, 7; J. D. Burns, 9; C. E. Burt, 3; D. M. Bush, 1; Robert Butler, 2.

O. H. Cambron, 2; E. E. Capek, 3; J. H. Coleman, 1; E. L. Combs, 9; Frankie Contreras, 3; Benjamin Cooper, 7; L. L. Craig, 11; C. V. Crosley, 10; E. A. Cure, 12; D. O. Curtis, 2; F. E. Dahlstrom, 10; W. R. Davis, 3; A. E. Davison, 1; L. G. De Luca, 6; Clifford Ellyson, 3; R. J. Faulkner, 7; A. A. Fedford, 1; M. H. Fisher, 11; O. R. Francis, 4; E. S. Frustaci, 7. H. G. Gardner, 3; J. G. Garner, 11; E. F. Gastel, 10; Fred George, 9; J. L. Gilmore, 9; W. J. Green, 9; W. J. Greene, 4; C. F. Greenfield, 6; T. L. E. Grimes, 1; O. H. Hale, 2; W. R. Hardie, 6; Odell Hayes, 2; R. W. Hays, 3; W. T. Henderson, 1; Theodoro Hernandez, 1; H. H. Hill, 4; Lawrence Hill, 7; L. M. Hobel, 8; Henry Holland, 2; R. E. Horton, 3; James Hunter, 2.

B. C. Idleman, 8; H. M. Johnson, 1; Albert Judson, 2; M. L. Keith, 8; D. J. Killmer, 2; A. E. King, 7; F. W. Koenig, 6; J. D. LaVancil, 8; W. E. Lee, 3; H. D. Lester, 12; C. E. Lewis, 7; J. E. Lewis, 10; D. G. MacIntyre, 2; John Martin, 1; P. R. Marwick, 3; W. L. Maurer, 9; W. D. Miller, 4; W. G. Milliken, 8; R. J. Monday, 6; E. F. Morgan, 9; Paul Morgan, 1; Carl Motley, 7.

George Nagra, 1; Ollie Newell, 11; H. G. Norie, 5; F. W. Nott, 3; R. E. Oliver, 7; A. C. Panzariello, 7; S. O. Parker, 2; J. C. Pateman, 2; R. G. Patkoski, 3; J. I. Pearson, 6; V. D. Powell, 7; L. B. Rees, 1; A. L. Robinson, 6; J. F. Rondel, 7.

C. E. Saddler, 4; L. W. Scott, 5; J. H. Seabron, 5; G. E. Serres, 9; W. T. Shumake, 4; G. R. Slapnicher, 10; D. J. Sly, 10; M. B. Smith, 2; Vincent Smoot, 1; C. W. Sterling, 3; J. W. Stevens, 6; W. M. Stevenson, 9; U. T. Strong, 7; G. E. Stumpf, 10; Edward Supplee, 3; T. A. Sutton, 10; S. C. Swanson, 8; F. R. Sweeney, 7.

R. A. Thacker, 8; R. J. Thiemke, 8; J. C. Thompson, 2; N. D. Thompson, 9; P. N. Thomsen, 10; E. S. Tobin, 12; Manuel Villagran, 2; C. P. Wagner, 10; D. E. Walker, 7; William Walsh, 9; H. J. Warnock, 7; J. A. Warren, 8; R. L. Webster, 6; J. C. Weirick, 11; C. E. Williams, 2; J. K. Williams, 2; L. E. Williams, 7; J. D. Wills, 2; F. D. Wilson, 7; O. L. Wilson, 2; J. E. Wise, 4; C. W. Wisler, 7; A. W. Wooley, 2; Ernest Wright, 1.

SUPERVISORY COMMENDATIONS

Supervisor R. W. Acres commended Operator *D. O. Haase*, of Division 1, for willingly leaving his terminal on Dec. 3 earlier than scheduled and working extra mileage, in order to prevent a delay in service.

Service Director Madison Seifried commended Instructor *E. M. Anderson*—in a letter to Chief Instructor M. J. Storer—stating:

"Instructor *E. M. Anderson*, who was assigned to Terminal 17 on New Year's Day, should be complimented for the excellent way in which he assisted in handling the operation through the Terminal."

