



76-1

Emblem

AUGUST, 1958



Messages from Chm. Miller and Mr. Merritt
Pictures of Authority Members
How to Find Divisions, Offices

Cover story page 15



CARL P. MILLER

Chairman

Los Angeles Metropolitan Transit Authority

WELCOME

From Carl P. Miller, *Chairman*

Los Angeles Metropolitan Transit Authority

WITH THE FIRST ISSUE of THE EMBLEM, may I extend sincere good wishes to all of you on behalf of the seven members of the Board of the Authority. We hope that ours will be an exciting and interesting association.

As you know, one of the important reasons for our organization is to provide a better transit service for the people, and to make the service self-supporting.

You, the employees of the Authority, possess the experience and the skill to assist us in carrying forward with this program.

Through the publication of your monthly magazine, we hope that all of us will be informed and thus better able to carry out our assignments courteously and understandingly.

The Authority invites your participation in building a bigger and better transit system.

Carl P. Miller

MEET MR. MILLER

Newspaper Executive

Financier

Civic Leader

CARL P. MILLER was elected Chairman of the Metropolitan Transit Authority to succeed Hayden F. Jones beginning May 1.

A newspaper executive and financier, Mr. Miller has his hand on the public pulse in a very real sense. He is Executive Director of the Pacific Coast edition of the Wall Street Journal, and helped to found this edition in 1929. He is also President of the San Gabriel Valley Newspapers, Inc., which publishes the Daily Tribune and five weekly newspapers in the East San Gabriel Valley.

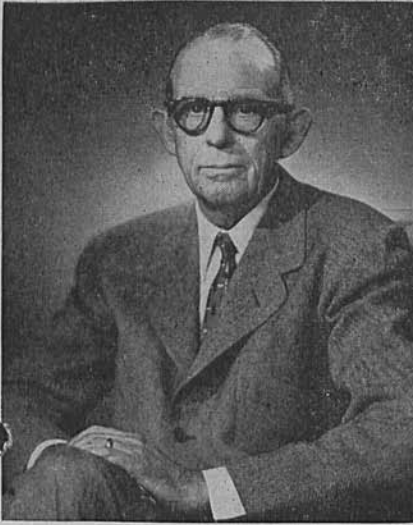
President of the Los Angeles Chamber of Commerce in 1955, Mr. Miller is Chairman of the Board of Directors of the Federal Home Loan Bank of San Francisco, and a Director of the General Telephone Company of California, the Los Angeles County Fair Association, the Associated-In-Group Donors (AID), and the Rotary In-

ternational (from Zone No. 1) for 1957-59. He has also just been elected a Director of the Southern California Building and Loan Association.

He was National President of Sigma Delta Chi, national journalistic fraternity, in 1935; is a Past President of the Rotary Club of Los Angeles; and is Past Governor of District 160 of Rotary International.

Other fraternal affiliations include memberships in the Covina Lodge, F&AM; Pasadena Consistory, Scottish Rite Masons; Al Mal-ai-kah Shrine, Los Angeles; and Sigma Delta Chi and Sigma Nu fraternities.

A native of Kansas, Mr. Miller attended Kansas State College before coming to California in 1925. Association with the Los Angeles Times and the Los Angeles Stock Exchange preceded his affiliation with the Wall Street Journal.



RALPH P. MERRITT
Executive Director, LAMTA

Ralph P. Merritt, Executive Director, LAMTA

**Business Executive;
Former State and Federal
Administrator**

THE HISTORY of the Los Angeles Metropolitan Transit Authority could not be fully detailed without frequent mention of the name of Ralph P. Merritt, its present Executive Director.

Well known throughout the state for his affiliation with statewide and local civic improvement projects, Mr. Merritt has for a number of years been deeply concerned with the plight of transit and transit riders in Southern California.

Born in Rio Vista, California, he was educated in the public schools of Oakland and at the University of California, where he studied engineering, law, and economics.

