



# Emblem

76-~~60~~<sup>ES</sup>

MAY, 1961



- Safety and the MTA Operator
- Buses Start on Long Beach Line
- Division 5: a Photo Story

Cover story, page 15



**FIRST BUS OUTBOUND FROM LOS ANGELES TO LONG BEACH**—Operator Arthur Shimack takes tickets from his first passengers just before the bus leaves the MTA Depot, Sixth and Main, at 5:00 a.m., Sunday, April 9. The first three passengers are a PE mechanic, Arthur M. Graham (center), and his two sons. Operator Shimack also made the first trip inbound from Long Beach in the same bus, arriving in Los Angeles at 4:45 a.m. He was accompanied both inbound and outbound by Instructor Frank A. Bacus (seated in bus).

## Long Beach Line Goes Bus

"MY BUS runs like a million dollars!" exclaimed Operator Arthur Shimack as he pulled his brand-new Dreamliner into the bus deck at the MTA Depot, Sixth and Main Sts., Los Angeles, at 4:45 a.m., Sunday, April 9. About a dozen passengers got off.

It was the first bus schedule to be operated between Los Angeles and Long Beach in regular service. With Operator Shimack came Instructor Frank A. Bacus to assist in case any problems concerning routes, fares, etc., should come up on this pioneer trip.

Fifteen minutes later (5:00 a.m.) Mr. Shimack, again accompanied by Mr. Bacus, and with a few early morning passengers, steered his bus out of the concourse on to Main St. as he

began the first scheduled bus trip to Long Beach.

There was no fanfare as the first bus moved in and out of the depot. The excitement had been earlier that morning, when the last regularly scheduled rail train left the viaduct for Long Beach at 3:45 in two sections of two cars each. The departure marked the end of the interurban system which had been started by Henry Huntington in 1901, and whose first train rolled on July 4, 1902—interestingly enough, on the Long Beach line.

The knell of the Long Beach rail service was sounded last year when the Pacific Electric Railway Mr. Huntington founded refused to renew the Long Beach rail lease beyond its ex-



**LAST INBOUND TRAIN FROM LONG BEACH** as it reached the MTA Depot, Sixth and Main, at 2:57 a.m., Sunday, April 9. Operator D. C. Grayson and his wife were among many MTA employees who either rode the last rail schedules or watched them come in.

piration date, Dec. 31, 1960. It had been extended on a month-to-month basis since that time.

General Manager Cone T. Bass reported to the Authority at its meeting May 2 that, on the basis of checks made four days before and four days after the conversion:

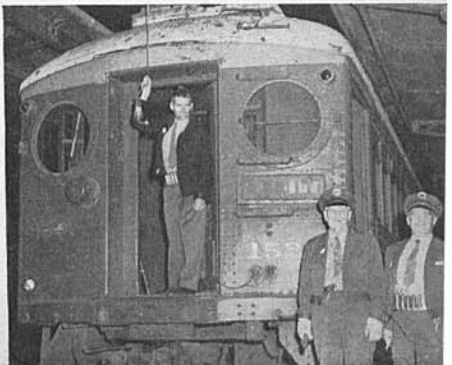
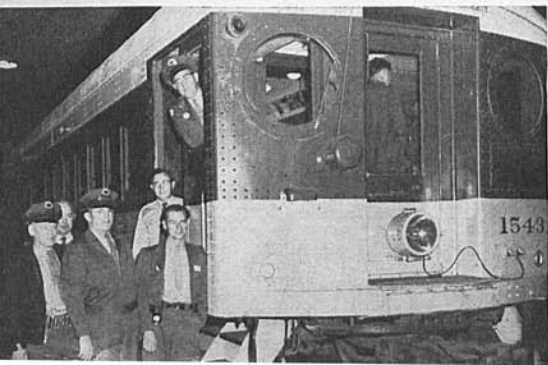
"Patronage on the local and flyer service taken together equals and some-

