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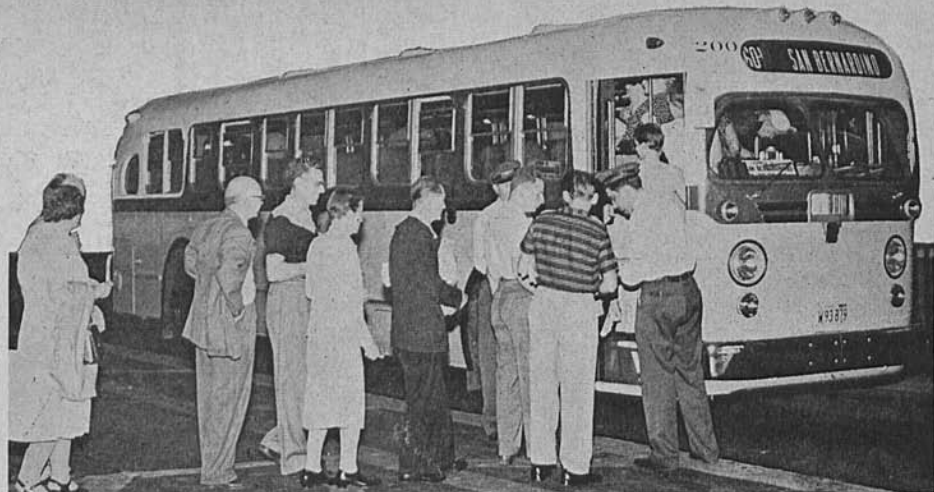
# Emblem

SEPTEMBER, 1958



**How the Operating Division Works  
Newsman Praises MTA Operators  
Social Security Increases Benefits**

Cover story page 15



**IT BOILS DOWN TO THIS**—Securing more and more passengers for MTA vehicles and giving them such a pleasurable ride that they'll come again is the basic objective toward which the Operating, Accounting, and Public Relations Divisions work.

## Speaking of Operations

**The Operating Division, with 4,000 Employees  
In Nine Departments, Provides Service, Schedules,  
Routes, and Well-Maintained Equipment Carrying  
325,000,000 Passengers 57,000,000 Miles a Year**

AN INTENDING PASSENGER, one of 325 million carried annually on MTA lines, walks up to one of the Authority's 13,000 stops, takes out of his pocket a printed timetable—one of four million printed annually—and reads it. He is confident that a bus—one of 1800 carefully maintained MTA passenger-carrying vehicles—will come along as scheduled, and that the driver—one of 2500 trained Operators—will take him safely and on time to his destination. His ride will account for a small fragment of MTA's 57 million miles of operation per year over 104 lines adding up to 2000 miles of route.

Obviously, none of this operation is carried on by chance. Every phase of the activity has been plan-

ned in advance, and these phases coordinated by some person or group of people who have an overall view of the picture.

What person? What group?

MTA's Operating Division, headed by General Manager Cone T. Bass and Assistant General Manager Robert F. MacNally, consists of nine departments.

The job of transporting passengers safely and efficiently is carried out by the *Transportation Department*, which—with 2900 employees—is the largest department within Operations. General Superintendent M. Edwin Wright is in charge. He is assisted by John D. Puffer, Assistant to the General Superintendent; George F. Goehler, Superintendent of Schedules and Statistics

and his staff of 70; and Chief Supervisor C. E. Carlson, who directs 70 Supervisors and 20 Flagmen. Also included in this department are 27 Instructors under Chief Instructor M. J. Storer; a Stops and Zones Bureau under Chief Supervisor C. E. Forkner; 39 Telephone Operators and Information Clerks; nine Dispatchers; and more than 2,500 Operators in 13 divisions, each of which is headed by a Superintendent or Division Foreman.

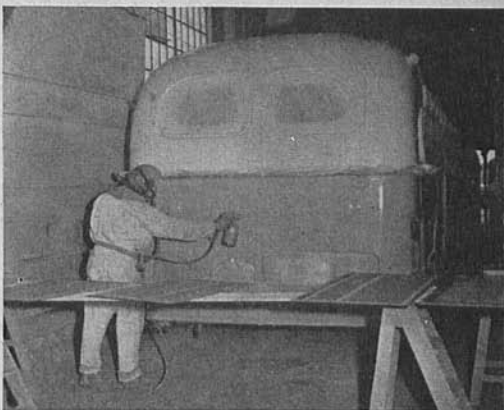
The other eight departments assist Transportation, as follows:

**Equipment and Maintenance**, with 825 employees headed by Superintendent George H. Powell and Assistant Superintendent Fred Yenour, makes systematic inspections to keep buses, streetcars, and trolleys clean, neatly painted, safe, and reliable. It performs a similar function for automobiles used by supervisors and for trucks and other powered equipment. Work is carried on in 17 shops and garages located as far apart as Ocean Park and Riverside. The two largest shops are at Division 14 (formerly the South Park Shops) and Division 15 (the former Macy Garage). Special work now in progress is the painting, in two-tone green, of all yellow vehicles.