He has an impressive list of accomplishments to his credit:

Vice-President and General Manager, Miller and Lux, Inc., 1910-1912. Operating in California, Nevada, and Oregon, this was the largest land-owning corporation in the West.

Comptroller of the University of California, 1912-20.

Food Administrator for California, World War I, 1917-20.

Director of California State Chamber of Commerce, 1918-28; and of the U. S. Chamber, 1922-29.

President and Managing Director, Rice Growers Association of California, 1920-24; and of the Sun Maid Raisin Growers of California, 1923-24.

Chairman, Western Division Federal Food Purchase Board, World War I, 1918-20.

Chairman, first state-wide Water Committee, State Chamber of Commerce, 1923-26, projecting plans for the Central Valley Water Project and the All-American Canal.

Representative of the State of California on the first seven-state conference for control of the Colorado River.

Owner and operator of mining properties and cattle ranches, 1934-41.

Project Director, War Relocation Authority, and Field Director, War Assets Administration, World War II, 1941-49.

In private practice of property
(Continued on page 14)

YOU Are the MTA!

By Ralph P. Merritt

Executive Director

Los Angeles Metropolitan Transit Authority

ON BEHALF OF the Los Angeles Metropolitan Transit Authority, I bid all of you welcome as fellow workers.

I should like to begin by proposing, in this first issue of our employee magazine, a challenge to our imaginations.

We are starting our work together during exciting times. For the first time in the history of the world, man's age-old dreams of transportation into space approach reality. It is breathtaking to think that some of us may be exchanging reminiscences some day of our trips to the moon!

In this space-conquering age, new ways of moving masses of people from city to city and from home to work may well be found. It is exciting to realize that you and I may some day put some of these as yet undiscovered new methods into use in the Los Angeles area. We are empowered to do so by the terms of the act creating the Authority.

We live in a challenging community. The Los Angeles Basin is growing by leaps and bounds at a rate that continues to startle the nation. From 189,994 people in 1900, it grew to 5,900,000 in 1956, and is expected to reach at least 8,000,000 by 1970. One new resident is being added every $2\frac{1}{3}$ minutes, according

to the Southern California Research Council. This far outstrips the nation's population growth.

Among those who have come to live here are world-renowned leaders in such diversified fields as literature, music, art, business, industry, education, science, and technology. Our area is becoming a center of creative activity in almost all fields. New ideas, new plans, new industries, new communities blossom overnight to astonish the next day's sun.

I regard it as a challenge to live and serve in the colorful, fast-moving, giant kaleidoscope called Los Angeles! I sincerely hope that you also regard it in the same light. If we can all keep this challenge to imagination in mind, I believe we shall all work with greater enthusiasm—the quality that makes work fun.

I am sure you want to know the objectives of the Authority and its general plan of operation.

First, as to aims: Our purpose is to provide the people of the Metropolitan Los Angeles area with the best possible transit service. We shall carry on continuous engineering and traffic studies to solve the mass transportation problem of the area, so that we may, in the future, add off-surface mass rapid transit facilities.

An important objective at the present time is to operate like any corporation, but for public service, not for profit. By law we are a self-supporting (though not a profit-making) public corporation. Nor are we subsidized by local, state, or federal governments.

Our policy is to operate a transit service that is efficient and attractive, and yet economically justifiable. Rates must be consistent so that we may promptly pay our operating expenses, interest and principal on all bonds and other debts, and lay away money to meet costs of depreciation, improvements and expansion. With operations in the hands of highly qualified persons—and with the cooperation of all personnel—I am confident of success.

I know that all employees are anxious about the security of their jobs. With the program for expansion that is planned, we are going to need the services of every productive employee for many years to come. . . . Whose experience is more valuable and useful to the Authority than that of the men and women who came to us from Metro and LATL, where they had become familiar with problems similar to those we face now?

You already know that agreements which existed before March 3 in the two predecessor companies are in effect. All benefits, such as vacation privileges, health and welfare plans, group insurance, pensions, etc., either remain in force or are being superseded by equal or better arrangements.