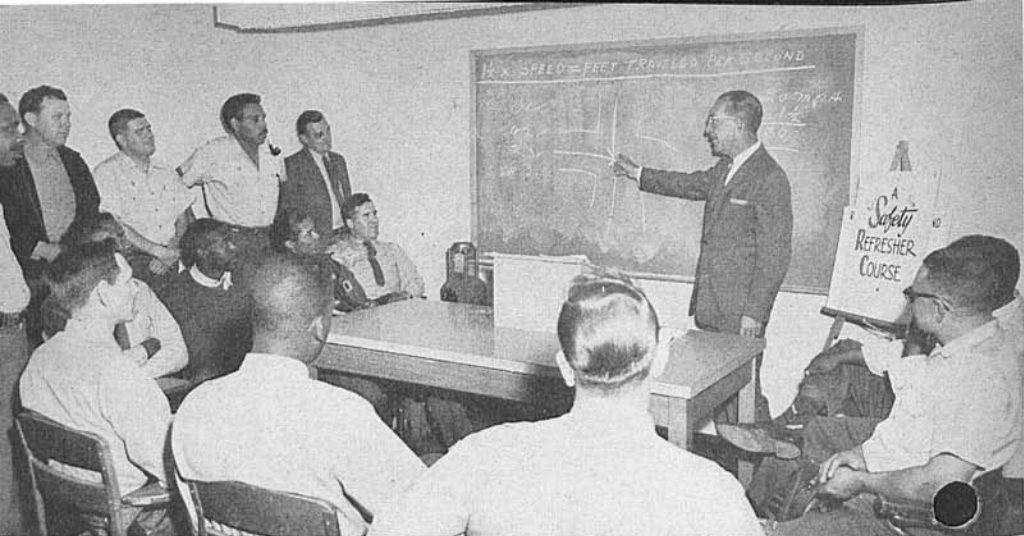
times exceeds that of the rail service.

"As anticipated, the Freeway Flyers are equalling or bettering scheduled time and also former rail time.

"Also as anticipated—and as scheduled—the local service, because of its somewhat longer route and more frequent stops, takes longer than the rail service did."

**LAST REGULAR LONG BEACH RAIL CREWS**—Photo at left was taken just before the train pulled out at 3:34 a.m., Sunday, April 9. Leaning out the window is W. K. Holsberry, Motorman. Others, left to right, are Tory Davidson, Head Conductor; E. A. O'Connor (at rear), Trailer Conductor; and three who went along for the ride: Supervisor Cecil Woods, Head Service Director E. R. Schaffer (on step), and Operator D. C. Grayson. Photo at right was taken just after the last train pulled into MTA Depot at Sixth and Main Sts. at 2:57 a.m. Changing trolleys for the last outbound trip is G. J. Benchener, Trailer Conductor. Standing beside the car are W. T. Osborne, Motorman, left; and Frank Shewmake, Head Conductor. Train at left doubled train at right for final regular outbound trip.





**SAFETY REFRESHER COURSE** being given by Safety Engineer Francis J. Donnelly (at black-board) to group of Division 1 Operators. All divisions are having similar classes.

## Safety and the MTA Operator

**Taught by Safety Engineers Who Are Former Operators, Refresher Classes in Safety Now at Divisions Stress Defensive Driving, Accident Reduction, Claim Prevention**

"THE BEST SAFETY DEVICE known is you, and the best part of it is nine inches above your shoulders," said Safety Engineer Francis J. Donnelly to a group of 18 Division 1 Operators on Friday, April 20.

He was presenting the first of a series of one-hour refresher courses in safety currently being offered by Transit Casualty Co. safety engineers—all of them former Operators—at the various divisions. In addition to Mr. Donnelly, both Safety Engineer William B. Winter and Chief Safety Engineer J. W. Prutsman are talking safety to groups of Operators who attend the course while on shine, or by their own desire while waiting at the division between runs.

The course supplements the basic training in safety that all Operators have had, and calls for demonstrations—some unexpected—by the speakers, and for audience participation in sim-

ple experiments and tests to illustrate points to be made.

Because a complete report of the full hour of closely packed information would require more space than can be devoted to the subject in a single issue, THE EMBLEM report on the course will be presented in three installments, of which this is the first.

"You're all professional drivers," Mr. Donnelly pointed out. "That is, you are paid to operate buses, trolley coaches, or PCC cars. As professionals, you are *sane* drivers."

At this point he showed a poster with an anagram on the word "SANE": It said the sane driver is:

S—suspicious of every intersection  
A—always prepared to stop. He  
N—never assumes the right of way,  
and

E—expects the other fellow to do something wrong.

"Since you are professionals, you should possess far more ability than



the average motorist—the amateur. You should have more knowledge than he has of the size, capabilities, and limitations of your equipment," the speaker continued.

"Also, since you earn your living by driving, it is most important to avoid accidents, which may result in loss of earnings, suffering for yourself and others, and damage to equipment.

