

The



Emblem

76-114

MAY, 1963



Sales Tax for Rapid Transit?

L. A. Police Officers Talk at Safety Meetings

Some Old-Timers Retire — Successors Named

New Idea in Tickets for Line 127

The Emblem

Vol. 5

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No. 7

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OUR COVER

A LARGE GROUP of Operators at Division 2 interestedly watch a safety film, "The Invisible Passenger," a sound and color movie shown at all division safety meetings this month.

Comments from Operators on the film have been enthusiastic. See story on page 4.

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Since The Conversion

SEVERAL DEPARTMENTAL CHANGES have occurred since the conversion from rail to bus operation Mar. 31. Briefly, they are:

The Way and Structures Department has become the Property Maintenance Department; and the title of L. C. Thompson, Superintendent of Way and Structures, has been changed to that of Superintendent of Property Maintenance.

The Stops and Zones Department has been moved from the basement of the transportation building at Division 20 to Macy Street, into space formerly occupied by the Electrical Department. C. E. Forkner continues to head Stops and Zones as Chief Representative, but his department is now under the jurisdiction of Property Maintenance instead of Transportation.

Most employees of the former Electrical Department have been shifted to Equipment Maintenance. Electrical Superintendent L. E. Dye, however, retains an office at Macy Yard. With the new title of Electrical Engineer, he is supervising the dismantling and removal of substations, transmission lines, and overhead facilities—no longer needed. He is also supervising the work connected with the termination of electrical power agreements concerning these facilities.

Frank H. Markley, Mr. Dye's former Assistant Superintendent, has transferred to the Equipment Maintenance Department to supervise the maintenance of remaining electrical facilities—switch panels, motors, lighting equipment, and electronic facilities such as radios and public address systems.

The Instruction Department has left its former quarters in the basement of the transportation building at Division 20 and moved upstairs into the rooms formerly occupied by the Division 20 Superintendent and his Clerks. The Operators' room has been converted into a classroom.

New Magic Kingdom Club Cards Available in Personnel Dept.

ENTITLING holders and their families to substantially reduced rates at Disneyland, special Magic Kingdom Club cards are available in the Personnel Department at no cost to employees.

Present Magic Kingdom Club cards now held by employees will be honored through June 15. After that date, the new card must be presented at Disneyland.

It is necessary for employees to come in person to Room 606, Transit Authority Building, to get new cards, according to W. C. Scholl, Director of Personnel.

1/2c County Sales Tax Urged for RT By County-City-MTA Committee

TO FINANCE the MTA's proposed \$649,000,000 four-corridor, 58-mile rapid transit system, state legislation enabling the Los Angeles County Board of Supervisors to impose a 1/2c sales tax has been recommended by a County-City-MTA Working Committee on Rapid Transit.

The recommendation was made in the committee's report dated March 27.

The tax would be used to retire revenue bonds issued by MTA for rapid transit construction, and would be repealed when the bonds have been retired or when sufficient revenues have been built up to retire the bonds.

CITIZENS' COMMITTEE TO REVIEW FINDINGS

A second major recommendation of the Committee was that a Citizens Rapid Transit Action Committee of 11 members representing various segments of Los Angeles community life be selected to review the sales tax proposal. If the Citizens Committee approves this approach to financing, it is to consider methods of implementing the plan.

Members of the Citizens Committee include:

Newspaper industry: Ferdinand Mendenhall, *Van Nuys News*, Chairman.

Los Angeles Central Labor Council: William Bassett, Los Angeles County Federation of Labor, and Benjamin Scott, Retail Clerks, Harbor Area.

Construction industry unions: Edward O'Toole, Los Angeles Building Trades Council, AFL-CIO.

Transit operating unions: Donald H. Sheets, Brotherhood of Railroad Trainmen.

Retailers industry: Donald H. Buckingham, J. W. Robinson Co.

Heavy industry: Walter Price, Riverside Cement Co.

Taxpayers associations: Howard Allen, Southern California Edison Co.

Television and radio industry: Jim Riddell, ABC-Radio-TV.

Los Angeles Chamber of Commerce: J. Earl Jardine, Wm. R. Staats & Co.

Los Angeles Clearing House Association: Thomas C. Dean, Sr., Bank of America.

This committee, which held its first meeting April 25, expects to complete its deliberations within 30 days, at which time a public report and recommendations will be submitted.

LOCAL MTA CONTROL PROPOSED

Also under study is the County-City-MTA Working Committee recommendation that MTA be under local control. As the committee pointed out, this recommendation would mean amending the MTA Act of 1957, which now provides for appointment by the Governor of all seven members of the Authority. In the words of the report:

"The Committee recommends an amendment to that Act to provide that, commencing with the effective date of the transit sales tax, five of the members shall be appointed by the affirmative vote of two-thirds of the entire membership of the Los Angeles

IN BRIEF . . .

THE COMMITTEE headed by Dr. Topping recommended:

1. A 1/2% county-wide sales tax.
2. A review of its sales tax recommendation by a Citizens Rapid Transit Action Committee.
3. Local control of MTA, made possible by amending the MTA Act of 1957.

County Board of Supervisors, and the remaining two members shall be appointed by the Mayor of the City of Los Angeles and approved by the affirmative vote of two-thirds of the entire membership of the City Council."

WORKING COMMITTEE MEMBERSHIP

Membership of the City-County-MTA Working Committee consisted of Norman H. Topping, President, University of Southern California, Chairman; Roger Arnebergh, Los Angeles City Attorney; L. S. Hollinger, Chief Administrative Officer, and Harold W. Kennedy, County Counsel, both of the County of Los Angeles; C.

M. Gilliss, Executive Director, and Gerald G. Kelly, General Attorney, both representing the Metropolitan Transit Authority.

This committee was established as the result of a meeting, called by Governor Brown last Feb. 11, of State of California, County of Los Angeles, City of Los Angeles, and MTA representatives. Its purpose was—in the words of its report—to "study and make recommendations to finance the Rapid Transit system proposed by the Metropolitan Transit Authority."

ONLY TAXES STUDIED

The Committee gave its entire attention to methods of financing by taxes because "the financial advisors to the Los Angeles Metropolitan Transit Authority (First Boston Corporation and Bank of America) have advised the Authority that a \$649 million revenue bond issue could not be marketed unless investors could be assured that tax moneys would be available to support 100% of the annual level debt service in the event that system revenues were insufficient for this purpose."

FINDINGS BASED ON EXISTING STUDIES

Committee recommendations were based on engineering and feasibility studies already made by MTA and its consultants. These show that two-thirds of the annual amount of \$32,790,000 needed to retire a \$649,000,000 bond issue for a 40-year period at 4% would come from the farebox. The other third—ranging from a beginning amount of \$3,883,000 to a maximum of \$20,606,000—would have to be sought from other sources.

After dismissing from further consideration various methods of taxation which "at reasonable rates would not develop sufficient revenues," the Committee gave careful attention to taxes on wages, motor vehicles or motor vehicle fuel, ad valorem taxes, and sales taxes.

