

The



# Emblem

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JULY, 1963



**New Goodell RT Offer Follows on Heels of Alweg Proposal  
 RT System First Necessity for Downtown L. A., Says City Planner  
 MTA Parents of Famed Aviatrix Tell of Her Pacific Flight  
 Operator L. E. Hough, Hero of the Month**

# The Emblem

Vol. 5 July, 1963 No. 9

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## OUR COVER

A PRETTY GIRL, a flask of wine, and—WHAMMO!—a ship is christened as it slides down the ways. Ships have been christened in the same manner since the early galleons slid into the Nile in Cleopatra's day. In fact, historians have it that Cleo herself at times swung a mean bottle!

But pretty Sandra Janich, Long Beach model, became the first to christen a ship on the side of a bus. The occasion was the introduction of the new MTA "steamerliner" into regular service. Shown watching are Fred S. Dean, Vice-Chairman of MTA, extreme left; Eugene Barnett, Jr., Supervisor; Charles Stillwell, President, Catalina Steamship Co.; and Earl J. Hennessy, Operator.

The gaily painted bus will bring a nautical atmosphere as it rolls over various lines publicizing MTA service to the big fun ship *Catalina*.

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\* \* \*

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## MTA Passenger Volume to Bowl Doubles On Opening Night Over Last Year

MTA BUSES carried twice as many passengers to and from Hollywood Bowl on this year's opening night of "Symphonies under the Stars" as they did on last year's opening night.

While total attendance at the Schwarzkopf-Boskowsky program last July 9 showed a 32% increase over 1962 total attendance on opening night, MTA carried approximately 100% more music lovers than last year, Transportation Department statistics revealed.

Here are some comparative figures:

1963		1962
8,777	Total Bowl attendance	5,901
628	MTA passengers to Bowl	310
522	MTA passengers from Bowl	263

As they did last year, MTA buses carried passengers directly to the box office and escalator area; and in other respects service is about the same as last year.

"One factor that may have helped us this year," said D. S. Coburn, Superintendent of Schedules and Statistics, "is that this season we were able to prepare brochures and timetables showing Bowl bus service early enough so that the Hollywood Bowl organization could send them out with their advance publicity to some 20,000 people. This is something new, and for their cooperation we owe the Bowl a debt of thanks.

"Also, we have found that we get a larger percentage of total attendance on our buses when the program is of the more popular type, like the Viennese program July 9. Let us hope this first-night trend continues."

## 6 Trophies Presented in First Month Of New Impruv-Ur-Record Contest

SIX TROPHIES, given by the Brotherhood of Railroad Trainmen, were presented for the first time in mid-July to winning divisions for May in the 1963 Impruv-Ur-Record contest. BRT General Chairman Don H. Sheets made the presentations, with General Superintendent of Transportation George H. Goehler and other officials in attendance.

Under the new two-group arrangement, Divisions 1 and 6 won first-place trophies. Division 1 led the seven divisions in Group 1 with 130 points; and Division 6 led the five divisions in Group 2 with a like score.

Second- and third-place trophies are also awarded in each group this year.

Accordingly, in Group 1, Divisions 3 and 10, tied with 115 points each, won second-place trophy; and Division 4, with 90 points, third-place.

In Group 2, second-place trophy went to Division 11, with 85 points; and third-place award to Division 9, with 70 points.

The contest is jointly sponsored by MTA, the Transit Casualty Co., and the BRT.

# Goodell Monorail Offers MTA A 43-Mile Rapid Transit System

**\$338,000,000 Proposal Includes Airport Monorail,  
Westwood-El Monte Leg, and Van Nuys-Wilshire Leg;  
Financing through Revenue Bonds Repaid through Farebox**

ALMOST ON THE HEELS of the \$187,500,000 Alweg rapid transit proposal made June 4 has come a proposal from the Goodell Monorail Systems, Inc., and Goodell Monorail Inc., to build a suspended monorail over approximately the same route.

Dated July 1, a letter from Goodell's Vice-President and General Manager, George Cantelo, outlined "a firm offer" to build an overhead 60-mile-long monorail system, at a total cost of \$214,000,000. The 60 miles includes a 43-mile mass rapid transit system from Westwood to El Monte via downtown Los Angeles, and from Van Nuys to Wilshire Blvd. and La Brea Ave. via Hollywood; plus the originally (last September) proposed 17-mile monorail to International Airport.

(Although included in the same offer, the two systems are completely separate, the Airport monorail being of lightweight construction, the mass rapid transit monorail being of much heavier construction. Cars of one system cannot operate on the tracks of the other.)

The system would be built on rights of way to be provided by MTA, "via the most desirable routes," with 40 stations.

## SUBWAY AT ADDED COST

If desired, Goodell would build 12.13 miles of the proposed system in subway—at an additional cost of \$124,000,000. The subway portion would be in the leg between Los Angeles and West Los Angeles, and would include 16 stations in subway.

Goodell would provide 140 cars (exclusive of the smaller 28-passenger cars for the proposed Los Angeles-International Airport line) seating 85

passengers and capable of speeds up to 90 miles an hour.

According to the letter, the system "when in full operation will have a capacity of 20,000 passengers per hour one way."

## GOODELL OFFERS FINANCING

Goodell offers to finance the total cost (including the subway) of \$338,000,000—a figure which includes prepayment of interest and financing charges for two years as well as refinancing existing MTA bonds. The financial backer is the bond investment