General Superintendent of Transportation George F. Goehler on Dec. 16 addressed a letter to Mr. Storer commending Instructor *Louis J. Hubert* for the latter's aid during the afternoon of the Baldwin Hills flood. Wrote Mr. Goehler:

"Instructor Hubert was in the area when the first information was available that there was an impending disaster, and his services from that point on for the remainder of the afternoon did much to alleviate injury to our employees and our equipment and gave us advance information that was otherwise unavailable. As a result

of his calls, we were able to get our personnel and equipment out of the area quickly and also dispatch our radio-equipped Supervisor automobiles to strategic points where we could exercise proper control."

Supervisor R. K. Davis commended Division 1 Operator *S. C. Maye* for making an extra trip on Brooklyn and Hooper Ave. Line 2, Dec. 27, beginning at 1:05 a.m., in order to prevent a long service delay.

Supervisor Eugene Barnett, Jr., commended Division 11 Operator *George R. Loveday* for the latter's concern for and helpfulness toward another Operator who became ill on a Line 58 run at Manchester Ave. and Beach Blvd. Jan 6 at 10:45 p.m. Mr. Loveday "called Dispatcher, closed farebox and took upon himself to make sure Operator's belongings and equipment were secure—also made Operator's turn-in for him," wrote Mr. Barnett.

Cool Head near Hot Fire Wins Praise for Powell

Nov. 26th, 1963

To the MTA Bus Co.
Dear Sirs:

On the 12th of this month—a Tuesday—I was a passenger on an inbound No. 3 bus on 6th Street between Grand and Olive Streets. A car was stalled in the path of the bus I was in.

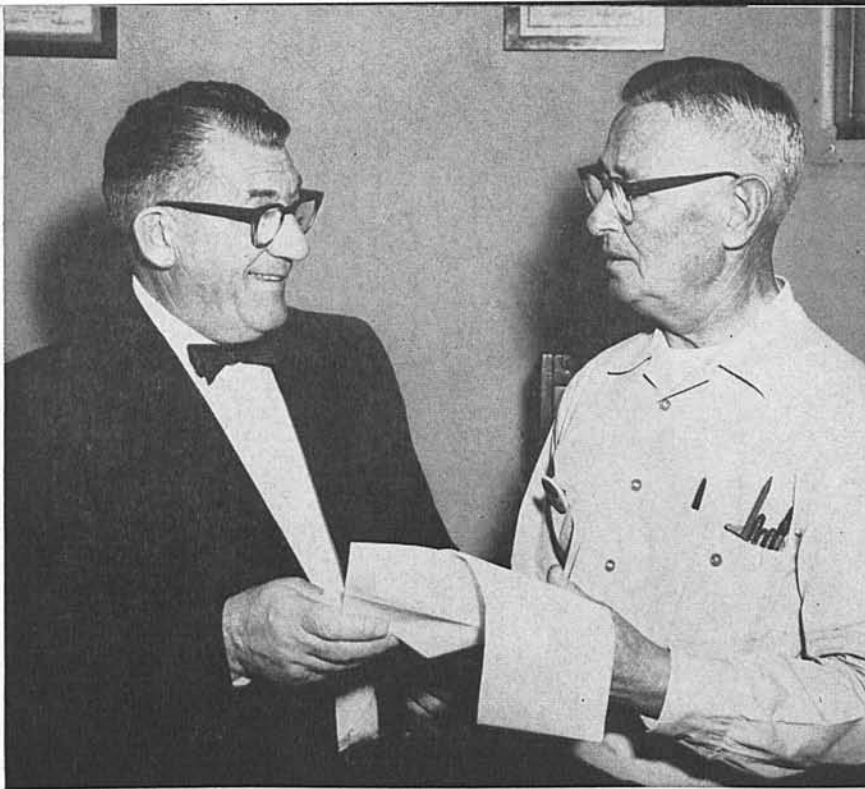


V. D. Powell

In a split second a loud explosive noise was heard. People jumped up to see what had happened—including myself. The car

that was stalled was afire and everybody was scrambling to get off.

The bus driver, Mr. Vernon D. Powell, . . . used very good presence of mind in calming his passengers by getting them off the bus quickly and orderly to the sidewalk—getting back on the bus to get the fire extinguisher—putting the fire out in the car—and



JANUARY, 1964 — Operator Joseph A. Warren, right, is shown by his Superintendent, Thomas Arnott, of Division 8, the letter that led to the selection of Mr. Warren as Operator of the Month for January — for outstanding courtesy.

