

The



Emblem

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JUNE, 1964



- **Public Opinion about the new SCRTD** (pp. 4-5)
- **Buses Roll Again June 22 after Work Stoppage** (p. 3)
- **Leland Dye, Fred Yenour Retire** (pp. 12-13)
- **20 PCC Cars Go to Chile** (p. 2 and back cover)

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Vol. 6 June, 1964 No. 8

IN THIS ISSUE

Buses Roll Again after Work Stoppage . . .	3
Public Opinion about the New District . . .	4
Commendations	6
Kautter June Operator of the Month . . .	7
Operator Finds \$200,000	8
Passenger of the Month	9
New Family Guidance Column	9
Royal Carpet Spreads to Knott's	10
MTA Signs for New Pier	11
Retirements	12
Department Head, Assistant	
Department Head, Top List	
New Faces—On Their Way Up—In Memoriam .	14
What One Operator	
Does between Assignments	15

OUR COVER

OPERATOR Roy L. Denmark and a few of the "back seat pilots" who helped celebrate on June 9 the June 14 advent of greatly increased Freeway Flyer service for San Bernardino, Riverside, Ontario International Airport, Pomona, and other areas of the "Inland Empire."

Left to right are C. M. Gilliss, MTA Executive Director; Mack Wright, Manager and MTA Agent at the Pomona Transportation Terminal; M. R. ("Mike") Montante, Agent, Ontario Bus Depot; Mr. Denmark, of Division 9; and Thomas N. Bristow, MTA Public Relations Representative.

Inset, Mr. Gilliss fastens a blow-up of a "back seat pilot" badge to the lapel of Joseph S. Marriott, President, Friends of International Airport. Badges will be given out by Agents to Flyer passengers.

Other "back seat pilots" helping celebrate were some 25 civic and governmental leaders of Pomona and Ontario whom the bus brought to the Airport for a civic luncheon.

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Three Named So Far to SCRTD Board

THREE of the 11 members of the new Southern California Rapid Transit District Board had, up to the time of going to press, been named by the respective sponsoring groups.

First to be named was Dr. Norman Topping, President of the University of Southern California. He was asked to serve by Mayor Samuel Yorty, with the approval of the Los Angeles City Council.

Next was Howard P. Allen, Vice-President, Southern California Edison Co. He was named by Los Angeles County Supervisor Frank G. Bonelli, with the approval of the Board of Supervisors.

Most recent has been Don C. McMillan, retired Pasadena City Manager, who was named by Chairman Warren M. Dorn, of the Los Angeles County Board of Supervisors, with Board approval.

Thus, the Board of Supervisors have selected two of their allotted five; and the Mayor, one of his allotted two. So far none of the four allotted by the new SCRTD Act to the City Selection Committee (for cities in Los Angeles County not including the City of Los Angeles) has been selected.

20 More PCC Cars Shipped to Chile

(See photo on back cover)

TWENTY of the old PCC cars were loaded onto the SS Medea at Los Angeles Harbor on Sunday, June 14, for shipment to Chile. They had been purchased by the Chilean Nitrate Corp. through the medium of the American-International Bus Exchange, with Board approval June 2.

Readers will remember that on Jan. 10 THE EMBLEM carried a picture showing one of two such cars being hoisted aboard ship for experimental use by the Chilean Nitrate Corp. for transporting its 11,000 workers to the nitrate mines. If the two proved successful, the mining firm would buy others, it was then stated by David M. Carson, President of the Bus Exchange.

The present shipment results from the Chilean firm's satisfaction with the two demonstrators.

In addition to the 20 cars, two others (Nos. 3084 and 3106) had been dismantled and all usable parts except bodies were packed inside the cars that were shipped, for use as replacement parts.

The 20 cars were numbered 3023, 3028, 3031, 3039, 3045, 3046, 3056, 3058, 3064, 3068, 3073, 3074, 3075, 3080, 3083, 3094, 3098, 3104, 3117, and 3122. The two previously shipped were numbered 3065 and 3077.

Buses Roll Again June 22

After BRT Agreement Is Ratified

BUSES BEGAN ROLLING again on Monday morning, June 22, after an eight-day work stoppage that was ended by the signing of a new three-year BRT contract ratified by a vote of the Operators, as well as by the members of the Authority.

"MTA is very pleased that this troublesome labor problem has been resolved," said MTA Chairman A. J. Eyraud in a statement made to the press on Sunday, June 21, as soon as

ratification of the new labor agreement was assured.

"It appears that no fare increase will be necessary and the Authority will be able to turn over to the new Southern California Rapid Transit District a sound operating organization."

According to General Chairman Don H. Sheets, of the BRT, the ratification of the new agreement means that "both the Authority and the Brotherhood will now be able to get on with

the building of rapid transit.

"The Brotherhood will wholeheartedly support the Southern California Rapid Transit District and its bonding program and its activities to build mass rapid transit."

The new services reported elsewhere in this issue to have become effective June 14 became effective June 22. These services include the Royal Carpet Ticket service on Line 127 and the service between Los Angeles, the Eastland Shopping Center, Pomona, Ontario Air Terminal, Riverside, and San Bernardino.

HOW IT FEELS TO BE BACK AT WORK

Questioned Monday, June 22, on how they felt about getting back to work, most employees were glad.

"Frankly, I liked getting back," said *Fay Harley*, Ticket Clerk, temporary Los Angeles Depot. "I was getting tired of all the uncertainty and indecision."

"I like the routine of work," said Operator *Joe Aguirre*, of Division 2. "Last week I did nothing—couldn't plan anything or go anywhere because I might be called back at any moment."

"I have a wife, a daughter, and a grandson to support," said *Ynez Nunez*, Mechanic B, Property Maintenance. "I like to work, and I was glad to hear the strike was over."

Next Month

UNUSUAL CIRCUMSTANCES prevented the presentation of the second part of the story on the How's and Why's of Route Changes in this issue, as promised.

It will appear in the next issue, we hope, along with a story and pictures of the New Riverside Division which was expected to open June 27.

— The Editor.



AGAIN...

ON THE GO!

Your Metropolitan Transit Authority buses are again in full operation serving 180 cities and communities in Los Angeles, Orange, Riverside and San Bernardino counties.

M·T·A regrets the inconvenience you have been caused by the recent service interruption. We invite you to join the 700,000 daily bus patrons and find out how really convenient and relaxing it is to let an M·T·A Driver handle your traffic and parking problems.

RELAX TODAY ON THE M·T·A

ADVERTISEMENT which appeared in papers in all MTA service areas beginning Monday, June 22. A similar message was also announced on many radio spots.

Chamber Urges Support for Newly-Created Transit District

Governor Brown's signing of the bill creating a Southern California Rapid Transit District this week drew praise from the Chamber and the comment that "at long last, the people of this area have a solid foundation for the development of a transit system."

this legislation into reality." The Chamber has supported the bill ever since it was introduced by State Senator Thomas M. Rees, and on the bill's rocky road through the legislature has sought amend-

New Door Opens For Rapid Transit

A fresh start is being made in the long struggle to bring high speed, modern rapid transit to the Los Angeles metropolitan area.

Rapid Transit's Tough Decision

of complaining about rapid transit... challenge... directors have the task of developing a sound and feasible transit plan but also convincing at least 60% of the electorate that bonds should be authorized. Their job is to finance it harder by a property tax levy and preparation.

