

METRO COACH



News

JUNE, 1956

Tel. TRinity 2792



METRO COACH

News

VOLUME 3 JUNE, 1956 NUMBER 4

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OUR COVER



STRANGE THINGS happen in Hollywood. All you need for proof is a glance at our cover. Then compare it with the very same picture in the upper right-hand corner of page 3.

There's magic being used somewhere — or else, how did the Metro operator get on Ginny's shoulder in the cover but not in the other picture?

Clever photography? — Well, Al Rommel is a mighty good man. Clever drawing? — Well, Ginny's right smart with the ink and paint — Or — ?

They say photos don't lie. — YOU decide!

— But in any case, since this animated cartoon story was written, a third television spot has been contracted for by the company for Thursdays on Channel 13 (KCOP) at 7:59 p.m. each week, starting July 5 just after the "I Search for Adventure" show. As on the other two spots, the "Unstrung Man" and the "Wax Man" will alternate.

CORRESPONDENTS

Dakin Boardman.....	Van Nuys Division
John S. Burton.....	West Hollywood Division
F. B. Eggeman.....	Auld Lang Syne
E. F. Gilligan.....	Ocean Park Division
Charlie Hill.....	Bowling News
R. D. Hird.....	Investment Club
James H. Hoover.....	Long Beach Division
Paul Kari.....	Claims Department
Jean McGill.....	Hemlines
"The Scribbler".....	Accounting Department
Glenn E. Serres.....	El Monte Division

PHOTOGRAPHY

Harley B. Talbott Al Rommel

A magazine published every other month—December, February, April, June, August, and October—by Metropolitan Coach Lines for employees and their families. J. L. Haugh, president; R. O. Christiansen, director of public relations; W. Warren Silliman, Jr., editor. Address communications to the editor, 617 Pacific Electric Building, 610 South Main Street, Los Angeles 14, California.

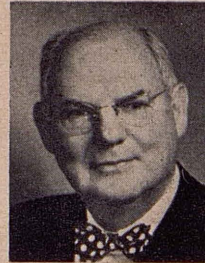
Telephone: TRinity 2792

Deadline for August issue: July 16



Does Courtesy Pay?

Metro's business is to provide an excellent public passenger service. Passenger rides are the only product we have to sell, and we must all be salesmen.



J. L. HAUGH

Courtesy to the passengers encourages them to return and ride again and encourages them to tell their friends about the service.

Courtesy makes pleasure of work. It is the priceless asset of any successful business. It provides jobs, pay, food, clothing, shelter, education, security and all the other essentials that we and our families need.

Courtesy definitely will increase business, keep every one of us working, and our organization sound and one of which we can all be proud. It is the foundation of our jobs. Every employe should be a courtesy-builder. Remember, courtesy is good business, and keeps business good.

President.

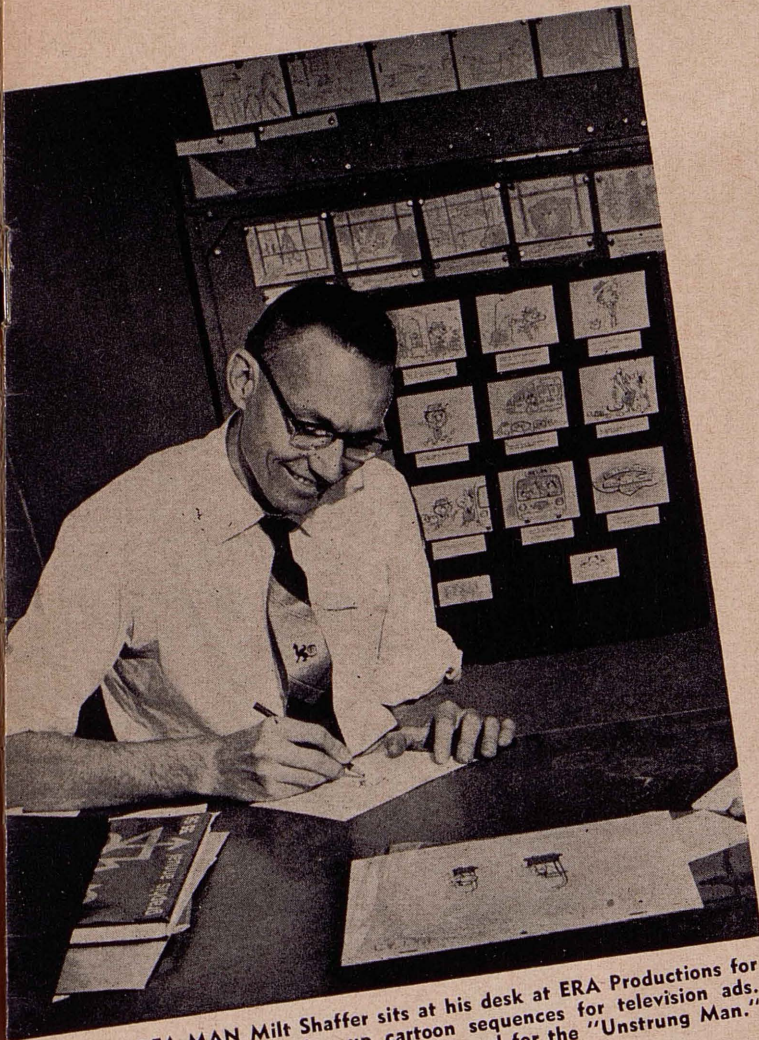
E. H. Harper Dies

JUST BEFORE PRESS TIME word reached the NEWS that *Elmer H. Harper*, automotive division foreman, West Hollywood, had died of a heart attack at his home on Saturday, June 9. He was 62, and had served PE and Metro 33 years.

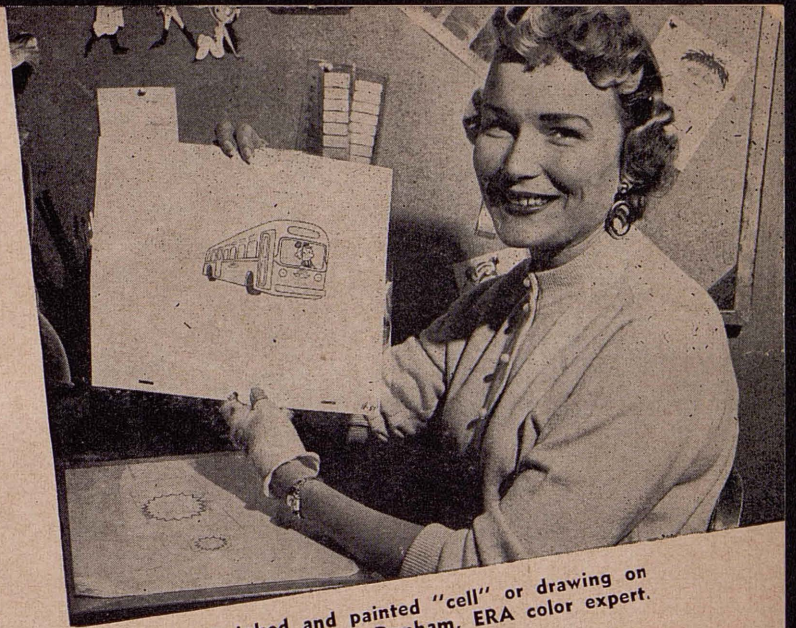
He is survived by his wife, *Sylvia*; a married son, *John*; a married daughter, *Dorothy*; and two grandchildren.

"We will be hard pressed to find his equal in either ability or the virtues of manhood," said Superintendent of Equipment R. W. Anderson.

Animated Cartoons on Television
Provide New Ad Medium for Metro



IDEA MAN Milt Shaffer sits at his desk at ERA Productions for Television, dreaming up cartoon sequences for television ads. — On wall behind him is story board for the "Unstrung Man."



HOLDING UP inked and painted "cell" or drawing on transparent plastic is Ginny Dunham, ERA color expert.

THE NAMES of Rosemary Clooney, Liberace, David Niven, and Clete Roberts began to assume the significance of "B.C." or "A.D." to Metro employees early in June as Metro advertising took to the air.

You've seen our two 20-second cartoon spots, one at 9:30 p.m. Tuesdays on Channel 11 (KTTV), after the Rosemary Clooney show and before the Liberace show; and the other at 10:30 p.m. Mondays on Channel 2 (KNXT) after the David Niven show and before the Clete Roberts news program.

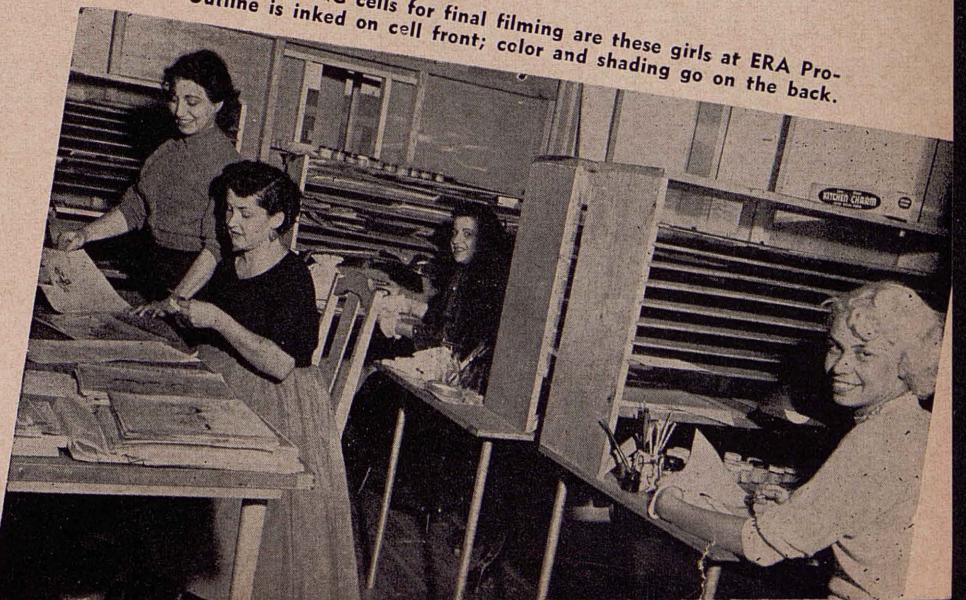
One cartoon sequence we've unofficially dubbed "The Unstrung Man," and the other, "The Wax Man." They alternate on the two stations.

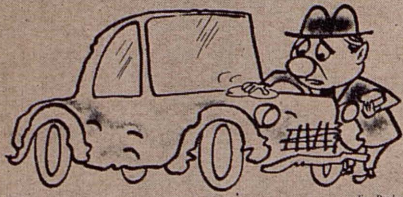
"What the future will bring forth is not yet certain," says President J. L. Haugh. "Time and channel may change on four-weeks notice. A third spot is also being sought, and by the time you read this may have already been chosen. But the television program will continue for at least a year, in addition to newspaper and other forms of advertising."

Why has Metro taken to the air waves for an advertising medium? Why animated cartoons? Isn't it expensive? How is an animated cartoon made?

**METRO
TAKES TO
THE AIR**

INKING AND PAINTING cells for final filming are these girls at ERA Productions. Outline is inked on cell front; color and shading go on the back.





Era Productions

1. MAN TRYING TO POLISH DINGY LOOKING CAR.



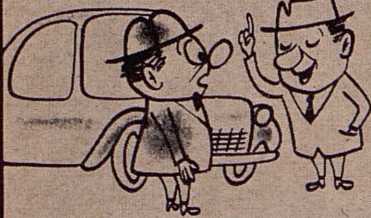
Era Productions

2. VERY DISCOURAGED AS HE LOOKS AT ANOTHER CAR OF SAME MODEL SHINING LIKE NEW.



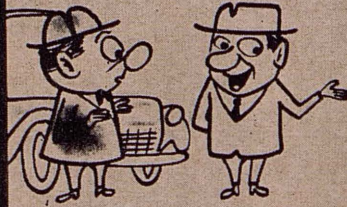
Era Productions

3. WALKS OVER TO OWNER OF SHINY CAR AND SAYS: "Your car looks so nice! What do you use?"



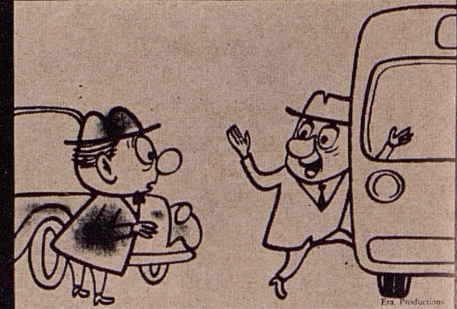
Era Productions

4. SECOND MAN: "I use METRO!"
FIRST MAN: "Is it a wax?"



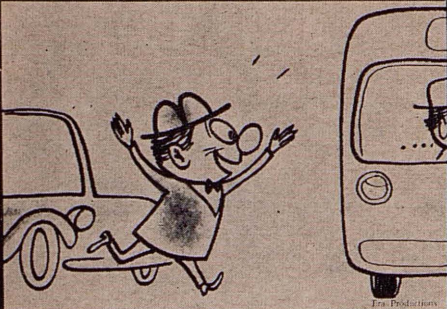
Era Productions

5. SECOND MAN: "No - it's a bus!"
BUS APPEARS IN DISTANCE COMING FORWARD.



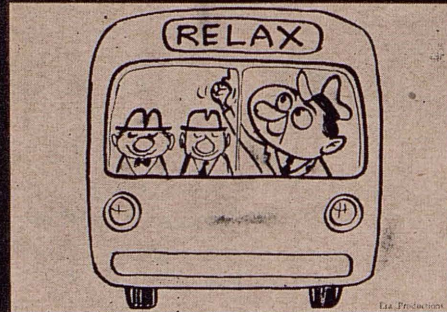
Era Productions

6. BUS STOPS UP CLOSE. AS SECOND MAN HOPS ON SAYS: "METROPOLITAN COACH LINES."



Era Productions

7. FIRST MAN RUNS TO CATCH BUS SAYS: "Wait!"



Era Productions

8. TWO MEN SEATED ON BUS. DRIVER CRANKS WORD "RELAX" INTO PLACE.
NARR: "For your local time table----"



Era Productions

9. AS BUS COMES FORWARD IT WIPES OFF SCENE. BUS COMPANY LOGO POPS ON.

NARR: "Phone METRO!"