"MTA does its best to give you dependable equipment with the best available brakes and other safety devices. But the best known safety device is you." (Here Mr. Donnelly showed a card inscribed with these words.)

"Let's talk about the basic causes of accidents. What do you think some of them are?" he asked his listeners.

Replies were various: "Fatigue." "Assumption." "Distance." "Carelessness." "Worry." "Speed." "Weather." "Time." "Distractions." "Traffic congestion." "Schedules," etc.

"Excellent," said the speaker. "Now, can you see the factors common to all these causes?"

The class looked puzzled.

"How about time, distance, and speed?" suggested Mr. Donnelly. "Every accident is caused by motion of some sort, and what is motion except going from one place to another? And to get there means going a certain

distance in a certain time at a certain speed.

"Time, distance, and speed are so important that much of this hour's discussion will be concerned with them.

"How many of you have ever been called upon to testify in an accident case in court? If you have, you know that practically all questions asked by the attorneys deal in one way or another with these three factors. Hence, you should be fully armed with facts as accurate as possible before taking the stand. Moreover, you should understand the relationship of one factor with another, and the implications of the statements the attorneys may draw from you.

"How far away were you from the point of impact when you first became aware of possible danger?' — 'How fast were you traveling when the accident happened?' These are questions that may be loaded with dynamite. If your answer to one is shown by simple mathematics to be inconsistent with your answer to the other on the basis of police reports and measurements, your credibility as a witness, no matter how honest your answers were in intention, may become doubtful in the eyes of a jury.

*(Continued on page 14)*

## Lamta Credit Union Assets Pass Half-Million Mark Since Mar. 1

"YOUR CREDIT UNION assets have passed the half-million mark! Assets increased \$33,300 in the past two months!" jubilantly reported T. V. Collins, Treasurer of the Lamta Employees Federal Credit Union, on May 1.

"Pay-roll deduction cards have been signed by 785 members since the announcement of the pay-roll plan in the March issue of THE EMBLEM, and 320 new members have

joined the credit union.

"The savings of 2082 members is represented by the present balance of \$472,600 in share accounts.

"The response to the story in THE EMBLEM was most gratifying," Mr. Collins concluded, "but with a potential membership of about 4500, we anticipate a greater increase in the months to come.

"We invite your membership—join now!"

## In Memoriam

THE EMBLEM reports with regret the death of the following:

*Charles B. Ballenger*, 43, Assistant Superintendent, Transportation, Division 7; April 14; service from 1941. Survived by his widow, Leah.

*Willis E. DeBerry*, 28, Operator, Division 8; April 21; service from Feb. 1, 1960. Survived by his father, Prentice, of Oakland, Maryland.

*Sam Jackson*, 61, Janitor, Division 9, Equipment Maintenance Department; April 16; service from 1946. Survived by his widow, Ruby.

*Pierre Raymond Kass*, 60, Junior Stock Clerk, Purchases and Stores Department; April 8; service from 1944. Survived by his widow, Elizabeth.

*DeVern L. Ludhoff*, 56, Supervisor, Transportation Department; April 14; service from 1935. Survived by his widow, Dorcas.

*Jack L. Lilienthal*, 30, Operator, Division 8; April 24; service from 1956. Survived by his parents, Mr. and Mrs. R. C. Lilienthal.

*Bernardo Madrid*, 51, Clerk, Transportation Department; April 2; service from 1943. Survived by his widow, Hope.

*Frank Fred Mennerich*, 82, retired Flagman, Transportation Department; March 31; service from 1903 to 1945. Survived by his niece, Mrs. G. G. Biles.

## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between March 16 and April 10:

### ELECTRICAL DEPARTMENT

Lineman: Frank A. Moorhead.

### EQUIPMENT MAINTENANCE DEPARTMENT

Mechanic "B": Zeno Apostolo.

Utility "A": Maso Smiley.

### OFFICE OF CHIEF ENGINEER

Draftsman II: Robert Earl Miller, Jr.

### REAL PROPERTY MANAGEMENT DEPARTMENT

Information Clerk: Eva M. Wildish.

Janitor: Garsie Estus Peyton.

Matron (Temporary): Tiny M. Malone.

### TRANSPORTATION DEPARTMENT

Schedule Typist: Patricia R. Blakely.

## On Their Way Up

CONGRATULATIONS to the following employees, who took a step up the ladder between March 26 and April 10:

*Joseph M. Adams* from Clerk, Accounting and Financial Division, to Supervisor of Reclamation, Purchases and Stores Department, April 2. Employed July 11, 1927.

