

The



Emblem

76-137

MARCH, 1964



- SWEEPSTAKES WINNER — and Other Safety Champs (pp. 2-5)— in Pix
- "Patsy" and "Shoe" Use the Sign Language (pp. 6-7)
- Sharp-Eyed Operators Help Special Agent Catch Robbers (p. 10)
- ATA Meet (p. 9) —Viaduct Goes (p. 16)—If You're Hurt (p. 8)



PUTS "SWEEP" IN SWEEPSTAKES—Division 8 Superintendent Tom Arnott, with the help of Operators, "sweeps" the other

divisions (numbered pieces of paper) off the front steps of the Van Nuys Division as part of the celebration Mar. 5.

IMPRUV-UR-RECORD

Division 8 Group II Winner

AMONG THE PRIZE WINNERS—Seated, holding an electric frying pan, is George T. Pfeifer. Standing, from left, are R. E. Arnold, holding a lighter; L. M. Wolfenbarger, holding a transistor radio with case; L. F. Hall and Grant Copenhaver, each with lighter. Many others won prizes but were not present to receive them—but prizes were still theirs.



SPECIAL GUESTS pose with Mr. Arnott (extreme right). At left is Capt. W. T. Pinheiro, California Highway Patrol. Others are from the Los Angeles Police Department. From left: Officers J. Paul Hughie and A. J. Johnson; Sgt. Don G. McMullen, Officer Robert Carlson, and Lt. Jim Lane—all of the Education Section, Traffic Services Division. (Death has since then called Capt. Pinheiro.)

VICTORY LUNCHEON—on the house.



IMPRUV-UR-RECORD

Division 3, Winner, Group 1

CAPT. E. L. GREER, of CHP, congratulates the winners of Group 1, while "chefs" in background prepare to serve lunch—left to right in aprons are Safety Engineers Charlie Hardy, Ernie Braman, Joe Prutsman, and Francis ("Don") Donnelly.



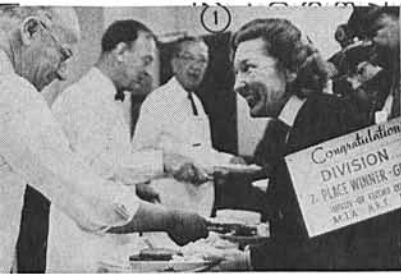
WITH TROPHY are, from left, Operator W. D. Martin, Supervising Safety Engineer J. W. Prutsman, Division 3 Superintendent A. L. Tieman, Operator (and Griever) Jim Sly.



PRIZE-WINNERS—From left are Frank Huizar (steam iron), James Jones (lighter), Leonard Isidor (electric coffee pot), C. F. Bloodgood (wallet), C. E. Burt (pen and pencil set), George W. Miller (wallet), and Alfred Rappaport (radio).

THE LINE-UP for the appetizing cold-plate luncheon—each division had same menu.





**DIVISION 1—
Second Place
Group 1**

(1) Operator Sally Mackin gets her plate of victory luncheon. (2) Operator George Nahra hands Eddie Delmar, visitor from Division 6, a cup of coffee. (3) At luncheon, CHP Inspector H. W. Null and General Superintendent of Transportation

George F. Goehler (right foreground) join Operators. (4) With trophy are Operator Wolfgang Weichert, left, and Supervising Safety Engineer J. W. Prutsman, who, spark plug of the entire safety program, is often referred to as "Safety Joe."



DIVISION 6, Second Place, Group II
ABOVE—Anticipation. RIGHT—Realization.



IMPRUV-UR-RECORD

Other Winners

DIVISION 4, Third Place, Group I
GOOD FELLOWSHIP prevails at victory luncheon.

INSET—Division Stenos Wanda Wood, left, and Kathy Root sample luncheon, toast winners.





HARLAN ("SHOE") SCHUMACHER, Sign Painter, shows a few of the stencils made at South Park for use in painting innumerable signs of all kinds for various MTA departments—especially Transportation and Property Maintenance Departments.

PASQUALE ("PATSY") GIACOLONI, Leadman in the Sign Department, shows how many of the stencils are made as he cuts letters $\frac{5}{8}$ " high on one of the three stencil-cutting machines shown in the photo. The shop actually has four such machines, each cutting a different size letter: $\frac{3}{4}$ ", $\frac{5}{8}$ ", 1", and $1\frac{1}{4}$ ". The largest machine is not shown.





ABOVE—Many stencils involving larger letters must be cut by hand.
RIGHT—"Shoe" paints many signs freehand; here's one.



"Patsy" and "Shoe" Aren't Deaf and Dumb, but They Use —

THE LANGUAGE OF SIGNS

JUST ABOUT every kind of sign you can think of is made for almost every department of MTA by a total force of two men working in a section of the Body and Trim Shop at South Park under the supervision of General Foreman A. F. Kilgore.

