

The



Emblem

76-126

NOVEMBER, 1963



In Memoriam

JOHN FITZGERALD KENNEDY

President of the United States

Born May 29, 1917

Died Nov. 22, 1963

The Emblem

Vol. 6 November, 1963 No. 1

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OUR COVER

"I CHRISTEN THEE the 'Ghost Town Flyer,'" says Sandra Lynn, Knott's Berry Farm waitress, breaking a jug of boysenberry juice over the bumper of MTA Coach 5235, as various Ghost Town characters and MTA operating personnel look on.

Operator Donald H. Ross, in big cowboy hat, watches from the doorway, while Supervisor R. R. George watches from extreme right.

Successor to an earlier model Ghost Town Flyer, the new version is the first SilverLiner to receive a special paint job. Since late October it has been operating in regular service on various MTA lines.

Basic colors, before final lettering and pictures, were applied at South Park by Painters Raymond Nolan and Oscar Zamora with Group Leader Roger Mendivil.

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It's Official: New MTA Depot For Los Angeles Will Be in Huge New Three-Level Greyhound Terminal

WHEN MTA vacates the temporary downtown Los Angeles depot now in operation, it will lease and occupy part of a new multi-million-dollar three-level terminal to be built by Western Greyhound Lines in the block bounded by Sixth, Los Angeles, and Seventh Sts. and Maple Ave. The terminal will occupy almost the entire block. Opening is scheduled for mid-1965.

On Oct. 22 the Authority approved this arrangement, which was described in part in THE EMBLEM for December, 1962.

One major change in plans since that time is that Greyhound and MTA levels have been exchanged: the arrival and departure concourses for MTA will be below ground level, and those for Greyhound will be at the top level. The concourse for pedestrians will remain at the second, or street, level.

The site for the new station, said Executive Director C. M. Gilliss, "was chosen only after careful analysis of the community's needs. MTA's inclusion in the facility will assure the people of Los Angeles of one of the nation's most modern and convenient bus terminals within walking distance of the Central City's expanding retail, financial and governmental complex."

R. E. Thomas, Western Greyhound President, pointed out that "the new terminal will directly link the nationwide Greyhound network with the many Los Angeles Metropolitan Area points served by MTA, virtually putting every city in the United States at the doorstep of every Los Angeles resident."

Planned, designed and engineered by Welton Becker and Associates, the huge terminal will have automatic conveyors to speed passengers, baggage and express between levels of the air-conditioned facility. Passenger concourse entrances will be on Sixth St. and Los Angeles St. MTA buses will enter and leave from Seventh St.; Greyhound, by Maple Ave.

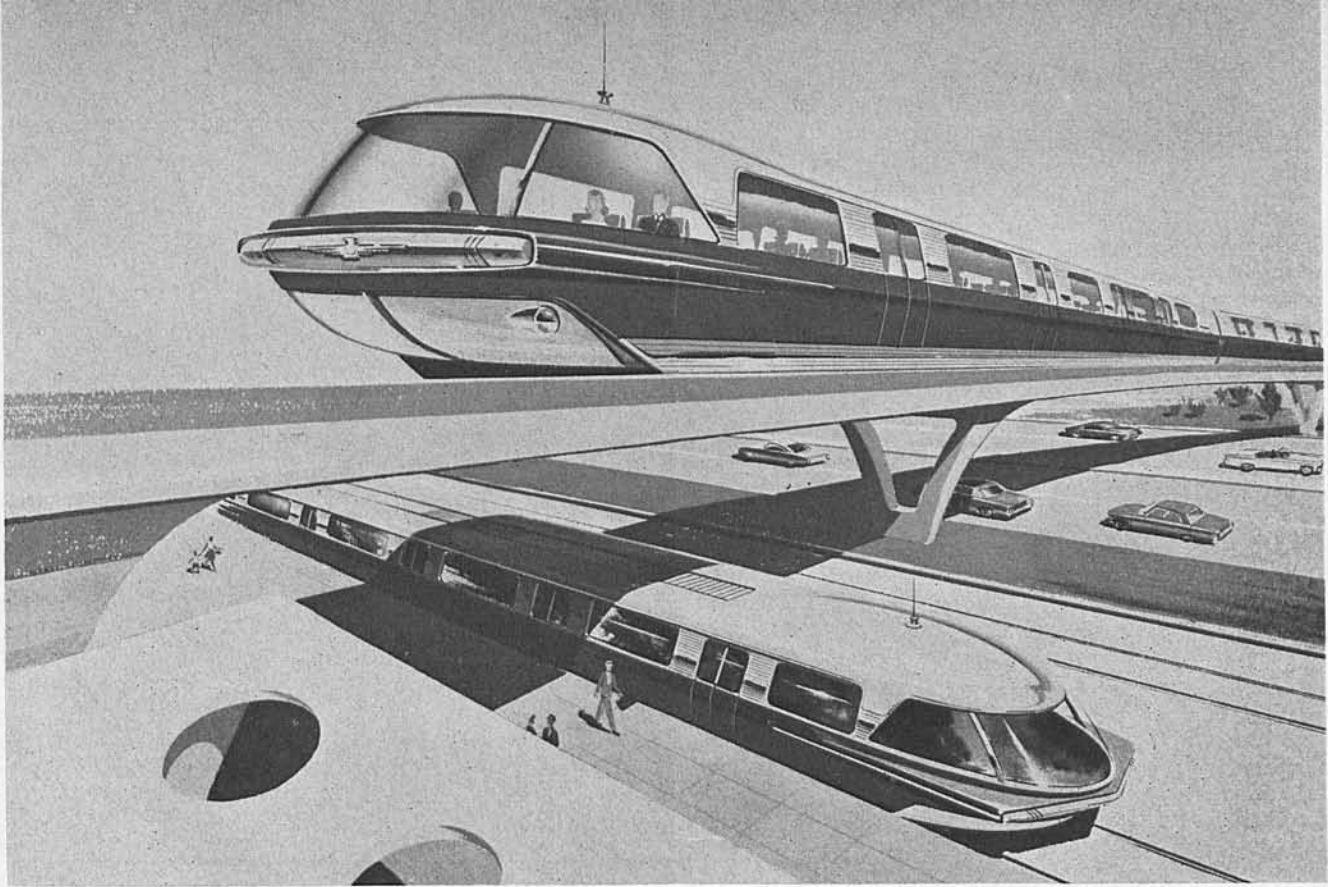
The passenger concourse will include a two-story-high main waiting area surrounded by a 500-seat restaurant, cocktail lounge, restrooms, newsstands, gift shops, and other concessions.

Royal Carpet Tickets Inaugurated To Los Alamitos Race Track

ROYAL CARPET TICKETS, successfully introduced on the Disneyland-Catalina Terminal-Marineland Line 127 this summer, were also introduced on the Los Angeles-Los Alamitos Race Track Line Nov. 18, when the races began.