Wages, it decided, are already heavily taxed. Motor vehicles and fuel taxes would have to be greatly increased, and a proposed constitutional

(Continued on page 15)



POLICE EXECUTIVE PRAISES MTA DRIVERS — Sgt. D. G. McMullen, right, of the Traffic Services Division, Los Angeles Police Department, reports most favorably—at an April planning session for the current Impruv-Ur-Record program—on the cooperation of MTA drivers with the law. He also promised to have a police officer present at each of the division safety meetings where the new Impruv-Ur-Record is explained to Operators. Front row, left to right:

K. R. Moore, Local Chairman, BRT; J. W. Prutsman, Supervising Safety Engineer, Transit Casualty Co.; and Jack Stewart, Assistant Superintendent of Transportation, MTA. Back row, from left: Don H. Sheets, General Chairman, BRT; Francis Donnelly and C. H. Hardy, Safety Engineers, Transit Casualty Co. Mr. Sheets promised that the Brotherhood would provide the trophies in the new contest.

L.A. Police Officers Attend Division Meetings; Report “Fine Job” by MTA Operators

Traffic Services Official Says Reports from Field Officers Compliment Safe Driving of MTA Operators; Safety Film Shown; Aims of New Impruv-Ur-Record Contest Told by Safety Engineers

ALL BUT MARY LOU SANTOS are attendance prizes to be drawn for by Operators at divisions which had 100% of available personnel in attendance at division safety meetings introducing the new Impruv-Ur-Record contest. Mary Lou is Secretary to Supervising Safety Engineer J. W. Prutsman. There are more prizes than those shown here. Other prizes will also be drawn for by Operators in divisions which failed to have 100% attendance.

“CONSIDERING all that MTA drivers have to contend with, they’re doing a fine job,” reported Sgt. D. G. McMullen, Traffic Services Division, Los Angeles Police Department, at a briefing session for principals planning the new Impruv-Ur-Record program that went into effect May 1.

The principals included Jack Stewart, Assistant General Superintendent of Transportation, MTA; J. W. Prutsman, Supervising Safety Engineer, and Charles H. Hardy and Francis Donnelly, Safety Engineers, Transit Casualty Co.; and Don H. Sheets, General Chairman, and Kenneth R. Moore, Local Chairman, BRT.

“This isn’t just my opinion,” continued Sgt. McMullen. “It’s the practically unanimous report of our LAPD field officers, whom I asked to send in their comments on traffic errors made by MTA Operators.

“They *did* send in a list of such mistakes, but pointed out that many of these occur very seldom.”

Sgt. McMullen also promised at the briefing session that a traffic officer would be present at all of the division meetings.

A typical report was made by Officer Art Johnson, of the LAPD Education Section, at meetings held at Division 8, Van Nuys, on Thursday, May 2.





FASCINATED WITH FILM — Same group as on front cover watching "The Invisible Passenger."

After reporting the praise for MTA Operators by the LAPD field officers, he continued with the summary of driving errors collected by Sgt. McMullen. Without exact quotations, the following is the gist of his remarks:

Angle stopping causes difficulties for alighting passengers, and blocks a traffic lane. It should be only a last resort.

At crosswalks, stay behind the vehicle limit line in order to prevent pedestrians from stepping outside the crosswalk to get around the bus.

When leaving a stop, always give proper signal before moving out into traffic.—And bear in mind that other drivers, if they are close alongside, may not be able to see your signal.

Starting against the amber light may make it impossible for your bus to clear the intersection. Traffic condi-

tions ahead may prevent your bus from moving out of the intersection before cross traffic starts.

Observe speed limits at all times everywhere—including downtown stretches of open street.

When changing lanes, always signal in advance, and yield when necessary.

Directional signals should be turned off when not needed.

Following too close is "the No. 1 cause of accidents on freeways." Look a long way ahead to observe traffic conditions, but don't forget the driver directly in front of you.

Allow extra space for possible slow reactions—your own or the other fellow's.

When at a nearside stop, watch for other drivers who may wish to make a right turn around you. Be sure to signal before starting up, and start only when it's safe.

The double line should not be straddled or crowded, in order to prevent collisions as well as unsafe lane changing.

"We're aware of your problems," said Officer Johnson, "but we need your help to make Los Angeles accident free."

AT DIVISION SAFETY MEETING — Officer Art Johnson, of the Education Section, Los Angeles Police Department, pictured as he gives a safety talk to Operators at Division 8, Van Nuys.



VARIED PROGRAM AT MEETINGS

Operators watched with much interest a safety film in sound and color, "The Invisible Passenger," which shows the tragedy resulting from the failure of two motorists to observe traffic laws at an intersection.

Other features of the division safety meetings have been:

- Talks by BRT officials urging wholehearted participation in the new safety program.
- On outline by Safety Engineers of the new nine-month contest and its new features (as described in detail in last month's EMBLEM).
- Distribution of new safety award pins by Division Superintendents.
- Drawings for attendance prizes.

(Continued on next page)



CHARLES H. HARDY, Safety Engineer, reminds a group of Operators at a division meeting of the safety contest categories.

ITEMS COVERED
 TRAFFIC ACCIDENTS
 REAR-ENDERS
 PASSENGER ACCID.
 QUICK STOPS, PASS FALLS
 BLIND CLAIMS
 WITNESS AVERAGE
 % OF REPORTS NO. 1

Police Praise Operator Driving

(Continued from page 5)

Each Operator who attends has been asked to fill out a slip with his name, his opinion of the film, and other re-

marks. Here follow some remarks—from Operators at Division 2:

"Best educational film I have had the pleasure of viewing. I have learned from it. Thank you for the privilege of letting us view such a film."—*Oscar R. Reyes*

"They [makers of the film] sure give you something to think about."—*Donald O. Haase*.

"The officer's statements were accurate and to the point." — *James C. Boswell*.

"Officer Donnelly talk very impressive." — *G. G. Vogel, Jr.*

"I think everyone driving should see the film."—*F. L. Mauldin*.

"Need these meetings more often."—*F. A. Payrow* (a former Operator of the Month).

"Just what we need. The more knowledge, the better we can do our job."—*M. M. Chadell*.

"Every citizen should see it [the film]. It should be shown on TV."—*Dominic Boenzi*.

"See plenty of drivers like this one [in the film] every day."—*H. W. Keene*.

Bus Stop in Flowers Tribute to Ed Moore

"ROTARY believes in service, and appreciates all you have done."

A card containing this simple message from the El Monte Rotary Club was attached to a surprise floral tribute sent to Edward L. Moore, Bus Stop Installer, in care of the Stops and Zones Department office, just before the conversion.

The floral piece was in the form of a bus stop—complete with bus (see adjoining photo). The triangle was done in green chrysanthemums, and on the base were two bouquets of blue iris.

"I can't imagine who could have thought of it," said Mr. Moore, taken by complete surprise, "although I know lots of the boys in Rotary."

The card, however, bore the signature of Elmer Mateas, who is President of the El Monte Rotary Club.

Said Mr. Mateas, later:

"I do not personally know Mr. Moore. However, many of our Rotarians, including Past President Art Spear, who have known him for many years, admire him for his spirit of dedicated service both to his community and to his employer. He always goes the extra mile to help."

