

The



Emblem

76-35

JULY, 1960



Cover story, page 15

- We're Off to the Races
- Gerlach New Chief Engineer
- "Knowing's Not Enough"



BUSES ENTERING HOLLYWOOD PARK AT GATE 3. Nearest bus has just unloaded race fans and is on its way out of the Park as it swings in a left turn around the row of trees, center, into the exit road. This movement, which is being made before the races start, is explained in map at right, under Note 1. The map is reproduced from special printed instructions issued to all Operators who handle Hollywood Park service. The photo was taken from the grandstand, looking west. The bus farthest away is just entering the Park from Prairie Avenue, which runs horizontally across picture.

We're Off to the Races!

The Story of MTA Service to Hollywood Park

"GET YOUR CORRECT CHANGE HERE!" shouts Change Maker Don Joseph to the racing fans as they pour out of the Hollywood Park grandstand into the MTA loading zone after each of the eight races.

"Need change, sir?—Here's your change, ma'am!" goes his patter as he half walks, half runs up and down the line of oncoming prospective MTA passengers walking along beside a steel fence that separates them from the waiting buses.

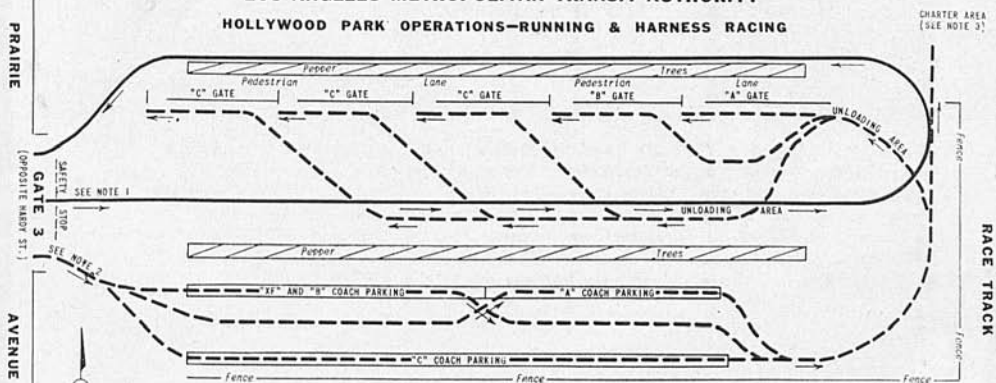
Every hundred feet or so there is an opening in the fence before which, after the races, stands an MTA Traffic Loader. Beside him is a farebox mounted on a square metal cabinet on wheels. As the passengers proceed, they drop their fares into the box. Most of them get a transfer from the

Loader. Then they pass through the gate and board the waiting bus.

Its Operator, standing with gate chain in hand, counts the passengers as they board. When he has allowed a seated load to pass, he replaces the chain on the gatepost. He then boards his bus, closes the doors, and moves on down the exit lane out of the park. Another bus then moves up to the opening in the fence. This procedure occurs after each race, beginning about 2:30 p.m., with the greatest flow of people, of course, coming after the eighth and last race.

Over each of these openings or gates in the fence is an identifying sign. The gate nearest the grandstand is marked Gate "A"; the next, "B." Then come three each labeled "C." Local service to Los Angeles on Line 5, and to

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY HOLLYWOOD PARK OPERATIONS—RUNNING & HARNESS RACING



NOTE 1. - ENTERING ROUTE BEFORE 2:30 P.M. (RUNNING RACING) AND 1:30 P.M. (HARNESS RACING)

NOTE 2. - ENTERING ROUTE AFTER 2:30 P.M. (RUNNING RACING) AND 1:30 P.M. (HARNESS RACING)

NOTE 3. - CULVER CITY, RIVERSIDE, COLTON, SAN BERNARDINO COACHES PARK AND LOAD IN CHARTER AREA

*"XF" COACHES USE "B" GATE FOR LOADING DURING HARNESS RACING



PAT McKay ↗



AT GATE 3, as Special Agent Pat McKay directs buses into proper lane (photo at left), Traffic Checker Hoy Bilyeu (above) records the number of passengers aboard each MTA coach, arrival time, and other information needed later to determine amount of service needed after races.