*Elmer D. Dickey* from Shop Clerk to Mechanic "B," Division 2, April 4. Employed March 26, 1958.

*Victor Garcia* from Mechanic "C" to Mechanic "B," Division 3, March 26. Employed Sept. 8, 1953.

*Ethel M. Grush* from Information Clerk to Supervisor-Instructor, Real Property Management Department, April 10. Employed Oct. 29, 1946.

*Albert R. Sampson* from Mechanic "B" to Mechanic "A," South Park Shops, April 9. Employed June 12, 1956.

A number of Operators were moved up to Operator-Extra Schedule Checker on April 9, date of the system shake-up. Date employed is given in parentheses after their names:

*M. A. Atkins, Jr.*, Division 12 (Aug. 27, 1957).

*Walter Bables, Jr.*, Division 5 (Aug. 10, 1959).

*M. L. Daily*, Division 20 (May 11, 1959).

*J. R. Englert*, Division 9 (Jan. 29, 1946).

*Bennie Harvey, Jr.*, Division 20 (July 6, 1959).

*R. A. Holland*, Division 2 (Oct. 17, 1958).

*E. O. Lammers, Jr.*, Division 5 (June 29, 1959).

*R. L. Parker*, Division 2 (June 6, 1960).

*J. R. Payne*, Division 9 (Sept. 6, 1955).

*B. J. Tillman*, Division 20 (June 15, 1959).

*J. R. Wheeler*, Division 12 (March 7, 1957).

# Commendations

## 133 Operators Honored In March for Courtesy

CONGRATULATIONS to the following 133 Operators, who received commendations during March:

C. W. Adams, Division 7; W. D. Adkinson, 7; L. P. Alvarez, 11; K. C. Anderson, 5; Samuel Bagsby, Jr., 5; H. E. Bailey, 3; L. N. Barksdale, 2; Eugene Barnett, Jr., 5; E. W. Barnett, 9; N. C. Bayerle, 10; T. F. Benedict, 5; G. F. Bennett, 2; L. S. Bernard, 5; L. C. Birdwell, 12; Homer Blair, 2; L. P. Booth, 21; B. J. Boyd, 3; B. K. Breitz, 3; A. R. Brown, 7; H. A. Brown, 2; W. B. Burrill, 6; C. T. Burris, 7; G. A. Briggs, 6.

C. L. Carmichael, 7; Charles Christopher, 9; G. K. Copenhaver, 7; W. S. Crawford, 2; M. H. Crockett, 5; C. V. Crosley, 7; L. E. Cutright, 8; F. E. Dahlstrom, 7; N. N. D'Avanzo, 5; Theodore Deak, 8; E. W. Dean, 10; Leroy Devers, 2; M. D. Diaz, 5; Betty L. Dixon, 7; E. J. Filek, 11; Esequiel Flores, 3; O. R. Francis, 5; C. A. Gajewski, 2; Joseph Ginsburg, 5; D. L. Gladwell, 10; Betty Goddard, 20; O. D. Golden, 20; W. J. Green, 9; J. A. Gwin, 5; Frank Hackman, 2; F. W. Hall, 11; W. R. Hardie, 5; H. J. Harrigan, 2; Luther Henderson, 6; K. T. Hicks, 6; E. O. Holmes, 7; J. W. Howard, 9; W. R. Huff, 5.

B. C. Idleman, 8; C. P. Johnson, 5; H. M. Johnson, 20; Stephen Jessuls, 8; Thomas Kane, 3; D. J. Kenton, 3; C. D. Kidd, 7; M. E. Kittinger, 12; A. S. Langham, 20; C. D. Langley, 5; P. J. Lattanzi, 2; D. A. LeMont, 12; M. L. Levin, 7; W. C. Litzsinger, 3; E. F. Lodahl, 11; B. T. Lynum, 11.

L. F. Mader, 5; M. A. Martel, 9; Clyde Mason, 5; A. R. Maspero, 20; G. S. Matern, 2; Arthur McAfee, Jr., 5; L. P. McAvoy, 5; H. J. McDonald, 5; T. P. McLendon, 1; L. W. McWatters, 3; C. F. Miller, 6; Thomas Montgomery, 9; O. T. Moore, 7; R. H. Morgan, 8; R. D. Neill, 7; H. G. Norie, 5; E. J. Normand, 3; H. I. Olstynski, 5; R. L. Parker, 2; S. O. Parker, 2; O. W. Price, 2.