Informal agencies at hotels and motels in the Los Angeles area have been set up to get the tickets in circulation. They charge the customer 25¢ and give him one of the tickets. He presents it at the ticket window of the MTA Depot, Los Angeles, pays \$3.25, and receives a combination ticket to the races. The ticket includes round-trip fare of \$2.50 and race-track admission of \$1.00.

If he wishes, the customer can tear off the picture portion of his blue Royal Carpet ticket and keep it as a souvenir.



"IS THIS A MONORAIL?" Chief Engineer Ernest R. Gerlach asked as he showed this artist's conception on a screen to his hearers at the Assembly Interim Committee hearing Oct. 28. The drawing actually depicts a type of jet-age twinrail train proposed for Los Angeles. Mr. Gerlach pointed out that many

people find it difficult to associate an ultramodern design like this with the picture that flashes into their minds when they hear such a phrase as "an elevated train on two tracks." In point of fact, a murmur of surprise could be heard in the audience when they found the drawing was *not* monorail.

AT THE INTERIM COMMITTEE HEARING

Monorail? No! Revenue Bonds? No!

MTA Testimony Favors Jet-Age Twinrail System Financed By System Revenues Plus "In Lieu" Tax on Motor Vehicles, With Low Interest Rate Possible through G. O. Bond Backing

THE TESTIMONY was clear: Any mass transit monorail system for Los Angeles conforming to the criteria established by MTA for a rapid transit system and built over community-preferred routes would cost more than the simpler, well-proven twinrail system.

To buy the Alweg or Goodell monorail systems proposed by their promoters for far less money would be, as Executive Director C. M. Gilliss expressed it, "like buying a Volkswagen when you need a Cadillac."

Any system proposed for Los Angeles would have to equal or surpass

the yardstick: ultramodern trains moving on steel flanged wheels over twin rails on the surface, in a tunnel, or above the ground. Only a twinrail system has the cumulative improvements in engineering, operation, switching, made possible by a century of experience. Only operators of twinrail systems can produce figures for costs of construction and operation that may be verified by actual records.

This, in brief, was the kernel of the testimony offered by MTA officials on Oct. 28-29 at the hearing before the Assembly Interim Committee on Transportation and Commerce, in the

old State Building, Los Angeles.

Carefully estimated cost figures were also in: The twinrail system would cost \$669,000,000 to build and equip; the supported monorail proposed by Alweg—including the 19 miles of tunnels necessitated by community preferences — \$709,000,000. Monorail would cost over \$40,000,000 more than twinrail.

Moreover, not only was monorail unproven by experience and more expensive to build, but it had other disadvantages:

1. Whereas a six-car twinrail train would require 48 wheels, all of long-

Rapid Transit Hearing

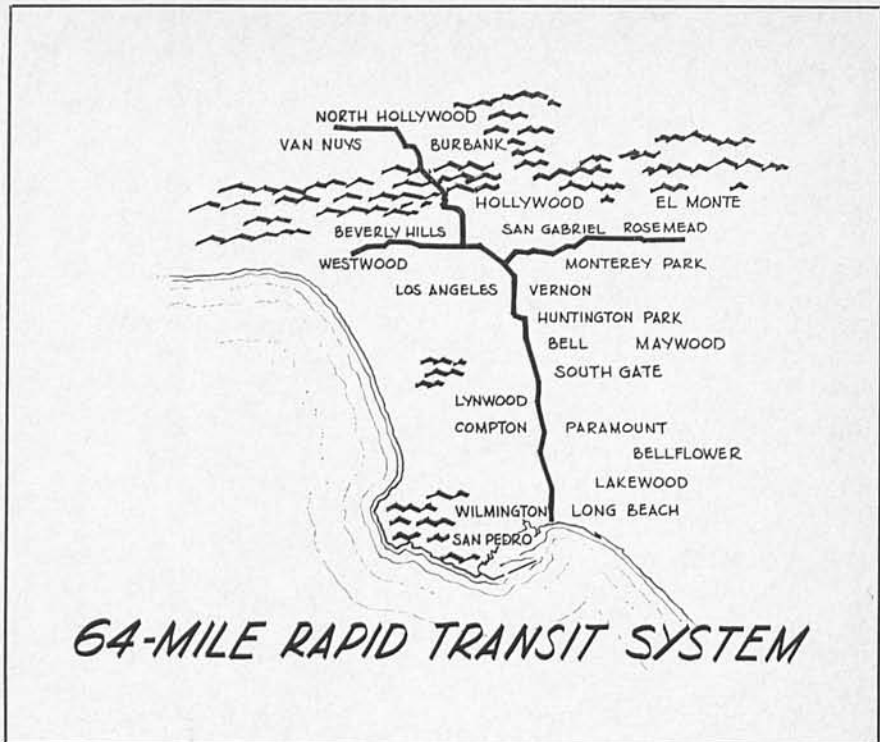
lasting steel and all contributing to tractive effort, a six-car Alweg monorail train would require 192, all with relatively short-lived rubber tires and only some contributing to tractive effort. The greater number are necessary for guidance and balance only. The greater number of monorail

NOW... A TIME FOR DECISION!



M-T-A presents this special report to its passengers on the State Assembly Interim Committee on Transportation and Commerce hearing held October 28, 1963, chaired by Thomas C. Carrell.

100,000 COPIES of this take-one were printed for the benefit of the public. It contains a summary of most of the material in the October Newsletter earlier mailed to all MTA employees, as well as to many public leaders. The take-one cover only is shown here.



wheels requires greater tractive effort, and thus increased power costs; and also leads to obviously greater maintenance costs.

2. Whereas a switch on the Alweg system is cumbersome, expensive to install and operate, and slow (seven seconds to open or close), a switch on the twinrail system is simple, relatively inexpensive to install and operate, improved by a century of engineering experience, and swift (less than a second to open or close).

3. Although twinrail is somewhat more expensive to build *above* ground level than is monorail, it is much less expensive to build in subway and *on* ground level. The subway tunnel in which the Alweg monorail would have to be built would cost \$29,450,000 more than the tunnel for twinrail, because the monorail requires a larger tunnel.

SYSTEM FINANCING

Much of the MTA testimony was devoted to methods of financing the proposed rapid transit system.

Chief Engineer E. R. Gerlach stated that studies by MTA and its consulting engineers indicated that a system built to Los Angeles requirements could not be paid for out of farebox revenues.

Treasurer Walter J. Braunschweiger, retired Vice-President of the Bank of America and a noted financial author-

ity, suggested that the rapid transit system might be financed by a general obligation bond issue of \$709,000,000, to be repaid by anticipated system revenues plus an "in lieu" motor vehicle tax available under the Collier-Unruh Act. The \$709,000,000 includes the cost of building the \$669,000,000 system and of retiring MTA's present \$40,000,000 bond issue.

The annual cost of financing under this plan he estimated to be \$33,200,000. This could be covered by available (in 1972) system revenues of \$20,000,000 together with an estimated \$15,000,000 from the "in lieu" tax. Thus, he pointed out, it would seem unlikely that property owners would ever have to be taxed to make payments on the general obligation bonds. But, because such bonds are guaranteed by pledging the public credit, they carry a low rate of interest—approximately 3½ percent.