**Planning**, headed by Director of Planning Stanley M. Lanham, continually studies MTA service in order to develop improvements and extensions on present lines, and to recommend new service where studies indicate its feasibility. A staff of 80 handles stations, commission agencies, express and baggage, ticket stock, research, rate matters, the operation of the Transit Authority Building, and complaints. Mr. Lanham is assisted by Dale Harlan, Assistant to the Director; Dave D. Canning, Traffic Analyst; and John Curtis, Principal Research Engineer.

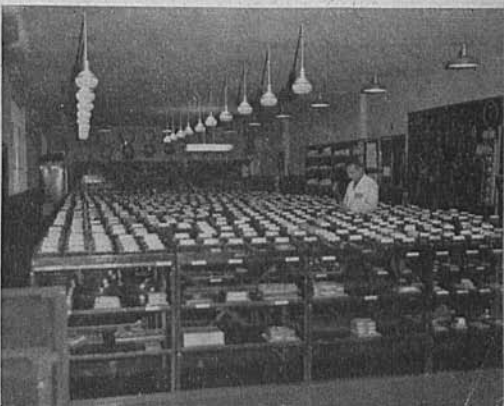


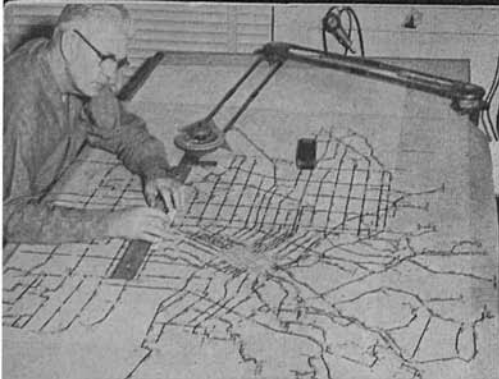
**PLANNING** — Studying proposed line changes due to freeways are 1-r, Traffic Analyst D. D. Canning, Planning Director S. M. Lanham, Asst. Director Dale Harlan.



**EQUIPMENT & MAINTENANCE**—Painter Bill Lavallee paints a 6200-class bus in the MTA colors at Division 5. Lying on horses are panels ready to be painted.

**PURCHASES & STORES** — Checking inventory in Division 5 Store—modern, well-lighted, well ventilated—is Storekeeper Pat Kelly. Stock is mostly bus parts.





**MECHANICAL ENGINEERING**—Preparing a blown-up map of downtown Los Angeles to be inserted in new system map for public is Designer Harold Petrie.



**ELECTRICAL**—Emergency Tower Crew rebuilding curve in trolley wire at Jefferson and San Pedro. Harold Jones, left, and Richard Jellison are atop the tower truck.

**TRANSPORTATION** — Schedule-Makers Ed Leckemby, left, and Barney Rich discuss problems in running time on various lines. Mr. Rich calculates on slide rule.



## Speaking of Operations

*Way and Structures*, with 84 employees headed by Superintendent L. C. Thompson and his assistant, Supervisor C. P. Burden, installs, maintains track, buildings, and bridges, and street paving where required by franchises.

*Electrical*, with 83 employees headed by Superintendent Leland E. Dye, handles the installation, operation, and maintenance of all power lines and substation equipment, and the installation and maintenance of electronic equipment. Mr. Dye is assisted by E. A. Ness, Superintendent of Substations; A. W. McTaggart, General Foreman of Lines; Paul Tupper, Foreman of Electrical Maintenance; and Walter Whiteside, Chief Clerk and Joint Pole Field Engineer.

*Mechanical Engineering*, with five employees headed by Superintendent David E. Dent and his assistant, Harold Petrie, designs and makes blueprints for building layouts, track layouts, piping layouts for water and gas, electrical layouts, and for various improvements in equipment. Its draftsmen and design engineers also make all kinds of maps, including, currently, a system map intended for general public distribution (see page 7).