I bespeak an unusual degree of tolerance and courtesy towards

each other as we merge and unify our operations. Changes in these first few months make it inevitable that some of us may have found our daily routines not quite as they were. Human nature resists and suspects change, especially if the reason for such change is not clearly understood. I ask, therefore, two things: first, that supervisors in all departments be especially careful to explain the reasons for any changes in routine; and secondly, that employees be understanding of such variations. If experience shows certain methods to be inefficient, such methods will be changed.

Moreover, let us all remember that no longer is anyone an employee of Metro, LATL, or Asbury. We are all working for the same employer—the Metropolitan Transit Authority. Let us refrain, even by making a conscious effort, if need be, from making obsolete company distinctions. Let there be no divided house among us.

Let us also show unusual forbearance toward the traveling public, which at this time may be bewildered by changes in routes, restrictions, and the color of equipment. (As you know, former LATL equipment is being painted in two tones of green, with white roofs.) Our public relations program begins at the farebox, the ticket booth, the MTA end of the telephone line, or anywhere that any person known to be an employee of LAMTA is seen or heard by the public. To the public, *you* are the LAMTA.

This is a new team, and we must all give our best for the success of the team.



The MTA Resulted From Public Demand

IN THE PAST 35 YEARS, over 50 studies have been made of the transit situation, and what should be done about it, in Los Angeles and its environs. These studies were made by engineering firms, the Federal WPA, civic improvement groups, individuals, and even a group of university presidents.

A 1939 study by the engineering firm of Stone and Webster resulted in recommendations that (1) all public transit in Los Angeles should be under a single management; (2) a system of freeways should be built with bus turnouts and with allowances for future installation of rail rapid transit facilities down the middle; (3) a subway under Broadway and possibly under Spring Street should be built at some future date.

A 1945 study by the engineering firm of DeLeuw, Lewis and Ong recommended that it was time to make definite plans for financing, constructing, and operating rail rapid transit facilities on the proposed Hollywood, Santa Monica, Olympic, Inglewood and Harbor Freeways, and for the construction of the subway under Broadway. Not much was done about it.

In 1947, the Rapid Transit Action Group, organized by the Los Angeles Chamber of Commerce to put rail rapid transit down the middle of the freeways, recommended that a Metropolitan Rapid Transit Dis-

trict, patterned after the Metropolitan Water District, be established by the State Legislature if such legislation were approved by the Los Angeles City Council. The Council, in 1949, refused to go on record as favoring such legislation.

Nevertheless, the cumulative effect of these studies, plus the cries of "Give us better transportation!" by the public and such groups as the Citizens Traffic and Transit Committee, the City Board of Public Utilities and Transportation, the City Council, the Traffic Advisory Board, and others, resulted in action.

In 1951, the State Legislature passed the Los Angeles Metropolitan Transit Authority Act, which created an authority of seven members, appointed by the governor, authorized to construct and operate a monorail from the San Fernando Valley to Long Beach, over the Los Angeles River. But the act provided no money for the Authority, nor any power for the Authority to accomplish its objective. In 1953, and again in 1955, several attempts were made during sessions of the legislature to broaden the powers of the Authority and to appropriate funds for its use, but these attempts were unsuccessful.

On May 30, 1957, however, Governor Knight signed a bill, effective September 11, which cancelled the 1951 act and established a new



WHEN THE BIG CHECKS PASSED—Congratulations are exchanged among the principals as checks for the MCL and LATL properties are given out. From left are J. L. Haugh, MCL President, with check for \$13,596,374; Hayden F. Jones, then LAMTA Chairman; Cone T. Bass, LATL President, with check for \$21,604,000; and Ralph P. Merritt, Executive Director of the Authority. The date was March 3.

