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Emblem

NOVEMBER, 1958



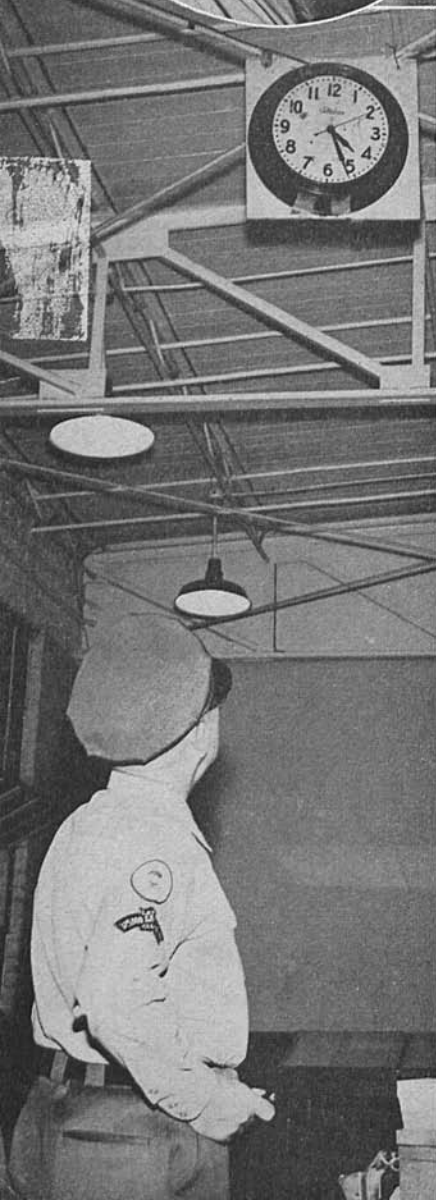
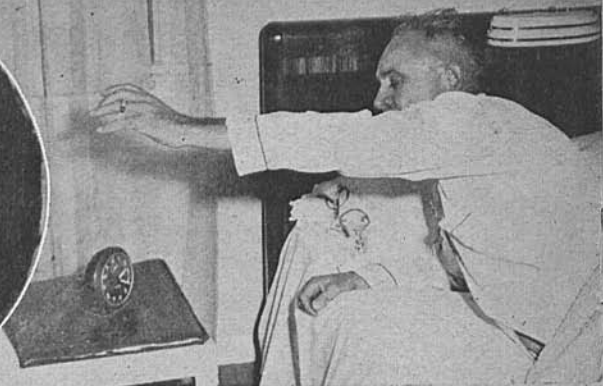
DOUBLE-BARRELED FEATURE:

Earl A. M. Run with "Mac" McCarter

(Picture story)

Cover story page 15

A Woman Operator Looks at Her Job



EARLY TO RISE is the Monday through Friday rule for Delmar E. ("Mac") McCarter (inset and in other pictures) as for hundred other MTA Operators who must often get before dawn in order to take early-bird passengers to work. Mac gets up at 2:20 a.m. (see alarm clock above), breakfasts lightly at his South Gate home, and reports at Division 2 (16th and San Pedro Sts.) at 4:30 a.m., where he checks his watch against the division clock (left).

Early A. M. Run

**A Typical Working Day
in The Life of D. E.
("Mac") McCarter,
Operator, Rancho Los
Amigos Leg, Line 53**

HOW MANY OF US have ever stopped to consider the surprising fact that by the time most office workers report to their jobs, most of which start at 8:00, 8:30, or 9:00 a.m., a goodly percentage of MTA's 2500 Operators have already done half a day's work?

On this and the following seven pages, let us follow in pictures a typical day's work of just such an "early-bird" Operator, Delmar E. ("Mac") McCarter, who operates the Rancho Los Amigos leg of Line 53 in South Gate.

