

METRO COACH



News

JUNE, 1957

Telephone TRinity 2792



METRO COACH News

VOLUME 4 JUNE, 1957 NUMBER 4

The Story of the Lost Purse.....	3-6
Employe Picnic Aug. 11.....	7
Wheel Alignment and Balancing.....	8-9
"Unaccustomed as I Am to Public Speaking".....	10-11
Commendations.....	12
"In My Merry Oldsmobile".....	13
Metro Gets First Woman Agent As Walter Bowers Retires.....	14-15
Other Retirements.....	16
Program for Progress.....	17
West Hollywood Wins Courtesy Trophy.....	18-19
Mainliners Lead Softball League.....	20
Van Nuys Takes Second in Bowling League.....	21
Variety Lines.....	22-23
Metro Wins 2nd Employe Safety Award—Hole-in-One—State Disability Benefits—Diane as Miss Verdugo Days Within Our Family Circle.....	24-27

OUR COVER

"METRO FOLKS are wonderful!" beams Com-muter Mrs. Cleo Davidson, as she gets back her lost purse and signs the lost-and-found register presented by Division Clerk Millard E. ("Pop") Carlisle, at Glendale Division.

Through the cooperation of a number of Metro employes, the purse she had lost on a Line 75 coach from Glendale had been found intact within a very short time after she had discovered her loss on another coach. The purse contained \$100 in cash and a \$25 check, in addition to other belongings.

An employe of another organization whose chief stock in trade is, like Metro's, courteous service — the telephone company — Mrs. Davidson was deeply touched by the concern shown and the all-out efforts made by warm-hearted, sympathetic Metro employes to help her find her purse. (See story, pages 3 - 6.)

CORRESPONDENTS

William E. Druebert.....	Van Nuys Division
S. F. Dispennette.....	Glendale Division
F. B. Eggeman.....	Auld Lang Syne
Charlie Hill.....	Bowling News
R. D. Hird.....	Investment Club
James H. Hoover.....	Long Beach Division
Paul Kari.....	Claims Department
Jean McGill.....	Hemlines
Martha Falbaum.....	Ocean Park Division
"The Scribbler".....	Accounting Department
Glenn E. Serres.....	El Monte Division
J. R. Thompson.....	West Hollywood 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 employes and their families. J. L. Haugh, president; R. O. Christianscn, director of public relations; W. Warren Silliman, 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 15



Safety and Courtesy from The Claim Agent's Viewpoint

By WILLIAM POLLACK
General Claim Agent

I ENJOY a genuinely warm feeling every time I attend a safety or courtesy award presentation. This feeling is due not solely to the enthusiasm, interest, and pride evidenced by the operators and others connected with the awards, but also to the direct results accomplished by the program.



William Pollack

Claims cost Metro and Asbury a substantial sum of money each year — money that could be used to much better advantage. Indirect costs are also large, such as the mental aggravations occasioned to our employes and others affected, loss of public good will,

man-hours lost, cost of repairs to the equipment, and loss of revenue while equipment is laid up in the shops. The safety awards program helps reduce these costs.

—What does courtesy have to do with claims? Experience shows that courteous operators are self-controlled operators. They do not allow momentary flashes of temper or sudden emergencies to overcome their judgment. Good judgment and self-control are the basis of safety. So the courtesy awards program plays an important part in claim prevention.

The claims department is in direct contact with the grief, sadness, and monetary losses resulting from accidents. We know at first hand that every effort made to avoid such misfortunes is surely commendable — something we owe to our fellow man as well as to ourselves.

From both a public relations and a humanitarian standpoint, Metro and Asbury employes may rightfully hold their heads high with pride in the knowledge that they are providing service to the public in an increasingly safe, sane, and courteous manner.

METRO
THEATRE
Presents

METRO ALL-STAR CAST IN "THE STORY OF THE LOST PURSE"



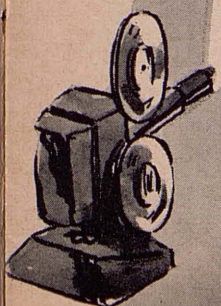
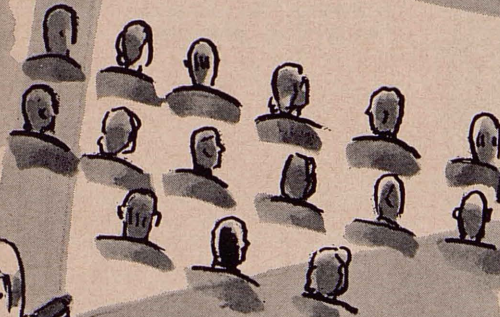
MRS. CLEO DAVIDSON, teacher of a writing course for the telephone company, boarded her Line 75 coach at the usual time and place in Glendale on the morning of May 9. She asked for her usual transfer to a Line 93 coach at Temple and Hill Streets, Los Angeles.

At that point she presented her transfer to the Line 93 operator and went back and sat down to continue reading Dr. Peale's fascinating best-seller, "The Power of Positive Thinking."

Suddenly she became conscious that something familiar to her touch and grasp was missing.

"My purse!" she gasped to herself; and her heart sank as she looked vainly around her. — Yes, it was gone: her white purse, with \$100 in cash and a \$25 check in it . . .

Metro Schedule Supervisor Mark D. Swerdfeger, inbound on a Line 75 coach from Glendale, glanced toward the rear. A lady's white purse, seemingly unnoticed by anyone, lay on the shelf by the rear window . . .



Mrs. Davidson leaves her Line 75 coach at Temple and Hill with her transfer in her hand . . . But where's her purse?

JUNE, 1957

Story of

The Lost Purse

(Continued)

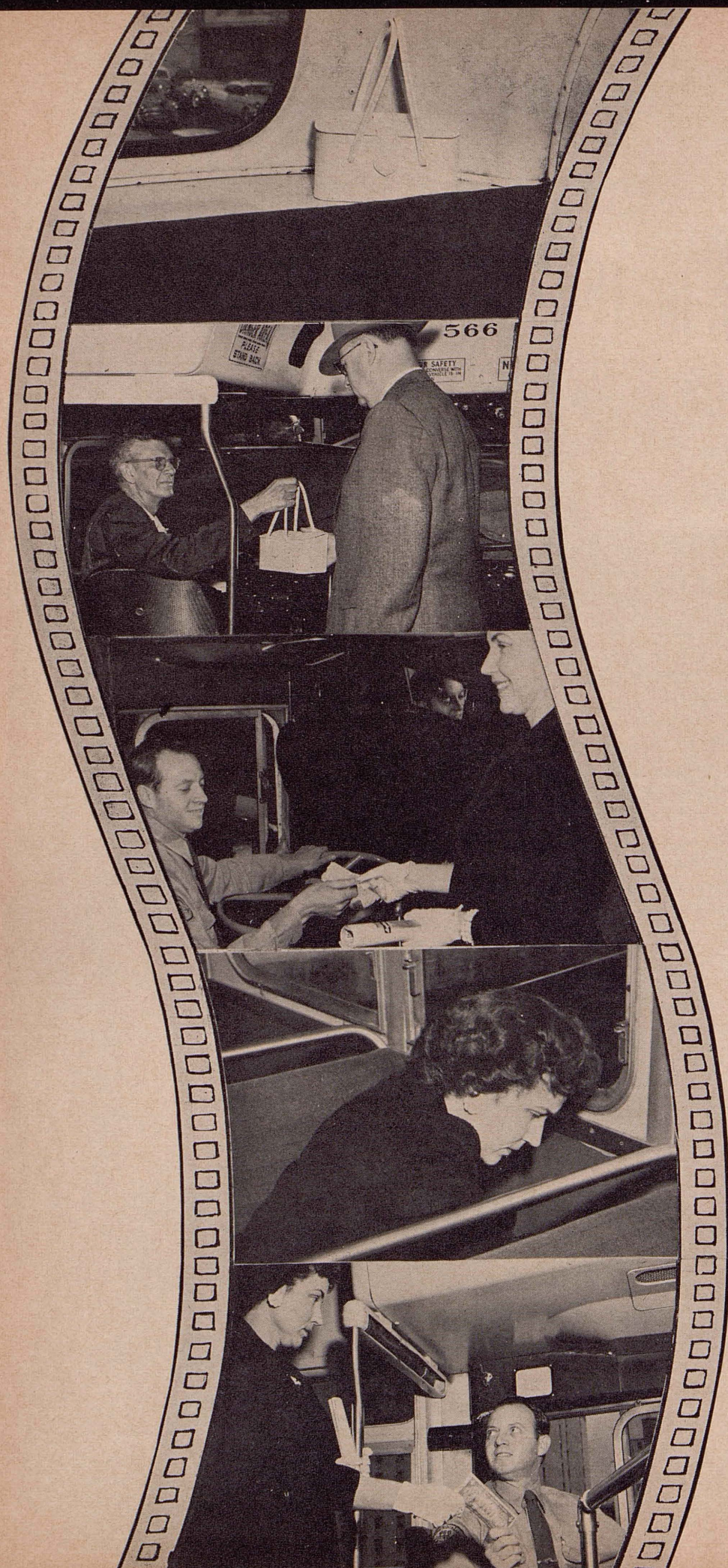
She has left her purse behind on the shelf under the rear window!

Luckily, Schedule Supervisor Mark Swerdfefer sees it. He just happened to be on that coach. Here he is turning it in to W. L. Solomon, the coach operator.

Meanwhile, Mrs. Davidson boards a Line 93 coach going down Hill Street in order to reach her office at 728. She presents her transfer to Operator J. R. Thompson (who, we're proud to say, doubles as correspondent from West Hollywood Division for METRO COACH NEWS.)

In her seat, she discovers she has lost her purse and starts vainly looking for it everywhere around her. Under the influence of Dr. Peale's book, which she is reading, she refuses to "panic," and tries to think positively.

Explaining the situation to Operator Thompson, she asks what she should do. "Chase the Line 75 coach," he suggests. "It may have gone to Macy Street Garage, though," he says, offering her a dollar for taxi fare.



She boards a cab, but can't find the coach she is looking for.

She finally reaches Macy Garage, where she talks to Service Director H. C. Strong, who checks the time she boarded the coach at Burchett Street, Glendale, and is thus able to identify coach on which she has left her purse. "That coach should be on its way back to Glendale now," says Mr. Strong. "We'll telephone the Glendale Division and have somebody check with the operator."

Meanwhile, Supervisor J. C. ("Jimmy") Davidson (no relation) has come in and overheard the conversation. After being reassured by Jimmy that every effort will be made to return her purse, Mrs. Davidson, relieved, says she's half an hour late now and must get back to her office. Both men offer her more money for cab fare. She accepts \$5 from Jimmy, since he has the same name and is a Glendale neighbor.

Supervisor Davidson picks up the telephone and calls the radio dispatcher, asking him to call Glendale and ask someone to stop the coach and inquire about the purse.

Radio Dispatcher Jack Butler calls as requested, from his office in the Metro Coach Depot at Sixth and Main Streets.

(Concluded on next page)



JUNE, 1957

Story of **The Lost Purse**

(Concluded)

At Brand and Chevy Chase, Glendale Division Foreman Kenneth E. Parker intercepts the coach and gets the purse Mr. Swerdfefer has given to Operator Solomon.

Ken notifies Jimmy that the purse is found, and is at Glendale Division.

Jimmy telephones the good news to . . .

. . . Mrs. Davidson at her office within a very few minutes after she reaches it.

After work that evening, she stops by the Glendale Division and happily gets her purse from Division Clerk Millard E. ("Pop") Carlisle, after properly signing for it. Everything is intact.





LAST YEAR AT GRIFFITH PARK

EMPLOYEE PICNIC, SUNDAY, AUG. 11

AT BEAUTIFUL, SHADED BROOKSIDE PARK, PASADENA

HAM, HOT DOGS, potato salad, baked beans, ice cream, pop, and coffee are among the items promised to this year's visitors to the Third Annual Employee Picnic, according to West Hollywood Operator *Norman D. Thompson*, chairman of the picnic committee.

The date will be Sunday, August 11, from 10 a.m. on. Lunch will be served from 12 to 2 p.m.

"We'll have more serving tables this year than last," says the chairman, "so people can be served faster."