*Purchases and Stores*, with 63 employees headed by Director Wm. T. Reynolds and Assistant Director Roy Ewing, buys 23,000 different kinds of items from stationery to buses, and maintains a million-dollar inventory of bus parts, office supplies, and various other items. Purchases and Stores saves the Authority money by buying in quantity when prices are low, and greatly facilitates the work of all departments by keeping a readily available inventory on hand.

*Personnel*, with 17 employees headed by Director of Personnel Wm. C. Scholl and Assistant Director Arthur C. Tengblad, handles employment, industrial relations, and the administration of medical, group life insurance, and retirement plans.

*Special Agents*, with 16 employees and other investigators headed by Chief Special Agent Joseph Shafer, protects the security of the property and its personnel.

"All employees and supervisory personnel of the Operating Division are most certainly to be highly commended for the excellent progress they have made toward coordinating and integrating their activities since March 3," says Mr. Bass. "We are working together in a tremendous undertaking, and the results obtained have only been realized through the wholehearted cooperation of all concerned."

### Getting Your Emblem?

LYING CRESTFALLEN on the Editor's desk are about 300 homeless copies of the first issue of THE EMBLEM. They came back from the post office marked, in most cases, "Address Unknown." Was your copy one of these?

If you didn't get your copy, call the Editor at RICHmond 9-7211, extension 340, or write him at the Public Relations Division, 203 Transit Authority Building, 1060 South Broadway, Los Angeles 15.

Since all copies of THE EMBLEM are being sent to the homes of employees — active and retired — won't you also please inform your department head of your correct address? If you're a retired employee, inform Personnel.



**WAY & STRUCTURES**—Special Work Gang under Foreman Carl Heffington removes a crossing at Vernon and Hoover Sts. and replaces it with 116-lb. rail.



**PERSONNEL**—Helping a new employee, Aaron Jeffries, with his application papers for Operator's job is Helen Michael, Secretary to Employment Supv. C. E. Johnson.

**SPECIAL AGENTS**—Helping to protect unwary pedestrians and also expedite safe departure of buses from 6th & Main Bus Concourse is Patrolman Sidney Rose.



