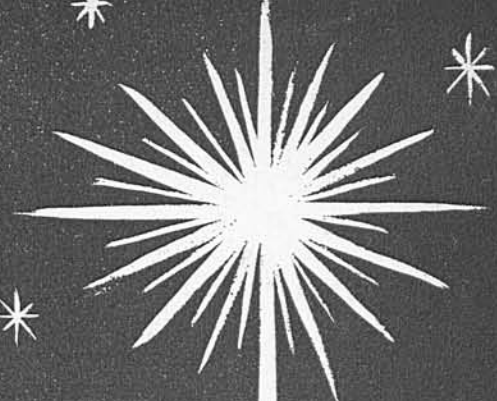


76-129

Peace on Earth



The *KEN STROBEL*
Emblem

December, 1963

The Emblem

Vol. 6 December, 1963 No. 2



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OUR COVER

WITH PRIDE, THE EMBLEM once again presents a Christmas cover conceived by one of our own employees — Operator Ken Strobel, of Division 9.

The cover expresses beautifully the thought uppermost in the minds of many thoughtful people disturbed by recent crimes, racial tensions, and the world trend toward keeping an uneasy peace only through fear of utter destruction:

If the Christmas message is true that only love and giving and kindness can bring real peace, must we not all urgently find a way to keep the spirit of Christmastide in thought and deed at *all* seasons?

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EDMUND G. BROWN
Governor of California

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Chairman
FRED S. DEAN
Vice-Chairman
MARK BOYAR
WALTER M. BRIGGS
N. R. DUMONT
MARTIN POLLARD
WARDEN WOOLARD

C. M. GILLISS
Executive Director

W. Warren Silliman, Editor



A. J. Eyraud

From Our Chairman

MY FELLOW MEMBERS of the Authority join me in extending to you and your families best wishes for a joyous Christmas and a New Year filled with health, happiness and success.

Your outstanding cooperation during the past year has enabled MTA again to move forward as one of the nation's outstanding public transit operators.

We are confident that the Authority in the year ahead will move even farther along the track in its efforts to provide greater mobility for the people of the expanding metropolis we serve.

From Our Executive Director

THE MTA EXECUTIVE STAFF joins me in extending heartiest greetings of the season to you and your families.

The men and women who are MTA can well be proud of the public transit services you are rendering for Southern California.

Merry Christmas and Happy New Year!



C. M. Gilliss





ACME COMMITTEE MEETS UNITED WAY VISITOR—Harry T. Swanson, Director of In-Plant Federations for the United Way, hands some folders on the United Way plan to W. C. Scholl (facing camera), MTA Director of Personnel and Chairman of the ACME Committee. Looking on are other members of the ACME Committee. From left are H. L. Black, MTA

Controller; John S. Wilkens, Assistant Director of Personnel and ACME Secretary; Messrs. Swanson and Scholl; Otis G. Nation, General Chairman, BRC; and Homer Porcher, President, Transportation Union, and ACME Treasurer. Unavoidably absent was Don H. Sheets, General Chairman, BRT, and ACME Vice-Chairman. The meeting was held on Nov. 20.

ACME Votes \$14,400 to Charity

YOUR ACME COMMITTEE voted Nov. 20 to distribute \$14,410.56 to 20 charitable agencies.

Of this amount, \$12,000 was the regular allocation to the United Way (successor to the Community Chest), and \$2,419.56 was the total of gifts to agencies to which employees who are members of ACME had specifically directed their contributions.

The specifically directed gifts were as follows:

— American Cancer Society	\$464.88	— Orthopaedic Hospital	75.00
— American National Red Cross	114.00	— Salvation Army	192.00
— Arthritis and Rheumatism Foundation	66.96	— Union Rescue Mission	24.00
— Baptist Children's Home of Southern California	24.00	— United Cerebral Palsy Association	12.00
— Boy Scouts of America	24.00	— United Jewish Welfare	12.00
— Boys' Town (Nebraska)	12.00	— United Way	573.96
— Braille Institute	18.00		
— Catholic Youth Organization	12.00		
— Children's Hospital	156.00		
— City of Hope	138.00		
— Good Shepherd Lutheran Home	12.00		
— Heart Association of Los Angeles County	293.88		
— Junior Institute of the Blind	6.00		
— March of Dimes	130.92		
— Mental Health Association	12.00		
— Multiple Sclerosis Society	45.96		

"It should be made clear to employees that these gifts in the above list are additional, in most cases, to regularly made gifts by ACME to these same organizations," according to ACME Chairman W. C. Scholl.

The United Way gift of \$12,000 was distributed to local United Way branches in proportion to the number of employees residing in the areas considered.

OFFICERS ISSUE STATEMENT

In a joint statement to MTA employees after the Nov. 20 meeting, Chairman Scholl and Vice-Chairman Don H. Sheets, who are, respectively, Director of Personnel for MTA and General Chairman, BRT, stated:

"All funds distributed by your ACME Committee are from contributions made by employees who are members of ACME. The funds are distributed on behalf of these employees.

"Many of you are still not contributors to ACME—the Associated Charities Management-Employees organization of MTA. Greater membership

would enable your ACME Committee to give more to present and other worthy causes. An increase in their present pay-roll deductions by present members would have a similar effect."

ADVANTAGES OF ACME MEMBERSHIP

"All non-members should consider carefully the advantages of becoming members of ACME:

"There is satisfaction in helping those in need.

"Charities benefiting by ACME gifts are first thoroughly investigated and found worthy in aims and careful to use funds only for the purposes specified.

"You may designate the agencies which you wish to receive your ACME contributions.

"Giving to ACME is painless: you give by pay-roll deduction a monthly contribution in any amount of dollars you wish for as long as you wish.

"Donations to ACME are tax deductible.

"Your ACME Committee, composed of an equal number of members of both labor and management, believes that ACME is worthy of your support, and strongly urges you to *join before the Old Year is out so that both you and those you will thus help may enjoy a happier New Year.*"



AT THE BUDGET HEARING—Executive Director C. M. Gilliss, second from left, is shown presenting the 1964 budget to the Authority for approval Dec. 3. Left to right are Gerald G. Kelly, General Attorney; Mr. Gilliss; Walter J. Braunschweiger, Treasurer; and the Authority members: A. J. Eyraud (Chairman), Fred S. Dean (Vice-Chairman), N. R. Dumont, Mark

Boyar, Walter M. Briggs, Warden Woolard, and Martin Polard. Seated at the table, center, are (reading counterclockwise from left rear) David D. Canning, Acting Chief Engineer; M. Edwin Wright, Acting General Manager; Virginia L. Rees, MTA Secretary; H. L. Black, Controller and Assistant Treasurer; R. O. Christiansen, Director of Public Relations.

MTA's Annual Budget

Who Prepares It and How?

