



# Emblem

76-47

JANUARY, 1961



Cover story, page 15

**ACME Gives \$17,000 to Charity**  
**Division 8, Van Nuys (story and pictures)**  
**Our \$46,000,000 Budget for '61**



"TO THE BEST DOG-GONE DRIVER IN THE MTA" is the inscription on the plaque being presented to Operator James F. Riley by a Lynwood commuter, Barbara Lundring, on behalf of herself and several other Lynwood girls (closest to camera) who rode his outbound Line 34 schedule daily, leaving Los Angeles at 4:40 p.m. In foreground are, from left, Joan Bluett, Carol Rake, Arlene Campoboso, Operator Riley, Judy Van Ana, Lorene Lewis, Miss Lundring, and Elka Bringman. One donor, Sandy Carlson, did not arrive in time for the photo. Girls are offering cookies to Mr. Riley. Other commuters, in background, look on with smiling approval.

## The Life of Riley

A BEVY of lively young women, all commuters on Operator James F. Riley's Line 34 schedule leaving the Los Angeles St. terminal daily at 4:40 p.m., laughingly surrounded their driver before the bus pulled out on Friday, Dec. 16, presented him with a plaque in his praise, and offered him cookies.

After the bus had pulled out, the girls passed refreshments to all the passengers, led in the singing of Christmas carols and other songs, and kept up a spirit of gaiety until they left the coach at Lynwood, their destination.

The occasion was a farewell to Operator Riley. "We heard he was going to change runs and wouldn't operate the 4:40 schedule any longer," said one of the commuters, Miss Barbara Lundring.

"He always made the bus ride seem like a party. We wanted to show our appreciation; so eight of us girls who live in Lynwood and work at the Bank of America in Los Angeles got together and had a plaque made for him. It said, 'To the best dog-gone driver in the MTA!'"

"Friday, December 16 was his last day on that run; so we decided to give it to him that day."

Although he claimed complete surprise at the gesture, Mr. Riley, not to be completely outdone, produced a box of candy during the trip and passed it to passengers.

A veteran of nearly 25 years of service, he took over his new run on New Year's Day, after a two-weeks vacation.

# ACME Gives \$17,000 to Charity

## Community Chest, Red Cross, 7 Other Groups Thank ACME Members for Their Contributions

DISTRIBUTION of \$17,000 of ACME funds was made in December to the following organizations, according to ACME Chairman W. C. Scholl:

Community Chest .....	\$12,000.00
Red Cross .....	3,000.00
American Cancer Society .....	1,200.00
Multiple Sclerosis .....	200.00
City of Hope .....	200.00
Cerebral Palsy .....	100.00
Muscular Dystrophy .....	100.00
Braille Institute .....	100.00
Diabetes Association .....	100.00
	<hr/>
	\$17,000.00

ACME (Associated Charities Management-Employees) was organized last November 1, as the successor to the former TEGO and MECCA organizations of the Los Angeles Transit Lines and Metropolitan Coach Lines, respectively.

### ACME NEEDS 100% OF EMPLOYEES

"The funds distributed as listed above were accumulated under TEGO, which continued under MTA," said Mr. Scholl. "It is hoped that our charitable giving under ACME with the participation of all employees will be substantially more during the year 1961. The present membership in ACME is 1728—about 40% of our employees. Let's make it 100%. Ask your supervisor today for an ACME membership blank authorizing your gift by pay-roll deduction."

### APPRECIATION SHOWN

Typical of the letters of appreciation for ACME gifts are the following excerpts:

"You, indeed, have my appreciation, but it is of little meaning compared

with the heartfelt thanks of a child *you* made to walk, a family *you* reunited, a boy *you* helped overcome serious problems. These, and many like them, cannot thank you personally. Will you please represent them, and express their thanks to each giver and to those who give leadership to your fund-raising efforts." —*Charles W. Lauve, chairman, in-plant federations, Community Chest of the Los Angeles Area.*

"Many individuals are alive today because of the dollars your fine organization has provided through First Aid, Water Safety, and Home Nursing training. Victims of disasters were fed, clothed, sheltered and given medical care. Many received blood donations through the Red Cross Blood Center which many times has resulted in saving many lives.