# Department Heads, Operating Division



**M. EDWIN WRIGHT**  
Gen. Supt. Transportation



**GEORGE H. POWELL**  
Supt. of Equipment



**STANLEY M. LANHAM**  
Director of Planning



**WM. T. REYNOLDS**  
Dir. Purchases & Stores



**DAVID E. DENT**  
Supt. Mech. Engineering



**L. CARYLL THOMPSON**  
Supt. Way & Structures



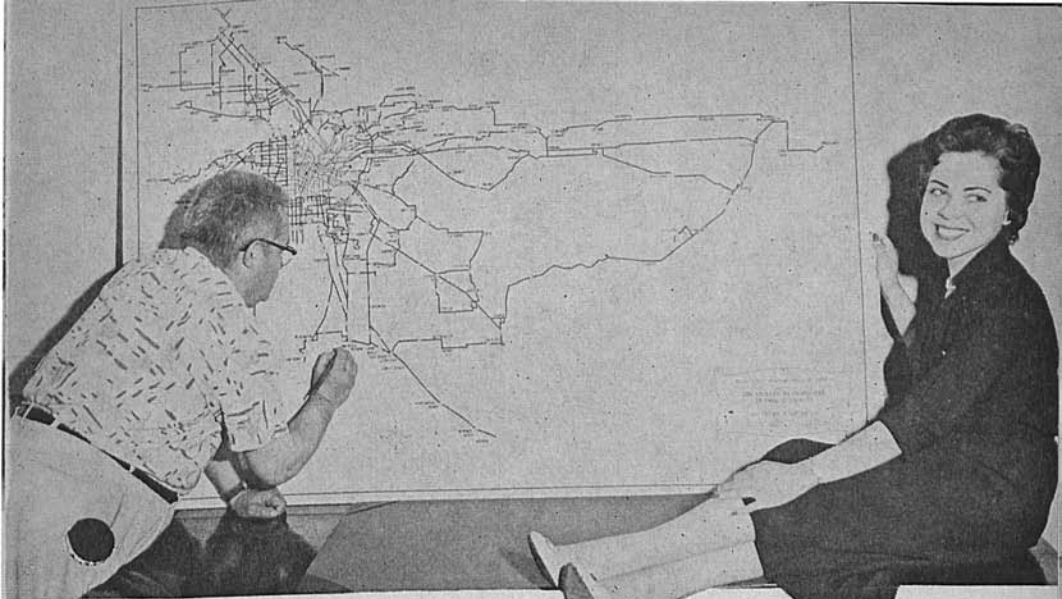
**JOSEPH SHAFER**  
Chief Special Agent



**WM. C. SCHOLL**  
Director of Personnel



**LELAND E. DYE**  
Supt. Electrical Equip.



**A FINE SYSTEM (MAP)**—Eva Villalobos, Secretary to Supt. of Way and Structures, lends inspiration to Draftsman C. Edward Auger as he prepares the first MTA system map. "Such inspiration is only available on special occasions like this," says Ed.

## MTA System Map Readying

A SYSTEM MAP in red and blue, the first to be prepared by the MTA for distribution to the public, will possibly be off the press by the time you read these lines.

Entitled "Guide for Going Places," the 4 by 9-inch folder opens up to a 22 by 31-inch size sheet with the system map occupying the entire area of one side. On the other side are enlarged maps showing MTA lines in the Los Angeles local area and the central business district, a description of the routes, and information concerning points of interest.

The layout and copy were by Guy Gifford, Manager, Customer Relations Department, Public Relations Division.

Map drawings were by C.

**IDEA FOR COVER** of system map being roughed in by Guy Gifford, Manager, Customer Relations Dept., Public Relations.

Edward Auger, Draftsman, and Harold Petrie, Rail and Special Work designer, both of Mechanical Engineering.

The Information Bureau, Transportation Divisions, agencies, travel bureaus, and many hotels will receive a supply of the maps. First printing totaled 25,000 copies.



# IN PRAISE OF MTA OPERATORS

*Stan Hedberg, Automotive Editor of the News-Advertiser Group of newspapers covering the southwestern district of Metropolitan Los Angeles, wrote this fine tribute to our Operators on July 13 in his column, "The Fifth Wheel," which appears in six newspapers. With Mr. Hedberg's permission, we gratefully reprint the article.*

WE'D LIKE TO PAY a deserved tribute to a group of men and a few women — the bus drivers of the Metropolitan Transit Authority. And brother do they deserve it!

We have been giving them almost 100 per cent of our business getting to and from work since we've been laid up with this fractured ankle. It is really amazing how efficiently and expertly these men — and, as we said before, a few women — swing those big buses in and out of traffic. This goes for the Los Angeles city drivers and those on the coaches which travel to various parts of Los Angeles County.

Despite the fact that they are called upon to make change, issue transfers and answer questions on how to get to so and so street, they swing their buses in and out of traffic to the curb and back into traffic again without scratching a fender or even having a near miss. And that takes some driving skill, believe you me.

So the next time a bus starts out from the curb slow down and give him a break as he has a tight schedule to maintain. These folks really deserve every traffic break they can get. Incidentally, they are grand guys; and the few gals we have met are as capable as their men counterparts.

If all of us would drive as carefully and expertly as do these bus drivers there would be far fewer accidents and deaths on the highways.



# MTA "Legally Sound," Says Kelly



GERALD G. KELLY

DON'T WORRY over the legality of the MTA—our General Attorney, Gerald G. Kelly, doesn't. He says it's "legally sound." You may take comfort, too, in the fact that Mr. Kelly, senior partner in the law firm of Musick, Peeler, and Garrett, has been admitted to practice his chosen profession before the U. S. Supreme Court, as well as the State Supreme Court and other lesser courts.

"All streets and highways belong to the people of the State of California, and the trustee for the people is the Legislature. The Legislature has given the MTA the right to operate on all streets," Mr. Kelly added in a special interview for THE EMBLEM.

## Social Security Increases Benefits

THE LOCAL OFFICE of the Social Security Administration has advised MTA that the Social Security Act, amended Sept. 1, 1958, liberalizes many of your benefits.

Some of the highlights are as follows:

1. The maximum Social Security payment has been increased from \$108.50 to \$116 for employees who have retired from age (65) or from total disability.

2. Disability benefits will be improved for both the employee and his dependents.

3. To receive monthly disability payments at age 50, it is no longer necessary for you to have Social Security credit for 1½ years of work in the last three years before you were disabled (provided that you worked five out of 10 years under Social Security before you become disabled).