R. B. Samaniego, 1; M. J. Saniga, 7; John Savin, 3; E. L. Schonbachler, 5; Ann G. Schulz, 7; M. E. Scoville, 20; Leonard Sellick, 5; Bruce Shetler, 2; J. B. Sholander, 5; L. L. Shores, 7; Tom Slack, 7; G. A. Smith, 10; R. L. Smith, 7; R. R. Sperber, 20; Dan Stasi, 20; J. W. Stevens, 6; U. T. Strong, 7; S. C. Swanson, 7; A. B. Rohrbeck, 12; B. J. Rush, 7; I. F. Thomas, 5; J. C. Thompson, 20; Marie Thompson, 3; C. L. Underhill, 11; A. D.

## Saves Auto from Flames, Chosen Operator of Month

FOR STOPPING his loaded bus in order to extinguish a fire that had started in an automobile during the



Joseph W. Howard

afternoon rush hour on the San Bernardino Freeway, Joseph W. Howard, of Division 9, El Monte, was selected Operator of the Month for April.

"I asked my passengers if they would mind if I delayed our schedule a couple of minutes to put out the fire that had started in the car as the result of its collision with another automobile," said Mr. Howard. "My bus, like all others, is equipped with a fire extinguisher, and we could all see the motorist vainly trying to put out the fire by using various articles of clothing."

"The passengers were in favor of the stop, so I pulled the bus to a safe spot, grabbed the fire extinguisher, and handed it to the automobile driver. When I saw he didn't know how to use it, I took it back and put out the fire."

The letter which won Mr. Howard the courtesy award was signed by 48 of his passengers on the Hellman Ave. line schedule.

Judges were three members of the Montebello Community Chamber of Commerce.

Mr. Howard, with service from 1923, lives with Mrs. Howard in Glendora. The couple have two grown sons.

Venable, 7; R. C. Walden, 3; C. E. Ward, 7; J. E. Ward, 5; C. B. Warfield, 7; J. A. Warren, 8; W. S. A. Weary, 7; C. O. White, 20; D. B. White, 7; W. V. White, 7; C. E. Wilson, 8; R. A. Winer, 5; E. E. Wright, 11; J. E. Wharton, 7; John Womack, 20; P. D. Yarbrough, 6.



DIVISION 5, at 2300 W. 54th St., Los Angeles, as seen when one looks southeast from the corner of 54th St. and Second Ave. The transportation building is at extreme left. The taller, square building is an electrical substation which supplies the current for

## KNOW YOUR MTA LOCATIONS

# Division 5, Los Angeles

**Largest of the Divisions in Numbers of Operators,  
Buses, Lines, and Miles Operated; Second in Mechanics**

SITUATED in the southwestern section of Los Angeles at 54th St. and Arlington Ave., Division 5 provides local bus service on 23 lines over a widespread area of the city.

Up to Feb. 15, when eight Cross Town lines were added to the then 15 assigned wholly or partially from Division 5, the monthly mileage rolled up by the buses was approximately 660,000—highest of any of the divisions. The figure as of March 31, after the first full month's experience with Cross Town lines, was estimated at 735,000 miles.

A total of 378 Operators roll up the mileage under the direction of Ted Latham, Division Superintendent,

and V. A. Wetmore, Assistant Division Superintendent. The Superintendents are aided by seven Clerks and a Division Stenographer.

Instruction of the Operators is by C. P. ("Pete") Pedersen and John Seale, of the Instruction Department.

Allocated to the division are 248 buses, which are maintained and serviced by a staff of 73 under the direction of Paul W. Brown, Division Superintendent, and Frank Abrosan, General Foreman. Mr. Abrosan handles the day shift, in addition to other duties; Foreman Orville Ellis supervises the second shift; and Foreman Loren Wiley, the third shift.

Extensive facilities for maintenance,





light and power in Division 5 buildings and yards. The long, low building is used as a shop and garage facility and also for bus storage. A considerable portion of the yard extends east and south of the shops. A photo of the south or service yard is on page 11.

repair, and servicing at Division 5 enable Mr. Brown's men to perform most types of work a bus may need except for unit overhaul, which is done for all divisions at South Park.