Public Opinion: The New SCRTD

New Era of Transit Progress in Prospect

LOS ANGELES COUNTY is about to enter a new and more promising stage of its battle for the city of Los Angeles, and four other cities concerned with rapid transit.

A solid program for mass rapid transit

The bill establishing a Southern California Rapid Transit District for Los Angeles County is the first solid hope for a mass rapid transit system here.

"A FRESH START is being made in the long struggle to bring high speed, modern rapid transit to the Los Angeles metropolitan area.

"Gov. Brown has signed the bill. . . .

* * *

"First must come the definite decision by the new transit authority on which plan will be adopted for rapid transit. . . .

"Beyond that must come the decision of the millions of people of this area, because built into the new legislation is the provision that the rapid transit system cannot be built until plans for its public funding have been approved by the voters.

* * *

"A new chapter has been reached in Los Angeles area planning. It is an encouraging chapter. It shows a willingness by public officials to forge ahead. Let us now see what happens. Are we ready to proceed?"

—Los Angeles Herald-Examiner
May 18, 1964

lature's elimination of a proposed tiny and temporary property tax levy to allow necessary planning and preparations for the bond election.

"It may be that there will be enough surplus revenue in the MTA fareboxes to finance the district's preliminary work. If not, it is up to the Board of Supervisors to lend a financial hand, as it did to start the MTA. This could perhaps be done through a slight one-year increase in motor vehicle 'in lieu' taxes, already authorized by the Legislature.

"The supervisors, who represent the entire county, have a very special responsibility in assuring that Los Angeles makes the most of this transit opportunity.

* * *

"It is frightening, but we must do more than feel sorry for ourselves if we are to find a solution."

—Los Angeles Times
May 19, 1964

"AFTER YEARS OF COMPLAINING about the lack of mass rapid transit, Los Angeles now has been challenged to put up or shut up.

* * *

"The [new] directors have the task of not only developing a sound and feasible transit plan but also convincing at least 60% of the electorate that bonds should be authorized to finance it. Their job has been made harder by the Legis-

"NOW THAT THIS AREA HAS the basic tools with which to build a mass rapid transit system, every responsible businessman and thought-leader in this community is afforded the opportunity to join hands in transforming this legislation into reality.

"We feel sure that this [new act] is the vehicle which will lead to a sound transit system for the Los Angeles area.

* * *

"After careful study of this new legislation, the Chamber

feels that the establishment of a Southern California Rapid Transit District is the best proposal and will be the best organization to accomplish that difficult task.

"One feature of the new legislation which we particularly favor is that the transit system will come back under local control thereby assuring that all parts of Los Angeles County will be served."

—Harold W. Wright, General Manager, Los Angeles Chamber of Commerce, as quoted in *Southern California Business*, a Chamber publication, May 18, 1964.

* * *

"THE MTA was on the verge of starting work on a 'backbone route' or rapid transit in Los Angeles County. The big stumbling block was inability to get financing. This weakness has been remedied in the new legislation that permits the SCRDT to issue general obligation bonds if approved by the voters.

"If SCRDT builds on the groundwork laid by MTA then the efforts of the past few years will not have been wasted. A rapid transit system might still become a reality—instead of a plan on the drawing board—before another decade passes."

—San Gabriel Valley Tribune
May 15, 1964

"WITH THE PASSAGE of this latest bill, the tide of mass transit in this area should change.

* * *

"MTA's major difficulty arose from the fact that it was not a local governing body. Rather, its authority and direction came from Sacramento where this area's transportation dilemma is known, though little understood.

"The new Rapid Transit District will be locally directed and will be allowed to finance its project with bonds, if the public is willing.

"Yet, if the new district is to succeed the leadership must be creative. To offer Los Angeles citizens tired old ideas and systems will eventually mean the dissolution of the new

authority. This area can little afford to have the new transit district fail. Already the transportation situation is critical and will become worse before improving."

* * *

—Valley Times
May 16, 1964

"THE BILL establishing a Southern California Rapid Transit District for Los Angeles County is the first solid hope for a mass rapid transit system here.

* * *

"It provides the new district with the power to seek voter approval on bond issues to build a system.

"The immediate need, then, is a strong promotional and information program to convince the necessary 60 percent of County voters of the urgent need for a rapid transit system for Los Angeles. This will be the burden of the new transit board."

—Newhall-Saugus Sun
May 17, 1964

* * *

"The new district . . . has been given the right to issue bonds and levy taxes but only with a vote of the electorate—an obviously necessary provision . . . but . . . in Los Angeles County . . . no simple task.

"Bond issues have a habit of losing at elections in this area, particularly those in large amounts. One estimate by the MTA on the cost of building a rapid transit system was \$669 million. Even in Los Angeles County that is a large amount, particularly in view of the fact that there may be a stout increase in county taxes this year. Admittedly it would not be easy to sell such a hike and the tax necessary to carry a large bond issue for rapid transit at approximately the same time. And so, even with new legislation on the books, there is no pat guarantee that this means rapid transit will soon come for this area. All of its difficulties are by no means solved."

—Whittier Daily News
May 23, 1964



SINGING OPERATOR O. A. ("Carlos") Ortega, of Division 1, joins hands with Soprano Maria Moenson in bow after a duet. The occasion was a five-star concert — arranged by Tenor Ortega in the role of impresario — of operatic and Latin-American songs May 31 at the Casa del Mexicano, 529 S. Euclid Ave., Los Angeles. Appearing, in addition to Mr. Ortega and Miss Moenson, were Tenor Guillermo Enriques, Dramatic Soprano Marie Epifani Leanos, and Pianist Raymond McFeeters as accompanist and also soloist. The success of the concert led Mr. Ortega to plan another for the fall — the details of which will be announced later.

Commendations * * *

Operators Honored For Courtesy in May

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

D. J. Allan, Division 3; A. J. Alvarez, 1; E. L. Amundson, 10; Walter Bables, Jr., 5; W. A. Bacon, 4; D. M. Ballinger, 10; D. A. Barnes, 7; Harry Barrish, 7; T. F. Benedict, 7; D. E. Berri, 10; Samuel Bingham, 7; Dakin Boardman, 8; W. N. Bobo, 2; W. C. Bridgman, 2; G. A. Briggs, 6; R. A. Briggs, 7; D. K. Brown, 7; R. A. Brown, 2; G. W. Burr, 3; C. T. Burris, 7.

J. H. Caldwell, 2; E. E. Capek, 3; Louis Cappello, 2; D. R. Carter, 2; J. T. Chams, 4; Frankie Contreras, 3; Benjamin Cooper, 7; D. L. Correll, 2; C. R. Craig, 3; W. L. Creel, 9; Marvin Crook, Jr., 4; W. C. Curry, 6; W. L. De Geere, 6; Theodore De Lora, 10; Betty L. Dixon, 7; J. A. Donovan, 5; M. L. Eaton, 8; L. H. Ellis, 5.

W. C. Fisher, 7; W. R. Franklin, 2; William Freeman, 2; W. P. Gately, 11; G. L. Gennarini, 8; Herman Goldberg, 2; F. E. Gordon, 7; H. G. Greene, 7; W. J. Greene, 4; C. F. Greenfield, 6; R. E. Hassen, 7; W. H. Hicks, 4; H. S. Holcomb, 4; Henry Holland, 2; F. R. Howard, 5; James Hunter, 2; Albert Judson, 2.