He explained that financing by revenue bonds, the method available to MTA under present legislation, is impossible. Revenue bond financing would call for a higher rate of interest—approximately 4¾ percent—which would substantially increase the cost of the project. The \$20,000,000 available annually from revenue alone would fall far short of meeting the annual principal and interest payments with the margin of safety required by investors.



DIVISION 7 OPERATORS, Group I winners of the first-place BRT Improv-Ur-Record trophy for August, gather around BRT Local Chairman A. E. Landers to admire the trophy he presents. Division Superintendent Ross J. Bragdon stands in foreground at extreme right.

DIVISION 8 OPERATORS, Group II winners of the first-place BRT Improv-Ur-Record trophy for August, listen to talk by General Superintendent of Transportation George F. Goehler (back to camera, right foreground) during presentation ceremony. BRT Local Chairman A. E. Landers, in business suit, stands rear.



IMPRUV-UR-RECORD

Divisions 7, 8 Win First Place for August

Places Also Won by Divisions 10, 4, and 9

FIRST-PLACE TROPHIES in the Improv-Ur-Record contest for August went to Division 7 Operators in Group I and Division 8 Operators in Group II.

Divisions 10 and 4 won second and third places, respectively, in Group I competition; Division 9, second place in Group II.

Presentation ceremonies were held in late October, with a number of officials from the Transportation Department, Safety Department, and BRT in attendance. Here are a few quotable quotes from their remarks:

At West Hollywood (Division 7): "Division 7 has made a greater improvement in every category—except complaints—during this past year than any other division," said General Superintendent of Transportation George F. Goehler to the audience of Operators. He complimented Division Superintendent R. J. Bragdon, the Operators, the Instructors (Charles E. Brown, W. D. Liles, Charles D. Morris, and P. B.

Powers), the Safety Department, and the BRT for their "team effort."

"We went from the bottom in July to the top in August, and I want to congratulate our Operators on their work," said Mr. Bragdon.

"Division 7 is in the lead in showing reduction in passenger accidents," said Supervising Safety Engineer J. W. Prutsman.

At Van Nuys (Division 8):

"I'm glad to see Division 8 rebound to the top after being on the bottom in June," said BRT Local Chairman A. E. Landers.

Also congratulating Division 8 Operators on reaching first place were Mr. Goehler, Assistant General Superintendent Jack Stewart, and Safety Engineer Ernest R. Braman.

Although addressed to Operators at winning divisions, a number of remarks were obviously intended to reach Operators at all divisions:

"You can help reduce accidents and claims by making an inspection of your

bus before pulling out of the yard," said Mr. Prutsman.

Referring to the recent spate of accidents, Mr. Stewart declared: "Most of them occurred during early morning or late night hours, during pull-outs or pull-ins. Let's be no less on guard at those hours than at any others. And if there's anything wrong with your schedules, all that's needed is a miscellaneous report," he added.

"In the interest of safety, it's better to slow down and be late on rainy days," observed Mr. Goehler. "I'll be the last to find fault with any Operator who does."

Declared Local Chairman A. E. Landers: "The BRT is trying to help MTA reduce accidents. Watch your speed and watch red lights."

**COMING —
Double Zero Day
Friday, Dec. 20**

SHORT LINES

Gilliss Radio Appearance Elicits Listener's Praise for MTA Effort

"THANK YOU for a very satisfactory answer to my question during your question and answer session this Tuesday evening. After listening to your answers I am certainly considerably better informed about a topic important to all of us in Los Angeles and area."

The foregoing is part of a letter received by Executive Director C. M. Gilliss after his appearance on the "Ask Mayor Yorty" show over Radio Station KNX, Tuesday, Nov. 5.

The Executive Director took the Mayor's place on the show, at the latter's invitation, to explain the rapid transit program for Los Angeles to the people.

Written by Philip B. Steed, of 1731 W. 80th St., Los Angeles, the letter continued:

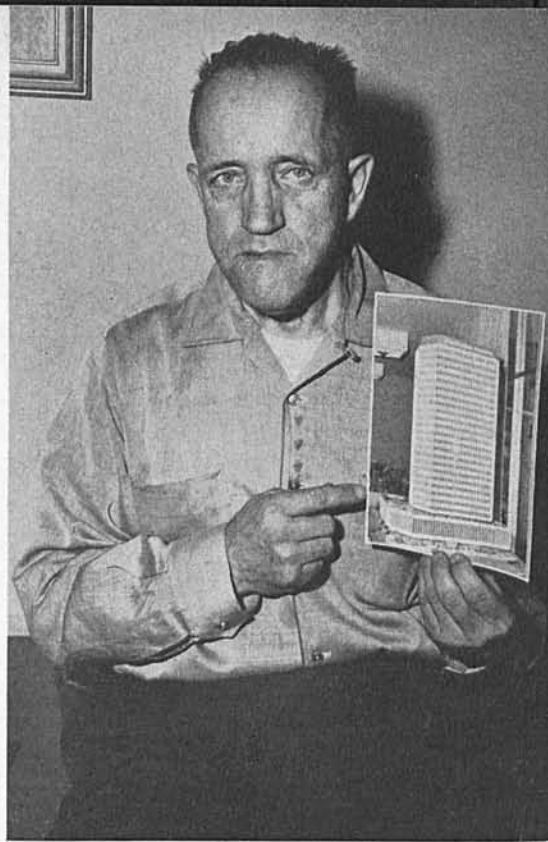
"Also, congratulations to you (and those assisting with the program at KNX) for a most informative and smoothly produced program. Your answers were skillfully and effectively given; not to mention your most con-

siderate and polite manner used in handling questions that some would have considered as having critical overtones. . . .

"I also feel impressed with the efforts and results, from what little I know of the latter, being put forth by the MTA to serve us at no additional tax costs.

"Thanking you all at MTA for your conscientious efforts to serve us."

Public interest in rapid transit generated by the Assembly Interim Committee hearings last Oct. 28-29 resulted in requests for the appearance of Mr. Gilliss on several recent radio and television shows.



JOSEPH ROSENBERG, Division 7 Operator, holds up picture of 25-story California Federal Savings Building of which he is making a model in coins.

Operator Making Model Of Skyscraper in Coins

COIN COLLECTOR Joseph Rosenberg, Division 7 Operator, is building a six-foot-high scale model—in coins—of the new 25-story California Federal Savings Building now going up in the Miracle Mile on Wilshire Blvd.

He will first build an aluminum frame designed with flanged edges and other means of holding various sizes of U. S. coins in stacks (for building columns) or edge to edge (for walls, etc.).

He will bolt the finished model to a table and provide landscaping, cars and buses (MTA, of course!).

He hopes to display the model in the lobby of the real building.

"Although I'll use real pennies, nickels, dimes, quarters and maybe some half-dollars," he stated, "I won't put any coin-collectors' items in the model."

you have a kind human being and an excellent citizen. . . .

"It is my opinion that Mr. Small not only saved my husband's life, but possibly the lives of other people as well."