At 10 a.m. an all-star game with outstanding players of the Metro softball league will get under way. After lunch there'll be fun games,

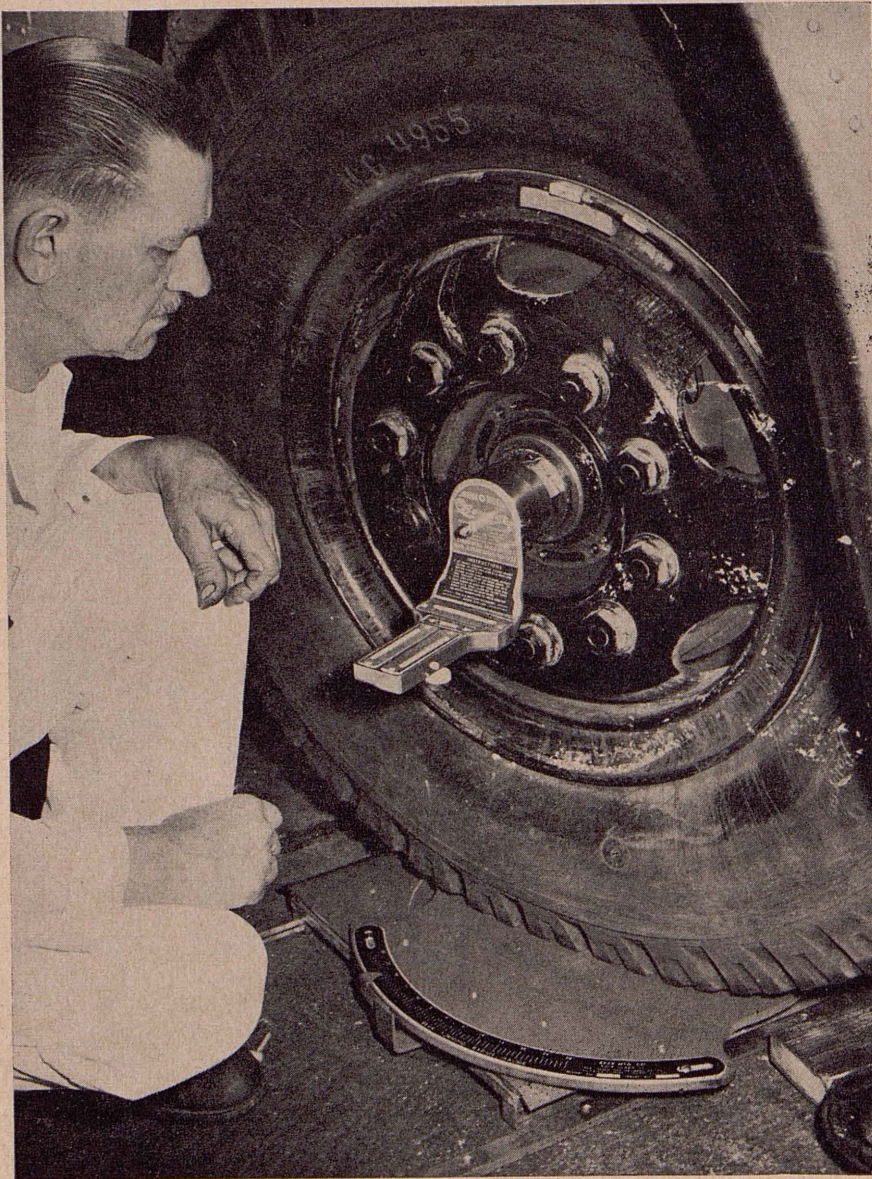
and prizes for children and adults alike.

The Transportaires — Metro-PE-SP glee club — will sing, and other special entertainment will also be provided.

"You don't need to bring anything except yourself, the family, and an appetite for food and fun," according to Thompson. "The tickets you buy from your picnic committeeman entitle you to everything."

Tickets: Adults, 50c; Children 5-10 years, 25c; Children under 5, Free

WHEEL ALIGNMENT and BALANCE



TED KROGEL, Macy mechanic, in the process of checking front wheel alignment on a coach by use of two new instruments. Attached to the hub (by magnetism only) is a gauge for reading caster, camber, and kingpin inclination. It consists of several calibrated glass levels (on the principle of the carpenter's level), readings on which are taken with the wheel at certain set angles. These angles are determined by the turning radius gauge (the black crescent-shaped calibrated measure), which is attached to turntables onto which the front wheels of the coach are driven. Corrections are made by placing shims of the required thickness at the proper points, etc. Manufacturer's specifications indicate the amount of correction that is needed.

UNTIL a couple of months ago, the only ways Metro mechanics had of determining whether front wheels on coaches needed alignment and balancing were (1) evidences of improper tire wear, and (2) reports from operators of "hard steering," "wheel wandering," "shimmy," etc.

When these reports came in, the only way mechanics had of correcting the conditions was by trial and error — changing an adjustment here, testing the coach over the road; changing the adjustment again, if necessary; retesting on the road; etc. This might take weeks, and usually did, for there were no instruments to tell the degree and kind of error. Meanwhile, tires might continue to wear improperly, the operator might feel that his complaint had been neglected, the passenger might ride less comfortably, and the coach itself might be undergoing the stresses and strains of improper wheel alignment and balance.

The picture is now changing, thanks to Metro's investment of a thousand dollars in an electronic wheel balancer and wheel alignment gauges. Now, there's no guesswork. Inside 20 minutes, the exact amount of misalignment and unbalance can be definitely determined. Then the correction is made. It may take minutes or it may take hours, but the chances are it has to be made only once. Then a minutes-long test by the new instruments is made again, and the job is done. No time consuming road test is necessary.

Exact savings with the new equipment are not yet known — the program is too new. Complaints from operators have, however, shown a marked decrease, according to General Foreman *Clarence Hatzler*.

CING

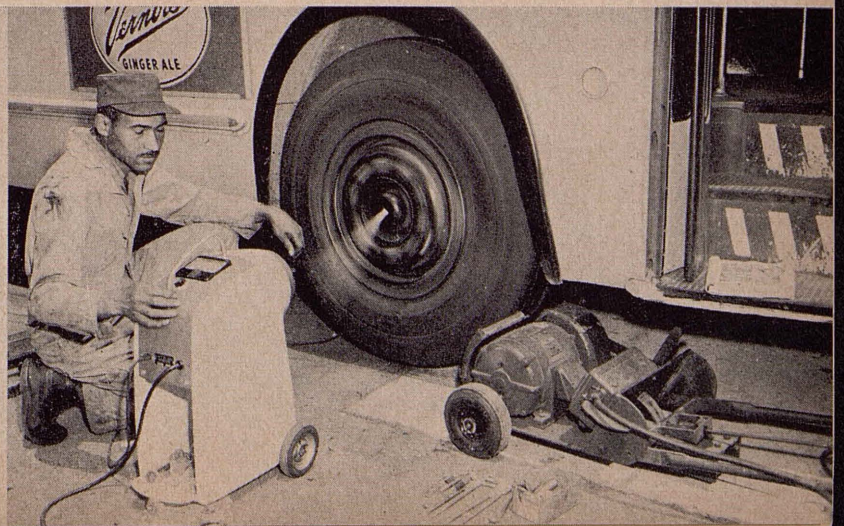
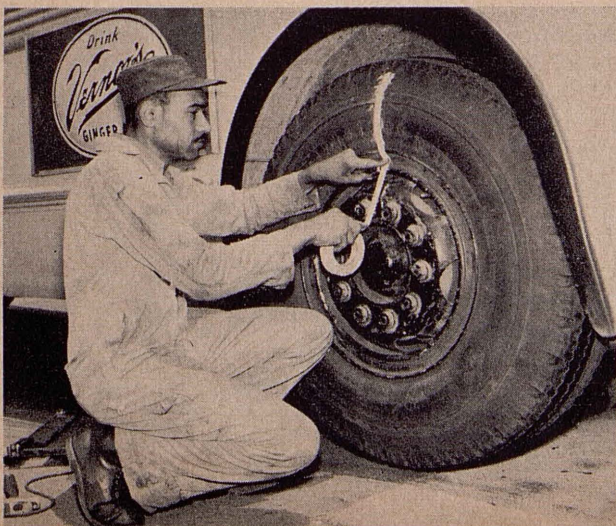
Aligning and balancing wheels is an extension of the brake overhaul program involving the principle of "balance" described in the April METRO COACH NEWS. Aligning and balancing are done after each brake overhaul or whenever needed. Balance is checked and adjusted whenever a tire is replaced or shifted from one wheel position to another. Mr. Hatzer pointed out that as soon as all brake drums have been balanced by turning them concentric outside and inside, it will only be necessary to correct a slight unbalance in the tire itself each time it is shifted to another position.



LONNIE MARKS, Macy mechanic, demonstrates the electronic wheel balancer now in use at Macy. The little box on a stand at left has a strongly magnetized arm which is placed in contact with the axle or brake backing plate to detect vibration. Lonnie holds a hammer head out to show how arm is magnetically attracted. Vibrations caused by unbalanced wheel are transmitted electrically to the stroboscope (machine on wheels), which has an intermittently flashing light by means of which the location of the unbalance is determined. A dial on the stroboscope shows the exact amount of counterbalancing weight needed.

TO REFLECT light flashes, Lonnie first fastens a strip of white masking tape to the jacked-up wheel as shown in photo at left. Then he starts the wheel spinning rapidly by use of a high-speed spinner (dark-colored machine on wheels at right of tire in right-hand photo). As shown in photo, strobe light is re-

flected at about 7 o'clock position. Dial on strobe shows that a four-ounce weight is needed. Lonnie stops wheel, turns it so white tape is at 7 o'clock position, and fastens weight at the 12 o'clock position. Two kinds of balancing are done: "static" for up-and-down unbalance; "dynamic" for wheel wobble.



“Unaccustomed as I Am to Public Speaking”



Weekly Public Speaking Classes For Transportation Supervisors and Division Foremen Prove Helpful

“MR. TOASTMASTER, that was an excellent talk, as usual, by Mr. Smith. He showed poise; his gestures were easy and natural; his enunciation and pronunciation, clear; his eye contact, good. The logical development of his talk showed careful research.—His phraseology, however, was a bit jerky, and he used the word ‘gentlemen’ too often.”

The critic was Supervisor *R. L. Woodrow*; the scene was the instruction room, on the mezzanine floor of the Metro Coach Depot at Sixth and Main Streets, Los Angeles. Assembled there were a group of some 20 Metro transportation supervisors and division foremen who were practicing public speaking. The toastmaster for the day was Supervisor *D. L. Ladhoff*.

Similar public speaking classes have been going on since the fall of 1955, as a final unique part of a multi-phase supervisory training program initiated by the Metro transportation department under Superintendent *John D. Puffer*.

His assistant superintendent, *Jack Stewart*, is in direct charge of the two public speaking classes. Each class meets once a week: one from 1-3 p.m. for the night men, who come before their tour of duty; and the other from 3-5 p.m. for the day men after their tour of duty.

“There are important reasons, we feel, why we should train our supervisors and division foremen in public speaking,” stated Mr. Stewart. “They need to be able to explain things clearly, quickly, easily, and diplomatically to operators and many others. They call on city administrators, police chiefs, complainants, and others important to Metro. They must know when to talk and when to listen. We thought

the public speaking classes could teach them.

“All those who have taken the course report that it *has* helped them. At first, they hated to get up in front of the class. There were lots of weak knees and trembly voices when we began in 1955. But the improvement since then has been tremendous, and now they have a lot of fun,” Mr. Stewart continued.

“We took tape recordings of the first talk given by each man, and played them back in class six months later so that the men could see their improvement.