J. W. Kipp, 9; K. W. Koenig, 6; J. J. La Fond, 12; L. E. Lucia, 10; G. D. MacIntyre, 2; H. R. Manning, 7; Peter Marquez, 4; R. A. Martin, 5; J. D. McCarns, 7; L. D. McKenzie, 1; J. W. Menzies, 7; W. D. Miller, 4; H. J. Moberly, 8; Monnie Moore, 5; W. D. Moorehead, 4; Paul Morgan, 11; R. B. Mouton, 11; I. R. Murray, 5; F. P. Nanny, 6.

Dozier Parker, 4; S. O. Parker, 2; J. V. Patterson, 5; E. E. Ratliff, 2; Creighton Rinderknecht, 4; G. A. Reynolds, 11; W. J. Ritter, 2; M. D. Rogers, 8; L. C. Russell, 2; C. J. Sanders, 4; A. R. Sattler, 2; J. H. Seabron, 8; J. E. Sherfey, 4; W. E. Skaggs, 7; E. C. Skaines, 5; D. J. Sly, 10; A. J. Smith, 8; O. H. Smith, 8; O. L. Smith,

Some Outstanding Letters

E. L. Amundsen, Division 10

"As a resident of Glendale, I have been commuting to work by public transportation for the past 20 years, during which time I have encountered many bus operators.

"I would like to express my appreciation of the outstanding qualifications of your Operator #4217 on Line 39.

"He is . . . efficient, careful . . . exceptionally courteous and considerate beyond the call of duty . . . even reminds passengers that they have reached their stop . . . [and] is so good-natured that the trip is a pleasure instead of a 'bore.'"

* * *

MISS L. RUPPÉ

C. H. Bull, Division 8

. . . unfailing courtesy to everyone entering the bus and asking for help in going to the place they wanted to go. I happened to sit in the front seat and I overheard most of the questions and answers."

* * *

JEFFIE BOLES FOWLER

H. J. Moberly, Division 8

"He is always cheerful and courteous. If he sees me coming down the street at a run, he waits till I reach the bus. He has never been heard to speak discourteously to any passenger (although some deserve such action)."

* * *

FRANK EVERTS

H. G. Norie, Division 5

"I have been riding your buses for so many years and never have I seen one who was more courteous or thoughtfully helpful.

"He takes time to explain to an inquiring passenger at which corner to wait to board a particular bus. Every question asked of him is answered in a kind tone of voice."

* * *

MRS. JAS. W. O'BRIEN

L. C. Russell, Division 2

[Letter addressed to Director of Personnel]

"It is with great pleasure that I write this letter, to thank you and your Los Angeles Transit Co. for helping to make our family vacation there one of the most interesting and pleasant ones we have had in many years.

"We would especially like to thank again one of your Operators, #100 (we never did learn his name) for he gave us the impetus that got us under way, by

4; J. J. Stevens, 9; F. M. Strom, 8; W. G. Suey, 11.

H. T. Tatara, 6; R. D. Taylor, 7; R. A. Thacker, 8; F. R. Thompson, 2; J. C. Thompson, 2; C. W. Tinker, 2;

N. T. Tummolo, 8; R. D. Ulrich, 3; Nathaniel Walker, 5; Mildred C. Ward, 4; D. B. White, 10; E. F. White, 8; J. K. Williams, 7; L. M. Wolfenbarger, 8.



DAVID E. KAUTTER, selected Operator of the Month for June for his courtesy.

Division 10's Kautter Chosen June Operator of the Month

Judges Also Rate Highly Letters For Division 3's Arnone, Division 4's Chams

"THE NICEST PEOPLE ride on my bus—I'm lucky!" said Division 10 Operator David E. Kautter when told that a letter from one of them had led to his selection by outside judges as June Operator of the Month.

He operates buses on the Los Angeles-Glendale-Burbank Line 39, and has worked for MTA and predecessors since 1945.

"It is a pleasant start for the day if a commuter rides on the bus that Dave Kautter operates," wrote the au-

thor of the letter, Mrs. Thelma Weston, of 1741 Gardena Ave., Glendale. "His is a congenial, comfortable group of commuters of a morning who feel favored to have him at the steering wheel. His courtesy gives us a good start for the day."

She went on to describe his "cheerfulness, his patience as he waits for a handicapped person, even reaching out an arm to help by taking a crutch, seeing the person seated before he starts."

Mr. Kautter, who wears a pin indicating 15 years of safe driving, lives with his wife, Marleah, and 17-year-old son, David, at 2841 Knox Ave., Los Angeles—somewhat north of the Elysian Park area. Yard work is his hobby.

Judges in the contest were members of the Pomona Chamber of Commerce. Letters submitted to these judges, as to all judges in each of the monthly evaluations, were retyped

from originals, with blanks left for all identifying information as to the Operator's name, number, division, or line. Judges are guided only by what is written, not by who is described.

RUNNERS-UP

Two other letters were ranked high by the judges: one for Angelo J. Arnone, of Division 3, and the other for John T. Chams, of Division 4.

"I have never seen a driver so considerate of his passengers and willing to be of service," wrote Agnes V. Hedberg of Mr. Arnone.

"I have seen him help blind people and crippled individuals on and off the bus and it is heart-warming to watch him. . . . His run is anything but easy, having to pick up so many school children, but even so he is cheerful and the youngsters respect him."

Operator Chams was the subject of a letter from A. G. Lotze, a passenger, who stated:

"I take particular notice of 'good bus drivers,' as I have trained hundreds of truck drivers in my lifetime in connection with the logging and lumbering business which I have been in for 44 years. . . . This man is a stranger to me but I was so impressed with his ability and ingenuity and politeness that I asked him his name and took his badge number."

giving us one of your bus Guide Books to places of interest and excitement, and by taking the time to answer our many questions while performing his other duties, which is by no means an easy task."

* * *

MR. AND MRS. HYRAM ARRINGTON
AND FAMILY

N. D. Thompson, Division 8

"Attached please find a list of signatures of persons who wish to nominate Operator 2291 [N. D. Thompson] as Operator of the Month. We feel he should receive this award for his outstanding courtesy and thoughtfulness, with always a cheery smile and good word for all of his passengers regardless of the time of day. . . . He is an extremely careful and alert driver and you can always depend on his being on schedule."

* * *

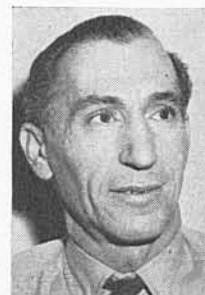
[23 signatures attached]
PASSENGERS OF ROUTE 86

C. W. Tinker, Division 2

. . . the nicest driver I have ever ridden with. I have been riding the bus for over three years and I have never come across a bus driver as wonderful and genuine as Mr. Tinker."

* * *

SYLVIA ARSHAGOUNI



ANGELO J. ARNONE
Division 3



JOHN T. CHAMS
Division 4



BIG FIND RE-ENACTED — With the help of Division 7 Steno Kathy Root, and with a large manila envelope as a prop, Operator J. J. Falbo shows how a woman passenger, at his request, brought him \$200,000 worth of stocks, bonds, and checks left by another woman on the front seat of his Line 83 coach.

Operator Finds \$200,000 — Gets Handshake as Reward

"SHE KEPT SHAKING MY HAND."—And that's the total reward Operator J. J. Falbo, of Division 7, received for returning to its owner a brown envelope stuffed with some \$200,000 in securities, savings bank deposit books, checks, etc. A goodly portion was negotiable.

