

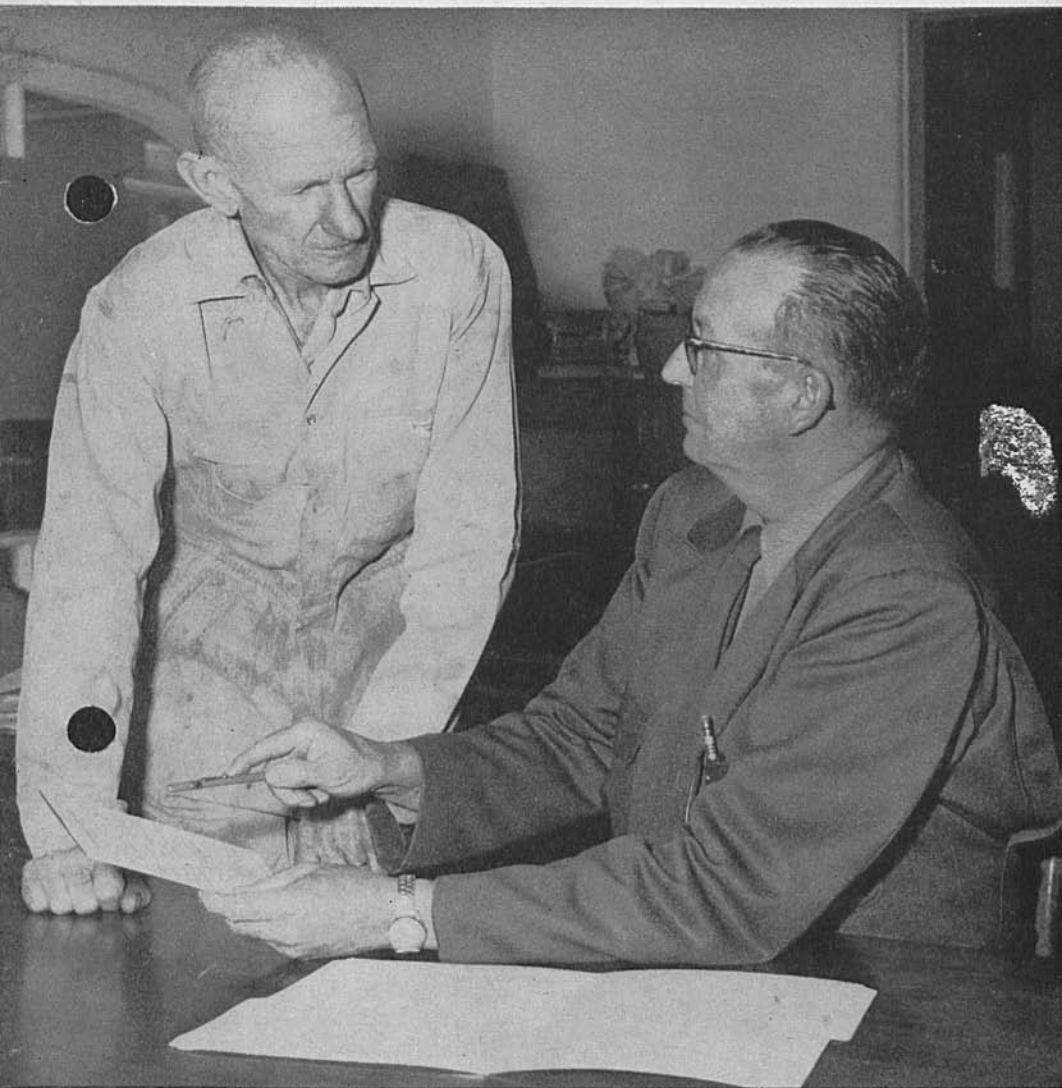
The



Emblem

76-51

FEBRUARY, 1961



Cover story, page 15

- Welcome to Cross Town Employees
- Two New Lines Begin in San Gabriel Valley
- Operations at Division 6, Ocean Park

MTA Buys Cross Town Lines; Takes Over Operation Feb. 15

**82 Buses, 26 Lines Totaling 350 Route Miles Are Involved;
Cross Town Employees Are Welcomed into Service of MTA**

(See Cross Town history on p. 5)

WELCOMES are currently being extended by MTA employees to employees of the former Cross Town Suburban Bus Lines, Inc., and its two subsidiaries, Cross Town Lines of Huntington Park and Cross Town Lines of Fullerton.