Metro Takes To The Air

Metro has taken to the air waves because, as the professional ad men explain it, TV advertising involves both sight and sound, and therefore the ad has greater impact than a medium involving only hearing or seeing. Moreover, animated cartoons and their humor appeal to the viewer's funnybone, especially since an effort is always made to present a non-controversial message. The humor adds great power to the impact, besides generating a pleasant association with Metro.

STORY BOARD, or series of drawings used to illustrate principal action in animated cartoon. Captions underneath each drawing explain entire continuity. This is the story board of "The Wax Man."

Yes, it's expensive—expensive to produce, and expensive to televise. An annual budget of \$60,000 has been allocated for television advertising. Production costs were about \$6,000 for the two films.

Metro Takes to the Air

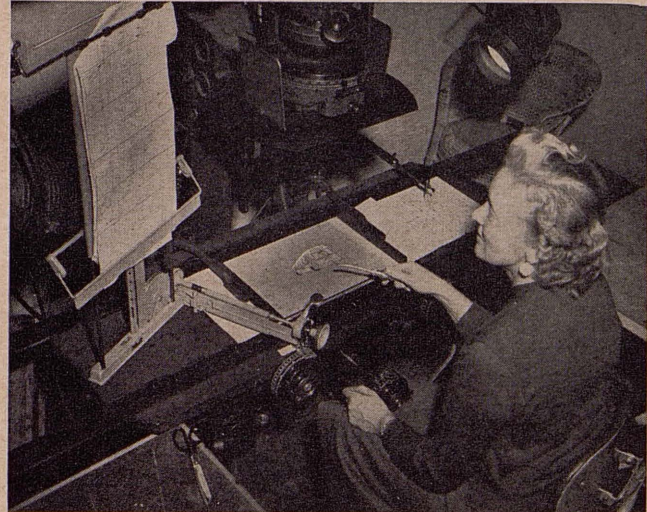
"But the company management is convinced that the expense will bring proportionate returns," says Public Relations Director *R. O. Christiansen*, who has been in charge of the productions for the company.

A glimpse of the complicated process of making animated cartoons will, we think, quickly show why the films are expensive.

For Metro's 20-second spots, a film of 480 frames must be made, since films run at the rate of 24 frames a second. Each frame is composed of from one to six "cells," as they are called. A cell is a drawing done in ink and paint on a sheet of transparent plastic and carefully positioned with reference to holes or slots in the sheet, so that in combination with other cells, it falls into alignment in the frame. Alignment is brought about by matching holes or slots. As many as 2,000 cells may be required for a 20-second spot. Before the finished drawings can be done or the film made, it is necessary, of course, to start with an idea. According to *Milt Shaffer*, idea man for ERA Television Productions, makers of the Metro spots, an idea can often be obtained from a play on words. For instance, in one spot, the question, "Are your nerves all unstrung from traffic?" developed the idea of the man of beads coming apart on the street because he's unstrung.

Actually, the first step after the idea is the production of a story board, or series of drawings illustrating the high points of the action. With appropriate captions, the story board is shown to the prospective client for approval or correction.

(Concluded on Page 13)



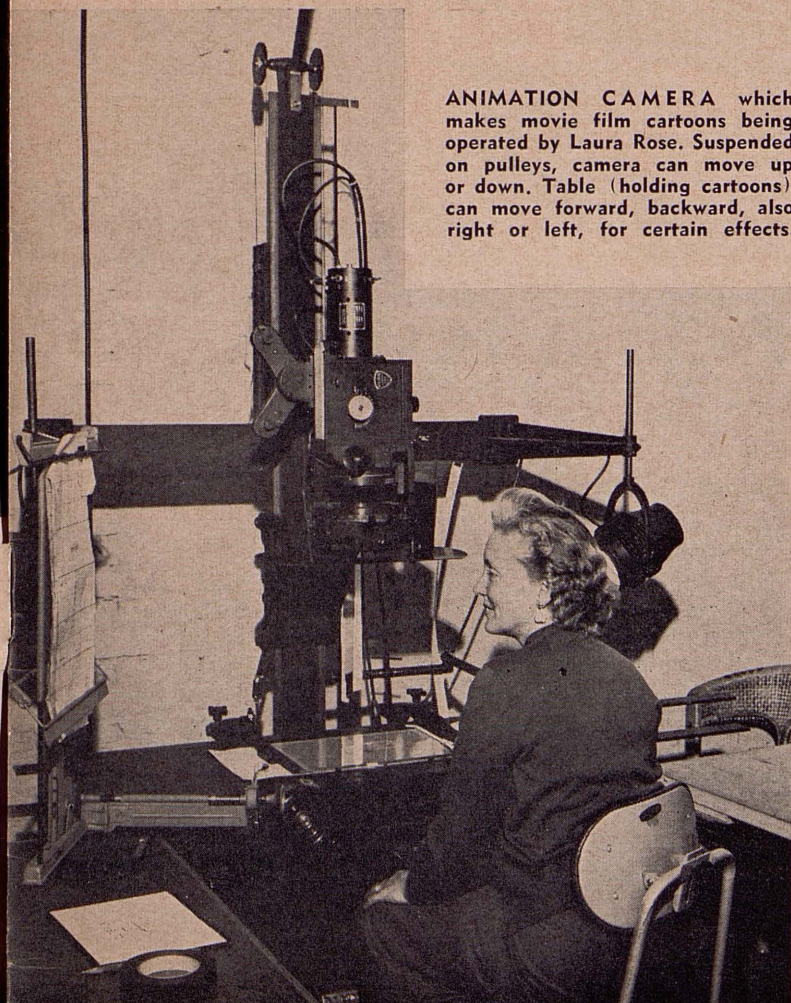
SHEET OF PAPER at upper left shows exact sequence of cells and frames. Laura holds air nozzle which blows dust from cells.



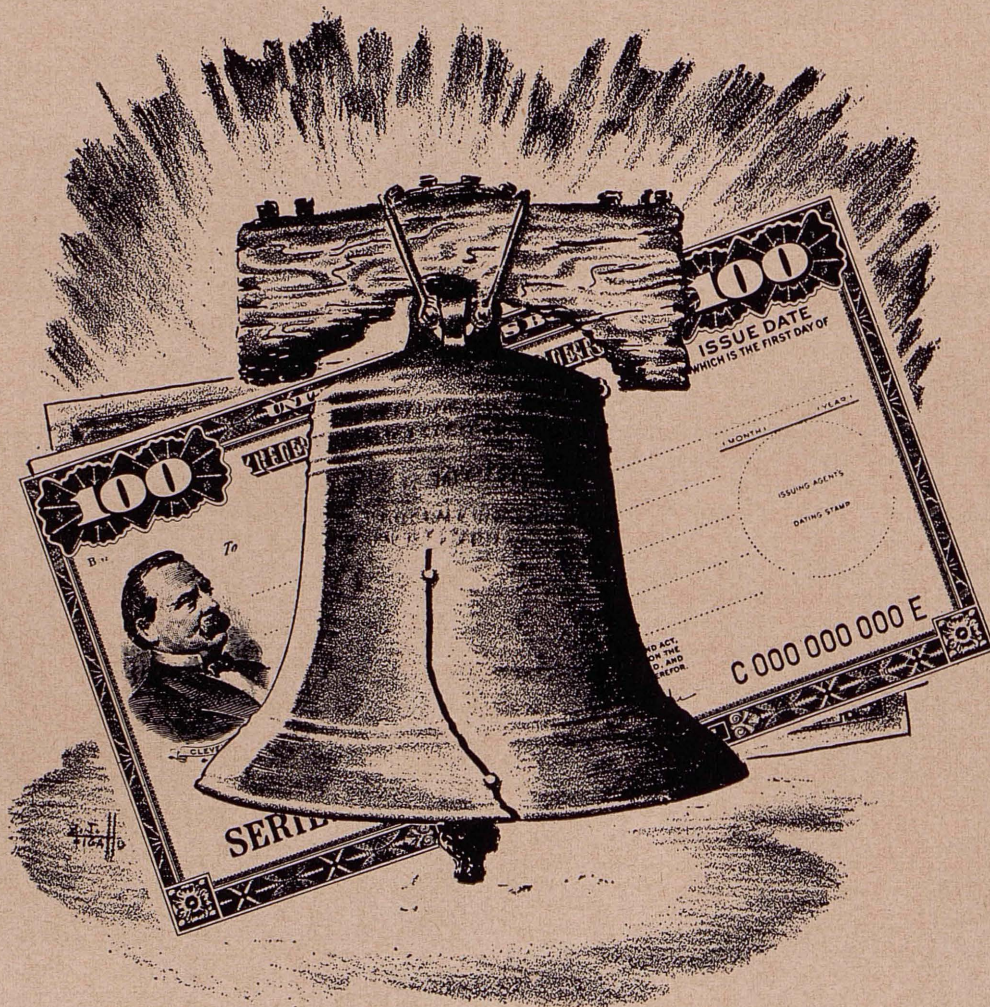
ARRANGING CELLS into a frame to be filmed. One sheet of transparent plastic is one cell. Frame consists of one to six cells.

ANIMATION CAMERA which makes movie film cartoons being operated by Laura Rose. Suspended on pulleys, camera can move up or down. Table (holding cartoons) can move forward, backward, also right or left, for certain effects.

INSPECTING FILM through "moviola" are Animators Ed Aardal and Clarke Mallory. They animated the Metro drawings.



INSURE YOUR FUTURE!



"SYMBOLS OF INDEPENDENCE"

By W. C. SCHOLL

Manager of Personnel

SHORTLY after receipt of this issue of METRO COACH NEWS you will be approached by a representative from your division urging you to participate in the current drive to purchase U. S. Savings Bonds.

There is no better way to insure your future than through the pay roll savings plan.

These bonds may be purchased through the pay roll savings plan in denominations of (maturity value) \$25.00, \$50.00, \$100.00, \$200.00, \$500.00 or \$1000.00. The corresponding issue cost prices are \$18.75, \$37.50, \$75.00, \$150.00, \$375.00 and \$750.00, respectively. Also,

you may have deducted as little as \$3.75 for any denomination per pay day or per month.

Remember, your bonds are registered—you just *can't* lose a U.S. Savings Bond. When such loss is reported, all bonds are reissued as of the original date without loss of a cent in either principal or interest. Your bonds are backed by your government.

What better protection could you secure for your savings?

Join the pay roll savings plan—now! U.S. Savings Bonds are a symbol of your independence.



By DON A. DAVIS

INDICATIONS ARE that we are entering a period of increasing business and special items, with the ever attendant shorter delivery schedules. This always creates pressures on individuals and, in many cases, personal pressures in those groups contacting customers.

Holes in pockets and leaks in gasoline tanks get fixed in a hurry. None of us want to waste money or gas.

How about your energy, though? Do you let energy leaks waste your pep — drain it away for no purpose whatsoever? You really don't have to answer that question because all of us do to a certain extent.

Any job that involves dealing with the public has a built-in energy leak that is often overlooked. Most people are pretty decent to deal with; but, there are always a few who are the most overbearing, grumpy, sarcastic, unreasonable creatures on "God's green earth!" If you don't watch out, people like this can make you leak energy like a sieve.

For example; let's take the case of Chester, a salesman, who has just been bawled out by one of those "follow-up ogres." Chester is really boiling inside. So let's take him to the medical department for a physical check-up and see what his "boil" amounts to.

Chester's heartbeat is way up; blood pressure up; breathing faster; adrenalin in the blood; peristaltic movements stopped — the list of medical terms could run on for a paragraph. From the medical standpoint, Chester is ready to fight for his life. Even though he isn't doing anything, he is burning up energy like a five-alarm fire.

Chester doesn't get paid a cent for this wasted energy. Not only that, the company devoutly wishes he wouldn't waste it because it hurts his work. One

good "energy burst" like this can leave him so grumpy that he takes it out on other customers for hours afterwards.