While Mr. Falbo was piloting a Line 83 bus northbound at 4th and Hill Sts., Friday morning, June 5, a woman passenger called his attention to a large brown manila envelope lying on the front seat of his bus.

"I asked her to bring it to me as she got off," he said. "But I didn't get a chance to look inside until I reached First and Hill. At Temple and Hill I told Supervisor Vic Muniz what I had found. He told me to take the

envelope to the division and said he would call the Dispatcher and tell him of the find, in case someone should call in to inquire about the papers.

"I was scheduled to be relieved at Sunset and La Brea at 11:02, and from there had to go back to the division where I could turn in the envelope.

"This I did, and then went out to eat lunch. When I came back, the woman who owned the papers came out from the office to see me. She kept shaking my hand and thanking me."

According to Division 7 Superintendent R. J. Bragdon, who talked with her, the woman had just withdrawn the valuables from a safe deposit box and was taking them to her lawyer's to settle up her late husband's estate.

He Tried to Save a Life —And Maybe He Did!

GEORGE F. BORDER, Division 2 Operator working a Whittier-East Fourth St. Line 47 schedule inbound on Olympic Blvd., June 3, may have saved a life, but not in the way the commending passenger thought.

But Mr. Border acted in good faith; it looked like life or death to him.

"As I was riding home from work towards downtown," Passenger Henry Gallagher wrote the Courtesy Department, "the driver (bus No. 2143, time 6:50 p.m., date 6-3-1964) suddenly stopped his bus on the Los Angeles River Bridge [near Sears Olympic store]—dashed across the street so fast I hardly knew what was happening until I saw a little boy barely hanging on to the bridge; he was just ready to fall down. A little boy, his playmate, was feebly trying

to help him up.

"The bus driver [Mr. Border] quickly pulled the little boy up and probably saved him from death or broken bones."

Said the Operator, upon being shown the letter:

"It really wasn't that way at all, although it looked so at the time.

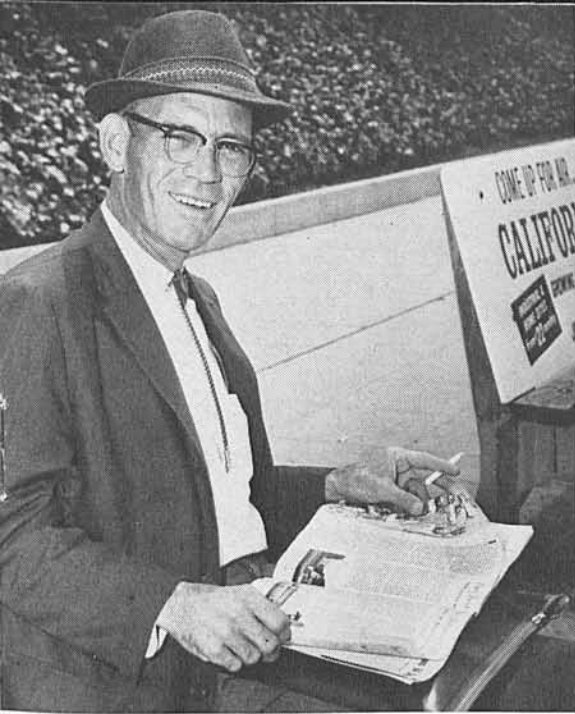
"As I approached the two eight-year-old boys, they began to laugh, and I could see that the boy who was apparently about to fall was actually crouching on a ledge on the outside of the bridge. The boys were trying to scare a third boy, who was some distance away down the street, into thinking that the playmate on the outside was going to fall.

"I told them I didn't think it was much of a joke—if the boy's foot had



GEORGE F. BORDER

slipped, there was a 50-foot drop and he certainly might have been killed. After telling them to get off the bridge, I went back to my schedule."



LIKES MTA SERVICE—Regular passenger Robert D. Little, shown relaxing at bus stop, says he makes waiting and bus travel time serve useful purposes.

"MTA SERVICE is so good I wouldn't use a car if I had one," declared Robert D. ("Bob") Little, former hotel clerk who resides at the Commodore Hotel, 1203 W. 7th St., Los Angeles.

He's been using public transit exclusively for both business and pleasure ever since he came to Los Angeles five years ago. Now engaged in public relations work with the Senior Citizens Committee and the Veterans of Foreign Wars, he makes frequent

PASSENGER OF THE MONTH

Prefers MTA to Auto for Work Or Play, Says Businessman

trips to and from his hotel to various parts of Los Angeles, and between cities surrounding Los Angeles.

A Marine Corps veteran with service-connected disability, he recently had to have surgery at the Veterans Hospital at Sawtelle—and traveled out there on the bus for the purpose. Now that he's recuperating, he travels back and forth by bus for his out-patient treatments, for which appointments are necessary.

"When you can make an appointment at Sawtelle from downtown Los Angeles—and then keep it, using public transportation—I think the bus service is pretty darn good!" he remarked.

He often goes from Los Angeles to Glendale on business—then from Glendale to Hollywood—and back to the hotel—all in less than a day, and all on the bus.

"And with no parking problem!" he pointed out; "no driving around looking for a parking place or paying parking fees. Why should I drive a car?—Furthermore, I have time on the bus to do much of my paper work and planning.

"People who drive cars get in too much of a hurry. They try to crowd too much into the day, and they get nervous and upset. If they would take the buses and not try to schedule so many activities, they would be happier, more relaxed, and more pleasant to be with.

"Of course, to use the bus I have to know where I'm going, and when I want to get there. When I'm in doubt, I call MTA Information, and they give me the best routing. Usually they save me time and an extra transfer. I've always had the best of directions from Information—when I'm sure where I want to go and when I want to arrive.—You can't get accurate information unless you know those things."

Mr. Little was also warm in his praise of drivers. "I've never had one try unjustly to get an extra zone fare from me. They always answer my questions politely, and I look forward to trips with most of them."

He mentioned especially the courtesy of the women operators on Line 85.

Inside The Family

The Essential Relationships

A CONTEMPORARY Chinese philosopher, Lin Yutang, has written, "It has seemed to me that the final test of any civilization is what type of husbands and wives and fathers and mothers does it turn out? Beside the austere simplicity of such a question every other achievement of civilization—art, philosophy, literature, and material living—pales into insignificance . . . All the other achievements of civilization are then seen as merely means toward the end of turning out better husbands and wives and fathers and mothers."

The importance of the stability of the family as the basic unit of society has been recognized by the wise men of all ages. Its importance lies, however, not only in its basic social, economic, and educational function but increasingly as the most significant factor in determining the emotional and moral health of a people or a nation.