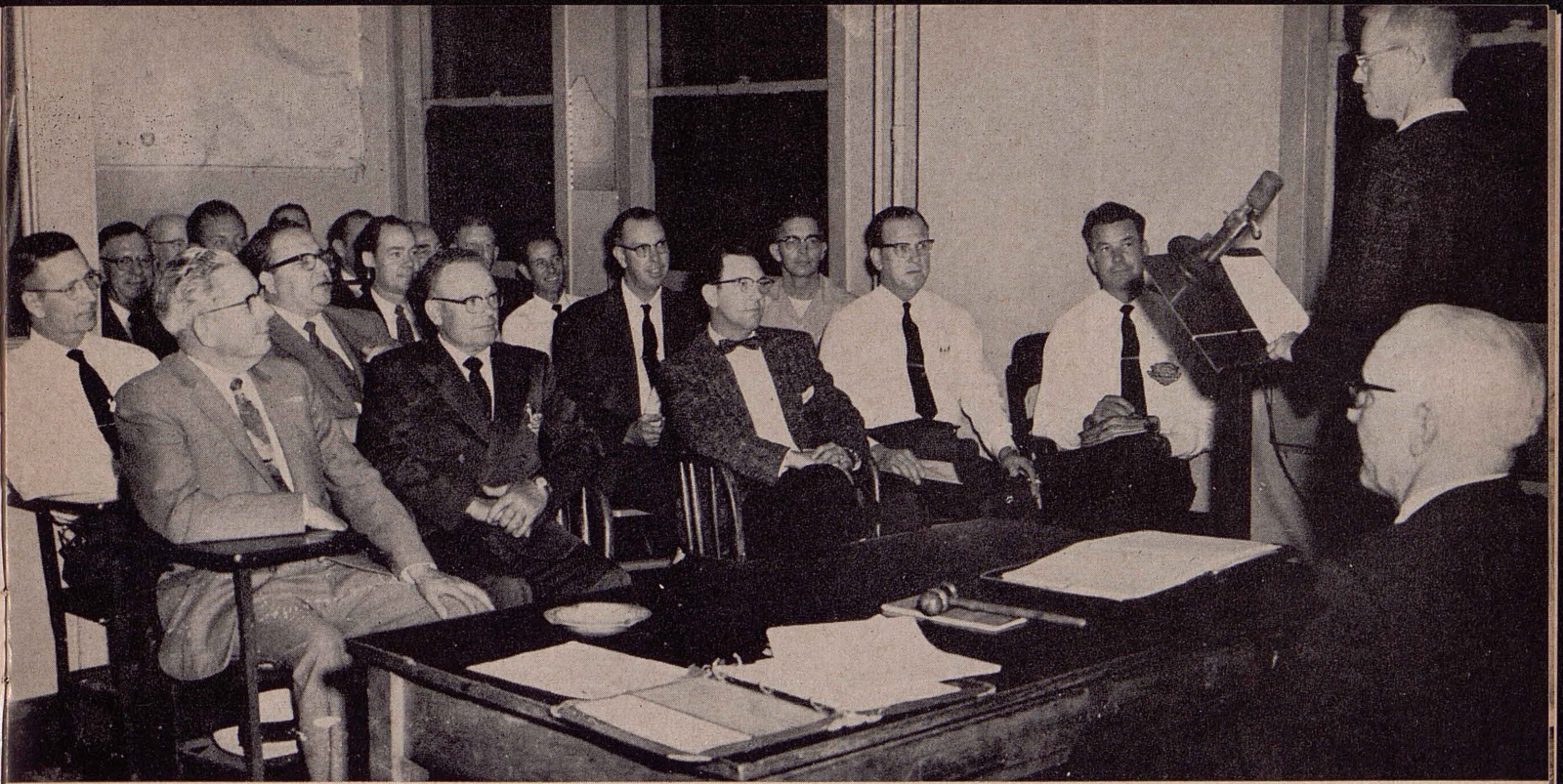
“Constructive criticism has always been an essential part of each class. The good and bad points of each speaker’s talk and delivery are pointed out by a critic specially chosen for the day. We started diplomatically in the beginning of the course, but as time went on, the criticism became tougher — but always constructive.

“At each session, each man makes a two-minute extemporaneous talk, the subject of which is not assigned until the speaker is up in front of the class. This procedure teaches thinking on the feet. Two-minute talks occupy the first hour.

“During the last hour, four men present 10-minute talks for which notice has been given two weeks in advance. At first we allowed the men to choose their own subjects.

The result was that they selected topics on which they already had considerable information, so as to reduce the amount of research necessary. But now, subjects are assigned, so as to insure that the men learn research methods.

“The class is conducted along formal lines. Each class has a president, who appoints in advance the



JACK STEWART, assistant superintendent of transportation, seated, right foreground, is in charge of the two public

speaking classes. This one is made up of the night supervisors. At the rostrum is Supervisor Larry Allen, class president.

toastmaster and critic for the day. The toastmaster conducts the speaking session, and must be addressed when anyone wishes to talk. It is also his responsibility to dig up the

subjects for the two-minute talks. "So far as I know, a public speaking class like ours is unique in transit supervisory training courses," Mr. Stewart concluded. "I don't

know of any other transit company that has a similar set-up." A recess will be declared until September 16, after the class of June 28, according to Mr. Stewart.

ROLAND W. KRAFFT, Long Beach division foreman, making a 10-minute talk to the public speaking class composed of the day supervisors. His topic (he represents Metro in the Long Beach Chamber of Commerce) was the function of the Long

Beach Chamber, with special reference to the transportation committee and its influence on freeway routings in the area. Mr. Krafft has made a number of after-dinner talks on this and related subjects before civic groups in the Long Beach area.



COMMENDATIONS

Operators, All Districts

C. F. Bloodgood: Letter from Burbank Moose Lodge commending him for a very pleasant, safe and comfortable charter trip to Palmdale. They also commended him for his courtesy and efficiency.

W. E. Books (two commendations): (1) Letter signed by four patrons who commended him highly for his courtesy and efficiency. (2) Cheerful in greeting and for his courtesy.

R. R. Bowling: Received a telephone call from a patron who commended him for his courtesy and efficiency and states that he is very helpful to the blind, as well as to his other passengers.

L. M. Bowman: Received a letter from an out-of-town visitor to Los Angeles who commends him for his courtesy and efficiency in helping him reach his destination on several occasions.

L. H. Burns: Woman expressed her appreciation for his thoughtfulness in waiting a moment or two in order that she might board his coach.

W. C. Crabe: Woman expressed her appreciation for his help in getting back her purse with \$30.00 in it.

Sydney Chevlin: Courteous and efficient.

W. S. Churchill (two commendations): (1) Received letter signed by seven patrons. They stated that it was always a pleasure to ride with him and they were quite disappointed when he changed his assignment and made it impossible for them to continue to use his coach. (2) Commended by out-of-town visitor for his courtesy and efficiency and his helpfulness in enabling this visitor reach his destination on several occasions.

D. L. Collins: Received a letter from a member of a group of ladies from the First Methodist Church of Redondo Beach, commending him for his courtesy, excellent driving and pleasing manner on one of their tours on his coach.

S. M. Collins: Received a letter from group of church members commending him for courtesy and efficiency.

Theodore Deak: Patron commends him for his courtesy and friendliness.

J. D. Dufort: Letter from a patron who commends him for extreme courtesy, efficiency and fine consideration of his passengers.

V. E. Durden: Courteous and efficient.

H. A. Code: Courteous and efficient.

Michel Gross: Courteous and efficient; and very helpful in giving information to passengers.

C. F. Haines (two commendations): (1) Woman said she and other patrons will miss him on their line because of his thoughtfulness and courtesy. (2) Courteous, cooperative and helpful in answering questions and giving information.

T. H. Hart: Thoughtful and considerate.

Robert Jackson: Courteous, efficient, pleasant, and patient with his passengers — a very definite asset to Metro.

D. P. Johnson: Courteous and friendly.

G. H. Lemaster: Courteous, efficient, and cheerful while driving.

G. M. Levisse: Courteous and efficient; outstanding in service rendered.

C. C. Lindberg: Patron expresses appreciation for the assistance given her on many occasions. She stated that she is 75 years old and in poor health and that she has always received the utmost consideration from him.

G. G. Long: Courteous and accommodating to all passengers.

G. H. Lynch: Woman expressed her appreciation for his help in returning her purse lost with \$30.00 in it.

M. A. Michaels: Out-of-town visitor commends him for his courtesy and helpfulness in helping him reach his destination.

H. L. Miller: Out-of-town visitor wrote that he made his trip more enjoyable by

his pleasantness and helpful suggestions in getting around and seeing Long Beach.

R. J. Monikean: Courteous and efficient and always gives directions and information with patience and a smile.

E. F. Morgan (two commendations): (1) Courteous and helpful; (2) courteous and efficient.

R. J. Olde: Man was impressed with his fine attitude and ability in handling passengers and coach.

V. J. Ramsey: Commended for his courtesy and efficiency.

N. C. Rigney: Received a letter from a patron who was pleased with the handling of the transportation for her group in connection with Mary's Hour services Sunday, May 5.

E. A. Thoman: Nominated by a passenger as Man of the Month.

Houn' Dog Story

Operator Swanson Takes Care of "Our Dudley"

March 27, 1957

Gentlemen:

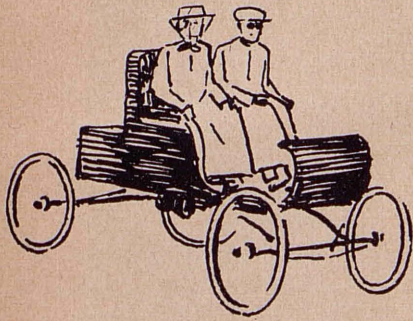
I am feeling very warmly towards the Metropolitan Coach Lines. I think you ought to know why.

You are very fortunate to have in your employ, Mr. Stanley Swanson, one of your bus drivers. He is a very kind and very nice man.

My Basset hound had been missing since early Wednesday evening, and my husband and I were very naturally worried about our beloved pet. Our young son called for him constantly, but no "Dudley." The evening wore on, and the night came, and still we had not heard of or from our pet. Then next morning, a call from the S.P.C.A., telling us where our dog was, and that he was safe and sound. And indeed, he was. It seems our "Dudley" at 2:25 on Thursday morning, after having walked several miles from home, boarded the last bus that Mr. Swanson was driving to the bus station for the night. Mr. Swanson unhesitatingly allowed our dog to board the bus (and the dog did not have price of admission), and took him to his home for the night, where I discovered he'd been fed, loved, and generally pampered. Dudley couldn't have found a better night's lodging.

I wanted to tell you this story, as we are so very grateful to the kind and warm Mr. Swanson.

Sincerely,
MRS. ROBERT P. ELLIOT
1517 No. Beverly Drive
Beverly Hills, California



R. B. Shaffer and His Horseless Carriage

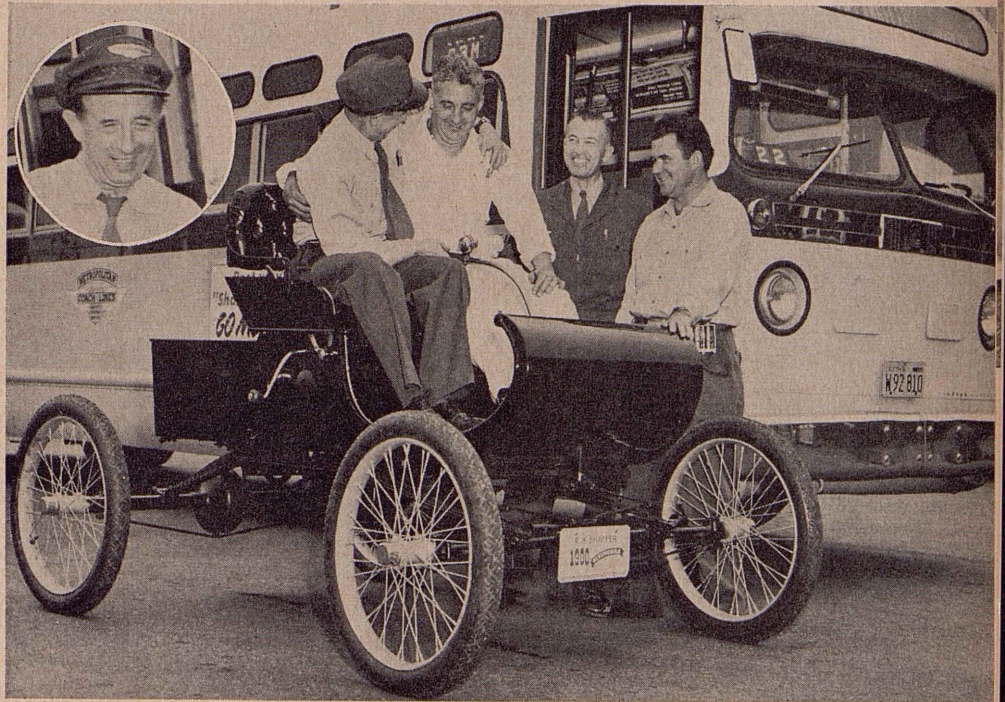
AFTER Sixth and Main Operator R. B. Shaffer signs off from operating his modern Metro motor coach each day, he relaxes by going for a spin in his "merry Oldsmobile" — a one-cylinder horseless carriage, 1900 model.

As a matter of fact, he and his wife, attired in appropriate 1900 costumes, took it from Fresno to Yosemite June 13-16, as part of the 10th Annual Western Caravan, sponsored by the Horseless Carriage Club of America, in conjunction with the Tulare County Regional Group. The trip was for autos of 1915 vintage or older. The one and two-cylinder cars, like Shaffer's, could be taken by trailer, but all others were required to go under their own power.

Drivers and their wives were required to go in costumes of the same year the car was built.

The Yosemite trip is but one of several R. B. has taken in his one-lunger. Moreover, he's also won honors for his skillful driving and stunting with the little car. (Naturally — he's a Metro operator — plug!) In a "carcathlon" at Disneyland May 12 he took second place among 50-odd contestants! (That river-bed zigzag test pays dividends!)