What Chester needs — and everyone who deals with the public needs — is a good energy control technique. And the best energy control we know of comes in three parts:

1. NEVER GET PERSONALLY INVOLVED.
Act your role as a perfect company representative.
2. Accept complaints, gripes or insults solicitously and politely in behalf of your company. DON'T LET YOUR PERSONAL FEELINGS ENTER INTO IT AT ALL.
3. After the unpleasant incident is over — STOP, SMILE — SHRUG IT OFF!

It may be hard to do this at first, but for your own sake you should learn to do it — and for your company's sake you will be a better employe. Get the poison out of your system before you contact the next customer.

Remember — STOP, SMILE — SHRUG IT OFF!

A good salesman, representative, or any employe contacting customers always uses this technique, in some cases perhaps without realizing it. If he doesn't he can do justice neither to himself nor to his company.

(Don Davis is director of sales and engineering at Cannon Electric Company, Los Angeles. This is a bulletin he sent to all company representatives, salesmen and division managers. Cannon has plants in Canada, England, France, Australia, and now two in the United States, and representatives throughout the free world. His bulletin is reprinted by permission from "Your Speech," publication of C. C. Mullin and Associates, well-known public speaking school of Los Angeles.)

Beggerly Promoted

By LOUISE BELLPORT

JAMES D. BEGGERLY is Metro's new special accountant. Mr. Beggerly's promotion from junior special accountant to special accountant fills the vacancy left by Proctor G. Welcher.

Mr. Beggerly came to work in the accounting department of the Pacific Electric Railway in 1941. When Metro purchased the passenger operations of the PE in 1953, he joined the new company as junior special accountant.

The new special accountant attended George Washington High School and the Metropolitan Busi-

ness College before joining the accounting department.

His accounting work was interrupted for three years during World War II. He served as an electrician's mate on a navy destroyer in the South Pacific.

In his new position, Mr. Beggerly will audit station accounts and bills from the Pacific Electric Railway. He will also make special statements and carry out other special accounting assignments.

For relaxation Mr. Beggerly likes to get outdoors. Hunting and fishing are his favorite sports. Most of all, he says he enjoys geese, duck and quail hunting.



JACK BEGGERLY

The Beggerlys, James, Maxine, and their two daughters, twelve-year-old *Pattie Marie* and three-year-old *Kathleen*, live at 10035 Hobart Boulevard in Los Angeles.

Get That Auto Liability Insurance Now!

SUSPENSION of the registration card and license plates of a motor vehicle involved in a reportable accident will be mandatory unless the registered owner or driver establishes an exemption (under VC 422) or deposits security (under VC 420) within 10 days after receiving notice as to the amount of security required, according to an amendment to the Financial law effective July 1. If the driver is the owner, he must also surrender his operator's license.

Under the previous law, such suspension might be made only after a judgment had been rendered against the offender. Thus *the amended law works faster to keep financially irresponsible drivers off the roads.*

A reportable accident is one resulting in death, injuries, or over \$100 in damage to the property of any one person.

An exemption may be established if the offending driver can show that he carries automobile liability policies in the amounts of at least \$5,000 for bodily injury or death of any one person in the accident, at least \$10,000 for injury or death of two or more persons in the accident, and \$1,000 for property damage caused by the accident. Such insurance is the most convenient form of exemption.

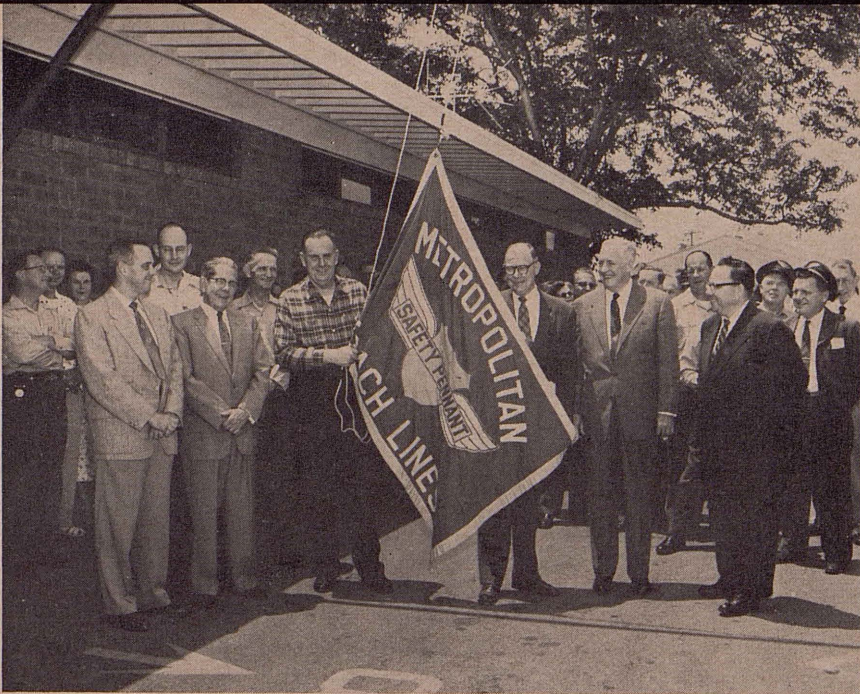
However, other legal exemptions for owners and drivers alike include: (1) furnishing security in the shape of a bond in the same amounts as are required in a policy; (2) evidence that the involved vehicle was legally parked at the time of the acci-

dent; (3) evidence that injury or damages was suffered only by the owner or driver, and not by other persons or vehicles involved in the accident; (4) evidence that a duly acknowledged settlement has been made or (5) that the owner or driver has been released from liability; and (6) evidence that all court judgments arising out of the accident have been rendered in favor of, or paid by, the owner or driver of the involved vehicle.

If the owner and the driver are different people, unless the owner can prove that the vehicle was being driven without his express or implied permission, security provisions and exemptions apply *both* to owner and driver.

Failure to establish exemptions or meet security requirements will result in an order by the Department of Motor Vehicles for a suspension to take effect within 76 days from the time the accident report is received.

Effective September 8 is a second Financial Responsibility law amendment regarding the restoration of drivers' licenses suspended as the result of accidents occurring on or after September 7, 1955. The present law permits restoration of the driving privilege after one year, when no court action arising from damages suffered in the accident has been filed and is still pending. The amendment states that the license may be restored after this period in most instances *only* when proof of ability to pay damages is furnished by the suspended driver. Such proof would ordinarily be automobile liability insurance or bond in the required amounts.



PENNANT REGAINED—W. K. Barham, president, El Monte Dieseleers, raises safety pennant over division headquarters. In front row, from left, are R. L. Haugh, Metro secretary-treasurer; D. B. Van Fleet, El Monte division foreman; Mr. Barham; J. D. Puffer, superintendent of transportation; R. F. MacNally, vice-president and general manager; and K. E. Parker, Glendale division foreman. El Monte made best score yet.

SAFETY STANDINGS

February, March, April, 1956

Division	Frequency of Avoidable Accidents	
	Per 10,000 Miles Operated	Miles Operated
El Monte	.121	1,586,874
Long Beach	.232	1,038,085
Van Nuys	.280	890,807
Ocean Park	.301	864,584
Glendale	.335	562,387
West Hollywood	.379	872,468

SURPASSING by 20 points the previous safety record set by Van Nuys, El Monte Division operators smiled gleefully last May 18 as they watched the safety pennant rise to the top of their mast for a second time.

Their new record was .121 accidents per 10,000 miles of operation for the three months ending April 30.

"Extremely good," said Superintendent *John D. Puffer*, who took occasion to give a pat on the back to the El Monte mechanical force under Automotive Division Foreman *A. L. Bristow* for the careful maintenance that helped make the score possible.

"You've been consistently good — but you've got to stay that way," said Vice-President and General Manager *R. F. MacNally*.

"It's just a loan," said *Kenneth E. Parker*, division foreman at Glendale, the loser.

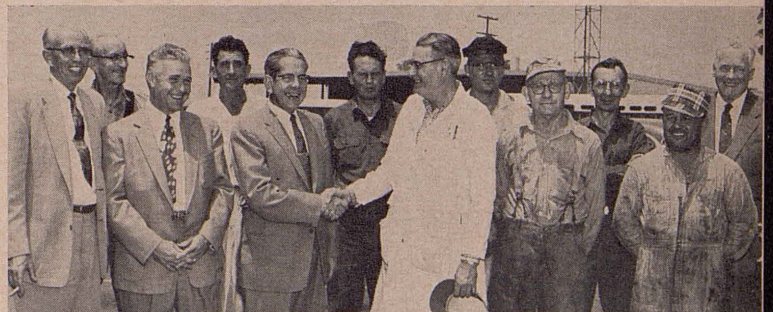
"We intend to keep it," declared *D. B. Van Fleet*, El Monte division foreman.

El Monte Regains Pennant

CAKES are held up to view by Dieseleer officers: *Joe R. Englert*, newly elected vice-president, left; and two re-elected men — *R. F. Slocum*, secretary-treasurer; and *W. K. Barham*, president. On vacation was *K. C. Steinert*, made asst. secretary.

PICTURES AT RIGHT show El Monte Division foreman *D. B. Van Fleet* shaking hands with (top) El Monte Automotive Division Foreman *K. E. Parker*, who gave up the pennant to El Monte win by careful maintenance; and (bottom) Glendale Di-

vision Foreman *K. E. Parker*, who gave up the pennant to El Monte. In top picture are, from left, *R. W. Anderson* (superintendent of equipment), *Harry Cotter*, *F. H. Markley* (asst. superintendent of equipment), *Leonard Urquhart*, *Mr. Van Fleet*, *Nathan Crary*, *Mr. Bristow*, *Richard Perry*, *Charles Bulla*, *Joseph Hirnshall*, *Sidney Benjamin*, and *R. F. MacNally* (Metro vice-president). In lower picture are five division foremen: from left are *Glenn Banta*, *West Hollywood*; *Messrs. Van Fleet* and *Parker*; *Earl Jardell*, *Van Nuys*; *R. W. Krafft*, *Long Beach*.



COMMENDATIONS—

J. U. Aguirre (two commendations): (1) found the operator very courteous and friendly. (2) Very capable, kind, courteous and cheerful.

P. R. Allison: Capable, quiet manner in answering questions, helps mothers with young children, makes much of souvenirs children bring on his bus from Disneyland.

D. A. Anderson: Woman expressed appreciation for information she received upon arriving at Los Angeles. His helpfulness made her stay here much more pleasant.

D. W. Andre: Nominated as "Driver of the Year" for his courteous and efficient manner.

R. E. Arnold: Most polite driver with whom one woman has ever ridden.

J. B. Ayres: Impresses a daily rider by his courtesy and kindness in giving directions and other helpful acts.

E. C. Baker, E. D. Whiteside: Gentleman commended these two operators for their courtesy, efficiency and pleasant cheerful manner.

E. W. Barnett: Efficient, courteous, handles the bus well but does not take any unnecessary risks, and is an all-round good driver.

H. A. Bates: Particularly courteous in assisting patrons who may need help and on numerous occasions has waited a few moments when he has seen passengers hurrying to board his coach.

G. I. Battelle: Makes every passenger feel welcome and has a cheerful word for everyone. "People always leave his bus in a much better frame of mind," said one woman.

J. E. Beardsley: Commended for his courteous, cheerful, helpful and friendly manner. His attitude towards the patrons is one of Metropolitan's best assets in selling service to our patrons, passenger states.

R. E. Beebe, R. F. Slocum: President *J. L. Haugh* received a letter from *Mr. Robert A. Ramsay*, secretary of the Pacific Railroad Society, expressing appreciation for the wonderful service and co-operation received in connection with the operation of an excursion over our system. He said the operators were courteous, efficient.

Basil Bolton: Commended for his fast thinking and alertness in avoiding an accident when an automobile cut sharply in front of his coach on the Hollywood Freeway.

W. E. Books: Resident of University City, Missouri, visited Los Angeles and stated that all our operators are courteous but that he thought *Mr. Books* the most courteous of all.

J. F. Bosley: Outstanding in kindness and generally in his endeavor to help the passengers.

D. F. Bradley: Lady expressed her appreciation for his assistance in recovering a purse which she had lost on his coach.

Manuel Brazil: Courteous and kind—a good operator.

J. W. Brown: Genuinely concerned to

see that his passengers travel quickly, comfortably, and happily.

E. C. Bryne: Operates bus smoothly and efficiently, has a calm manner, and knows what he is doing.

W. G. Burham: Patron states that he is always pleasant, never cross, and seems to know exactly what to say and how to say it to every passenger.

W. E. Burris: Commended over telephone for his competent and tactful manner in inducing a young man to discontinue smoking on the bus.

D. D. Campbell: Patron commended him for his courtesy and efficiency and stated that he is always cheerful, helpful, and friendly, and that his attitude towards passengers is one of Metropolitan's best assets.

W. S. Churchill: Patron commended him for his quick action in extinguishing a fire in a parked automobile on the afternoon of March 31.

P. O. Cole: "One of the best men on the line."

D. L. Collins: He always makes passengers feel welcome and never forgets a regular rider. He always has a cheerful word for every passenger, states a woman patron.

C. F. Conrad: Courteous, extremely pleasant, goes out of his way to direct passengers, and does an excellent job in all respects.