Facilities were increased last January by the addition of a second bus vacuum cleaner and by the remodeling of one of the bays in the maintenance building for servicing and repair work. Overhead automatic doors were also added at this time to the north side

of the three bays used for inspection, heavy repairs, and body work.

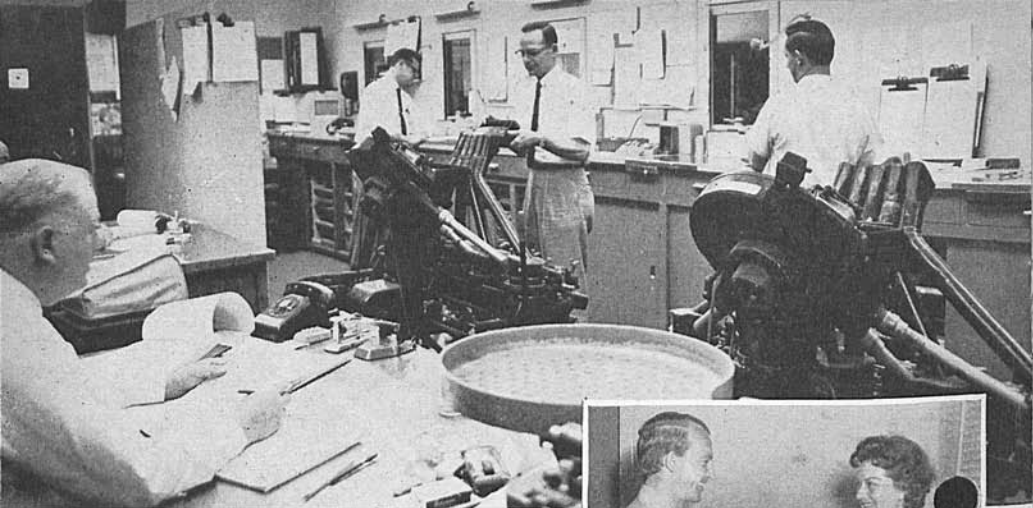
The Purchasing Department maintains a store of bus parts and materials at this location, with L. P. ("Pat") Kelly as full-time Storekeeper.

Division 5 is the largest of the divisions in point of numbers of Operators, lines, buses, and miles operated. It is exceeded only by Division 2 in the number of maintenance personnel.



**DIVISION 5 SUPERINTENDENTS** Paul W. Brown, left, of maintenance, and Ted Latham, of transportation, in one of their daily conferences. Here Mr. Brown shows Mr. Latham a new-style ticket box recently installed on Division 5 buses.

**More  
Division 5  
Pictures,  
Pages 10-13**



**CLERKS' OFFICE**, with V. A. Wetmore, Assistant Division Superintendent, in left foreground; L. H. Brugmann, Assistant Superintendent at Large, extreme left; and Division Clerks, who are, from left, M. L. Drumright, Al Auffart, and G. D. Woods (extra). Inset: Stenographer Wanda Roberts issues uniform order to Jay Dewhirst.



**THREE INFORMATION CLERKS**—Ruth Thompson, Billie Garlick, and Jean Betty Craven—join some Division 5 Operators in a tour of Cross Town lines with Instructor John Seale, left.

#### **OPERATORS' ROOM**



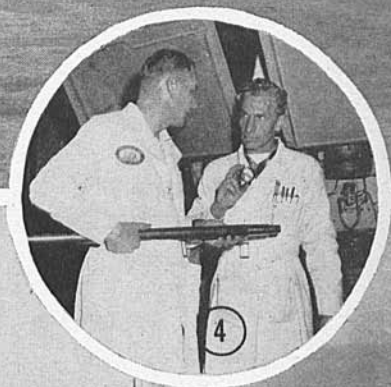
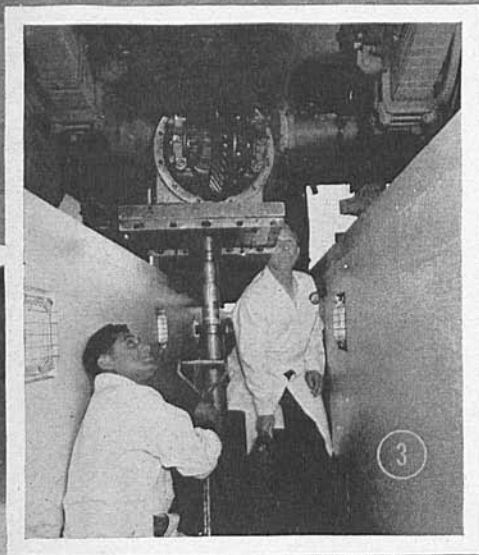
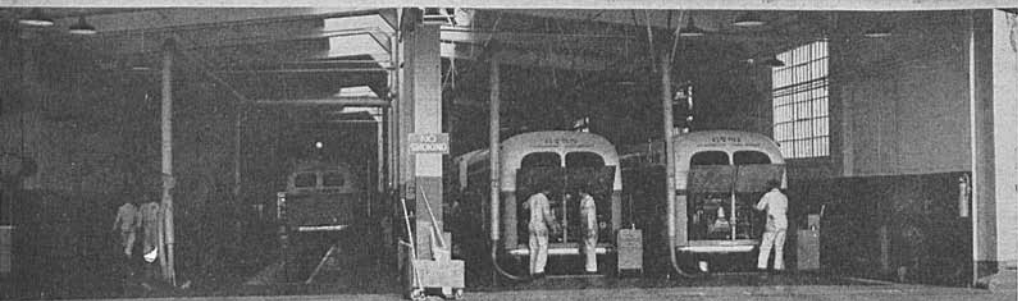