They are Pasquale ("Patsy") Giacoloni, Leadman; and Harlan ("Shoe") Schumacher, Sign Painter.

Using both freehand and stencil methods, they paint on wood, metal, paper, and cloth, the material depending on the type of sign wanted.

"Sign painting runs in spurts, according to the season," observed the painters. "The opening of Hollywood Park, Santa Anita, the County Fair, Hollywood Bowl, and other special seasonal events means we are extra busy at those times, making signs of all kinds. A schedule change usually involves making new signs."

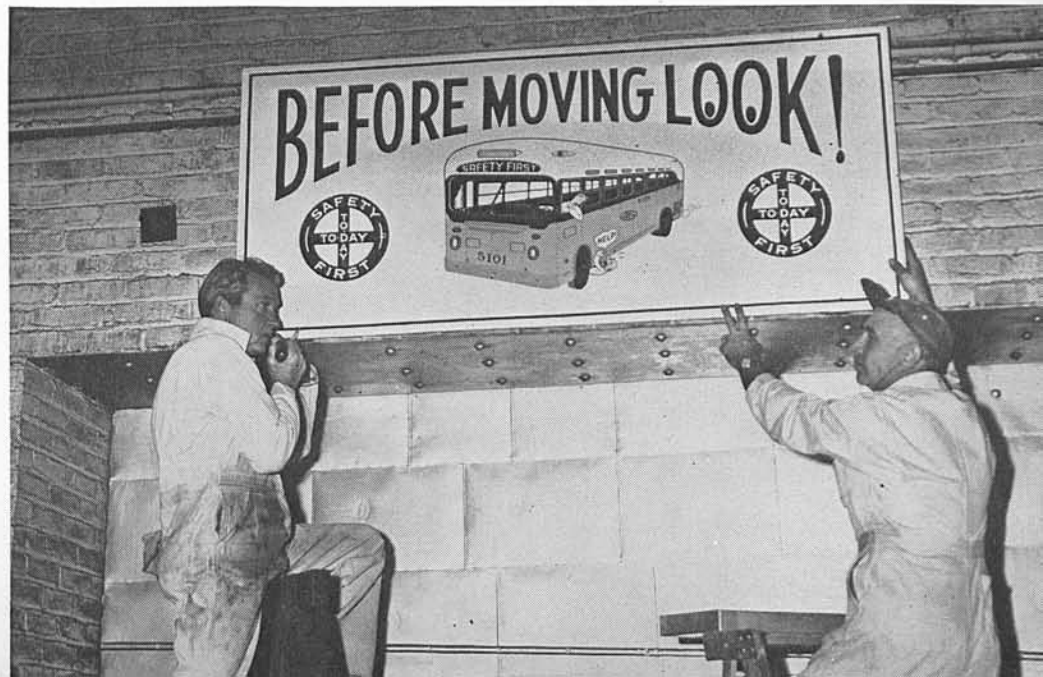
Among miscellaneous signs they make are property signs, name signs,

warning signs, directional signs, passenger information signs, and safety signs.

"The department involved gives us the copy they want on the sign, the

space the sign is to fit, and usually the colors they want. The layout is up to us—and layout is 50% of the appearance and effectiveness of the sign," said "Patsy" and "Shoe."

SAFETY in the shops has had many boosts from freehand signs like this one executed by Mr. Schumacher and hung in conspicuous positions for all to notice.





FREEWAY FLYER BENCH—the first of a number of such benches being installed at freeway bus stops in Southern California — is tried out by, from left, A. C. Birnie, District Engineer, Administration, State Division of Highways; Kenneth Hahn, Los Angeles County Supervisor; and C. M. Gilliss, MTA Executive Director. "All aboard," says Operator C. W. Tinker, showing his "Freeway Flyer" dash sign to the three "passengers," who seem too comfortable to leave the bench.

Benches Placed At Freeway Stops

THE FIRST of a series of benches to be installed for the convenience of waiting passengers was placed on the Harbor Freeway at Santa Barbara Ave. on Mar. 12.

Los Angeles County Supervisor Kenneth Hahn joined District Engineer A. C. Birnie, State Division of Highways, and MTA Executive Director C. M. Gilliss for the inaugural installation.

Benches are also being placed at other freeway bus stops. Arrangements for the installations have been made through the cooperation of the three agencies represented.

MTA Now Self-Insured for Workman's Comp

Speedier Care and Faster Payment of Benefits Expected to Result From New Plan Controlled by Personnel Dept., Handled by Transit Casualty

BY ACTION of the Authority, the MTA became self-insured for all industrial injury cases occurring on or about 12:01 a.m., Mar. 1, 1964, according to an announcement by Director of Personnel W. C. Scholl.

Before this date, all job-incurred injuries to MTA personnel were handled by the California State Compensation Insurance Fund.