J. F. Costello: Transported a little boy from Garfield and Garvey to Tyler and Garvey, where he thought the boy might have a better chance of getting a bus to San Bernardino since two had passed the boy already.

L. B. Disney (two commendations): (1) Letter commends him for his courtesy, helpfulness and driving ability. (2) Courteous, cheerful, helpful and friendly. His attitude toward the patrons is one of Metropolitan's best assets.

D. H. Farris (two commendations): (1) Courteous and efficient. (2) Nominated for "Operator of the Month."

EXAMINER SPOTLIGHTS G. P. HAYES

"AS NICE A FELLOW as you'd ever want to talk to," said Operator *Gerald P. ("Sheriff") Hayes* of *Charles E. Davis, Jr.*, Los Angeles Examiner rewrite man. Davis had some mighty nice things to say about Hayes in the Examiner's column, "Beside the News," for April 10.

A regular commuter on the Sheriff's inbound Los Angeles-Van Nuys Line 93 schedule inbound, the newsman found time to observe closely what goes on on the Hayes schedule, and came up with such pleasant observations as:

"I am grateful to the Sheriff because on the five weekday mornings that I travel from my home to the Examiner office he lifts all the frustrations of freeway driving from my shoulders."

Speaking of the operator's ability to handle tactfully passengers who try to cheat or who may ask seemingly questions, Davis said:

"My respect for the Sheriff and his ability to restrain himself from committing mayhem on certain of his passengers was greatly increased when I learned that at home he has a seriously ailing wife who is losing her eyesight."

Incidentally, Hayes earned his nickname because he's actually a deputy sheriff.



DAILY ROUTINE—Operator *G. P. Hayes* ground-loading at 7th and Hill Streets. As driver of a morning tripper on Line 93, he was subject of Examiner column.

— "GOOD WILL TO MEN"

J. D. Fenwick: Always willing to give information and assistance to his passengers.

V. D. Frye: Woman expressed her appreciation of his courtesy and kindness on a recent occasion when her daughter did not have enough money to pay her fare.

H. H. Garren (two commendations): (1) Patron commends him for courtesy and efficiency and expresses regret that he is no longer operating the coach she rides every morning to work. (2) Company received a petition signed by 54 passengers urging that he might stay on the line he was working.

C. R. Gemeinhardt: Woman states that he is one of the best drivers with whom she has ever ridden, and that he is always willing to render assistance to his passengers when such assistance is needed.

E. F. Gilligan: Courteous and efficient.

P. B. Greet: Courteous and efficient.

F. M. Harley: Polite to everyone that enters his bus, and calls streets so that everyone can understand.

Joseph Heaney: Commended for con-

sideration and efficiency, as well as for quick thinking and good judgment in an emergency.

C. L. Hobby: Courteous, cheerful, helpful and friendly, and all-round fine attitude.

D. T. Hutton: When woman passenger lacked 3c, he paid the 3c out of his pocket.

V. L. LaFrance: Courteous and efficient; good-humored attitude toward his work and the people with whom he deals.

W. K. Lewzader: Courteous and efficient.

W. G. Lytle: Very outstanding from the point of view of willingness to cooperate with passengers, ability to get along with them and a desire to render satisfactory service.

M. A. Martel: Appreciated for assistance in recovering a briefcase left on one of our coaches.

J. L. McKane: Is kind and considerate to passengers on many occasions.

R. J. McMullen: Will frequently wait a moment or two when he observes pas-

sengers hurrying to catch his coach.

L. D. Menges: Patron stated she has never seen such a pleasant, polite, and kind driver.

W. A. Nathan: Letter commends him for his courtesy and helpfulness toward an elderly lady passenger.

H. A. Naughton: Praised by a member of the executive department for his good-humored handling of passengers on Spring Street when a bad situation arose from the fact that the curbs were not as yet painted red. "He took it all in stride with a ready quip for the passengers that was timely and well received."

R. E. Newberry: Woman visiting Los Angeles greatly appreciated his assistance in giving information.

L. B. Peck: Always pleasant and considerate, one of our best operators.

O. C. Pruess (two commendations): (1) Courteous and efficient. (2) Shows attention to passenger's every wish and was very courteous on a sightseeing bus.

J. H. Ream: Woman expressed her appreciation for his assistance in recovering two envelopes which she had lost on May 21.

W. F. Reid: Woman stated he is the most courteous operator with whom she has ever ridden.

E. F. Rogers: So courteous and efficient that commender often lets other coaches pass her in order to ride on his.

M. D. Rogers: Kind, helpful, and courteous to every one, regardless of age.

F. W. Runa: He is a very skillful driver—his alertness averted a very serious accident.

R. W. Slater: So courteous and efficient it is a pleasure to ride with him.

J. J. Smith: Pleasing personality—handles his passengers in a courteous manner—obviously makes many new friends for Metro.

T. R. Sparkman: Courteous and efficient.

L. L. Spring: Commends especially the satisfactory manner in which he announces stops.

W. R. Starkey: Helpful and very courteous.

W. W. Tanner: Always courteous, cheerful, helpful and friendly—fine attitude.

J. P. Trainor: Commended for his alertness in avoiding an accident when an automobile pulled from a dark street directly in front of the coach.

Arthur Venlet: Patron stated he will wait while someone is hurrying to the bus, and that he says "Good morning."

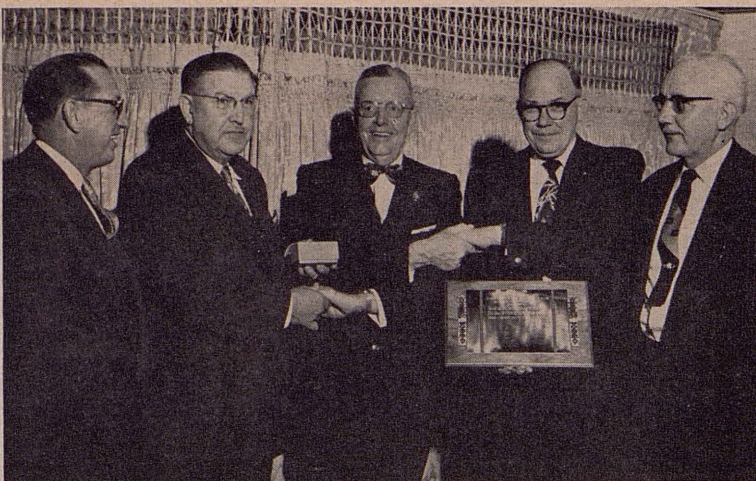
R. P. Wade: "He has been exceptionally courteous and helpful. His unflinching good humor has made the trip pleasant and his effort to always be on schedule has been greatly appreciated."

William Werner: Courteous and polite; should be made "Operator of the Month."

M. E. Wick: Commended by a patron for cautious operation.

Homer Wisner: Charter group was very pleased with the bus and said that he was very courteous and efficient.

Operator Radcliffe Brings Honor to Company

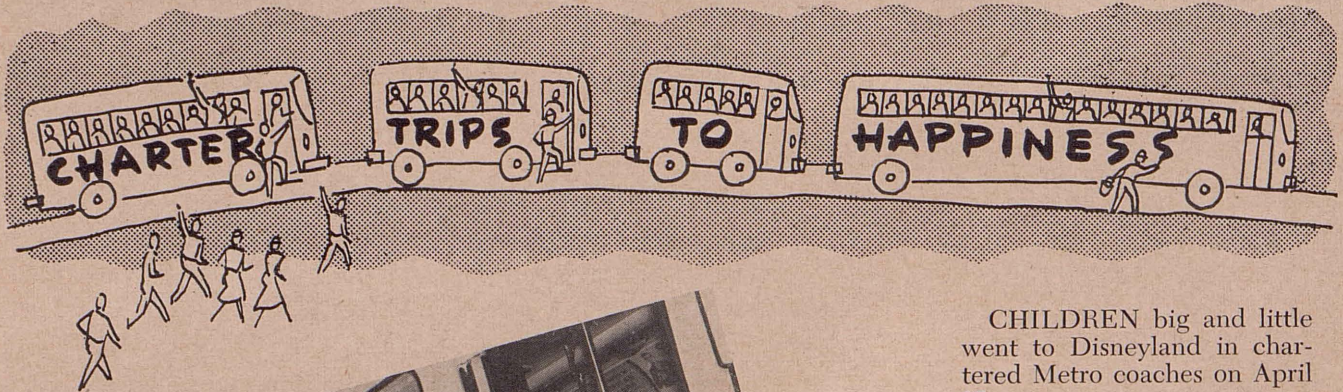


DOUBLE TAKE — Operator *Leland S. Radcliffe*, second from left, holds his safety award of a ring, and Superintendent *John D. Puffer* holds the plaque the company received, both from *Herbert B. Holt*, chairman of the board, California Trucking Association, Inc., at an Association dinner at the Biltmore Hotel, Los Angeles, on April 13.

Mr. Radcliffe was named driver of the month for last September by the Association. It was a result of this honor — the first in PE or Metro history — that Metro received the plaque, which contains Radcliffe's name. There is also room for names of future Metro drivers of the month.

At the banquet, the driver chosen for local driving and the one chosen for line driving for each month were given awards. From the group, drivers of the year were selected.

At the extreme left in photo is *J. T. Johnston*, supervisor of safety and instruction; extreme right, *Jack Stewart*, assistant superintendent of transportation.

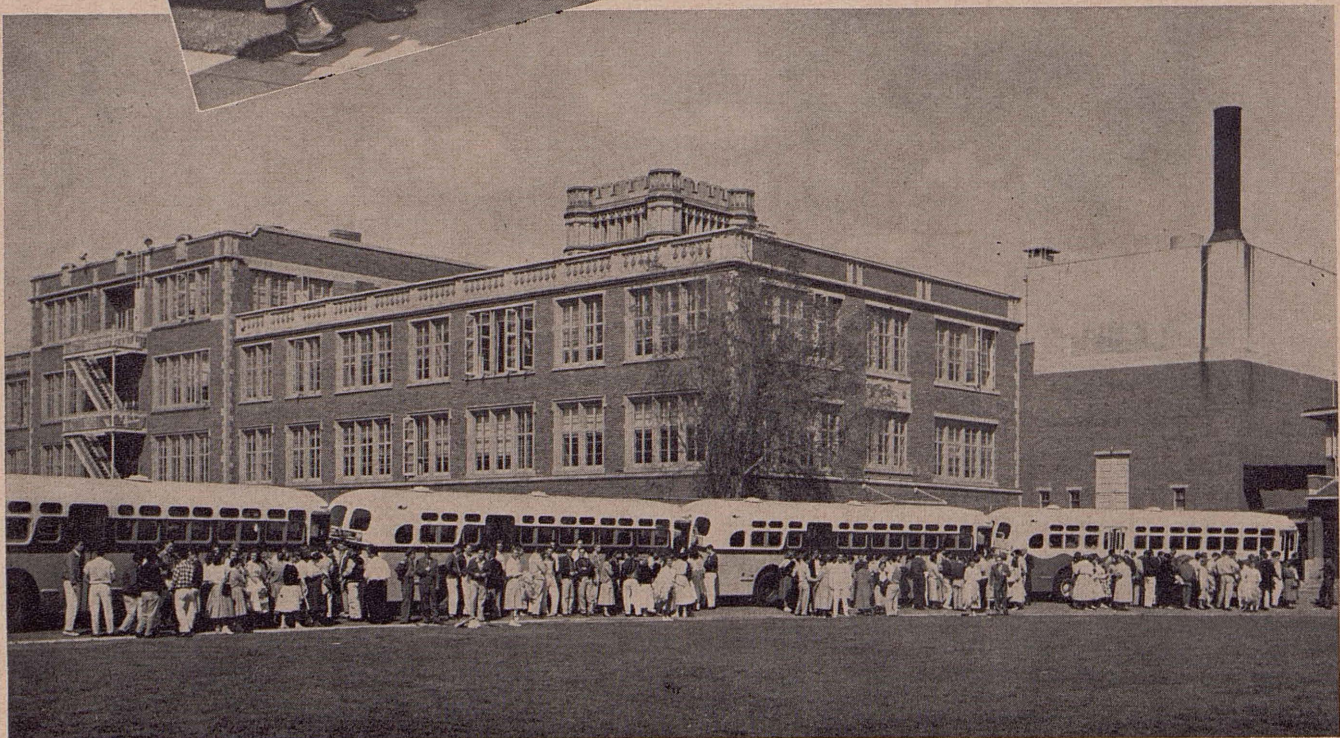


CHILDREN big and little went to Disneyland in chartered Metro coaches on April 27.

In the top photo, little Maggie Thornack was one of a group of small victims of cerebral palsy to be lunched and taken by USC's Phi Delta Theta fraternity for an afternoon of fun. Helping Maggie on the bus are, from left, Peter Kaplanis, president of the fraternity; Bruce Barnes, trip chairman; and Operator R. E. Newberry. Operator of the second coach was J. D. Feller.