The shiny, black little Olds, with aluminum-painted wheels and 28" x 3" tires, is suspiciously new looking for a model 57 years old. As a matter of fact, Shaffer has renewed



"NICE TO HAVE A GOOD MECHANIC ALONG!" says Operator R. B. Shaffer, (inset and in horseless carriage) to 6th and Maple Mechanical Foreman Fred Hill. Operators G. R. Davis, left, and G. G. Long inspect the 1900 Olds owned by Mr. Shaffer. Note the steering arm with bicycle bell; starting crank on side, and the chain drive.

or replaced practically everything on it, including many of the wooden body panels, gears in the transmission and differential, many engine parts, and the paint. The body, after renovation, was encased in a strictly "Plastic Age" coat of fiberglass and resin, all well sanded before the new paint was applied.

R. B. admits that his part in the renovation consisted mostly of assembling and disassembling. The rest was done by experts.

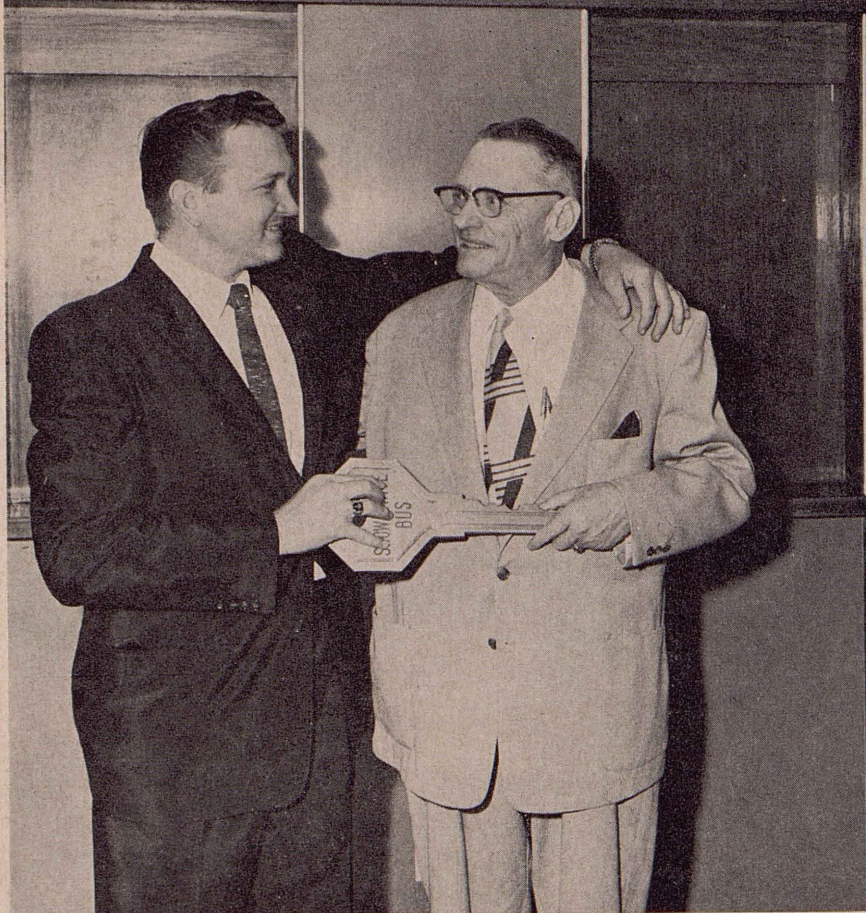
Engine parts — gears, bearings, etc. — have to be specially made. Lubrication is a problem, because main bearings are oiled through grease cups which have to be turned every so often, and connecting rod bearings are oiled by the vagrant drippings from an oil cup mounted atop the crankcase. "I grooved the connecting rod, hoping more oil would reach the bearings that way," said R. B.

The engine is started by a crank mounted in the side of the car just below the driver. He can sit in his precariously high seat and crank, if he wishes — but he has to watch out for a kickback.

Strangely enough, securing tires presents no problem. "Firestone — and perhaps other tire companies — has kept its old tire moulds," Shaffer asserts. "You can get 'most any size you need."

The Olds is not the first old car Shaffer has owned, but it is the oldest. He had a 1920 Studebaker and a 1927 Chrysler, but disposed of them. He'd like to get a steam car, of which he says there were — surprisingly enough — 200 or 300 makers around the turn of the century.

Why does Shaffer enjoy horseless carriages? — "Gosh, I don't know," he says. "Maybe it's because I'm too lazy to walk!"



KEY TO WHITTIER STATION is handed over to Grandson Gary V. Bowers, new agent, left, by Grandfather Walter H. Bowers, retiring after 49 years in transportation. Gary, leaving agent's job at San Bernardino, was succeeded there by Virginia Nunes.

Walter H. Bowers Retires

The elder Bowers was retiring after 24 years at Whittier Station as assistant agent and agent, and a like period as a Whittier resident. For 36 years he has been a member of the Whittier Chamber of Commerce.

Born in 1886 at Rossville, Illinois, he started his railroad career with the Chicago and Eastern Illinois Railroad in 1908, and became assistant PE and SP agent in Glendale in 1923.

He married *Lula Harrison*, of Indiana, in 1906, and the couple had one child, a son, the late *Vernon Bowers*, a PE ticket clerk for 12 years, and father of Gary, the new agent.

At the passing of Vernon, when Gary was a year old, Walter and his wife adopted their grandson and brought him up as their own. Gary calls Walter "Dad."

The young man's agency career began in 1946 with PE, but was interrupted by a four-year hitch in the Navy Air Force in which he served as electronics technician. Returning in 1954, he became night clerk for Metro at Whittier Station under his grandfather. In June, 1956, he was appointed Metro agent at San Bernardino.

Gary lives in La Puente with his wife, *Lora Dell Ruffulo*, whom he married in 1954. He's a member, like his "Dad," of the Whittier Greenleaf 670 Masonic Lodge. In his spare time, he's an enthusiastic sports car fan.

Whittier Agent Retires; Succeeded By Grandson

WALTER H. BOWERS, 70-year-old Metropolitan Coach lines agent at Whittier, on May 1 turned over the keys to the Whittier Station to his 28-year-old grandson, *Gary V. Bowers*, who succeeds him as agent, handling both Metro and Greyhound tickets.

ON THE JOB at Whittier Station: From left, E. S. Sipe, ticket clerk; Gary V. Bowers, new agent; W. G. Adams, ticket clerk. Personnel also includes two janitors.





FIRST WOMAN AGENT AND HER STAFF — Virginia Nunes, third from left, new agent at San Bernardino, and her station force. From left are Clarice Davis, a.m. clerk; Ed Fogle, baggage clerk; Mrs. Nunes; John Erwin, relief janitor; Shirley Escovado,

p.m. clerk; Jesse Lilly, a.m. janitor; and Alvy Jacquot, "middle" clerk. In coach is Operator Charlie Edmonds. Other station personnel — not shown here — include Walter Wylie and John Horst, relief clerks; and Albert Williams, relief janitor.

Metro Gets First Woman Agent

Mrs. Virginia Nunes Succeeds Gary Bowers at San Bernardino

FIRST WOMAN in Metro history to become an agent is Mrs. Virginia L. Nunes, (pronounced "NOONS") who on May 1 succeeded Gary V. Bowers at San Bernardino. Even the records of Metro's predecessor company, the Pacific Electric Railway, fail to reveal a single instance of any woman's ever having gone beyond the rank of assistant agent.

Virginia, who has been a ticket clerk at the station for more than 13 years, has been living in San Bernardino for 24 years, having come there from Bismark, South Dakota,

in 1933. She joined Pacific Electric in 1943, and worked as a clerk helping handle both passenger and freight operations in the San Bernardino area until Metro took over in 1953. At that time, she came over to the new company.

She and her staff handle not only Metro tickets, but also tickets for Northern Greyhound, Pacific Greyhound, Trona Stages, Western Trails Stages, and the Highland-Patton Line.

"Transportation, especially when it comes to dealing with people, is the most interesting kind of work

I've ever done," says Virginia. "I like people, and I like to study human nature."

When she's not helping other people get where they want to go, she likes to travel, herself, touring the Nevada gold fields, ghost towns, and out-of-the-way places in the California redwood country — plus fishing in the lakes of the San Bernardino Mountains.

She's a member of St. Bernardine's Church of San Bernardino. Her 16-year-old daughter, Linda Lee, will graduate from Fontana High School in 1958.

RETIREMENTS

Clarence D. Hocking

AFTER 14½ YEARS as conductor on the Watts Rail Line, *Clarence D. ("CD") Hocking* put in his last day on February 25.

Born (Bone Gap, Illinois) and raised on a farm, he says he's done "everything from blacksmithin' to railroadin'." In Montana, beginning at age 22, he was first a blacksmith; then, auto mechanic, hospital orderly, and dairyman. Later, "to get out of that 40 below weather up there," he jumped to California and a year-long job with Helms Bakery before he started with PE in 1942.

In 1917 he married *Isabel Olivia Watson*, of Pocatello, Idaho. With her he plans to "take life easy" at their home in Cudahy, tinkering in his garage workshop. He likes to work with wood, plastic, and metal, and make things the way he wants them. He made his own sheet metal ticket box, in a manner to suit himself.

Walter D. Moore

ALTHOUGH *Walter D. Moore* retired last November as parcel check clerk at the Metro Coach Depot, Sixth and Main Sts., Los Angeles, after only 13 years with PE and Metro, he has had a long history in the transportation industry.

In fact, before coming west, he had an entire career in rail and motor coach service with the New York State Railways in Rochester. Beginning in 1909 as special clerk to the superintendent, he worked there 34 years, rising to trainmaster and division superintendent.

Then he resigned to come west for his wife's health, and went to work for Pacific Electric as parcel check clerk. He also worked as cashier and ticket clerk.

His hobbies of painting and carpentry come in handy now, for two years ago his wife began to manage the Chateau Apartments, 4625 Los Feliz.

Mr. Moore, as a U. S. Marine Corps sergeant, took part in the surrender of the entire German fleet at the entrance to the Kiel Canal, November 19, 1918. The combined American and British fleets escorted the German fleet across the North

Babe Shaw

OPERATOR *Babe Shaw* (that's his honest-to-goodness real name) retired May 1 as conductor on the Bellflower Line after service with PE and Metro which started in 1942.

Born in 1888 in Dayton, Tennessee, where his father was a coal miner, Babe himself spent 30 years in mining — mostly coal — from the time he was 16. He worked as miner, loader, fire boss, mule driver, timberer, etc. As fire boss, he had to enter the mine first each day to check gas conditions with his safety lamp before others were allowed to enter.

Was it a dangerous job? — "All coal mining jobs are dangerous — the gas, the roof, the bad air make them so," says Mr. Shaw.

In 1909 he married *Georgis Dodson*, of Marshfield, Missouri, and the couple have four married children—two sons and two daughters.

Next spring he and his wife plan to start traveling in their new Ford and stay "wherever they've got the best chicken and steak."

Homer Wiser

AS DO MOST retiring employes, El Monte Operator *Homer Wiser*, whose last working day was on May 18, appreciated his 32 years with PE and Metro.

"I enjoyed all my years here with the officials and men — they have all been wonderful," he said.

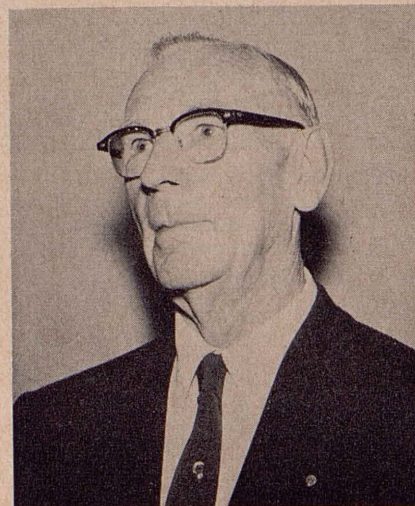
His transportation career actually totals 37 years, including five years beginning in 1917 with the Northern Pacific at Livingston, Montana. His first job with PE was in 1925 as conductor working out of Macy Street. He began working motor coaches when streetcars were taken off Northern District Lines, and has also worked on and off as freight brakeman.

He and his wife, *Mildred*, both enthusiastic fishermen, plan to catch some trout in the Yellowstone River during U. S. travels in their new Chrysler.