Under the new self-insurance program, the Personnel Department will provide general control and supervision, with the Transit Casualty Co. acting as administrator, Mr. Scholl said. The Transit Casualty's Workmen's Compensation Section will handle the detail work, including the liaison work.

"This new arrangement will enable us to provide the injured employee with more immediate contact and care,

as well as faster payment of benefits," the Director of Personnel stated. "Also, as the administration of the program is now within our realm of operations, we have hopes of establishing an improved and more comprehensive safety program."

PROCEDURE FOR ON-DUTY INJURIES

Here's what to do if you are injured while on duty, according to Mr. Scholl:

1. *Secure* first aid.
2. *Report* the injury, regardless of how minor it may appear, to your supervisor. If medical treatment is necessary, request from your Supervisor a medical service order before going to doctor or hospital.
3. *Complete* Employee's Report of

Injury (Form 38-63) as soon as possible. Secure a copy from your supervisor.

4. *Inform* doctor, hospital, or pharmacy that MTA is self-insured and that bills for services rendered should be sent to LAMTA, attention Workmen's Compensation Section, 400 Transit Authority Building, 1060 S. Broadway, Los Angeles 90015.

FOR ON-DUTY INJURIES ONLY

"Remember, Workmen's Compensation Insurance covers only *on-the-job* injuries or illnesses—not off-duty injuries or illnesses, or injuries to passengers," cautioned the Personnel Director.

"Let's hope more of us will have fewer injuries to report!" he concluded.

MTA Officials to Lead ATA Western Conference In Los Angeles Apr. 5-8

C. M. GILLISS, MTA Executive Director, will be General Chairman of the Western Regional Conference of the American Transit Association to be held in Los Angeles Sunday through Wednesday, Apr. 5-8.

Headquarters will be the Biltmore Hotel, at Fifth and Olive Sts.

A. J. Eyraud, Chairman of the Authority, will preside at the opening general session on Monday Apr. 6, at 10:00 a.m. At this session Mr. Gilliss will present the keynote address.

Other MTA officials will also function at the Conference:

Cone T. Bass, General Manager, will serve on the Program Committee and take part in a Tuesday afternoon panel devoted to beneficial new ideas tried out at MTA during the past year.

George F. Goehler, General Superintendent of Transportation, will discuss, at a Tuesday session devoted to internal relations, what operations expects from management.

E. R. Gerlach, Chief Engineer, and William D. McEwen, Senior Design Engineer, will discuss phases of rapid transit as related to Los Angeles. Talks are scheduled for 9:00 a.m. Tuesday. Mr. Gerlach will preside in the afternoon over a field trip to the Air Pollution Control District Monitoring Station and Chemical Laboratory at 434 S. San Pedro St.

George H. Powell, General Superintendent of Equipment, will be Vice-Chairman of the Maintenance Conference. On Tuesday morning he will preside over a panel session on "Maintaining the new GMC and Flexible Buses." Panelists will be George H. Wells and A. W. Seyferth, Assistants to the General Superintendent. In the afternoon, Mr. Powell and his assistants will take ATA guests on a tour of the South Park Shops.

W. T. Reynolds, Director of Purchasing and Stores, will give a talk at 2:30 p.m. on Tuesday on "Triple Header Costs."

John Curtis, Senior Transportation Engineer, will discuss, on Monday, at a public relations session, "Experience on Use of Freeways by Mass Transit."

D. P. Crooks, Accounting Systems Analyst, will report at Tuesday morning's accounting session on MTA's data processing system.

Marvin H. Storer, Chief Instructor, will take part in a Tuesday session on Operator training.

Wives of a number of MTA executives will serve on a Ladies' Entertainment Committee: Mmes. C. M. Gilliss, C. T. Bass, H. L. Black, R. O. Christensen, E. R. Gerlach, G. F. Goehler, G. H. Powell, W. C. Scholl, and M. E. Wright.

Mr. Gilliss will preside at the final general session on Wednesday.

Three Teacher Groups Spend B-E Days with MTA

MTA WAS HOST to three groups of public school teachers on Business-Education Days in February and March.

Alhambra teachers visited the South Park Shops Feb. 26 and also heard a rapid transit talk by Senior Transportation Engineer John Curtis and a labor relations discussion by Director of Personnel W. C. Scholl.

Lynwood teachers on Mar. 9 heard Executive Director C. M. Gilliss discuss rapid transit and later visited the Information Center on the seventh floor of the Transit Authority Building, under the guidance of Charles Haudenschild, Real Property Manager and head of the Information Department.

Pasadena teachers on Mar. 13 had a visit similar to that of the Lynwood group.

MTA Public Relations Representative T. N. Bristow served as liaison man between the teacher groups and MTA.

"The teachers were most appreciative of the opportunity to hear at first hand of MTA's history and plans for rapid transit," said Mr. Bristow. "Every group was surprised at the extent and scope of our operations."