The 26 Cross Town lines began operations under the MTA emblem on Wednesday, Feb. 15, following purchase of the lines by the Authority for \$275,000 plus some \$25,000 for materials and supplies. Included were 82 buses and a garage in Whittier.

FIRST LINE PURCHASE SINCE 1958

The transaction marked the first purchase by the Authority of a transit operation since the acquisition of Los Angeles Transit Lines, Metropolitan Coach Lines, and the MCL subsidiary, Asbury Rapid Transit System, in 1958, when MTA began service.

The purchase, approved at the Jan. 10 meeting of the Authority, "is a major step forward in the MTA's program of providing an integrated public transportation system in the Los Angeles Metropolitan Area," Executive Director C. M. Gilliss told the Authority members.

CROSS TOWN SERVED OVER 20 CITIES

Covering some 350 route miles, the Cross Town Lines served over 20 Southland cities, the principal ones being Anaheim, Artesia, Bellflower, Buena Park, Compton, Downey, El

Segundo, Fullerton, Garden Grove, Hermosa Beach, Huntington Park, Inglewood, La Mirada, Long Beach, Lynwood, Manhattan Beach, Norwalk, Redondo Beach, Santa Ana, and Whittier. The system also served Pierpoint Landing in Long Beach, and Marineland at Portuguese Bend. Cross Town grossed \$700,000 in 1959.

CT EMPLOYEES PROTECTED

By terms of the sales contract, the 70 Cross Town employees, including 57 operators and 11 mechanics, were given the option to come over to MTA with full seniority rights.

C. C. Templin, assistant chief instructor, was stationed at Cross Town headquarters in Lynwood to assist all of that company's employees of all departments in making the transfer to MTA. He helped them fill out necessary personnel records and applications for passes on MTA lines, and answered many questions about the MTA and its procedures.

OPERATION UNCHANGED AT PRESENT

Plans to integrate the Cross Town lines into MTA's operations are being formulated. Until these are completed, there will be no change in fares, routes, or operating schedules, according to Mr. Gilliss. Effective Feb. 15 the Cross Town lines were assigned to four MTA divisions — 2, 5, 9, and 12 — according to the areas served; and Cross Town operators were



GREETINGS are extended at Division 5 by its head instructor, C. P. ("Pete") Pedersen (standing in doorway of bus), to a group of Cross Town operators assigned there for instruction and temporary operation and meeting there for the first time Sunday, Jan. 29.



Cross Town Operators Welcomed, Schooled

FAREBOX CARDS are explained to Cross Town men by Instructor John Seale, holding sample card and sitting in driver's seat. He tells of the importance of accurately and clearly filling out information required on these cards, which are basic revenue documents.

HOW TO START a stalled engine in MTA equipment is explained to Cross Town men by Instructor J. P. Ward. He also explains many other features of buses these men will use.



MTA Buys Cross Town Lines

temporarily divided among the same divisions, according to George F. Goehler, general superintendent of transportation. Beginning Feb. 18, when bidding for the system shake-up was to start, the Cross Town men were to place their bids along with those of other MTA operators, according to seniority. Their permanent assignments will be effective with the date of the shake-up on April 9.

CT OPERATORS INSTRUCTED

To instruct them in all phases of MTA operation, instruction coaches were placed at the four divisions on Sunday, Jan. 29, between the hours of 9 a.m. and 5 p.m.

"Since the Cross Town men would no longer pull their coaches out and in to their accustomed Cross Town terminals, it was important to show them how to pull in and out between the MTA divisions and Cross Town lines," the assistant chief instructor pointed out. "They also had to be shown where the off-routes* are, how to operate MTA equipment, and what procedures are to be followed in the yards.

"Also, because the Cross Town men were used to a type of farebox different from the type used by MTA, they were taught how to make out farebox cards and tripsheets, as well as other forms, such as fare refund cards and courtesy cards. They were also

*An off-route is a prescribed route (usually off the regular passenger-carrying route if a shorter way is available) followed by a coach being deadheaded by its operator from the terminal point of a revenue trip on a line to another point where a revenue trip on the same or another line begins. The purpose of off-routing is to get more service out of a coach during peak hours, when equipment is scarce. Off routes differ from pull-in or pull-out routes in that the latter two are between the division or other point where the bus is stored and the end or beginning of a revenue trip.

instructed on how to call for a run, how to call the dispatcher, how to get supplies, and where and how to look for special information in the notice books and on bulletin boards."