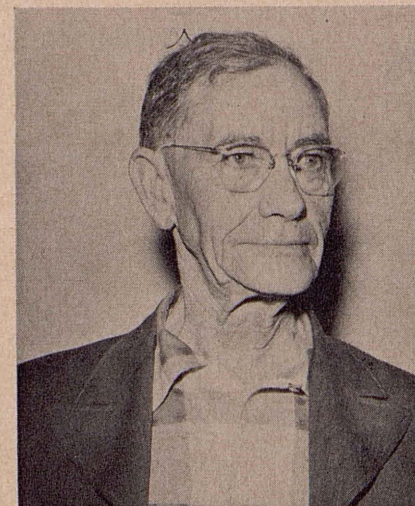
Sea to Scapa Flow, where it was interned by the Allies and latter sunk by its own men.



BABE SHAW & wife Georgis



WALTER D. MOORE



HOMER WISER

PROGRAM FOR PROGRESS

Fare Committee Reports

AFTER SEVEN MONTHS of study, a fare analysis committee established by the State Public Utilities Commission recommended against the establishment of a joint fare and transfer arrangement for 31 transit companies in the Los Angeles metropolitan area.

Metro representatives on May 23 joined with those of 15 other companies comprising the committee to report that it was impossible to set up a joint fare and transfer arrangement "on an equitable and non-discriminatory basis."

To illustrate the complexities involved in such an arrangement, the case of Metropolitan Coach Lines was cited—the Metro system having connections with the routes of 30 other companies. Moreover, among all 31 carriers, some 178 route connections are involved with more than 1,400 points of interchange.

The committee reported:

1. Such an arrangement would result in fare increases for all passengers since fare structures, now ranging from 10 to 20 cents, would have to be higher. Furthermore only a minority of passengers would benefit from the uniform arrangement.

2. In the matter of training operating personnel, such an undertaking, even in its simplest form, would be insurmountable. It was pointed out that the predominating source of public complaints now has to do with the complexities of the present transfer and fare arrangement between Metro and Los Angeles Transit Lines.

3. The joint arrangement would result in a loss of revenues, higher operating costs and higher fares with a resulting drop-off in patronage.

Last April, Metro submitted a report of its own on a study of interurban operations to determine the feasibility of establishing uniform fares and transfers with other companies.

Such an arrangement, the Metro report states, would result in an annual loss of \$936,000 and would benefit only 35% of the interurban

Park-Ride "Flyers" Ended

INSUFFICIENT PASSENGER VOLUME on the Park-Ride "Flyers" led Metro to abandon the Hollywood Bowl fringe parking plan on May 24, after six months of operation.

Inaugurated in November, 1956, for a 90-day trial period, the service was continued last February for another 90-day period when the travel trend indicated growing support from San Fernando Valley and Hollywood residents.

According to President J. L. Haugh, "The patronage leveled off at a peak insufficient to pay even the operators' wages, let alone the out-of-pocket costs of the service." Flyer service averaged about 1,000 passengers a week during March and April. However, it was estimated that 2,000 passengers a week would be needed to break even on the operations.

Brentwood Change May 6

RESIDENTS of Brentwood were benefited beginning May 6 by a route change in Metro service which permits them to travel to Westwood Blvds. without transfer.

Need for transfer was removed by making the Brentwood portion of Line 75S a portion of 83 (Wilshire Blvd. service) and eliminating the Federal Ave. route (between Wilshire and Santa Monica Blvds.). The line is designated as 83B.

UCLA Benefits by Change

UCLA STUDENTS and faculty using the Line 76 service were benefited by a schedule adjustment, effective last May 6, which better coordinates coach arrivals and departures on the campus with the hours classes begin and end.

riders. It would also cause much confusion and irritation for the riding public and operating personnel that many passengers would be lost.

The report was filed in compliance with a Commission directive issued on August 29, 1956.

Better Time to San Bdo.

USE of the San Bernardino Freeway instead of Garvey Ave. or Valley Blvd. has substantially reduced the running times of limited and express trips between Los Angeles and Pomona, Riverside, San Bernardino, Redlands and intermediate points, on all Line 60 service and on a.m. and p.m. schedules on Line 63C. New schedules were put into effect June 3, reflecting the improvement.

Running time on express trips between Los Angeles and San Bernardino has been reduced by 14 minutes; and between Los Angeles and Riverside, 11 minutes.

Limited schedules on Line 60V (Valley Blvd.) are 15 minutes shorter between Los Angeles and Pomona or Riverside; six minutes shorter between Los Angeles and San Bernardino on line 60G (Garvey Ave.); 13 minutes less between Los Angeles and Baldwin Park, and five minutes less between Los Angeles and Covina or Pomona on Line 63C.

For the benefit of Redlands passengers, Line 60 express service has been extended from San Bernardino to Redlands. Between Pomona and Ontario Stations, Line 60 express trips have been re-routed via Fifth Ave., Misson Blvd., and Euclid Ave., instead of over Holt Ave., in order to avoid traffic congestion.

New Motor Coach Stops—

—FOR ARCADIA'S NEW METH-ODIST HOSPITAL, adjacent to the Santa Anita Race Track, have been installed: the outbound stop on Huntington Drive South opposite the hospital; the inbound stop, on the hospital grounds.

—FOR THE COVINA AND WEST COVINA AREAS have been installed on the San Bernardino Freeway at five locations east of Baldwin Park Blvd. for the use of Line 60 passengers: near the on and off ramps at Azusa Ave., Citrus Ave., Puente Ave., California-Vincent Ave., and Orange and Pacific Aves. At Azusa and Citrus, however, the inbound stops are on the service road.



HELPING Benny Kimball (left), foreman of the winning West Hollywood Division, put the courtesy trophy on West Hollywood's wall is Raymond W. Krafft, foreman of the Long Beach Division, first division to win and first to relinquish the courtesy trophy.

Takes Trophy Away From Long Beach

OUTSTANDING COURTESY and consideration toward passengers enabled West Hollywood operators to take the courtesy trophy away from Long Beach in the contest for the three-months period ending March 31, 1957. Long Beach was the first division to win the trophy after the contest was started.

West Hollywood's ratio of .40 of a complaint for every 100,000 passengers surpassed the Long Beach ratio of .42 by .02. The average for the system was .98.

"Our progress is largely in the hands of operators," said President *Jesse L. Haugh*, as he complimented the West Hollywood men on their fine record. "The atmosphere on the coach reflects the attitude of the operator toward his passengers. Only 16 complaints in three months from more than 4,000,000 passengers speaks mighty well for the courtesy of West Hollywood operators."

While giving first place to operator courtesy and safety in attracting passengers, Mr. Haugh also stated that the company is hoping to attract passengers by making more colorful the interiors of coaches purchased from now on.

A large group of operators, along with a number of their wives and families, turned up for the presentation.

A special visitor, *Pat Moore*, superintendent of the Hollywood Bowl, was on hand for the occasion.

Refreshments served buffet style were available to all from noon throughout the day.

West Hollywood Wins Courtesy Trophy

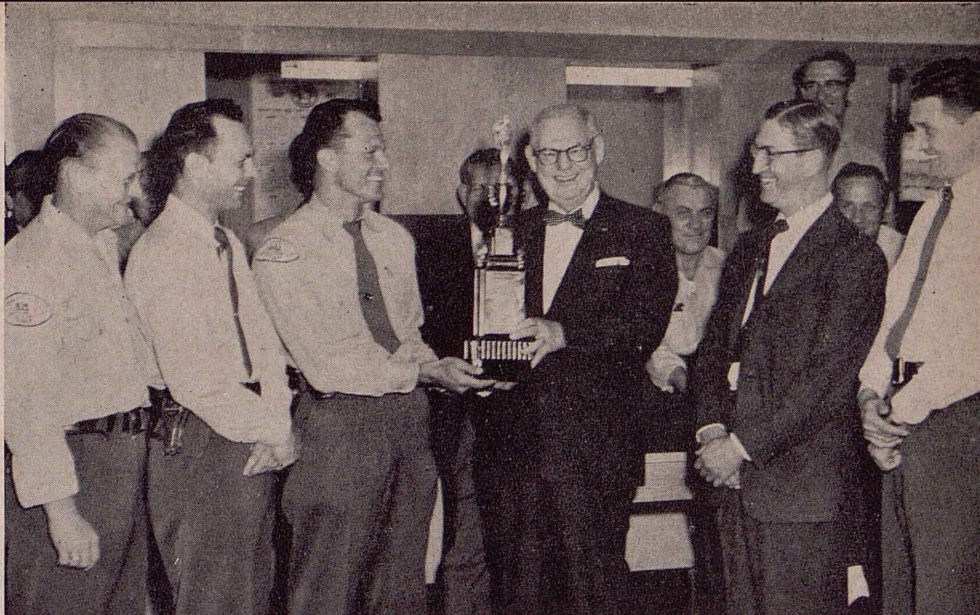
SPEECH OF ACCEPTANCE being made by Mr. Kimball (arrow).



COURTESY STANDINGS

January, February, March, 1957

DIVISION	Passengers Complaints per	
	3 Mo. Per.	100,000 Psgrs.
West Hollywood	4,055,111	.40
Long Beach	2,399,493	.42
El Monte	2,653,113	.75
6th & Main	3,746,030	1.05
Glendale	1,361,371	1.30
Van Nuys	2,094,679	1.45
Ocean Park	2,146,279	1.54
	18,456,076	.98



COURTESY TROPHY being presented to Mainliner President Norman D. Thompson by President Jesse L. Haugh, while Division Foreman Benny Kimball and other Mainliner officers look on. From left are Jason D. Feller, treasurer; Fred Strom, entertainment committee; Messrs. Thompson, Haugh, Kimball; Rodney Rush, entertainment committee.



MRS. KIMBALL, Benny's wife, puts a carrot stick in the mouth of hungry Superintendent John D. Puffer. She helped "organize" luncheon.



INTERESTED SPECTATORS—From left, Kathy De Young, 5, daughter of Operator M. L. De Young; Mrs. Ken J. Rogers, and daughter Sandy, 5; Mrs. Rodney P. Rush, and daughter Michelle, seven months; Robert Rush, 3; Mrs. Kimball; Superintendent of Traffic Dale Harlan; Diana Rush, 5; and Mr. Kimball.

AMONG THOSE PRESENT at the courtesy trophy presentation.





MACY GARAGE—Left to right, front row: Javier C. Gonzalez, Roman C. Gonzalez, Carlos Holguin, Ray A. Hawkins, Donato L. Avila, Kenneth L. Perry. Back row: Selso P. Zarate (manager), Henry T. Washington, Roger C. Flores, Otis Beasley, Jr., Jarrel D. Demus, Andrew Jackson, Jr., Otha R. Patton. Other players not pictured include Mathew H. Harris, Moises C. Hernandez, S. E. Carleton, C. W. Jones.—As of June 12, in second place.



WEST HOLLYWOOD MAINLINERS—Left to right, front row: Edison W. Patrick, Abraham B. Bogartz, Jimmie Davis (mascot), William D. Leggett, Norman C. Walters, Jason D. Feller. Back row: Howard W. Bryant (captain), Harry E. Gaddy, Rodney P. Rush, John McCaughey, Robert A. Moen, Troy L. Barnett, Preston J. Fant. Not shown is Jerry M. Wallace. Up through June 14, the Mainliners, with 9 out of 10 wins, were the team to beat.

West Hollywood Leads In Metro Softball League Play

WEST HOLLYWOOD MAINLINERS, under the guidance of Manager *H. W. Bryant*, are hungrily eyeing the perpetual softball trophy at present on display at Ocean Park Beachcombers' quarters.

Out of 10 games played through June 14, the Mainliners have won nine. Macy* and El Monte, each of which has won half its games, are tied for second, but El Monte has been forced twice to postpone games—one with Ocean Park and

METRO SOFTBALL LEAGUE						
Standings Through June 14, 1957						
(With 13 More Days of League Play to Come)						
Team	Won	Lost	Tied	Played	Postponed	Standing
West Hollywood	9	1	0	10	0	.900
Macy Garage	5	5	0	10	0	.500
El Monte	4	4	0	8	2	.500
Ocean Park	3	6	0	9	0	.333
Glendale	2	6	0	8*	1	.250

*Bye on June 14

one with Glendale.

The champions will play an all-star team at the Third Annual Employee Picnic at Brookside Park on August 11.

(We'll publish the Ocean Park Beachcombers' team picture next time.)

*Since this story was written, Macy has dropped out of the league.