We're Off to the Races!

Huntington Park on Line 54, leaves from Gate "A"; Crenshaw Flyers to Hollywood leave from Gate "B"; and Hollywood Park Flyers to Los Angeles leave from Gate "C."

In the course of an ordinary week-day, about 2700 people leave through Gates "A," "B," and "C"; on Satur-

day, about 3600. This is very close to 10% of the total attendance at the track. Just how close is indicated by the total figures from the 1959 season: a total attendance of 1,660,609, of which MTA brought 166,419 to the track and took 164,147 away.

Strangely enough, more coaches are



UNLOADING is done close to grandstand, only a few steps from the admission gate.

used to bring people to the Park than are used to take them away, although approximately the same number of fans leave by public transportation as arrive by it.

On an average weekday, 88 coach trips by Flyers and locals are made into the Park, compared with 77 trips away. Regularly scheduled service comes from Los Angeles and Hollywood, and even from as far away as Colton and Riverside. On Saturdays, an average of 107 trips to the Park and 90 away is maintained. Holidays, especially Memorial Day, necessitate from 10 to 15 more coaches in each direction than are required on Saturdays. The increases are largely in the Flyers to and from Los Angeles.



INSTRUCTIONS are given by Supervisor H. F. Fortner to Operator J. A. Lyle, who has completed a regular run and has come into the Park just before the racing fans come out of the grandstand after the seventh race. Home-going MTA Flyer service begins after the third race, and continues at an increasing tempo till races are over. Mr. Lyle will operate a Flyer on Line 57.



CALLING IN to the Chief Supervisor's office at 2:00 p.m., Supervisor Frank Blumenthal reports the traffic count of racegoers as given him by Checker Hoy Bilyeu. From this report the Chief Supervisor determines the amount of service that will be needed to take the racing fans home.

Why do more coaches enter the Park than leave it? The difference is mostly in the local service. On weekdays, for instance, 30 local coaches come in from Line 5. On their way from Los Angeles, they pick up and discharge many passengers not destined to the track, so that by the time they reach the Park, relatively few race fans may be aboard. On the return trip after the races, however, buses do not ordinarily leave the Park until there are full seated loads. Hence, only 15 coaches are needed to take home from Gate "A" the fans who arrived by the 30 locals on Line 5.

To insure smooth operation on all lines, Operators receive specific printed and verbal instructions on what they are to do. Moreover, three Supervisors are assigned to the Park during

We're Off to the Races!

each day's races, with one Supervisor chosen to coordinate the work, direct the buses to the proper gates, etc. This year the Supervisor in charge is Frank Blumenthal.

All MTA buses enter the Park at Gate 3, from Prairie Ave. As they come in, Traffic Checker Hoy Bilyeu

records the coach number, the train run number, the number of passengers aboard, and the arrival time. At 2:00 p.m. he totals up the number of passengers and relays the figure to Supervisor Blumenthal. The latter immediately calls the Chief Supervisor, C. E. Carlson, with this information. Mr.

AFTER THE RACES, fans pour out of the grandstand into pedestrian walks separated from bus lanes by a steel fence. Instead of paying fares on the buses, passengers form queues inside roped areas (see cut) and drop their money into special fareboxes manned by Traffic Loaders, one of whom is shown in foreground with back to camera. Operators stand by, count those boarding, and leave when they have a seated load. Insert, a closer view of one of the special fareboxes, with Traffic Loader L. P. Booth.





HE ENJOYS HIS WORK—Frank Blumenthal, Supervisor in charge at the Hollywood Park bus-loading area, smiles as he signals an Operator to bring a bus around to a gate. It's after the eighth race, the crowd is pouring out, and buses are bumper to bumper. "I like this job at the track," says the Supervisor. "There's a wonderful group of fellows to work with out here—track officials, Operators, Supervisors, Traffic Loaders, Special Agents, Traffic Checkers—everybody!—And the hours are regular!"