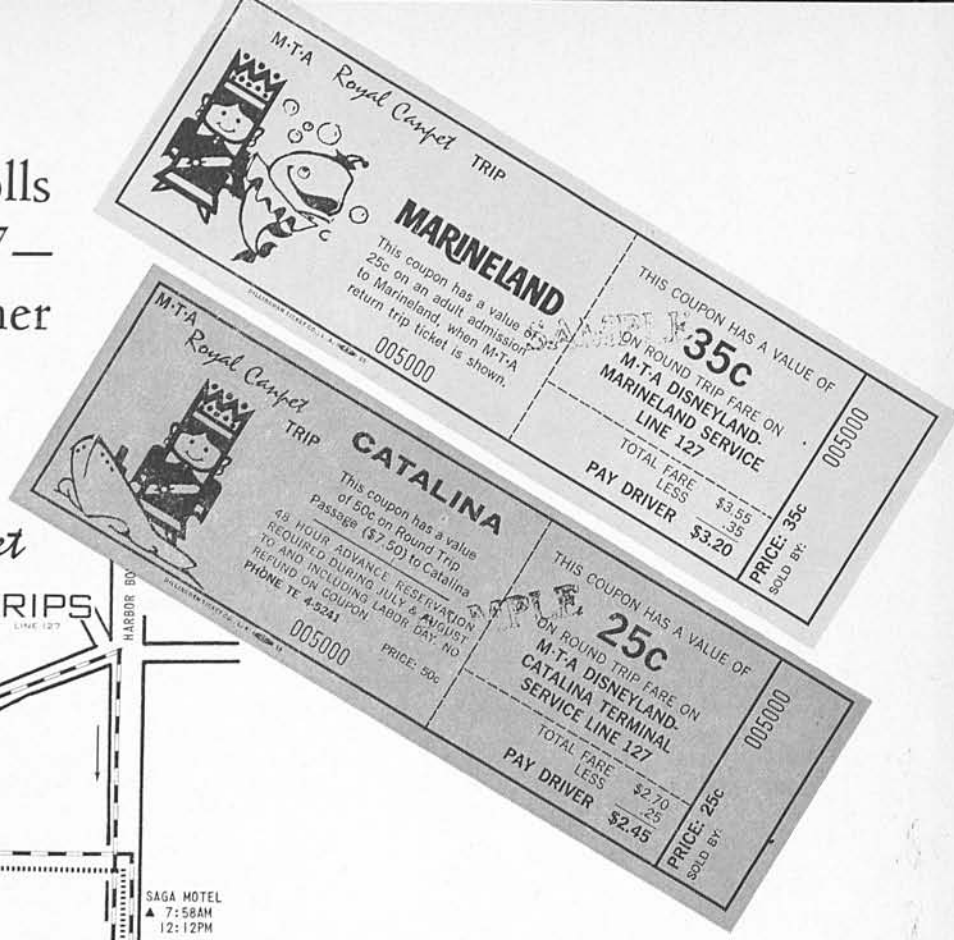
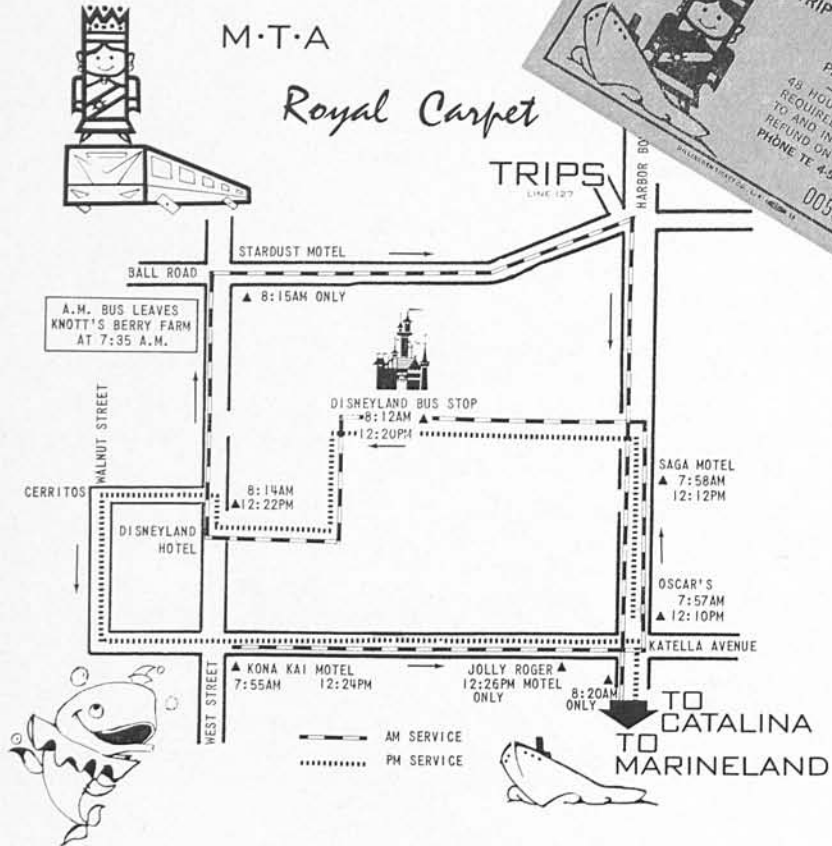
It is from the security and emotional satisfactions of healthy family relations that the child derives the sustaining strength of emotional maturity in adulthood. It is also in the intimate warmth and loving interaction of family life that man can most successfully obtain fulfillment of his fundamental emotional needs for security, acceptance, and significance.

Beginning with the next issue of

THE EMBLEM a new column, entitled, "Inside the Family," will focus on this basic unit of our society. Attention will be given to all facets of family life from personality development to family activities. Articles will be directed toward enhancing your understanding of yourself, other family members, and the improvement of your relationship with one another.

The column will be written by Dr. Floyd M. Anderson, who is President of the California Family Guidance Center. Dr. Anderson has been on the faculty of three well-known universities, is a certified psychologist in the State of California, a member of the American Association of Marriage Counselors, and is President-elect of the Los Angeles Chapter of the National Council on Family Relations.

Royal Carpet Unrolls Again on Line 127—Bigger This Summer



ticket, yellow. For Catalina, the adult ticket is gray, the little-folk ticket, green (there is no junior).

(3) made without a souvenir coupon for the holder. Last year's ticket had such a coupon.

In reporting to the Authority the use of the Royal Carpet ticket at Knott's Berry Farm, Director of Public Relations R. O. Christiansen said:

"Last year was the first time we tried the Royal Carpet informal ticket arrangement and it resulted in an increase of over 50 per cent in the volume of business handled on Line 127. We are optimistic that a further increase in business will result from a continuation of the experiment this summer."

Three round trips a day are made on Line 127. The first leaves Knott's Berry Farm at 7:35 a.m., reaches Disneyland at 8:12, and arrives at Marineland at 9:59, with local stops along the way, including Long Beach Station, the Catalina Terminal, and San Pedro (Sixth and Sampson).

The other two trips originate from Disneyland at 12:20 p.m. and 3:50 p.m., respectively.

The last return trip leaves Marineland at 5:40 p.m., picks up passengers from the Catalina steamer at 6:20, and stops also at Long Beach, Disneyland, and Knott's Berry Farm.

THE SUCCESS of the Royal Carpet ticket experiment last year on Line 127 led to a decision to continue and expand the plan this summer, beginning June 14.

Line 127, up to now operating between Disneyland, Catalina Terminal, Wilmington, and Marineland, has been extended to include Knott's Berry Farm, and informal agencies have been established at the hotels and motels in the Knott's Berry Farm area in addition to those in the Disneyland area—about 60 in all.