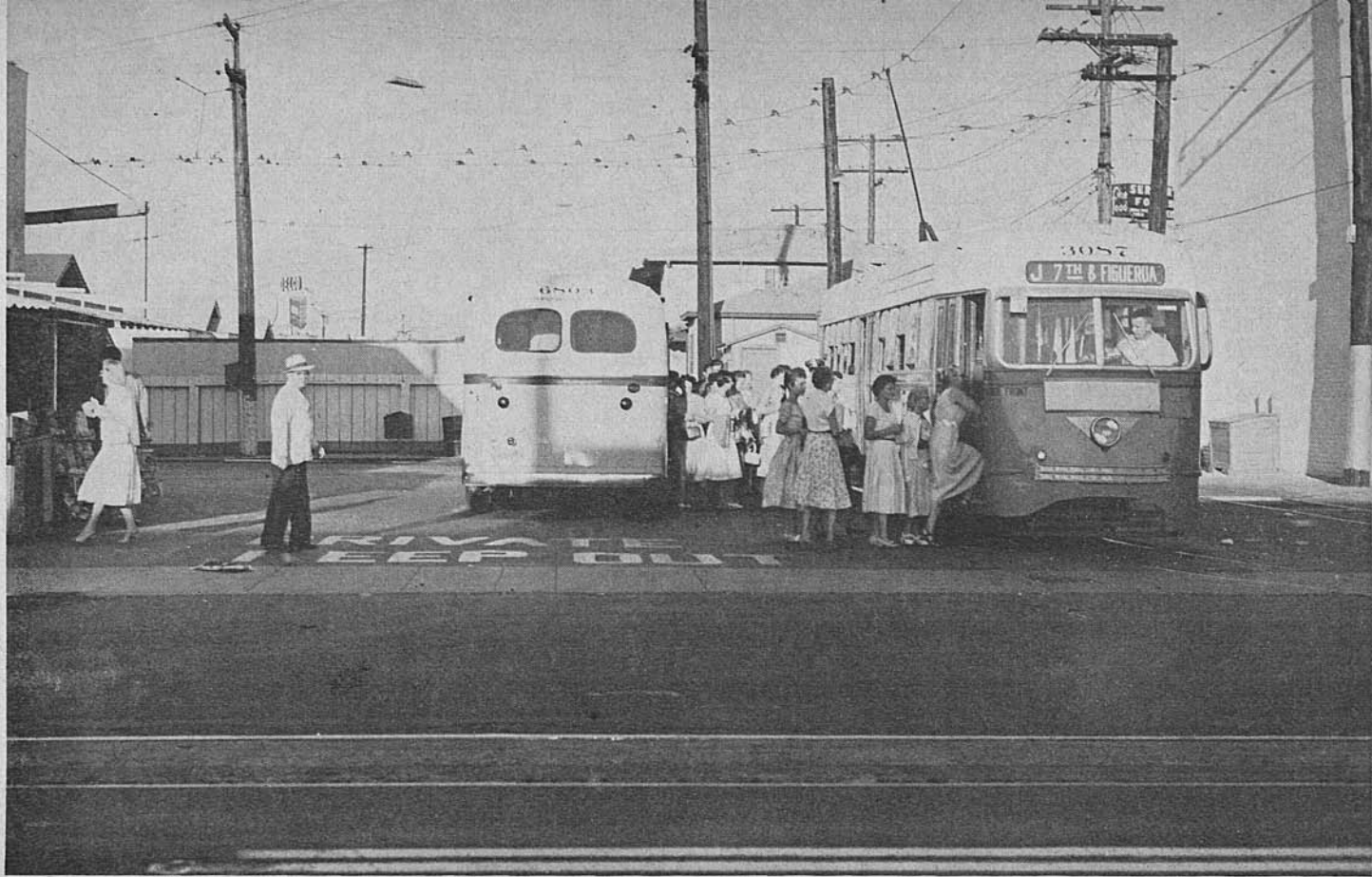


CHECKING IN at 4:30 a.m. with Division Clerk Glenn Nieman, Mac asks for a supply of transfers and farebox cards and gets them (above). Clerk also assigns him Coach 6803, and tells him where it is in yard.