BREAKING IN a group of new Operators on Hollywood Park service is Instructor Charles Morris, right. "Although they have printed instructions, they need to *see*," he says.

Carlson multiplies this figure by a constant—based on experience—and thereby determines how many coaches will be needed to take people back home from each race.

Bus riders to the races have no parking problem: they alight within a very few yards of the grandstand. Automobile drivers, however, must often walk the equivalent of two or three blocks after leaving their cars in one of the huge Hollywood Park lots.

MTA executives are happy with the Hollywood Park operation.

"Hollywood Park officials were farsighted enough several years ago to realize the need for public transportation," declared General Superintendent George F. Goehler. "They built a public transportation facility for loading and unloading passengers right in the Park. We established a fast express service to and from the

Park based primarily on a seat per passenger. Local service operating thru Inglewood is an exception to this rule.

"The service is an economical one for us," he continued. "Because the main break-up is at 6:00 p.m., just after the peak traffic, we can schedule outbound coaches in regular service into the Park, whence Operators can take race fans home before pulling in to their divisions."

Telecast Ends Search Of 25 Years for Brother

A 25-YEAR SEARCH for a missing brother came to a conclusion for Service Director James F. Hall after he had been interviewed on the subject over a television program last June 8.

The brother's widow saw the show and wrote James, identifying herself. Her husband had died in 1947.

Gerlach New Chief Engineer



ERNEST R. GERLACH

ERNEST R. GERLACH, transportation engineer who has been working on Los Angeles area transit problems for the past six years, was appointed by the Authority on June 7 to the newly created post of Chief Engineer. The appointment was effective June 14.

His primary responsibility is to ad-

verse the Authority on mass rapid transit, according to Executive Director C. M. Gilliss. Mr. Gerlach will also be in charge of all planning and of completing the integration of existing service.

"We were fortunate to obtain the services of a transportation engineer whose broad experience includes an intimate familiarity with the Los Angeles area transportation situation," said the Executive Director. "Mr. Gerlach has dealt at first hand with bus and rail transit in other big cities of the United States as well as with inter-urban operations."

Since March, 1958, when MTA began operations, Mr. Gerlach has been in close touch with MTA as resident representative for Coverdale & Colpitts, nationally known firm of consulting engineers retained by the Authority. He joined Coverdale and Colpitts in 1954, and one of his first assignments was to make a study of bus operations on freeways for the early MTA.

In order to accept his new post with MTA, Mr. Gerlach resigned from Coverdale & Colpitts.

Before his association with the latter company in 1954, he was Research Engineer for the Cincinnati, Newport
(continued on page 15)

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder during the period from May 16 through June 15:

Ernest Dowler, from Mechanic "A" to Leadman, Division 12, May 22. Employed Nov. 1, 1945.

Juan M. Frausto, from Laborer "A" to Mechanic "C," Electrical Department, May 7. Employed March 9, 1954.

Elven Guinn, from Janitor to Lead Jani-

tor, Division 11, Transportation Department, May 30. Employed June 16, 1947.

Juan Garcia Martinez, from Laborer "B" to Laborer "A," Electrical Department, May 9. Employed May 28, 1951.

Rosalie Nevarez, from Steno to Secretary II, Schedule Department, June 6. Employed Jan. 6, 1956.

Roy R. Olsen, from Mechanic "A" to Leadman, Division 11, May 22. Employed Nov. 9, 1951.

Everett James Silvey, from Division Clerk, Division 7, to Division Clerk and Relief Assistant Division Superintendent, Division 6, May 23. Employed July 15, 1947.

"HAVE SOME CAKE, JOHNNY!"—Mrs. Lillian Gould, regular commuter, puts a piece of cake in Operator Justin F. ("Johnny") Edmondson's mouth as part of a silver service anniversary surprise party for him by his passengers on his 4:43 p.m. schedule out of Los Angeles on Whittier Line 58W. Another regular commuter, Mrs. Frances De Modena holds a second cake for the passengers. Mrs. Sally Valdez, right, has a shirt for him.