The letter was signed: "Mrs. Peter Hilerio."

Opr. W. R. Small Aids Ill Freeway Motorist

HEADED INBOUND on the San Bernardino Freeway with a load of passengers from Riverside on the night of Aug. 27, Operator William R. Small, of Division 9-13, approached an automobile ahead moving somewhat erratically, though slowly, along the inbound lanes.

Slowly enough so that Mr. Small was able to stop his bus, get out, and rush to the automobile in time to take over the controls and stop the car. Although not unconscious, the driver was evidently not in full control of his movements.

"He told me he'd been 48 hours without sleep," reported Mr. Small, "so I suggested that we leave the car on the emergency parking strip and that he ride with me to Los Angeles, where he could get help.

"This he did—and he also paid his fare."

In Los Angeles, Mr. Small telephoned the sick man's wife, who took her husband to a hospital.

In a letter of commendation, she said of Operator Small:

"My husband and I owe him a large debt of gratitude, and I wish to apprise you of the fact that in Mr. Small

New Year's Party Planned by Alcos Club

A NEW YEAR'S EVE PARTY will be held by the Alcos, a social and service club of MTA employees, at the Devoe Studio, 4368 W. Adams Blvd., Los Angeles, Dec. 31, beginning at 9:30 p.m., announces Division 5 Operator Roscoe Dawkins, Club leader.



Roscoe Dawkins

Dancing, entertainment, and a buffet, plus noise-makers and colorful paper hats, will be the agenda, according to Mr. Dawkins.

Employees and their spouses and friends are cordially invited.

Accountant's Wife Wins 7 Awards at L.A. County Fair

HER SKILL at crafts won seven awards at the recent Los Angeles County Fair for Mrs. Ual L. Drake, wife of the MTA Accountant.

She won first-place ribbons for a wool crocheted rug, a braided rug, and a pine-needle purse; second place for a crocheted cotton rug; and third places and an honorable mention for a set of tin Christmas ornaments and two other rugs.

She made the "cat" rug (see photo) when she knew a grandchild was expected. It's crocheted so that kitty is awake on one side and asleep on the other.

Some of her rugs are braided. Braiding is a process which, she says, "takes a lot of muscle." Braided rugs are judged on the tightness of the braiding as well as the use of colors.

The pine-needle purse is made of long pine needles wrapped with raffia. The finished product is a marvel of beautiful design as well as strength and durability.

The tin Christmas ornaments she cuts out of tin cans with a pair of cheap scissors, later shaping and decorating the metal with infinite skill and patience.

A leader in handicraft work in the La Crescenta Women's Club, Mrs. Drake is often called upon to produce decorative and artistic designs in many media for bazaars, banquets, etc.

Another of her deft-fingered accomplishments is making tooled copper pictures.

This year she's also making some out-of-this-world Christmas cards, using—believe it or not—dried weeds and flowers, facial tissues, wax paper, glue, and, usually, glitter.

And just for good measure, Mrs. Drake has completely re-upholstered much of the furniture in their home.

—Who'll blame her husband for being proud of a so-accomplished wife? Some old-timers may remember Mrs. Drake as Mildred E. Edwards, who worked for 16 years in the Accounting Department of the Pacific Electric Railway until she was forced to take sick leave in 1942. She never returned.

Mr. Drake has served MTA and predecessor companies since 1924.



SEVEN HANDICRAFT AWARDS were won by Mrs. Ual L. Drake (seated) wife of the MTA Accountant (standing with "cat" rug), for rugs, pine-needle purse, and tin Christmas ornaments (on seat of chair) shown in this photograph. The other side of the "cat" rug—crocheted for the grandchildren—shows kitty asleep.

In Memoriam

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

Ocie Blue, 44, Utilityman, Division 5, Equipment Maintenance Department; Nov. 1; service from 1951. Survived by his niece, Miss Paula L. Blue, of Pasadena.

Henry Forsberg, 80, retired Mechanic for the former Los Angeles Motor Coach Lines; Oct. 20; service from 1924 to 1946. Survived by his wife, Pearl, of Acampo.

Erma R. Holcomb, wife of Operator Carl E. Holcomb, of Division 3;

Oct. 14. Survived by her husband, whose service dates from 1934.

Harry W. Livesay, 85, retired Motorman, Division 3; Oct. 27; service from 1916 to 1939. Survived by his granddaughter, Mrs. Bonnie R. Shepherd, of Van Nuys.

Virginia B. Markley, wife of Frank H. Markley, Staff Assistant to General Superintendent of Equipment Maintenance; Oct. 20. Survived by her husband, whose service dates from 1945; and two daughters, aged 14 and 10. As Virginia Buchen, before her marriage to Mr. Markley, she worked from 1937 to 1945 in stenographic and secretarial positions for the Los Angeles Railway.

Commendations

113 Operators Honored For Courtesy In October

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

FROM THE PUBLIC:

K. E. Ahlbrandt, Division 5; S. M. Alexander, 3; F. E. Anderson, 8; A. L. Auslender, 4; Louis Baca, 7; Eugene Barbee, 7; E. W. Barnett, 9; R. L. Barth, 11; E. R. Baugus, 7; T. F. Benedict, 7; L. H. Birkner, 10; A. E. Bliss, 5; D. H. Bogenburger, 7; R. K. Breitz, 2; D. K. Brown, 7; H. A. Brown, 2; R. M. Brunker, 11; C. T. Burris, 7; W. E. Burris, 2.

F. X. Cabrere, 4; M. S. Chapdelain, 9; J. D. Cleveland, 1; J. H. Coates, 2; D. L. Correll, 2; U. C. Cote, 5; R. F. Creel, 10; C. V. Crosley, 10; E. A. Cure, 12; Ehrman Davis, Jr., 7; Roscoe Dawkins, 5; A. B. Dobine, 1; A. P. DeVries, 7; W. B. Evans, 9; J. J. Falbo, 7; R. J. Faulkner, 7; Harry Feldsher, 3; S. P. Finley, 2; C. L. Flenoury, 2; M. G. Floyed, 4; E. S. Frustaci, 7.

Julian Garcia, 12; A. J. Garfold, 6; Leonard Goericke, 1; C. V. Goodwin, 7; S. S. Granich, 9; D. C. Grayson, 12; E. C. Green, 5; W. J. Green, 9; C. F. Greenfield, 6; H. W. Hall, 11; Jack Hammett, 7; A. C. Harris, 2; R. W. Hays, 3; A. R. Hemm, 5; W. T. Henderson, 1; E. J. Hennessy, 2; P. B. Hill, 2; R. J. Hoffman, 2; I. G. Hofstetter, 1; Walter Howell, Jr., 2.

Ruben Jackson, 4; J. M. Jernigan, 7; W. B. Jones, 4; Herman Kalis, 10; Thomas Kane, 3; Joe Katz, 10; D. J. Killmer, 2; D. D. Kwiatkoske, 7; R. K. Lang, 7; Nathan Lavelle, 2; P. A. Lavin, 8; L. J. Lewis, 2; D. F. Lynch, 3; Sally A. Mackin, 1; F. L. Mauldin, 1; G. A. McDaniels, 4; E. E. Meek, 2; W. G. Milliken, 8; E. F. Morgan, 9; R. D. Moses, 2.