—The Planners Do, Looking at Past Experience and the Challenge of the Future

Who Makes It Work?

—We All Do, Drawing on Our Past Experience and Looking at the Challenge of the Future

HOW'S YOUR BUDGET coming for 1964?

Most well-run households have one, we are told, so that bread-winners can estimate how much they can spend and stay within their income. Families with yet more strength of will plan their spending so they'll have something left over for a rainy day, according to the experts.

So we're sure that you and your spouse have sat down together—or will soon do so—with either a crystal ball or a record of the past year's expenditures and income, in order to stop the leaks in the dike, to calculate whether it's possible to take that long-deferred vacation trip around the United States next summer, to pare

expenses in order to put Junior through college starting next fall, etc., etc.

MTA does much the same thing.

TRUST INDENTURE REQUIRES BUDGET

The biggest difference—in addition to size—between your household budget and the MTA budget is that the latter is required by the Trust Indenture entered into by MTA and the Bank of America in early 1958. This Trust Indenture, which authorized the issuance of \$40,000,000 worth of revenue bonds enabling the Authority to buy the two major transit companies in Los Angeles and thus become a reality, requires that on or before the first of January of each year the Au-

thority must adopt for the ensuing year a budget prepared with the approval of the Consulting Engineer (Coverdale and Colpitts).

HOW EXPENDITURES ARE CLASSIFIED

The budget provides for the following general classifications of expenditures:

1. Interest payments on the bonds.
2. Money set aside to retire the bonds.
3. Operations.
4. Pensions.
5. Repayment of principal and interest on purchases of new buses.
6. Capital expenditures.

"Most of the expenditures in these six categories are fixed, known

amounts," states David D. Canning, Acting Chief Engineer, who prepared the 1964 budget.

"The largest expenditure, however — that for operations — must, with minor exceptions, be estimated on the basis of the level of service to be operated during the ensuing year."

PAST RECORDS BASE FOR FUTURE ESTIMATES

In order to arrive at a basis for estimating expenses for the ensuing year, Mr. Canning first looked at the past expenditures of each of the 13 departments which constitute the MTA. These departments include:

- Policy Functions (the seven-man Board and its officers)
- Administrative Functions (Executive Director and his office), under which are:
 - General Administration (General Manager and Assistant General Manager and their offices)
 - Accounting and Fiscal (Controller)
 - Public Relations
 - Office of Chief Engineer

Operating Departments (under the General Manager and Assistant General Manager), including:

- Real Property Management
- Transportation
- Equipment Maintenance
- Property Maintenance
- Engineering
- Purchases and Stores
- Personnel
- Special Agents

Operating expenditures for these departments include:

- Salaries and wages
- Supplies
- Fuel, tires, etc.
- Employee welfare
- Rents, utilities, insurance
- Interest and taxes
- Depreciation
- Unclassified or miscellaneous

"Of course, each of the foregoing classifications is divided into several sub-classifications, all of which must be reviewed and projected for the coming year for each department," remarked Mr. Canning. He continued:

Salaries and Wages

"The first item to be considered in conference with each department head is personnel, because salaries and wages constitute 60% of the expense. The total estimate in this category is governed largely by the level of employment and the known adjustments in salaries and wage rates.

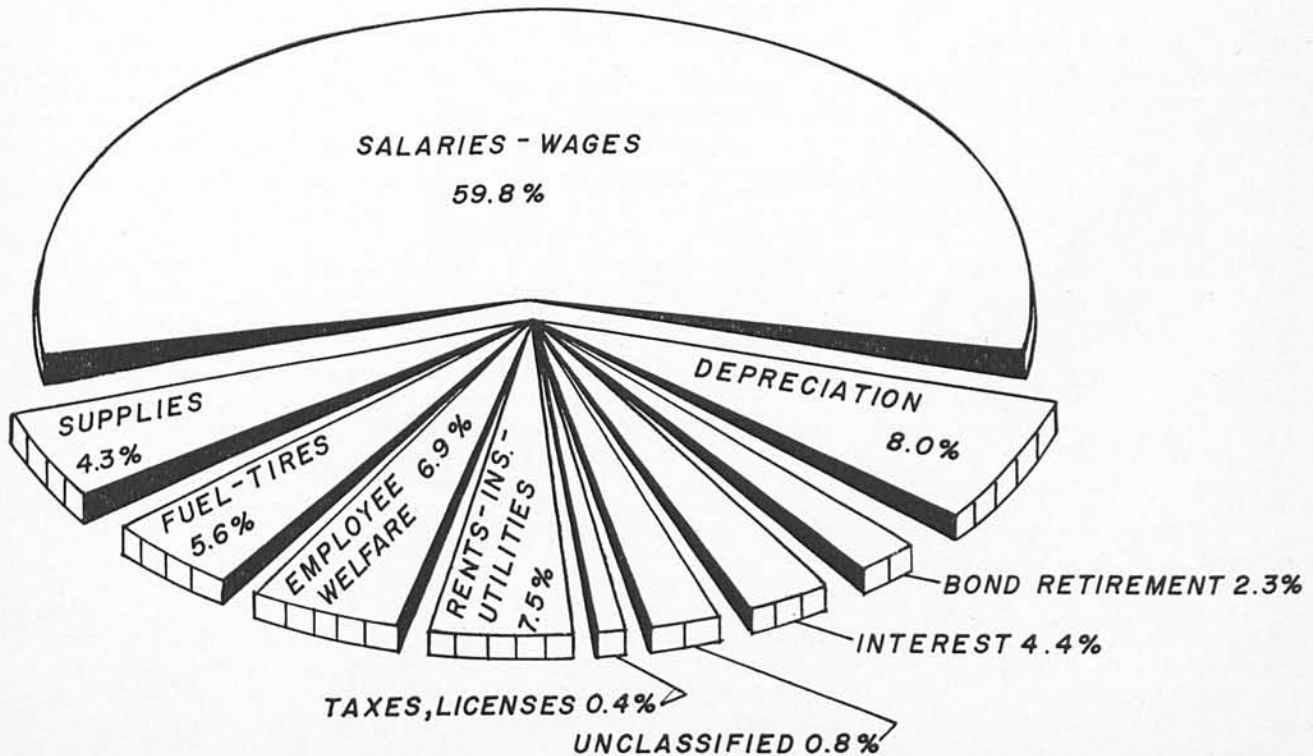
Supplies (Tires, Fuel, etc.)

"In estimating the cost of supplies, particularly with respect to equipment repair, not only previous cost records, but also the level of operation, together with allowances for price increases, must be taken into consideration.

Employee Welfare

"In this category, there must be included an allowance for Social Security, retirement income, medical plans, workmen's compensation, State unemployment insurance, and one or two other items. It is significant that welfare costs are equal to almost 12% of total wages and salaries.