Joseph Warren, Division 8, Wins Jan. Courtesy Title

"JUST DOING MY BEST" to be efficient, and trying to treat each person as though there's nobody else in the world like him."

That's the formula Division 8 Oper-

ator Joseph A. Warren has used as his daily guide during the 25 years he has served MTA and its predecessor companies.

It has won him friends, and it in-

doing all this in seconds before the fire company arrived.

I was so impressed with his actions I took his name, badge, and division number to let your company know just what kind of bus drivers you hire—here's thanking you in advance.

Yours truly,

MRS. OLIVORES L. SHANNON
1354½ E. 15th St.
Los Angeles 90021

"I heard what sounded like a sonic boom, with flames coming from the ground and smoke from under the hood," stated Operator Powell, when contacted later.

"I unloaded my passengers for safety. People were very calm. They didn't panic."



**RUNNERS-UP FOR JANUARY
OPERATOR OF THE MONTH**

R. J. Robinson
Division 7



C. F. Greenfield
Division 6

fluenced a regular rider, Mrs. H. E. Mitchell, to write him a letter of commendation that led to his selection as January Operator of the Month. Her letter stressed, in capital letters, his "COURTEOUS AND FRIENDLY SERVICE."

He also owns a 15-year safety award pin.

RUNNERS-UP

Division 7's R. J. Robinson and Division 6's C. F. Greenfield were runners-up in the January program.

Mr. Robinson was commended for his courtesy in lending a school girl a dollar when she discovered she had left her purse at home.

Mr. Greenfield was commended for his courtesy to all and his self-restraint in handling a "difficult" passenger.

DECEMBER, 1963 — Operator Julian Garcia, of Division 12, proudly shows the Certificate of Merit he, as Operator of the Month for December, has just received from MTA Chairman A. J. Eyraud, left, for outstanding courtesy. BRT General Chairman Don H. Sheets looks on and warmly compliments the happy recipient.





SHE SPREADS CHEER—Mrs. Gertrude Grabinski, giver of many gifts, pays her fare as she boards Operator Ken Strobel's Line 63B coach Monday, Jan. 6, at Brightwood and Atlantic. She brought presents for his wife and daughter.

PASSENGER OF THE MONTH

"Little Old Lady" of Monterey Park Spreads Cheer with Frequent Gifts

"TALKING ABOUT the spirit of Christmas," said Operator Ken Strobel, of Division 9, "a little 80-year-old lady—I don't know her name—who rides my Line 63B schedule is always spreading cheer by giving presents to me and her other friends all during the year.

"She's been riding with me for the past 2½ years—ever since I've been on that run, and maybe longer. Usually with her two grandchildren, she gets on at Brightwood and Atlantic almost every Monday morning at 10:47 and rides to Los Angeles, where she often buys yarn in order to make things to give away—mostly knitted articles like beanies and potholders. Sometimes she'll buy a bunch of ball-point pens or handkerchiefs and give them away.

"I made 175 presents this year," she told me when she boarded my bus just after New Year's.

"It's regular procedure when she gets on for her to say, 'Is the fare still 41¢? I want to be sure 'cause I don't want to cheat anybody.'

"Today (Jan. 6) when she boarded my bus she brought me two dresser scarves—one for my wife and one for my daughter.

"She's always so friendly and cheerful that I think she ought to be made 'Passenger of the Month'—just as we have an Operator of the Month."

Investigation revealed that the passenger is Mrs. Gertrude Grabinski, of 1803 Cielito St., Monterey Park.

Who is *your* choice for Passenger of the Month?

Can You Claim A Refund on SDI Tax?

A REFUND may be due you on your State Disability Insurance tax (shown as SDI on your earnings statement), if you fulfilled all of the following conditions during the year 1963:

- (1) You worked for two or more employers—and
- (2) You received more than \$4,600 for work performed in California—and
- (3) You had deductions for Disability Insurance (either the State or a voluntary plan) taken from your wages—and
- (4) The total of such deductions exceeded \$46 for the entire year.

To claim a refund, secure an application Form DE 1964 from the Personnel Department, Room 606, Transit Authority Building, or any local office of the State of California Department of Employment. These applications must be filed before June 30, 1964.

SDI Benefits Upped—Your Tax, Too

BECAUSE OF AN INCREASE in the average weekly wage in the State of California, weekly benefits from State Disability Insurance will be increased from a maximum of \$75 to a maximum of \$77 for disability commencing on or after January 1, 1964, it has been announced by Director of Personnel W. C. Scholl.