"The interest expressed in the well-being of the people of our community is reflected in the ACME support to the Red Cross.

"Please extend our sincere thanks to each and every member for his generous gift."—*M. A. ("Pete") Buzzard, director, in-plant federations, Los Angeles Chapter, The American National Red Cross.*

"On behalf of the Society and its many interested volunteers, please be assured that the money is being spent wisely and well. It is the determination of the Society to step up the Research Program considerably during the next few years and there is a feeling of optimism that some gratifying results are imminent.

"We thank you for your continued support." — *Jos. F. Hartnett, Jr., district chairman, Los Angeles County Branch, American Cancer Society.*

**JOIN ACME TODAY!**

# MTA Budget Adopted for 1961

THE FOLLOWING BUDGET was adopted at a special meeting of the Authority last December 30.

As was pointed out by Treasurer William W. Wakelee, the new budget "provides not only for the maintenance of service at its present levels, but also for improvements and extensions. In addi-

tion to operating expenses, an expenditure of \$3,355,000 (the greater part of the item shown as Depreciation Reserve Fund) is included for improvements to the property and for payments on 175 new coaches as well as for coaches previously purchased by the Authority."

## Los Angeles Metropolitan Transit Authority Budget for Calendar Year 1961

### ESTIMATED OPERATING EXPENSES

Salaries and Wages .....	\$26,512,500
(About 2/3 of the total operating expense)	
Supplies .....	2,364,500
(Fully half the estimate for supplies is for maintenance and repair of vehicles. It includes such items as repair parts, tickets, and office supplies)	
Fuel, Power, and Tires .....	2,860,500
Employees' Welfare .....	2,374,000
(Costs to the Authority of pensions, medical plan, workmen's compensation, group life insurance, and social security)	
Rents, Utilities, and Insurance .....	3,278,500
(About 4/5 of this item is for liability insurance against the cost of accidents. Liability insurance is one of the largest items of expense in operating vehicles. Favorable results from the safety campaign can materially reduce it, executives say.)	
Unclassified .....	777,000
(Expenses of such items as advertising, professional services, commissions, and obligations not otherwise provided for in the budget.)	

Estimated operating expenses .....	\$38,167,000
Provision for operating expense reserve .....	4,104,000
(Note that this item is added under operating expenses and deducted at the bottom from the total. This offsetting entry is a formality required by the bond indenture.)	

Total payable from Operation Fund .....	\$42,271,000
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### REQUIREMENTS FOR DEBT SERVICE

Interest Fund .....	2,219,500
(Interest on bonds)	
Bond Retirement Fund .....	941,500
Bond Reserve Fund .....	637,500
(The Bond Retirement Fund and the Bond Reserve Fund are for moneys to be set aside for eventually paying off the \$40,000,000 bond issue)	



# Commendations

## 90 Employees Honored During November

CONGRATULATIONS to the following 89 operators and one traffic loader, who received commendations during November:

(Number after name refers to division.)

J. H. Abernathy, 9; U. V. Adams, 7; K. C. Anderson, 5; T. A. Ashley, 5; T. F. Benedict, 5; L. B. Bower, 9; D. A. Brown, 7; W. C. Calhoun, 2; M. G. Campbell, 1; R. J. Charpentier, 5; V. P. Childs, 20; M. C. Conner, 3; W. S. Crawford, 2; M. H. Crockett, 5; G. W. Demarest, 6; F. T. Davie, 11; C. H. Donahoe, 2; F. P. Donna, 2; H. V. Edwards, 20; M. H. Epperson, 5; G. C. Esposito, 3; Harvey Evans, 7; D. L. Farlow, 5; E. J. Filek, 11; C. C. Fisher, 6.

Frank Gardner, 3; W. R. L. Goodman, 5; L. J. Gravois, 7; L. L. Haley, 2; W. R. Hardie, 5; C. R. Hayes, 5; J. D. Haynes, 3; D. W. Houghtaling, 5; W. R. Huff, 5; H. C. Hunten, 11; R. E. Jackson, 5; B. W. Jenkins, 7; T. R. Jobe, 2; Barry Johnson, 3; J. E. Johnson, 5; C. D. Kidd, 7; A. E. King, 7; M. E. Kittinger, 12; J. R. Krug, 10.