**ANNUAL BUDGET BREAKDOWN
WHERE THE MONEY GOES**





BUDGET PROBLEMS are discussed with Executive Director C. M. Gilliss, center, by Controller H. L. Black, left, and Acting Chief Engineer D. D. Canning.

MTA's Annual Budget

Rents, Utilities, Insurance

"Expenses in this category include, for example, rental of IBM equipment; the rent for the temporary MTA Depot in Los Angeles; telephone, gas, water and light service; and public liability, property damage, and property insurance.

Interest and Taxes

"The principal items of expense here are interest on the \$40,000,000 worth of bonds which originally financed the purchase of MTA's predecessor companies; interest on equipment trust certificates (representing money owed for the purchase of new buses). MTA also pays certain taxes, which for budget purposes are paid under Supplies or Welfare. State motor fuel taxes are paid as part of fuel costs. State and City sales taxes are paid as part of the cost of materials. Federal pay-roll taxes (excluding Federal unemployment taxes) and State pay-roll taxes (covering unemployment only) are paid as a part of Employee Welfare costs. We do not pay Federal or State corporation income taxes, Federal unemployment taxes, stamp taxes on bonds, local motor vehicle transportation license tax (license to do business), registration and vehicle license fees, County and City franchise taxes, property taxes, or over-the-road taxes.

Depreciation

"Under the terms of the Trust Indenture, 8% of revenues must be set aside to replace wornout or depreciated equipment. Therefore, in our balanced budget (in which outgo must not exceed income), the matter of depreciation becomes an important item of expense.

Unclassified

"Such expenses include items which cannot be properly classified in the manner set under above headings—principally fees for professional services rendered by engineering firms, insurance and pension experts, etc."

TENTATIVE BUDGET SET UP

On the basis thus described, Mr. Canning set up a tentative budget for each of the 13 departments. In doing so, he was assisted by the Controller's office, which assembled necessary figures, made allocations and extensions, and arranged the report as to form.

Mr. Canning submitted the tentative budget to the Executive Director, who, in turn, reviewed it and passed it on to the General Manager, the Assistant General Manager, the Controller, the Director of Public Relations, and the Chief Engineer for further review. The Assistant General Manager went over it with each of the eight operating department heads. The tentative budget for 1964 totaled \$45,178,500—a reduction of \$1,615,500 under 1963.

Any changes known or anticipated between the time the tentative budget

was submitted and the time the proposed final budget was prepared were made, and the budget was then arranged in its final form by the Controller.

FINAL FORM OF PROPOSED BUDGET

The final form is a listing of the various estimated amounts proposed to be allocated and paid by the trustee (Bank of America) to cover:

Operating expenses of the Authority
Interest and principal payments on bonds

Moneys needed in the depreciation reserve fund

Expenditures for the depreciation reserve fund are also listed in a separate report. These expenditures include costs for such large items as new buses, new buildings, special shop programs, equipment trust payments, and new office furniture and office equipment.

A third report included in the final budget reflects the estimated cash balances in the various bank accounts of the Authority at the beginning and the end of the coming year. This report is entitled the "Cash Budget."

In its final form, the proposed budget is submitted to the Authority by the Executive Director at a public budget hearing ordinarily held before Dec. 1 each year. The Trust Indenture requires that the public hearing be advertised 10 days in advance, to give any interested people an opportunity to appear and register objections.

This year, the budget hearing was held at 10:00 a.m., Dec. 3, a half hour before the regular Authority meeting.

IT'S REALLY UP TO EMPLOYEES

"After the Authority finally adopts the budget, it's up to employees to do the rest," pointed out the Controller. "It's up to Operators to entice customers by their courtesy, safe driving, and on-time performance. It's up to the Schedule Makers to provide schedules attractive to riders. It's up to the Mechanics to keep the buses running well. It's up to the Utility men and women to keep the buses clean and attractive. For after all, in the final analysis, it's the rider who foots the bill.

"And it's up to everybody to help keep costs down by careful and economic use of everything MTA buys, from buses down to paper clips, from typewriters to telephone service. By so doing we can all be a lot more certain of a Merry Christmas every year!"

The Three MTA Budget Documents

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY PROPOSED BUDGET FOR CALENDAR YEAR 1964

	Total	January	February	March
ESTIMATED OPERATING EXPENSES:				
Salaries and Wages	27,722,500	2,420,000	2,115,000	2,380,000
Supplies	2,003,500	169,500	163,500	168,000
Fuel and Tires	2,544,500	218,000	203,500	216,000
Employees Welfare	3,206,500	296,000	301,000	327,000
Rents, Utilities and Insurance	2,980,500	258,000	238,000	257,000
Unclassified	(51,000)	(1,500)	(1,500)	(1,500)
Estimated operating expenses including pensions	38,406,500	3,360,000	3,019,500	3,348,000
Provision for operating expense reserve	4,491,000			
Total payable from Operation Fund (Including Pension Account)	42,897,500			
REQUIREMENTS FOR DEBT SERVICE FUNDS:				
Interest Fund	2,066,500	176,000	176,000	171,500
Bond Retirement Fund	1,091,500	87,500	87,500	91,500
REQUIRED PROVISION FOR DEPRECIATION RESERVE FUND	3,614,000	315,000	285,500	314,000
AVAILABLE FROM OPERATIONS FUND RESERVE	49,669,500			
ESTIMATED REVENUES REQUIRED	44,491,000			
	<u>45,178,500</u>			

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY BUDGET OF EXPENDITURES FROM DEPRECIATION RESERVE FUND CALENDAR YEAR 1964

	Amount
Partly or wholly undisbursed in 1963, resubmitted after adjustments:	\$ 27,000
Buildings, facilities and equipment, by location:	
South Park Shops	\$ 36,000
	15,000
	20,000
	3,500
	2,500
	400,000
	175,000
	63,500
	140,000
	<u>\$ 855,500</u>
Proposed for 1964:	
Buildings, facilities and equipment, by location:	
Division 1	404,500
Division 2	1,990,000
Division 3	89,500
Division 4	199,000
Division 5	396,500
Division 6	176,000
Division 7	64,500
Division 8	
Division 9	
Division 10	
Division 11	
Division 12	
Division 13	
South Park Shops	
Transit Authority Building	
	<u>\$4,202,500</u>
Coaches - Down payment, freight, sales tax, etc.	
Equipment Trust Obligations	
Automobiles and trucks	
Installation of axle housings, radiators and blower motors	
Rebuild 125 coaches	
Rebuild 32 coaches	
Miscellaneous, including office furniture and equipment	

November 29, 1963

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY CASH BUDGET CALENDAR YEAR 1964

Fund	Estimated Balance 12-31-63	Estimated Additions During 1964	Estimated Withdrawals During 1964	Estimated Balance 12-31-64
Revenue Fund		\$45,178,500	\$45,178,500	
Distribution of Revenue Fund:				
Operation Fund	\$ 4,491,000	\$38,406,500	\$38,406,500	\$ 4,491,000
Interest Fund	704,000	2,066,500	2,084,500	686,000
Bond Retirement Fund	875,000	1,091,500	1,050,000	916,500
Bond Reserve Fund	3,187,500	-	-	3,187,500
Depreciation Reserve Fund	6,973,000	3,614,000	4,202,500	6,384,500
General Fund	1,318,000	-	350,000	968,000
	<u>\$17,548,500</u>	<u>\$45,178,500</u>	<u>\$46,093,500</u>	<u>\$16,633,500</u>

Note: Estimated balance December 31, 1963 includes holdings of U. S. Government securities.