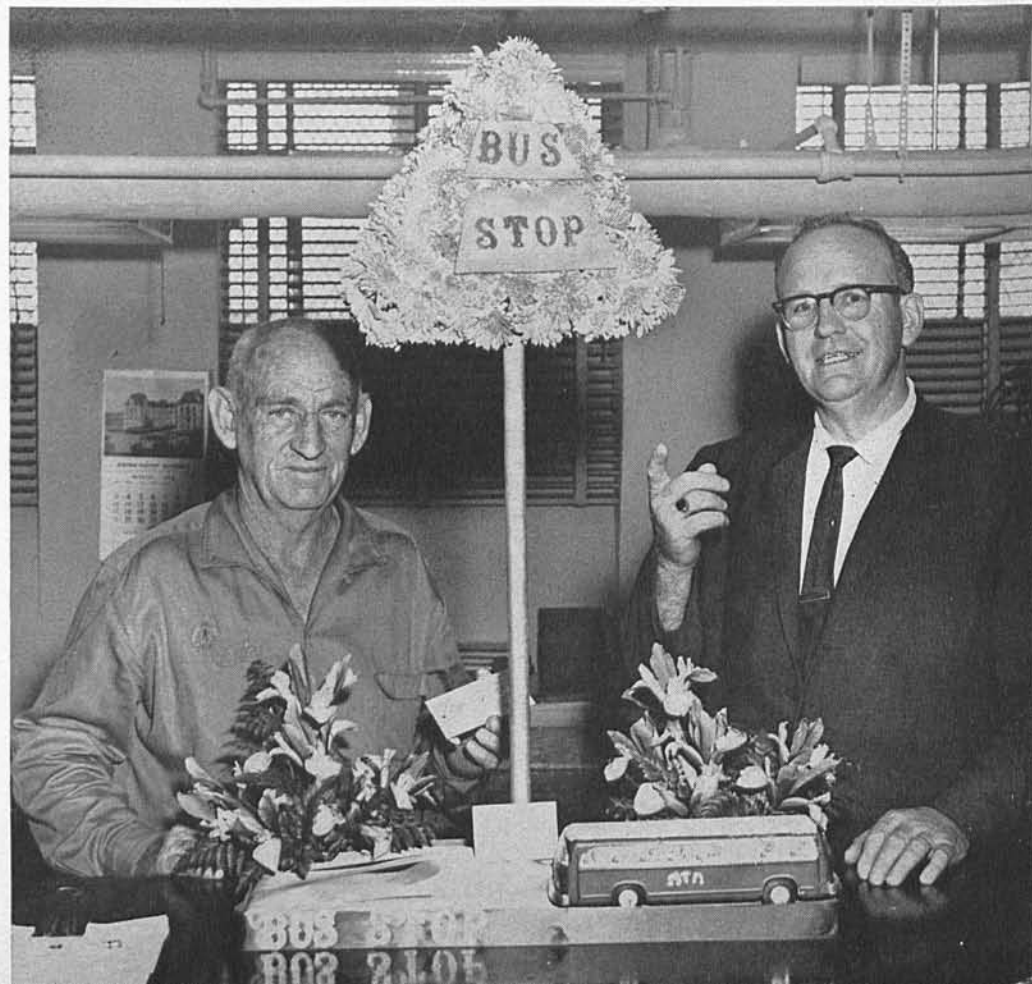
With seniority since 1941, Mr. Moore was for 18 years in the Stops and Zones Department. With the conversion, he was transferred to the Body Shop, South Park Shops.

His industry and attention to duty

have been noted by his new boss, Norman W. Lane, Shop Superintendent,

as they were by his old boss, C. E. Forkner.

SURPRISE TRIBUTE — Edward L. Moore, left, Bus Stop Installer, with bus stop in flowers sent him in care of his boss, C. E. Forkner, right, Chief Stops and Zones Representative.





**WE DON'T
MEAN TO
HOUND YOU -
but -**

WE NEED YOUR BLOOD!

THERE ARE over 4,000 employees in the Authority, yet at the present time we have about one pint of blood in our Blood Bank for every 100 of us. Needless to say, this is hardly enough, particularly when you consider that this proportion does not include our dependents, who are the primary users of this blood.

Withdrawals of blood from the MTA Blood Bank average 90 pints a year. So far (first four months) this year, 30 pints have been used.

The March 29 "drive" in the downtown area produced only 14 potential donors and 11 pints of blood.

In order to protect yourself and your family, as well as your fellow worker and his family, check your bulletin

board as to time and location for donating this life-giving fluid. You will find that regardless of what hours you work or where you live, there is a convenient Bloodmobile location where you can join YOUR BANK. Be certain to tell them your blood is for the LAMTA Blood Bank.

The need for blood is increasing every year, particularly for the treatment of hospitalized children. Every fifth pint of blood collected by the Red Cross goes to a child in dire need of this help.

Won't you and your family spend 15 to 20 minutes and possibly save a life?

—W. C. Scholl
Director of Personnel



| | | | |
|--|---|---|--|
| M-T-A ROYAL CARPET TRIP Disneyland CATALINA |  | ROYAL CARPET TRIP Disneyland CATALINA | ROYAL CARPET TRIP THIS COUPON HAS A VALUE OF 25c |
| | | This coupon has a value of 50c on Round Trip Steamship Fare to Catalina <small>RESERVATIONS MUST BE MADE FOR SATURDAY & SUNDAY IN JULY AND EVERY DAY THROUGH AUGUST TO AND INCLUDING LABOR DAY.</small> PHONE TE 4-5241 PRICE: 50c | ON ROUND TRIP FARE ON M-T-A DISNEYLAND-CATALINA TERMINAL SERVICE LINE 127 TOTAL FARE \$2.70 LESS .25 PAY DRIVER \$2.45 |

| | | | |
|--|--|---|---|
| M-T-A ROYAL CARPET TRIP Disneyland MARINELAND |  | ROYAL CARPET TRIP Disneyland- MARINELAND | ROYAL CARPET TRIP THIS COUPON HAS A VALUE OF 35c |
| | | This coupon has a value of 25c on an adult admission to Marineland, when M-T-A return trip ticket is shown. | ON ROUND TRIP FARE ON M-T-A DISNEYLAND-MARINELAND SERVICE LINE 127 TOTAL FARE \$3.55 LESS .35 PAY DRIVER \$3.20 |

ROYAL CARPET TICKETS, in reduced size, inset against appropriate backgrounds. There are also tickets for the smaller fry.

New Idea in MTA Tickets To Be Tried on Line 127

A BRAND NEW IDEA in ticket selling will be introduced on Disneyland-Catalina-Marineland Line 127 on June 16.

In the Disneyland area, motel owners who agree to handle them will be given a number of what are called "Royal Carpet" tickets to sell to their clients. The motel owners will collect as a commission an amount specified on the ticket—about 10% of the fare on Line 127 to Marineland or the Catalina Dock.

When the purchaser presents his Royal Carpet ticket to the Operator, the latter will collect—via the farebox—the balance due on the MTA fare.