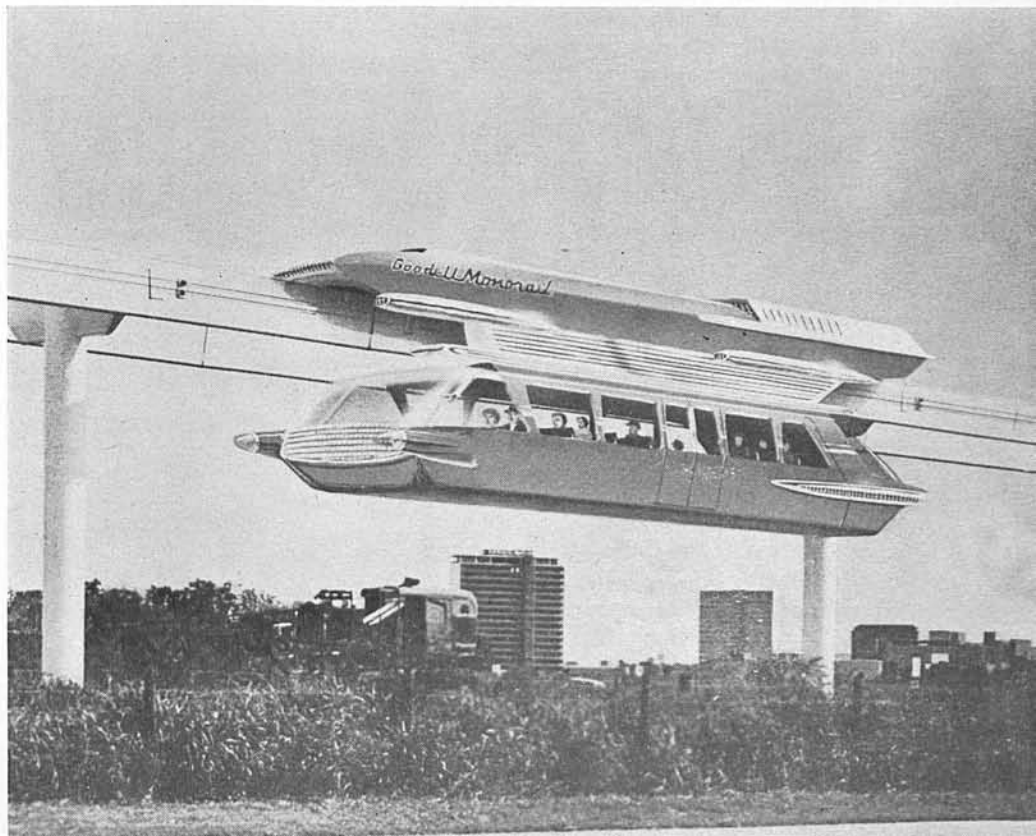
firm of Paine, Webber, Jackson & Curtis.

Goodell also offers to deliver to MTA, as soon as MTA has accepted its offer, a performance bond of \$250,000 "to insure the sincerity of purpose and intent of Offerer to proceed immediately with all necessary agreements, to the end that construction may be commenced as expeditiously as possible."

The monorail firm also offers to give MTA construction bonds guaranteeing proper installation.

*(Continued on page 5)*

ARTIST'S CONCEPTION of Goodell monorail to International Airport—a 28-passenger car. Goodell says the 140 cars proposed for the 43-mile mass rapid transit system—not to be confused with the lightweight Airport system—will be similar but large enough to hold 85.



# Mass Rapid Transit First Essential For Healthy Downtown, DBMA Told by City Planning Director

**Braunschweiger and Central City Committee Complimented**

**By John E. Roberts as He Presents Central City Plan**

THE FIRST and most important step to be taken to assure the future growth and improvement of the Central City Area of Los Angeles is the development of a mass rapid transit system, declared John E. Roberts, Los Angeles City Planning Director, in a June 26 address at the annual meeting of the Downtown Business Men's Association.

"Mass rapid transit is an absolute MUST, if the Central City hopes to achieve its optimum potential," he stated. "Only through mass rapid transit will the necessary capital investment be made, the new businesses located, and the tens of thousands of new workers, shoppers and visitors attracted. . . ."

#### COOPERATION NEEDED

"The question is not whether—but where and when and how.

"The engineers have indicated where the system should be located. Legislation now on the governor's desk for his signature could provide financial assistance toward the total construction cost. The question of *when* will be determined largely by the degree of cooperation from this point on among the Cities, the County, the State and the MTA."

The subject of Mr. Roberts' address was a description of the projected Central City Area Plan just completed by the City Planning Commission,

with the cooperation of other appropriate city agencies, the Mayor, and the City Council.

#### BRAUNSCHWEIGER A PRIME MOVER

Guiding efforts by the citizenry to have such a master plan developed has been the Central City Committee of 40 prominent civic leaders headed by Walter J. Braunschweiger. The Committee was created in 1958, as pointed out by Mr. Roberts, "to spearhead and

coordinate the unified preservation, improvement, beautification and development of the Los Angeles Central City."

#### SIX DOWNTOWN MALLS

According to the speaker, the Plan calls for six "pedestrian-oriented" malls, the largest of which, on Broadway between 4th and 9th Sts., "would integrate with the mass rapid transit system along 7th St. by serving as a downtown pedestrian distribution center."

The mall concepts are part of a Thoroughfare Plan incorporated in the master plan. The Thoroughfare Plan envisages a number of ways of improving the efficiency of street traffic.

One of these is to add some 20 missing links to join streets which come to an end and then pick up from one to three blocks farther on.

Another feature is the East Bypass Expressway, which, the City Planning Director said, "will remove a considerable amount of truck traffic presently using the streets in the easterly portion of the Civic Center and contributing to traffic congestion in that general area."

Surface parking lots would be eventually eliminated, in most cases, in favor of "permanent parking structures at strategic locations ringing the central core."



**JOHN E. ROBERTS**  
City Planning Director, Los Angeles

Where through traffic interrupts the malls, vehicular and pedestrian movements would be separated.

**THREEFOLD POLICY IN PLAN**

The development of mass rapid transit is the first of three major policies implicit in the Central City Plan, according to Mr. Roberts. The second "relates to suitable revisions in land use regulations to further downtown construction and development." The speaker said he favors liberalization of building density provisions now in effect restricting total square footage of floor space in an office building to 13 times the buildable area of the lot, not including parking space. Liberalization, he felt, would stimulate office building construction.

"Major revisions of existing land use regulations may have to await the finalized routing of a mass rapid transit system," the speaker said. "Once this has been determined, I believe that new high-density residential districts should be encouraged at strategic locations along the transit corridors."

The third policy implicit in the master plan is "possible revisions in tax assessment policies that will encourage the improvement of vacant land within the Central City Area." The present method of tax assessments, Mr. Roberts said, discourages new building and has resulted in turning one-third of the buildable area in downtown Los Angeles into parking lots.



**WALTER J. BRAUNSCHWEIGER**  
Chairman, Central City Committee

**MODERN DOWNTOWN TRANSIT  
TERMINALS NEEDED**

He listed "modern transportation and transit terminals" among downtown installations which would attract new business and industry.

To the question as to the value of a flourishing Central City, Mr. Roberts replied by quoting Charles Abrams, a noted New York lawyer, teacher, author and housing expert. In an article, "Downtown Decay and Revival," appearing in the Journal of the American Institute of Planners, Abrams wrote, according to Mr. Roberts:

"A city's life depends on whether its heart continues functioning. The heart of a city is its downtown . . . Without downtown there is only the neighborhood, and with only the neighborhood there is no contrast and no alternative, no easy escape and no freedom of movement. The cities with pulsating downtowns are the cities which thrive. Those without them are doomed to slow oblivion."