Bus Party For Operator

HONORING the twenty-fifth year of Operator Justin F. ("Johnny") Edmondson's service with MTA and predecessor companies, passengers gave him a silver anniversary surprise party on his Whittier Line 58W bus, Monday, June 6.

As he pulled his vehicle into line at the Los Angeles St. Terminal several minutes before his scheduled departure at 4:43 p.m., a group of regular commuters gathered at the bus door and offered him a cake made in the likeness of an MTA bus and decorated with the familiar two tones of green.

"We knew the anniversary date was Saturday, June 4, but you have Saturdays and Sundays off," explained Mrs. Lillian Gould, creator of the cake and spokesman for the group.

A second and similar cake was produced by Mrs. Gould for passengers to eat during the journey to Whittier. Another passenger, Mrs. Frances De Modena, brought cookies and napkins.

Along with the cake, Mr. Edmondson also received an anniversary card, signed by the commuters on the schedule.

"I'm really surprised," he said to them. "I didn't know you knew about my anniversary. It's mighty nice of you to remember. I'm going to miss you folks when I shift to another Whittier run after June 19."

The veteran of 25 years of service had been working the 4:43 as a Monday and Tuesday tripper "most of the time" since 1945, when he returned from service as a gunner in the Army Air Corps, 1942-45. He served for 38 months during World War II in the South Pacific.

On June 4, 1935, working out of Whittier, he began his transit career as Motor Coach Operator for the Motor Transit Division of Pacific Electric.

He has lived at 2105 See Drive in Whittier for the past 11 years. His wife, Ruth, works in the restaurant at MTA's Whittier Station.

Commendations

F. L. Shea Selected June Operator of the Month

"JUST SAY a good morning to them and try to get them there on time."



F. L. Shea

In these words Operator Francis Leo Shea, of Division 3, attempted to sum up his method for keeping the passengers on his Line 5 happy.

The words deserve notice, because they are those of the man selected Operator of the Month for June.

The letter upon which the selection was based referred to the fact that he is "always pleasant to his passengers," and that "his personality and warm smile, as the passengers board the bus, really make them feel that they are, indeed, 'WELCOME ABOARD.'"

It also referred to the fact that Mr. Shea "seems to add a little something extra" to his courtesy. The extras appear to include bringing the bus "to a slow stop without splashing waiting passengers" in the rainy season; waiting for passengers if they are "a few seconds away when he pulls up; smooth stops and starts; giving rather than taking."

Illustrative of his giving is his disposition of the \$50 check from the Authority that accompanies the honorary title of Operator of the Month. Mr. Shea, a bachelor, stated that he would split the money between the Cancer Fund and the Heart Fund in memory of his sister. Secretary to a heart specialist, she recently died of cancer.

He began his transit career in 1947

92 Operators Honored During May

CONGRATULATIONS to the following 92 Operators, who received commendations during May:

Sylvester Allen, Division 5; H. E. Anunson, 9; Louis Baca, 7; A. P. Baker, 9; D. L. Banks, 4; Theodore Banks, 3; S. L. Barasch, 4; S. L. Bell, 5; G. P. Bennett, 2; Andre Blais, 5; A. R. Brown, 4.

J. A. Cacioppo, 20; Alfred Celentano, 20; H. N. Chambers, 9; H. S. Christie, 7; B. W. Cliff, 2; D. R. Cooper, 2; A. L. Copus, 4; E. C. Crawley, 9; C. H. Cummings, 7; V. E. Delmar, 6; Theodore De Lora, 3; J. J. Dievers, 7; J. A. Donovan, 20; H. A. Douglas, 8; R. C. Drucker, 4; E. R. Endicott, 4; J. S. Enright, 7; J. D. Evans, 3.