Division 8 Operators Vote Thanks for Lunch

"ALL OPERATORS at Division 8 agree with me that we owe the management and Transit Casualty a vote of thanks for the fine meal served us as a Victory Luncheon," said Operator Lois Reinink, sole woman of the division.



PROUD FATHER — Tom Arnott, Superintendent, transportation, of Division 8, shows photo of his son, Tom Robert, 17, chosen Hi-Y Boy of the Year in Burbank in January by the YMCA. The lad won a prize of \$125 for this honor, and was also selected Senior Senator at Boys' State, Sacramento. He will graduate in June from Burbank High School.

Demolition of Viaduct Helps Make Way for New Downtown Bus Terminal

(See pictures on back cover)

THE PROPOSED new downtown Los Angeles bus terminal built by Greyhound and incorporating MTA facilities took another step toward reality in February and March with the demolition of the historic Pacific Electric Viaduct which occupies part of the site of the new station.

Construction of the \$10,000,000 terminal, to be erected by Western Greyhound Lines on the square block bounded by Los Angeles, Sixth, and Seventh Sts. and Maple Ave., will begin before the end of the year, according to R. E. Thomas, President of Western Greyhound.

The terminal will have a pedestrian concourse on the street level serving the Greyhound bus concourse on the second level and the MTA concourse on the below ground level. Public parking for 625 automobiles will be provided on the roof.

Long a downtown landmark, the Viaduct was built in 1916 to relieve congestion in the Main St. Station. Extending eastward to San Pedro St., it enabled the PE trains to loop through the station via San Pedro St. The usefulness of the Viaduct ceased April 9, 1961, when the last interurban train to Long Beach pulled out at 3:34 a.m.

The old Maple Ave. Substation has also been torn down.



JUST SWORN IN as citizens of the United States are Division 3 Operator and Mrs. Reginald P. Willing, former British subjects. In background is the Federal Building, Los Angeles, where they pledged their allegiance Mar. 5.

AMERICAN CITIZENSHIP was awarded Mar. 5 to Division 3 Operator Reginald P. Willing and his wife, Shirley.

The Willings came to the U. S. in 1953 from London, where Mr. Willing had driven double-decker London Transport buses for seven or eight years.

NEW U. S. CITIZENS

Call 'Em Yanks, Not Limeys, Now

"So to all my friends at MTA, please note that I am no longer a 'Limey.' Just call me 'Yankee'—I have the papers to prove it," said the new citizen.

"Although we gave up a couple of evenings each week to attend classes in citizenship—and that was no easy task while working the unpredictable hours of the extra board—we feel that the effort was well worth while, for we now not only know more about American history and government, but we have been rewarded by attaining our goal of becoming American citizens."

Mr. Willing compared driving in London with driving in Los Angeles:

"Conditions in the two cities are vastly different, beginning with the fact that in London you drive on the left-hand side of the road. The streets and roads in the London area are much narrower, therefore making the traffic more congested. In Los Angeles you have everything going for you: wide streets, automobiles remaining in their own lanes under normal conditions,

and pedestrians more controlled, with crosswalks and lights telling them where and when not to walk.

"In the London area, people cross the street where and when the mood strikes them, even when the intersections are signal controlled. There are no traffic tickets issued for this practice, as it is not against the law. However, there is one law that is the same in both countries: it has never been open season on pedestrians."

The former London Transport driver also described conditions on the London buses:

"Buses are double-decked and two-man operated with a driver and a conductor. The driver is in a separate compartment from the passengers and his sole job is driving.

"Passengers are allowed to smoke on the top deck and everyone takes advantage of this privilege. With every window closed against the cold weather over there, the conductor has to fight his way through a thick blue haze of smoke in order to collect the fares."

16 Hold-Ups Cleared Up as Descriptions by Operator Victims Lead Special Agent Kelso to Two Teen-Age Bandits

THE MYSTERY surrounding 16 robberies on MTA buses was cleared up last Jan. 23 when Special Agent Richard W. Kelso and Los Angeles police he had tipped off apprehended two teen-age boys at Morgan Ave. and 50th Pl.

"Fortunately, I had good descriptions of the suspects from various Operators who had been held up," said Mr. Kelso. "One suspect had worn a bright red jacket while committing several robberies. He was wearing a bright red jacket on the morning of the arrest. His partner also fitted descriptions given."

The two teen-age suspects were positively identified by several Operators at Newton Police Station, and, under questioning, revealed the names

of three other accomplices, later arrested.

Positive identification by Operators concerned cleared up half of the 16 robberies; confessions the rest, according to Chief Special Agent Joseph Shafer.

Four of the five were teen-agers and were referred to the California Youth Authority. Trial for the fifth, an adult, on charges of first degree robbery, is pending.