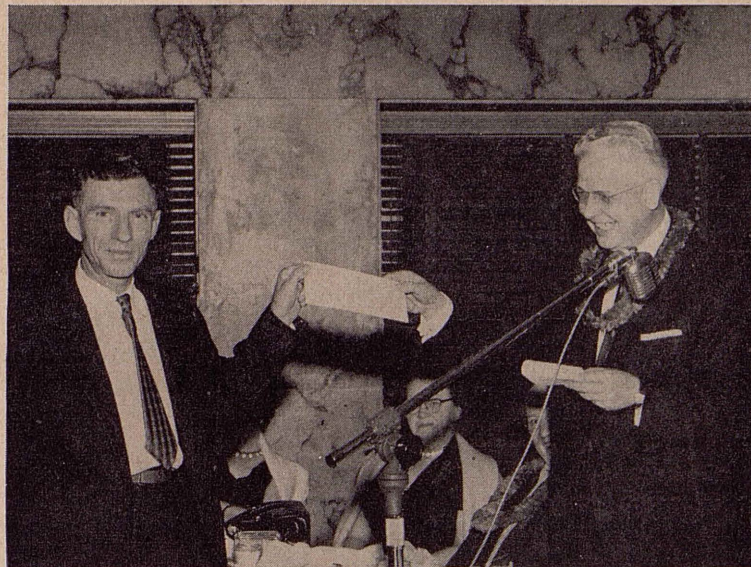
EL MONTE DIESELEERS—Left to right, front row: Billy R. Myrick, Charles F. Bloodgood, Charles W. ("Junior") Alexander, Howard R. Harrington. Back row: Frank S. ("Pancho") Ruiz (manager), Joe R. Englert, James E. ("Jimmie") Hurst, Charles Christopher, G. R. ("Gr-r-r") Walker, Robert J. Miller. Mr. Hurst, chairman of the Metro softball league, but an El Monte operator, filled in that night for a player who couldn't show.

GLENDALE METARTS—Left to right, front row: Stuart F. ("Skip") Dispennette (co-captain), Harry L. ("Hobby") Hobson, Robert E. Ranes, R. Art Peters, Grady G. ("Smitty") Smith, and Junior Westfall (bat boy). Back row: Lonnie M. ("Elvis") McInnish, J. F. ("Jimmy") Price, (co-captain), Don P. Johnson, Harold E. Whitney, Harold J. ("Senior") Heurkins, Walter F. Westfall, Richard G. Corl, Melvin C. Hoffman.—Cellar team.





METRO-PE BOWLING LEAGUE — At left is the Metro Valley Club team of Van Nuys, runners-up in the 1956-57 league play. From left are Fred Betteral (captain), Leo Sidels, John Kienegger, Dick Seymour, and Art Venlet. At right, Bob Miller, El



Monte operator (left), receives from Emcee R. O. Christiansen, director of public relations for Metro, prize for rolling highest series (781, including handicap) during the season. Awards were made at the annual banquet held Saturday, April 27.

Van Nuys Team Second in METRO - PE Bowling League

By CHARLIE HILL

WE HAVE HAD a number of interesting events, social and otherwise, within our bowling realm since my last column in the METRO COACH NEWS. One of these was a big surprise baby shower for our genial secretary, *Betty Maloney*, given at the Sunset Bowl. There was a copious bestowal of gifts, followed by coffee and cake galore for all. The expected arrived on May 8, and her name is *Linda Kathleen*. Having been a constant visitor each week at the bowling session since May 17, she gives promise of being another future bowling star.—Again, congratulations to Betty and Lou.

Our bowling season came to a close on April 19, on which night the sweepstakes were also held. The season was one of our most successful ones and the race for first place was undecided until the very last night. The Pacific Motor Transport, an affiliate of the PE-SP, won the championship, after being in the top range during practically the entire season. Congratulations to Captain *Jack Ralston* and his teammates *Hal Roderick*, *Al Brutsche*, *Al Jiminez*, and *Ed Baudisch*. The Van Nuys team made a gallant finish by placing second, only 1½ games behind the champions. The

Hard Marks headed the honor roll by bowling the highest game and series during the season. The old reliable, *George Cole*, came through with the highest average in the league and his series of 660-scratch and game of 244 also led in the individuals.

In the Men's City Tournament we had 15 teams and the girls combined as a team in the Ladies' City Tournament. *Lucy Comstock* and *Mary Van Keuren*, entering as partners in the doubles event, won first place in the Class "C" Division and have proudly displayed beautiful trophies awarded to them. Congratulations to Lucy and Mary.

All 16 teams entered the Transportation Tournament and quite a number of the bowlers were in the doubles and singles. While none of our teams came in the money (first eight places), in the individual events a fine showing was made. "*Del*" *Gould* and *Bernie Geist* won first place in the doubles, with a total of 1317; *Tony Brancato* and *Emil Lodahl* came in fifth, *Jack Ralston* and *Ed Baudisch* sixth, and *Gene Harrison* and *Fred Williams* seventh. "*Del*" *Gould* also won sixth place in the singles and received first place money in the all-events. *Jay Levine* came in 10th in the singles, and "*Ted*" *Wolfe* won second place in the all-events prize money and 13th position in the singles.

Larry Seaman took fourth in the all-events.

The Streamliners, last year's "champs" and last place "chumps" this year, each member receiving a "booby" trophy, will bowl in the California State Tournament at Sacramento on July 6. Here's wishing them good luck.

The annual banquet and dance were held at the Alexandria Hotel on April 27, with some 150 in attendance. *Reed Christiansen*, Metro's director of public relations, was master of ceremonies, and with his wit and masterful manner of handling the big job assigned to him, really proved the big bright spark of the occasion. He awarded the cash prizes and trophies like a veteran and made a big hit.

On the evening of May 24, following the bowling session at the Bonnie Brae Bowl (where our summer league is now bowling), yours truly was given a big surprise party by all the bowlers and their wives in celebration of his 39th (?) birthday. It was certainly a big surprise to me and I appreciated it very much.

The annual meeting of our bowling league will be held in the Conference Room, Pacific Electric Building, on July 9. It has been decided to bowl at the Bonnie Brae Bowl this coming fall and winter season.

VARIETY LINES

Metro Wins 2nd Employee Safety Award Special Award to Maintenance Employees

"METRO had in 1956 not only one of the lowest accident frequency rates per million man-hours in the country, but also an outstanding record for below-average severity of accidents."

This comment was made by *J. G. Reilly*, vice-president, Pacific Employers Insurance Co., a firm of national scope, as he presented two plaques to Metro employes last April (just too late for the April METRO COACH NEWS).

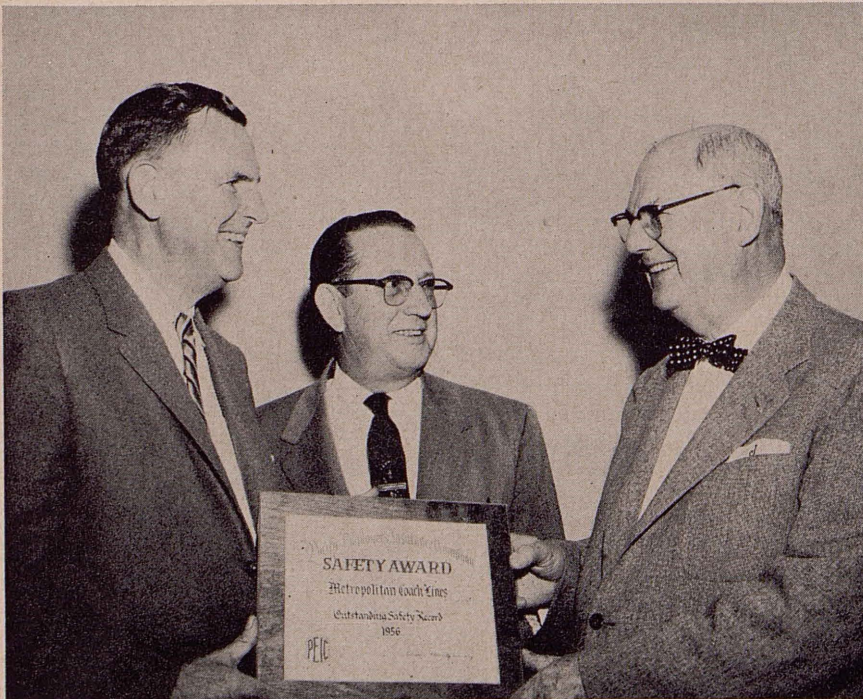
President *J. L. Haugh* accepted the first plaque on behalf of all employes of all departments. In 1956, they (1739 employes) worked a total of 4,417,912 hours and lost only 2,952 hours because of accidents. Only 35 employees were involved in this lost time.

In accepting the award, Mr.

Haugh said, "It is only through complete cooperation and a fine, friendly, and congenial atmosphere that we are able to accomplish this safety record — of which we are very proud."

Superintendent of Equipment *R. W. Anderson* accepted the second plaque for the maintenance workers — a special mark of recognition by the insurance company of the fact that the maintenance employes had an even better record of safety than did the company as a whole. Only four workers were involved in losing 624 hours out of a total of 320 maintenance employes who worked a total of 672,493 hours.

Mr. Anderson gave full credit to the alertness and safety-mindedness of all his employes, especially his foremen, for this record.



SPECIAL SAFETY AWARD for relative scarcity of employe injuries in 1956 being presented to President *J. L. Haugh*, right, by *J. G. Reilly*, vice-president, Pacific Employers Insurance Co. In the center is Chief Supervisor *J. T. Johnston*, who is responsible for the Metro safety program. A special award was presented by Mr. Reilly to maintenance employes, whose record was even better than that of the whole company.



HOLE-IN-ONE TROPHY being held up for inspection by the cause of it all, Asbury Operator *W. B. Winters*, a 4-handicap golfer. He won it at Brookside Club.

Hole-in-One

THE CHANCES of making a hole in one on the golf course are about 500,000 to one *against*, say the golf statisticians.

Operator *W. B. Winters*, of the Asbury Rapid Transit System, made good on the 500,001st chance — and has a hole-in-one trophy from the Brookside Golf Club to prove it.

In fact, it was the three other members of the foursome he was playing with on the Brookside course at the time (February 10) who first discovered his rare good fortune.

"It was kind of windy that day, and I thought the ball had gone on over the green. It was the No. 13 hole — 180 yards. The other fellows got to the green ahead of me and discovered the ball in the cup!" said Winters.

A 4-handicap golfer, he shoots in the low 70's, and in fact used to be a pro back in Pennsylvania in the mid-30's.

Surprisingly enough, this wasn't his first hole in one. He made another 15 years ago on the Griffith Park course on a rainy day.

We Proudly Report That —

WRITING to President J. L. Haugh to congratulate him upon the industrial safety award presented Metro by the Greater Los Angeles Chapter, National Safety Council, R. R. Murphy, vice-president, Provident Life and Accident Insurance Co., which insures our Hospital Association's plan for benefits for dependents, also said:

"I have read your METRO COACH NEWS for some time and it appeals to me very much from the standpoint of news interest . . . You are to be congratulated upon such a fine employe magazine."

Guess Why!

KEEP copies of your Federal income tax returns, plus supporting information, for at least three years from the filing date, April 15, advises the Government Affairs Department of the Los Angeles Chamber of Commerce.

New Honors For Diane

OUR "COVER GIRL" of last month, 16-year-old Diane McBain, who had then been chosen Miss Realtor by the Glendale Board of Realtors, was chosen Queen of the 10th annual Days of the Verdugos at the Coronation Ball held May 29 at the Oakmont Country Club.

Diane, daughter of Operator and Mrs. W. G. McBain, rode in the Queen's float in the parade that inaugurated the Verdugo Days celebration.

She received a fur stole, a \$200 Arthur Murray dance scholarship, a dozen red roses, and several opportunities to appear on radio and television.

The Glendale victory was Diane's third win of the year. Her second win was on May 4 as "Miss Catalina Grand Prix," in which capacity she will award in late June the trophies to winners of the motorcycle races held May 4 and 5 on the Island.



DIANE McBAIN, last issue's cover girl, as Miss Days of the Verdugos in Glendale—her third "queen" win of 1957.

Your State Disability Insurance Benefits

Did You Know:

1. That the State Legislature has just (June 4) passed a bill which, if signed by the governor in its present form, will boost unemployment and disability benefits for illness and injury sustained off the job?

A. Unemployment insurance will be raised from a maximum of \$33 a week to a maximum of \$40 a week.

B. Disability insurance will be raised from a maximum of \$40 to a maximum of \$50 a week.

C. Cash hospitalization allowances will be raised from \$10 a day for a maximum of 12 days in the hospital to \$12 a day for a maximum of 20 days.

D. The Legislature is also considering a bill liberalizing benefits for disabilities resulting from on-the-job injuries.

2. That under the State disability insurance laws, you are entitled to:

A. Cash hospital benefits from the State for every day you are hospitalized, up to a maximum of 20 days, regardless of the fact that you may be receiving hospital benefits from the Metro-PE Hospital Association?