**DOWNTOWN L.A. TO DOUBLE BY 1980**

According to Mr. Roberts, studies show that by 1980 the downtown Los Angeles labor force and daytime population will double, and therefore that the 1960 total of 40,000,000 floor space in the area will need to increase by 50% to 60,000,000 square feet. A housing market analysis of the Central City Area has shown, he said, that by 1980 some 40,000 to 60,000 housing units must be added to the 1960 downtown total of 60,000 units.

In concluding his speech before the DBMA, Mr. Roberts stated:

"I am confident that under the able and inspired leadership of Chairman Braunschweiger and the Central City Committee, along with the continued support of Mayor Yorty and the City Council, and the active cooperation of civic groups such as your own, our plans, hopes and dreams of a Central City pre-eminent in the entire United States will in relatively few years become a reality and lend added prestige, attraction and prosperity to the great City of Los Angeles and its vast tributary region."

**Goodell Offer**

*(Continued from page 3)*

The total cost of \$338,000,000 is broken down by Goodell as follows:

<b>For the 43-mile surface system</b>	<b>\$ 98,500,000</b>
<b>For the rights of way for surface system</b>	<b>30,000,000</b>
<b>For refinancing present bonds</b>	<b>41,000,000</b>
<b>For subway</b>	<b>124,000,000</b>
<b>For Airport system</b>	<b>44,500,000</b>
	<hr/>
	<b>\$338,000,000</b>

Goodell offers to provide the \$338,000,000 "and such other sums as may be mutually agreed to, for the purchase of revenue bonds or other evidences of indebtedness, which said Metropolitan Transit Authority may legally issue . . ."

The monorail firm agrees to accept repayment from operating revenues of the system.

The offer to build the entire system, including the Airport monorail, is good to and including August 2, 1963. It may be revoked after that date if Goodell so desires.

Attached to the Goodell letter was another from Paine, Webber, Jackson & Curtis referring to feasibility studies made by A. C. Jenkins and Associates on the Airport monorail, stating Paine-Webber's conviction that the airport project is feasible, and concluding with a statement of their readiness to "form an underwriting group towards the purchase of a revenue bond issue sufficient to construct and equip this line and others when proven feasible."

Studies of both the Goodell and the Alweg proposals are being carried out by MTA.

# Operator Stops Runaway Truck On Temple St.; Cited for Heroism

**L. E. Hough, Div. 10,  
Receives Resolutions  
Of Commendation From  
City Council and MTA;  
Interviewed on Radio;  
Papers Carry Story**

HIS ALERTNESS and bravery in stopping a runaway truck on Temple St. June 19 so won the admiration of the public that Division 10 Operator Lavern E. Hough:

- Was summoned before the Authority at its July 2 meeting to receive a resolution of commendation from Chairman A. J. Eyraud.
- Was summoned before the Los Angeles City Council June 25 to receive a resolution of commendation presented by Councilman John C. Holland, of the Fourteenth District, and L. E. Timberlake, of the Sixth District.
- Was invited to appear for a personal interview over Radio Station KNX on June 21.



**FOR HEROISM**—Operator L. E. Hough, of Division 10, receives handshake and an official resolution of the Los Angeles City Council from John C. Holland, Councilman, 14th District. Resolution praised Operator's courage and alertness in stopping a runaway truck.

## Letter From Passengers

Mr. C. M. Gilliss  
Executive Director

Dear Sir:

I am writing this letter to call to your attention the brave act of Mr. Hough—Driver 1093—Bus 5123—on June 19 at 2:10 p.m. at Temple and Boylston. I called my son, as he is on the staff at *The Times*, and as you know an article appeared in the morning *Times*.

However, all of us on the bus feel Mr. Hough should receive some commendation from MTA, as he might have been killed saving the life of nine other people. His act of bravery saved MTA many thousands of dollars and nine families great grief. I am sure you agree.

MARGUERITE E. DENTON  
1030½ San Rafael  
Glendale 2, California  
[and eight other passengers]

- Was the subject of a number of stories in the metropolitan papers.

- Received a letter of commendation from the nine passengers on his bus at the time of the incident.

At about 2:10 p.m., Wednesday, June 19, Mr. Hough was operating his Line 39 bus containing nine people west up the long hill on Temple St. in the vicinity of Boylston St.

Ahead of him at some distance, he saw a cab-over-engine truck come down Temple St., and veer onto the sidewalk.

"Up to that point I paid little attention to the truck," he said. "Some-

times drivers will move their trucks onto the sidewalk to make a delivery.

"But when this truck struck a wall and was deflected from its course so that it struck a parked car from the curb side, I could see that it was out of control. In fact, I could see no driver.

"So I stopped my bus, jumped out, and ran toward the truck, which had fortunately lost some speed when it hit the parked car—which it had knocked out into the middle of the street.

"When I jumped onto the side of the truck to try to get to the controls,



**MANAGEMENT AND LABOR ALSO APPROVE**—MTA Chairman A. J. Eyraud, left, presents Mr. Hough a special scroll of commendation on behalf of the Authority, while Don H. Sheets, at the right, General Chairman, BRT, looks on with approval.

I saw the driver, apparently unconscious, slumped down in the seat, and so I couldn't get inside. But I was able to open the door and steer while I reached for the hand brake. We had gone about 100 yards past my bus before I was able to bring the truck to a halt.

"The driver looked as if he had had some kind of attack. A man passing by came over to help. He called the police, who arrived almost at once

and took charge. I went back to my bus and continued my run. The amount of time lost, from the time I left my bus until I got back on, was about eight minutes."

Mr. Hough, who will be 56 on Aug. 6, has been in the employ of MTA and its predecessors since 1942. He and Mrs. Hough have lived in the Atwater district of Los Angeles for a number of years. They have one married son, Richard.

## 922 Operators Win Awards

A TOTAL OF 922 Safety Award Pins were earned by Operators during the last half of 1962. The pins were distributed at the recent division safety meetings.

Seven Operators earned pins for 18 years of safe driving—the greatest possible span of eligibility included in the program through last Dec. 31.

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

The seven 18-year winners included:

From Division 4: R. W. Steedman.

From Division 10: D. B. White and J. B. Martin.

From Division 9: V. C. Engle, O. F. Johnson, F. W. Muller, and Owen Whitaker.