P. E. Marcus, 2; L. R. Maspero, 20; C. J. McKinish, 3; R. J. Meredith, 10; R. T. Miller, 5; B. J. Mitchell, 1; W. H. Modster, 5; P. K. Murray, 21\*; O. I. Olufson, 7; A. L. Pace, 5; J. P. Page, 11; J. W. Parker, 20; O. F. Parker, 1; S. O. Parker, 2; V. D. Powell, 7; Aunfrance Reed, 7; C. L. Reese, 5; R. R. Rideout, 7; F. C. Riley, 9; Creighton Rinderknecht, 8; Isiah Robinson, 20; E. P. Rodeen, 5; R. J. Romaine, 20; F. L. Ruff, 7; C. J. Russell, 7.

## Dec. Operator of the Month Has Unusually Fine Record

AN OPERATOR with a double-barreled record of 37 years of operation without a single passenger complaint or a single avoidable accident won the December Operator of the Month award for courtesy.



G. W. Demarest

He is Garrett W. Demarest, whose service began in 1923, and who has operated buses on the Los Angeles-Redondo

Beach Line 51 since 1940.

(continued on page 13)

D. L. Sanders, 5; Ann G. Schulz, 7; J. B. Scoggins, 5; E. E. Seehoffer, 8; C. J. Simington, 8; E. J. Skaba, 20; E. E. Smith, 8; H. B. Smith, 20; R. L. Smith, 7; G. J. Stoddard, 7; J. S. Theisen, 7; Charles Walker, Jr., 3; W. A. Wardy, 8; W. S. A. Weary, 7; J. W. Weaver, 8; Zygmunt Weyna, 7; J. J. Whelan, 6; W. T. Williams, 8; F. D. Wilson, 7; G. D. Woods, 5; Ernest Wright, 5.

\*Traffic loader.

## REQUIRED PROVISION FOR

DEPRECIATION RESERVE FUND ..... 3,679,500

(An amount required by the bond indenture to be set aside for the replacement and improvement of physical properties such as rolling stock, buildings, land, machinery, furniture, fixtures, etc.)

\$49,749,000

PROVISION FOR GENERAL FUND ..... 350,000

Total ..... \$50,099,000

Available from Operations Fund Reserve ..... 4,104,000

ESTIMATED REVENUES REQUIRED ..... \$45,995,000



## **KNOW YOUR MTA LOCATIONS**

*(Sixth of a series)*

# Division 8, Van Nuys

**14 Lines with 123 Buses Manned by 188 Operators and Maintained by a Staff of 33 Serve the Bustling San Fernando Valley, Whose Population Has Doubled Since 1950**

"THE TREMENDOUS GROWTH of the San Fernando Valley — our Division 8 service area — offers us a golden opportunity to build ridership on our Valley lines," recently said the division transportation superintendent, Earl Jardell.

"Valley population doubled between 1950 and 1960, going from 402,000 at the beginning of the decade to 838,000 by last October. During the same period, the population of Van Nuys almost doubled, going from 63,363 to 115,400.

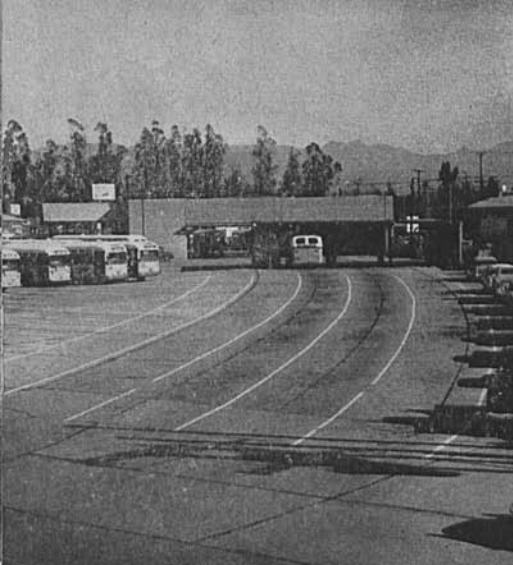
"Plans for the Valley include such projects as a 12-story hotel in Van Nuys, another large hotel as far out as Tarzana, and a \$10,000,000 shopping center for the Northridge area. At least 32 new industries are ex-

pected to build plants in the Valley in 1961."