November 29, 1963

BUDGET OF EXPENDITURES FROM DEPRECIATION RESERVE FUND really means how much money we're going to invest in additions and betterments to plant and equipment in 1964. A goodly share of this investment is for the aid, comfort and convenience of employees.

PROPOSED BUDGET for 1964, showing costs to the Authority for wages, supplies, and expenses in other classifications. The first column of figures shows the totals for the year. Succeeding columns show expenses for each month of the year. Most of these monthly expense columns are omitted. Those shown are sufficient to serve as samples.

THE JANUARY ISSUE of THE EMBLEM will contain an explanation of the 1964 budget and some of its implications. If you have questions about it you would like answered, write the Editor, 323 Transit Authority Building, or telephone Ext. 247.

CASH BUDGET, showing estimates of how much money will go into the six accounts required by the Trust Indenture, how much will be taken out, and what the balance will probably be in each account at end of 1963 and 1964.

Why Courtesy Makes Good Sense

Opinions of Outstanding Operators on a Crucial Topic

(Fourth installment. The third was in the May issue.)



F. W. Happel

"IN REGARD TO COURTESY by our Operators, all I can say about myself is, I like to treat each passenger as I would like to be treated myself."—*Fred Wm. Happel*, Division 2.



W. S. Churchill

"EXTENDING COURTESY to passengers is like casting bread upon the waters. It will return to you tenfold."—*W. S. Churchill*, Division 8.



R. J. Hennessy

"THE MOTOR COACH OPERATOR, on his daily rounds on the highways and freeways, must make thousands of correct decisions when guiding his coach successfully to its destination. He works under the pressing weight of the many hundreds of 'do's' and 'dont's' of the law, rule books, vehicle codes, and other guides.

"It is my firm belief that the singularly most important part of any Operator's job is the attainment of a proper attitude in order to make the correct decisions. The deliberate cultivation of courtesy greatly assists him in that attainment."—*Robert J. ("Bob") Hennessy*, Division 12.

... "I THINK everyone has courtesy imbedded in his mind but we all wait for the other person to show it first. Just as the man, bandaged head to toe and lying in the hospital bed, remarked: 'Why should I be first to dim my lights?' A little courtesy would not have been half as painful."—*J. L. McKane*, Division 12.



J. L. McKane

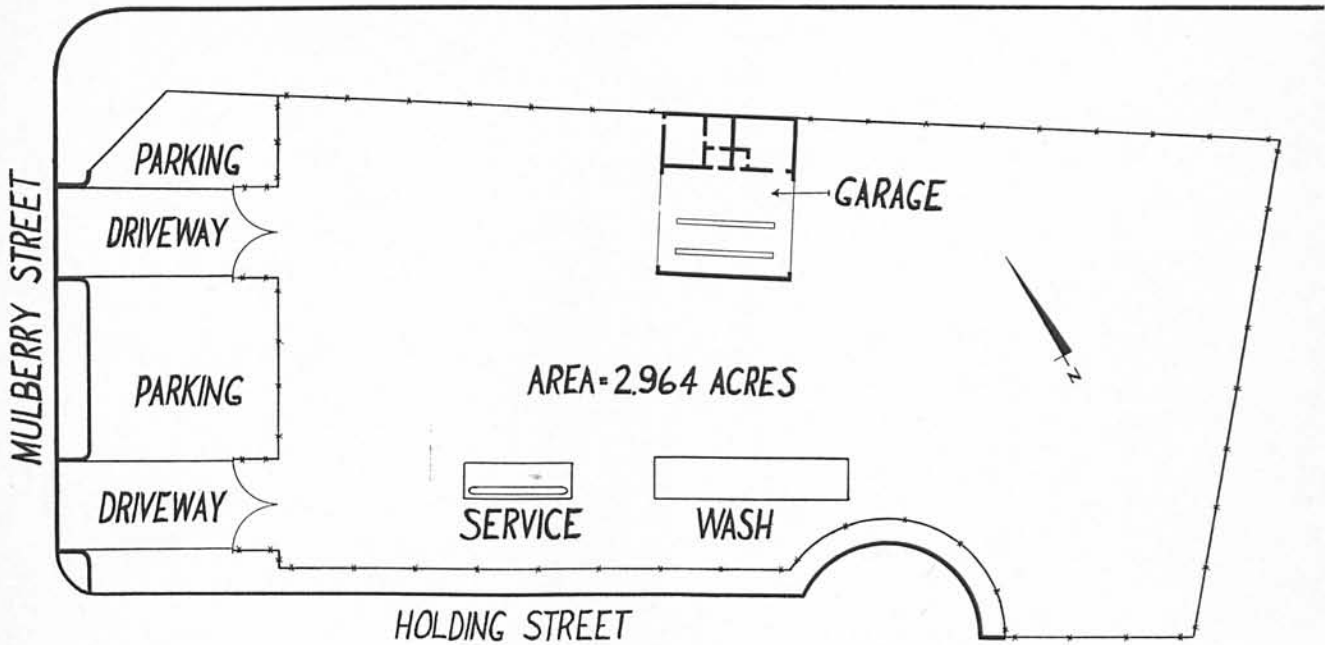


M. E. Scoville

"WHY BE COURTEOUS to passengers? It is so much easier to be courteous and polite than to be mean and disagreeable. I know, after 25 years of experience, that being courteous pays off at the end of the day.

"Why is a successful Operator invariably courteous? I know that this is a business. I feel like a partner in this business. By being discourteous, I am driving my paying customers away. . . . [Moreover,] an Operator who is argumentative and impolite is more likely to have an accident than one with a cool and calm disposition."—*Marshall E. Scoville*, Division 4.

SPRUCE STREET OVERCROSSING



Board OK's \$175,000 for Riverside

EXPENDITURE of \$175,000 to build a new garage and Operators' room on a recently acquired three-acre lot at Riverside was authorized at the Authority meeting Dec. 3.

Construction is expected to begin in early 1964, according to Acting General Manager M. Edwin Wright, and will require approximately four months.