The distribution of pins for those with records of 17 years and under of safe driving was as follows:

Year Pin	Earned By
17	44
16	53
15	68
14	63
13	49
12	54
11	33
10	34
9	32
8	30
7	32
6	37
5	42
4	64
3	83
2	109
1	88

## CITY OF LOS ANGELES



### RESOLUTION

WHEREAS, alertness is a prime requirement for safe travel on our area's streets, highways and freeways; and

WHEREAS, by greater alertness on the part of all our citizens the great toll in injuries and loss of lives from traffic accidents could be reduced; and

WHEREAS, certain injury, and possible loss of life, to a number of persons was avoided by the alertness of Metropolitan Transit Authority Operator Lavern E. Hough; and

WHEREAS, Operator Hough, a veteran of twenty-one years in public transit, demonstrated alertness—as well as bravery—in halting his loaded MTA bus, pursuing a runaway truck whose driver had collapsed and successfully bringing the truck to a halt; and

WHEREAS, by such swift action a crash was avoided which could have involved a number of pedestrians and bus passengers and further endangered the life of the collapsed truck driver;

NOW, THEREFORE, BE IT RESOLVED that the Los Angeles City Council commend Operator Lavern E. Hough of the Metropolitan Transit Authority for such alertness, true devotion to duty and sincere concern for his fellow citizens.

Presented by:

JOHN C. HOLLAND,  
Councilman, Fourteenth District

Seconded by:

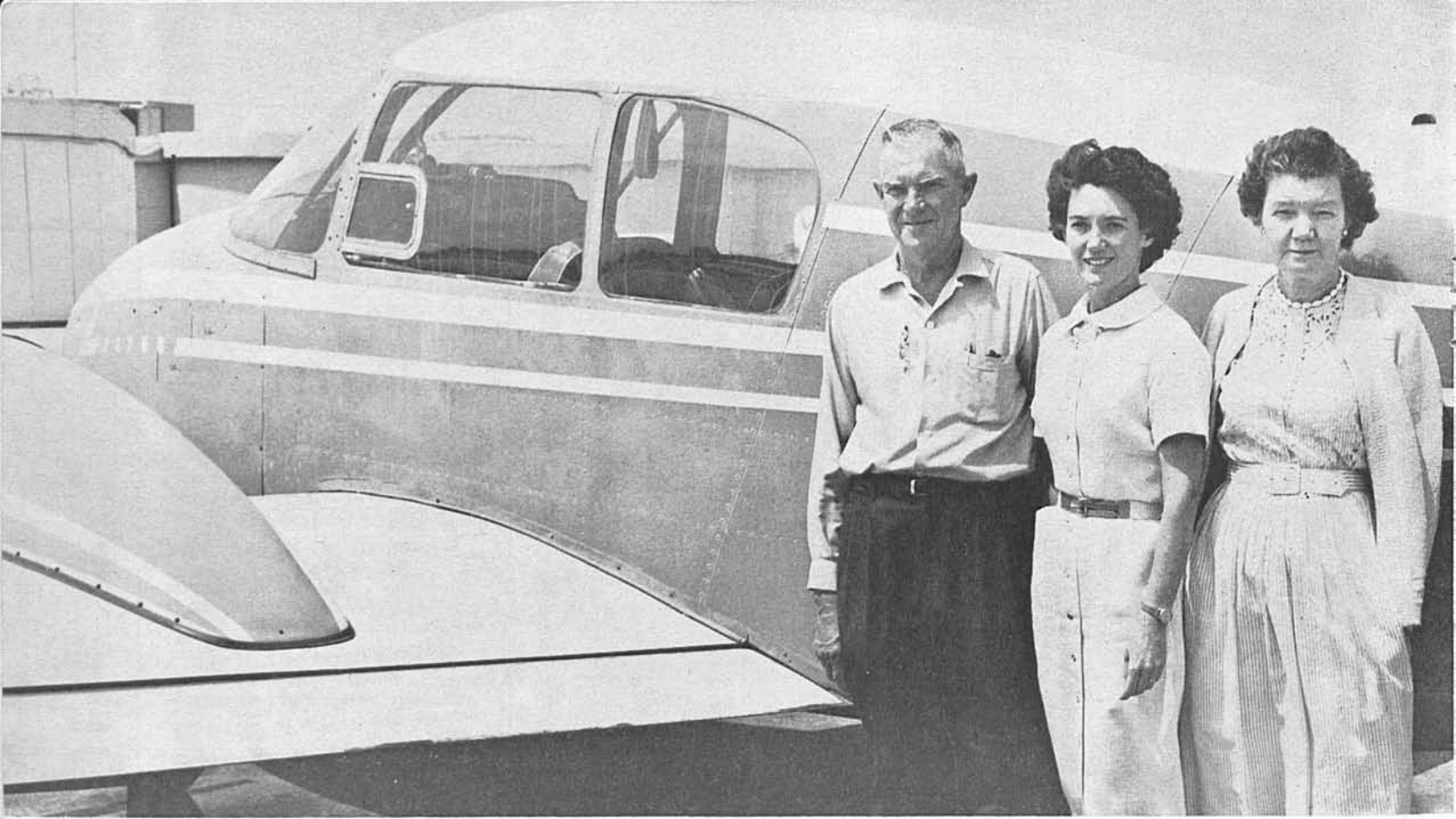
L. E. TIMBERLAKE,  
Councilman Sixth District

## CP Group Thanks ACME For 1963 Gift of \$150

A GIFT from ACME of \$150 to the United Cerebral Palsy Association has been acknowledged with thanks in a letter dated June 12 from Harrison A. Price, President.

"On behalf of the youngsters and adults in this area who are afflicted with and handicapped by cerebral palsy and with whom we work offering them help and hope, please accept heartiest appreciation for your financial support," wrote Mr. Price.

—JOIN ACME TODAY!



THE VERRETT'S AND THEIR FAMED DAUGHTER—Retired Operator and Mrs. E. P. Verrett and their daughter, the famed aviatrix, Mrs. Betty Miller, center, stand beside a two-engine plane of the same type Mrs. Miller flew solo last May from Oakland to Brisbane.

## FIRST WOMAN TO FLY SOLO ACROSS THE PACIFIC

# Retired Operator Verrett and Wife Tell Story of Famed Daughter's Flight

LITTLE NOTED in the fanfare of publicity surrounding the early May flight of Betty Miller, the first woman to fly solo across the Pacific, was her connection with MTA.

The famous aviatrix, who also runs, with her husband, Chuck, perhaps the largest flying school in the nation, is the 36-year-old daughter of retired Operator and Mrs. Edward P. Verrett.

Employees will recall that Mrs. Miller left Oakland on Apr. 30 in a two-engine airplane, a Piper Apache, she was to deliver to a distributor in Brisbane, Australia. She made scheduled stops at Honolulu, Canton Island, and Fiji; and an unscheduled one at New Caledonia when, flying with one of

her engines partially disabled, she discovered a typhoon approaching. The whole world eagerly listened for radio reports and watched the newspapers for news of her safe arrival in Brisbane. A crowd of 3,000 people cheered when the first woman in history to make a solo flight safely across the Pacific brought her little plane to a halt on the runway of the Brisbane airport.