## Division 5 Yard By Day and Night

ABOVE—In foreground, left to right, are bus washer, vacuum cleaner, steam cleaning shed. In background, left, is service station; right, shop and storage boys. AT RIGHT—Shop Clerk Harry Koll "reads the yard" (records number of each bus according to its position in the yard). BELOW—Buses moving in orderly lines through yard for servicing at night after runs are completed. Photo at right, showing buses heading for service area, continues photo at left.



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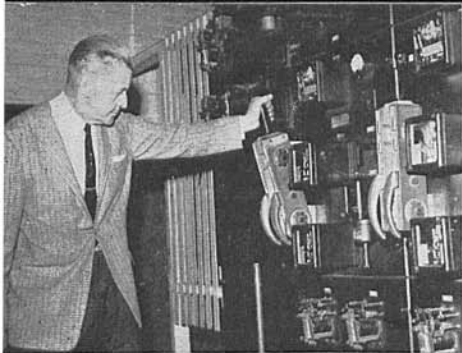






## Shop Departments At Division 5

(1) Inspection garage, for tune-ups, light repairs, lubrications. (2) Store, with Store-keeper Pat Kelly (facing camera) checking in OK fareboxes being brought in by Mechanic George B. Springer. (3) Mechanic Larry Banuelos, left, installs a 350-pound differential by the aid of a hydraulic lift. Orville A. Ellis, second shift Foreman, inspects. (4) Outgoing third shift Foreman Loren W. Wiley, right, explains to General Foreman Frank Abrosion that a balance shaft with loose collar has to be replaced in a bus engine. (5) Recently completed new bay for miscellaneous repair and servicing. Mechanics Alfred Baker, left, and Vernon Roe busy on engine repair. (6) Body shop, with, from left, Robert McKemie, Leadman; Al Olveri, Lauren Coe, and Jimmy James, Mechanics. (7) Paint booth, with Robert L. Carson touching up a bus he has just completely repainted inside and out.



**TOP LEFT**—Substation Operator D. Herman Soder closes switch at the Maple St. substation for his last time on Friday, April 7, after electrical service with SP, PE, and MTA dating from 1917. He proudly stated that he had never been absent from work a day on account of illness.

**ABOVE**—As co-workers watch, A. L. Tieman left, Transportation Superintendent, Division 7, West Hollywood, congratulates Operator Tom Slack on the latter's retirement. A gift from the men was presented by Mr. Tieman at a party held on April 21, Mr. Slack's last day after 41 years of service "without a missout." Mrs. Slack is shown standing between her husband and Mr. Tieman.

**LEFT**—As Division 12 Conductor L. M. Young, left, takes down the dash sign from the Long Beach car on his last express run arriving in Los Angeles at 7:38 a.m., April 7, his crew members congratulate him on his retirement after 30 years of service. Motorman J. E. Holmes, right; Trailer Conductor W. R. Kinzie, center.

## Retirements

FAREWELLS have been said to seven employees since publication of the list of retirements in the April issue of **THE EMBLEM**:

*Henry B. Cherry*, Mechanic "A," Equipment Maintenance Department, who retired March 31 after service from 1921.

*Norris McLeod*, Power Supervisor, Electrical Department, who retired April 10 after MTA service from 1958.