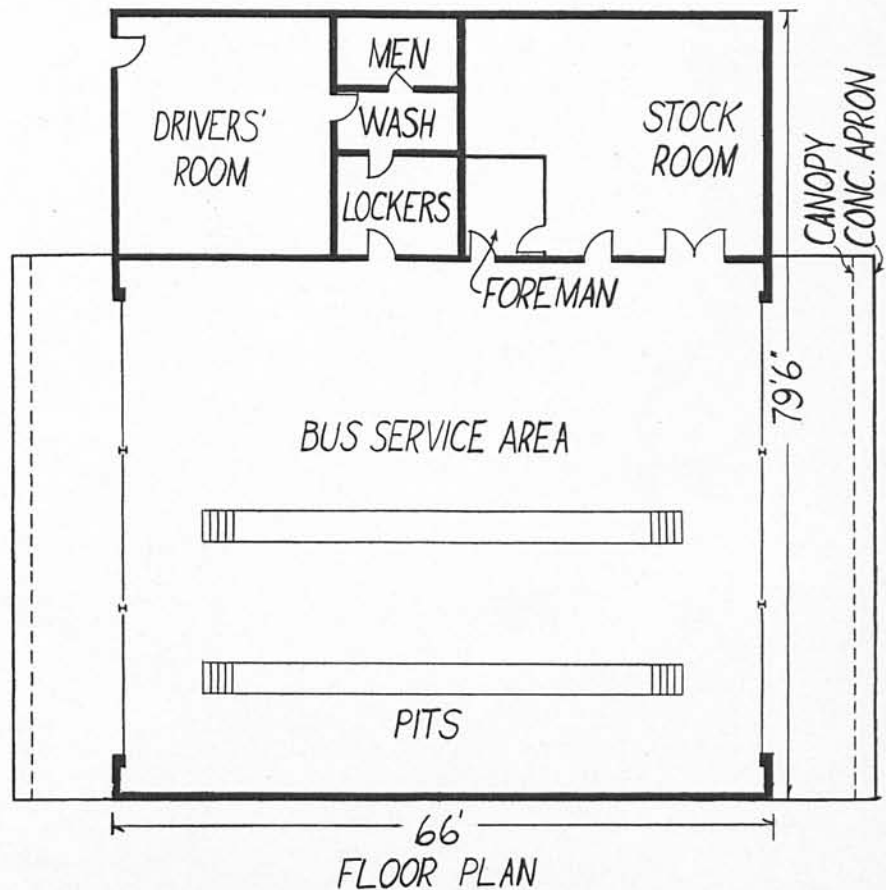
Washroom, restroom and locker room facilities for both Mechanics and Operators are included in the cement-block garage building, which measures 66' x 79.6' and contains some 5,200 square feet of space. Modern lighting and ventilation will be installed. The Operators' quarters will be air conditioned.

Two one-bus pits will be provided in the garage proper, and there will be work space on the floor for one other bus.

A service station and cleaning facilities will be provided.

The entire job will be done on contract.

"There is sufficient ground for future expansion and the garage building is designed to make enlargements and additions possible if and when needed," said Mr. Wright.



SilverLiners Replace Older Coaches on Fairfax Ave. Line

SILVERLINERS replaced older model coaches on the Fairfax Ave.-Hollywoodland-Western and Franklin Line 89 during the week of Nov. 25.

This fact was heralded in the picture at right by the sign to which Public Relations Director R. O. Christiansen points. Guarding the sign are Operator Bill Sgambellone, left, and Supervisor Wm. P. Farrell.

The photo was one of several taken at the northbound bus stop at Fairfax Ave. and Beverly Blvd. Nov. 22 and sent out to the press with an announcement of the change to the sparkling new, easy-riding, abundantly lighted SilverLiner coaches.



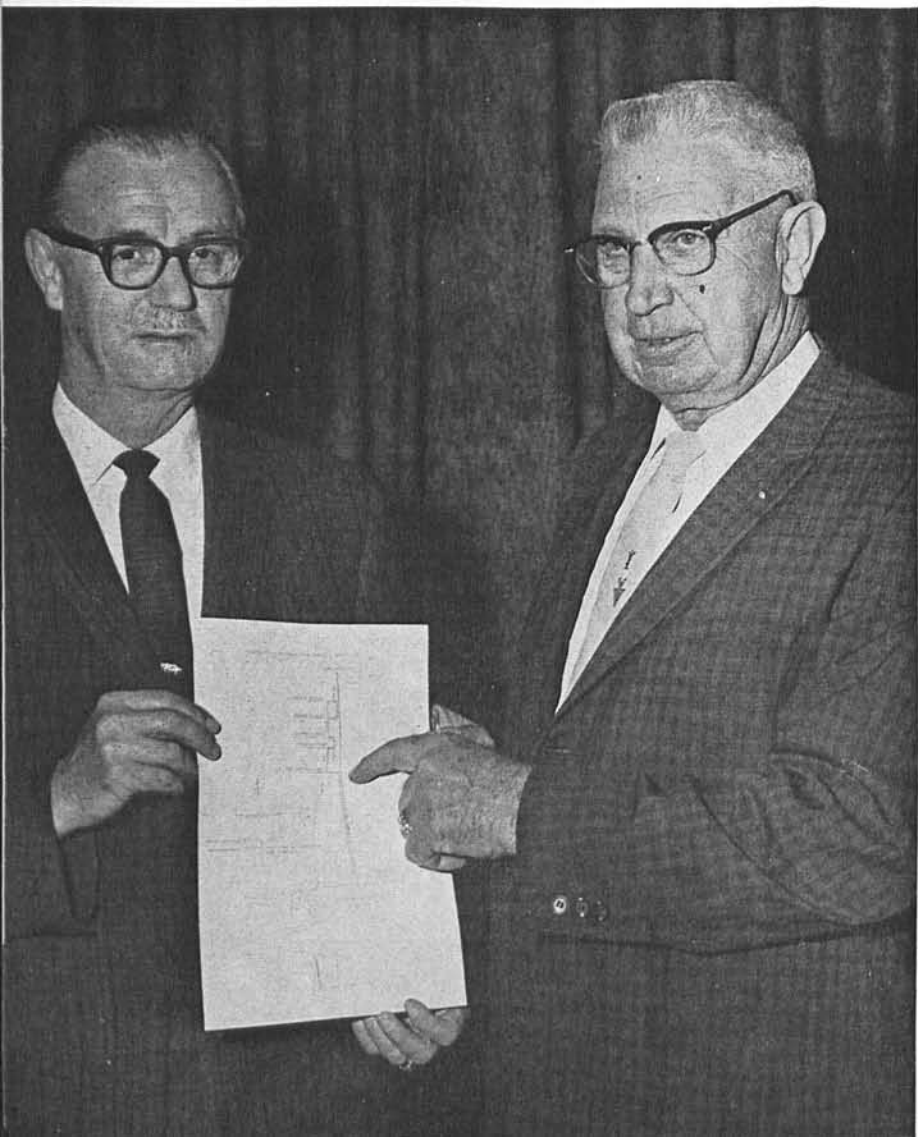
18 Local Stops Now Made By Line 37 in Wilmington

FRED S. DEAN (in photo at left), MTA Vice-Chairman and Harbor Area resident, points out to Kyle Piercy, Manager, Wilmington Chamber of Commerce, the new area of local stops along Avalon Blvd. on Line 37, beginning Dec. 9.