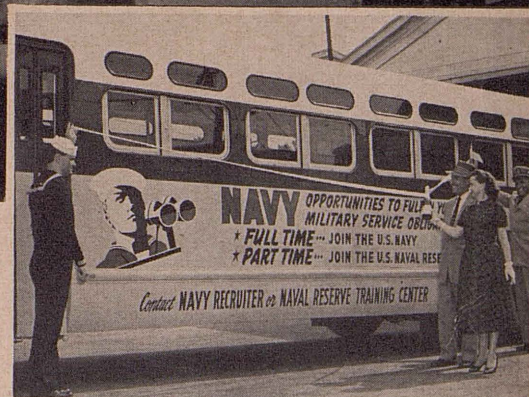
The bottom picture shows four coaches loading students of the Senior A class at Los Angeles High School.

Operators for this trip were Arnold Griest, Howard Harrington, John Vasconcellos, and F. K. Walker.





CHRISTENING a specially painted Metro coach to help Navy recruiting is (above), Mrs. James N. Shafer, wife of Metro's assistant research engineer, who himself was a Navy recruiting petty officer, first class, in World War II.—Yes, that's a bottle of champagne she's about to break. At right, a side view showing lettering. From left are Murray Floyd (of the regular Navy), the Shafers, and Lieutenant Commander K. R. Warfield, representing the Naval Reserve. A special effort is being made by the Navy to fill vacancies due to expiration of four-year Korean enlistments.



METRO TAKES TO THE AIR

(Continued from Page 5)

The next step is the production of a sound track containing the narration or dialogue of the required length in time.

From the story board, a series of animated pencil drawings to fit the sound track is made on paper by an animator, his assistant, and an "in-betweenner." A film test is made from these, and run for timing, idea projection, smooth sequence, and client approval. Necessary corrections are made in the penciled drawings,

and these are then turned over to the color expert in charge of the ink and paint department for redrawing on transparent plastic sheets in ink and color. The completed drawings are then assembled and numbered in proper sequence. Along with a tabulation of the numbers of the cells composing each frame and the order of frames, they are then turned over to the operator of the intricate animation camera, who makes the final motion picture.

VARIETY LINES

Patrolman Breathes Again!

SUSPENSE ended May 11 for Patrolman *W. R. Chambers* when the Metropolitan Division of the Los Angeles Police Department returned to him the \$1,050 he found on April 11 lying on Spring Street near the Los Angeles Civic Center.

He'd had to wait a month to see if the real owner showed up. "Had to," did we say? Why did Mr. Chambers turn in the money at all? Suppose he had just kept it and said nothing?

His answer to these questions was quick and logical.

"I thought it was probably 'hot' or marked money. If it had been, I might have got into trouble by being caught with it. But most of all I was afraid I might be keeping the life savings of some old man or old lady who couldn't afford to lose that much money. It wouldn't have been right for me to keep it without trying to find the owner.

"—And besides, to do that I would have had to spend money to advertise in the papers. By turning the money in to the police, I could let *them* do the advertising."

The money Mr. Chambers found consisted entirely of \$20, \$50, and \$100 bills—even though the photos appearing on the front pages of metropolitan papers revealed bills of the \$5 denomination.

"That was just some money one of the policemen happened to have in his pocket when the photographers arrived," chuckled Mr. Chambers. "The police were deliberately trying to give out false clues!"

Police stated that there were five claimants—some of whom gave themselves away by asserting that \$5 bills were part of the found money.

Another First for Metro

FOR THE FIRST TIME, Metro service ties in with air service!

Special motor coach schedules to connect at Long Beach Municipal Airport with Avalon Air Transport's flights to Catalina Island were inaugurated June 18.

Six trips daily except Sunday will operate to the airport on the Los Angeles-Newport Beach-Balboa Line 55, including three trips leaving Los Angeles at 7:25 and 9:30 a.m. and 4:33 p.m., two from Balboa at 9:41 a.m. and 5:40 p.m., and one from Seal Beach at 9:11 a.m.

Sunday service provides trips leaving Los Angeles at 9:01 a.m. and 1:15 p.m., a trip leaving Seal Beach at 9:25 a.m., and a trip leaving Balboa at 5:35 p.m.

Regular Line 55 fares are charged.



PICNIC COMMITTEE MEETS — Counter-clockwise, from right: *N. D. Thompson*, West Hollywood (chairman); *E. A. O'Connor*, Long Beach; *Jesse Medeiros*, West Hollywood; *Dick Veeh*, Van Nuys; *K. C. Steinert* and *J. R. Englert*, El Monte; and *F. A. Peters* and *R. M. Melton*, Glendale.

Buy Picnic Tickets

"HOT DOGS for the kids, ham for the grownups, potato salad, potato chips, coffee, cold drinks, and ice cream are on the menu for the system picnic on Sunday, September 2," declared *N. D. Thompson*, picnic chairman, after a meeting of this committee.

"Your committee is planning a really fine picnic for you," he added.

"Tickets in the form of green 'Howdy' badges are now on sale by representatives at the various divisions and offices. Prices are 50c for adults and children from 11 up, 25c for children from 3 to 10. Younger children will get in free.

"Salesmen are: *Lee St. Onge*, Sixth and Main; *R. F. Slocum*, El Monte; *R. M. Melton*, Glendale; *E. A. O'Connor*, Long Beach; *Richard Veeh*, Van Nuys; *Joe Broderick*, Ocean Park; *Robert Cecena*, Macy Garage; myself at West Hollywood; and the public relations office personnel, 617 PE Building."

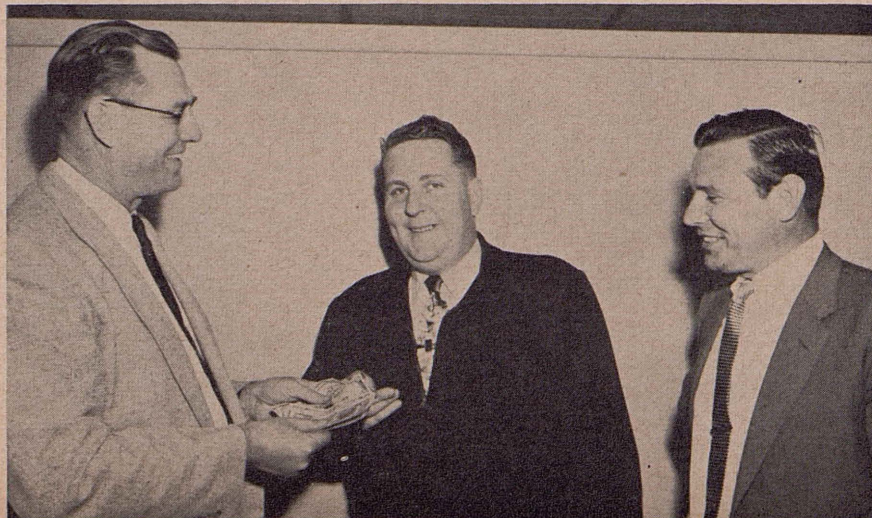
Thanks from Knox

AN ENVELOPE containing a substantial sum was given Assistant Passenger Director *Norval Knox* on the occasion of his retirement in April.

Presentation was made on the Viaduct by Superintendent *J. D. Puffer*, as a large group of friends gathered for the farewell ceremony. Contributors included friends from Long Beach, where Mr. Knox had worked many years, as well as from Los Angeles.

"I never knew I had so many friends," said the retiring man, "and I would like to express, through the pages of the METRO COACH NEWS, my heartiest thanks and appreciation for the gift."

THE AGONY'S OVER for Patrolman *W. R. Chambers*, center, as he receives \$1,050 from Lieut. *Joseph E. Stephens*, commander, Metropolitan Division, Los Angeles Police Department, with Sgt. *D. R. Sievers*, assistant commander, looking on. Chambers had waited a month after turning in to the police the money he had found on the street.



Remarried After 36 Years

By LOUISE BELLPORT

IT ISN'T ALWAYS hearts and flowers and an assist from Dan Cupid that lead to marriage. Sometimes it can be a note on a Christmas card and mutual friends.

But the recent marriage of *Robert L. De Moss*, night terminal foreman at 6th & Main, and his first wife *Grace* is also unusual because the ceremony was performed almost 36 years after their first marriage.

The De Mosses were married for the first time on October 24, 1920, in McAlester, Oklahoma. Three years later they separated and were divorced. They had one son who died in infancy.

Last year at Christmas time, Mr. De Moss sent a Christmas card to a mutual friend with the note ask-



CONGRATULATIONS and wedding gifts are being received by Terminal Foreman (Sixth and Main) R. L. DeMoss and his bride from co-workers. From left are Supervisor R. M. Hightower, Chief Information Operator Edna J. Tilley, Radio Dispatcher Jack Butler, Information Clerk Deane H. Koch, Terminal Foreman (Sixth and Main) H. W. Bradbury, and the DeMosses. They were married for a second time on April 16.



Accounting Department

MESSENGER-FILE CLERK: George Christopher, Jr.
 SORTER CLERK: Ethel G. Richemont, Charleen A. Smith.
 TAB OPERATOR: James Svoboda.

Maintenance Department

CLEANER-OPERATOR: Norman Rosenfeldt.
 AUTO-MACHINISTS: Buel C. Sims, Martin D. Sims.
 AUTO REPAIRERS: John Hart, Jr., James H. Mukai, Therial E. Wright, Joaquin M. Silvas, Russell H. Van Why.

Special Agents

PATROLMAN: James L. Samuelson.

Traffic

TYPYST CLERKS: Salvatore G. Calorino, Howard B. Johnson, Jonathan W. Robitaille.

Transportation

EXTRA CLERK: Lillie W. Gibson.
 OPERATORS: Robert L. Barth, James D. Bauer, Jackie C. Brown, George F. Border, Robert C. Climer, Gilbert S. Collins, James E. Doyle, Thomas N. Drake, Rogelio Garcia, Robert M. Hay, Lyle D. Hiersemann, Harry L. Hobson, Donald P. Johnson, James W. Katz, George Kozel, Richard A. Ludden, Henry Lockshaw, Michael J. Marino, David H. Nicholson, Robert D. Pearce, Bobby G. Powell, Edward Schaefer, Raymond E. Seelbinder, Harold E. Sweet, Wayne P. Tezak, Edgar D. Thorne, Floyd L. Wells, Edgar L. Whiteley, William H. Wright, Jr.

ing him to say hello to Grace. The friend did better than that; he gave him her address. The couple started corresponding in January. They learned that although both had remarried, both now were widowed. In early April, the prospective Mrs. De Moss left Oklahoma for a visit in Southern California.

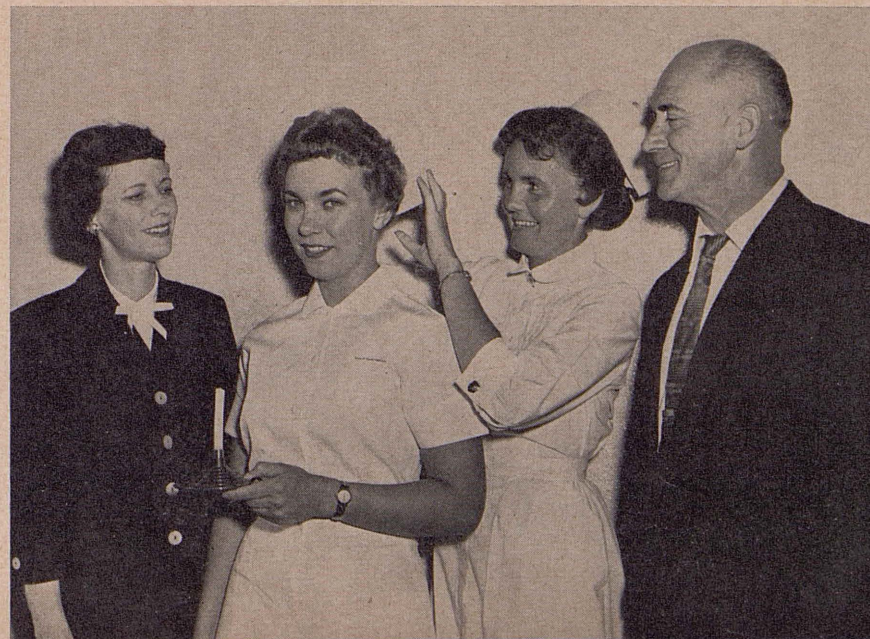
On April 16, the De Mosses were remarried in the North Redondo Chapel. Just to keep it all in the family, the clergyman who married

them, Rev. *H. H. Richards*, had been a PE conductor for 20 years.

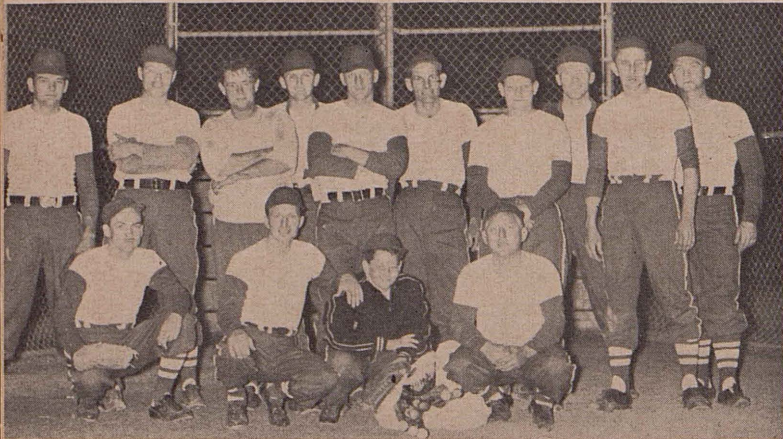
After working on rail and transit lines in Oklahoma, Mr. De Moss moved to California and went to work for the Pacific Electric Railway in 1935. He progressed from conductor, motor coach operator and supervisor to his present position.