### TELEPHONE RANG AT 4 A.M.

"Our telephone rang at 4:00 a.m. that morning," said her parents, "to announce her safe arrival.

"The agreement had been that Betty was to call her husband, Chuck, who

was to call our oldest daughter, Merle, who was to call us—every time Betty landed anywhere.

"Of course, we sent a telegram to Brisbane immediately, congratulating her on her successful flight."

Before Betty left, the Verretts, although fully confident of their daughter's skill as pilot and navigator, differed slightly as to what was the most dangerous portion of her flight.

To her father, the 3,000-mile trip from Oakland to Honolulu, with no place to land if trouble should develop, was a source of anxiety. It was the longest single leg of the flight.

"She and Chuck had decided that if she didn't make the point of no re-



turn in 10 hours, she was to turn back," said Mr. Verrett. "She made it in 9½ hours."

#### TYPHOON AREA WORRIED MOTHER

Mrs. Verrett, however, pointed out that the ocean between California and Hawaii is well-populated with ships, and the air lanes with planes, which could quickly effect rescue procedures in emergency by use of radio intercommunication.

"The section I was worried about, was here," she said, going to a large wall map in their home and pointing to the South Pacific area near New Caledonia.

"There's not nearly the amount of travel here as there is between the U. S. and Hawaii, and stormy weather is more frequent. And, sure enough, that's where she ran into the typhoon while her engine was acting up."

Betty is the second of three daughters (there are no sons) belonging to the Verretts, who live at 4036 East Blvd., on the western edge of Culver City. Their location makes it easy for them to reach the Santa Monica Airport (the former Clover Field), where Mr. and Mrs. Miller operate their large flying school with 11 planes, a Link trainer, eight instructors (besides themselves), and over 200 students. "And Betty's had many more inquiries about her school since she took her flight across the Pacific," confided Mrs. Verrett.

"She and Chuck have worked very

hard to make their school the success it is. They started it immediately after their marriage 11 years ago—two years after he had started teaching her to fly. They didn't even take time for a honeymoon. They started at the same field where they are now—with two planes."

"We've lived in the airport area around Culver City and Santa Monica for 30 years," put in the retired Operator, "and Betty has always been interested in planes. She went through kindergarten, grade school, and high school in Venice."

#### WORKED FOR CAA

"After graduating from high school, she went to work for the Civil Aeronautics Administration as Radio Communicator, giving weather reports, etc. in the towers at March Field, Salt Lake, Lovelock (Nev.), San Francisco, Las Vegas, and Wendover (Utah).

"She was a radio communicator at Wendover when she met her future husband, who was then a Roadmaster for Western Pacific. He flew his own private plane."

The entire Verrett family, including some in-laws, take a great interest in flying. It all began back in 1925, when Father Ed took lessons on a "Flying Jenny" at a Los Angeles air school.

"I never soloed, and never got a license, because the school moved away," he said, "but I guess the flying blood got into the whole family."

## Credit Union Declares Dividend

A 5% DIVIDEND for the first six months of 1963 was declared by the Board of Directors of the Lamta Employees Federal Credit Union at its regular meeting held on Wednesday, July 10.

Their oldest daughter, Merle, has soloed; her husband, Jack, flies; and two grandchildren of the Verretts, Don, 19, and Sharon, 17, are learning to fly.

Flying has come to be a seemingly casual pastime with the Verretts.

On June 24 they left by jet from International Airport at the same time their daughter, Merle, and her husband, Jack Sutherlin, left the San Francisco Airport—both families intending to meet and spend a week in Honolulu.

—And a frequent telephone message the Verretts receive from their famous daughter from her flying school is,

"Come on over and we'll fly to Tijuana for lunch," or, "Let's fly over to Las Vegas for dinner."



HELPING PUBLICIZE the June 24 extension of the West Jefferson-Huntington Park Line 9 along Jefferson to La Cienega is Operator Nathaniel M. Jones (flourishing cap). The others, left to right, are George D. Ackerman, Manager, Crenshaw Chamber of Commerce; Thomas Bradley, Councilman, 10th District, City of Los Angeles; Willis P. Fisher, President, Crenshaw Chamber; and Leon S. Aubry, local businessman. Several pictures of this type were sent out with story on extension to area newspapers, in order to inform residents of new service.

# Commendations...

## 117 Operators Honored In June for Courtesy

CONGRATULATIONS to the following 117 Operators who received commendations during the month of June:

U. V. Adams, Division 7; F. E. Anderson, 8; R. D. Armes, 9; A. J. Arnone, 3; C. A. Baden, 6; L. E. Bailey, 3; L. H. Bates, 5; N. P. Beauchamp, 8; T. F. Benedict, 7; Rufus Bias, 7; Homer Blair, 2; R. K. Breitz, 2; G. A. Briggs, 6; W. M. Bright, 7; G. R. Brink, 2; C. J. Brown, 7; E. L. Burton, 1; Robert Butler, 2.

G. H. Capen, 3; C. B. Clarey, 12; R. A. Coble, 2; D. L. Collins, 1; Benjamin Cooper, 7; R. G. Corl, 11; M. S. Cosentino, 2; D. L. Cox, 8; R. A. Crabill, 11; L. R. Crozier, 1; R. R. Cuesta, 5; E. A. Cure, 12; H. E. Daniels, 1; A. A. Davison, 5; E. P. DeCambra, 10; J. H. Dunn, 7; F. C. Ellis, 5; Clifford Ellyson, 3; W. J. Esters, 6.

E. J. Filek, 2; Alexander Fisher, 8; Esequiel Flores, 3; S. P. Forrestal, 6; Marvin Garaway, 3; Carl Gardner, 2; Isabelle Gaul, 6; G. F. Gladstone, 3; D. L. Gladwell, 11; H. G. Greene, 7; C. F. Greenfield, 7; J. B. Haining, 2; J. H. Hartley, 3; R. L. Hinton, 2; C. H. Hobaugh, 11; D. W. Houghaling, 4; N. M. Jones, 5.

W. R. Keast, 7; Brady Keys, 2; I. J. King, 4; M. E. Kittinger, 12; Alex Kukla, 4; Eugene Labonte, 1; G. R. Lawton, 7; O. N. Lee, 9; C. E. Lewis, 7; G. G. Long, 6; D. E. Maher, 3; H. R. Manning, 7; R. A. Martin, 5; J. W. May, 9; R. A. McCraw, 6; R. A. McEvoy, 7; W. J. Merchant, 6; D. E. Merritt, 12; E. L. Messner, 1; W. H. Modster, 4; R. D. Moses, 2.