According to Mr. Kelso, all four of the younger boys were unemployed dropouts from school. They financed the car they were driving and other expenses by robberies, he said.

Several knives were found in the car in which the first two were apprehended.

SPECIAL AGENT R. W. KELSO.





Preview
of
M.T.A.'s \$40,000,000
SUCCESS STORY

SUPERVISORY PERSONNEL heard talks by Executive Director C. M. Gilliss, above, left, and Public Relations Director R. O. Christiansen, below, left, before the historic full-page newspaper advertisement appeared Feb. 25 in metropolitan newspapers. Two sessions were held so that all could attend.



Commendations * * *

Operators Honored For Courtesy in February

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

PUBLIC COMMENDATIONS

E. A. Abbott, Division 10; H. D. Apel, 7; A. J. Arnone, 3; M. H. Baldridge, 2; C. L. Barnhart, 11; E. O. Black, 7; J. C. Boyer, 12; Willie Bradford, Jr., 5; W. K. Bright, 11; N. B. Brooks, 5; Oliver Burns, 9; D. M. Bush, 1; R. S. Byrnes, 4.

W. C. Calhoun, 2; M. R. Cantrell, 8; M. G. Carrillo, 9; Michael Cherwin, 12; Benjamin Cooper, 7; G. K. Copenhagen, 8; W. C. Curry, 6; F. E. Dahlstrom, 10; Charlie Daniels, 4; H. B. Day, 2; J. A. Donovan, 5; H. A. Douglas, 8; Harold Fields, 7; Esequiel Flores, 3; O. R. Francis, 4; W. R. Franklin, 2; L. W. Frey, 5; E. S. Frustaci, 7.

J. L. Gilmore, 9; C. W. Good, 6; E. M. Greathouse, 7; F. W. Greene, 1; C. F. Greenfield, 6; D. T. Gregory, 8; H. L. Griffin, 2; Carlos Guerra, Jr., 8; W. Y. Guntharp, 7; C. C. Hall, 10; D. L. Hamilton, 7; J. F. Hardgrow, 1; J. M. Hardy, 10; R. H. Harkins, 6; R. S. Harsche, 7; O. G. Hatfield, 2; Charles Hayes, 5; T. D. Heaney, 8; K. T. Hicks, 6; P. B. Hill, 2; J. G. Holland, 7; D. T. Hopkins, 8; H. C. Hunten, 2; C. L. Hurst, 7.

W. W. Irwin, 11; Albert Kimbo, 7; H. B. King, 5; Irene J. King, 4; J. W. Kipp, 9; O. N. Lee, Jr., 9; W. L. Lee, 9; F. V. LeMaster, 6; E. P. Lewis, 7; S. J. Lillis, 12; W. C. Litzsinger, 10; E. T. Love, 5; G. R. Loveday, 11; H. R. Manning, 7; P. R. Marwick, 3;

Some Outstanding Letters

L. S. Bernard, Division 7

"... for the courteous, kind and sympathetic handling of a really sick woman on the 91 bus. . . . The really sick woman was I. . . . I was indeed touched by the feelings of that driver who thought enough about another person to try to ease her pain. . . ."

ROSE DIAZ PINAN

S. O. Parker, Division 1

"... how kind and patient he was to all who came on his bus—how careful he was to watch to see the 'older ones' get on and off safely—how well informed he was on all questions asked with a pleasant smile for all. . . ."

MRS. R. O'SULLIVAN

D. S. Varela, Division 9

"... a warm and friendly person. He is always courteous and pleasant and always tries his best to please everyone. . . . We have also noticed his courtesy to other drivers on the road, and this above everything lets us know we are in good hands."

SHIRLEY CERQUA
(and 20 other signatures)

C. A. Watson, Division 7

A stranger wrote: "He took time to explain to me the zone system in effect in your city and where I should transfer to get to my destination. But more important, he took time to come back to the seat of an elderly couple who appeared to be foreign born and went over the transfer point with them and wrote down the bus # they were to get. . . ."

H. L. STEWART

R. E. McHorse, 2; Charles Milo, 3; Alfredo Miranda, Jr., 1; J. J. Nolan, 10; H. G. Norie, 5; N. W. Owens, 2.

G. W. Parker, 4; J. C. Pateman, 2; R. G. Patkoski, 3; G. D. Prangley, 6; P. C. Rabb, 5; C. A. Rabun, 6; Creighton Rinderknecht, 4; M. D. Rogers, 8; Pete Romero, 3; Gonzalo Sanchez, 9; Ann G. Schulz, 7; L. W. Scott, 5; J. W. Shelton, 5; N. E. Skaggs, 2; G. A. Smith, 4; O. H. Smith, 8; A. J. Spizzirri, 7; Lawrence Springer, 4; J. W. Stevens, 6; W. L. Suggs, 9; Edward Supplee, 3.