E. J. Filek, 11; W. C. Fisher, 4; C. M. Foxworth, 5; Henry Gallas, 1; F. A. Gertsch, 4; H. A. Goforth, 7; Herman Goldberg, 20; R. G. Gomez, 3; D. G. Gould, 6; E. E. Green, 8; R. H. Harkens, 20; S. M. Harrington, 6; K. L. Hartwell, 11; Luther Henderson, 6; P. B. Hill, 20; J. H. Housley, 4; Mark Howard, 3.

L. E. Jepsen, 7; M. E. Kittinger, 12; Arthur Klingensmith, 7; H. F. Kohl, 11; J. J. LaFond, 4; F. R. Manning, 7; J. W. May, 5; Willie McCoy, 3; Bernard McKeon, 7; P. L. McMillan, 1; F. C. Mohawk, 3; E. F. Morgan, 6; O. A. Ortega, 20; D. E. Pickett, 8; E. W. Pont, 3; J. W. Reid, 7; Clinton Riggins, 4; T. W. Rodgers, 4; S. B. Ray, 2; R. C. Rolfe, 20; R. C. Ruthford, 5; H. A. Ruysers, 7.

K. W. Sackman, 8; Luis Sanchez, 6; J. T. Seabron, 5; Ann G. Schulz, 4; M. E. Scoville, 20; R. V. Simmons, 3; L. T. Staten, 3; W. L. Suggs, 3; S. C. Swanson, 7; W. C. Swartwout, 11; C. M. Timms, 7; E. P. Thommes, 11; M. J. Van Veem, 8.

Sidney Wald, 20; Mildred C. Ward, 4; W. S. A. Weary, 4; C. V. Williams, 2; A. R. Wilmeth, 5; C. E. Wilson, 8; D. R. Wilson, 2; M. J. Wiltgen, 4; J. E. Wise, 7; D. R. Wissler, 6; H. J. Wright, 8.

as Operator on the "W" line. As of June 19, he was scheduled to change his run from Line 5 to Line 6—the South Vermont-Highland Park Line.

Changes In Panel Doctors

PLEASE CHANGE as follows your list of Metropolitan Medical Group doctors in accordance with revisions made since the May issue of THE EMBLEM:

DELETE:

Dr. Dowling and *Dr. Sheranian* from Downtown Los Angeles.

Dr. Martin from Arcadia, Monrovia, Pasadena, San Gabriel, Sierra Madre, and South Pasadena.

Dr. Mahowald from Montrose, San Fernando, and Sunland.

Dr. Bloomfield from Redondo Beach.

Dr. Stodder from San Fernando.

Dr. Younger from Compton, Lynwood, Maywood, and Watts.

ADD:

—To main office in downtown Los Angeles, at 1060 S. Broadway:

Medical Director and staff physicians.

—To Northeastern Part of Los Angeles; and to Arcadia, Monrovia, Pasadena, San Gabriel, Sierra Madre and South Pasadena:

F. S. Newcomb, M.D.

SY 3-6771

201 N. El Molino Ave.
Pasadena

—To Colton, Fontana, Redlands, Rialto, and San Bernardino:

John Wallace, M.D. **TU 43-5292**

25060 E. Baseline Rd.

San Bernardino

—To Lakewood, Long Beach, San Pedro, and Wilmington:

Bernard Johnson, M.D. **HA 9-7411**

4128 Norse Way

Long Beach 8

—To Montrose:

Paul Carnig, M.D. **CI 1-4162**

655 N. Central Ave.

Glendale 3

—To North Hollywood, San Fernando, Sunland, and Van Nuys:

A. G. Tellson, M.D. **EM 2-4301**

9561 Van Nuys Blvd.

Panorama City

CORRECT the following telephone numbers to read:

Dr. Paul Carnig **CI 1-4162**

(Under Northern Los Angeles, Burbank, Glendale, and Montrose.)

Dr. C. Paxton Stodder **ST 8-1411**

(Under Encino, North Hollywood, Reseda, Sherman Oaks, Tarzana, and Van Nuys.)