As last year, a sales stimulus is created by offering the informal agent what amounts to a 10 per cent commission on the round trip fare. For example, he would collect 35¢ on a \$3.55 adult round trip to Marineland,

and leave \$3.20 to be collected, along with the righthand portion of the ticket, by the Operator. The passenger retains the other portion of the ticket, which, when presented at the Marineland admission window, is worth 25¢ off the admission price. A similar procedure is followed for tickets to the Catalina Dock: the agent collects 25¢ on the \$2.45 round trip, and the ticket is worth 50¢ on the price of the round trip steamship ticket to Catalina.

Tickets this year are:

(1) numbered so that the number sold by each agency may be determined.

(2) printed in colors varying for destination and age of holder—for Marineland, the adult ticket is white; junior ticket, pink; and little-folk



STOPS AND ZONES crew bolts to a portable standard a directional sign for boat passengers, as other interested MTA men look on. Left to right are W. C. Weimer, Community Relations Representative, who helped decide where the signs (there are two) should be placed; L. S. ("Cappy") Hendricks, Representative, Stops and Zones; and the crew, Carle Heffington and Jose Aguirre. The scene is the parking lot for the new passenger building on Pier 93, at the Los Angeles Harbor.

New Pier 93 Gets MTA Signs

TO ASSIST disembarking passengers from foreign ports to locate the nearest MTA bus stop, directional signs on portable standards have been made in the Stops and Zones Department for use on the passenger concourse of the Harbor Department's new Pier 93, in Los Angeles Harbor.

Another sign with directional arrow has been placed on the fence near the exit to Harbor Blvd. A bus stop for northbound buses is located on Harbor Blvd. under the new Terminal Island Bridge, close to the pier exit. Lines included are Harbor Freeway Flyer Line 37, Huntington Park-San Pedro Line 66, and Los Angeles-Compton-San Pedro Line 33B.

It is anticipated that 32 liners carrying many thousands of travelers, will tie up during the tourist season at the recently opened Pier 93. Pacific and Orient, American President, and Pacific Far East lines and stop there. Practically none of the passengers know where to find MTA buses without the guidance of the signs, according to Harbor authorities.

"Naturally, we hope MTA can realize some revenue from these signs," said Community Relations Representative W. C. ("Bill") Weimer, who helped decide where they should be placed.

SAME CREW puts up another sign along the fence at the north side of the pier. Arrow points to MTA bus stop under

Terminal Island Bridge on Harbor Blvd. Part of bridge is visible at left. Liners dock at passenger building, right rear.





THREE ON A MATCH — Executive Director C. M. Gilliss lights cigars for three retiring employees honored at dinner May 27. Left to right are Leland E. Dye, Electrical Engineer; Fred Yenour, Assistant General Superintendent of Equipment Maintenance; and Daniel J. Sullivan, Radio Technician. Mr. Gilliss supplied cigars.

RETIREMENTS

A DEPARTMENT HEAD—Leland E. Dye, Electrical Engineer—and an assistant department head—Fred Yenour, Assistant General Superintendent of Equipment—top the list of employees who have retired in recent weeks.

Best wishes to the following:
Hugh John Burke, Traffic Loader, Transportation Department, who retired Feb. 18 after service from June 9, 1942. Placed on normal retirement June 1, 1960, he continued working until he went on indefinite leave in August, 1963.

GOIN' FISHING — Messrs. Yenour and Sullivan, seated, look happy over gifts of fishing equipment presented them by co-workers and friends in the Equipment Maintenance Department, where a coffee-and-cake retirement party was held.



Clarence Dunbam ("Barney") Burnett, Division 1 Clerk, who retired May 31 after service from Nov. 14, 1921—nearly 43 years. He began his service as Conductor for the Los Angeles Railway, and later worked as Motorman, Supervisor, and Extra Instructor. He served as Division Clerk at Division 1 from 1940 until his retirement.

His transit service followed a tour of duty in the U. S. Army during the First World War.

Mr. Burnett has been a very active Mason, having been High Priest of the Royal Arch Masons, Chapter 132; a Knight-Templar at Pasadena Commandery No. 31; Patron of Montebello Chapter 335, Order of the Eastern Star; and Associate Grand Guardian, International Order of Job's Daughters, State of California.

He and his wife, Thera, live in a beautifully landscaped home high on a hill in Monterey Park. They have one child, a married daughter. Mr. Burnett landscaped his own home and finds much pleasure in experimenting with the production of new varieties of plants and flowers.

Leland E. Dye, who worked his way up from Electrical Draftsman in 1920 to Superintendent of the Electrical Department in 1946, and remained in that capacity (head of his department) until all the rail lines were gone in 1963; he then remained until last May 29 as Electrical Engineer to supervise the dismantling of the overhead lines and substations.

He is proud to have designed eight automatic substations during his career.

His interest in electricity was whetted by experience in the Navy

LELAND E. DYE, retiring Electrical Engineer, is also a gifted portrait painter.



as a radio operator during the First World War.

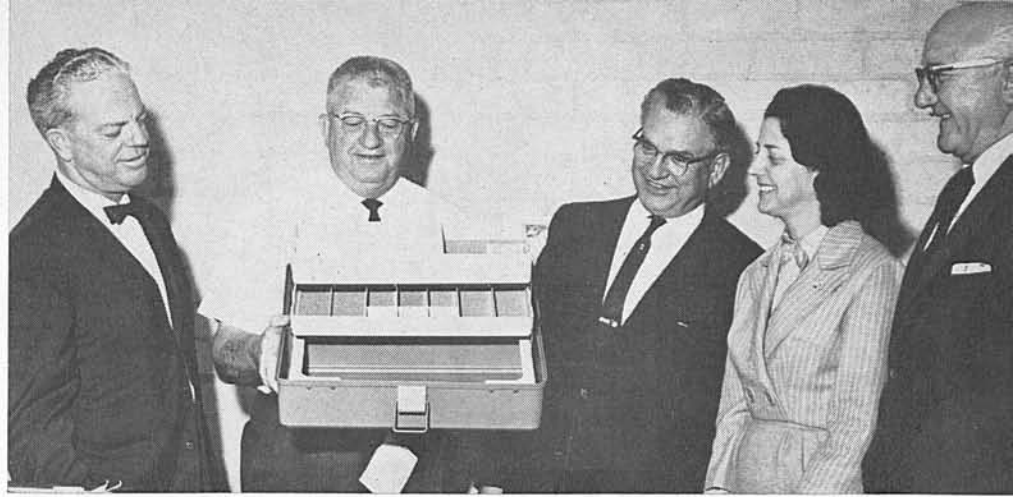
A registered professional engineer (electrical) in the State of California, he has been a member of the Los Angeles Electric Club, the Lions Club, the Inglewood Chamber of Commerce, and the Business Men's Art Institute.

The last-named organization he expects to enjoy hugely, now that he can devote as much time as he desires to painting. He joined 14 years ago to develop, as he said, a retirement interest. He has painted hundreds of portraits, a number of them on commission; and the walls of his Manhattan Beach studio are covered with his works. He plans to add landscape painting to his studies. He also loves photography—and golf!

Mr. Dye and his wife, Dorothy, maintain their principal home in Inglewood. They have two sons and a daughter.

Raymond Q. Stanford, Operator, Division 11, who retired Apr. 15 after 38 years of service that began in 1922 when he started with the Pacific Electric Railway as Conductor on the Southern Division. He had been placed on normal retirement June 1, 1963, but continued working.