Requested by the Wilmington Chamber, the new arrangement makes it possible for Wilmington residents to board at any of the new stops and go to any other stop on the line—from Los Angeles to San Pedro. Passengers may also get off at any of the new stops after traveling from other points.

Those boarding Line 37 at Sepulveda and Avalon Blvds. may travel to San Pedro for 25¢; those boarding at stops between the San Diego Freeway and Sepulveda may travel to San Pedro for 33¢.

Service Changes



Commendations . . .

107 Operators Honored For Courtesy In November

CONGRATULATIONS to the following 107 Operators, who received commendations during the month of November:

W. D. Adkison, Division 5; C. E. Andrews, 4; R. E. Arnold, 8; N. C. Bassham, 1; G. I. Battelle, 7; E. R. Baugus, 7; T. F. Benedict, 7; Homer Blair, 2; W. T. Bond, 7; A. R. Brown, 7; E. H. Brown, 2; H. A. Brown, 2; C. T. Burris, 7; D. M. Bush, 1.

W. C. Chandler, 5; M. S. Chapdelain, 9; W. S. Churchill, 8; J. H. Coleman, 1; E. L. Combs, 9; D. R. Cooper, 2; L. L. Craig, 11; E. A. Cure, 12; D. O. Curtis, 2; W. R. Davis, 3; E. P. DeCambra, 10; W. L. DeGeere, 6; E. F. Dietz, 10; N. J. Dionne, 12; J. H. Durham, 8; L. M. Duxbury, 1.

L. J. Ekberg, 7; D. W. Eley, 6; R. M. Ewell, 6; W. F. Gates, 7; Isabelle G. Gaul, 6; C. V. Goodwin, 7; J. C. Gough, 3; Lucian Grant, 9; D. C. Grayson, 12; C. F. Greenfield, 6; D. L. Hamilton, 7; L. M. Hamilton, 2; Jack Hammett, 7; A. V. Hand, 8; Charles Hayes, 5; F. L. Herrin, 1; T. P. Hervey, 1; H. H. Hill, 4; L. F. Holtorff, 7; L. F. Hutchison, 3.

J. J. Jacobs, 11; H. M. Johnson, 1; W. H. Jones, 6; D. J. Killmer, 2; F. W. Koenig, 6; J. J. Lafond, 12; W. F. Langley, 7; E. P. Lewis, 7; H. G. Lyons, 8; P. R. Marwick, 3; Joseph Medjes, 8; O. D. Merrick, 4; Charles Milo, 3; J. R. Moore, 2; W. R. Moore, 1; W. D. Moorehead, 4; Paul Musko, 3.

R. G. Patkeski, 3; A. R. Peterson, 3; L. P. Pine, 4; G. E. Prangley, 6; R. J. Robinson, 7; Michael Robles, 4; M. D. Rogers, 8; V. P. Santamero, 2; E. V. Santos, 1; Ann G. Schulz, 7; G. E. Serres, 9; R. G. Seymour, 8; C. L. Sherman, 3; Ruben Siegel, 8; G. R. Slapnicher, 10; J. W. Slickelman, 6; O. H. Smith, 8; S. J. Smith, 2; Lawrence Springer, 4; Harold Stein, 2; E. L. Stover, 11; W. L. Suggs, 9.

M. W. Taylor, 2; B. J. Tharp, 1; B. J. Thomas, 5; N. D. Thompson, 8; C. W. Tinker, 2; Augustine Vigil, 3; Ar-

Julian Garcia, of Division 12, Wins Dec. Courtesy Award

"ANYONE that can meet the public with a smile day after day, as he does, is outstanding and deserves recognition," was one of the comments made about Division 12 Operator Julian Garcia in a letter from Mrs. Bessie Helm, of 1401 E. Ocean Blvd., Long Beach.

Her letter led to the selection of Mr. Garcia as Operator of the Month for December. Judges were three members of the Compton Chamber of Commerce.

Mrs. Helm writes that although she could catch an earlier schedule on the Long Beach Freeway Flyer, she waits for the 5:50 "in order to have a pleasant and relaxing ride home."

Runner-up was T. F. Benedict, of Division 7.

tra Virden, 2; J. E. Ward, 4; H. J. Warnock, 7; J. A. Warren, 8; D. B. White, 6; J. K. Williams, 2; L. T. Williams, Jr., 7; F. D. Wilson, 7; John Womack, 5; M. R. Wright, 7; W. C. Young, 2; Harry Zipper, 7.

CERTIFICATE OF MERIT being presented to November Operator of the Month Raymond F. Lamb, extreme right, of Division 12, by Chairman A. J. Eyraud at Authority meeting of Nov. 19. Watching are, from left, Mr. Lamb's mother, Mrs. Verna Mason; Maj. James L. Richard, USMC, author of the letter that put Mr. Lamb in line for the monthly courtesy award; and Mr. Lamb's wife, Mary Lynn.



JULIAN GARCIA, of Division 12, is Operator of the Month for December.



RUNNER-UP
T. F. Benedict
Division 7



Divisions
4 and 11
Win Sept.
Safety
Trophies



ABOVE—Holding the first-place Group I trophy at Division 4 are Superintendent T. O. Latham and Operator F. A. Edwards. A. C. Fouroux holds the cake.



LEFT—Superintendent C. A. Schulz holds up the first-place Group II trophy for Division 11 Operators to admire.

Safety Award Pins Earned by 846 Operators; 25 Earn Maximum Possible 18-Year Pins

SAFETY AWARD PINS were earned by 846 Operators during the first six months of 1963.

Of these, 25 earned 18-year pins. Eighteen years was the greatest possible span of eligibility through last June 30.

From the time he is employed, or from Jan. 1, 1945, whichever date is later in each individual case, every Operator is a participant in this contest.

Winners of 18-year awards were:

From Division 1: F. E. Harris.

From Division 2: D. E. McCarter and W. P. Spendlove.

From Division 3: L. B. Meek.

From Division 6: T. R. Gordon, H. R. Kerley, and H. J. McDonald.

From Division 8: Dakin Boardman and L. F. Hall.

From Division 9: G. H. Benton, G. L. Fry, O. N. Horn, F. M. Keathley, Joseph Mahon, and F. K. Walker.