G. E. Tejada, 7; B. J. Thomas, 5; I. F. Thomas, 4; Marie G. Thompson, 3; Michael Troff, 4; D. S. Varela, 8; B. H. Washington, 7; E. V. Watford, 7; G. L. Whitaker, 3; J. K. Williams, 2; Willie Williams, 5; F. D. Wilson, 7; J. R. Wilson, 7; M. R. Wright, 7.

SUPERVISORY COMMENDATIONS

Supervisor R. K. Davis commended Operator *Carlos Holguin* for making an extra trip on Line 28 from 7th and Central to 3rd and Wilton on account of a missout, thereby avoiding a long
(Continued on next page, col. 3)

Division 8 Wins Sweepstakes

(Text continued from page 2)

"I'm proud of these fellows for winning."—Jake Winston.

"Winning was a fine thing for everyone involved. I think it will boost morale for months to come. Winning teaches drivers that they can do a good job with the proper supervisory personnel—and I think we have camaraderie between Operators and supervisory personnel."—A. F. Bettarel.

"I think we won because the men are careful—they pay more attention to safety than to schedule."—John Corr (a former Operator of the Month).

"It had to be an all-out effort. Everybody contributed. Mental attitude had a lot to do with it: the satisfied man does a better job than the dissatisfied man."—Dick Veeh.

"I feel that through the efforts of all concerned we were able to win the sweepstakes. I think the men here have been extra careful to avoid accidents of all types."—M. D. Rogers.

A new Impruv-Ur-Record contest started Feb. 1 and will run for 12 months, or through January, 1965.



D.E. Walker, of Division 7, Wins Award as March Operator of Month

Avery, of 3, and Nilsen, of 11, Runners-Up

This is the considered opinion of Division 7 Operator Delmar E. Walker, selected MTA's Operator of the Month for March for his outstanding courtesy.

"I didn't learn all this overnight," he added. Mr. Walker started working for MTA and predecessors on streetcars in 1947, and now operates on the heavily-traveled Wilshire and Sunset Line 83.

He was highly commended by a regular commuter on his line for his "unfailing smile," his patient, clear explanations of MTA service to strangers, his "calmness and clarity of expression" under all circumstances.

"You feel that he is very much interested in each passenger having a pleasant and satisfactory trip," wrote the commuter.

Operator Walker and his wife, Margaret, who works for the Los Angeles County Bureau of Adoptions—live at 3900 Virginia Rd., where, after he has finished work for the day, the Operator relaxes by playing the classical guitar. He also—for his own amusement—spends some leisure time making or repairing television, radio, and hi-fi equipment. At the same time, Mrs. Walker may be working on a mosaic or weaving her own cloth on a loom.

RUNNERS-UP

Close behind Mr. Walker, in the opinion of three judges of the Crenshaw Chamber of Commerce, were Division 3's Edward Avery and Division 11's L. A. Nilsen.

"In the five years that I have been traveling on the No. 25 line, I can honestly say that I have yet to come across a more pleasant, courteous or polite driver," wrote a passenger, referring to Mr. Avery.

Mr. Nilsen is "courteous, observant, and pleasant," and he drives "as if he loved it," wrote a passenger.

Commendations

(Continued from page 12)

service delay in early morning hours. Mr. Holguin left for the extra trip at 4:46 a.m.

Supervisor R. W. Acres commended Division 1 Operator J. W. Kimball for waiting 1½ minutes at Dozier and Rowan for a blue bus containing nine passengers, some or all of whom may have wished to transfer. The occurrence was on Mar. 7. Mr. Kimball was due to leave at 9:01 a.m. on Line 26 when the blue coach arrived.

Division 1 Superintendent C. A. Schulz also commended the two Operators for their cooperation.

OPERATOR OF THE MONTH for March:
Delmar E. Walker, of Division 7.



RUNNERS-UP

EDWARD AVERY
Division 3

L. A. NILSEN
Division 11

"I FIND COURTESY highly contagious. People respond to it and are disarmed by it. Courtesy makes them feel better—and me, too!"

CHILDREN WATCH BUS-DRIVING MOM GET AWARD—Mrs. Irene J. King, Operator, Division 4, displays Certificate of Merit she has just received from A. J. Eyraud, left, Chairman, MTA, for her outstanding courtesy to her passengers. She was Operator of the Month for February. All of her six children have been born during her 19 years as Operator. Mr. Eyraud holds the youngest, Richard, 2½. Others, from

left, are Howard, 6; Michael, 11; Donna, 8; and Evelyn, 13. The sixth, David, 17, could not be present. Award was made at the Authority meeting of Feb. 18, and was followed (PICTURE AT RIGHT) by a luncheon given by Supervising Safety Engineer J. W. Prutsman (standing, rear) of Transit Casualty, for the family at Rodger Young Auditorium. Mrs. King's husband, seated, right, also enjoyed the luncheon.