B. Cash sickness benefits from the State for sick days (up to a maximum of 26 times the weekly benefit payment) for which you are not compensated by Metro? Sickness benefits begin with the eighth otherwise non-compensated sick day, unless you are hospitalized. If you are hospitalized, you are entitled to State sickness benefits, as well as State

cash hospitalization benefits from and including the first day you are in the hospital. Bear in mind, however, that if you receive your company pay or vacation pay for any sick day, you are not entitled, under State regulations, to claim from the State sickness benefits for that day. (You can still claim State cash hospitalization benefits, however.)

3. That the amount of your State sickness benefits is determined by your earnings in your "base period," as explained in detail in a State folder entitled "Disability Insurance Provisions," available at the personnel office?

4. That you must fill out a State claim form in order to receive benefits?

A. You may get a form from the Hospital Association, 924 PE Building, or the personnel office, 689 PE Building.

B. Your doctor must fill out the doctor's certificate on the claim form. He inserts the exact date when he thinks you will be fit for work.

C. You must mail your claim to the State within 20 days after the first day benefits are payable. Earlier mailing will speed your first payment. Late filing without good cause (ignorance or negligence are not good causes), results in loss of payment for the number of days the claim is late.

5. That the State mails you a benefits check every two weeks, along with a form for certification of continued disability which you must fill out and return each time?



WITHIN OUR FAMILY CIRCLE

Riverviews

By THE LOST RANCHER

WHAT'S THIS about *George Knopes* doing an "Orville Wright" off his roof and a forced landing on the chin? Practicing for the new freeway driving, eh? They are saying about "William" - "Izit a bird? Izit a plane? NO! Itz a Metro!" - as he takes off for San Bernardino via the new.

Hey, hey! Behind the door.

Along with welcoming *George K.* back, we do the same to *Leroy Cox*, who is driving again after two years in the San Bernardino ticket office. We are also happy to report that *Leroy's* daughter, *Joan*, is recovering satisfactorily after a severe head injury suffered from a fall in school.

Well, Granddad did it again! When the "call" came for little *Erin Michele Hussian* to appear on the scene, who raced (?) the stork to the hospital (and won the race, too!)? Why that Indianapolis driver, also known as "*Satch*" *Whitaker*, father of the mother. So, congratulations to the Hussians and to the Whitakers.

Hey, hey! Put your news in the Pot - Behind the door!

We are adding our belated congratulations, to the many already extended to *John W. Moore, J. R.'s* son, for the recognition—in the form of a U.S. savings bond—the Riverside Press-Enterprise gave him recently. They printed a full-page spread, including a family group picture, praising him for gaining 100% patronage of the newspaper on his route.

Leroy LaHue has returned from "location" in Arizona where he has been doing research for his western novel, "The Bloody Battle of the Walipai's". Yehudi sed he took a lot of shots (didn't say whether they were Hill & Hill, buck or what kind) to help (?) illustrate his story.

Brad Bradbury, another of our desert rock hounds, reports having seen a Gila monster west of the Colorado River on one of his recent trips. And perhaps he can explain his quick flights into the car barn whenever a vehicle ZOOMS into the garage lot!

In a beautiful church wedding, *Marguerite Collette*, daughter of *Mr. & Mrs. Walter I. Collette*, wed *Peter Topoleski* on April 27. A reception was held after the service in the patio of the lovely new home of the bride's parents.

Say, who is the comic using masking tape to decorate the lockers?

Women's Club News

San Bernardino-Riverside Area

MRS. VELMA LAHUE,
Secretary

OUR LATEST MEETING was at the home of *Mrs. Maye Reeves*, 1243 Sepulveda, San Bernardino, on June 6. It was a celebration of *Maye's* birthday and she got all the lovely salt and pepper shakers she had been wanting—only has a few hundred!

Those present to join in the festivities were *Mrs. Maye (Harvey) Reeves*, *Mrs. Olga (John) Davis*, *Mrs. Velma (Leroy) LaHue*, *Mrs. Eleanore ("Swede") Anderson*, *Mrs. Leone (Joe) Evans*.

Two of our regulars were absent—*Helen Walsh* had to work "relief" at the Community Hospital, Redlands, that night; and *Dorothy Armes* was recuperating from an operation.

We welcomed two new members: *Mrs. Ruth Potts* and *Mrs. Ann (H. C.) Arthur*.

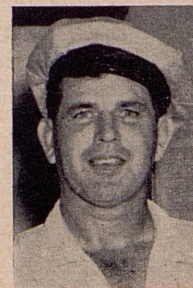
Our next meeting will be in the form of a barbecue and swimming party at the home of *Virginia* and *Bob Jasper*, 4292 No. "F" St., San Bernardino, on June 27, 1957.



By GLENN E. SERRES

PULLING A HOUND'S TOOTH would be much easier than it has been lately trying to get anything other than vacation news out of El Monte men this time of year. When asked for news, every man smiles dreamily and says, "Sure, my vacation will be here at such and such a time."

A new face to El Monte men smiles from the clerk's office: *J. S. Burton*. Mr. Burton has been for several years division clerk at West Hollywood and Van Nuys, coming to us from the latter terminal. He is an accomplished musician and has directed choirs for many years.



Lester A. Clark

It has been called to my attention by one supervisor and several operators that *Lester Clark*, janitor at Pomona Station, is worthy of commendation.

It is reported that *Lester* many times has gone beyond the call of duty to be of assistance. Some of the instances include thoroughly cleaning seats and floors of buses when passengers have been sick, sweeping out an especially dirty bus, helping passengers to get on the right bus, handling heavy suitcases for elderly ladies, etc. Our hats are off to you, Mr. Clark!

We are thrilled and rightly proud of El Monte's standing in softball, as we interrogate *Jimmy Hurst*, chairman of Metro softball league. According to Mr. Hurst, El Monte is (as of June 12) tied for second place, although two games behind. El Monte got off to a bad start when

several men got hurt, including *Pancho Ruiz, Joe Englert, Charley Bloodgood, and Earl Clark.*

Pancho is manager of El Monte ball club. Joe is back at first base, and Charley at shortstop; but Earl is still on sick leave (fractured hip).

West Hollywood

By J. R. THOMPSON

P. J. FANT is the happy recipient of a check and letter of appreciation from the BMU Social Club (a church organization) for the kind and courteous service he rendered while on a charter trip.

Operator D. L. COSTLEY is a proud father these days, and justly so, for his son, *David Frederick Costley*, 18, has just graduated from Loyola High School with the high scholastic rating of "A," despite four years of Latin and two of Greek. For outstanding grades, David Frederick has won a \$600 scholarship to Loyola University, where he plans to study medicine. Both father and son are proud of the letter of congratulations the lad received from Senator Richards commending him on his achievements.

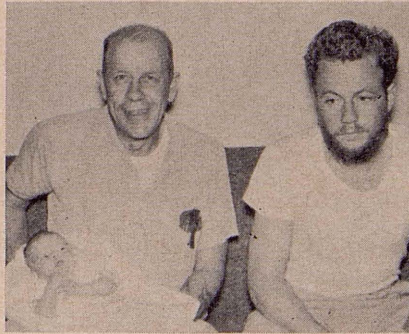
Former Operator D. W. MATTHEWS has been laid up several months from a shock he suffered when a high-voltage wire fell across the cab of the truck he was driving.

In early June, LEO GRAVOIS was called to the bedside of his father, who had undergone a serious operation in New Orleans, La.

Leo was accompanied by his small daughter. Mrs. Gravois and their three boys planned to join Leo as soon as possible.

On the afternoon of June 1, 1957, Operator and Mrs. K. J. ROGERS became the proud parents of a 5-pound, 13-ounce baby girl. The event took place in the Hollywood Presbyterian Hospital. The new addition to the Rogers household has been named *Karen Renée*. She makes the second child for them, five-year-old *Sandra* being the first.

We regretfully bid farewell to J. P. HENRY, who has resigned to take a position with Edgemar Milk Co. Henry was one of the group of Irish lads who came to Metro by way of Toronto, Canada, where they were also bus operators. In addition to J. P., they included A. J. Foley, P. J. Foley, P. T. Guinan, J. P. O'Connor, J. P. Hanley, and B. Lynch — all of whom are with us at West Hollywood. We hope they will be with us a long time.



GRANDPA Smokey Stover holds 14-day-old Nancy, while Father Ted looks on patiently. Smokey first saw the new grandchild while on vacation in Daly City.

Grandpa Stover

THE ARRIVAL of *Nancy* on May 15, in Daly City to son *Ted* and *Ted's* wife, *Nancy*, made Sixth and Main Operator E. L. ("Smokey") Stover a grandfather for the first time. The infant weighed seven pounds, four ounces. *Ted*, 25, is a student at San Francisco State College.

Train Tales Of The Long Beach Division

By J. H. HOOVER

NOW HEAR THIS! The Long Beach Division has finally gotten a foothold on a social club. A name for the club was suggested by one of the passengers on the Los Angeles-Long Beach rail line. By using a combination of the names "Fairbanks" and "Morgan Yards", the passenger came up with the name FAIRMOR. Final details have not been worked out at this writing, but as the club develops, more information will be forthcoming.

It just goes to prove that goodness is its own reward. Last year about this time, the ED MARTIN family sent a load of useful things up to the Yuba City flood victims. So what happens? On April 30 of this year, they are rewarded with a new addition to the family. She is DEBORAH CATHERINE MARTIN, all 6 pounds 10½ ounces of her; and with the name Deborah, what else could she be but beautiful? The Martins have two other children to round out the family circle. By the way, both Ed and his wife are forty, which proves another point: the one about life beginning, etc. . . .

We have two men retiring and will miss them around the Division. They are H. H. ("Red") MORRIS and BABE SHAW. — Good luck to both of you men and come around to see us once in awhile.

Some men can stumble into a hole and come up with both hands filled with gold. Such was the case of Operator V. C. PRETTYMAN. While working the Long Beach-Riverside line, he learned that one of his passengers, a MISS LOLA WAITE, is a professional singer. Taking a chance, Vic asked if she would mind singing a number for himself and the other passengers. The lady not only consented but sang all the way to Long Beach, which is a good two hours drive from Riverside. She sang anything that was requested and Vic was really sold on her rendition of "Old Man River," which he especially likes. A few days after the trip, Vic received a letter in which Miss Waite said she couldn't remember when she had enjoyed a trip so much. — Pass some of that luck around, Vic; we could all use a little of it.

Speaking of luck, CECIL WOODS' little grandson has had his share. All of it bad. The poor kid broke his arm and came down with the German measles in the same week. It's about time for the plumbing break down; that way you could throw in the kitchen sink, huh, Cecil!

Correction

THE METRO COACH NEWS is glad to publish corrections of some erroneous information used in the April issue in connection with the death of Asbury Mechanic Wm. B. Fahey on a fishing trip. The erroneous facts were corrected by Mr. Fahey's son John R. Fahey, of Inglewood.

According to John, his father was not an orphan. William's mother, Mrs. Georgia Binninger, is living and resides in Hesperia, California. Of William's children, John is the only one living in California, where he has resided for 10 years. Three other children live in the east: Lt. Omer D. Fahey, at Craig Air Force Base, Alabama; Mr. Billy Gene Fahey, at Columbia, Missouri; and Mrs. Stanley Pringle, at Independence, Missouri.

Ocean Park Division

By MARTHA FALBAUM

Beachcombers

J. T. TUCKER, former night clerk at Ocean Park, left us for his first love — Long Beach, where he had worked for a good many years, and where of course, most of his friends live. *Lee Wise*, formerly from Van Nuys, is taking Tucker's place here at Ocean Park.

All the operators received their pictures for their city licenses and Operator W. E. Freeman's picture looked so much like that of a convict that his wife stopped talking to him — so he says.

The sandwich machine does not interest Operator H. M. Geno. He comes in with a hunk of limburger cheese, a loaf of rye bread, and — presto — the operators' recreation room is empty. Wonder why?

Softball fans say C. J. Herbert has almost as good a throwing arm as Operator Arthur Samuels. Both boys are on the Ocean Park softball team.

Supervisor H. D. ("Bing") Crosby is back on the job after a very serious accident. — We are glad you are feeling chipper, Bing!

Operator Norman DeGalloway has a hi-fi as long as any desk in the office, an expensive sewing machine, a beautiful new portable typewriter — and now he is looking forward to buying a piano! Asked the other day how many words a minute he can write on his new typewriter, Norman said in his slow, quiet way, "Wel-l-l-l-l, about five I guess." — Norman is single, too.