Los Angeles Metropolitan Transit Authority as a public corporation, with greatly broadened powers. Some of these were:

1. The right to construct and operate within the Los Angeles metropolitan area any kind of transit, not merely monorail.

2. The right to issue revenue bonds to finance the purchase, construction, and operation of transit facilities, as well as to finance the acquisition of rights of way. Payment of bonds is an obligation of the Authority only, not of city, county, or state.

3. The right of eminent domain. (Public property, however, cannot be taken without the consent of parties concerned.)

4. The right to set its own fares

and select its own routes without reference to the State Public Utilities Commission.

Under the Act, the Authority cannot levy taxes for any purpose whatsoever.

The LAMTA became an effective operating company on March 3, 1958, when its issue of \$40,000,000 worth of revenue bonds was sold and the purchase of Los Angeles Transit Lines (for \$21,604,000) and Metropolitan Coach Lines and its subsidiary, Asbury Rapid Transit System (for \$13,596,374) was made possible. Under terms of the sales agreements all labor agreements remain in force.

Formulating all policy is the Authority Board of seven members appointed by the Governor. (For pictures, see pages 10 and 11.)

Policy
Makers



CARL P. MILLER
Chairman

The Metropolitan Tra

DON BELDING
Member



RUSSELL A. QUISENBERRY
Member





CLARENCE A. WINDER
Vice-Chairman



ARTHUR J. WILL
Member

nsit Authority Board

HAYDEN F. JONES
Member



FRED S. DEAN
Member



Four Executives

CONE T. BASS, General Manager, who is in charge of operations, came to the Authority from the position of President, Los Angeles Transit Lines. After 20 years with the Mack International Motor Truck Corporation, ending as Manager of the Bus Department, he joined National City Lines in 1945 as Manager of Operations for nine of its properties. The following year he was appointed Vice-President and General Manager of Los Angeles Transit Lines; and in 1957, Chief Executive Officer. He is married and has one daughter.



ROBERT F. MacNALLY, Assistant General Manager, was Vice-President and General Manager for the Metropolitan Coach Lines during its 4½ years of existence. He earlier served the San Diego Transit System and the San Diego & Coronado Ferry Co. from 1935 to 1945 as Operating Assistant, and from 1945 to 1953 as Vice-President and General Manager. A former Lieutenant in the Navy, he was an athlete at Wittenberg College and at Annapolis and retains a lively interest in sports.



JAMES H. RAPORT, Director of Public Relations, is a former college professor and athletic coach, having taught at Alabama Tech, the University of Kansas, and the Haskell Indian Institute. He has also been Director of Public Relations for Los Angeles Chamber of Commerce, and President of Communication Dynamics. He is a member of the American Public Relations Association and the Public Relations Society of America. Raport was in the United States Navy during World War II and the Korean War.

Bus Dept



WILLIAM W. WAKELEE, Controller, held the same position with Los Angeles Transit Lines from May 3, 1951, when he joined the company after service with National City Lines. On July 5, 1957, Mr. Wakelee was appointed Vice-President, while still retaining the title of Comptroller. He is a member of the American Institute of Certified Public Accountants, and is currently Chairman of the Accounting Division, ATA.

Past president



Where's THAT Located?

Addresses and Telephone Numbers Of MTA Offices, Shop, Divisions

LET'S FACE IT. You're not a mind-reader. If you're a former Metro employee and the boss told you to go see the Director of Personnel or the Superintendent of Equipment, would you know where to go? Probably not. Or if you're a former LATL Operator and you want to see a man in the El Monte Division, would you know where he works? Probably not.

On these pages are the addresses and

telephone numbers of a goodly number (not all) of shops, divisions, and offices which we're sure you'd like to have for reference. This list is subject to change, but was correct as of Tuesday, July 8.

Street addresses given without naming the city indicate Los Angeles.

Before telephone extensions, (R) refers to Richmond 9-7211; (M), to Madison 7-2792.