*Louis E. Neal*, Operator, Division 12,

who retired April 10 after service from 1920. He had been placed on indefinite leave March 13, 1959.

*Henry T. Richardson*, Carpenter, Equipment Maintenance Department, who retired March 31 after service from 1946.

*Tom Slack*, Operator, Division 7, who retired April 21 after service from 1920.

*D. Herman Soder*, Automatic Substation Inspector, Electrical Department, who retired April 8 after MTA service from 1958.

*Louis M. Young*, Conductor, Division 12, who retired April 10 after service from 1931.

## Safety Refreshers

(Continued from page 5)

"A good illustration is an accident case in which the attorney asked the Operator: 'How fast were you going when the woman stepped off the curb?' 'Twenty miles an hour,' replied the Operator. (Note that he gave an exact figure; he didn't say 'about,' or 'approximately,' 'How long before you saw her did you blow your horn?'

"Twenty seconds," came the answer.

"Now, if that Operator had known about two simple formulas that we shall develop later, he would have been able to see the discrepancy in his two replies. At 20 miles an hour, he could have stopped in about 60 feet. Yet if he had sounded his horn 20 seconds before he saw the woman step off the curb, he must have traveled about 600 feet before his bus struck her. Although his testimony

## OUR COVER

### Senior Citizens Apply for ID Cards at Pershing Square

SENIOR CITIZENS are shown in process of registration for ID cards at Pershing Square, Los Angeles.

The ID cards, when shown to MTA Operators, will, beginning June 1, allow holders 10¢ off the regular cash fare on any trips on lines where the basic fare is 25¢. (Lines are not included where the basic fare is lower.) Thus, a senior citizen will pay 15¢ for a 25¢ ride, 45¢ for a 55¢ ride, etc.

In left foreground of photo, John Curtis, MTA's Senior Transportation Engineer and Liaison Officer with the governmental and senior citizens' agencies involved, discusses, with pipe in mouth, details of the plan with one of the old-timers.

Registration has been at nearly 150 locations in Los Angeles and suburban cities.

### Bowler Appointed

EDWIN T. BOWLER was appointed Administrative Assistant to the Director of Business Development and Information, effective May 1.

He succeeds Richard Winn, who has resigned.

### Safety Refreshers

(Continued from page 14)

was in perfectly good faith, it was based on bad guesswork and ignorance of how to arrive at a reasonable estimate of the facts; and we lost the case.

"Before this hour is up, I want to give you some easy ways to arrive at reasonable estimates of time, distance, and speed."

*(The second installment, a discussion of time, distance, and speed, along with a few simple formulas valuable to anyone who drives, will appear in the next issue of THE EMBLEM. A third installment, concerning other important safety matters of concern to all Operators, will follow the second.)*

# The Emblem

Vol. 3 May, 1961 No. 8

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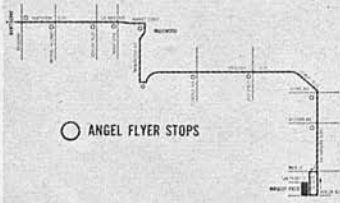
W. Warren Silliman, Editor

### March of Dimes Thanks ACME for \$1200 Gift

THANKS for an ACME contribution of \$1200 to the March of Dimes is expressed in a letter dated April 19 from the campaign chairman, Eugene W. Biscauiluz.

"Such outstanding support has made possible the many achievements of the March of Dimes in the field of public health," wrote Mr. Biscauiluz.

The fast, easy way to Wrigley Field...  
or  
anywhere  
else!



The new service to Wrigley Field is just one more convenience that M-T-A planning brings to Southland citizens. Every day, M-T-A buses and streetcars criss-cross the city, carrying people to and from work, shopping, visiting friends. Freeway Flyers are bringing Southern California communities closer together. Freeway Flyers make it easier to reach the beaches, mountains, entertainment places and points of interest.

**SPECIAL ANGEL FLYERS** from West Hollywood, Hollywood, Hawthorne, Inglewood and Leimert Park.



Special Angel Baseball Service from other areas.

For complete information call Richmond 7-4455

THE FAST, EASY WAY TO WORK, SHOP AND PLAY!

ADVERTISEMENT for Angel Flyers to the baseball games played by the Los Angeles Angels at Wrigley Field appeared in newspapers April 27 and 28. Suburban papers carried maps of Angel Flyer routes and bus stops localized for the areas served by the newspaper concerned.

THE M-T-A  
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