CT MECHANICS PLACED

"So far as possible, mechanics have been placed at the divisions nearest their homes," stated George Powell, general superintendent of equipment. "Before placement, all were contacted, their seniority dates were verified, and their status in the department was determined."

Mr. Powell also said that coaches for service on Cross Town lines had been assigned to divisions "approximately" as follows: Division 5, eighteen; Divisions 2 and 9, fifteen each; and Division 12, thirteen.

CT LINE NUMBERS CHANGED

Since the numbering of Cross Town lines from 1-26 conflicted with the numbering of MTA lines, Cross Town numbers were changed on Feb. 15 to three-digit numbers by adding 100 to the former line number, according to Mr. Goehler. Thus, Line 1 became 101; Line 26 became 126, etc.

System Shake-Up Feb. 18

BIDDING for the general system shake-up among operators is in progress daily at Division 3), having been scheduled to begin on Saturday, Feb. 18.

For trafficmen, switchmen, and flagmen, the system bidding was held on Thursday, Feb. 2. Trafficmen bid at Division 21 (Sixth and Main Sts.); and switchmen at Division 20. Flagmen were contacted in seniority order at their job locations by a representative of the Chief Supervisor. They submitted their bids to this representative.

History of Cross Town Lines

"CROSS TOWN Suburban Bus Lines began in 1945 with two buses operating in Lynwood only," stated James C. Carson, Cross Town president, a few days after the announcement of the purchase of the operation by MTA.

"Headquarters was at 11123 Long Beach Blvd., near Imperial Highway—next door to where it is now.

"Five of the Carson family began the organization: my father, Dean; his brother, William K.; my brother, David M.; my sister, Nadeane (Mrs. Nadeane D. Hare); and myself," James continued. "All of us drove buses some of the time, but we hired regular drivers from the very beginning.

"In 1947 we extended service to Compton and began to build up quite a charter business. In 1948 we established the subsidiary Cross Town Lines of Fullerton, operating with one bus between Fullerton and Anaheim.

"Two years later my sister Nadeane set up another subsidiary, the Cross Town Lines of Huntington Park, beginning with two buses.

"In 1953 Cross Town Suburban Bus Lines began a series of acquisitions of small bus lines with the purchase of Southern Cities Transit, Inc., which operated about a dozen buses in the Compton, Paramount, and Downey areas.

"In 1954 we acquired the Holbrook Bus Lines, which had 17 pieces of equipment and one or two spares operating in the Huntington Park, Bell Gardens, and Bellflower areas.

"The same year we also bought the Benton Bus Lines, which operated seven buses in Whittier, South Whittier, Los Nietos, Pico-Rivera, and Santa Fe Springs.

"In 1957 we acquired the Whittier Bus Lines, Inc., with 12 buses operating locally in that city.

"The following year we purchased Sunset Stages, with 21 buses serving the Inglewood, Hawthorne, Hermosa, Manhattan Beach, and Redondo Beach areas.

"In 1959 we acquired the Southland Bus Line, with three buses serving the Long Beach, Anaheim, Hawaiian Gardens, and Garden Grove areas. That same year all the companies were consolidated into one corporation, except for the Cross Town Lines of Huntington Park, which remained under my sister's control.

"Most of the operators and mechanics who started with us or came over with the acquired lines are still with us. So are Guy Benton, who owned the Benton Bus Lines; Jack Chapman, superintendent of the Holbrook lines; Orran Hughes, superintendent of Sunset Stages; and Bill Bourne, who owned and operated the Southland Bus Lines."



DIVISION 6, OCEAN PARK, as seen with the camera looking southwest from Main St., the eastern boundary of the division. The Pacific Ocean is three blocks beyond the buildings in the background. At left in photo is the service station. The two-story building is division headquarters, with transportation offices upstairs and maintenance offices and

KNOW YOUR MTA LOCATIONS

(Seventh of a series)

Division 6, Ocean Park

**140 Operators Assigned to 83 Buses on Five Lines
Out of Ocean Park Provide Beach City Service**

SERVING the beach cities southwest of Los Angeles, and connecting them with each other, with Los Angeles, and with intermediate points, are five bus lines assigned wholly or in part from Division 6, Ocean Park, at Sunset Ave. and Main St. in the Venice area.