MAC LOCATES coach, turns on the lights (it's pitch dark), and starts the engine. While waiting for it to warm up and air pressure to build up for proper braking, he sees that farebox card record agrees with farebox reading (upper right), punches a few transfers ahead (below), and then walks around the bus (right) to check for correct destination signs, etc.



SOON he is on his way to his first stop, known as Palm Loop, South Gate. See next page.



PASSENGERS TRANSFERRING from Mr. McCarter's bus (Line 53) to the "J" car at Palm Loop, 6:51 a.m. Some of the day when he brings his largest group of transferees in Palm Loop, at Palm

Place and Seville Ave. South Gate, is the terminus for the "J" car line, for Line 54 (from Inglewood), and for the three legs of Line 53, which serves South Gate, Hollydale, Rancho Los Amigos.

Early A. M. Run

FIRST RIDER of the day boards Mac's bus at Palm Loop on his first trip of the day, leaving at 5:05 a.m.



END OF THE LINE, at Rancho Los Amigos, with administration bldg. in background.

HEAD SIGN on bus has to be changed at the end of every trip.



Early A. M. Run



SCHOOL CHILDREN (above and left) ride with Mr. McCarter every day.

CHANGE for a dollar is requested by a lady waiting at a stop. Thanking Mac for his courtesy, she gets off without going for a ride!





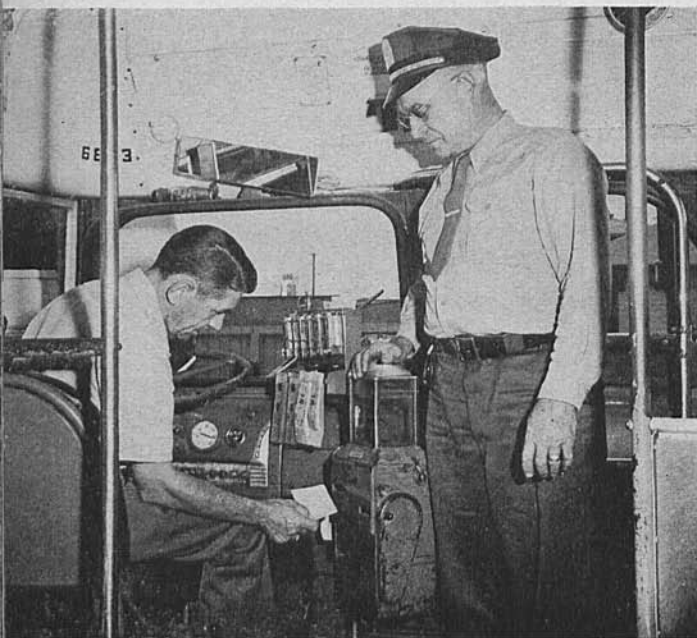
ANXIOUS PASSENGERS ask Mac many questions all through the day. Although to the uninitiated many of the queries seem foolish, Mac (Driver of the Year for 1956) feels that most questions are sincerely asked, even though they may be badly put because of anxiety and emotional strain. Hence, he answers each one courteously and fully.

BREAKFAST during layover at Palm Loop is daily anticipated by Mr. McCarter. Here Irion Leavell serves him bacon and eggs. "He used to be my driver," says Irion, "and he'd always look for me at my bus stop every morning."