New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Dec. 30, 1963, and Feb. 28, 1964:

Equipment Maintenance Department

MECHANIC B: Loyd Baker, Division 5; Dennis J. Hoffert, 5; Charles J. Mayall, 5.

Personnel Department

TYPIST CLERK: Kenneth A. Barcenilla.

Purchasing and Stores Department

JUNIOR STOCK CLERK: Robert C. Hoskins, Jr.; Roy D. Rogers.

Real Property Management Department

INFORMATION CLERK: Virginia L. Erskine; Geraldine B. Model; Constance M. Smoot.

Transportation Department

OPERATOR: John H. Calwell, Division 2; Floyd H. Daniels, 7; William J. Hawkesworth, 2; Charles G. Jordan, 2; Harry O. McCay, 4; Merton T. McCoy, 2; Joe A. Muckelroy, 4; Douglas M. Nichols, 4; William E. Perrien, 2; David B. Roberts, 4; Jackie Roberts, 4; Aaron H. Rummage, 4; James D. Savill*, 4; Raymond G. Siegel*, 7; William H. Stein, 7; John W. Vaughan, 7; Earl V. Wieringa, 4; William O. Young, 7.

*Re-employed

On Their Way Up

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

Richard L. Eckert from Mechanic B to Mechanic A, Division 7, Equipment Maintenance Department, Jan. 26. Employed Nov. 15, 1961.

L. A. Eremento from Operator to Operator-Extra Supervisor, Division 9, Transportation Department, Feb. 7. Employed Dec. 6, 1955.

W. C. Fleming from Operator-Extra Instructor, Division 8, to Instructor, Transportation Department, Jan. 12. Employed Feb. 28, 1946.

Jack R. Gilstrap from Insurance Manager to Assistant to Executive Director, Administrative Department, Jan. 1, Employed Jan. 1, 1960.

Tommy R. Jones from Utility A to Mechanic C, South Park Shops, Feb. 9. Employed Oct. 21, 1955.

George Pappas from Mechanic B to Mechanic A, South Park Shops, Feb. 9. Employed Mar. 25, 1947.

W. A. Reese, Jr., from Utility A, Division 7, to Mechanic B, Division 5, Equipment Maintenance Department, Jan. 26. Employed Oct. 7, 1960.

Victor L. Rodriguez from Mechanic B to Mechanic A, Division 5, Equipment Maintenance Department, Dec. 29. Employed Jan. 28, 1959.

Rodney E. Shadle from Stock Clerk to Shipping and Receiving Clerk, Purchasing and Stores Department, Feb. 10. Employed Jan. 12, 1959.

C. G. Smith from Utility A, Division 2, to Mechanic C, Division 5, Equipment Maintenance Department, Feb. 9. Employed Nov. 17, 1961.

John Warth from Mechanic B to Mechanic A, Division 1, Equipment Maintenance Department, Jan. 26. Employed Sept. 24, 1957.

Osie L. Williams from Truck Driver Clerk to Stock Clerk, Purchasing and Stores Department, Feb. 14. Employed Oct. 31, 1960.

ice dates from 1924. Mrs. Drake was a clerk in the Accounting Department of the Pacific Electric Railway Co. for 16 years ending in 1942.

William E. Kelly, 36, Operator, Division 2; Mar. 3; service from 1958. Survived by his wife, Juanita, of La Puente.

James E. Ramstein, 58, Watchman, Transportation Department; Feb. 28; service from 1934. Survived by his wife, Nellie, of Los Angeles.

In Memoriam

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

William S. Cohn, 84, retired Mechanic, Division 3; Feb. 23; service from 1903 to 1949. Survived by his wife, Carlotta, of Los Angeles.

Mildred Elizabeth Edwards Drake, wife of Ual L. Drake, Accountant, Accounting and Fiscal Division; Mar. 13. Survived by her husband, whose serv-

CREDIT UNION

What Are 'Estate Loans?'

WHAT ARE estate loans? is a question asked since the January issue of *The Emblem*, which reported their availability from the Credit Union at $\frac{3}{4}\%$ per month.

"An estate loan is money borrowed to build an estate, or cash reserve," explained Credit Union Treasurer T. V. Collins. "It's really a form of insurance.

"In making such a loan, the Credit Union simply credits your share account with the amount you borrow, the minimum loan being \$500. As with any loan, you repay the balance in monthly installments, with interest at $\frac{3}{4}\%$ on the unpaid balance.

"But since this loan is in your share account, you also receive interest (dividends). On a three-year loan of \$1,000, if the dividend rate averaged $4\frac{3}{4}\%$ * a year, you would get more interest (\$142.50) than you paid out (\$139.77).

"The advantages of this type of loan are:

"(1) Both share and loan accounts are insured at no cost to members.

"(2) The loan would be paid in full by the insurance company if you died or became totally and permanently disabled before age 60.