The five lines are Los Angeles-Redondo Beach Line 51, Los Angeles-Beverly Hills-Santa Monica Line 75S, Los Angeles-Culver City-Venice Line 75V, Beverly-Sunset Blvd.-University Line 76, and Wilshire-Sunset-Temple Line 83.

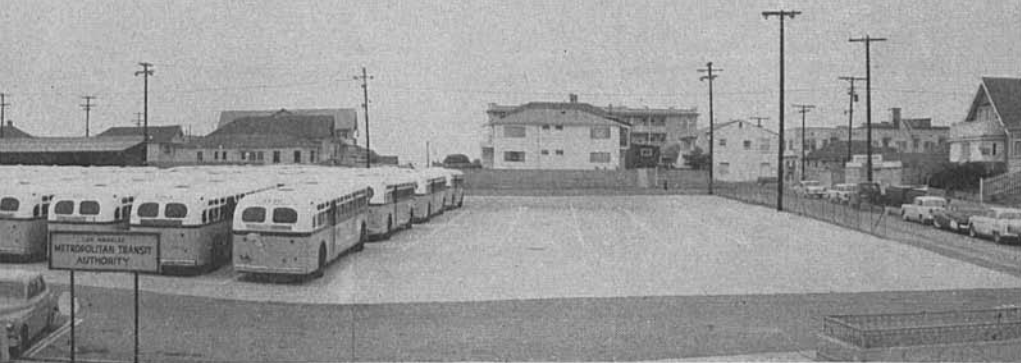
To fill the work runs on these lines, 140 operators are assigned to Division

6, under the supervision of C. A. ("Jimmy") Schulz, division transportation superintendent. He is assisted by six division clerks, two instructors, and a division stenographer.

Maintenance of the 83 buses assigned to the division is at the direction of William S. Bowles, division maintenance superintendent, who supervises the work of a staff of 24 with the help of two leaders and a night foreman.

Fourteen of these buses are stored nightly at Redondo Terminal-Division, 14 miles south of Division 6, for early morning pull-outs on Line 51 by 27

(Text continued on page 10)

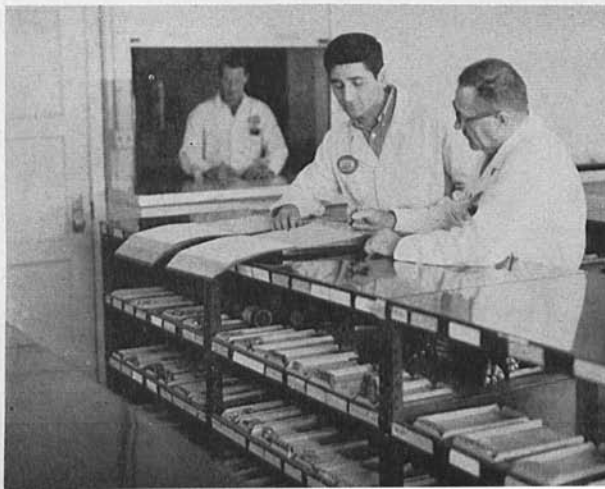


storerooms downstairs. Bus repair and maintenance are carried out in the two wings of the building. Low-roofed building in center houses the bus washer and vacuum cleaner. In extreme right foreground is the driveway, opening into Sunset Ave. at its intersection with Main St. The photo was taken on a Sunday, when most of the division's 83 buses were in.



EARLY MORNING VISIT to Redondo terminal is made weekly by C. A. Schulz, Division 6 transportation superintendent (right) to inspect operations. Here he discusses work with two old-timers, E. P. Verrett, left, and G. W. Demarest. In background is the MTA building on the storage lot on Carnelian Way near the Pacific Coast Hwy., Redondo Beach.

IN STOREROOM at Ocean Park, W. S. Bowles, Division 6 maintenance superintendent, right, checks mileage sheets with Shop Clerk Tony Calorino to find buses due for inspection. Mechanic J. E. Rose has just approached window to get some bus parts. Note the low, well-lighted, orderly shelves. Shop Clerk here handles store.





IN THE OPERATORS' WAITING ROOM.

Division 6 Ocean Park

Transportation



EILEEN HALPIN, division stenographer, busy posting records of OP operators.



HEAD INSTRUCTOR H. G. Reinink, left, one of two instructors at this division, discusses the forthcoming system shake-up with Operators Ken Mitchell, R. M. Ewell, and C. E. Ravens.