George Nabra, 1; H. G. Norie, 5; J. F. Palaco, 4; R. L. Phillips, 4; V. D. Powell, 7; W. T. Rhind, 10; C. L. Richmond, 7; R. W. Riley, 10; C. E. Saddler, 4; M. J. Saniga, 7; G. E. Serres, 9; G. R. Slapnicher, 10; W. R. Small, 9; H. L. Spooner, 3; N. B. Straley, 5; P. W. Stringer, 7; Edward

Supplee, 3; S. C. Swanson, 8; M. W. Taylor, 2; E. R. Tomlin, 2.

C. A. Uland, 10; Bennie Varon, 7; G. F. Vogel, Jr., 1; D. E. Walker, 7; Mildred C. Ward, 4; J. A. Warren, 8; R. L. Webster, 6; J. P. Wendruck, 5; P. A. White, 2; J. K. Williams, 2; J. W. Winston, 5; H. C. Woodie, 11; M. R. Wright, 7.

FROM THE SUPERVISORY STAFF:

Again for this month, Division 1 Operators received a large number of commendations from supervisory personnel.

Supervisor C. L. Gaul commended a number of Operators for willingly cooperating with him to keep service at the Pico and Rimpau Loop running smoothly:

- *Joe E. Alvarado* for spending extra time waiting with a coach needing minor repair.

- *G. P. Childers* for delaying his start for one minute two nights in a row when a Santa Monica Lines bus arrived at Mr. Childers' departure time.

- *W. T. Fujimori* for working overtime to handle an overload from Santa Monica City Lines.

- *F. W. Greene*, about to dead-head into his division, for working in service because heavy travel on Santa Monica City Lines coaches had created overloading problems on MTA coaches. Mr. Greene's assistance enabled 26 passengers to ride who would otherwise have been forced to wait.

- *T. M. Justen* for adjusting his schedule to service needs when another Operator's schedule had been delayed.

- *S. A. Mackin* for similarly aiding to prevent passenger delays.

- *F. A. Payrow* (former Operator of the Month) twice for preventing undue passenger delays by working overtime. "This Operator has never failed to put himself out to cooperate when needed. We appreciate this," wrote Mr. Gaul.

- *S. S. Townsend* for continuing to work in service, though due to pull in, thereby preventing undue delay to 48 passengers.

Supervisor Eugene Barnett, Jr., commended Operator *J. L. Place* for running a double from Santa Ana Station to Riverside when his leader was

forced to leave nine passengers behind. Mr. Place had completed his day's work and had planned a social evening with his wife.

Supervisor G. B. Dossey commended Operator *F. P. Danna* for leaving the terminal at 51st and Ascot one minute late because he waited for a passenger.

Supervisor Dave Nelson commended Operator *George Nabra* for leaving his Line 3 coach to guide a bewildered blind man—who had walked out into the intersection at 12th and Central—to the Line 2 bus stop west.

Division Superintendent C. A. Schulz commended Operator *J. D. McDonald* in the following terms: "The Mechanical Foreman at Div. 1 thought you should be commended for the way you plugged the front door and held the pin in place by your ingenuity in the use of a rubber band to avoid a coach change on the line. It shows your enterprising ability."

Supervisor Cecil A. Woods commended Operator *F. M. Mattock* for carefully observing all rules for good and safe operation on Line 92 between Florence and Holmes Aves. to the terminal in Watts despite being nine minutes late at the above-mentioned intersection. Mr. Mattock had a heavy load and was operating in heavy traffic in the evening peak.

Complaints Down, Commendations Up

COMPLAINTS during September were fewer by 11.9% than they were a year ago, while commendations were more plentiful by 6.9%, according to Transportation Department statistics issued Oct. 8.*

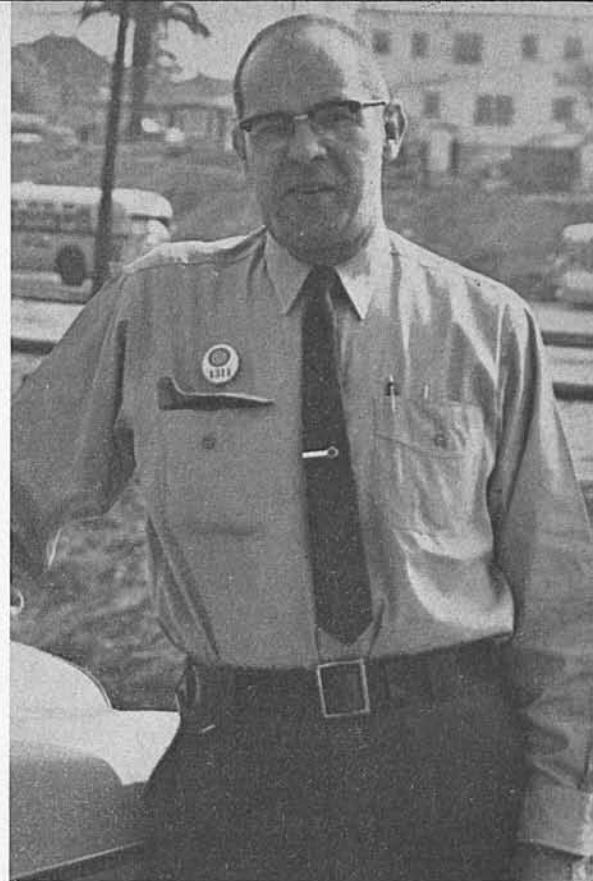
"Complaints were also lower for September than they had been for the previous five months," pointed out George F. Goehler, General Superintendent of Transportation.

"Our thanks are due to our Operators for this improvement, which is especially noteworthy in that it was shown during a month of rain and extreme heat as well as one marred by several serious accidents."

*October figures, issued as THE EMBLEM went to press, were even more favorable. They showed an 18.4% decrease in complaints, and a 5.5% increase in commendations, over October, 1962.



WINNER FOR OCTOBER—F. W. ("Bill") Hall, Division 11 Operator working out of Pasadena, receives Certificate of Merit from MTA Chairman A. J. Eyraud.



WINNER FOR NOVEMBER—Raymond F. Lamb, of Division 12, was to receive his Certificate of Merit at the Nov. 19 Authority meeting. The presentation has now become an established custom.

Operator of the Month Courtesy Title Won For Oct. by F. W. Hall, for Nov. by R. F. Lamb

Runners-Up Are Irene King, Division 4, for October; Joseph Brownfield, Division 1, and Michael H. Fisher, Division 2, for November

SELECTED in October and November as Operators of the Month for their outstanding courtesy were, respectively, F. W. ("Bill") Hall, of the Division 11 Pasadena terminal, and Raymond F. Lamb, of Division 12.