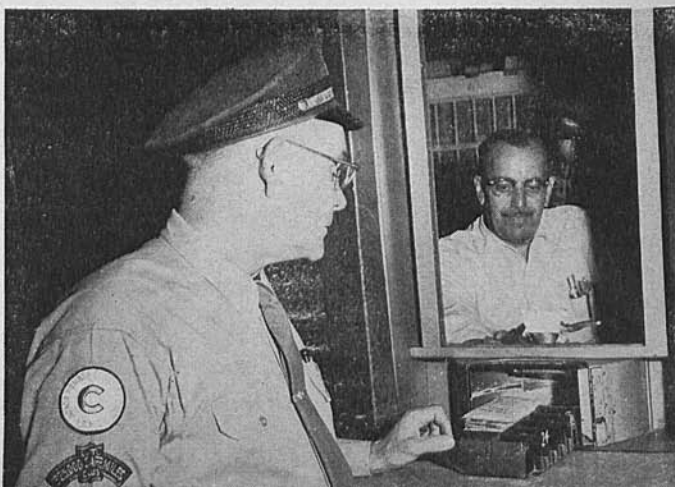
Early A. M. Run

SAVING TIME by using spare moments to do his record-keeping is a favorite side-occupation of Mr. McCarter. Here he is filling out his trip sheet near the end of his day's run.



RELIEVED at 12:33 p.m. at Palm Loop after his seventh and last round trip, Mac waits while the relieving Operator, Pete Brezniak, verifies record of farebox readings.

LAST OFFICIAL ACT is making turn-in of cash, tokens, tickets, and transfers to Division Clerk Lloyd H. Brugmann at Division 2. With his day's work completed shortly after noon, Mac is free till his alarm rings again the next morning at 2:20!





LANDMARK in South Gate is the Firestone factory at Firestone Blvd. and Santa Fe Ave. It is one of two major industries on Line 53, the other being the General Motors assembly plant for Buick, Oldsmobile, Pontiac at Tweedy Blvd. and Santa Fe.

Social Security Cost Up $\frac{1}{4}\%$ in '59

THE INCREASED BENEFITS available to employees retiring under Social Security were briefly outlined in the September issue of THE EMBLEM.

These increases, resulting from Sept. 1 amendments to the Social Security laws, will average approximately 7% beginning with the payments received in February, 1959.

Before making changes in the Social Security laws, Congress has carefully considered how much the cost of additional benefits would be. To provide the income needed to pay for the increased protection, Congress made two changes in the

schedule of payments to the Old-Age and Survivors Fund.

First, beginning in 1959, there will be an increase of $\frac{1}{4}$ of 1% in the Social Security deduction rate, which will thus be raised from $2\frac{1}{4}$ to $2\frac{1}{2}\%$.

Second, the wage base taxable for Social Security will be increased from \$4200 to \$4800 a year.

The amount you pay for your Social Security benefits is matched by an equal amount paid by the Authority.

(Look for additional current Social Security news in future issues of THE EMBLEM.)

A Woman Operator Looks at Her Job

"I Like to Drive, I Like to Meet People, and I Find Problem People in the Minority," Says Operator Lois Reinink

WHAT WOULD BE your reaction to a job described in part by the following duties?

Must be able to perform job while anticipating, and mentally preparing for, frequent impulsive and potentially hazardous actions of a half-dozen or more private motorists in your immediate area.

Must be able to make change and issue receipts and/or checks without interrupting operations.

Must tactfully answer all kinds of questions while performing, without interruption, the task of avoiding partially-guided automotive missiles.

Must give way to others, despite legal rights.

Amidst confusion, must retain sanity and cheerfulness.

This hypothetical job description does not refer to the job of counselor in a drive-in school for idiots, or of goodhumor man who vends and gives green stamps on California freeway interchanges. It depicts the job of bus operator—as many people might visualize it after having talked with one of MTA's 31 capable and charming female Operators, Mrs. Lois M. Reinink, of Division 5.

Although Mrs. Reinink declared that the work is not as formidable as the aforementioned description pictured it, she agreed that Operators have their pet problems and peeves.

"My biggest complaint is against drivers who cross in front of a bus to make a right turn. It's risky, but it happens often on the 84 line (Western Avenue) where I operate.

Another problem is the passenger—more often than not a regular rider who knows better!—who doesn't want to pay his additional, extra-zone fare when he knows he has to.