An added inducement to the motel owner is the fact that the Royal Car-

pet ticket also includes a portion representing a commission for him on Marineland admission or on the Catalina boat fare.

This prepaid commission ticket eliminates the customary auditing procedures required in the regular commission agencies, where agents collect the total fare and retain their commissions.

"In effect, the Royal Carpet ticket program establishes a series of informal agencies throughout the Disneyland area," said Guy G. Gifford, Assistant Director of Public Relations, author of the idea.

"It represents an effort to do something in areas where local salesmen are deemed necessary and where the volume of traffic is not sufficient to

establish regular MTA commission agencies.

"Such an area is that adjoining Disneyland. Most of the residents are tourists, who live in some 38 motels surrounding the Magic Kingdom. A great many of them come by plane, bus, or train. Anxious to see the sights of the Los Angeles area, they are potential MTA customers."

Attractive counter cards advertising the Royal Carpet tickets and showing the Line 127 timetable have been printed for display in the participating motels. Car cards advertising the program will be posted in Disneyland area buses.

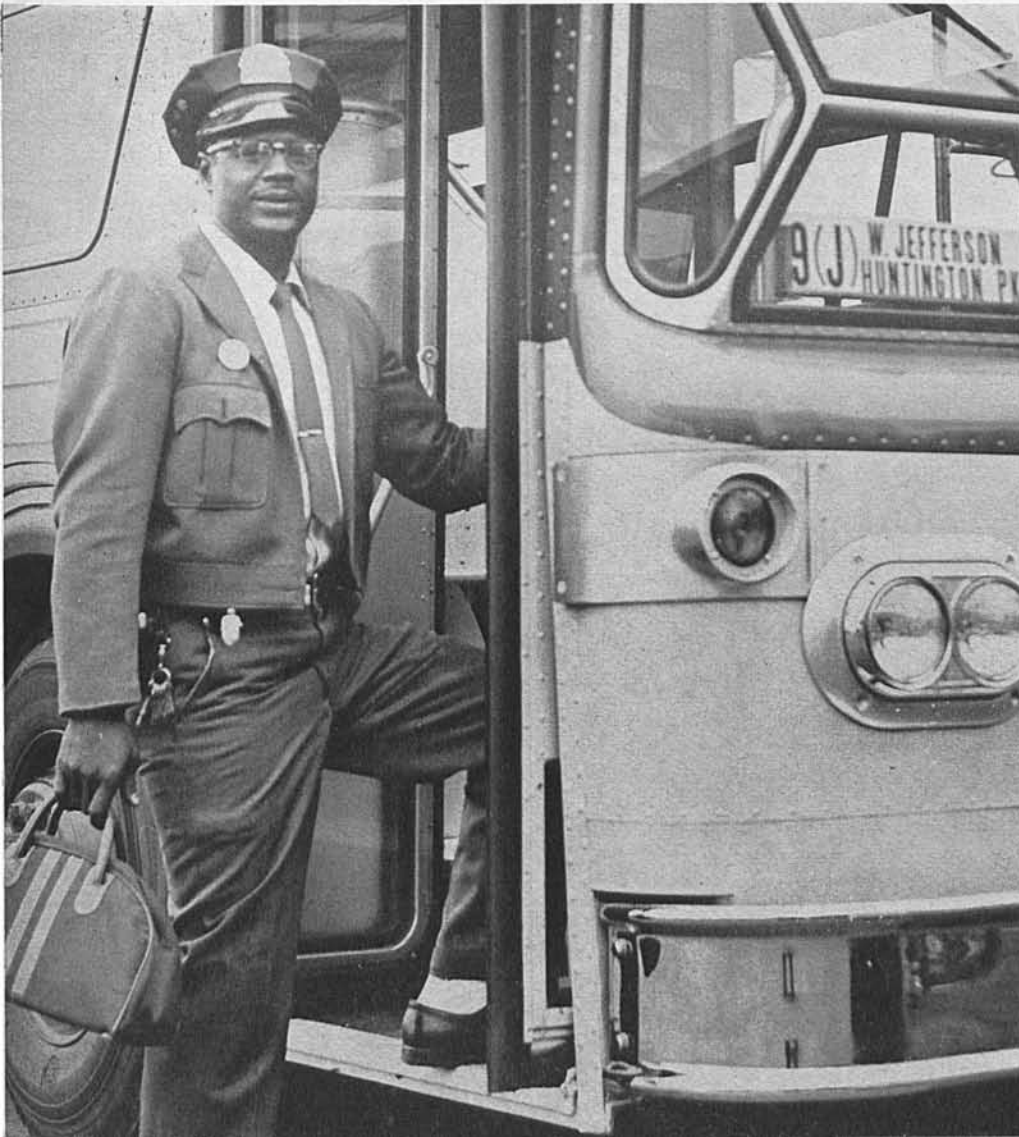
An MTA bus will be painted in special colors to advertise the Catalina service.

They Like The SilverLiners

WITH THE PASSING of streetcars and trolley coaches last Mar. 31, and the changeover on all lines to bus operation, at least two Operators expressed their feelings of pleasure in no uncertain terms: Butler James Mitchell of Division 1, and John Womack, of Division 5.

See the captions on this page.

FORMER STREETCAR MAN—"I love the buses!" exclaimed Mr. Womack, who shifted to buses even before the conversion to escape some of the traffic problems connected with streetcars, such as lack of maneuverability. "I can drive a bus eight hours and feel refreshed!"



FORMER TROLLEY COACH MAN—"These new SilverLiners — they're sweethearts!" exclaimed Mr. Mitchell, who was one of the first to operate trolley coaches when they came in about 1947. "The SilverLiners are much easier to steer than the trolley coaches, and you don't have to worry about getting stuck in traffic under a breaker.— I'll take the SilverLiners any old day!"

Commendations...

135 Operators Honored In April for Courtesy

CONGRATULATIONS to the following 135 Operators who received commendations during the month of April:

J. E. Alvarado, Division 1; F. E. Anderson, 8; H. D. Apel, 7; W. R. Ashton, 7; R. L. Barth, 11; F. H. Belk, 2; E. L. Bell, Jr., 4; T. F. Benedict, 7; Guy Benton, 9; Rufus Bias, 7; A. T. Biederman, 10; L. H. Birkner, 10; Dakin Boardman, 8; B. J. Boyd, 3; M. R. Bragg, 7; J. L. Branden, 8; J. W. Brewer, 3; P. S. Brezniak, 2; E. H. Brown, 2; C. T. Burris, 7.

M. M. Chadell, 1; F. C. Chavez, 1; S. D. Clark, 7; J. D. Cleveland, 3; W. L. Cole, 3; J. D. Coleman, 8; W. I. Collette, 9; E. R. Collier, Jr., 1; Rachael Congiardo, 3; Benjamin Cooper, 7; G. K. Copenhaver, 8; D. L. Correll, 2; R. A. Creer, 8; F. E. Dahlstrom, 10; C. A. Deguire, 9; D. M. Denton, 9; C. H. Donahoe, 2.