To serve this area, Mr. Jardell, with the help of five clerks, two instructors, and a division stenographer, assigns 188 operators to 123 buses on 14 lines connecting the Valley cities with each other and with the Hollywood and downtown Los Angeles areas.

The coaches are maintained by a staff of 32 working under the direction of Division Maintenance Superintendent A. L. Bristow. Mr. Bristow supervises the day shift with the help of a leadman, and has a foreman on each of the other two shifts.

For pictures of the Van Nuys Division and some of its activities, see these and the next three pages.



**DIVISION 8, VAN NUYS**—Looking northeast from the entrance on Sherman Way, just west of Van Nuys Blvd. and a few blocks north of the main business district of Van Nuys. Flat-roofed building at extreme left is transportation building. Buildings at extreme right are service station and garage. Under long low roof just to left of garage is automatic bus washer. Vacuum cleaner for buses is hidden behind garage.

**DIVISION SUPERINTENDENTS** Earl Jardell, transportation, left, and A. L. Bristow, maintenance, in one of their daily conferences. Mr. Bristow is informing Mr. Jardell of a current program of door changes on buses—an example of the constant flow of information between the two departments.



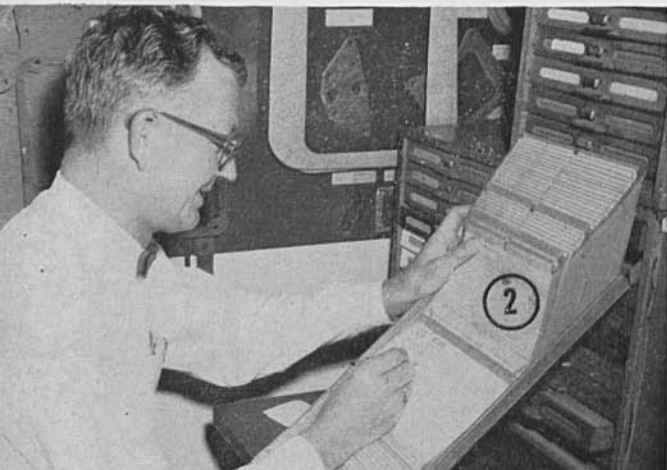
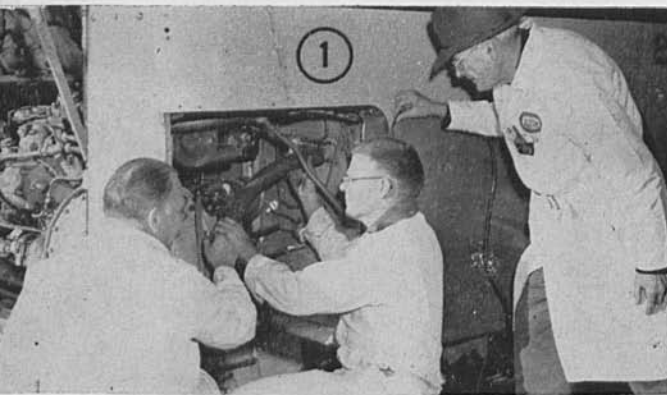
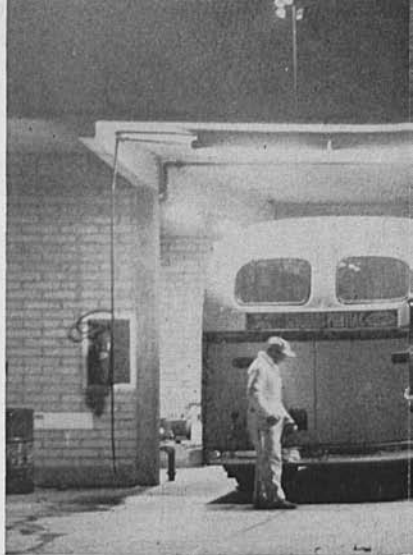
**WINS PUBLIC APPROVAL** — The West Valley Freeway Flyer, Line 35, which began Aug. 25, 1958, with four morning inbound and four evening outbound trips between Reseda and Los Angeles, now operates 14 trips each way. Its operators are assigned from Div. 8.