SCOUTER AND SON — *Raymond Q. Stanford*, retiring Operator, Division 11, and Chairman of Troop 321 Committee, is mighty proud of his son, Second-Class Scout *Richard Stanford*, 11, who sold more tickets to the June 13 Scout Show at the Coliseum than did any other Scout in the Pueblo District. Dad was in charge of District ticket sales. Richard holds a folder showing premiums he can win for his many ticket sales to the show, which was entitled: "Land of Uncle Sam."



FOR ANOTHER FISHERMAN — Clarence D. Burnett, retiring Division 1 Clerk, holds a fishing equipment box, gift of co-workers on his retirement May 31. Left to right are Transportation Department friends Ralph E. Costello, Senior Staff Assistant; Mr. Burnett; C. A. Schulz, Division 1 Superintendent; Clarabelle Chattin, Division Steno; and Jack Stewart, Assistant General Superintendent. Photo below: Mr. Burnett is also an enthusiastic gardener and landscaper, as his home shows.

His long transit career actually began with the Abilene (Texas) Traction Co., where he served as Birney car operator and bus driver for a year. During his time with MTA and its predecessors he has been Conductor, Motorman, Traffic Checker, Operator, Supervisor, Instructor, Trafficman, and Loader—in addition to bus driver.

He has served as a representative for the Transportation Union and Deputy President, Grand Lodge, BRT.

Long active in the Boy Scouts (see photo), he plans even greater participation in his retirement.



Daniel J. Sullivan, Radio Technician who took normal retirement June 1 after 44 years of service that started July 1, 1920, when he became a Draftsman in the Engineering Department of the Los Angeles Railway. Titles he has held also include Assistant Engineer, Garage; and Foreman of Signals, Switches, and Radio.

Mr. Sullivan and his wife, Amelia, have lived for 10 years in Inglewood. They have three married children.

The Sullivans plan a two-month trip to Australia, beginning next January.

As for fixing radios and TV's as a retirement occupation, "I'm through with that," said the former Radio Technician positively.

Jack Mitchell Wayne, Operator, Division 10, who retired last Mar. 30 after 44 years of service that began Aug. 28, 1919. He had been placed on normal retirement June 1, 1962, but continued working.

Fred Yenour, who started out as Car Washer at Division 5 on Nov. 6,

1933, and 22 years later (1955) was appointed Assistant General Superintendent of Equipment Maintenance. He retired June 1 in the latter capacity.

He had also been, successively, Car Repairer, Serviceman, Mechanic's Helper, Mechanic 1c, Group Leader, Superintendent of Division 3, and Assistant Superintendent of Automotive Equipment.

Mr. Yenour had had previous experience in both bus maintenance and (before that) maintenance of farm and heavy duty construction equipment in Ohio before he joined the Los Angeles Railway in 1933.

His retirement plans include "some traveling" and (see photo) some fishing.

He and his wife, Marie, have lived for 14 years on Olympic Blvd. in Montebello. They have a son, a daughter, four grandchildren, and two great-grandchildren.

New Faces

A HEARTY WELCOME to the following new employees, who joined MTA between May 1 and May 29:

ACCOUNTING AND FISCAL DIVISION

KEY-PUNCH OPERATOR: Ardis G. Gay, Bette C. Odom.

SECRETARY I: Patricia A. Santello.

ADMINISTRATIVE DEPARTMENT

SECRETARY I: Elizabeth J. Miley.

EQUIPMENT MAINTENANCE DEPARTMENT

MECHANIC A: Richard W. Gladys.

MECHANIC B: Richard E. Sloan*, Clarence Y. Tanaka.*

MECHANIC C: Roy E. Brede, Robert R. Long.

UTILITY A: William Alsobrook, Lionel Manuel, Henry S. Thomas.

OFFICE OF THE CHIEF ENGINEER

SECRETARY I: Alice M. Faul.

REAL PROPERTY MANAGEMENT DEPARTMENT

INFORMATION CLERK: Virginia L. Erskine*.

TRANSPORTATION DEPARTMENT

OPERATOR: Stanley L. Bigelow, Division 4; James F. Christian, 5; Jackie L. Crane, 10; Lucius H. Darden, 5; James E. Haller, 10; Jess E. Harcrow, 8; Charles E. Higgins, 3; George A. Jenkins, 10; Lawrence Mallory, 3; Virgil G. Moseley, 3; Andrew E. Ruggiero, 4; Peter C. Rustigian, 5; Thomas A. Scanlon, 10; Ted R. Thorn, 8; George N. White, 3.

*Re-employed

On Their Way Up

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

Clifford M. Andrus from Mechanic A Leadman, Division 9, to Equipment Foreman I, Division 5, Equipment Maintenance Department, May 18. Employed June 17, 1948.

Harold F. Austin from Operator to Operator-Extra Special Agent, Transportation Department, Division 3, May 25. Employed May 19, 1954.

John E. Barton from Mechanic B to Mechanic A, Equipment Maintenance

Department, Division 2, May 17. Employed Jan. 6, 1961.

Edward L. Callaban from Operator to Operator-Extra Supervisor, Transportation Department, Division 8, May 10. Employed Dec. 5, 1956.

James L. Durfee from Junior Stock Clerk to Key-Punch Operator, Purchasing and Stores Department, May 8. Employed Mar. 25, 1964.

Doris Faught from Key-Punch Operator to Supervising Key-Punch Operator, Accounting and Fiscal Division, May 4. Employed May 25, 1955.

Russell Giffin from Print Shop Clerk to Junior Multilith Operator, Transportation Department, May 3. Employed Mar. 1, 1950.

Burl Grace from Mechanic B to Mechanic A, Equipment Maintenance Department, Division 7, May 3. Employed June 9, 1960.

Victor R. Gustafson from Mechanic B to Mechanic A, Equipment Maintenance Department, South Park Shops, May 17. Employed Oct. 1, 1958.

Takeshi Hirano from Mechanic B to Mechanic A, Equipment Maintenance Department, Division 2, May 3. Employed Feb. 10, 1960.

Herbert L. Johnson from Utility A to Utility A Leadman, Equipment Maintenance Department, Division 2, May 17. Employed Dec. 26, 1950.

Alfred C. Landreville from Patrolman to Patrolman-Extra Special Agent, Special Agents Department, May 20. Employed Sept. 28, 1963.

Robert M. McCafferty from Key-Punch Operator, Purchasing and Stores Department, to Shop Clerk, Equipment Maintenance Department, Division 2, May 6. Employed June 12, 1962.

Gail O. Meeker from Mechanic A Leadman to Equipment Foreman I, Equipment Maintenance Department, Division 6, May 17. Employed Aug. 17, 1936.

Glenn H. Nieman from Operator-Extra Division Clerk to Division Clerk, Transportation Department, Di-

Otto R. Lane Writes From Australia!

OTTO R. LANE, Santa Ana Operator who retired a few months ago, writes a postcard from Sydney, Australia:

"Have been thinking of you slaves in all of that smog. Having a wonderful time—New Zealand is the most beautiful country I have ever seen."

vision 2, May 17. Employed Aug. 21, 1954.

Vernon W. Pleasants from Mechanic B to Mechanic A, Equipment Maintenance Department, South Park Shops, May 3. Employed May 14, 1945.

Temp Smither from Mechanic B to Mechanic A, Equipment Maintenance Department, South Park Shops, May 17. Employed Oct. 1, 1958.

Leslie E. Stage from Mechanic B to Mechanic A, Equipment Maintenance Department, Division 2, May 17. Employed July 30, 1959.