Mr. Hall has been well known to commuters on the Pasadena lines for the past 28 years. One of them wrote that in several years of riding she had never seen him "grumpy or discourteous, but always pleasant, gracious, polite and helpful."

Mr. Lamb's courtesy and personal attention to passenger welfare were the subjects of a letter by a major in the U. S. Marine Corps. It was written on

behalf of 34 passengers whose signatures were added. The major said he rises 20 minutes earlier than necessary each morning just to experience Mr. Lamb's "early morning hospitality."

RUNNERS-UP

Also favorably reviewed by the judges for the October award were letters for two other candidates: Irene King, of Division 4; and G. E. Taft, of Division 7. The latter, however, had left company service after receiving the commendation.

Runners-up for November were Joseph Brownfield, of Division 1; and Michael H. Fisher, of Division 2.

Judges in the October program were members of the Wilmington Chamber of Commerce; in the November program, of the Lynwood Chamber.

RUNNERS-UP . . .



**Michael H. Fisher
November**



**Irene King
October**

He's Crazy about Art

IF art talent is measured by enthusiasm, there's no doubt that Operator John W. Brewer, of Division 3, is a genius.

He carries a scratch pad with him constantly, and whenever he has a few seconds, pulls it out of his pocket and

draws in pencil or ink whatever appeals to his fancy of the moment.

At home in his bachelor apartment,—which is furnished in Chinese modern (even the television set)—he spends his spare time at his drawing board with charcoal or ink, and often

ARTIST AT WORK—John W. Brewer, Division 3 Operator, at home with his drawing board. On wall are a few of his creations, largely done in ink or charcoal.



with watercolors or oils. Some of the results are shown in the accompanying photo.

Though he confesses he's never sold any of his creations, he won a safety prize for a poster he drew in a slogan-of-the-month contest when working at the Ford Thunderbird plant in Detroit a couple of years ago. It was a picture of a charg-a-plate with the caption: "You can't charge an accident—you pay for it." The poster was reproduced in large size and posted all over the plant.

LARGELY SELF-TAUGHT

The only formal art training Mr. Brewer has had was during his four years of high school in Cincinnati—where, incidentally, he was the first Negro to be hired as Operator by the Cincinnati Transit Co. He worked for that firm from 1952 to 1959, and came to MTA only last fall.

Since high school, he has taught himself through observation, copying, and reading art books.

"I buy a book that takes my eye and read it. That's how I learned perspective," he said.

Oldest of eight children—four boys and four girls—he was often their baby-sitter when they were small, and would keep them interested and quiet by getting them to draw.

"That way I could pay attention to my own drawing," he chuckled.

His teaching bore fruit. The second brother submitted to a Cincinnati shoe company fashion designs that so attracted its advertising manager that she personally paid the lad's tuition for four years at the University of Cincinnati; and the young man, now 28, is a highly-paid and rising shoe executive.

The youngest brother majored in art at Ohio State University, received his A.B. last June, and is teaching art this fall.

WATCHES RIDERS FOR IDEAS

In his capacity as Operator, John, at 43 the eldest of the children, watches his passengers and the daily scene with a speculative eye.

"There's a wealth of material here for the observant artist to record or adapt in sketches of people and incidents humorous, sad, and revealing," he remarked. "I hope I can be that observant."

How's Your

Conditioned Response

Today?



Otis D. Golden

By Otis D. Golden
Operator, Division 2

"CONDITIONED," according to one of Webster's definitions, is, "having developed a conditioned reflex or behavior pattern." Animal trainers, for instance, use a great deal of patience in "conditioning" their animals to "respond" to certain commands or gestures. So much so that, when they go before an audience, they are sure that their "conditioning" will work for them.

We, as professional Operators, are "conditioned" in many ways to react to certain situations.

The brake light comes on on the car in front of us and automatically, as if by second nature, we move our foot from the accelerator to the brake, without even thinking, or realizing we are doing so. This is a "conditioned response."

We are approaching an electric signal. The amber light comes on and we "respond" by moving our foot from the accelerator to the brake. This is a "conditioned response."

We glance at our paddle board and notice that at the next terminal we have 10, 12, 15 minutes over running or spot time, and we remember that it has been a couple of hours since our last cup of coffee. Stimulating idea,

to say the least, but this is the time when, too often, our most dangerous conditioned response comes into play. We begin to press a little harder on the accelerator. At the next signal, we have an almost overpowering urge to disregard the amber light. We have but to employ our imagination to come up with all sorts of things that *could*, and, indeed, all too often, *do* happen.

My personal experience after very close calls or near misses is that just taking an instant to think about and analyze the situation enables me then and there to RECONDITION MY RESPONSE and thus avoid future similar near accidents.

A ten-cent cup of coffee is a most welcome addition to any 10- or 15-minute break, but the importance of it becomes trivial indeed when we realize the trouble that the anticipation for it can cause. So, the suggestion here is that maybe a little reconditioning of our responses is in order.

Let us choose any potentially dangerous situation and analyze our response to it. We will probably be amazed at the things that can be improved upon by simply "RECONDITIONING OUR RESPONSES."

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Sept. 16 and Oct. 18.

Administrative

ADMINISTRATIVE ANALYST: Richard L. Manning.

Equipment Maintenance Department

UTILITY A: Liobano Resendez*, Carl G. Smith*.

Real Property Management

INFORMATION CLERK: Patricia A. Dembienski.

Special Agents

PATROLMAN: John J. Kelly, Alfred C. Landreville.

Transportation Department

OPERATOR: Lemuel C. Ammons, Division 12; Kenneth C. Anderson*, 1; Edgar L. Barnett, 6; Robert H. Bartlett, Jr., 6; Benjamin Boone, 7; Oscar L. Coleman, 1; Richard L. Cron, 7; James R. Dailey, 2; Joseph Dallan, Jr., 2; William R. Davis, 3; Danny Evans, 1; Ronald E. Hall, 7; Dale L. Haynes, 6; William E. Hudson, 3; John D. James, 7; Sam C. Maye, 1; Dennis M. O'Connor, 12; Marion H. Penick,

*Re-employed

Manning Appointed Administrative Analyst

RICHARD L. MANNING was appointed to the post of Administrative Analyst in the Office of the Executive Director effective Oct. 7.

Mr. Manning came to MTA from Los Angeles State College, where he



RICHARD L. MANNING
New Administrative Analyst

2; Glynn C. Rice, 7; Samuel P. Rodriguez, 12; Richard C. Small, 2; Lyndol E. Taylor*, 6; Foster R. Thompson, 2.

was Administrative Assistant to the Dean of Students for three years.

He has also been associated with a firm of management consultants.

Mr. Manning spent four years in the Navy (1951-55) before finishing his college work at San Diego State in 1958. His principal college studies were in industrial psychology, sociology, and business administration.

He won numerous honors at college, including the office of student body president, and membership in Blue Key and other honorary societies and fraternities.

Upon graduation, he was selected a fellow of the Coro Foundation, under the direction of which he was for a year assigned to a work-study program with the San Francisco City government and other political, banking, and union institutions in that city.