TRANSPORTATION DIVISIONS

PLACE ADDRESS TELEPHONE

Former Los Angeles Transit Lines Divisions

General Office —962 W. 12th Pl.	(R) 341
M. Edwin Wright, General Superintendent	(R) 341
John D. Puffer, Assistant to General Superintendent	(R) 347
Division No. 1 —648 S. Central Ave.	(R) 331-391
D. B. Kohl, Division Superintendent	
Division No. 2 —720 E. 15th St.	(R) 332-392
R. J. Bragdon, Division Superintendent	
Division No. 3 —637 W. Ave. 27	(R) 333-393
A. E. Vejar, Division Superintendent	
Division No. 4 —4810 W. Pico Blvd.	(R) 336-396
C. A. Schulz, Division Superintendent	
Division No. 5 —2300 W. 54th St.	(R) 335-395
T. O. Latham, Division Superintendent	
Division No. 20 —962 W. 12th Pl.	(R) 334-394
F. L. Ervin, Division Superintendent	

Former Metropolitan Coach Lines Divisions

Monte, No. 9 —311 S. Hoyt Ave., El Monte (M) 265	
D. B. Van Fleet, Division Foreman	
Glendale (Asbury), No. 10 —	
319 W. Los Feliz Blvd., Glendale	CHapman 5-2583
Tom Arnott, Division Foreman	
K. E. Parker, Relief Division Foreman	
Long Beach, No. 12 —	
1001 Loma Vista Dr., Long Beach	HEmlock 5-8311
R. W. Krafft, Division Foreman	
Ocean Park, No. 6 —	
100 Sunset Ave., Venice	(M) 295
A. C. Tieman, Division Foreman	
Sixth & Los Angeles Sts., No. 11 —	
Mezzanine Fl., PE Bldg.,	
610 S. Main St.	(M) 332
Jack Stewart, Division Foreman	
Van Nuys, No. 8 —	
1457 Sherman Way, Van Nuys	(M) 280
Earl Jardell, Division Foreman	
West Hollywood, No. 7 —	
710 N. San Vicente Blvd.	(M) 294
C. J. ("Benny") Kimball, Division Foreman	
Riverside—(see under Terminals)	

Former Metropolitan Coach Lines Terminals

Fullerton, No. 23 —130 E. Commonwealth Ave., Fullerton	
Macy St., No. 15 —742 N. Mission Rd.	(M) 310
H. C. Strong, Service Director	

Newport, No. 25 —2500 Balboa Blvd., Newport	
Pasadena, No. 26 —182 N. Fair Oaks Ave., Pasadena	
Redondo, No. 24 —400 Pacific Coast Highway, Redondo	
Riverside, No. 13 —	
2904 Market St., Riverside	Overland 3-9144
Santa Ana, No. 22 —220 E. 3rd St., Santa Ana	
Watts, No. 27 —	
10500 Grandee Ave., Watts	LOrain 9-9271

MAINTENANCE DIVISIONS AND SHOPS

Former Los Angeles Transit Lines Divisions and Shops

General Office —783 E. 16th St.	(R) 228-229-230
George Powell, Superintendent of Equip.	
Fred Venour, Ass't. Superintendent of Equip.	
Ray W. Anderson, Ass't. to Superintendent of Equip.	
Andrew W. Seyferth	
George Wells	
Division No. 1 —648 S. Central Ave.	(R) 231-241
H. J. Hinze, Superintendent	
Division No. 2 —783 E. 16th St.	(R) 227-232
E. N. Wetzler, Superintendent	
Division No. 3 —637 W. Ave. 27	(R) 233
O. C. Schmokel, Superintendent	
Division No. 4 —4810 W. Pico Blvd.	(R) 236
James M. Buchan, Superintendent	
Division No. 5 —2300 W. 54th St.	(R) 235
Paul V. Wood, Superintendent	
Division No. 14 —(former South Park Shops)	
361 E. 55th St.	
Shop Superintendent, Norman W. Lane	(R) 201
Carpenter	(R) 217
Farebox	(R) 250
Machine	(R) 217
Unit Overhaul	(R) 211-212
Division No. 20 —950 W. 12th Pl.	(R) 234
Wheeler F. Ellis, Superintendent	
Electrical Department —717 E. 16th St.	
General Office, L. E. Dye, Supt.	(R) 223
Electrical Construction	
P. G. Tupper, Foreman	(R) 225
Line Section	
H. M. McTaggart, Supervising Foreman	(R) 221
Radio, D. J. Sullivan, Technician	(R) 225
Substation	
E. A. Ness, Supt. Substations	(R) 383

(Continued on next page)

Where's THAT Located?