At the same time, there will be a slight increase in the total amount each employee will pay for SDI, Mr. Scholl said. While the tax rate of 1% has not been increased, it will, during 1964, be applied to the first \$5,100 in earnings instead of the former \$4,600. The net result will be a maximum of \$5.00 more in taxes during the year 1964.

Mr. Scholl also stated that there would be no increase in the Old Age and Survivors' Insurance (Social Security) deductions, which stand at 3⅞% of the first \$4,800 in earnings.

Help ACME
Help Others!

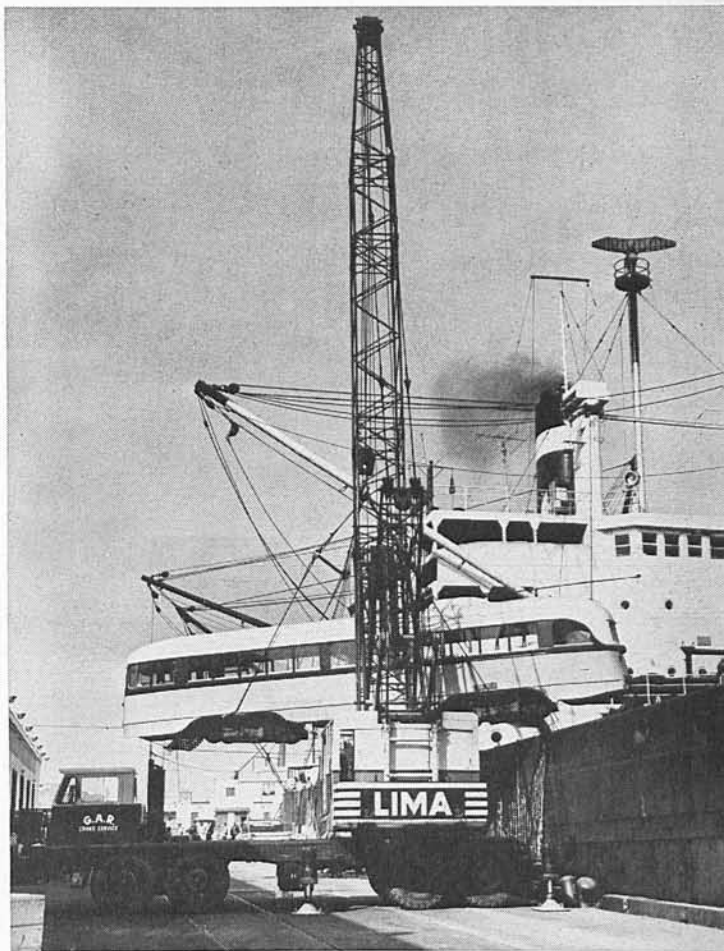
If You Aren't a Member, Join Today!

Sign a Pay-Roll Deduction Card—Ask Your Supervisor
Or Call the Personnel Department, Ext. 281



JAPAN — Wearing headphones to hear instantaneous translation by interpreters of maintenance information given by General Superintendent of Equipment Maintenance George H. Powell, right, are four Japanese union leaders who visited MTA on Jan. 6. From left, they are Jinichi Katayama, President, Kinki District Headquarters, Japan Telecommunication Workers Union; Gensho Takeda, Secretary General, Hokkaido Regional Organization, Japan Postal Workers Union; Masaji Kinoshita, President, Osaka Municipal Transportation Workers Union; and Toshifumi Tateyama, President, Toshiba Electric Workers Union. At right are two interpreters: Y. M'yoshi and T. Imuta. The group was near the close of a 50-day tour of American cities, under sponsorship of the U. S. Department of Labor's Trade Union Exchange Programs Division. Men were to return home Jan. 15.

International



BRAZIL — Seated in MTA Board Room Dec. 18 are transportation workers team from Brazil traveling under the same sponsorship as the Japanese (above). From left, they are Elzide Scoz, Truck Driver; Vincenta Gomez and Jose Freitas, Bus Drivers; Vitaína Pereira, Taxi Driver; Onessimo Barbosa, River Sailor; Jose Ferreira, Taxi Driver. At right is interpreter, Sonia Docal. Standing are, from left, Martin L. Wagner, Team Manager, U. S. Department of Labor; three MTA executives: General Superintendent of Transportation George F. Goehler, Acting General Manager M. Edwin Wright, Director of Public Relations Reed O. Christiansen; and two BRT officials: K. R. Moore, Local Chairman, and Don H. Sheets, General Chairman. The Brazilians asked many questions of those standing about policies of MTA.