The happy couple are now living at 216½ South Guadalupe in Redondo Beach.

THE RIGHT WAY to wear her cap is shown Maxine Haberberger by Barbara Bungarden, clinical instructor, after capping ceremony at St. Vincent's College of Nursing, as father and mother, Macy Auto Machinist and Mrs. John Haberberger, look proudly on. Candle was used in a special candle-lighting ceremony. "I want to help other people," says Maxine; "that's why I chose nursing." She's freshman class president.



SOFTBALL



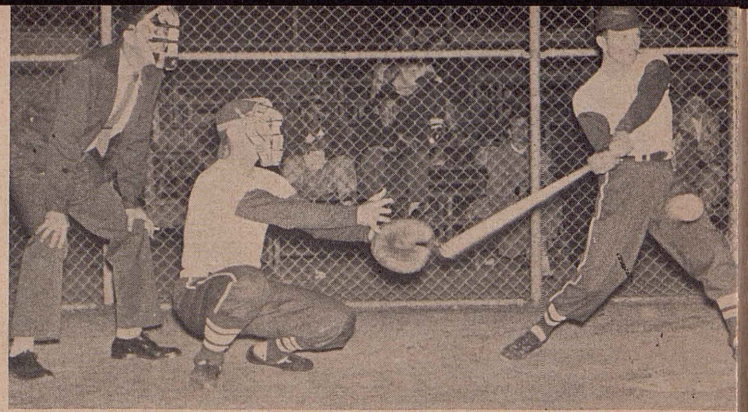
WEST HOLLYWOOD—Left to right, back row: Walters, Bloodgood, Haig (Asbury), Rush, Moen, Barnett, Feller, Wisner, Christopher, Poppleton. Front row: George, Panzariello, Bogartz, Jr. (bat boy), Bogartz, Sr. "Me, too!" said C. E. Christensen, absent when picture was taken.



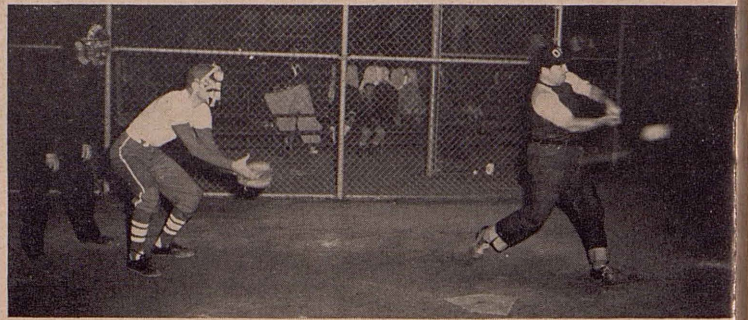
VAN NUYS—Left to right, back row; Veeh, Druebart, Griggs, Creveling, Jardell, Venlet. Front row: Klawiter, Jr. (bat boy), Anderson, Klawiter, Sr., Boardman, Veeh, Jr. Not shown are Burke and Connatser.



EL MONTE—Left to right, back row: Costello, Gerhardt, Ruiz, Beal, Bradley, Harrington. Front row: Hurst, Pruitt, Franich, Denmark, Alexander, Walker.—What! No bat boy, no mascot, no queen?—Tch! Tch!



THREE-BAGGER is hit by West Hollywood's Panzariello.



TRIPLE by OP's Fanchin brings in two runs.

WIVES AND CHILDREN of members of Metro's six softball teams are making Friday nights at the ball park a must these days. Rooting for Daddy is lots of fun.

"We would like to see lots more employes out rooting at the games," says *F. A. Griggs*, chairman of managers of the Metro league. "Every park we play in has bleachers to sit on, so you won't have to stand or sit on the ground. You'll enjoy yourself."

It's still too early to pick a league winner. At the end of the second week of play, scores were as follows:

May 18: Metro Valley Club, 9; Glendale, 1. Ocean Park, 14; Macy Mechanics, 22. West Hollywood, 4; El Monte, 4.

May 25: Glendale, 9; Macy Mechanics, 10. Metro Valley Club, 7; El Monte, 8. Ocean Park, 14; West Hollywood, 4.

Games will be played each Friday evening until August 24 (inclusive). See the yellow schedule posted on your bulletin board for diamond and time.

"S' MATTER, UMP?—You blind?"



RETIREMENTS

Long, Loyal Service Ends For Operators Wise and Lamb

JOHN GIBSON LAMB, known as Scotty to his friends, retired May 17 after serving 30 years for Pacific Electric and Metro — And in all that time he had just *one* missout!

At a ceremony in the West Hollywood division office, Scotty was presented with two pieces of luggage and an alligator wallet containing \$20 by President *J. L. Haugh* on behalf of the many West Hollywood employees who contributed.

Mr. Lamb served as conductor, motorman, and bus driver during his transit career, which began with streetcar service in Toronto, Canada. He went to Toronto from his native Scotland.

Scotty and his wife, *Jessie*, will make use of the luggage when they take a trip in the fall to Cambridge, Massachusetts, where they were married.



BADGE NO. 60 is turned in to Elna Harper, of Personnel, by Operator Loren E. Wise, who retires after 33 years of service.

LOREN E. WISE, who put in over 33 years of service with Metro and PE, worked the Long Beach-Huntington Park line exclusively for the last 23 years.

He started for PE April 20, 1923, in Long Beach, and worked local and interurban runs on the South during his first ten years with the company.

His record of not a single missout in his entire career surpasses even that of Mr. Lamb.

Born in Udall, Kansas, he married *Laura M. Starbuck*, of Oklahoma, in 1915. The couple have no children. After serving in the infantry in World War I, he came west for his wife's health.

"I'm surely going to miss the boys at Long Beach and those on the Huntington Park Line," he says. "I enjoyed working with the supervisory staff, too, including my division foreman, Mr. *R. W. Kraft*; Supervisors *R. M. Hightower*, *C. A. Woods*, and *A. E. Kemp*; and Superintendent *John D. Puffer*."

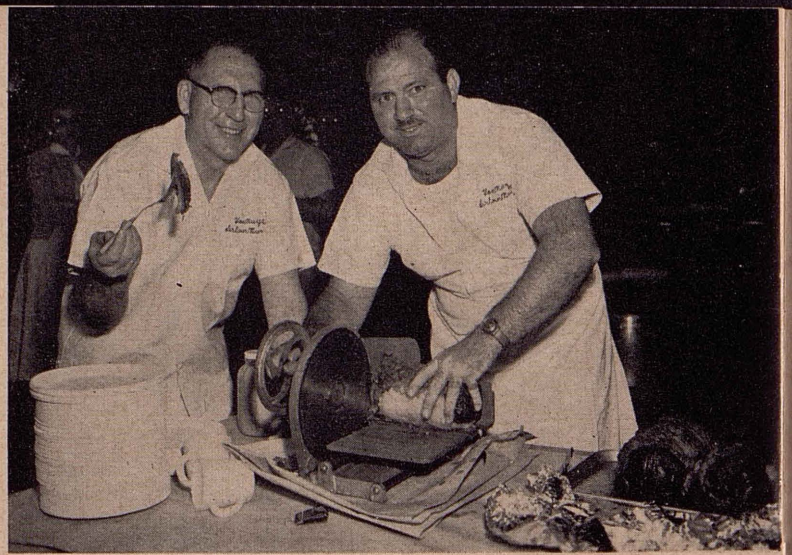
In his new-found leisure, Mr. Wise plans to travel, as well as to pursue his hobby of woodworking with Tennessee cedar. He has a wood lathe and a jigsaw.

LEFT—Operator J. G. ("Scotty") Lamb makes his last turn-in of cash and tickets to Betty Thibault, West Hollywood cashier. BELOW—In left foreground, President J. L. Haugh (in bow tie) presents Mr. Lamb with luggage on behalf of friends. Mrs. Lamb and daughter, Mrs. Marjorie Simmons, stand watching.





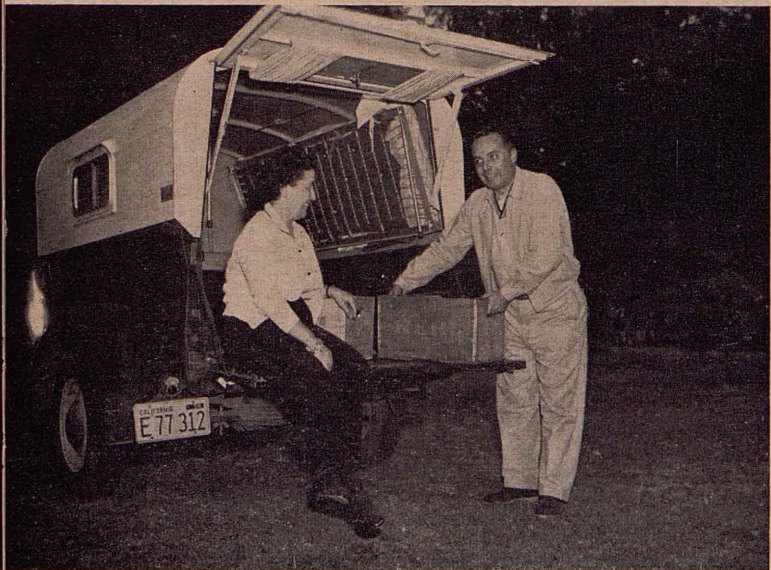
The lineup.



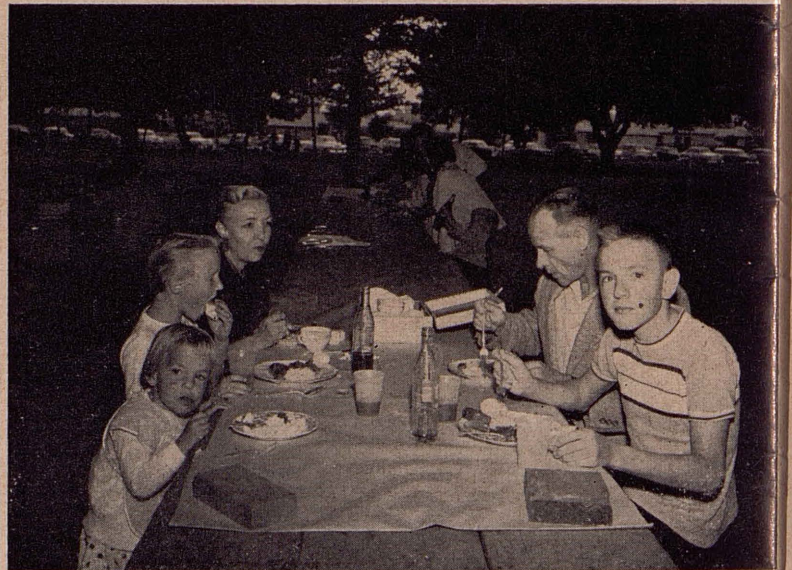
Ham, everybody?—Frank Farquhar, Jim Albrizze, cooks.

VAN NUYS PICNIC

SUNDAY MAY 27 — RESEDA PARK

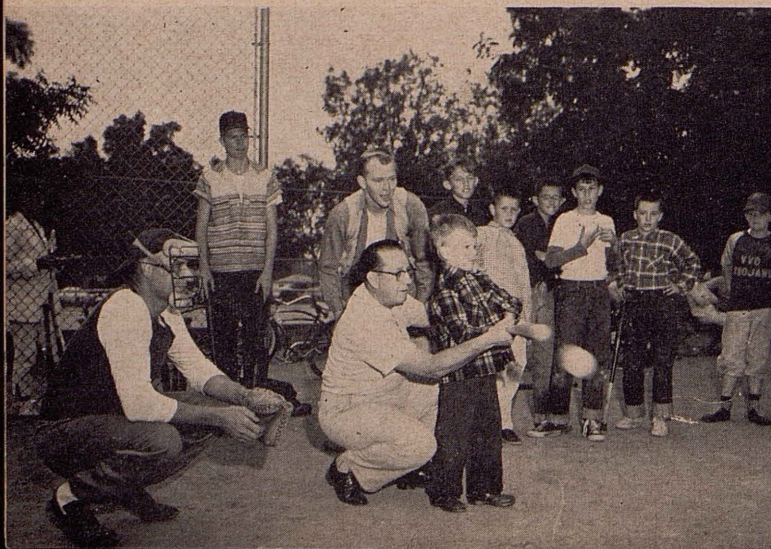


Supply truck: L. P. & Mrs. Gappae.



Typical family eating: the L. C. Smiths.

Van Nuys played—uh, Glendale. Stephan Patterson homers.



Kids' games: peanut race. Noses got sore.

HEMPLINES

By JEAN MCGILL



Wanda Amburgey (IBM) and hubby, Francis, boarded the choo-choo June 1 for Jackson, Mich., to visit their families. While there the couple attended the high school graduation of Wanda's nephew.