H. A. Naughton, 8; F. W. Nott, 3; Joseph Oliveira, 2; O. A. Ortega, 1; J. C. Pateman, 2; C. W. Pederson, 3; O. W. Price, 2; Carelton Ray, 4; Parker Ream, 7; L. B. Rees, 1; Lois Reinink, 8; R. B. Richardson, 1; W. A. Riley, 2; Ann G. Schulz, 7; D. T. Scoggins, 4; F. E. Scott, 2; J. W. Segger, 11; C. L. Sherman, 3; Ruben Siegel, 8; G. A. Smith, 4; G. R. Stavely, 5; Allen Stinson, Jr., 2; W. G. Suey, 2; C. L. Sullivan, 6.

## F. E. Scott Named As July Operator of the Month



FRANK E. SCOTT, Division 2  
Operator of the Month for July

For his outstanding courtesy and his good operating record, Frank E. Scott, of Division 2, was selected Operator of the Month for July.

He was to receive \$50 and a Certificate of Merit from Chairman A. J. Eyraud at the July 23 meeting of the Authority.

A letter written to the Courtesy Department by a Beverly Hills passenger commenting on Mr. Scott's conduct attracted the attention of a panel of judges from the Lakewood Chamber of Commerce.

The Operator's "remarkable mannerliness and courtesy shown every passenger seemed almost unbelievable," wrote Mrs. Samuel A. Harris.

A. L. Thomas, 5; M. G. Thompson, 3; G. F. Usher, 8; D. S. Varela, 9; Jack Vaughn, Jr., 8; R. C. Walden, 4; Clifton Ward, 7; J. E. Ward, 4; J. A. Warren, 8; E. V. Watford, 7; W. H. Webb, 7; R. L. Webster, 6; O. C. White, 10; C. E. Williams, 2; R. D. Williams, 2; F. D. Wilson, 7; R. B. Wooten, 2; L. B. Wright, 7.

Employed by MTA less than a year, Mr. Scott is one of the youngest in seniority to receive the Operator of the Month title.

"People need to be appreciated and respected," he observed. "They need a smile and a friendly word. Call a man 'sir' and watch him perk up!"

In this connection, the Operator of the Month quoted a short poem inscribed, he said, on a rustic wood plaque that hung in his grandmother's living room for many years:

"So many gods, so many creeds,  
So many paths that wind and wind,  
When just the art of being kind  
Is all this old world needs."  
(Author unknown)

### THEY ALMOST WON

Close behind Mr. Scott were two other Operators whose courtesy, as indicated by letters of commendation, also greatly impressed the judges: J. H. Coleman, of Division 1; and E. A. Cure, of Division 12.

Mr. Coleman was particularly commended for his gentle handling of Senior Citizens, as well as for his courtesy in dealing with those who present improper fares and expired transfers.

Mr. Cure, who was Operator of the Month last October, was commended in particular for his care in seeing that people are not carried past their respective stops.



E. A. Cure  
Division 12



J. H. Coleman  
Division 1

### RUNNERS UP

## New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between May 20 and June 21:

### Accounting and Fiscal Division

CLERK: Sandra M. Kelly.

### Administrative

TYPIST-CLERK: Louise K. Ige.

### Personnel

TYPIST-CLERK: Robert H. Smith.

### Public Relations

SECRETARY I: Jean M. Brenner.

### Real Property Management

INFORMATION CLERK: Theresa M. Gateley, Yvonne Nichols, Sue B. Wilber.

JANITOR: Gilbert Bailey.

### Transportation Department

OPERATOR: H. L. Alcorn, Division 5; Donald Anderson, Sr., 6; C. E. Andrews, 4; Earl Barr, 1; E. R. Baugus,

7; J. B. Bell\*, 5; William Brown, 1; George Cameron\*, 7; H. E. Celestine, 5; Joseph Covais, 3; D. O. Curtis, 2; Adrian Da Silva, 11; J. W. Ebbers\*, 7; R. M. Ferguson, 5; R. A. Hale, 7; M. K. Hashimoto, Jr., 11; L. E. Holt-off, 7; B. R. Lindsey, 5; C. G. Mazuca, 1; J. D. McDonald, 11; R. R. Rascon, 11; Johnnie Ruff, 4; Frank Scorgia, 2; H. A. Scott, 6; N. P. Short, 11; C. R. Shows, 6; S. S. Townsend, 1; B. S. Williams, 7; R. E. Wilson, Jr., 4.

\*Re-employed

## On Their Way Up

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

*D. A. Biehn*, from Mechanic B to Mechanic A, Equipment Maintenance, June 2. Employed Apr. 25, 1960.

*K. S. Fales*, from Operator to Operator-Extra Division Clerk, Division 7, Apr. 11. Employed Aug. 22, 1960.

*M. E. Farris*, from Clerk, Accounting and Fiscal Division, to Stenographer (Relief), Transportation Department, May 20. Employed June 18, 1962.

*L. C. Hunter*, from Mechanic B to Mechanic A, Equipment Maintenance, May 19. Employed Sept. 23, 1922.

*B. T. Lynum*, from Operator-Extra Division Clerk, Division 11, to Division Clerk, Division 1, June 2. Employed June 16, 1947.

*C. H. McCracken*, from Operator-Extra Division Clerk, Division 5, to Division Clerk, Division 12, June 2. Employed Nov. 5, 1960.

*Robert J. Miller*, from Typist Clerk, Personnel, to Assistant Cashier, Accounting and Fiscal Division, June 10. Employed Oct. 28, 1960.

*R. E. Shea*, from Operator-Extra Division Clerk to Division Clerk, Division 11, June 2. Employed June 20, 1939.

*Ben Spencer, Jr.*, from Mechanic B, Equipment Maintenance, to Operator, Transportation Department, Division 5, June 1. Employed Sept. 20, 1957.



**R. J. MILLER**  
New Assistant  
Cashier



**WILLIAM TAYLOR**  
New Senior Assistant  
Cashier

*S. B. Taylor, Jr.*, from Temporary Janitor to Janitor, Real Property Management Department, May 21. Employed Aug. 8, 1962.

*William Taylor*, from Assistant Cashier to Senior Assistant Cashier, Accounting and Fiscal Division, June 1. Employed July 23, 1947.

## In Memoriam

THE EMBLEM reports with regret the death of the following:

*Albert J. Brehm*, 65, retired Chief Clerk, Transportation Department; June 17; service from 1929 to 1962. Survived by his daughter, Mrs. Velma A. McKenzie, of San Gabriel.

*Mrs. Kathryn E. Campbell*, wife of Lonnie A. Campbell, Chief Clerk, Supervisory Division, Transportation Department; June 30. Survived by her husband, whose service dates from 1927.