H. G. Eamigh, 6; L. J. Ekberg, 7; L. H. Ellis, 5; Mike Estrada, Jr., 7; E. J. Evans, 2; Ermal Fain, 7; S. P. Finley, 2; Harold Fish, 6; M. H. Fisher, 2; E. S. Frustaci, 7; R. N. Gates, 1; K. A. Gokey, 3; Leroy Golden, 3; D. C. Grayson, 12; Lawrence Greenberg, 2; W. J. Greene, 4; Ed Grimes, 1.

J. F. Hardgrow, 1; R. J. Hennessy, 12; K. R. Henson, 2; W. K. Holsberry, 12; B. B. House, 4; James Hunter, 2; A. M. Jacques, 7; J. D. Jensen, 6; T. R. Jobe, 2; J. O. Jones, 10; J. V. Jones, Jr., 7.

M. L. Keith, 8; W. E. Kelley, 2; D. V. Kern, 2; H. B. King, 5; I. J. King, 4; M. E. Kittinger, 12; F. W. Koenig, 6; R. L. Lane, 7; P. J. Lattanzi, 2; M. N. Levine, 2; R. J. Lopez, 3.

Clyde Mason, 4; L. A. Maspero, 5; G. A. McDaniel, 4; T. E. McLemore, 2; L. W. McWatters, 8; J. L. Melton, 1; D. E. Merritt, 12; Buick Monk, Jr., 7; R. H. Morgan, 8; F. L. Morris, 11.

H. D. Olsen, 7; O. A. Ortega, 1; S. M. Parris, 7; J. C. Poe, 2; V. D. Powell, 7; J. W. Powers, 6; O. W. Price, 2; V. J. Ramsey, 7; S. B. Ray, 2;

R.H. Morgan Wins May Award For Courtesy; Ardella Second



ROBERT H. MORGAN, of Division 8, Van Nuys. His courtesy to students on his high school tripper, along with his good record, won him Operator of the Month title for May.

"RIDING WITH BOB seems more like coming to visit a friend, rather than the usual bus ride to school. He always has a smile for everyone, and acts like changing dollar bills is one of his favorite pastimes."

Winona Rice, a student at Alemany High School, in the San Fernando Valley, wrote this bit of praise for Robert H. Morgan, Operator, Division 8, who has a tripper to her school. Her letter, plus his good record, won for him

the title of May Operator of the Month.

Miss Rice declared that any of the Alemany students "will agree that Bob is the most pleasant driver they have ever known."

Mr. Morgan joined MTA in 1958 after nine years of military service, of which three were in the Navy and four in the Air Force.

He and his wife, Marilyn, live in Canoga Park with their two children: Debbie Sue, 3½, and Reese Harrison, 15 months.

RUNNER-UP

The runner-up for May, J. B. Ardella, of Division 2, was the subject of a letter of commendation praising him for "his warmness, friendliness, politeness, and just plain old-fashioned kindness to everyone" as a part of his daily routine.

He joined MTA only last August.



RUNNER-UP
J. B. Ardella
Operator
Division 2

M. C. Rochford, 7; T. C. Rolfe, 7; Seymour Rona, 6; Edward Ryan, 6.

M. J. Saniga, 7; W. J. Sattiewhite, 7; P. M. Schaut, 10; Ann G. Schulz, 7; W. C. Schultz, 2; W. M. Schwer, 12; J. B. Scoggins, 5; F. E. Scott, 2; L. C. Sherman, 9; Ruben Siegel, 8; R. J. Smith, 5; U. L. Smith, 12; W. L. Smith, 5; W. C. Snoddy, 1; G. J. Stephenson, 1; J. W. Stevens, 6; R. L. Still, 12.

M. W. Taylor, 2; C. C. Townsend, 9; C. A. Uland, 10; G. F. Usher, 8; M. J. Van Veen, 8; Jack Vaughn, Jr., 8; G. F. Vogel, 2; Charles Walker, Jr., 3; M. C. Ward, 4; J. A. Warren, 8; W. S. A. Weary, 7; W. C. L. White, 3; C. B. Williams, 11; L. T. Williams, 7; F. D. Wilson, 7; Jake Winston, Jr., 8; J. E. Wise, 4; R. B. Wooten, 2; R. D. Yahne, 10.

Why Courtesy Makes Good Sense

Opinions of Outstanding Operators on a Crucial Topic

(Third installment. The first was in the January issue.)



A. J. Arnone

... "MY THEORY IS that a paying passenger should deserve a reasonable amount of respect, which automatically calls for courtesy on the part of an Operator. Furthermore, courtesy helps an Operator immensely where his own character is concerned! I know that I would rather have a passenger pay me a nice compliment, instead of an insulting remark. I believe in the slogan that courtesy rubs off, because in my own experience it has proven itself many times over. I also feel certain that a courteous Operator invariably becomes a successful Operator, because courtesy seems to create a relaxed and friendly feeling . . . that will make many passengers feel that they have had an enjoyable ride."

—A. J. Arnone, Division 3.

"THE PRIME REASON for being courteous is that a person creates his own environment, and if one wishes others to be nice and courteous, [he has] to be pleasant and courteous first. An Operator should always keep in mind that, in fact, his passengers are his employers—that what he eats, what he wears, the car he drives, his hospital bills, his vacation are paid for by his employers, the passengers. I ask, Are there any people more deserving of my prompt, pleasant, courteous treatment than the people who pay my obligations?" . . .

—Charles T. Burris, Division 7.



C. T. Burris

"BEING COURTEOUS to your passengers is just like putting money in the bank. It is always returned to you, and if you make your deposits regularly, it will be returned (when you need it the most) with compound interest.

"When you are courteous to your passengers the resultant good will from them makes your work easier. You have fewer irritations, and this helps to prevent accidents. So for these reasons, if for none others, it definitely pays to be courteous." — Glen C. Gilliland, Operator, Division 11.



G. C. Gilliland



F. W. Hall

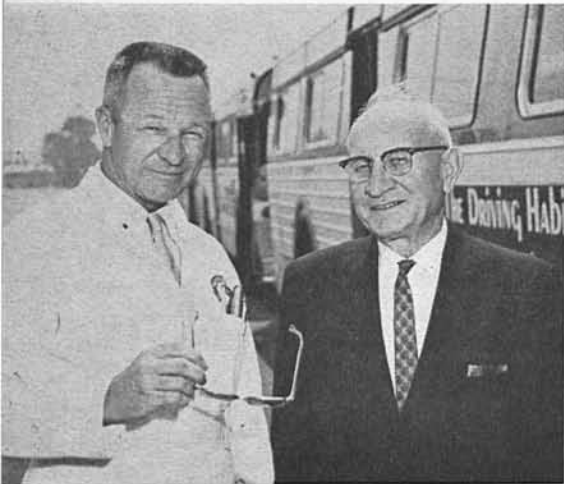
"THE SUCCESSFUL OPERATION of a motor coach reaches its perfection when there's a smooth, calm, and, most of all, a courteous driver at the wheel. If one demonstrates courtesy, it is usually returned. This all instills confidence in the passengers' minds that they are driving with a professional—[a fact] which makes our job more pleasant and the day easier.