MAINTENANCE DIVISIONS AND SHOPS

(Continued from preceding page)

Mechanical Engineering Department—717 E. 16th St.	
D. E. Dent, Superintendent	(R) 215
Way and Structures Department	
General Office—717 E. 16th St.	
L. C. Thompson, Superintendent	(R) 356
Vernon Yards—4462 Pacific Blvd.	
C. F. Burden, Supervisor of Way	(R) 219
Former Metropolitan Coach Lines Divisions and Shops	
El Monte, No. 9—311 S. Hoyt Ave., El Monte (M) 265	
W. C. Nollf, Foreman	
Glendale (Asbury), No. 10—	
319 W. Los Feliz Blvd., Glendale	Chapman 5-2583
Fred See, Foreman	
Long Beach, No. 12—1001 Loma Vista Dr., Long Beach	
Car House, Ted Huemrich, Foreman	HEmlock 5-8411
Garage, Joel Hall, Foreman	HEmlock 5-7911
Macy Street Terminal, No. 15—742 N. Mission Rd.	
General Office	
Frank Markley, Superintendent	(M) 301-302
Inspection Garage	
Sam Rinkus, Foreman	(M) 307
Paint and Body Shop	
Gus Gundersen, Foreman	(M) 311-312
Running Repairs Garage	
John Roach, Foreman	(M) 308
Unit Overhaul Shop	
Otto Draviner, Foreman	(M) 311-312
Ocean Park, No. 6—100 Sunset Ave., Venice (M) 295	
W. S. Bowles, Foreman	
Sixth and Los Angeles, No. 11—	
under Viaduct, near 6th St. & Maple Ave.	(M) 230
R. C. Stiltz, Leader	
Riverside, No. 13—	
2904 Market St., Riverside	Overland 3-9144
J. W. Witt, Leader	
Van Nuys, No. 8—14557 Sherman Way, Van Nuys (M) 280	
E. H. Kelso, Foreman	
Watts, No. 27—	
10500 Grandee Ave., Watts	LOrain 9-9271
West Hollywood, No. 7—	
710 N. San Vicente Blvd., W. Hollywood	(M) 294
A. L. Bristow, Foreman	

OTHER DEPARTMENTS AND OFFICES

(Room numbers refer to MTA Building, 1060 South Broadway, Los Angeles)

Accounting Division	
9th floor, Wm. W. Wakelee, Controller	(R) 367
Charter Service—Room 1006	(R) 345
Claims—Transit Casualty Co., 4th floor	(R) 314
Executive Director's Offices—10th floor	(R) 367
Executive Director, Ralph P. Merritt	(R) 377-8
Administrative Assistant, James H. Lyons	(R) 379
Secretary to the Authority,	
Miss Virginia L. Rees	(R) 213
Operating Division Executive Offices—10th floor	
General Manager, Cone T. Bass	(R) 348-9
Assistant General Manager,	
R. F. MacNally	(R) 365-6
Director of Planning, Stanley M. Lanham	(R) 361-2
Express and Mail (MCL)—208 E. 6th St.	(M) 260
Instruction—962 W. 12th Pl.	(R) 358
M. J. Storer, Chief Instructor	
Lost and Found	
LATL Division—1056 South Broadway	(R) 269
MCL Division—Parcel Check Room, 6th and	
Main Sts. Station	(M) 279
Mail Room (LATL)—Room 12, ground floor	(R) 376
Medical	
LATL Division—Room 606	(R) 260
MCL Division—Room 924 PE Bldg.	
610 S. Main St.	MAdison 7-1623
Personnel—Room 606, W. C. Scholl, Director	(R) 261,
Purchasing and Stores Department—361 E. 55th St.	
W. T. Reynolds, Director	(R) 210