Operator E. F. Gilligan found another job some months ago, but guess he found GOOD OLD METRO pretty good, for he is back on the job here at OP, ready, willing and happy to be back on the big green coaches.

Operator W. E. Books and his wife are taking lessons on their new organ. So far, "Silent Night" is the only tune they have mastered, and they are getting rather tired of it, but their Siamese cat loves it — so they continue to play "Silent Night."

Halacz Dance Photos

THE PHOTOS in the Ocean Park dance layout in the April issue were by Ocean Park Operator E. R. Halacz. We inadvertently omitted the credit line. —EDITOR.

This famous cat has a sterling silver, monogrammed food dish and a beautiful jeweled collar, which some of Books's passengers gave his pet for Christmas.

We hear that two or three little old ladies who get on the Wilshire Line 83W at certain corners make it a practice to slip a dollar bill in the operator's jacket pocket after depositing their fares in the fare-box.

New fathers: Operators J. H. Chapman and L. F. Beall. Beall had a beautiful 7-lb. girl, *Katherine Ann*; and Chapman's baby was a husky 7-lb. boy, *Michael Alexander*. When Chapman's children were asked by the nurse at the hospital if they wanted a new baby brother or sister, they said, "No, we would rather have a pony."

We wish to extend our sympathy to *Wilver Todd* on the sudden passing of his mother-in-law, who was in her early 80's. Todd was helping her to write a book.

Sympathy is also extended to Operator *Joe Krietzman* on the passing of his father after a long illness. Krietzman was very fond of his father and spent a good deal of his time with him.

Operator C. C. Lindberg's daughter, Donna, age 20, recently became the bride of *David Wallace*, also age 20. Donna was a junior at Long Beach State College. David just completed four years in the Marines and has enrolled at El Camino College in Torrance.

Operator C. F. Miller is back with us at Redondo Beach terminal and says he is enjoying the cool weather. He could not get used to the hot weather in El Monte.

Maintenance Department

W. S. Bowles, automotive division foreman, was off sick for a few days with a backache, he said — but he reported a new grandson when he returned. We have heard of fathers having sympathy pains — but grandfathers ? ? ? ? His son *Robert's* wife gave birth to a fine baby boy, *Robert Stephen*, on March 21, and both grandfather and baby are doing fine. We are wondering what Bowles's wife is going to do now? She had a hard enough time keeping buttons on his shirt before he became a grandfather.

Alex Hunter, janitor at Ocean Park, has a new son, *Dornnie Ray*,

General Claims Department

By PAUL A. KARI

NEWS of the passing on June 3 of *Mrs. Annie Rice*, mother of Claim Agent *Lawrence A. Rice*, was received with regret by claims department employes. Mrs. Rice was 93 years of age, had been in ill health for some years past at her Glendale home. Mr. Rice and his wife attended the funeral, which was held in Des Moines, Iowa, June 8.

Charlie, Patsy and Susie Schwertfeger became residents of Arcadia over the Memorial Day weekend. Charlie is already exchanging horticultural tips with the other "landed gentry" in our department.

After a two-weeks round trip by air to New York City during June, *Mike and Marie Marchante* will move from their Inglewood apartment to the new home in Garden Grove. While in the East, they will visit with Marie's family and their mutual friends.

Elsie Du Paix will spend her summer weekends this year at Huntington Beach, where she has taken her trailer. Elsie's daughter, *Audrey*, graduated from Alhambra High School in June and is now employed in the offices of the telephone company.

The annual claims department stag fishing party took place this year on June 22, with a large group embarking during the early morning hours from Pierpoint Landing, Long Beach. *Charlie Schwertfeger* was in charge of the arrangements.

Claim Agent *Bill Berke* and his wife *Thais* welcomed their third son, *Roy Alan*, who was born on June 9 at West Valley Hospital, Encino. Roy weighed in at 8 pounds, 12 ounces, and has joined his brothers *Keith* and *Craig* at the Berkes' San Fernando home.

~~~~~  
who weighed 8 lbs. and 10 oz. at birth. This is Alex's seventh child. Alex said the deacon of his church and his wife gave them a shower for the new son.

W. R. ("Bill") Stosberg's wife likes antiques and just bought a bedroom suite so large he can't get it in the house. The table, dresser, chest and washstand are all topped with marble. Imagine not being able to enjoy those lovely pieces of furniture until they enlarge the bedroom!



**GROUP OF OLD-TIMERS** at Pasadena party May 5. Front row, left to right: Art Smith, Joe Streff, Jack Birmingham, Ernest Heydenreich, Claude Laytham, William Crawford, Peter Alig, Ralph Hughes, Arthur Reid. Back row: F. B. Eggeman, Clarence Van Syckle, I. E. Murphy, Lee Strople, Henry Mosher

(president, Senior Fellowship), Charley Martin, O. E. Margason, Bill Richards, David Coleman, E. D. Fogelsong, Oscar Gough (behind Mr. Fogelsong), Dean Gardner, Leonard Keppy, Guy Fess, and Mrs. J. E. Newman (substituting for her husband, who was out of the city at the time). Photo: F. W. Hall.

**AULD LANG SYNE**

(News of the Senior Fellowship Club)

By F. B. EGGEMAN

THE LOVELY PASADENA HOME and garden of Mr. and Mrs. F. W. Hall (Bill and Belva), located on North Lake Avenue, was the setting for a big party on Sunday afternoon, May 5, in honor of *Ralph Hughes, Arthur Reid and Joe Van Sickle*, recently retired, when more than 100 employes, both active and retired, of the Metropolitan Coach Lines, Pacific Electric, and Pasadena City Lines, and their wives turned out for the festive occasion.

It was a great reunion. Many old-timers shook hands, reminisced and visited with fellow employes of yesteryear, and there were some old-timers whose seniority dated back to the early years of the century before the advent of the Big Red Cars, when horse cars were still in use.

*Claude Laytham* (85), *Jack Birmingham* (81) and *Art Smith* (83) told of the good old days before the war (1914, that is), and when Pacific Electric Railway was the largest electric railroad in the country.

There were a number present who had worked for Pacific Electric and

its successor company 30 years or more, and one old-timer\* who actually completed 48 years of service with Pacific Electric over three years ago.

*Mr. and Mrs. Harold Stewart* (PE freight) assisted the host and hostess with arrangements for entertainment and refreshments, and there were cold punch, ice cream, cookies, and a large cake depicting the mountains surrounding the San Gabriel Valley and the big red cars, and inscribed with the names of the retired men present.

Moving pictures of Pacific Electric passenger cars and freight trains dating back many years were shown by *H. A. Morin* for *Jewell Sprowl* (both of PE freight), and others by *Ira Swett*, editor and publisher of *Interurbans Magazine*. And there were some interesting exhibits of old-time equipment and many, many photographs from the collection of *Art Smith* and *Guy Fess* that included Alpine Tavern, Mt. Lowe, and the Incline cars. Among those present accompanied by their wives were:

*Peter Alig, Alvin Baker, David E. Coleman, William Crawford, R. A. Crabill, Olin D. Early, Fred B. Eggeman, C. J. Gandy, James Hughes, R. M. Hughes, Oscar Gough, F. W. Hall, L. F. Hunt,*

*George Jeremiah, Gordon Jackson, J. K. Kennedy, Leonard Keppy, Charles Knight, C. B. Lewis, R. A. Lodelby, Charley Martin, H. A. Moulton, Tom McKee, O. E. Margason, H. A. Morin, I. E. Murphy.*

*Thomas E. Pendleton, Carl F. Peer, A. R. Reid, Bill Richards, Harold Stewart, Richard Steele, Lee A. Strople, Walter Swartout, Glenn V. Thompson, J. W. Van Sickle, C. N. Van Syckle, Harold Voelker, Bonnie Wells, Paul D. Wheeler.*

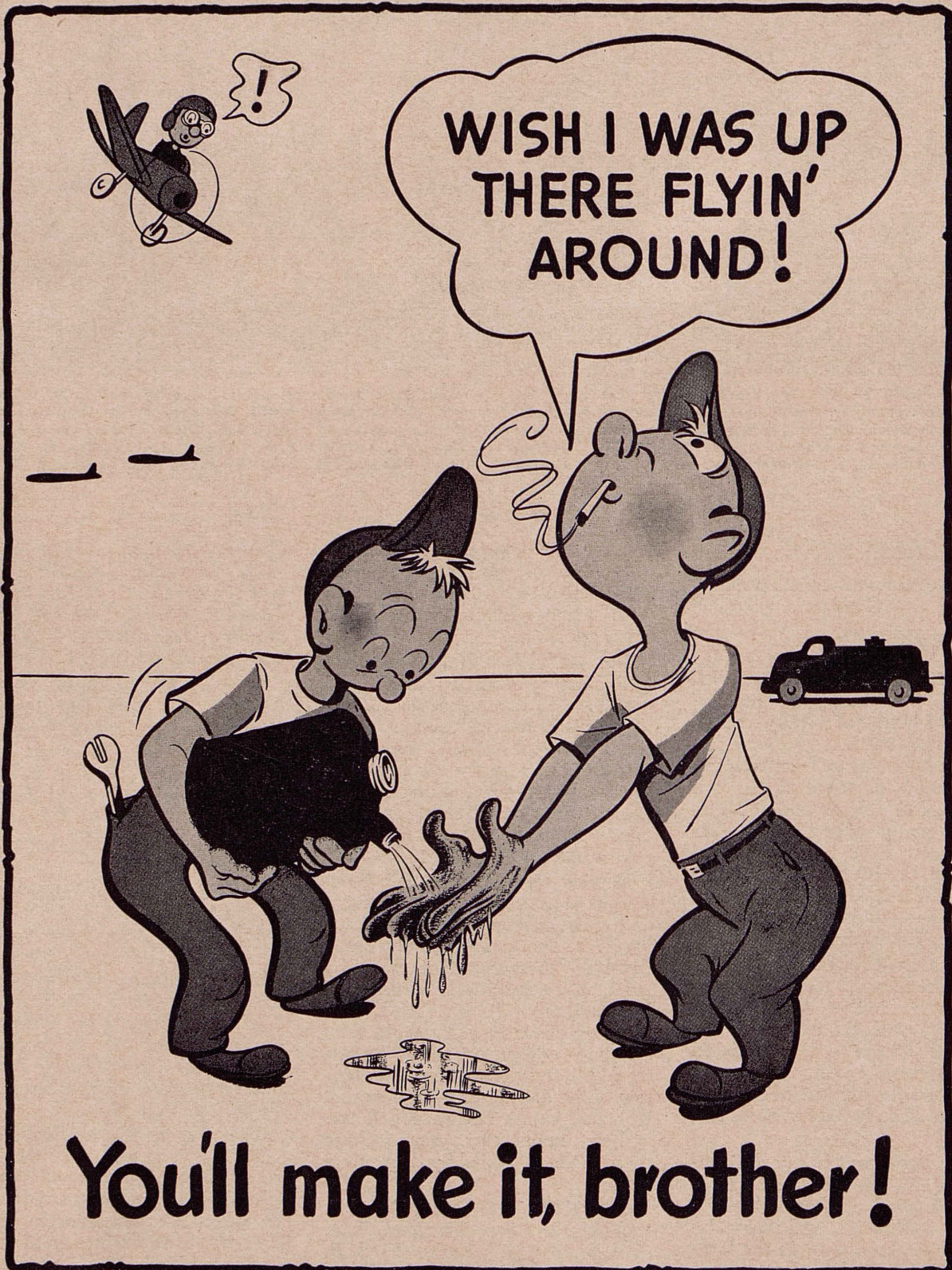
Some of those coming singly were:

*Walter Abbenseth, Jack Birmingham, Chester Bowles, E. D. Fogelsong, Guy H. Fess, Dean B. Gardner, Ernest Heydenreich, John Ickes, Claude Laytham, Henry Mosher, Jack Mahon, Jim S. Newman, Mrs. J. E. Newman, John Nemanich, Louis E. Neal, Art P. Smith, Ira Swett, C. F. Shoop (Pasadena Star-News reporter), Joseph Streff, and Dwight B. Van Fleet.*

The passing of two retired Pacific Electric employes of the Eastern district is noted with regret: *John McMillen*, of Atascadero, May 28; *Charles Ives*, of Pacific Home, Hollywood, and a former Riverside resident, March 14.

\* Your faithful correspondent, Mr. Eggeman, who was too modest to name himself. — Editor

Return address:  
Metropolitan Coach Lines, 617 PE Bldg.  
610 S. Main St., Los Angeles 14, Calif.  
Return Postage Guaranteed  
Request Form 3547



National Safety Council