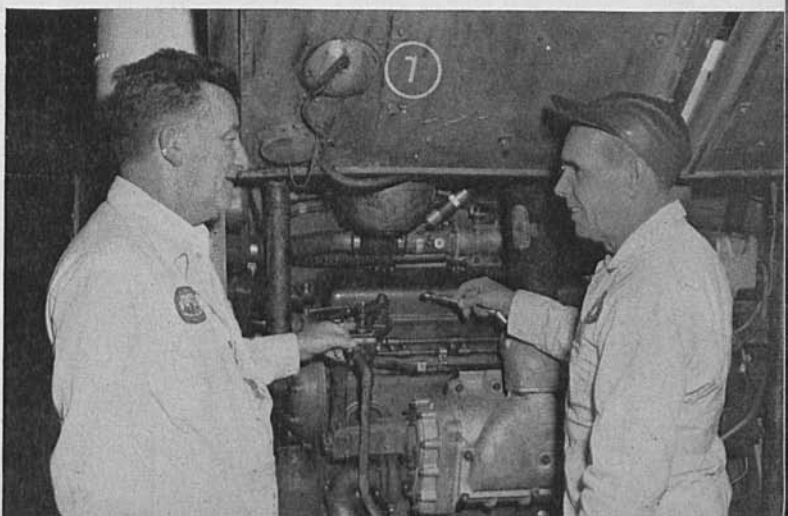
# Division 8, Van Nuys

## Glimpses of Maintenance

(1) Mechanic Tom Tegtmeier, center, and Division Superintendent A. L. Bristow, right, listen as A. W. Seyferth, assistant to general superintendent of equipment, explains new program for piping air from inside coach to keep generators cool. (2) Shop Clerk J. S. Burton keeps records and handles supplies. Remaining pictures are night scenes: (3) refueling. (4), (5) washing fronts and backs of coaches as they line up for vacuum cleaner. Recognizable in (5) is Utility man J. D. Cade. (6) It's 11:30 p.m., and Foreman E. H. Kelso, left, is taking over from the second shift foreman, Fred See. (7) Mr. Kelso inspects work being done by Mechanic Ray Goddard, right, on governor mechanism.









## Division 8 Van Nuys

**ABOVE** — Division clerk's office, with Henry Vanden Brink, standing, left, accepting turn-in; Joseph Bukowski, seated, right, making out assignment sheets; and Stanley L. Bennett (inset), one of few male division stenographers on system.

**RIGHT**—Instructing Van Nuys operators on new tariff effective Jan. 1 are, facing camera, Instructor Clarence A. Miller, left, and Head Instructor Lee E. Sires. Operators are Lou S. Warner, left, Wm. A. Woody, and Mel J. Van Veen.

**BELOW**—Van Nuys operators' room is scene of presentation of safety award pins. Here Norman D. Thompson is shown receiving his 5-year pin from General Superintendent George F. Goehler as Division Superintendent Earl Jardell and operators watch. Bending over table is Safety Engineer J. H. Prutsman, checking off names of men as they get pins.



## Transportation Vignettes

# Refund from the Government?

"IF YOU WORKED for two or more employers during 1960, you may be entitled to refunds from the government for excessive contributions you may have made for (1) Disability Insurance and/or (2) Social Security," states W. C. Scholl, Director of Personnel.

"(1) The requirements for a refund on overpayment of State Disability Insurance are that you must have received more than \$3,600 in wages for work in California during 1960, and you must have had more than \$36 deducted from your wages for Disability Insurance (either the State or a voluntary plan). Forms for claiming this refund are available in the Per-

sonnel Department, 606 Transit Authority Building," Mr. Scholl said. "Claims must be filed not later than June 30, 1961.

"(2) If you had over \$144 deducted from your wages for Social Security by any employers in the U. S., you are entitled to a refund of the amount in excess of \$144. This may be ascertained from your withholding tax statements (W-2). This refund can be claimed on your Federal Income Tax form 1040. Label it 'excess FICA,' and add it to income taxes withheld.

"For any questions on these refunds, contact Mrs. Elsie McIlwain, chief clerk, on extension 286," Mr. Scholl advises.

## In Memoriam

THE EMBLEM reports with regret the death of the following:

*Ernest A. Anderson*, 58, operator, Division 9; Dec. 24; service from 1944. Survived by his wife, Eleanore.