4. If you adopted a child within the last three years and are now receiv-

ing retirement or disability insurance payments from Social Security, your adopted child can now get a child's benefits.

Benefits listed under items 2, 3, and 4 are not automatic; you must apply for them at your local Social Security office.

Other benefits are effective Sept. 1, 1958. Some changes will not take effect until 1959. Watch future issues of THE EMBLEM for further information.

Employees who have retired or are planning to retire soon may secure from Director of Personnel William C. Scholl, 601 Transit Authority Bldg., copies of a new pamphlet describing the increased benefits and their effective dates — as supplies of the booklet become available from Social Security.



**SAFE-T-COACH**—Interior view of Transit Casualty's white Safe-T-Coach, with Safety Supervisor Charlie Hardy, left rear, giving driver tests to three MTA men at West Hollywood Division. From left are Operator Charlie Frahm (at steering wheel of transitometer) taking driving reaction test; Operator R. P. Rush taking glare recovery test; Instructor L. E. May taking vision acuity test. Other tests are given.

## Operators Praise Safe-T-Coach

"ALTHOUGH I've been driving for 32 years, it was like a refresher course to a teacher for me to take these tests."—M.S. Chapdelain, Operator, Division 12 (Long Beach).

"If a man goes through it [the Safe-T-Coach test series] he knows how much clearance to allow himself. Otherwise he's on the guessing end."—L. C. Allison, Operator, Pasadena.

"I found that one ear was weaker than the other [after taking the tests]."—Fred Ostrowski, Operator, Division 1.

"Good idea—it gives a man a chance to see how fast his reaction is."—William Ritter, Operator, Division 1.

These were a few of the assorted comments heard from Operators who took a battery of tests for reaction time, visual acuity, and sharpness of hearing as they passed through the Transit Casualty's white Safe-T-Coach during its bien-

nial tour of MTA Divisions between June 25 and August 12.

Equipped with the latest devices for such testing—notably a transitometer to show reaction to danger as measured in seconds and feet per second—the coach on its Los Angeles tour was in the care of Safety Director J. W. Prutsman and his assistant, Charlie Hardy.

"No one was forced to take the tests and no names or records were kept," said John Miller, Transit Casualty's local chief. "If a weakness is shown by the test, the only result is a verbal *suggestion* as to what to do to compensate for the weakness."

Through the courtesy of James E. Ruman, President, California Safety Council, and 20th Century Fox executive, the coach even traveled to 20th Century Fox Studios, where Cameraman Jerry Woods, of T.C., snapped several pictures of stars taking driver tests.

# O & D Survey To Determine Transit Needs

THROUGH THE COOPERATION of Operators and Traffic Men, 613,500 questionnaire cards were distributed to passengers on MTA lines during the first phase of the huge origin and destination (O&D) survey being conducted by the engineering firm of Coverdale and Colpitts for the Authority. Cards were handed out on Wednesday, July 30; Saturday, Aug. 2; and Sunday, Aug. 3.

Clark Abbott, C & C engineer in charge of the study, states that the return of 254,700 completed cards,



**TRAVEL SURVEY CARD** is passed out to passenger by Operator E. J. Johnson, on the P line at Pico and Rimpau. This was one of hundreds of thousands of such questionnaires passengers all over the system were asked to fill out July 30, Aug. 2, 3.

or 42%, is "excellent—much better than we expected; and the credit is due largely to the cooperation of the Operators." Coding of the data on the cards is expected to take at least another month, Mr. Abbott said.

The second and third phases of the five-phase O & D survey are now in progress. The second, lasting for 30 days from Aug. 25, consists of personal interviews of motorists and their passengers who enter parking facilities of the Los Angeles central business district. Origin, destination, and purpose of the trip will be noted.

The third phase, already begun, is a survey of employers in order to obtain home addresses of employees and thus obtain origin and destination data for home-to-work travel.

A residential survey is the fourth, and a study of O & D surveys in other areas is the fifth, phase of the C & C study. Tabulation and interpretation of data from all phases are expected to enable Coverdale and Colpitts to make recommendations to the Authority as to current and future transit needs.

## A Thank You From C & C

Aug. 5, 1958

To the Transit Authority:

We should like to express our gratitude for the excellent cooperation received from the Authority's staff, and our admiration for the smooth and efficient manner in which the Operating personnel carried out the task of distributing and collecting the questionnaires. The Operators of the vehicles themselves, who provided the point of direct contact with the riding public, are particularly deserving of high praise.