Helen Appleby (PBX) visited relatives in Seattle & Tacoma, Wash., for two weeks, beginning May 12.

Ruth Berscheid (trans. dept.) begins a three-week vacation July 9, planning local trips to Lake Arrowhead, Catalina, etc.

Helen Bradshaw (purch. dept.) recently returned from a vacation trip to her home town of North Adams, Mass. Leaving Apr. 7, Helen drove 3,127 miles alone, arriving in time for a snow storm. Her mother returned to Calif. with her to remain a while.

Martha Brown (IBM) has memories of New Orleans, La., where she vacationed the latter weeks of May.

Patricia Goggins (Macy garage) returned from vacation June 11, after much excitement at her home. Pat was maid of honor at her brother's wedding May 26th. Many arrived for the occasion, including her sister from Omaha.

Elna Harper (personnel) left June 15 by train to meet her sister in Vallejo, Calif. From there the two gals travel to Bridgeport, Neb., to visit their "mom."

Maxine Heckerson (IBM) dallied the last two weeks of April at home.

Margaret Koopman (exec. dept.) flew to Minnesota the latter part of May to visit her family.

Adeline Lofton (info clerk) journeyed to Houston, Tex., & New Mexico by train June 7, to visit family and friends.

Yvonne Mouté (Macy garage) was the honored guest at a recent "baby shower" luncheon May 24, given by her many co-worker friends.

Ellouise Naumann (exec. dept.) returned May 21, after two pleasant weeks visiting her family. She flew to southern Illinois to visit her parents in Carbondale and also stopped in Milwaukee, Wis., to see a sister and her family.

Pauline Nisbett (IBM) flu home to Cincinnati, Ohio, May 19 to visit her mother.

Florence Spaulding (info clerk) after directing hundreds via Metro, visited Disneyland, Marineland & Knott's Berry Farm while on vacation the last of May. She said it was time she had "first-hand" information & was thrilled with her visit to Marineland.

METRO COACH NEWS

HEAVENLY LEMON MERINGUE PIE

3 egg yolks
3 tablespoons cornstarch
2 tablespoons all-purpose flour
1 cup sugar
2 cups boiling water
grated rind 1 lemon
6 tablespoons lemon juice (fresh, bottled or frozen)
1 teaspoon salt.

Grate rind of one lemon. Separate yolks, beat until bubbly. (Set aside egg whites for meringue.) Mix cornstarch, flour, salt, and sugar together. Gradually stir boiling water into dry ingredients. Cook slowly, stirring constantly, until mixture is smooth and has thickened (about 10 minutes). Stir in lemon juice and rind—cook two minutes longer, stirring constantly. Gradually stir hot mixture into beaten egg yolks and return to heat. Bring to boil, stirring constantly. Remove from heat. Cool. Pour into baked pastry shell.

Meringue

¼ teaspoon cream of tartar.
6 tablespoons sugar
3 egg whites

Beat egg whites until foamy. Add cream of tartar and beat until stiff enough to hold soft peaks. Add sugar, a tablespoon at a time, beating well after each addition.

Continue to beat until egg whites are stiff and glossy. Drop by tablespoonfuls on top of filling. Bake 10 minutes, or until golden brown appearance, in oven 375° F.

Pie Crust

1½ cups all-purpose flour
¼ teaspoon salt
½ cup shortening
2 tablespoons ice water

Set oven at 450° F. Sift flour; measure and sift with salt into bowl. Cut in shortening with pastry blender until mixture is size of tiny peas. Sprinkle water, 1 tablespoon at a time, over dry ingredients and mix with fork until particles are moistened and mixture clings to fork and around bowl. Roll out on lightly floured board or pastry cloth to a 12" circle. Fit into a 9" plate. Cut off to within 1" of edge. Turn under pastry to form a stand-up edge on plate. Flute edge—prick crust with fork. Bake 12 to 15 minutes or until golden brown.

Ann Swanson (personnel) is making many plans for her trip to the "old homestead." She is flying to Vancouver, B.C., July 4.

Mary Van Keuren (Macy garage) left June 15 for a flying trip to her home town of Kalamazoo, Mich. (in case you haven't heard!!), for a family reunion during which her aunt and uncle will celebrate their golden wedding anniversary.

The girls at Macy garage arranged a surprise birthday party, Fri., June 8, for their "grand boss" R. W. Anderson, supt. of equipt., with a special cake & trimmings!

The wives of Frank Markley, Roy Ewing and Gus Gundersen (Macy garage) took their masters to Lake Gregory the opening day of fishin' season. Sounds as tho they had a good time . . . rumor is they caught their limit of fish???



JEAN BOVÉ

Mighty Pretty

WHEN ASKED if she had a favorite recipe . . . Jean Bové, stenoclerk, public relations dept., smiled and said, "Ohhhh, do I!!! I have one for a lemon meringue pie that's tart, lemony and simply heavenly - I'll write it down for you." Of course, the next question was, "Would you be willing to bake one?" She did - the proof is in the picture - AND, may I add (after sampling), it was everything she said. Try it and see. It's dee-lish-ous!!!

What's Your Favorite Recipe?

Would you enjoy sharing that favorite recipe with others? If you would, let us print it - along with your photo and the finished product.

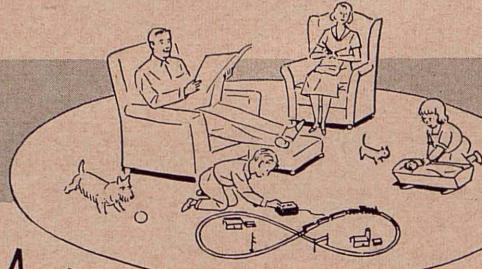
This invitation applies to employes and wives of Metro operators, mechanics, etc.

Address your note to me or the editor of METRO COACH NEWS, giving your name, address, and telephone number along with your recipe.

Let's have some new ideas - all get a little weary of preparing the same foods week after week and perhaps a new suggestion or two will be the ticket.

- Jean McGill

WITHIN OUR FAMILY CIRCLE



TRAIN TALES Of The Long Beach Division

By J. H. HOOVER

THE HOUR is early, very early in the morning. The sound of a telephone breaks the stillness with its shrill ring. Momentarily you are startled, then, as you lift the receiver, a perturbed voice greets you with, "Say, can you come over here to Morgan Yard and let us out of this 'blankety-blank' trainroom!"

This last was said by Conductor C. O. Greene. It seems that during his all-night assignment, he and his motorman, R. P. Wilmott, went into the trainroom at Morgan Yard for their lunch period, and not thinking, slammed the door. This caused the hasp to fly over the catch, thus locking them inside. No amount of shaking on the door would release it and so, with much embarrassment, they had to call the duty mechanic at Fairbanks Yard to come over and let them out. - Don't feel bad about it, fellows, a wonderful bit of practical knowledge was gained by this incident!

Our deepest sympathy is extended to Motorman Glen Hagle and his wife, on the loss of their son, who was killed on a routine flight with the Naval Air Force in the Pacific. He is survived by his wife and one child. Funeral services were held in Spokane, Washington, on May 14.

Operators here have become conscious of their shoes of late. This is due to a shoe shine kit that appeared at the Fairbanks trainroom. Every morning there can be seen a dusting and blackening going on. The equipment for this is provided from the snack bar fund.

"Hi Ho, come to the Fair." (Picnic, that is.) Preparations are under way for the gala Metro Picnic at Griffith Park on September 2. All company employees and their families

are cordially invited to attend. Keep your eye on the bulletin boards at your division for further information.

Speaking of absent-minded professors brings to mind former Motorman J. L. Mc Kane, who perhaps could qualify in this category. Mac lives in Long Beach and usually takes the train into Los Angeles, but on this particular day he drove his car instead. That evening he made a mad dash for the train, telling a friend to phone his wife to pick him up. He was disturbed

from his evening paper enroute, and was told to report to the stationmaster back in Los Angeles. Upon arriving, he was told to take a car to the beach. When he asked why he hadn't been told this when he was there before, he was told that it was his own car.

A fair amount of Americanism and Democracy can be witnessed on Car No. 428, where an ad card advises people to vacation by Greyhound.

The last words: Courtesy won't rub off - just in.

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HARDLY A MAN driving for our company does not know Mr. Ryon. He is a friend to all, and he can point to a host of passenger friends. Always neat in his appearance, he makes a fine representative of Metro. - J. S. B.

YOU BE EARNEST AND I'LL BE FRANK

By J. S. BURTON

THE DAY has finally arrived, and we have moved into our new division offices. Instead of a hot, stuffy, dull place to work in, we now have all that architects could design into a modern, air-conditioned, well ventilated, brightly colored, thermostatically controlled office. Glenn Banta, our division foreman, is replete with office finery. For him the contrast is more decided than for some of the rest of us, because of the location of his office in the old building. Formerly located in a dark back room, the division foreman's office is now up front where he can feel the pulse of all operation. In the next issue we hope to show photographs of the new offices.

Our softball team has been working under the handicap of a virus infection that has found its way into the line-up. It is hoped that these instances of illness can be quickly overcome and West Hollywood can emerge into its rightful position in the league.



By GLENN E. SERRES

WITH GREAT PLEASURE, El Monte Division hoists the safety award banner for the second time. Our original winning record of .144 accidents per 10,000 miles, made exactly a year ago, has been slashed to .121. Enthusiastic operators are planning to cut an even greater percentage from the accident rate on the theory that "the third time is the charm."

The following operators are reported to have donated blood at the El Monte Blood Bank May 9: *Glen A. Asher, William K. Barham, Harold J. Farley, Richard B. Hardy, Frederick Lenard, Robert F. Slocum, and Dwight B. Van Fleet.*

A very important part of the El Monte Division is the office staff, especially our lone gal, *Marie McAllister*, who is invaluable as typist and bookkeeper.

We miss *K. N. Smith*, division clerk, who transferred to Van Nuys May 16.

L. N. Velzy, who replaces Mr. Smith, comes well qualified, having served as division clerk, terminal foreman, stationmaster, rail dispatcher, motorman, conductor, and bus driver since 1925. Regional vice-president of the barbershop quartets of America, he went to their Minneapolis convention June 8.

Bill Barham and *Bob Slocum*, well-known rail enthusiasts, drove coaches for 75 members of the Los Angeles Chapter, National Railway Historical Society, to and from Los Angeles and Guadalupe, California, on Sunday, April 15. At Guadalupe, the party boarded a train of the Santa Maria Valley Railway, billed by the Society as "the last remaining rural branch line in Southern California on which steam power is readily available." The engineer was 81-year old *G. Allan Hancock*, owner and president of the railroad, who took the 75 sightseers for a tour of the Valley. Also attending were Division Clerk *E. C. Culley*, Operator and Mrs. *R. H. Newton*, Head Service Director *A. G. Evans* with his sons *Paul* and *Richard*, and *Billy Barham*, son of the operator.



AMONG WIVES attending El Monte pennant-raising; from left, Mmes. C. H. Cooper, H. E. Anunson, M. E. Passon, Charles Stephanson, Roy Denmark (with son Jimmy).



ENJOYING the El Monte pennant-raising luncheon last May 18, were, among others, the following men seated around the table: from left, *W. J. Gerhardt* (supervisor), *H. L. Finch*, *E. R. Clark*, *G. E. Serres* (just re-elected Dieseleer publicity man), *F. W. Runa*, and *R. V. Evans*. Standing close by are *L. S. Redmond*, left, and *Glen Asher*.

VAN NUYS DIVISION

By DAKIN BOARDMAN

SEVERAL NEW RECRUITS are adding strength to the softball team, according to Manager *Floyd Griggs*. The score for the opening game of the season with Glendale was 9 to 1 for Van Nuys. The game was played at Echo Park Playground.

Van Nuys lineup — *Dick Veeh*, capt. and ss; *R. Burke*, rf; *C. Conatser*, lf; *Andy Anderson*, cf; *Floyd Griggs*, 3b; *Dake Boardman*, 2b; *Earl Jardell*, 1b; *M. Klawiter*, c; *Art Venlet*, p; *Pat Patterson*, *W. E. Druibert* and *R. D. Banner*.

BLESSED EVENTS

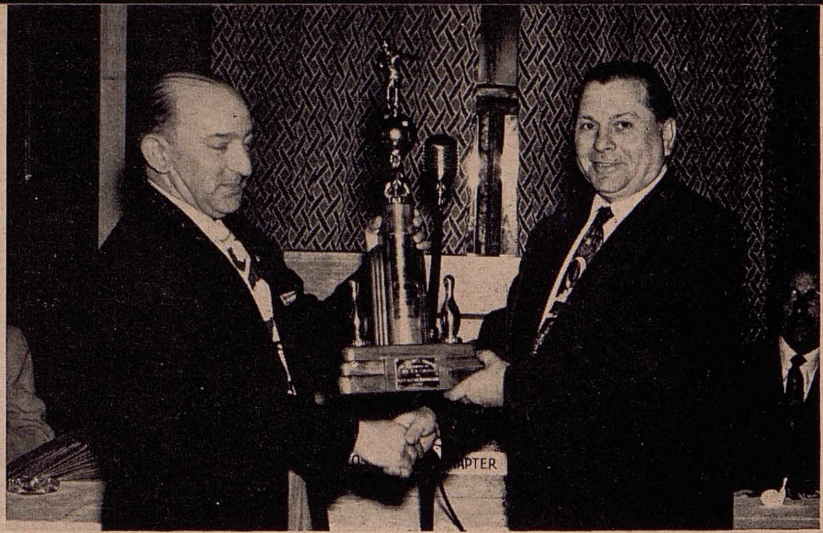
It's a boy for *Lee* and *Betty*

Wise. (Lee is Division Clerk at Van Nuys.) *Mark Allen* arrived February 10 and weighed 7 lbs. 4 oz. He has a brother *Jerry*, 2, and a sister, *Linda Lee*, 4.