*Walter C. Brown*, 84, retired assistant superintendent, Car Equipment; Nov. 30; service from 1898 to 1938. Survived by his wife, Florence.

*Walter Joseph Cieniewski*, 45, operator, Division 1; Dec. 15; service from 1957. Survived by his wife, Violet.

*Leorie Fortner*, 62, operator, Division 12; Dec. 2; service from 1952. Survived by his wife, Elsie.

*Ernest N. Frampton*, 67, retired mechanic "A," South Park Shops; Dec. 11; service from 1937 to 1958. Survived by his son, John.

*Albert H. Huffmeier*, 61, operator, Division 20; Dec. 11; service from 1926. Survived by his son, Albert, Jr., and a daughter, Mrs. Mildred Van Der Sluis.

*Robert E. Iden*, 52, operator, Division 9; Dec. 5; service from 1942. Survived by his wife, Rose.

*Henry Edwin King*, 81, retired assistant valuation engineer, Auditing Dept.; Dec. 5; service from 1925 to 1959. Survived by his wife, Jean.

*Dearthur Kirkwood*, 57, utility "A," Division 5; Dec. 25; service from 1945. Survived by his wife, Mamie.

## Holiday Accidents Drop;

### Goehler Praises Operators

"AN APPRECIABLE DROP in accidents occurred over the Christmas and New Year's holidays," stated George F. Goehler, general superintendent of transportation, early in January.

"I congratulate our operators for their alertness that made the reduction possible.

"In the congested Pasadena area on New Year's Day we operated 356 coaches with only three minor accidents. I think that's a fine record."

*Perry V. Mann*, 84, retired lost article clerk, Transportation Department; Dec. 27; service from 1901 to 1946. Survived by his daughter, Genevieve B. Clarke.

*Richard C. McDevitt*, 78, retired foreman, Line Department; Dec. 1; service from 1903 to 1949. Survived by his son, Norman.

*Ernest D. Wakeham*, 73, retired operator, Division 5; Dec. 29; service from 1919 to 1952. Survived by his niece, Mrs. Richard L. Callahan.

**BETTY WOOD**, chief operator, Information and Telephone Bureau, monitors a call.



## **EMPLOYEE PORTRAIT**

*(Third of a series)*

# Betty Wood

## **Chief Operator, Information and Telephone Bureau**

QUIETLY GUIDING the work of 47 MTA information clerks and telephone operators is gentle, soft-spoken Betty Wood, chief operator, Information and Telephone Bureau.

"About half of our girls are combination telephone and information clerks; the other half are strictly information clerks," said Miss Wood. "We also usually have two students under instruction.

### **NEW YEAR'S BUSIEST TIME**

"We've just passed through our busiest time of the year—the New Year's season. The Easter season and the summer period are also very busy times for us. Our busiest days of the week are Monday, Tuesday, and Wednesday; and our busiest times of the day are between 8:30 and 12:30 in the mornings, and between 4:00 and 5:00 in the afternoons.

### **GIRLS ARE COURTEOUS**

"We work under pressure trying to answer calls fully, accurately, and courteously yet quickly so as to get to the next call and not keep people waiting.

"But I think our girls are quite courteous. Some of them bend over backward to help the public."

### **POSTS NOTICES**

Miss Wood helps her girls in many ways to become more efficient. When she arrives at 7:30 each morning, she looks through her mail to find any information from the Transportation Department regarding service changes or special events. Those of major importance, such as permanent changes in routes or schedules, or service to the Tournament of Roses parade, are sent to her in quantity sufficient so that each clerk may have a copy. Those

## Betty Wood . . .

of lesser importance, such as a temporary change on account of a parade, are posted by Miss Wood on a bulletin board used only for special notices.

### CHECKS TIMETABLE SHELF

After going through the morning mail, Miss Wood then checks over the timetable shelf to see that the supply of timetables is adequate and up to date. Each clerk must have a complete set of both public and supervisory timetables, as well as maps showing streets and numbers in MTA's entire service area.

Still further to aid her workers, the chief operator has prepared a loose-leaf notebook of information about

places of interest along or near MTA routes, and how to reach them. She adds to the list from time to time.