WITH THE DIVISION CLERKS — Tom Brown, left, accepts turn-in from Operator Al Kimb. A. B. Marshall hands out paddle and transfers to Operator G. E. Chastain for the latter's run. Door at right opens into supply room.



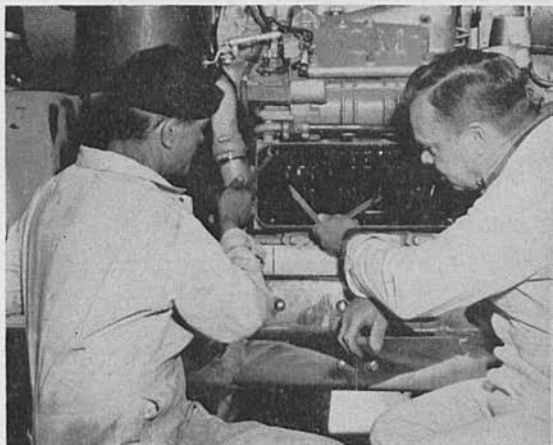


CLEANING BUSES—Utilityman George Washington prepares to scrub the top of a bus while a following bus gets a thorough vacuum cleaning. Just ahead of the first bus is the automatic bus washer (out of picture).

"Although the bus washer does a good job, every so often it's necessary to give a bus a thorough scrubbing by hand," declares Supt. Bowles.



Maintenance and Repair



TURBINE, or fluid drive transmission, being removed at Ocean Park for mileage inspection at South Park Shops. Replacement turbine is in foreground. Night Foreman Earl Zwiebel, left, inspects the work of Mechanic Wm. R. Stosberg.

ADJUSTING VALVES and timing injectors during tune-up of a bus engine are Mechanic A. W. Adrian, left, and Leader G. O. Meeker, of the second shift.



WORKING TOGETHER on a bus body job are B. J. Dodd, relief leader, first shift, right, and Mechanic John Yates. They're using a portable body tool rack developed at the Ocean Park garage. (Leader L. C. Patrick was on vacation.)



BEFORE DAWN at Redondo Terminal-Division each day, Mechanic Myron Lund checks defect cards (picture at left) on each of 14 buses to see if equipment needs mechanical attention before early morning pull-outs. He also inspects tires—fronts visually, rears by striking with hammer (picture at right)—to make sure there are no flats and pressure is up.

Division 6, Ocean Park

A Foggy Early Morning At Redondo Terminal

(Text continued from page 6)

operators, who seldom visit their home division. The pull-outs are protected by Operator G. W. Demarest.

No maintenance crew is stationed at Redondo, but a mechanic, Myron Lund, drives down from Ocean Park in a bus at 2:30 each weekday morning to check over the equipment. If he finds a coach needing repair beyond the capabilities of his kit of tools, he drives it back to the division, substituting for it the OK coach he has driven down.

He checks tires and fuel, and assigns buses with the most fuel to the longest runs, as indicated by the scheduled mileage he finds on the pull-out sheets he has secured from the division clerk at Ocean Park.

He's gone before any operators arrive.

FIRST PULL-OUT of the day is at 5:02 a.m. by Operator J. O. Lucas, here seen verifying reading of farebox written on the farebox card by the last previous operator.



Commendations

Wm. F. Curry Selected

Jan. Operator of the Month

FOR OUTSTANDING COURTESY toward the elderly and infirm people who rode his Alvarado Line 41 schedules, William F. Curry, of Division 2, was selected January Operator of the Month.



Wm. F. Curry

"I have been riding the #41 line for 14 years," said the writer of the letter commending Mr. Curry, "and have been rendered many courtesies by your bus driver [Mr. Curry] . . . He is always kind, gentle, and polite."

A veteran of 26 years with MTA and its predecessors, the operator was awarded \$50 by the Authority for his courtesy.

"On the Alvarado Line 41," he commented, "there are many elderly, retired, and handicapped people who require a little patience. You have to give them a little more time to get on and off the bus than is necessary with younger people—and they appreciate the courtesy."

For 24 years Mr. Curry has lived in San Gabriel, where, on his large property, he raises and shows parakeets and cockatiels as a hobby.

"I feel that every person should have an outside interest in order to

He was chosen by a jury of three members of the Burbank Chamber of Commerce, after they had read a number of letters praising various operators for their courtesy toward the public.