CHILE — One of two MTA rail cars (Numbers 3065 and 3077) being hoisted aboard the Grace Line's SS Santa Adela at Los Angeles Harbor Jan. 10. Destination: mines of the Chilean Nitrate Corporation. The two cars will be used as demonstrators for use in transporting the firm's 11,000 workers from various communities to the mines, according to David M. Carson, President, American International Bus Exchange, brokerage firm which, affiliated with John D. McGuigan, Inc. handles the sale of MTA's retired transit equipment. If the two demonstrators prove satisfactory, the mining company will purchase other MTA rail cars, which will be coupled into two-car trains with power in the lead car, according to Mr. Carson. He stated that the concern now operates an electric railroad with 42-inch-gauge tracks — the same gauge as was formerly in use on MTA lines—but that up to now miners have been hauled in converted box cars—The two demonstrators were to be unloaded at Antofagasta, shipped on flat cars to the mines.





IMPRUV-UR-RECORD

Winners —
Nov. and Dec.



TOP LEFT AND RIGHT — Winners of first place for November and December in their respective groups: Division 1, left, in Group I; and Division 8 in Group II. For the first time, both winners for one month also won the next month! In left-hand picture, Division I Superintendent C. A. Schulz and Operator Jack M. Lyddiard hold trophy. In right-hand photo, presentation of trophy by BRT Local Chairman A. E. Landers, left, to Operator Harold J. Wright seems to be running second in interest to cake being offered by Operator A. B. Bogartz to Mr. Wright and by Safety Engineer Ernie Braman to Division Superintendent Thomas Arnott, next to Mr. Landers. The reason: that day, Jan. 9, was the birthday of Mr. Arnott and Operator Wright.



LOWER PHOTOS — Winners of first place for October in each group. In upper picture, Assistant General Superintendent of Transportation Jack Stewart holds trophy for Division 6 winners in Group II. In white uniforms are members of Equipment Maintenance forces invited to the presentation. In lower picture, Operators gather at Division 3 as Local Chairman E. A. Nelson, left center, and Division Superintendent A. C. Tieman, right center, hold trophy awarded Group I winners. BRT donates all safety trophies.

Overall Winners to Be Announced Feb. 16

ANNOUNCEMENT of Impruv-Ur-Record contest winners for the overall nine-month period will be made on Feb. 16, according to Supervising Safety Engineer J. W. Prutsman.

Winners for January, final month of the current contest, will also be announced on that date, Mr. Prutsman said.

In Memoriam

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

Fred Barnes, 87, retired Work Trainman, Way and Structures Department; Nov. 15, 1963; service from 1907 to 1948. Survived by his sister, Mrs. Ada Webber, of Clifton, N. J.

Leon P. Bean, 74, retired Supervisor, Transportation Department; Dec. 17, 1963; service from 1917 to 1945. Survived by his wife, Linda, of Inglewood.

Charles H. Cooper, 69, retired Supervisor, Transportation Department; Jan. 8; service from 1928 to 1959. Survived by his wife, Nona, of Pomona.

Ygnacio Duron, 66, retired Mechanic, South Park Shops; Dec. 23, 1963; service from 1912 to 1963 (51 years!). Survived by his wife, Rose, of Los Angeles.

Ray L. Eastham, 65, retired Ticket Clerk, Transportation Department; Dec. 29, 1963; service from 1925 to 1960. Survived by his wife, Bertha, of San Gabriel.

Ermal Fain, 41, Operator, Division 7, and his wife, Marjorie; both killed in the same auto accident, Christmas Day, 1963. Mr. Fain's service dated from 1955. He is survived by his sister, Mrs. Dorothy Marshall, of Buena Park.

Lynn M. Hills, 79, retired Operator, Division 5; Jan. 6; service from 1920 to 1954. Survived by his wife, Edith, of Los Angeles.

Jacob Kohl, 62, Mechanic, South Park Shops; Dec. 21, 1963; service from 1944. Survived by his wife, Margaret, of Alhambra.