"(3) The amount of the shares (if deposited before age 55) would be doubled for your beneficiary if you should die. (Somewhat lesser benefits are paid on deposits to shares made beyond age 55.)

"And, of course, pay-roll deduction, thanks to management, is available on loan payments and share deposits."

*Last year the dividend was 5% for the first half, 4.8% for the second half—thus averaging more than $4\frac{3}{4}\%$.



S. H. Brody



E. J. Johnson



B. B. Zimmerman



Earl Jardell

Retirements

BEST WISHES to the following employees who have retired since Dec. 1, 1963:

S. H. ("Steve") Brody, Operator, Division 4, with 41 years of service ending Jan. 8. He was born in Poland. He and his wife, Anna, have no special plans.

Margaret A. Comacho, Utility B, Division 1, with service from Dec. 21, 1942, to Dec. 1, 1963. On indefinite leave from Apr. 3, 1962.

Herschell J. Crunk, Operator, Division 9, with service from May 21, 1926, to last Jan. 13. Indefinite leave from June 28, 1963.

John E. David, Trafficman, with service from Jan. 8, 1943, to last Jan. 27, when he was retired on permanent disability.

Donald L. Davidson, Supervisor, Transportation Department, with 40 years of service ending Feb. 6—more than half of it in supervisory positions in the Transportation Department. He served under Gen. Douglas MacArthur in World War I. He contemplates

hunting, fishing, gardening and traveling in his retirement.

Lloyd E. Irby, Supervisor, Transportation Department, with service from June 1, 1926, to last Jan. 31.

Earl Jardell, Division 8 Superintendent, transportation, with service from 1936 to last Jan. 14. On indefinite leave from May, 1962. Making fishing lures and carving in wood are among his retirement interests — which he may pursue in Mountain Home, Ark., or Tampa, Fla., if present plans materialize. He now lives in Van Nuys.

Emil J. Johnson, Operator, Division 10, with 30 years of service ending last Jan. 31. Laying claim to but little formal education, he is nevertheless devoting much time to a study of the Bible and Christianity, and has rewritten for publication a number of Bible stories with embellishments for modern readers.

Earl A. Montgomery, Operator, Division 11, Pasadena, with 41½ years of service ending last Feb. 21, all at

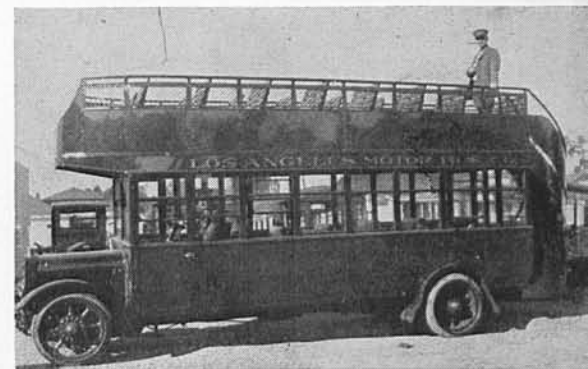
E. A. MONTGOMERY, retiring Pasadena Operator, who collects old violins, is "serenaded" on some of his favorite instruments by co-workers. Left to right are Jack Stewart, Assistant General Superintendent of Transportation; Operators R. G. Corl, Joe Wolfe, the retiring man; K. R. Moore, Local Chairman, BRT; Operators F. W. Hall, H. L. Woodford, R. A. Crabill; Division I Superintendent C. A. Schulz. Operators and officials had gathered at the Pasadena Garage to present Mr. Montgomery a farewell gift—a reversible jacket—and enjoy refreshments.



D. L. DAVIDSON, retiring Supervisor, Transportation Department, in his den-study-bar-rumpus room, off the garage, calls his wife on the intercom (an old dispatcher's telephone) he installed.

Pasadena. For the past 13 years, his passion has been collecting old violins, although he doesn't play. His collection numbers 62.

Burle B. Zimmerman, Operator, Division 7, with service of 40 years ending last Jan. 20. Indefinite leave of a year preceded retirement. He spent 26 years with the Los Angeles Motor Coach Co. (See photo of old bus on this page).



THAT'S B. B. ZIMMERMAN on top of the solid-tire, four-cylinder double-decker coach used in 1924 by the Los Angeles Motor Bus Co. This photo, taken Jan. 20, 1924, is from his collection. "First double-decker," he says.



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

BULK RATE
U. S. POSTAGE

PAID

Los Angeles, Calif.
Permit No. 21231

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



Landmarks Demolished

WRECKING CREWS began in late February to demolish the old Viaduct (photos at left) and the Maple Ave. Substation (below) behind the former MTA Depot at Sixth and Main Sts., Los Angeles, to make room for a new downtown MTA-Greyhound bus terminal which will cost \$10,000,000.

(See story on page 9)