**JOHN E. SLATER**  
Partner  
Coverdale & Colpitts

# RETIREMENTS

**Six Employees with More Than 40 Service Years Each  
Lead List of 60 Retired Since First Year;  
Schedule Supervisor, Electrician, Have Over 45 Years**

HONORING those who have given the best years of their lives to the service of MTA and its two predecessor companies, THE EMBLEM herewith prints the names of all who have retired since the first of the year.

In the case of some former MCL employees, you will note that the last day of work was as much as a year ago. This oftentimes means that after that date the employees had been on sick leave before retirement.

Name	Position & Dept.	Last Day of Work	Years of Service*
AEN, CHARLEY W.	Traffic Observer, Transportation	9-20-58	41
ALEXANDER, C. E.	Car Repairer, Long Beach Division	8-11-57	14
AYALA, ADOLFO N.	Mechanic, Division 5	5-31-58	31
BJORKLUND, C. A.	Operator, Long Beach Division	2-26-58	38
BLACKWELL, GEO. W.	Carman, Long Beach Division	4-23-58	35
BROWN, WM. R.	Carpenter, Macy	3-21-58	16
CAPO, ANN	Timekeeper, Accounting	4-30-58	16
CHESHIRE, FRANK P.	Operator, Division 4	5-31-58	28
COOK, JUDSON H.	Operator, Division 4	5-31-58	31
CHRISTIE, EVERETT	Operator, Ocean Park Division	1-30-58	38
CUEVAS, JOE	Laborer, Macy	3-31-58	15
DAHLHOLM, ERICK K.	Leadman, Division 20	5-31-58	26
DENNISON, JOHN	Operator, Division 4	5-31-58	38
DIETSCH, HARRY	Supervisor, 6th and Main Ticket Office	2-28-58	38
ESPINOSA, LEONIDES	Mechanic, Way and Structures	5-31-58	41
FICKLIN, CLAUDE G.	Operator, Division 2	5-31-58	34
FIERRE, HENRY	Laborer, Way and Structures	7-15-58	11
FLORES, FRANCISCO	Track Oiler, Way and Structures	5-31-58	30
FRAMPTON, ERNEST N.	Mechanic Division 5	7- 2-58	21
GOODMAN, ROBERT B.	Operator, Ocean Park Division	6- 1-58	21
GORDON, JOHN F.	Operator, Division 2	5-31-58	12
GROFTHOLDT, A. P.	Electrician, Long Beach Division	6-30-58	46
HABICH, FRED	Operator, Division 1	5-31-58	38
HARDY, ROSE C.	Clerk, Accounting	5-31-58	12
HILL, CHARLES P.	Supervisor of Schedules, Transportation	8-15-58	45
HOBSON, PAUL O.	Mechanic, Division 20	5-31-58	14
HOYLE, RICHARD C.	Operator, Division 3	6-12-58	38
JACKSON, WALTER J.	Mechanic, Division 3	5-31-58	33
JAMES, GUS A.	Watchman, Division 14	5-31-58	38
KEANE, PATRICK F.	Service Director, Olive St. Bus Deck	3-17-58	35
KILGORE, CHARLES H.	Operator, El Monte Division	7- 3-58	38
LOVETT, JENNIE	Junior Voucher Clerk, Accounting	5-31-58	30
LOHR, ALFONSO H.	Mechanic, Division 5	10-30-58	35
LOPEZ, SANTIAGO	Auto Repairer, Macy	2-14-58	13
MELLEN, TOM	Operator, Ocean Park Division	2-14-58	37
MELLENTIN, FRED W.	Chief Clerk, Way and Structures	5-31-58	30
MOHLER, EARL H.	Flagman, Transportation	7-27-58	37
MORGAN, CARL T.	Operator, Division 2	5-31-58	35
MUNGUIA, JESUS	Laborer, Division 3	7-12-58	14
MURRAY, VALENTINE	Operator, West Hollywood Division	1-31-58	34
PEERY, W. R.	Operator, West Hollywood Division	3- 1-58	21
PENN, HENRY C.	Laborer, Purchasing	9-27-58	12
PETERS, JAMES I.	Operator, Division 2	10-14-58	24
PETERSON, VERNE R.	Mechanic, Division 20	5-31-58	14
RADCLIFFE, LELAND S.	Operator, Van Nuys Division	9-12-57	28
RADKO, LEROY A.	Chief Power Supervisor, Electrical	7-28-58	14
RAMSEY, MURL W.	Supervisor, Transportation	5-31-58	38
ROBLES, MARIA	Car Cleaner, Long Beach Division	3-21-57	14
RUSSELL, WM. T.	Operator, Division 2	5-31-58	42
SALGADO, JOSE	Laborer, Way and Structures	5-31-58	31
SANDERS, HARRY T.	Messenger, Transportation	5-31-58	38
SAUCEDA, MARIA	Laborer, Macy	8- 6-57	13
SHAEFFER, DAVID C.	Buyer, Purchasing	5-31-58	36
SINDEFF, MAURICE F.	Operator, Ocean Park Division	11- 9-57	33
SWANSON, EDWARD W.	Foreman, Maintenance	5-31-58	44
TURNER, HERBERT L.	Clerk, Maintenance	5-31-58	35
VICK, A. H.	Assistant Passenger Director, 6th and Main Station	11-20-57	17
WHISNER, HENRY	Operator, Ocean Park Division	4-17-57	31
WILLIAMS, JOHN R.	Painter, Macy	1-28-58	37
WILMOTT, ROBT. P.	Operator, Long Beach Division	5-10-57	13