Santiago B. Lopez, 74, retired Mechanic, Equipment Maintenance Department; Dec. 18, 1963; service from 1945 to 1958. Survived by his wife, Jael, of Los Angeles.

Martha McCollum, wife of retired Operator (later Watchman) Donald A. McCollum; Nov. 22, 1963. Survived by her husband, whose service was from 1929 to 1962.

Edward T. McVerry, 44, Operator, Division 20; Dec. 20, 1963; service from 1956; survived by his wife, Doris, of Burbank.

Roy C. Ruggles, 77, retired Field Representative, Personnel Department; Dec. 2, 1963; service from 1909 to 1954. Survived by his wife, Ethel, of Richmond.

Edna J. Tilley, 76, retired Chief Information Clerk (MCL); Dec. 9, 1963; service from 1927 to 1957. Survived by her grandson, Bruce F. Thompson, of Whittier.

Ray Williamson, 56, Operator, Division 9; Dec. 6, 1963; service from 1935. Survived by his wife, Pearl, of Rosemead.

Robert L. Woodrow, 61, Instructor, Transportation Department; Dec. 28, 1963; service from 1930. Survived by his wife, Wanda, of Los Angeles.

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Nov. 25 and Dec. 26:

Equipment Maintenance Department

MECHANIC A: Anthony A. Privitera, Division 5.

MECHANIC B: Ronald J. Beerer, Division 7; Ennis E. Cook, 5; Frank C. Mons*, 5; Ray R. Ody*, 5; Chester W. Rauch*, 2.

UTILITY A: Jess B. Morales,* Division 6.

Purchasing and Stores Department

JUNIOR PRICE CLERK: John King, Jr.

JUNIOR STOCK CLERK: Christopher W. Sandberg, Jr.

Real Property Management Department

INFORMATION CLERK: Barbara J. Colvin; Hazel L. Eremento.

Special Agents Department

PATROLMAN: Ronald G. Todd.

Retirements

BEST WISHES TO:



CHARLES STEPHENSON
Operator
Division 9
Retired 11-22-63
Service: 21 years



CARL E. HASKIN
Ticket Stock Clerk
Ofc. Chf. Engr.
Retired 12-1-63
Service: 40 years

Transportation Department

OPERATOR: Donald G. Ballinger, Division 10; Carroll G. Banks, Jr., 7; Robert A. Brown, 2; Donald B. Franks, 7; Horace Hodges*, 11; Bobby C. Honeycutt, 1; Joe D. Hurley, 1; Gary M. Iftiger, 2; Kenneth Jones, 7; Arthur Larkin, 7; Ernest J. Marshall, 2; Ralph Menchaca, Jr., 1; Deeb Morad, 2; Stanley F. Oawster, 7; Wesley L. Ogden, 1; Hans E. Phillips, 7; Eugene Reid, 11; James E. Sherfey, 11; Raymond G. Siegel, 7; Richard W. Still, 1; William J. Strong,* 3; Francis J. Sullivan, 11; James W. Tierney III, 6; Douglas P. Whittingslow, 10; James M. Zimmerle, 2.

*Re-employed

On Their Way Up

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

Bryan T. Jobgen from Junior Stock Clerk, Purchasing and Stores Department, to Vari-Type Layout Operator, Transportation Department, Nov. 25. Employed June 28, 1961.

William V. Lorusso from Operator-Extra Supervisor, Division 1, to Supervisor, Transportation Department, Dec. 1. Employed Aug. 28, 1946.

Tracy S. Lukes from Mechanic B to Mechanic A, Equipment Maintenance Department, Dec. 15. Employed Sept. 10, 1943.

Norman C. Martel from Junior Stock Clerk to Truck Driver Clerk, Purchasing and Stores Department, Dec. 4. Employed Oct. 27, 1961.

Claude H. McCracken from Operator-Extra Division Clerk, Division 4, to Division Clerk, Division 1, Transportation Department, Dec. 1. Employed Nov. 5, 1960.

Charles J. Murrell from Mechanic B to Mechanic A, Equipment Maintenance Department, Dec. 15. Employed May 5, 1946.

Leonard Schardijn from Mechanic B to Mechanic A, Equipment Maintenance Department, Dec. 1. Employed Sept. 21, 1959.

James T. Wiley from Stock Clerk, Purchasing and Stores Department to Ticket Stock Clerk, Office of Chief Engineer, Nov. 22. Employed July 24, 1958.



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