*Garnet E. Chastain*, 51, Operator, Division 6; June 9; service from 1943. Survived by his wife, Muriel, of Santa Monica.

*Mrs. Agnes T. Donnelly*, wife of Francis J. Donnelly, Safety Engineer, Transit Casualty Co., and former President and Business Agent of Transportation Union Division 1277; May 30; survived by her husband and their daughter, Lois, of Los Angeles.

*Travis J. Jones*, 43, Operator, Division 5; June 12; service from 1960. Survived by his wife, Angela, of Hawthorne.

*Harry A. Moulton*, 64, retired Pasadena Operator; June 5; service from 1924 to 1955. Survived by his wife, Norma, of Altadena.

*Mitchell Perlin*, 78, retired Flagman, Transportation Department; June 5; service from 1919 to 1961. Survived by his wife, May, of Los Angeles.

*Fred W. Seega*, 76, retired Conduct-



**Albert J. Brehm**



**Harry A. Moulton**

or, Division 4; June 11; service from 1921 to 1947. Survived by his sister, Mrs. Anna M. Whittle, of Troy, N.Y.

*Jacob Zuber*, 92, retired Foreman, Equipment Maintenance Department; June 12; service from 1902 to 1931. Survived by his nephew, Joseph V. Eimers, of Los Angeles.



PHYLLIS BONNER JOHNSON, retiring Process Clerk and Comptometer Operator, seated, above, with group of co-workers in the Accounting and Fiscal Division on her last day of work for MTA June 28. In photo at right, Mrs. Johnson shows card with signatures of many well-wishers and contributors toward retirement gift of a rocking chair, emblematic of which is the toy chair in her hand. She has since then bought the chair.



# Retirements

## BEST WISHES TO:

*Wilfred J. Clark*, Mechanic A, South Park Shops, retired May 31 after service from Feb. 19, 1940.

*Dewey T. Doyle*, Operator, Division 4, retired June 14 after service from Dec. 9, 1942.

*Clarence Duckett*, Utility A, South Park Shops, retired May 31 after service from Jan. 28, 1943.

*John L. Harsbarger*, Mechanic A,

Division 1, retired May 31 after service from July 30, 1945.

*James B. Rogers*, Automatic Substation Inspector, 1st Class, Electrical Department, retired June 19 after service from Oct. 1, 1958.

*Walter L. Taggart*, Mechanic A, South Park Shops, retired May 31 after service from July 24, 1942.

*Cuney E. Thompson*, Utility A, retired May 31 after service from Nov. 12, 1942. He was re-employed June 18 as Temporary Relief Watchman.

## Milton Clark Retires; Served 44 Years

HE PLAYED THE SAX in the PE Band when Temple City held ceremonies proclaiming its cityhood in 1928 — and he marched in several Rose Parades as band member.



Milton R. Clark

He had the courage to attend night school for five years to get his high school diploma while carrying a full load of remunerative work — and

made college-recommended grades that won him membership in the Ephebian Society at the age of 32.

For several years he served as correspondent for his employee magazine.

He was Foreman at Toluca Yard for 10 years before the Subway Terminal was closed, and served nearly 20 years as Electrician on the Viaduct.

He retired on permanent disability July 1 after a year of sick leave, thus closing a career spanning 44 years in the Equipment Maintenance Department of MTA and predecessor companies.

These are a few highlights in the story of Milton R. Clark, whose last  
(Continued on next page)

## Phyllis Johnson Retires To New Rocking Chair

OVER 50 FRIENDS gathered in Chinatown June 26 for a dinner in honor of Phyllis Bonner Johnson, Process Clerk and Comptometer Operator, Accounting and Fiscal Division.

Mrs. Johnson was to retire the following Friday, June 28, after service with MTA and predecessor companies that began in 1942.

Among the guests were her husband, Sterling, and several relatives.

On the day of her retirement, Mrs. Johnson received a substantial cash gift from friends and co-workers for a rocking chair of her own choice.

Accompanying the gift was a poem by the Accounting Department's Meg Peterson, bearing the title, "To Phyllis Bonner Johnson, with loving appreciation for the gift you gave to us—FRIENDSHIP."

Co-worker Helen McDougall was responsible for both dinner and gift arrangements.

Mrs. Johnson announced some days later that she had purchased a maple swivel rocker, "which I'm really enjoying."

She plans to rest awhile and enjoy her family—especially her twin grandchildren. Later she plans to study French weaving and the weaving of cloth and rugs.

# Operator's Columnist— Wife Aids MTA Safety Program

## Describes Division Safety Meeting; Urges Safe Driving

THE MTA SAFETY PROGRAM received an unexpected but welcome assist from the *Corona Daily Independent* for June 11.

In her column, "Canyon Echoes," appearing weekly in that newspaper, Mrs. Ruby Goodman, wife of Riverside Operator E. E. Goodman, reported a division safety meeting held at Riverside Garage to inform Operators of the current Impruv-Ur-Record contest.

Naming Operators who received safety award pins, and describing the safety film, "The Invisible Passenger," she used her report as a springboard to editorialize on the need for safe driving by all motorists. (See below)



**COLUMNIST AT WORK**—Busy typing her daily column for the *Corona Daily Independent*, Mrs. Ruby Goodman is handed telephone by her husband, Riverside Operator E. E. Goodman. No doubt the call is from one of her "usually reliable sources."

## Canyon Echoes

Temescal-El Cerrito area news

By RUBY GOODMAN

\* \* \* \*

Your correspondent was recently informed of something that I thought might prove to be of interest to my readers.

During the Memorial Day holiday, and the long weekend following, the nation staggered under its tragic load of accidents, and death which brought grief into many homes.

During that some period a meeting was held in Riverside, by the Los Angeles Metropolitan Transit Authority, and the Transit Casualty Company, for the purpose of presenting Safety Awards to the men of the Riverside Division who had earned them.

Receiving awards for another year of safe driving were N. E. Arendall, A. E. Ernst, L. Grant, E. M. Jennings, W. L. Lee, C. E. Christensen, R. R. Shappell, H. C. Arthur, R. L. Flemming, F. W. Taylor, D. E. Andre, P. R. Banks, E. C. Crawley, T. H. Randall, F. W. Mueller and O. Whitaker.

Many of these drivers may be known personally by my readers, as the Riverside division includes Corona.

These professional drivers prove that even on our notoriously dangerous California highways it is possible to drive safely, and the sooner motorists realize that they actually have a lethal weapon in their hands, the more lives will be spared for a better tomorrow.