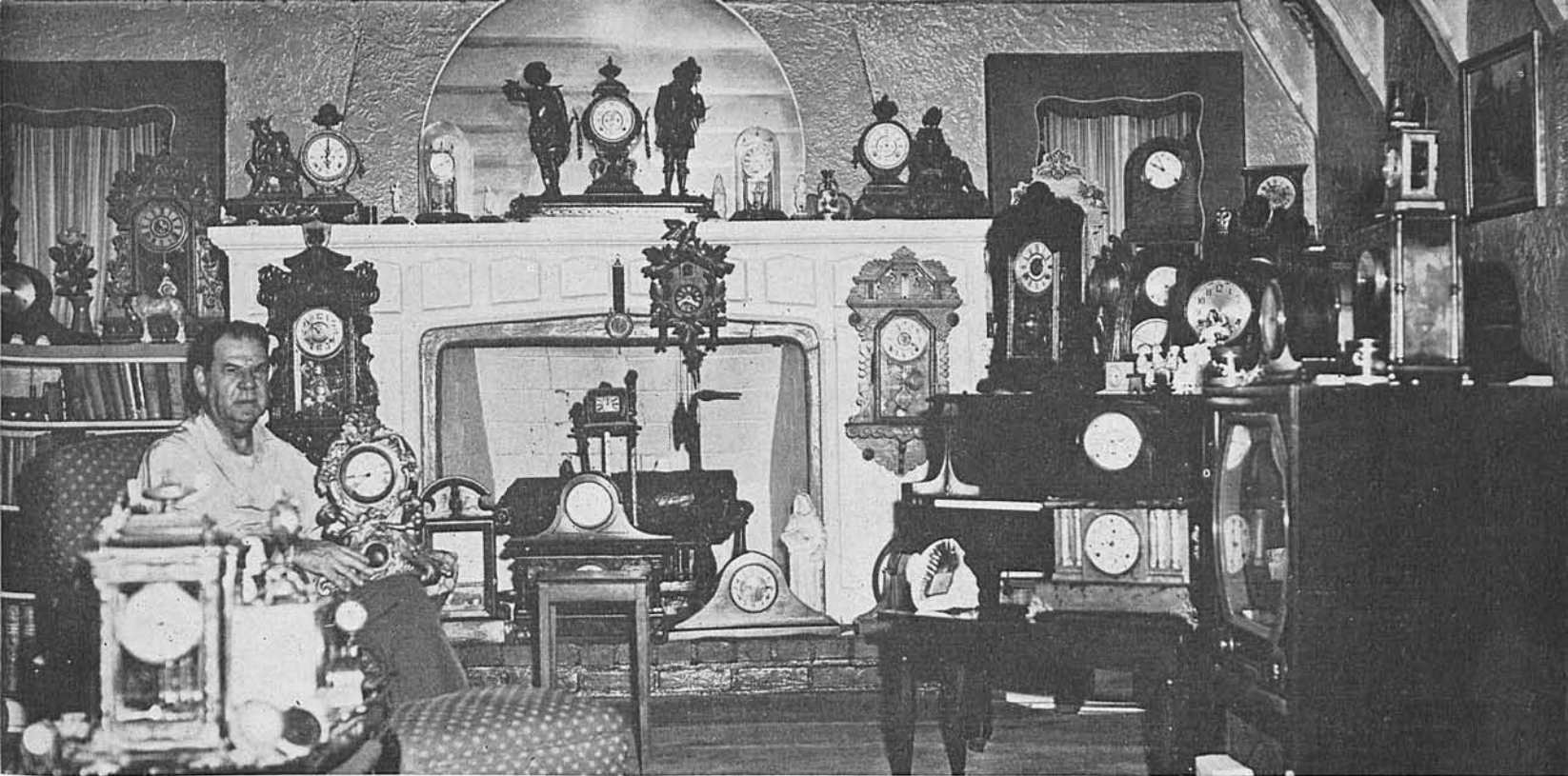
From Division 10: R. G. Bixler and J. B. Yarnell.

From Division 11: H. W. Humphreys, Otto R. Lane (now retired), and J. J. Wolfe.

From Division 12: R. A. Bowman, W. K. Holsberry, H. D. Lester, D. E. Merritt, and D. R. Parks.

The distribution of pins for 17-year winners and below was as follows:

Year Pin	Earned By
17	28
16	59
15	71
14	55
13	43
12	40
11	27
10	32
9	30
8	32
7	28
6	31
5	46
4	58
3	98
2	91
1	52



TICK, TICK! TOCK, TOCK! BONG, BONG! CUCKOO, CUCKOO!—Gus J. Arcement sits with some of his clocks in the living room (above) of his home (below at right) in the Hollywood Hills. Photo at left shows grandfather's clock said to be more than a century old. Clocks are everywhere in the house—and all run!



Mechanic is Clock Watcher!

BY DAY, Mechanic Gus J. Arcement repairs bus windows at his bench in the South Park Shops—he used to repair streetcar trucks. By night, and at odd times, he repairs clocks at his tri-level home in the Hollywood Hills.

One day six or seven years ago his wife, Teresa, an antique dealer, brought home an old clock that needed repair. Although he knew nothing at the time about clocks, Mr. Arcement managed to get the clock running. From that time to now, he's made clock repair a hobby. A German clockmaker friend gave him some pointers.

"I get as much pleasure out of fixing up a clock as a doctor does out of making a sick baby well," he declared. He repairs not only the "works," but also the cases.

His wife continues to bring home "sick" clocks. Friends also bring them, and he buys some on his own. Hundreds of clocks of all descriptions fill his home. Seemingly every level space has a clock on it. The walls are everywhere hung with clocks. His bedroom is filled with alarm clocks and clock radios.

"That's why I'm never late to work," he chuckled.

When he finds that an old clock is not worth repairing, he saves it for parts he may use in other old clocks for which parts may be difficult to buy.

Some of his clocks have histories connected with the great and the near great. A clock reposing on his grand piano is reputed to have belonged to the Kaiser. He has one that belonged to Henry Fonda; and he proudly shows a large silver watch given him by Wallace Beery.



New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between Oct. 19 and Nov. 22:

Accounting and Fiscal Division

KEY-PUNCH OPERATOR: Barbara J. Evans; Frances Pena.

Equipment Maintenance Department

UTILITY A: Sidney E. Bars; Johnny H. Howard*; Whitfield Killian*; Joe D. Trujillo.*

Real Property Management

ELEVATOR OPERATOR: Mary T. Kelleher.

INFORMATION CLERK: Kathleen S. Hatfield; Judith K. Honton; Gertrude E. Kerr; Marilyn O. Quigley.