\*Rounded off to the nearest year.



A. P. Groftholdt



C. P. Hill

## Groftholdt, Hill, Lead List in Service Years

AN ELECTRICIAN, Arthur P. Groftholdt, with 46 years of service, led a Schedule Supervisor, Charles P. Hill, with 45, lead the list of retiring employees this time in years of service rendered.

Mr. Groftholdt began his career as an Apprentice Electrician in the 7th and Alameda Shops of the Pacific Electric Railway Co., in which company his father, Pete, had been Superintendent of the Eastern Division. Arthur worked on streetcar motor repair during his entire term of service, winding up at the Long Beach repair shop.

Mr. Hill had been preparing the Southern District rail and motor coach schedules for the past 21 years, and before that was, for 17 years, Chief Clerk of the PE Transportation Department. His name was synonymous with employee activities. A power behind the throne in the large PE Bowling League since 1940, this 69-year-old sports fan has just been elected Vice-President and Scribe of that league for the 1958-59 season. Treasurer of the Los Angeles Bowling Association for the past three years, Charlie is also stepping into a clerical job with LABA as he steps out of MTA.

In bygone days he was, for 14 years, Secretary of the Los Angeles Baseball Association, which had as many as 100 sandlot teams all over Southern California.

# In Memoriam

THE EMBLEM records with regret the following deaths among employees and their families since the inception of the MTA operation last March 3:

Vernon A. Cordes, Operator, Division 9, June 16. Survived by his wife, Clara.

Hugh Dinning, 70, retired Division 5 Motorman, June 4. Survived by his wife, Lillie Mae.

Apolonio J. Dominguez, 79, retired Division 1 Motorman, June 22. Survived by his sister, Mrs. Charlotte P. Sandgren.

Mrs. Elsie Frederick, wife of Division 5 Mechanic William G. Frederick, May 6. Survived by her husband.

Gustave C. Hanson, 89, retired Division 1 Conductor, July 2. Survived by his wife, Marie.

Mrs. Hilda S. Johnson, wife of retired Division 3 Motorman John A. Johnson, June 19. Survived by her husband.

Joseph B. Lair, 80, retired Clerk, Transportation Division 20, May 13. Survived by his wife, Florence.

Daniel McCarthy, 82, retired Division 5 Motorman, June 13. Survived by his wife, Johanna.

William G. Miller, 94, retired Transportation Instructor, July 16. Survived by his wife, Rose.

Mrs. Helen Padgett, wife of retired Division 5 Mechanic William B. Padgett, June 11. Survived by her husband.

Mrs. Harriette L. Perdew, wife of retired Flagman George R. Perdew, July 19. Survived by her husband.

George J. Prakesel, 78, retired Division 5 Car Repairer, July 4. Survived by his daughter, Mrs. Amy Chilson.

Charles R. Ream, 70, retired Flagman, May 17. Survived by his wife, Helen.

Howard B. Ryon, 61, Division 7 Operator, April 1. Survived by his wife, Helen.

Thea D. Starks, 68, retired Division 4 Motorman, June 22. Survived by his wife, Mildred.

Lewis M. Straley, 60, Division 9 Operator, June 6. Survived by his wife, Marie.

George M. Titus, 24, Division 4 Operator, June 20. Survived by his wife, Bertha.