"From a purely selfish standpoint, courteous operation will get you over the road much faster with far less wear and tear on the nervous system." . . . —F. W. ("Bill") Hall, Operator, Division 11 (Pasadena).

(Opinions of other outstanding Operators will be printed in the next or a succeeding issue.)

THE EMBLEM would appreciate your comments on this series.)

Superintendent, 3 Foremen, Retire In Equipment Maintenance Department



AT DIVISION 3 — Otto C. Schmokel, retiring Superintendent, right, and his successor, Thomas J. Watts, one-time Mechanic.

A DIVISION SUPERINTENDENT and three Foremen, all in the Equipment Maintenance Department, retired in April and their successors are already on the job.

The best wishes of all employees follow the four old-timers who have left, and greet the men who are carrying on in their stead.

Otto C. Schmokel — — Thomas J. Watts

OTTO C. SCHMOKEL, Superintendent, maintenance, of Division 3—whose workers, under his supervision, once went for eight years without a single lost-time accident—retired April 15 to a life of leisure.

He had been on normal retirement since June 1, 1962, but had continued working, as he was privileged to do under pension rules.

Born in Prior Lake, Minn., in 1897, he came to work for the Los Angeles Railway in 1926 as Streetcar Mechanic, Division 5. He broke his service record some years later, however, to pursue other interests, and returned in 1934 as Utilityman at Division 4. Within a few months he shifted to the Winding Room at South Park as Electrician; a few years later he started rewiring buses.

Successors Named and Are On the Job

About 1945 he went into bus motor overhaul as Machinist, and rose to Leadman—still at South Park.

He was first made a Superintendent at the LATL Pasadena Garage in 1947. In 1948 he was shifted to Division 3 as Superintendent, and remained in this capacity until his retirement.

During World War I, Mr. Schmo-

kel served as a Navy Machinist helping transport soldiers overseas.

He and his wife, Agnes, live in the Eagle Rock area. Mr. Schmokel figures he "might get a trailer" and do some traveling.

Succeeding him as Superintendent is his Day Foreman, Thomas J. Watts, who began his service in 1929 as one of Mr. Schmokel's group of streetcar mechanics at Division 5. For some 15 years he worked on streetcar repair at various points. Then, in 1945, he shifted to bus motor overhaul at South Park. He became a Relief Leadman in 1947, and in 1949 became a Foreman at Division 3. Here he remained until his present promotion.

His father, Si Watts, was Superintendent of Rail Equipment for many years for LATL, and retired from that company in the early 1950's.

Thomas Watts and his wife, Lina, live in the Eagle Rock area, with their 16-year-old son, Marvin. Their other son Garald, 27, is married.

A former Scoutmaster and Cubmaster, Mr. Watts is also Past High Priest, Royal Arch Chapter, Pasadena Commandery, and was at one time also active in the De Molay order. He likes to fish, hunt, and travel in his house trailer.

Succeeding Mr. Watts as Day Foreman at Division 3 is Earl Cowell, Leadman at the division. Mr. Cowell started in 1939 with Asbury Rapid Transit as Mechanic.

During World War II he spent 4½ years as Staff Sergeant in Army Ordnance, including 34 months overseas.

BEST WISHES ALSO TO:

Fred Richard Brown, Flagman, Transportation Department, who retired Mar. 31 after service from 1927.

Ural E. Dunn, Motorman, Division 1, who retired Mar. 31 after service from 1928. He had been on indefinite leave since May 25, 1962.

Carl John Hoffman, Mechanic "A," Division 2, who retired Mar. 29 after service from 1943. He had been placed on normal retirement June 1, 1962.

Raymond Michael Kelly, Flagman, Transportation Department, who retired Mar. 31 after service from 1933.

Walter Jeremiab Knittle, Flagman, Transportation Department, who retired Mar. 31 after service from 1934.

Louis Lello, Mechanic "B," Division 3, who retired Mar. 29 after service from 1944. He had been placed on normal retirement June 1, 1962.

Guy Charles Parson, Clerk, Transportation Department, who retired Mar. 31 after service from 1924. He had been placed on normal retirement June 1, 1961.

Louis Leonard Schmidt, Dispatcher, Way and Structures Department, who retired Mar. 29 after service from 1922. He had been placed on normal retirement June 1, 1962.

Millard R. Shobe, Flagman, Transportation Department, who retired Mar. 31 after service from 1943.

Arthur E. Stowe, Operator, Division 8, who retired Mar. 18 after service from 1923. He had been on indefinite leave since Dec. 2, 1962.

EARL COWELL
Day Foreman
Division 3





AT DIVISION 1 — Cesar Canales, retiring third-shift Foreman, left, and his successor, J. H. ("Hughie") Lendy, from Division 20.

Cesar Canales —

— J. H. Lendy

CESAR CANALES, Foreman, maintenance, on the third shift at Division 1, put his last day of work Apr. 11 after 43 years of service—broken for two months in 1942.

As a parting gift, his co-workers gave him a rod and reel with which he intends to indulge to the full his favorite pastime of fishing.

Born in Spain, Mr. Canales began his work in 1922 as Wireman at the South Park Shops. First he wired motors, then streetcars, then buses. In 1942 he resigned to start a bakery business, but it was wartime and the government, he said, commandeered the panel trucks he had planned to use. In a few months he returned to continue his old trade, this time at Division 2.

In 1947, when trolley coaches first came to Division 1, he was appointed Leadman at that division, and later rose to Foreman. He remained at this division until his retirement.

In 1961 he was placed on Normal Retirement and allowed to work on.

"I've appreciated being allowed to work these last two years," he said. "Even more, I've appreciated and enjoyed working with the boys and my Superintendent, Mr. Hinze, all these years."

Succeeding Mr. Canales as third shift Foreman is J. H. ("Hughie") Lendy, who came over from a position as Foreman at Division 20, the now defunct rail division.

Like his predecessor, Mr. Lendy started his career as Wireman at South

Park, wiring streetcars—which were then built in the shops. He has been on the job since 1923, and a Foreman since 1937.

Fred See —

— Clyde F. Burden

A FAREWELL PARTY was held at the Van Nuys Division Garage Apr. 12 for Second Shift Foreman Fred See, who was retiring that day after 17 years of service.

A group of first and second shift employees gathered around as A. L. Bristow, Division Superintendent, maintenance, presented Mr. See with a rod and reel, gift of his co-workers at Van Nuys.

Mr. See came over to MTA with MCL and its subsidiary, Asbury Rapid Transit. He had been in charge of bus maintenance for Asbury.

According to his Division Superintendent, Mr. See "has always been held in high esteem by those for whom he worked and by those who worked under his direction."

An avid fisherman, the retiring Foreman, when not following a trout stream, will continue to reside with Mrs. See in Glendale.

He is succeeded by Clyde F. Burden, who has come from Way and Structures, where he had been Supervisor of Way since 1950. His service began in 1936.

Mr. Burden and his wife, Theresa, live in Huntington Park. They have two married children.