"I get the material from newspapers, advertisements, and personal observation—and my girls are very good about telling me of new attractions."

Most of her day is spent in helping her staff with information problems and other phases of their work, monitoring calls, checking the pay roll, and general supervision until 4:00 p.m., when her working day ends.

### LIKES TO PLAY TENNIS

In her time off, she plays "a very little bit" of tennis, likes to go to the beach in season, enjoys an occasional trip to the races, and goes to church on Sunday.

## "J" Car Line Inspires Verses from Commuter

HIS TRAVELS as a commuter on the "J" car line inspired John W. Aston to send in the verses printed below under the title: "The 'J' Car Rag."

"I used to ride the 'J' car into Los Angeles when I was much younger practically all the time," said Mr. Aston in an accompanying letter, "and on week-ends when my sister and I had nothing better to do we would ride it to the end of the line and back again to South Gate."

*—Perhaps one of our readers can suggest a tune to accompany the verses; the author stated that he had no tune in mind nor any suggestion.*

### "J" CAR RAG

The "J" Car is a funny sort of thing;  
It always gives me a zip and a zing.  
If you take it you're sure to decide  
The "J" Car is a wonderful ride.  
First you buy the ticket, then you  
plunk yourself down;  
Then you start a-rollin' in and out of town.  
She heads right down that long old track—  
You'll never want to come straight back.  
She rolls and bounces with that jive  
and jag;  
You'll always dig the "J" Car Rag.

## Operator of the Month . . .

*(continued from page 5)*

The letter which won the award for Mr. Demarest was from a Redondo line passenger who wrote that for some months she had ridden on his schedule and had found him to be "unfailingly courteous, cheerful, and helpful," as well as careful to see that his passengers didn't "miss a bus by seconds."

In October, 1956, on the basis of his proven record at that time of 30 years of driving buses and other heavy equipment without a chargeable accident, Mr. Demarest was awarded, by the California Trucking Associations, in cooperation with the Greater Los Angeles Chapter, National Safety Council, the title of Driver of the Month.

In 1924 the operator married one of his Redondo line passengers, Viola Rusthoi. The couple live in a mobile home at 18801 Hawthorne Blvd., Torrance. They have one son, Garrett, Jr., a Presbyterian minister.

"Treat the other fellow as you'd like to be treated yourself," suggests Mr. Demarest as the best method of getting along with both passengers and motorists.

## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between Nov. 15 and Dec. 16:

### ACCOUNTING AND FINANCIAL

Tabulator Operator: Shirley A. Crise.

### EQUIPMENT MAINTENANCE

Janitor: Eddie Moore, Jr.  
Mechanic "B": Fred M. Ball, Edward H. Cucchiarella, William Witts, Jr., Horace C. Worthy.

Utility "A": Masco Scoggins.

### PURCHASING AND STORES

Junior Invoice Clerk: Sheila E. Kirk-

patrick.

Junior Stock Clerk: William Phelan.

### REAL PROPERTY MANAGEMENT

Assistant Building Engineer: Paul E. McDonald.

Janitor: William L. Green.

Janitor: Zack McDonald, Jr.

### TRANSPORTATION

Operator: Horace "D" Bonner, 11; Bobby D. Dickerson, 2; Robert A. Locke, 8; George Manos, 8; Audrey R. Mills, 2; William V. Parsons, 11; Thomas C. Telford, 11; Victor M. Torres, 2.

Secretary II: Barbara R. Wiggins.

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between Nov. 16 and Dec. 15:

*Robert E. Brooks*, from assistant building engineer to building engineer, Real Property Management, Dec. 4. Employed March 16, 1959.

*Bobby R. Carter*, from janitor to utility "A," Equipment Maintenance, Dec. 4. Employed Sept. 12, 1960.

*Ronald J. Fulkman*, from driver and groundman to lineman, Electrical Department, Dec. 12. Employed June 9, 1959.

*Antonio Hernandez*, from laborer "B" to laborer "A," Way and Structures, Dec. 5. Employed June 2, 1958.

*John T. Johnston*, from charter equipment supervisor, Transportation Department, to assistant division superintendent, Division 1, Nov. 27. Employed May 21, 1937.

*Walter E. Lohman, Jr.*, from dispatcher to charter equipment supervisor, Transportation Department, Nov. 27. Employed May 17, 1947.