92 Employees Honored

During December

CONGRATULATIONS to the following 92 operators, who received commendations during December:

R. L. Alexander, Division 2; J. R. Anderson, 7; K. C. Anderson, 5; Albert Armelin, 5; H. E. Bailey, 3; R. M. Baker, 10; F. H. Belk, 11; T. F. Benedict, 5; C. E. Brackett, 5; W. W. Bradley, 5; A. R. Brown, 7; C. E. Brown, 6; M. G. Carrillo, 9; A. V. Conley, 8; C. J. Cremer, 1; L. R. Crozier, 20; T. G. Cumberland, 10; W. F. Curry, 2.

L. L. Dodge, 11; C. H. Donahoe, 2; W. C. Fisher, 7; E. S. Fitzgerald, 9; E. S. Frustaci, 7; Frank Gardner, 3; Betty Goddard, 20; Hyman Grossman, 7; W. J. Green, 9; F. W. Hall, 11; D. Y. Hamilton, 5; W. R. Hardie, 5; D. W. Houghtaling, 5; H. C. Hunten, 11; L. D. Jensen, 6; H. M. Johnson, 20; W. B. Jones, 5.

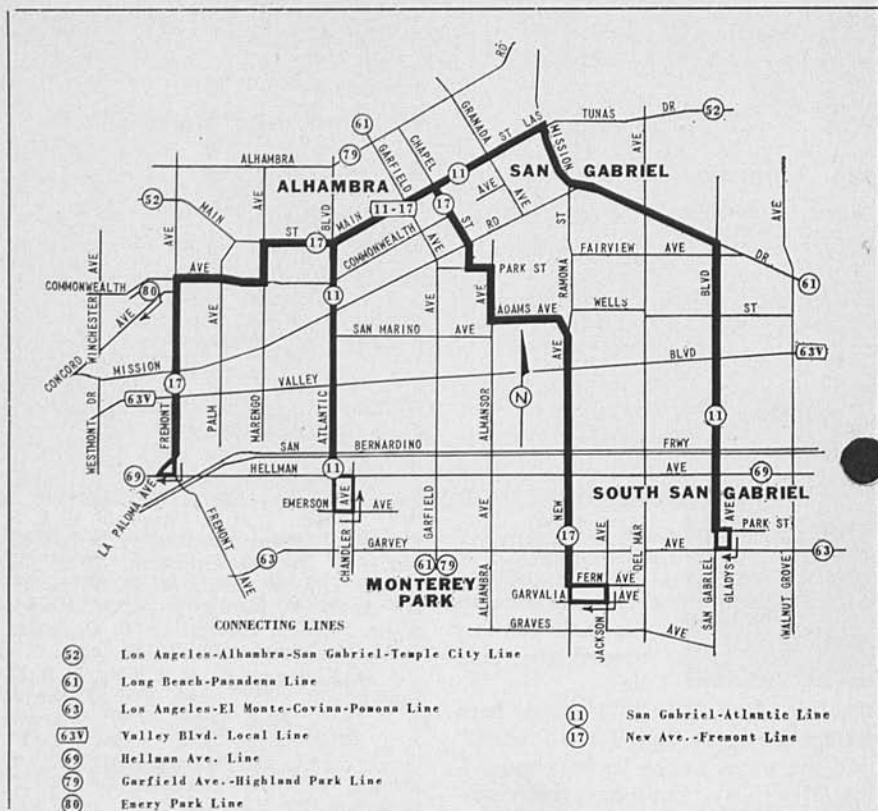
J. M. Kienegger, 8; A. E. King, 7; R. D. Kornell, 20; J. E. Kresge, 2; E. D. Lee, 2; T. P. Lee, 7; M. L. Lewis, 7; W. A. Lewis, 2; J. W. Long, 20; J. P. Love, 6; G. H. Lynch, 6; L. R. Maspero, 20; W. L. Maurer, 9; C. F. Maxham, 20; V. L. McKnight, 20; Roosevelt Mills, 2; W. W. Minton, 2; Jacques Monarque, 20.

H. G. Norie, 5; O. A. Ortega, 20; G. W. Parker, 5; R. L. Parker, 2; S. O. Parker, 2; R. E. Parsons, 20; R. J. Patton, 5; O. T. Peak, 8; Leonard Prenselaar, 6; E. H. Purnell, 2; AunFrance Reed, Jr., 7; R. R. Rideout, 7; J. F. Riley, 12; C. Z. Sams, 20; Ann G. Schulz, 7; G. E. Serres, 9; N. J. Sleem, 2; W. R. Small, 9; O. H. Smith, 8; W. L. Smith, 3; E. A. Sorenson, 11; J. W. Stevens, 6; W. C. Swarthout, 11.