"People do some strange things," she continued. "Regular passengers who consistently ask me what the fare is—even when they have the exact amount in their hands—are also a headache. They know what they must pay; yet they continue to ask.

"Then," she went on, "there are always those who try to pass off an improper transfer. But they aren't too bad. Usually they are afternoon, rather than peak-hour, riders; and generally they don't make an issue of it when I tell them simply that the transfer is no good.

"We get some silly questions every now and then," Mrs. Reinink added. "I'll never forget the woman who, with a straight face, asked me if I'd let her off at her sister's house. When I asked her where the house was, she actually got angry."

Yet, Mrs. Reinink enjoys her work.

"I like to drive, and I like being outside. Also, I enjoy meeting the public," she smiled. "The people who create problems are comparatively few. In fact, most of them, particularly regular passengers, are quite friendly; some make you happy to have driven them. For ex-



PUTTING A SMILE IN HAT-CHECKING DUTY is one of the ways Mrs. Lois Reinink, Division 2 Operator, wins friends. Close-up of the smile may be seen in inset photo.

ample, every so often a rider, when he or she learns that I'm moving to a different line, will give me a farewell gift.

"Many of them regularly give me a smile or a friendly greeting, have the right change, and indicate what they want in the way of change or transfers. These are little things, but they help us a lot."

Is what people say about women drivers true? Present company is excluded, of course!

Mrs. Reinink smiled and calmly replied,

"I don't know. It's a toss-up between men and women motorists."

Mrs. Reinink wears a courtesy patch. It was easy to see why.

"Older motorists are unpredictable, however," she added. "And small cars—or the people who drive them—can be a menace. Give them an inch and they'll take it. They dart all over the place!"

What is the attitude of other drivers toward bus drivers?

"Truck drivers, especially, give us a break on turns and changing lanes. Private motorists do so less

often," she added diplomatically.

"Many traffic hazards are simply the result of poor signals and cutting in and out," opined Mrs. Reinink. "Too many people drive only for themselves and pay too little attention to others. Thus they fail to notice the development of traffic situations in which accidents are more likely to occur."

She should know what she's talking about, too. For in addition to being a capable Operator she is also the wife of Harold Reinink, the Head Instructor at Division 5.

One would think that if this friendly, easy-going woman, in addition to being a housewife and mother of a sixteen-year-old daughter, can pilot, without mishap, a bus full of passengers on a heavily traveled street; make change; issue transfers and checks; answer questions; continually watch three mirrors; and *still* remain calm—then she must be inwardly strong.

How does she do it? If we could let her share her secret with us, how much less frantic many lives would be!

New Faces



MTA WELCOMES the following employees, who joined the company during September or October:

ACCOUNTING (2200)

Control Clerks: Geraldine Bosinski^o; Patricia Colwell^o; Lois Lawton.

PLANNING (3100)

Red Cap: Oliver Harris, Jr.
Steno-Clerk: Bob Kocsis.

TRANSPORTATION (3200)

Operators: James Adams, 2^{oo}; Thomas Alameida, 4; J. B. Anderson, 9; John Arender, 3; Gilles Boucher, 7; Roy Breitz, 3; John Carlin, 10; Ignacio Castillo, 2; Grant Copenhaver, 7; Melvin Davis, 11; Loyal DeWitt, 2; Edward Di Donato, 11; Jacob Doty, 1; Oris Elder, 9; Gabriel Esposito, 3; Robert Fairfax, 11; George Feyerchak, 4; John Ganaway, 6 (returned from military); William Gateley, 11; Robert Gottshalk, 10; Everett Harris, 4 (re-employed); Robert Holland, 2; Roy Horton, 10; Charles Johns, 10; Nathaniel Jones, 1; Robert Keefe, 9; William Kelly, 2; Donald Kenton, 10; James King, 1; James K. Kjersem, 10; Willie Langley, 11; Joe Liscano, 1; Otto Mandernacht, 2; Leon Massey, 11; Wesley McCarns, 4; Robert McCarty, 2; LeRoy McComb, 9; George Morris, 4; John Mulrooney, 2; Floyd Nabors, 2 (re-employed extra Clerk and Operator); Frank Newcomb, 7; Ollie Newell, 7; Donald Payne, 6; Frank Philebar, 3; Willie Phipps, 3; Henry Pierce, 2; Leonard Premelaar, 6; Julian Schiff, 4; Henry Scott, Jr. 4; Albert Seago, 2 (re-employed); Robert Simmons, 10 (re-employed); Robert Spangler, 4; Charles Steadman, 20 (re-employed); Allen Stinson, Jr., 2; Patrick Tyrrell, 3; Joseph Walsh, 3; Robert Warnock, 9; Richard Webster, 6; Vincent White, 2; Lewis Willis, 20; Wes-