Mr. Manning lives in South Pasadena with his wife, Diane, and the couple are expecting their first child.

The new Administrative Analyst enjoys painting in oils, playing classical guitar, and collecting jazz records, of which he has some 2,000 LP's and 1,000 78's.

It Makes Sense

SIGN on the side of an insect control company truck seen on Los Angeles city streets:

"DRIVE SAFELY — Leave the exterminating to us."

On Their Way Up

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

Ethel Chandler from Clerk to Disbursement Clerk, Accounting & Fiscal Division, Oct. 14. Employed Oct. 20, 1933.

Tory D. Davidson from Operator to Operator-Extra Service Director, Transportation Department, Division 12, Sept. 14. Employed Aug. 12, 1947.

Joe M. Gonzales from Road Janitor to Mechanic C, Property Maintenance, Oct. 5. Employed July 22, 1933.

Marvin M. Howe from Stock Clerk to Shipping Clerk, Purchasing & Stores, Oct. 15. Employed July 16, 1941.

Louis J. Hubert from Operator-Extra Instructor to Instructor, Transportation Department, Oct. 6. Employed Aug. 17, 1956.

Donald W. Joseph from Operator-Extra Special Agent, Transportation Department, Division 4, to Special Agent, Special Agents, Oct. 6. Employed Aug. 10, 1959.

Harvey S. Lindley from Mechanic A to Mechanic A Leadman, Equipment Maintenance, Sept. 22. Employed Nov. 13, 1928.

Robert E. Miller from Operator-Extra Service Director, Division 11 to Service Director, Division 16, Transportation Department, Sept. 15. Employed Dec. 3, 1943.

Joaquin Pinela from Laborer B, Property Maintenance, to Utility A, Equipment Maintenance, Sept. 15. Employed Dec. 10, 1959.

Richard E. Venable from Shop Clerk, Division 2, Equipment Maintenance Department, to Mileage Clerk, Transportation Department, Oct. 7. Employed Sept. 18, 1942.



SCHEDULE MEN STEP UP—With new titles, they are: In photo at left, Kenneth W. Webster, Schedule Expediter, with office at Location 30. In photo at right, Thomas B. Harris, Chief

Clerk; John F. Kohler, Schedule Maker II; Murphy Swindell, Schedule Analyst I; and Arthur M. Issoglio, Supervisor of Layout—all at Location 31 (the Transit Authority Building).

Five Schedule Division Men Step Up

FOLLOWING the retirement of Schedule Expediter Laurel S. Jones, a number of men were promoted in the Schedule Division, effective Nov. 4:

Kenneth W. Webster, Schedule Maker II, was appointed Schedule Expediter succeeding Mr. Jones. Mr. Webster is to "continue his duties in developing and building the schedules for the long-range rerouting programs" under the direction of Schedule Supervisor F. W. D'Arcy and Superintendent of Schedules and Statistics D. S. Coburn.

John F. Kohler was moved up from Schedule Analyst I to Schedule Maker II, in which capacity he continues his work of programing schedules on the IBM machines. He is now, however, in charge of the programing.

Assisting Mr. Kohler will be *Murphy Swindell*, who was shifted from the position of Chief Clerk to that of Schedule Analyst I.

Thomas B. Harris stepped up from Schedule Maker I to Chief Clerk.

In the Vari-Typing and Layout Section, where timetables and a number of other publications are prepared for the press, *Arthur M. Issoglio* was promoted from Vari-Type-Layout Operator to Supervisor of Layout.

HOW THEY STEPPED UP

Mr. Webster was employed in July, 1946, as Operator, Division 1, and transferred to the Schedule Division a year later as Schedule Checker. Subsequent promotions were as Schedule Clerk, Schedule Maker I, and (1954) Schedule Maker II.

Mr. Kohler, employed in February, 1957, as Operator, Division 2, entered the Schedule Division as Traffic Checker in 1958, and a few months later began serving as Schedule Clerk. In October, 1959, he began the work he still continues — producing schedules with the aid of IBM computers — first as Night Tab Supervisor in the IBM Room, and then (July, 1960) as Schedule Analyst I.

Before coming to MTA, Mr. Kohler drove buses for five years with the San Antonio (Texas) Transit Company.

Mr. Swindell has always been in Schedule Division work, which he started in September, 1947. He has been successively Clerk-Typist, Tabulator Clerk, Vari-Type Operator and Layout Maker, Schedule Maker I, and (January, 1963) Chief Clerk.

He began his transit career after

spending 2½ years in the Air Force as Operations and Intelligence Clerk in a photographic squadron with Chenault's Flying Tigers at Kunming, China.

"My squadron was the first, I believe, to photograph Japan in preparation for the B-29 raids," he stated.

Mr. Harris, the new Chief Clerk, has also always served in the Schedule Division. With seniority from September, 1957, he has held the titles, successively, of Clerk, Mileage Clerk, General Clerk, Tabulator Clerk, and (May, 1962) Schedule Maker I.

Earlier in his career he managed a retail appliance store for three years in Austin, Tex.

Mr. Issoglio served five years with the Los Angeles City Health Department before coming to MTA's Schedule Division in January, 1959. He has held the titles of General Clerk, Print Shop Clerk, Vari-Type Operator, and (June, 1962) Vari-Type-Layout Operator.

He holds the unique distinction of being father of the first baby born to MTA parents in 1961—at least, his right to the distinction was never disputed!

Retirements

BEST WISHES TO:

Elmer R. Burke, Operator, Division 8. He retired Sept. 26 after service from June 16, 1944.

Wheeler F. Ellis, Superintendent I, Equipment Maintenance Department. Placed on normal retirement June 1, 1963, he worked until Sept. 20 after service from June 7, 1926. (See story on next page.)

Louise F. Preston, Jr., Control Clerk, Accounting & Fiscal Division. Placed on indefinite leave Jan. 21, 1963, she retired Oct. 1 after service from Nov. 2, 1920.

Clarence N. Trask, Division Clerk, Division 9. Placed on indefinite leave Nov. 14, 1962, he retired Oct. 1 after service from Mar. 19, 1941.

Redondo's R. C. Best Now Does as He Pleases

THIRTY-FOUR YEARS of service came to an end Aug. 31 for Operator Robert C. Best, of Division 6.

Employed in 1929 as Conductor working out of West Hollywood, he spent his entire career on the Western district. Since 1939 he had worked out of Redondo Beach.



Robert C. Best

Born in Milton, Oregon, in 1898, he married Nina L. Tharp in 1921, and the couple live in a 50-foot well-appointed trailer in Torrance.

Mr. Best has no special plans for

the future. He would like, he said, "perhaps" to move to Crescent City, near the Oregon border, where the fishing's good and easy to reach. Mrs. Best, however, prefers their present situation, where their friends are, and where the trailer court provides many conveniences.

Whatever the couple may decide, Mr. Best meanwhile enjoys some reputation as "Mr. Fixit" around the neighborhood. "I could be busy full time as a handyman," he said.