Dr. Carl V. Lansing **TU 3-0412**

(Under Colton, Fontana, Redlands, Rialto, and San Bernardino.)

Good Samaritan Hospital **HU 2-8111**

Take-One Folder Eases Transition After Shake-Up

IN AN EFFORT to ease the way for Operators who appeared on new runs after the system shake-up, a take-one folder, entitled, "If I'm New to You, There's a Reason," was distributed to transit vehicles on and after June 19, the effective date of the shake-up.

The folder explains that the system of bidding adopted under the union contract is the reason for the many (approximately 800) new faces to be seen in the Operators' compartments.

An explanation of the system of bidding is made, and the fact that such bidding will be an annual event is pointed out.

The point is also made that although the Operator may be new to the passengers, he may well be an old-timer in the transit business. "More than 150 of us [Operators] have been operating transit vehicles in the Los Angeles area for more than 30 years," states the folder.

The pamphlet concludes:

"You'll miss your regular driver, but we hope you'll get to know us and we'll get to know you—so that we can all be regulars together."



"SAFETY IS FOR EVERYBODY," says Safety Sally (Olga Gonzalez, Secretary to the Safety Engineer), as she points out the four "imps" to representatives of MTA personnel. Left to right are Frank L. Mauldin, Operator; Marion Schneider, Clerk; and Sam J. Singer, Mechanic. Theme of the perennial safety campaign is thus expressed by the Safety Department: "Whether

you're on the job, at home, or elsewhere, it's important to practice safety 24 hours a day. Improvising instead of using the right tools or other means of getting a job finished—simply because you're impatient or impulsive—usually can't be done with impunity. Knowing's not enough. Use your know-how. Practice safety everywhere and always."

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between May 16 and June 15:

ELECTRICAL

Lineman: Kenneth Charles Moon.

EQUIPMENT MAINTENANCE

Mechanic "B": Isidro Campuz Alejandro, Robert Thomas Dorsten, Herbert Julius Fassbender, Burl Grace, Melvin Joseph Marshall, Joseph B. Thunder.

Utility "A": Leroy Currie, Sterling J. Hampton, Roleau Emanuel Kahle, Rodney Leroy Wooten.

PERSONNEL

Typist-Clerk: Shelagh McCrone, Marie Thomas.

TRANSPORTATION

Temp. Janitor: Robert Dennis Harris.

P.B.X. Operator: Mary Louise Hogue.

Secretary: Anna Louise Stratton.

Ticket Clerk: John D. Christiansen.

Operators: Max William Andrew, Division 2; Richard D. Andrews, 3; Jack S. Belt, 3; Edker Lee Brentham, 1; Francis Xavier Cabrere, 2; John Contino, Jr., 3; John Cruz, Jr., 2; George Allen Dale, 2;

Howard M. Dean, 2; Arthur Dickinson, 5; William Louis Dolloff, 2; Carl Edward Fletcher, 3; Walter M. Flewellen, 1; William J. Galloway, 5; Herman S. Goldberg, 2; William Edward Green, 5; Willie Guidry, 1; Harley Thomas Haas, 2; Duncan Y. Hamilton, 5; Bernard Edward, 2; Jack H. Hartley, 2; Howard W. Harvey, 2; Dale Hobbs, 2; Jerry "E" Johnson, 5; Jackie G. Kennedy, 5; Lawrence O. LaMere, Jr., 3; Joseph H. Lareau, 2; Wilmer Eugene Lee, 1; Maurice Roy Margolis, 3; Dale Alden Miller, 3; Paul Montgomery, 2; John R. Moore, 2; Monnie Moore, 5; Donald James Nolan, 1; Eugene Gibson Nutt, 2; Frank Aguilar Palafox, 2; Robert L. Parker, 2; Lazarus Gordon Parrish, 1; John H. Perkins, 2; William Petlack, 5; George Pittman, Jr., 5; William Gene Plank, 2; Richard Henry Porten, 2; Maynard Preston, 2; Charles L. Reece, 5; Daniel Soto Rocha, 1; Basilio V. Rodriguez, 2; Robert Malcolm Sayre, 5; Lewis Wayman Scott, 5; Donald M. Session, 2; Dale Wayne Sholley, 2; Raymond Andrew Smith, 5; Joseph Albert Sourile, 2; Lelland Verniel Steffens, 2; Nelson Burt Straley, 5; Roy Charles Sykes, 2; Ernest W. Taylor, 5; Robert A. Wade, 2; Kenneth Camran Ward, 2; Robert Gene Ware, 5; Frank M. Wiebler, 5; Henry Smiley Woodruff, 2.