C. R. Taliaferro, 7; J. E. Tennison, 20; N. D. Thompson, 8; P. A. Tumminieri, 8; G. F. Vogel, 2; Mildred C. Ward, 5; H. J. Warnock, 7; L. G. Warren, 11; W. S. A. Weary, 7; T. J. Wheatley, 20; D. B. White, 7; F. M. Wieberle, 5; R. A. Winer, 5; G. M. Winters, 20; R. D. Yahne, 8; R. O. Young, 10.

relax and have a change from the regular routine," he said.

On Jan. 1, because of a shift in personnel, he changed his work from Line 41 to a Whittier Blvd. Line 47 run.



ROUTE MAP of two new lines in the Alhambra-San Gabriel-South San Gabriel-Monterey Park area. Shown in heavy black lines, they are San Gabriel-Atlantic Line 11 and New Ave.-Fremont Line 17. Routes follow closely those of former Foster Transportation Co. lines.

Two New Bus Lines Begin In West San Gabriel Valley

ON A 60-day trial basis, the Authority began Jan. 30 operating bus service on two new lines in adjoining areas of Alhambra, San Gabriel, South San Gabriel, and Monterey Park.

The new lines are entitled San Gabriel-Atlantic Line 11 and New

Ave.-Fremont Line 17. For their routes, see the map on this page. The routes follow closely those of two of three lines withdrawn by the Foster Transportation Co. last June.

Transfer privileges that residents had not before enjoyed are now allowed. Those traveling to and from points

Schedule Man First New MTA Parent of '61

CHRISTOPHER ANDREW, born at 7:05 p.m. New Year's Day to Mr. and Mrs. Arthur Issoglio, is, in the absence of all other reports, assumed to be the first child to be born to MTA parents in 1961.

Mr. Issoglio is a Vari-Type operator in the Schedule Department, with service from January, 1959.

The first child for the Issoglios, Christopher Andrew weighed six pounds, five ounces, and measured 19½ inches in length, when he came to the world at Glendale Memorial Hospital.

"He was intended for a Dec. 31, 1960, tax exemption," sighed his father, not too disconsolately.

Listed in previous issues of THE EMBLEM as "firsts" for other years have been Steven, born Jan. 2, 1960, to Operator and Mrs. Felix Miranda; and Ken Edward, born Jan. 1, 1959, to Operator and Mrs. C. W. ("Junior") Alexander.

All three "firsts" have been boys.



MR. & MRS. ARTHUR ISSOGLIO and their son, Christopher Andrew, born New Year's Day. Dad works in the Schedule Department.

Two New Bus Lines

Within the area shown on the map may transfer between Lines 11 and 17 and six other lines, including Garfield Ave.-Highland Park Line 79, Los Angeles-Alhambra-Temple City Line 52, Long Beach-Pasadena Line 61, Valley Blvd. Line 63V, Garvey Ave. Line 63G, and Los Angeles-Hellman Ave. Line 69.

Those traveling to Los Angeles may transfer from Lines 11, 17, or 79 to Lines 52, 63V, 63G, or 69 for a ride as far as the MTA Depot or the Los Angeles St. Annex.

Fares are 25c for one zone, 7c more for a second zone, and 46c from any

point in the area to the above-mentioned points in Los Angeles.

Service is every half hour between 7:00 a.m. and 6:00 p.m., Monday through Saturday. No Sunday or holiday service is operated.

Transportation is provided on the two new lines by four scheduled 6600-class (36-passenger) buses and one spare. Seven operators are assigned from Division 9, El Monte.

The new lines were approved by the Authority after thorough study of the needs of the area by the Office of the Chief Engineer.

New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Dec. 16 and Jan. 16:

ACCOUNTING AND FINANCIAL

Clerk (Temporary): Joan A. Finan.
Key Punch Operator: Alice J. Campbell,
Gladys M. Morrison, Shirley A. Painter.

ADMINISTRATIVE, GENERAL

Secretary I: Bertha J. Nester.

ELECTRICAL

Lineman: George B. Lee, Lonnie R. Wilhite.

EQUIPMENT MAINTENANCE

Mechanic "B": John E. Barton, Robert O. Fields, Roger L. Moon, Nicholas Rivaldo, Luther A. Roberts, James J. Root, Herbert B. Shepherd.