Betty Welch Thankful For 35-Year Job

BETTY WELCH, Utility B, put in her last day Aug. 5 after 35 years of cleaning streetcars and buses.

Starting as Car Cleaner at Division 2, she was shifted to Division 1 in 1931, and was promoted to Forewoman in 1941. In 1947 she was transferred to Division 4, and in 1952 to Division 20. Here she remained until last March, when streetcars were taken off all lines. She concluded her work at Division 1.

Her last boss, Division 1 Superintendent Hugo J. Hinze, reported:

"She was very congenial and a good worker."

Mrs. Welch, now 65 and a widow, appreciated her job. "Thank God I had one for all these years," she said.

Her plans after retirement, she stated, were first, to rest; then to do her work around the house and yard; and later to travel. She has lived for 19 years at 2175 W. 26th Place, Los Angeles.

Otto R. Lane Retires To Enjoy His Home

NO CHARGEABLE ACCIDENTS in his entire career of 29 years with MTA and predecessors.

Wearer of an 18-year pin for safe driving.

Nothing but commendations—no black marks for discourtesy.

That's the enviable record of Otto R. Lane, Division 11 Operator who retired officially Sept. 2, although he actually had been on sick leave since May 17.



Otto R. Lane

He began service in November, 1934, as Operator, and worked mainly out of the Santa Ana terminal.

He lives in Orange with his wife, Ella, and their well-kept home and yard are the envy of the neighborhood. The hedge is always in a state of mathematically precise trim; the lawn is green velvet.

The interior of their home reflects the good taste of its owners in furnishings and drapery. Original paintings by well-known modern artist friends grace their walls, and one or two choice examples of Chinese art are also to be found.

It's easy to see that the Lanes really live in their home. Mr. Lane has no special retirement plans beyond some rather vague references to some fishing this year, and—maybe—a trip of several months next year. *Home* is the place where happiness is to be found.

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Or Call the Personnel Department, Ext. 281*

Associated Charities Management-Employees



LAUREL S. JONES

Schedule Expediter L. S. Jones Retires

AN EXTENDED TRIP around the U. S. and in Canada is in the offing for Schedule Expediter Laurel S. Jones, who retired Oct. 31 after 41 years and three months of service with MTA and its predecessors.

He'll pull a newly purchased 23-foot house trailer behind his gleaming new Chrysler Newport. Sitting beside him will be his wife, Helen. They hope to leave before cold weather sets in.

They'll spend the winter in Florida, and then visit relatives in Kentucky, state of his birth, before taking off in the spring for the more northerly points, such as Quebec and the Northwest.

A new camera and—for the new trailer—a portable TV set were gifts presented the retiring man by co-workers at a farewell dinner attended by 57 people Nov. 20. Director of Public Relations R. O. Christiansen, a longtime friend, acted as master of ceremonies.

The dinner had been postponed for some weeks pending Mr. Jones's recovery from an operation.

Formerly Superintendent of Schedules for both Metropolitan Coach Lines and the Pacific Electric Railway Co., Mr. Jones has seen, as well as created, his share of transit history in Los Angeles.

Beginning as PE Conductor in 1922, he rose to Train Dispatcher in 1926; Supervisor, 1927; and Assistant Train-



HAPPY TEST RUN—Wheeler F. Ellis, left, retiring Division Superintendent, Equipment Maintenance Department, and George Powell, General Superintendent of the department, "test run" vehicles seldom seen in the General Office—aluminum rocking chairs, patio style, gifts of Mr. Ellis's co-workers as they bade him farewell on his last day of work, September 20. Results seem satisfactory.*

Wheeler Ellis Heads For Rocking Chair

THE ROCKING CHAIR—but a very modern version—claimed Wheeler F. Ellis, Division Superintendent, Equipment Maintenance Department, last Sept. 20, date of his last day of service before retirement.

On that morning a group of his co-workers met in the General Office of the Equipment Maintenance Department and presented him with two aluminum rockers for patio use.

Mr. Ellis—known to many as "Slim"—began his service in 1926 as Mechanic, Division 5, working on street-

cars as a general repairman. He was successively Streetcar Inspector, Benchman, Group Leader, Foreman, and Superintendent, and held the latter title from 1943 to his retirement. He was stationed at Division 20—MTA's only remaining streetcar division—when it was closed last March, as buses replaced all rail cars.

Thus, Mr. Ellis holds the historic position of being MTA's last Division Superintendent of rail car maintenance during the era of surface streetcars.

At one time he spent 5½ years with the Pacific Electric Railway as Switchman and Carpenter. His retirement plans include "traveling with our trailer and keeping our home up." He and his wife, Lottie, have been married 43 years, and have lived at 4632 W. 64th St., Inglewood, for the past 13 years. They have two married daughters.

In listing his hobbies, burly Mr. Ellis listed first cooking, and then, in order, woodworking, gardening and fishing.

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*Standing, front row, are Evelyn Jones, Stenographer; Mona Downs, Ellen Headlund, Laura Hinze, and Jeanne Dorrington, General Clerks No. 2; Fred Bader, Chief Clerk. Others, from left, are J. H. ("Hughie") Iendy, Foreman, Division 1; Norman White, Foreman, Division 3; Andrew W. Seyferth, Assistant to General Superintendent; George Smith, Foreman, Brake Section, South Park Shops; Fred Yenour, Assistant General Superintendent, Equipment Maintenance; George Wells, Assistant to General Superintendent; Earl Wetzler, Superintendent, Division 2—on special duty; Walter Eck, maintenance representative of the Flixible Co.; Clarence J. Hatzler, Superintendent, Division 2; Frank Markley, Assistant to General Superintendent; Dan J. Sullivan, Radio Technician; Thomas J. Watts, Superintendent, Division 3; and Shelby T. Brown, Supervisory Clerk, General Office.

MATT WEINSTOCK

Miracle-Worker Hails Bus Drivers as Heroes

My dentist is a man of sudden, unpredictable enthusiasms.

Several years ago he indulged in a newly acquired passion for ceramics. He attended classes and, although he had no previous training, became proficient in making exquisite pottery.

Next he embraced modern art. Then came his carpenter period, during which he made excellent cabinet pieces.

A couple of months ago he completely changed his pattern of living. He sold his house and moved into an inexpensive apartment near his office.

The house had become a burden, he found, forcing him into an expensive conformity. Now, instead of driving 40 miles a day in nervous traffic and paying large parking fees, he takes the bus.

For 25 cents a ride he has found a new freedom and a new world. He meets interesting people. He has time to do things he wants to do.

And do you know what most impresses this man, who performs daily miracles of dentistry? Bus drivers. He watches them drive, make change, give information, call streets, meanwhile remaining calm and good-natured.

He considers them among the great men of today. He says admiringly, "I don't see how they do it!"

★



(Mr. Weinstock's column and picture, reproduced from the *Los Angeles Times* of Oct. 24, are used by permission of the *Times*.)

Congratulations, Operators!

THIS RECOGNITION
of the impressive manner
in which you perform
your daily assignments
is well deserved!

Executive Director

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