*Juan G. Martinez*, from laborer "A" to mechanic "C," Way and Structures, Dec. 5. Employed May 28, 1957.

*Anastasio Orozco*, from utility "A," Division 6, to mechanic "B," Division 20, Dec. 4. Employed Sept. 9, 1942.

*Frederick Washington*, from mechanic "C" to mechanic "B," South Park Shops, Nov. 20. Employed Feb. 9, 1944.

## Retirements

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

*Jay V. Garrett*, operator, Division 9, who retired Dec. 3 after service from 1944 with MTA and its predecessors.

*Melville R. Riggs*, operator, Division 11, who retired Nov. 15 after service from

1917 with MTA and its predecessors.

*Pablo Rosales*, mechanic "C," Way and Structures, who retired Nov. 15 after service from 1932.

*Philip Schwartz*, operator, Division 12, Long Beach, who retired Nov. 1 after service from 1944.

*John Tillar*, janitor, Transportation Department, who retired Nov. 21 after service from 1946 with MTA and its predecessors.

## OUR COVER

### Maintenance to the Rescue

BETWEEN TRIPS out of Van Nuys Division, Operator Bernard Rubin discovered a paper clip in his farebox.

"I was afraid it might jam the mechanism while I was on the road," he explained, "so I called the dispatcher, who instructed me to stop at the division garage for a farebox change."

This picture shows the result. Relief Leadman E. D. Cook comes to the rescue by replacing the farebox with another from a reserve supply kept on hand for just such emergencies.

Operator Rubin is verifying the farebox card reading against the numbers shown on the farebox dials.

The entire procedure required but two or three minutes. With a cheery word of thanks, Mr. Rubin was on his way.

### More Safety Award Pins To Be Distributed in Feb.

DISTRIBUTION of safety award pins to operators whose records through Dec. 31, 1960, show no chargeable accidents for a year or more will begin in February, it was recently announced by George F. Goehler, general superintendent of transportation.

The Transportation Department has completed the distribution of safety award pins for operators whose records through June 30, 1960, show no chargeables for one or more years, he said. Some 60 pins for 15-year records were awarded.

"The checking of records through Dec. 31, 1960, indicates that some operators who have their 15-year pins will receive 16-year pins; and that many will receive pins for from one to 15 years," Mr. Goehler said.

# The Emblem

Vol. 3 January, 1961 No. 4

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Published monthly by:

Los Angeles  
Metropolitan Transit Authority  
1060 S. Broadway  
Los Angeles 15, California

EDMUND G. BROWN  
Governor of California

#### MEMBERS OF THE AUTHORITY

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Chairman

FRED S. DEAN  
Vice-Chairman

DON BELDING  
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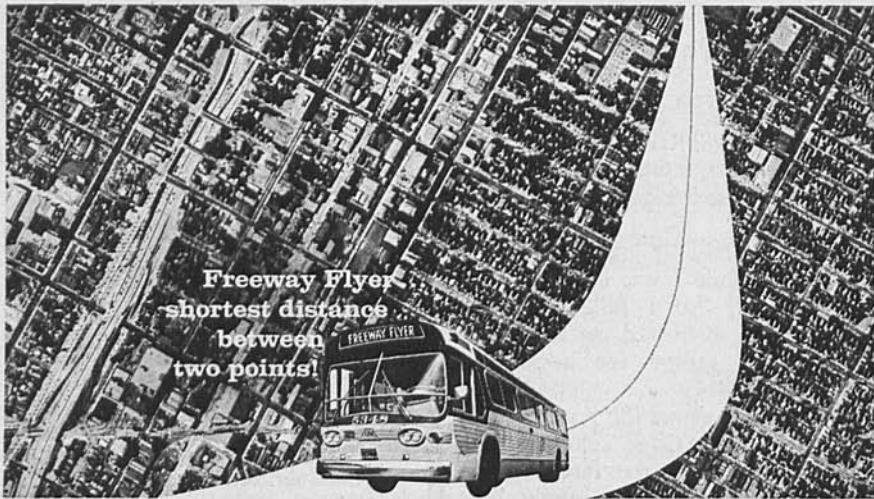
MORTIMER W. HALL  
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