Transportation Department

OPERATOR: James U. Bass, 1; William M. Bennett, 12; William E. Bird, Sr., 2; Leroy Crawford, 7; Samuel L. Garrett, 7; Thomas Gorden, Jr., 7; Jack W. Hall, 4; Edward L. Holloway, 3; Arthur W. House, 3; Ronald D. Jackson, 4; Raymond E. Juarez, 2; Charles C. Kemerer, Jr., 3; Harry "C" Krepps, 3; Lloyd R. Lanham, 1; Clifford Long, Jr., 2; Joe D. Quigley, 2; Verlon M. Reynolds, 3; Don L. Roman, 7; Gary A. Seifried, 10; Robert Stonefield, 8; Kenneth H. Varney,* 1; John W. Walth, 8; Bert "H" Washington, 7; John A. Yaeckel, 10.

*Re-employed

On Their Way Up

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

Albert Latvala from Supervisor of Print Shop to Supervisor of Printing, Transportation Department, Nov. 3. Employed Mar. 21, 1949.

Carmen D. Lupo from Mechanic B to Mechanic A, Division 5, Equipment Maintenance Department, Oct. 20. Employed May 15, 1957.

J. L. Washington from Janitor, Division 5, Transportation Department, to Mail Carrier, Division 2, Equipment Maintenance Department, Nov. 21. Employed Dec. 4, 1945.

Osie L. Williams from Junior Stock Clerk to Truck Driver Clerk, Purchasing and Stores Department, Nov. 7. Employed Oct. 31, 1960.



EASTON TINDALL, retiring Supervisor, opens an envelope containing a card of good wishes and a goodly sum of money as some of his co-workers look on. Left to right are Division 2 Superintendent J. M. McKeivitt, Operators Delmar E. McCarter and Louie Meloserdoff, Mr. Tindall, and Operator William H. Dyson, Pete Brezniak, and Leonard J. Morris. Mr. McCarter made the presentation on behalf of those who used to work with Mr. Tindall in the South Gate area. A larger picture of the retiring Supervisor is shown in the inset circle.

Retirements

BEST WISHES TO:

Albert M. Brouwer, Operator, Division 9. He retired Nov. 1 after service from Apr. 19, 1929.

Dave C. Hatfield, Operator, Division 6. Placed on indefinite leave last Jan. 28, he retired Nov. 1 after service from Sept. 16, 1943.

Easton Tindall, Supervisor, Transportation Department. He will retire Nov. 30 after service from Mar. 17, 1925.

Supervisor Tindall To Retire Nov. 30

RETIRING Nov. 30 after 38 years of service, Supervisor Easton Tindall plans to sell real estate ("at least enough to have something to do") and "make a few trips" with his wife, Elsie.

Mr. Tindall began his service in 1925 as Motorman at Division 2, and has been a Supervisor since 1934. He was District Supervisor from 1946 to 1952.

"One of the best," said his boss, Chief Supervisor C. H. Carlson.

Born in Glasford, Ill., in 1897, Mr. Tindall grew up on a farm, worked in a steel mill in Peoria for two years, and served in the Navy from 1921 to 1925.

Retiring Operator Hopes To Aid Child Hospital

ONE DARK NIGHT in the days when red trains were running to El Monte, an off-duty Operator, Albert M. Brouwer, flagged down a limited to prevent a collision with a derailed car, and thereby helped save life.

Retiring Nov. 1 after 35 years of service in many capacities, including 11 years as a Terminal Foreman, he hopes to continue to help save lives by "doing what I can for the Children's Hospital."

A father and grandfather, he is a Past Associate Guardian, Job's Daughters, Bethel 135, El Monte, and is active in his church.



Albert M. Brouwer

In Memoriam

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

Leonard E. Barkley, 73, retired Motorman, Division 3; Nov. 28; service from 1923 to 1955. Survived by his daughter, Mrs. Ruth Duncan, of Santa Ana.

Florence G. Erdman, wife of Operator William K. Erdman, of Division 2; Nov. 9. Survived by her husband, of Los Angeles.

LeRoy H. Hendricks, 52, Operator, Division 10; Nov. 22; service from 1942. Survived by his wife, Lucille, of Los Angeles.

John Miller, age unknown, retired Operator; Nov. 21; service from 1942

to 1955. Survivors unknown.

Alta M. Taggart, wife of retired Mechanic Walter L. Taggart, of the South Park Shops; Nov. 17. Survived by her husband, of Moses Lake, Washington. His service was from 1942 to 1963.

George J. Wessner, 57, Mechanic, South Park Shops; Nov. 23; service from 1945. Survived by his wife, Marie, of Mission Hills.

John R. Williams, 76, retired Mechanic, Macy Garage; Nov. 2; service from 1920 to 1958. Survived by his wife, Evelyn, of Glendale.

Willard M. Williams, 74, retired Car Cleaner; Oct. 28; service from 1925 to 1955. Survived by his wife, Helen, of Los Angeles.

Vi Poppleton Elected Local Chairman, BRT

VIDA M. POPPLETON, Information Clerk, has been elected Local Chairman of the Brotherhood of Railway



Vida M. Poppleton

Clerks, succeeding Peter Roller, Chief Ticker Clerk at the Los Angeles Depot.

She will take office Jan. 30 and will serve for three years.

Mrs. Poppleton's service with MTA and predecessors dates from

October, 1957. She is the wife of Supervisor Frank G. Poppleton, who has more than 20 years of service with MTA and predecessors.

Join ACME Now! Fill Out This Card!

(Story on page 3)

Cut out and mail to ACME, 601 Transit Authority Bldg., 1060 S. Broadway, Los Angeles, California 90015

APPLICATION FOR MEMBERSHIP AND PAYROLL DEDUCTION ORDER

DATE _____

I hereby apply for membership in A C M E and authorize the Los Angeles Metropolitan Transit Authority to deduct my contribution each month from my earnings, the amount indicated below. This authorization is to remain in effect until cancelled or amended by me in writing. I understand these monies will be distributed by the Administration Committee of A C M E to bonafide charitable organizations, recognized as such by the Internal Revenue Department of the U. S. Treasury.

\$ 1.00 _____
 \$ 2.00 _____
 \$ 3.00 _____
 \$ 4.00 _____
 \$ 6.00 _____
 \$ 8.00 _____
 \$10.00 _____
 \$ _____

Suggestion _____

Signature _____

Department _____

Index No. _____



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of any change in your address.)*

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GENERAL SUPT OF TRANS.
962 W. 12TH PL.
LOS ANGELES 15. CALIF.

TRIBUTE TO PRESIDENT KENNEDY—Augustine Vigil, Operator, the Temple St. Line 42, stops his bus and bows his head at 7th and Hill Sts., 9:00 a.m., Monday, Nov. 25. All other MTA Operators on duty that day did likewise. In this manner MTA evidenced its official participation in the nation-wide tribute to the late President, John F. Kennedy, as requested of all citizens on that day by Mr. Kennedy's successor, Lyndon Johnson. This photo appeared in the *Los Angeles Times* the next day (Photo by John Malman. Used by courtesy of the *Times*.)