Retirements

LEE W. FRY, Operator on indefinite leave, heads the list of retirements this time with nearly 41 years of service which began Aug. 23, 1919, when he became a Motorman at Division 4.

Others on the list are as follows:

William P. Casey, Operator, Division 5, retired May 31 after over 18 years of service.

George L. Fowler, Mechanic "B," Division 4, retired May 31 after over 18 years of service.

Fred O. Hart, Mechanic "A," South Park Shops, retired May 31 after nearly 37 years of service.

Charley Hodges, Mail Carrier, Division 2, Equipment Maintenance Department, retired May 31 after over 35 years of service.

Roy F. Howard, Operator, Division 20, retired May 31 after nearly 26 years of service.

Clarence W. Nokes, Mechanic "A," South Park Shops, retired May 31 after nearly 35 years of service.

James L. Sherrill, Mechanic "A," South Park Shops, retired May 31 after almost 38 years of service.

William Y. Stearns, Operator, Division 4, retired June 6 after nearly 33 years of service.

Myron Taylor, Flagman, retired April 26 after over 39 years of service.

OUR COVER

"Get Correct Change Here!"

CHANGE MAKER Don Joseph busy reminding fans going home after the races that they'll save time for everybody if they have correct change for their fare before they reach the Traffic Loaders at the bus lane gates in Hollywood Park.

He is one of three Change Makers assigned each racing day to the line of prospective bus riders; Saturdays and holidays another Change Maker is added.

In Memoriam

THE EMBLEM announces with regret the death on June 5 of Howard N. Morgan, Assistant Service Director, Transportation Department. His service began Aug. 24, 1943, when he became an Operator for Pacific Electric. He is survived by his brother, Clifford.

Gerlach Chief Engineer . . .

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& Covington Railway. From 1948 to 1952 he was in operations planning with the Chicago Transit Authority, where he became Assistant Operations Planning Engineer while working on the modernization of Chicago's subway and elevated lines.

He has taken part in financial feasibility studies on several multimillion-dollar highway and transportation projects.

A graduate of Lehigh University in chemical engineering, he continued work there in civil engineering, and was subsequently registered as a civil engineer. He did graduate work in transportation at Northwestern University and is a graduate of the Management Development Institute at the University of Cincinnati.

Mr. Gerlach lives in Van Nuys with his wife and three children.

The Emblem

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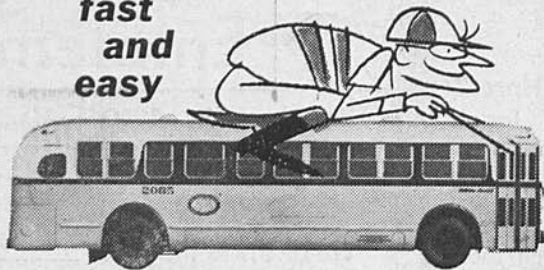
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**fast
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easy**



HOLLYWOOD PARK FREEWAY FLYERS

Hollywood Park Freeway Flyer from downtown L.A.—Line 57

Crenshaw Flyer from Hollywood—Line 57

Express from Hollywood via Culver City—Line 57

Local Service from South Gate via Manchester—Line 54



THE FAST, EASY WAY TO FUN AND PLAY

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Flyers to Hollywood
Park was run in
newspapers and the
Daily Racing Form
on May 11 and 14,
during the first week
of the races.**

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