John Agar and Lyle Talbot starred in a film, "The Invisible Passenger", that was shown during the impressive meeting. The excellent portrayal by these two famous stars clearly depicted what kind of accidents can happen, and when, and where, and how they happen.

Jack Stewart, Assistant General Superintendent of L.A.-M.T.A., and Ken Moore, local chairman of the Brotherhood of Railway Trainmen Lodge 390, assisted by the safety director, Joe Prutsman, and Charles Hardy, safety supervisor of the Transit Casualty Company, presented the awards.

Also present was Ralph Green of the Traffic Education division of the Los Angeles Police Department.

These awards were made possible through a four-point program sponsored by L.A.M.T.A., the B.R.T., Transit Casualty Co., and the L.A.P.D., for the purpose of showing the public that L.A.M.T.A. has the safest and best drivers in the country, and to show the companies appreciation to the men for their safe and courteous driving.

Receiving praise were the foremen, Jim Whitt, and the fine staff of mechanics of the Riverside Division, for their efforts in maintaining the motor coach fleet. Also Supervisors Ted Cook and Larry Allen.

--Courtesy The Daily Independent,  
Corona, California

## Milton Clark

(Continued from page 12)

working days were spent at former Division 20 as Mechanic A and Relief Foreman.

"I have enjoyed the companionship of my fellow-workers, and wish them all well as they continue their activities with MTA," he stated.

"I especially want to thank the Medical Department for the good care they have given me during my illness

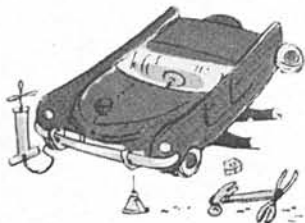
in the past year, and the Personnel Department for advice and assistance in connection with my retirement."

Mr. Clark has been a resident of Pasadena for 30 years. He and his wife, Ona, who were married in 1935, reside at 1735 Wagner St.

# Happy Vacation

## IF YOU'RE DRIVING—

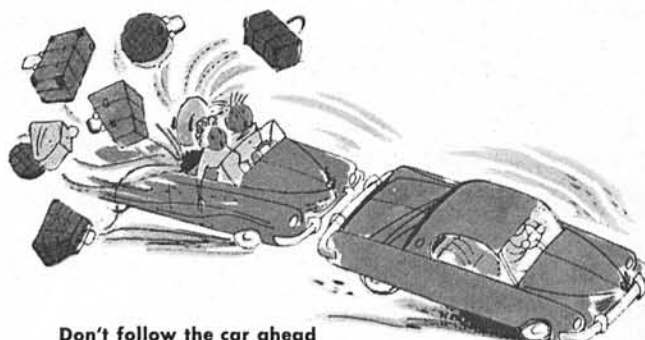
Well, here we go again on another vacation. First of all, let's get the car checked—just to be sure that it's in tip-top safety shape and won't strand us in the middle of nowhere.



When making emergency stops, pull completely off the road. If there are soft or uneven shoulders, signal a right turn, slow down and pull off. Night stops require special precautions...keep lights on low beam—get passengers out of car and to a safe place—post flares or someone with a flashlight to warn approaching traffic.



There's no need to hurry—especially on unfamiliar roads or when traffic is bad. If you're tired, don't drive. Take it easy—remember, a vacation means relaxation and fun.



Don't follow the car ahead too closely. Your heavily loaded car means longer braking distances and different handling methods.

## SURE, YOU CAN SWIM LIKE A FISH

—but you'll be smart if  
you stay within reach of  
help.



Keep a watchful eye on children in the water.  
Floating tubes and toys are lots of fun, but they  
can also carry young-  
sters into deep water.



Squirrels go for nuts—and nuts  
go for "squirreling." It's a dan-  
gerous practice—get out of the  
water if the authorities can't pro-  
tect you from these characters.



## SAFE AT HOME—MAYBE!

Just because you stay home on your vacation  
doesn't mean that you can forget to be careful.



—About half of the deaths in home accidents are  
caused by falls....So don't let vacation fix-up  
tumble you into the hospital.

—Amateur electricians often switch their vaca-  
tion plans to "off."

—Home workshops and tools can turn vacation  
time into lost time.

—*Courtesy National Safety Council*

# Marineland?

## GO CAREFREE GO CAR-FREE

ON AN  
**M-T-A**  
bus

### MOVIELAND WAX MUSEUM?

### BASEBALL?

### Disneyland? Catalina?

GO CAREFREE  
GO CAR-FREE  
ON AN  
**M-T-A**  
bus

GO CAREFREE  
GO CAR-FREE  
ON AN  
**M-T-A**  
bus

GO CAREFREE  
GO CAR-FREE  
ON AN  
**M-T-A**  
bus



ABOVE—Summer promotional display ads, posted in the Authority meeting room, are inspected by, from left, Authority members Warden Woolard and Fred S. Dean (Vice-Chairman); General Manager Cone T. Bass and Executive Director C. M. Gilliss. Marineland poster is a sample of similar ads for Disneyland, Catalina, Knott's Berry Farm, and others made for king-size ad frames on outside of buses. The other ads displayed on walls are samples of 600 that will go up on billboards this summer; they will advertise nine principal attractions served by various MTA routes. AT LEFT—Four of several new brochures and take-one folders designed to advertise MTA service to principal attractions. The former "Do-It-Yourself Fun Tours" folder is being reissued under the new title, "Ten Fun Trips." Radio spots and singing commercials are also being used over nine stations. Distribution of timetables, brochures and maps continues to help sell MTA service.

This Way To

*Fabulous Southern California*

**M-T-A**  
**Funland Map**

Southern California is America's best way to have fun.

1963 SEASON

M-T-A  
*Baseball Specials*

DIRECT TO SEE THE DODGERS AND ANGELS WITH

Let An M-T-A Starliner Whisk You To

**Hollywood Bowl**

M-T-A presents new Starliner "Seat-to-Seat" Service with Special Starliners operating directly to the Bowl Box Office, new moving sidewalks lifting you to your promenade, and just a few short steps to your seat. Now, it's more enjoyable than ever to visit the Hollywood Bowl.

**M-T-A SERVICE TO HOLLYWOOD BOWL**  
STARLINER SHUTTLE—Park your car in a lot near Hollywood Blvd. (See map inside.) Then board M-T-A Starliner Shuttle running

*(Continued on Back)*

take M-T-A's car-free vacation for 2 weeks of carefree fun!

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

FRANCIS RUSSELL BURKHART  
319 WEST MYRRH STREET  
COMPTON, CALIFORNIA

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

BULK RATE  
U. S. POSTAGE  
**PAID**  
Los Angeles, Calif.  
Permit No. 21231