ley Winegar, 11 (re-employed); Algernon Wise, 20; Earnest Wright, 2 (re-employed); Ricardo Young, 20; Charles Young, 7. PBX Operators: Leona Baine; Bobby Morgan. Schedule Maker: Rayford Chapman (re-employed). Typist-Clerk (Schedule Bureau): Kenneth Sagataw.

MAINTENANCE (3300)

Cleaner-Operator: L. R. Dycus, 9^{oo}. Mechanics 2nd Class: J. I. Hyman, 15; Bruce Rauch^o, 15; Bela Silvan, 6. Mechanics "B": Stuart Gilhart, 3; Harold Levy, 5. Mechanic's Helper: V. V. Tessaro, 9. Utilities "A": Warren Howard, 1; Alfonso Lewis, 2; Russell Sampson, 4; Marcus Smith, 14.

ELECTRICAL (3500)

Power—Unit 20A

Automatic Substation Foreman: Herbert Copenhaver^o. Automatic Substation Inspectors: 1st Class: James Rogers^o, D. H. Soder^o; 2nd Class: William Bohlinger^o, Victor Gustafson^o. Power Supervisors: Walter Buchanan^o, Harry Bullock^o, William Chase^o, Norris McLeod^o.

Line—Unit 21A

Drivers-Groundmen: Norse Click^o, Maurice Mullen^o, Charles Poole^o, Lester Turner^o. Line Foreman: Truman Foyle^o. Linemen-Leaders: Bruce Emanuel^o, Marsell Larsen^o, A. L. Rust^o, Temp Smither^o. Linemen: Edward Betty, Billie Chambers^o, Paul Dessero^o, Ernest Haase^o, Manuel Montes^o, Torman Thompson^o.

OTHER

Field Representative (Personnel): Henry Monroe^o. Laborer "B" (Way & Structures): Roberto Gutierrez. Steno-Clerk (Insurance): Tomiko Suzuki.

^oTemporary employee.

^{oo}Number of division where employed.



“Fare Refund Check Today, Ma’am?”

DID YOU OFFER fare refund checks to your Van Nuys-bound passengers today, Mr. Operator?

Now beginning its fifth year (as of November 15), the Van Nuys fare refund plan is a system whereby participating merchants will refund, in cash, the fares of transit riders who make a \$2.00 purchase and present a properly punched fare refund check at the store where and when the purchase is made.

The plan has recently been given

new emphasis by the Van Nuys merchants.

Its success, however, depends largely upon your reminding your passengers that the plan exists, and upon your offering them a refund check when they pay a fare.

About two dozen downtown Los Angeles firms cooperate with MTA in a somewhat similar plan: Instead of presenting refund checks, the customers give the sales clerk a valid transfer and receive a token in return.

In Memoriam

THE EMBLEM records with regret the following recent deaths among employees and their families:

Bidwell, George C., 62, Section Storekeeper, Purchases and Stores; Oct. 2; survived by his wife, Juanita.