—John S. Burton, Shop Clerk

Joel D. Hall —

— Harry W. McTaggart

STUDYING POLYNESIAN LIFE and catching up with his deep-sea fishing will be two of the activities pursued by Joel D. ("Shorty") Hall, Foreman, second shift, Long Beach Garage, in his retirement—which began Mar. 12.

Mr. Hall had a total of 41 years of service, which began in 1922 when he started as a Mechanic for the Motor Transit Co. at its shops on Market St., Los Angeles. The next year he went to MT's San Diego Shops as Foreman, and had been either a Foreman or a Leader at various locations ever since, with several predecessors of MTA. He was a Foreman at Long Beach from 1956 until his retirement.



AT DIVISION 8 — Fred See, retiring second-shift Foreman, center, with his successor, Clyde F. Burden, left, and Superintendent A. L. Bristow. Mr. Bristow holds a rod and reel, gifts of fellow-workers for Mr. See.

He retired from the U. S. Army with the rank of captain after serving for three years as a motor maintenance officer in Australia, Dutch New Guinea, and the Philippines during World War II.

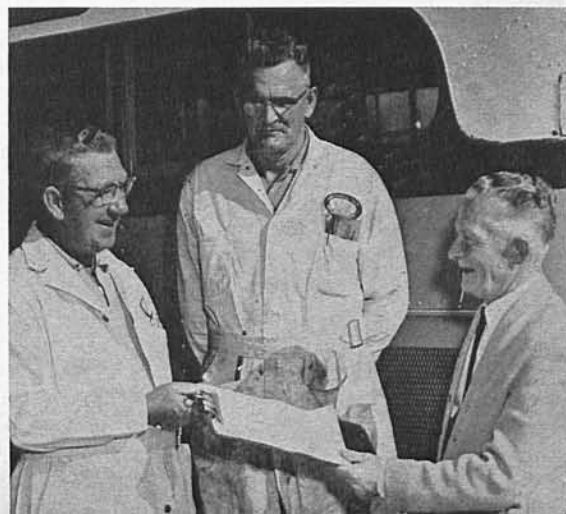
His interest in Polynesia has led him to plan a 1964 trip on a freighter to the South Pacific Islands.

Succeeding Mr. Hall is Harry W. McTaggart, formerly Supervising Foreman in the now defunct Line Department. He began his service with the Los Angeles Railway in 1939 as Motorman and Conductor, Division 20.

Mr. McTaggart has been Vice-President of the South Los Angeles Optimist Club for the past 12 years and Chairman of its boys' work activities. He managed its Little League baseball club for 12 years.

Mr. and Mrs. McTaggart have two daughters, both graduates of USC; and a son, who is now attending Harbor Junior College.

AT DIVISION 12 — Joel D. ("Shorty") Hall, retiring second-shift Foreman, right, turns over his maintenance memoranda to his successor, H. W. McTaggart. Towering over them both is 6'5" Superintendent John Hill.





"TOKENS" OF HIS REGARD—Stanley Underwood, center, retiring Assistant Treasurer and Cashier, passes over a heavy sack of tokens and a stock of checks to his successor, Thomas V. Collins, who looks a little serious over the new responsibilities he will assume June 1. Controller H. L. Black, however, appears to be quite unworried.

HE HANDLES, directly or indirectly, all MTA revenues—over \$45,000,000 a year—and makes sure the bank gives MTA credit for all deposits.

He sees to it that you receive your pay check each pay day—and signs some 8,500 checks a month for this purpose.

He signs about 1,000 checks a month to pay MTA bills.

He issues and accounts for all tokens.

He receives cash payments by employees, active and retired, for the Employee Welfare Plan.

He is retiring May 31 after 45 years of service.

He is Stanley Underwood, Assistant Treasurer and Cashier.

He's looking forward to leisure time to travel, fish and play golf.

He will be succeeded by Thomas V. ("Tom") Collins, Assistant Treasurer and Cashier.

Mr. Underwood began his transit career as Clerk in the Accounting Department of the Los Angeles Railway on Nov. 4, 1918. His office was in the Pacific Electric Building at Sixth and Main Sts. Through the years, promotions were steady, until, in 1946, he was appointed Cashier and Assistant Paymaster.

In 1956, under Los Angeles Transit Lines, he became Assistant Treasurer and Paymaster.

In 1961, under MTA, he was appointed Assistant Treasurer and Cashier, his present position.

Born in West Virginia, he spent two years in his early life working as Freight Clerk for the steam roads:

Underwood to Retire May 31; Collins Successor as Cashier

first the Missouri Pacific, in Kansas City; and then the Santa Fe, in Los Angeles.

In 1919 Mr. Underwood married Elizabeth King, and the couple now reside in Alhambra. They have one child, a son, Ralph, who works for the State of Oregon. One of the first things Mr. and Mrs. Underwood plan after retirement is a trip to visit their son.

Mr. Underwood's successor, Tom Collins, started his transit career as Conductor out of Division 3 in 1939, and qualified later as Motorman and Operator.

His career was interrupted by World War II, when he spent 19 months in Europe, including a year with the Army of Occupation in Austria.

Mustered out as Staff Sergeant, T/3, he returned to civilian life in 1946 as Operator with Los Angeles Transit Lines, which had acquired the Los Angeles Railway property.

Stenographic and clerical experience

in the Army enabled him to qualify as Division Clerk and Cashier and Division Steno in a very few weeks after his return to transit duty. In this capacity he continued until 1953, when he transferred to the LATL Safety Department as Chief Clerk.

In another transfer in 1956 he was promoted to Cashier for LATL, and retained this title until MTA took over. He was then appointed Assistant Treasurer and Assistant Cashier.

In 1941 Mr. Collins married Ruth Miller, and the couple have three children: Patrick, 20; Linda, 16; and Teresa, 12. For nearly 14 years the Collinses have lived in Alhambra.

"The Credit Union is my hobby," reports Mr. Collins. Both he and his wife have been associated with the present and predecessor credit unions since 1948. He is Treasurer of the Lamta Employees Federal Credit Union, but delegates his duties to his wife, who is Assistant Treasurer and full-time Office Manager.

Why Throw Money Away?

Credit Union Cuts Auto Loan Rate 25%

FOR MEMBERS who can pay one-third down on the total price of a new (not used) automobile, the Lamta Employees Federal Credit Union will finance the unpaid balance for $\frac{3}{4}$ % instead of 1% a month.

This announcement, which cuts interest by 25%, was made after the April meeting of the Credit Union Board of Directors.

The total price of the new automobile includes tax and license.

"On a balance of \$2,000 to be paid off in three years, this new rate will save the purchaser \$92.50 in interest," pointed out Mrs. Ruth Collins, Office Manager of the Credit Union.

"At the 1% rate, the interest for three years would be \$370. At the $\frac{3}{4}$ % rate, the interest would be \$277.50, for a difference of \$92.50 in favor of the buyer's pocketbook.

"And don't forget," she added, "the Credit Union furnishes loan protection insurance free."

"Compare our rates with those of other lending institutions before you decide to finance elsewhere.

"Do you know that if you borrow from a small loan company you can, and probably will, be charged 3% a month on the first \$50 and $2\frac{1}{2}$ % on larger amounts up to \$300? This totals up to interest of \$19.76 charged on a \$100 loan you repay in 12 equal installments.