Public Relations—Room 203	
James H. Raport, Director	(R) 328-9
Manager, Advertising Department	
James H. Raport	(R) 328-9
Manager, Community Relations Department	
R. O. Christiansen	(R) 328-9
Manager, Customer Relations Department	
Guy Gifford	(R) 303-4
Manager, Government Relations Department	(R) 328-9
Manager, News Bureau, Stephen O'Donnell	(R) 328-9
Assistant Manager, News Bureau	
John P. Wagner	(R) 303-4
Manager, Publications Department	
W. Warren Silliman	(R) 340
Radio Dispatcher	
LATL Division—962 West 12th Pl.	(R) 254
MCL Division—Mezzanine floor	
6th & Main Sts. Station	(M) 341
Safety—Room 601	
J. W. Prutsman, Director	(R) 314
Schedules and Statistics—	
George F. Goehler, Superintendent	
LATL Division 962 W. 12th Pl.	(R) 320, 341
MCL Division—Ground floor	(R) 252
School Tickets—1056 S. Broadway	(R) 270
Special Agents—962 W. 12th Pl.	(R) 297
Joseph Shafer, Chief Special Agent	
Timetable Requests—Room 202, Mezzanine floor	
6th & Main Sts. Station	(M) 332
Traffic Department—Room 1006	(R) 344

RALPH P. MERRITT

(Continued from page 5)

management and as corporation advisor, 1950-52.

General Manager, LAMTA, 1952-56; member, 1955-56; named Executive Director, 1957.

A former Regent of the University of California, he holds an honorary degree of Doctor of Laws from that institution. Always interested in intercollegiate sports, he was the organizer of the Big C society of athletes at California, as well as of the Pacific Coast Conference; and he continues to take a keen interest in athletics.

His other great interests are in the desert and what it stands for, and in the pioneer days of the West. He is a director of the Death Valley '49ers.

Mr. Merritt and his wife, Varina, live in the Wilshire District of Los Angeles. Their three children, including two daughters and a son, are grown; and there are four grandchildren.

OUR COVER

This Time Brownies Didn't Mean Demerits!

"I GOT ALL CHOKED UP," said Perry Yarbrough, operator on the Metropolitan Transit Authority's Los Angeles-Redondo Beach Line, when three 12-year-old girls who commute to Airport Junior High School, 9000 Airport Ave., presented him with a big box of brownies and a poem they had made up about his kindness toward his young riders.

The presentation was made just before school was out for the summer.

The poem, headed, "Dedicated to Mr. Perry Yarbrough," and written in a precise script, went like this:

Apple for the teacher,
Cigars for the cop,
Coffee for the preacher—
It's been that way a lot.

Things we do for old friends
We forget to do for the new.
We almost left on our vacation
Without a word to you.

School we are leaving behind us.
Fier that we won't make a fuss;
But we'll miss the cheer and kindness
Of a guy who drives the bus.

Sue Thompson
Diane Horowitz
Connie Moxon

Inquiry as to their motive in selecting Mr. Yarbrough for this special tribute elicited the following:

"He's a very nice bus driver," said Sue.

"He lets us eat on the bus," volunteered Diane.

"He's very patient," smiled Connie.

The Emblem

Vol. 1 August, 1958 No. 1

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Los Angeles Metropolitan
Transit Authority

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Offices, Shops, and
Divisions—Their Location,
Top Personnel, and
Telephone Numbers

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Carl P. Miller, Chairman
Clarence A. Winder, Vice-Chairman
Ralph P. Merritt
Executive Director

James H. Raport, Publisher
W. Warren Silliman, Editor



RALPH MOSES

—National Safety Council

THE MTA EMBLEM

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