Blanchard, Charles O., 47, Operator, Div. 20; Oct. 20; survived by his wife, Frances.

Brown, William T., 89, retired General Foreman of Car Houses and Inspectors; Oct. 22; survived by his wife, Margaret.

Bulkley, Arthur, 72, retired Storekeeper; Oct. 5; survived by his wife, Edna.

Castle, Orren F., 62, retired Operator; Oct. 2; survived by his wife, Helen.

Lane, Marie L., wife of Nelson H. Lane, retired Foreman, Electrical Con-

struction; Oct. 22; survived by her husband.

Lopez, Felix, 70, retired Laborer; Sept. 11; survived by his son, Jesus.

Marx, Roy W., 41, Junior Stock Clerk, Purchases and Stores; Oct. 15; survived by his wife, Mildred.

Rawson, Vera, 67, retired Comptometer Operator; Oct. 28; survived by her daughter, Anne Wanczuk.

Reedy, Owen D., 64, retired Operator; Oct. 7; survived by his wife, Lourene.

Richter, George, 70, retired Relief Flagman; Oct. 8.

Turvey, Arrilla, wife of John Turvey, retired Conductor; Sept. 20; survived by her husband.

Walrod, Robert R., 47, Clerk, Transportation; Oct. 10; survived by his wife, Elizabeth.

Tell your Club or Church:

Clubliner

THE NEW NAME
IN CHARTER SERVICE

offers

CONVENIENCE

COMFORT

SERVICE

SAFETY



ANYWHERE



In Southern California

"SUGGEST now to your church, club, or social group that MTA has excellent, dependable charter service via Clubliners^o to any point in Southern California," employees are urged by Supervisor of MTA Charter Service Frank J. Screech.

"Time and again we find that organizations are not aware that MTA provides such service. A word from you—to your excursion chairman, minister, group leader, or anyone else you know who might plan a picnic, sightseeing tour, fishing trip, theater or dinner party, attendance at a game or other sporting event, or convention trip—could mean considerable added revenue to the company as well as service to the public," Mr. Screech continued.

"You may say without fear of contradiction that Clubliner drivers are invariably neat, well-groomed, agreeable, and efficient; and that our prices are reasonable."

For rates and complete details of the service, ask your friends to call Mr. Screech at RI 9-7211, extension 345. Clubliner brochures describing the charter service, available in quantity at the Public Relations office, 203 Transit Authority Building; or call RI 9-7211, extension 303.

^oMTA name for charter coaches.

**MISS-Guided Tour of
Disneyland Is Fun!**

HERE'S A SWITCH! "Helping" Miss Donna Jackson, an official Disneyland hostess, from a jolly spin in a "teacup" are Operators Howard R. Davis (left) and Nick A. Plantamura, who carry many a fun-and-frolic-minded passenger through Disneyland. Here, groups are taken through the wonderland on guided tours at frequent intervals under the expert leadership of Miss Jackson, or another of several personable Disneyland hostesses or hosts specially trained for this pleasant chore.

Under a new arrangement with Walt Disney, MTA now sells the guided-tour tickets and round-trip transportation to Disneyland at a total cost of \$5.72 for adults and \$3.10 for children under 12. Points of sale on MTA property are the Sixth and Main Sts. Station and the Los Angeles St. Terminal.

A guided-tour ticket includes admission to Disneyland, a personally conducted tour of each of the "lands," several enjoyable rides, and a souvenir copy of "Walt Disney's Guide to Disneyland."

After the tour, there are innumerable other attractions, many of them entirely free, to enjoy for hours more.

Take the guided tour yourself. You'll be so delighted that you'll enjoy telling others that (1) it's fun, (2) MTA sells the guided-tour tickets, and (3) MTA has excellent—and the only regularly scheduled—service to Disneyland.

Picture is courtesy of Disneyland, by Photographer Carl Frith.

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Accidents don't
Just Happen—

THEY ARE
CAUSED!



— National Safety Council

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