"Even at the Credit Union's 1% rate, your total interest on such a loan would amount to only \$6.50 for the year.

"On a \$500 loan, the same small finance company would charge you \$87.08 in interest, if you paid off the loan in 12 equal installments. The Credit Union would charge you, at the 1% rate, only \$32.50, or \$54.58 less, than the loan company.

"Moreover, the loan company charges extra for any loan protection insurance."

On Their Way Up

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

W. G. Adams, from Ticket Clerk to Ticket Agent (Whittier), Transportation Department, Mar. 10. Employed Aug. 22, 1942.

Rosalie F. Bonnett, from Temporary Ticket Clerk to Ticket Clerk (Whittier), Transportation Department, Mar. 21. Employed June 11, 1962.

G. L. Boughton, from Operator to Operator-Extra Schedule Checker, Division 7, Mar. 31. Employed July 3, 1961.

J. H. Chapman, from Operator-Extra Supervisor to Supervisor, Transportation Department, Apr. 7. Employed July 26, 1955.

M. L. Daily, from Operator to Operator-Extra Schedule Checker, Division 1, Apr. 1. Employed Feb. 9, 1963.

Roger Fowlston, from Operator to Operator-Extra Division Clerk, Division 7, Mar. 15. Employed Aug. 12, 1957.

Sheila E. Kirkpatrick, from Junior Invoice Clerk to General Clerk, Purchasing and Stores, Apr. 2. Employed Dec. 14, 1960.

Joseph Moore, from Janitor-Mail Carrier, Equipment Maintenance, Division 2, to Clerk, Accounting and Fiscal Department, Mar. 28. Employed Oct. 17, 1957.

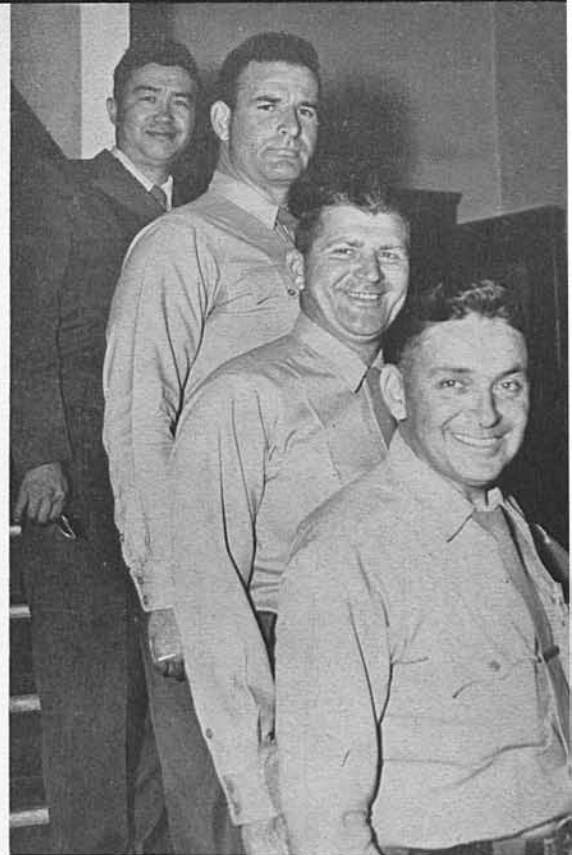
H. W. Powers, from Operator to Operator-Extra Supervisor, Division 9, Mar. 10. Employed Dec. 27, 1949.

Kathleen Root, from Relief Stenographer to Secretary II, Transportation Department, Apr. 1. Employed Aug. 17, 1959.

C. K. Tanaka, from Operator to Operator-Extra Supervisor, Division 5, Mar. 17. Employed Oct. 27, 1956.

E. D. Ziegler, from Operator-Extra Supervisor to Supervisor, Transportation Department, Mar. 31. Employed Sept. 22, 1954.

C. R. Zukle, from Addressograph Operator to Junior Invoice Clerk, Purchasing and Stores, Apr. 15. Employed Dec. 14, 1962.



NEW SUPERVISORS — From front to back are Henry W. Powers, Edwin D. Ziegler, John H. Chapman, and Carl K. Tanaka. See "On Their Way Up" column for more complete details.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between Mar. 18 and Apr. 15:

Accounting and Fiscal Division

KEY-PUNCH OPERATOR: Edilia Rodriguez.

Real Property Management

INFORMATION CLERK: Marian M. Stanton.

Transportation Department

OPERATOR: D. K. Aleshire, Division 7; John Boddie, 7; Columbus Burnette, 7; George Cameron, 7; L. G. DeLuca, 6; E. R. Doucette, 3; E. M. Draves, 7; J. J. Falbo, 7; M. G. Floyd, 5; McDeen Freeman, 7; A. J. Gonzales, 1; D. D. Griffith, 1; M. A. Hall, 1; E. G. Haas, Jr., 5; P. L. Jessup, 6; R. L. Kennedy, 1; D. R. Kernan, 5; E. W. Marino, 5; P. R. Marwick, 3; R. G. Olivo, 1; S. R. Phillips, 7; D. C. Smith, 1; G. R. Stavely, 5; G. E. Tejada, 1; A. L. Thomas, 5; K. H. Varney, 1; Quincey Williams, 7.

In Memoriam

THE EMBLEM records with regret the death of the following:

Albert A. Cash, 83, retired Motorman, Division 1; Apr. 23; service from 1905 to 1924. Survived by his children, Mrs. Alberta L. Johnston and Oliver H. Cash, of Los Angeles.

Fred V. Dennee, 81, retired Motorman, Division 5; Apr. 19; service from 1920 to 1946. Survived by his wife, Eva, of Redondo Beach.

Louis M. Erickson, 83, retired Motorman, Division 5; Apr. 13; service from 1919 to 1947. Survived by his daughter, Mrs. Virginia M. Carpenter, of Ojai.

John C. Lamb, 72, retired Operator, Division 7; Apr. 21; service from 1926 to 1956. Survived by his wife, Jessie, of Los Angeles.

1/2¢ Sales Tax for RT

(Continued from page 3)

amendment to divert highway funds to rapid transit purposes could not be submitted to the voters until 1964, by which time the construction costs of the proposed rapid transit system will have increased by as much as \$70,000,000 because of escalation. Ad valorem taxes are already heavy, and it would be difficult to secure a sponsor for such legislation.

ADVANTAGES OF SALES TAX

The sales tax, the Committee reported, has several advantages:

"It provides a relatively even spread of the cost throughout the population. It can be actuated without an extended delay. It is comparatively economical to administer. Collections are spread evenly throughout the year and are in small amounts. Finally, calculations indicate that adequate financing can be provided with only a small increase in this tax."

THE MTA EMBLEM
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“For A Sparkling Tomorrow —

Clean Up
Paint Up
Fix Up
TODAY”



WIELDING THE BRUSH as she gives out this sage advice is Penny Whittington, Secretary to the Controller. An even better slogan, we think, might be: “Keep your home as bright as a Penny!”