Leonard J. Urquhart, 51, Division 9 Auto Machinist, May 31. Survived by his wife, Ruth.

John G. West, 41, Division 1 Operator, July 14. Survived by his wife, Phyllis.

## Around The System

### Tall Girl Queen

SECOND PLACE in a national beauty contest was won early in August by Lorea Richart, daughter of El Monte Operator and Mrs. Frank H. Richart.

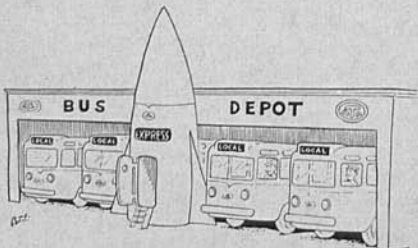
Already Queen of the Tip Toppers of California as a result of winning first place in the state contest, Lorea went to Cleveland, Ohio, and placed second in a competition staged at the August convention of the National Association of Tall Clubs.

Queen Lorea, 6' 1 $\frac{1}{4}$ " tall, and measuring otherwise 35-26-35, won the state contest in competition with 20 other Tip Toppers, who must be six feet tall or over.

A sophomore at Mt. San Antonio College, Miss Richart is a vocalist with the college dance band as well as with a professional combo, according to her father.

### El Monte Wins Title

UNDER Manager James E. Hurst, El Monte won the Metro Division softball league crown by beating West Hollywood (last year's winner) 7-5 on August 29. Two runs in the seventh clinched the game.



**PROUD MOTHER, PROUD WIFE** — Mrs. R. K. Kissick, wife of Dick Kissick, Secretary to Director of Planning, stands beaming as her son, Jerry, pins on his dress the Eagle Scout badge he has just been awarded. Dick also won Eagle badge.

### Double Eagles

EAGLE SCOUT AWARDS were presented to an LAMTA father and his son at the same court of honor recently.

R. K. ("Dick") Kissick, Secretary to the Director of Planning, and Dick's 14-year-old son, Jerry, according to Boy Scout protocol, pinned the beautiful silver badges on their mothers, and the latter, in turn, pinned Eagle insignia on their sons during the awards ceremony held at Lindbergh Junior High School, 1040 East Market Street, Long Beach.

Dick has been Scoutmaster of Jerry's troop, No. 34, Long Beach Area Council, since January 1. He was Committee Chairman for three years before that.

Dick has 22 merit badges; Jerry, 21. A minimum of 16 are required for the Eagle Scout Award. "We worked on several of them together," says Dick, "but went our own ways on others."

### **First Courtesy Patches Issued to MTA Operators**

COURTESY PATCHES are being awarded by M. Edwin Wright, General Superintendent of Transportation, to (l-r) Operators Jewell N. Moore, Division 20; Dayton L. Collins, Division 11; Lloyd V. Blackmore, Division 10; and Dwight L. Gladwell, Division 3.

These four were chosen at random to represent the 911 Operators whose records over the past five years have been inspected and found to contain at least three commendations.

Each Operator as he becomes eligible receives five patches: one to be sewn on the right shoulder of the uniform jacket, and four others, as needed, to be sewn in the same position on the uniform shirts.

"In awarding an Operator a Courtesy Patch, we are recognizing an attitude of good will or acts of helpfulness beyond the call of duty," the General Superintendent pointed out.

We hope every Operator will make himself—or herself—eligible.

"Courtesy is our business," Mr. Wright continued. "Courtesy is most infectious, and is important for a pleasant ride. Hence, the Courtesy Club was organized to emphasize the fact that courtesy makes friends."

"The wearer of a Courtesy Patch receives many compliments," says Mrs. Moore, of Division 20 (12th and Sentous).

Wearing a Patch "is an incentive to other Operators," in the opinion of Mr. Gladwell, of Division 36 (N. Figueroa and Ave. 27).

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Published monthly for employees of the Los Angeles Metropolitan Transit Authority and their families, by the Public Relations Division, Suite 203, Transit Authority Building, 1060 South Broadway, Los Angeles 15, California.

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"I'M GLAD Dayton won the Courtesy Patch," smiles Mrs. Dayton L. Collins, as she happily sews big "C" on her husband's shirt. Four-year-old Randy echoes his mother's sentiments. (See story, page 15)

THE MTA EMBLEM  
1060 S. Broadway, Los Angeles 15, Calif.  
Form 3547 requested

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