Thomas O. Trudeau from Operator-Extra Supervisor, Division 6, to Supervisor, Transportation Department, May 10. Employed May 13, 1957.

Randolph W. Vaughn from Operator-Extra Supervisor, Division 5, to Supervisor, Transportation Department, May 17. Employed May 1, 1956.

E. G. Zwiebel from Equipment Foreman I to Equipment Superintendent I, Equipment Maintenance Department, Division 6, May 17. Employed Oct. 2, 1945.

In Memoriam

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

John G. Garner, 64, Operator, Division 11; June 8; service from 1942. Survived by his wife, Mary, of Maywood.

Frank O. Hebert, 80, retired Flaggman, Transportation Department; June 3; service from 1925 to 1946. Survived by his wife, Kate, of Los Angeles.

Mrs. Irish Thanks Us For Easter Bowl Service

APPRECIATION for the MTA service to the Hollywood Bowl for the Easter Sunrise Service this year has been expressed by Mrs. Leiland Atherton Irish, President of the committee that arranges the service.

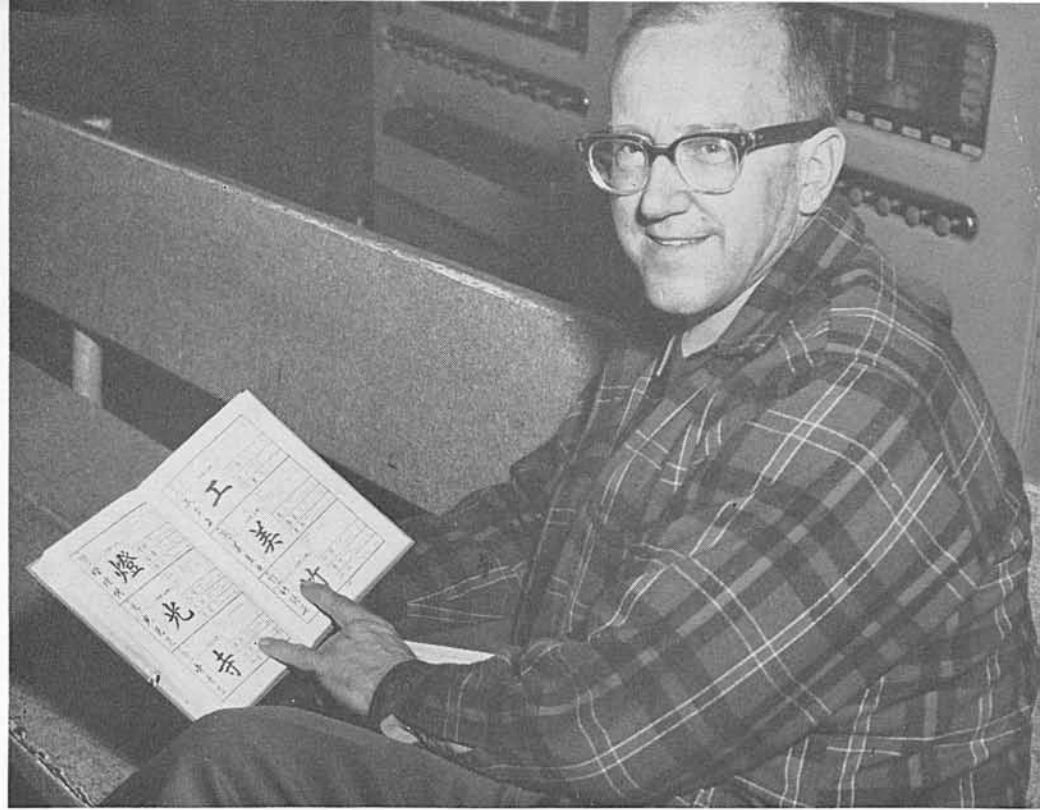
In a letter to General Superintendent of Transportation George F. Goehler, she said, in part:

"The fine job you folks did of routing the special buses and the courteous service rendered the riders added much to the comfort and enjoyment of the more than 17,000 persons who attended the services March 29, many of whom came by MTA Bus.

"You certainly presented a fine example of the community service rendered year-round by MTA, not only to Hollywood but the entire Los Angeles area."

BETWEEN ASSIGNMENTS

Todd
ackles
ricky
ongue



NO DOMINOES FOR HIM — Instead, Operator Wilvert Todd, of Division 6, studies the difficult Japanese language while between assignments at the division.

WHAT does an Operator do who doesn't play dominoes, ping pong, or pool at the division while awaiting his next assignment?

Well, one Operator studies Japanese.

The camera recently caught Wilvert Todd, of Division 6, on a bench at Division 1, reading a book in Japanese. He was using his idle time between assignments.

We asked Operator Todd what prompted him to study Japanese. Perhaps he was retiring to Japan?

Well, no.

"Why does anyone take up a hobby" he countered. "Just to pass the idle moments, to improve the mind and widen the horizons, to have the satisfaction of achievement, to increase the income, and so on.

"I took up Japanese—reading, that is—because the intricacies of the ideographs have always fascinated me," said the Operator. "I felt that people who went into so much detail to write might have something very important in their literature.

"My estimate is that it will take just about the six years between now and the time I retire to get a good reading knowledge of Japanese. Why six years? Well, a lot of memory work is necessary to acquire the reading ability, and continual reading is necessary to retain the ability once it is acquired.

The rest are obsolete—just too hard

"Briefly, here are some of the things that make reading Japanese seem complicated and difficult from our standpoint.

"First of all, the book is read from the back to the front, by western standards, and from the top of the page to the bottom in vertical columns from right to left. Moreover, all of the so-called 'letters' are written without spaces so that all of the words run together like one word.

"Add to this the fact that there are two alphabets (called Kata Kana and Hiragana) made up of about 50 sounds, both used at the same time in the printed matter. The knowledge of these alphabets is elementary. The difficulty is that about every third word is written in Kanji. Kanji are modified pictorial ideographs* identical with those in Chinese. There are 304 sounds or 'on' in Japanese and each Kanji character may have as many as ten of these and may be likely to have as many meanings.

"There are 50,000 Kanji. A Japanese scholar knows about 6,000, the man in the street uses about 2,000 and can get by with that number, and the daily newspapers use about 4,000.

*Like those on the pages of the book that Mr. Todd is studying in the photograph.

for the populace to keep in mind."

In addition to learning to read Japanese, Mr. Todd is also learning to speak the language. As one means toward this end, he frequents Japanese restaurants in the East First St. area of Los Angeles, so that he can learn the proper sounds.

"I'm well known there," he said, "and have many friends among the Japanese merchants and residents."

A veteran of 37 years of service with MTA and predecessor companies, the Operator studied law while with Pacific Electric handling leases in the Land Department.

While he was in this position, World War II broke out and he entered service as instructor in the Air Force in the theory, operation and repair of radar equipment. (He has four years of college credit in radio engineering.)

He was later assigned as an investigator for military intelligence, with a side assignment as instructor in military court martial procedure and as court reporter.

In view of the considerable study which fitted him for these various positions, "The idea of a few years of additional study to learn Japanese doesn't bother me," he concluded.



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LOADING 20 rail cars aboard the SS Medea at Los Angeles Harbor on Sunday, June 14. The car in slings at left is being lowered down into the bottom of a hold some 50 feet below deck. This photo was taken from a crow's-nest on the ship. Story on p. 2.