February 12 will be an important date each year for Operator *Ray Arnold* and wife *Barbara*. It will be the birth date of son *Chris*, who tipped the scales at 7 lbs. 6½ oz. Brother and sisters are *Paul R.*, *Rebecca Ann*, and *Barbara Rae*.

Dale and *Clarice Pruett* are the proud parents of a daughter, *Patricia D.*, born May 8 at 2:53 a.m. in the Santa Monica Hospital. Patricia weighed 7 lbs. 14 oz and was 19¼ inches long. Congratulations to the happy parents.

Our best wishes go to *Bill Kresin*, who resigned to work for North American. Good luck, Bill.



ABOVE—Francis Northcutt, captain of the winning Streamliners team, accepts the O. A. Smith perpetual trophy from Herbert R. Roth, president, Los Angeles Bowling Association. Streamliners beat Easy Marks.

LEFT—Charlie Hill, organizer of the PE Bowling League 29 years ago and since then its principal support, stands between Mr. Roth, right, and Bryan Jacobs, secretary, LABA — of which Charlie is the treasurer-elect.

Streamliners Win Bowling Trophy

By CHARLIE HILL

ALL HAIL and congratulations to the Streamliners team, new champions of the PE-Metro Bowling Leagues! This team, consisting of *Frank Northcutt* (el capitan), *Byrl Brown*, *Gene Carrel*, *Kenny Northcutt*, and *Charlie Hill*, took the lead in the 6:15 p.m. branch, on the last night of the schedule, over the PE Club team, which finished second. In the final play-off the new champs nosed out by a whisker the Easy Marks, winners of the 8:30 branch, to earn the President O. A. Smith perpetual trophy.

Congratulations also to the Easy Marks, captained by *Jack Rowe*, and further manned by *Clyde Henry*, *Tommy Du Moulin*, *Ray Cockrell*, and *George Cole*. This aggregation proved to be a tough adversary, not only throughout the season, but also in the play-off.

The winning team of each branch was awarded American Bowling Congress League Championship Certificates and individual arm chevrons, also individual trophies.

Charles Klouch won first place in the sweepstakes singles; *Emma Elias* and *Dave Du Moulin*, first in the doubles. *Larry Seaman* took

first in the head pin tournament singles and joined with *George Reesor* to take top spot in the doubles. The special bowling ball prize for the highest individual season series was presented to *Bill Nathan*. Most Improved Bowler awards were made to *Lou Maloney* of the 6:15 p.m. branch and *Emil Lodahl* of the 8:30 p.m. branch.

The season was a big success, due to the fine work of its officers and wonderful cooperation of the individual bowlers. Special mention is made of *Betty Maloney*, who really did an excellent job as league secretary. *Jack Rowe* guarded the treasury well, as usual.

Some 130 attended the awards dinner-dance in the ballroom of the BPO Elks No. 99 Temple on May 5.

In the absence of President *Gene Harrison*, who was called out of town, *Jimmie Shafer* presided. *Brad Atwood* served as master of ceremonies and handled the big job with matchless wit and humor as he handed out \$2730 in cash prizes, numerous other awards, and some 40 door prizes.

Honored guests were *Herbert R. Roth*, president, Los Angeles Bowling Association, *Mrs. Roth*, and *Bryan Jacobs*, secretary, LABA. *Herb* presented the big perpetual trophy.

Many remained until the wee hours of the morning dancing to the varied strains of Frank James' Dance Orchestra. The adornment of party hats by all present added color to the jolly affair. Congratulations to the banquet committee for the big, successful event.

Your scribe was agreeably surprised by being presented with a beautiful plaque with the inscription: "To Charles P. Hill, In appreciation for outstanding loyalty to the PE and PE-Metro Bowling Leagues throughout the years." I really appreciate this token greatly. My part in our bowling activities has been the source of pleasure to me.

The summer league started on May 11 with eight fivesomes at the Sunset bowl. At the end of the fourth week the Dieseleers were in the lead, with 8 wins and 4 losses, followed by the Streamliners with 7 and 5.

The annual meeting of the leagues will be held at 8:00 p.m., Wednesday, June 27, in the Conference Room, 775 PE Building, at which time there will be the election of officers and plans made for the forthcoming fall and winter season. All who are interested in bowling are invited to attend this open meeting.

ACCOUNTING DEPARTMENT

By THE SCRIBBLER

REMEMBER THIS: Nobody ever got hurt on the corner of a square deal.

— *Pacific Northwest Cooperator.*

Well — it's that time again, and if it were not for a fertile imagination, the Scribbler would have a spotless column to present to its (dare we hope?) avid readers this month.

The rash of illness and vacations that has broken out in the office has resulted in the call for everyone who isn't colorblind to sort tickets — and aren't the colors pretty! It's really fun, and nice for a change. The bosses can call on us at any time.

Those on sick list at this writing were *Herta Hoffeins* (who surprised us with a beeyootiful box of See's candy), *Phyllis Bonner* (who will soon be back), *Sue Wright*, *Pat Davis*, and *Nina Pincomb*. — To all a speedy recovery and return.

Vacationers are: *Frances Moore* in Yosemite, where the continuous rain drove her back to Bakersfield; *Ethel Chandler* at home washing windows (now there's an idea); *Nell Flanders* in San Francisco doing goodness knows what besides the town.



A BIG THANK YOU to all members of MECCA was sent this month by Jimmy as your local Community Chest and hundreds of Chest-supported agencies in Southern California, such as Children's Hospital, observe "Thank You" Month. Your generous contributions help provide local health, welfare, and youth services . . . help make happier, healthier, and safer communities to live and work in.

Little Mother *Lavonne Sanders* is back at work, having bid in *Cy Holway's* timekeeping. Cy is now deep in the intricacies of the agents' accounts job vacated by *Charles Escovar* L/S. *Jack Beggerly* stepped into *Proctor Welcher's* shoes — we hope Jack will have a nice writeup elsewhere in the magazine. If his picture appears, his friends won't know him, as the lawn's been mowed on his top flight deck.

Incidentally, *Cy Holway* explored the depths of his childhood pants pocket and out of the mass of what-nots a boy stows away, he came up with a match-book cover, and he's been an international collector-enthusiast ever since.

Welcome to *Mike Mason*, five-months newcomer to California from Wisconsin; *George Christopher* — when we "let George do it," he really gets it done; and that cute little trick, *Charlene Smith*, niece of Auntie *Odessa Carter*. And it's goodbye to *Bill Kole*, lost to Uncle Sam's navy, and *Nicole Sainson*, who has returned to France to care for her mother. Our best thoughts go with them.

GENERAL CLAIMS DEPARTMENT

By PAUL A. KARI

A DISTINGUISHED HONOR was received by Claim Agent *Paul Zook* at the California-Arizona district convention of Civitan International, held on May 19 in Lodi, when he was presented with a plaque in a ceremony conducted by the district governor, *Max Sweet*. The plaque reads that Paul, while holding the office of lieutenant-governor of Civitan's California-Arizona district for the 1955-56 term, "rendered unselfish, loyal and civic service."

Civitan International is an association of civic service clubs throughout the United States and Canada dedicated to the task of building better citizenship. Paul, who has been with our general claims department since 1944, is active in the Pasadena chapter of Civitan, in addition to holding his high district executive office.

On or about June 24, *Mary and Ted Stevenson* will move into their new home at 50 W. Carter, Sierra Madre. Mary describes it as her "sure-enough dream house," with



HONORED—Paul Zook, claim agent, with Civitan International award for service.

such appointments as second-floor bedroom with adjoining sitting-room and bath, a beamed dining room which is illuminated only by candle-light, a guest-house situated to the rear of the house, and a "king-size, junior swimming pool."

We welcome *Marge Ranft*, department steno-clerk, who is again at her desk after a month's absence because of illness.

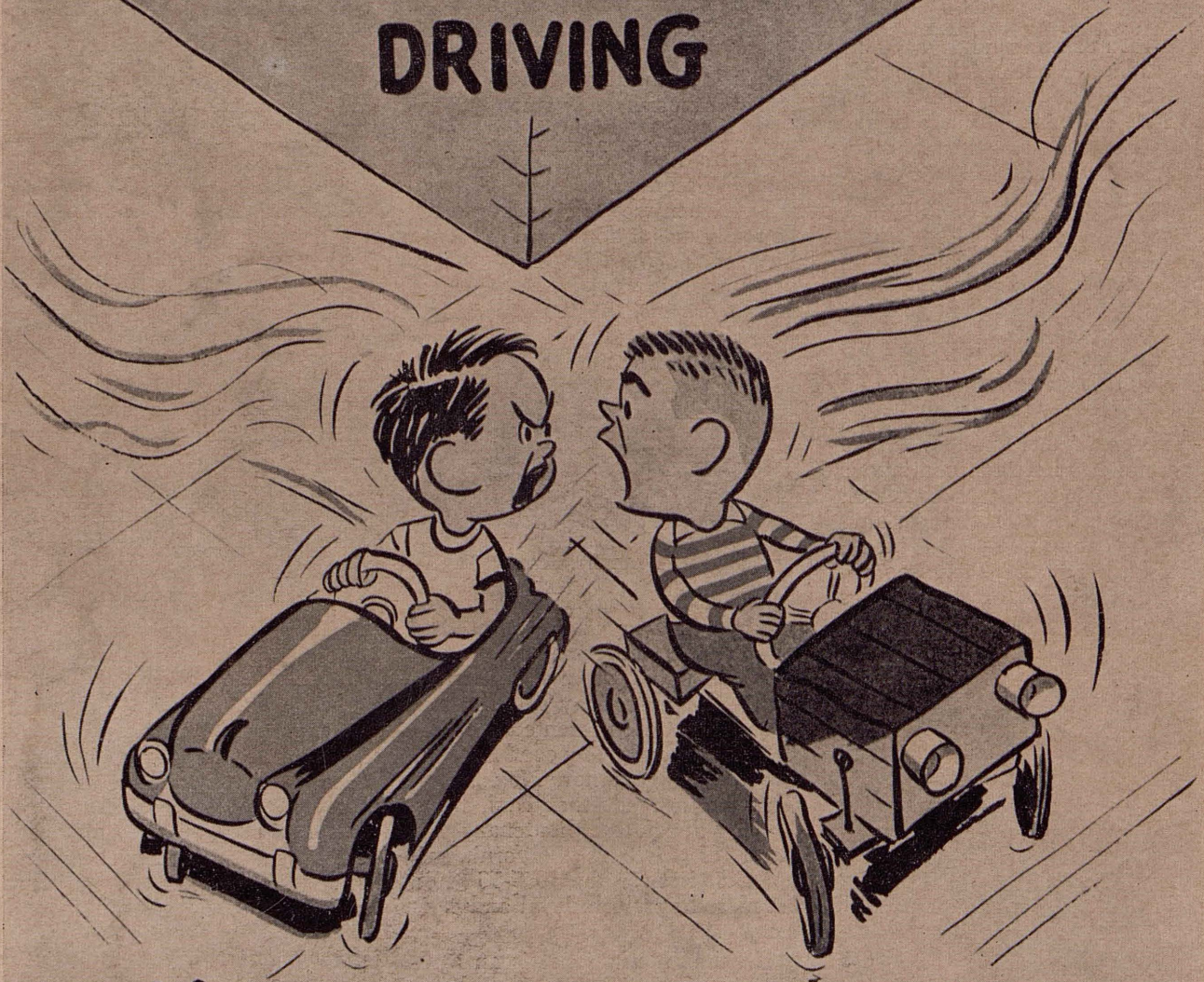
Chief Investigator *Bob Voss* has just recently completed an addition to his home, in the form of a den finished in natural wood. Bob did much of the construction, and there were a few days when his office gave off the scent of liniment.

Agent *Mike Marchante*, the claims department's representative for the area surrounding International Airport, still has his head in the clouds. A recent bridegroom and epicure deluxe, Mike counts arriving planes at the airport on his TV set. Mike says he doesn't mind if the planes pass over during the commercials, but it annoys him when they interrupt the Mickey Mouse cartoons.

Among the well-dressed in the department we can count Agent *Dick Dunlap*, who recently purchased three (three!) new suits — two light-weight numbers for the hot summer months ahead, and one tasteful, all-weather flannel. Not to be outdone is *Elsie DuPaix*, who cut loose in a shoe store and walked out with five new pairs. Just what she wanted, says *Elsie*.

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