Utility "A": Willie J. Jackson, Willie A. Loggins, Horace E. Wooten.

SPECIAL AGENTS

Patrolman: Robert F. Menius.

TRANSPORTATION

Red Cap Porter: David Fuller.

Schedule Maker I: Cline A. Tolley.

Stenographer (Relief): Virginia M. Bibb.

On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between Dec. 16 and Jan. 16:

Agapito Alvares, from Temporary Laborer "B" to Laborer "B," Electrical Dept., Dec. 19. Employed Nov. 15, 1960.

Dorothy Biedes, from Key Punch Operator to Supervising Key Punch Operator, Accounting and Financial Dept., Dec. 27. Employed Sept. 6, 1955.

Gilbert N. Hernandez, from Secretary I to Secretary II, Real Property Management Dept. Dec. 27. Employed Nov. 10, 1960.

Ruth Kelley, from Temporary Janitress to Janitress, Real Property Management Dept. Dec. 19. Employed Aug. 3, 1960.

Retirements

FAREWELLS HAVE BEEN said to four employees since publication of the list of retirements in the January issue of THE EMBLEM:

Alvin P. Baker, operator, Division 9, who retired Dec. 16 after service from 1922 with MTA and its predecessors.

Gerald Paul Hayes, operator, Division 11, who retired Jan. 3 after service from 1942.

William O'Hern, operator, Division 7, who retired Dec. 28 after service from 1937.

Charley J. Large, operator, Division 12, who retired Dec. 31 after service from 1921 with MTA and its predecessors.

In Memoriam

THE EMBLEM reports with regret the death of the following:

Harold H. Baxter, 71, retired flagman; Jan. 20; service from 1918 to 1951. Survivors unknown.

Wintford C. Burnett, 75, retired Division 5 operator; Jan. 3; service from 1919 to 1946. Survived by his wife, Claudia.

Charles Homer Doughty, 91, retired Division 1 operator; Jan. 6; service from 1898 to 1932. Survived by his son, Homer.

Lisle Bishop Friend, 55, substation inspector, Electrical Department; Jan. 16;

service from 1946. Survived by his wife, Rayburn.

Lewis R. Gray, 37, Division 12 operator; Jan. 7; service from 1953. Survived by his wife, Lorene.

Allen Frank Kiefer, 77, retired Division 4 operator; Jan. 22; service from 1921 to 1953. No survivors.

George Victor Lendy, 68, retired car repairer, Equipment Maintenance Department; Jan. 4; service from 1923 to 1945. Survived by his wife, Laura.

James Blain Woodland, 75, retired Division 3 operator; Jan. 6; service from 1909 to 1948. Survived by his wife, Elizabeth.

Albert H. Wutberich, 61, mechanic, South Park Shops; Jan. 3; service from 1926. Survived by his wife, Mary Pearl.

From Cross Town to MTA

C. C. TEMPLIN, assistant chief instructor, at right, explains to Arthur Reynolds, senior (1922) Cross Town Suburban Bus Lines mechanic, how to fill out various personnel forms necessary for transfer of employees from Cross Town to MTA service.

Delegated by the general manager's office to the task of contacting all Cross Town employees in connection with the transfer, Mr. Templin was later highly commended by Authority executives for his excellent liaison work.

Mr. Reynolds began service with Sunset Stages, a predecessor of Cross Town.

"First buses I worked on were Model T Fords built to carry 18 passengers," he said. "A two-speed rear axle enabled them to travel as fast as 40 miles an hour."

Three Departments Move to Macy Property

(See photo on back cover)

THREE DEPARTMENTS moved from Division 2 to new quarters in Macy property on Jan. 27. Involved were the Electrical, Mechanical Engineering, and Way and Structures departmental offices. The building in which they had been located at Division 2 is being torn down.

The shifting of equipment and supplies belonging to the Way and Structures and Electrical departments from Vernon Yard to Macy will be done when the 120 buses now stored at Macy are moved to Divisions 1 and 2, according to Assistant General Manager M. Edwin Wright. Relocation of the buses depends on the progress of improvements scheduled for these divisions, he stated.

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Executive Director



THE MACY GARAGE PROPERTY, now the home of the Electrical, Mechanical Engineering, and Way and Structures departments. In foreground is the San Bernardino Freeway; in right background, buildings of the Los Angeles County General Hospital; in left background is Mission Road, from which entrance to the property is made. Camera is looking due north.

(See story on preceding page)

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