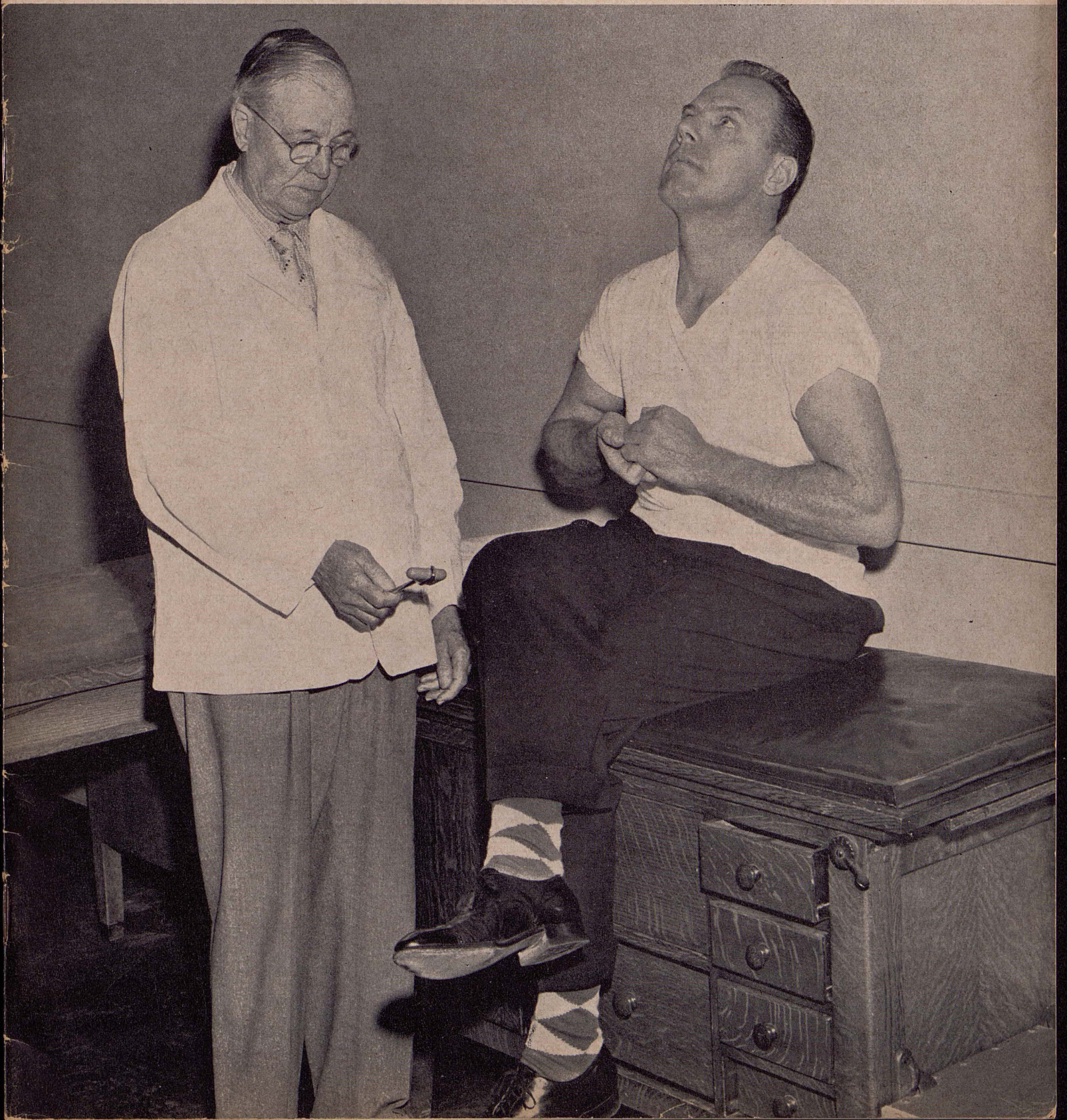


METRO COACH *News*



FEBRUARY, 1958

Telephone TRinity 2792



METRO COACH

News

VOLUME 5 FEBRUARY, 1958 NUMBER 1

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OUR COVER

"NO FAIR PEEKING!" says Dr. George A. Fielding, medical examiner, as he prepares to strike Matt Saniga, candidate for operator, on the knee with a rubber hammer in a test for Matt's physical reflexes. Matt isn't really praying, nor is he under great stress!

Dr. Fielding has been giving physical examinations to candidates for Metro and PE positions since March 1, 1951.

(Operator training story, pp. 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

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, editor. Address communications to the editor, 617 Pacific Electric Building, 610 South Main Street, Los Angeles 14, California. U.S. mail should be addressed: P.O. Box 2064, Terminal Annex, Los Angeles 54, California.

Telephone: TRinity 2792

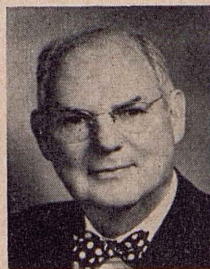
Deadline for April Issue: March 15



Let's Get Back to Moving People!

WE ARE DELIGHTED that service on all of our routes has been restored and everyone is back to work.

I believe that everyone will join with renewed enthusiasm in the same loyalty and cooperation that we have had in the business of moving people and providing the best possible service to them.



J. L. HAUGH

There is still time to make 1958 a banner year in Metro history — noteworthy for courteous and thoughtful service to the public and for the kind of mutual cooperation that makes for success.

There is greater need than ever now for being courteous and helpful to passengers. All of us, I am sure, recognize this fact and are fully prepared to meet the situation with an ample supply of self-restraint, tolerance and good will.

The same holds true of our relations among ourselves as employees working under more than ordinary stress to restore smooth functioning in all phases of our operations in and between all departments. Let's be helpful to one another and continue our fine family relationship in this enterprise.

With my personal regards and best wishes to each of you,

J. L. HAUGH

President

How Matt Saniga Became A Metro Operator

You've Got To Know Your Stuff To Make Good On Our Coaches

"YOU'RE HANDLING HUMAN LIVES instead of freight," the speaker told the class. "Our passengers are entitled to a safe and comfortable ride.

"From yesterday until 90 days hence you're on probation. We'll spend as much time as possible with you, riding with you and helping all we can.—Listen to your line instructor and profit from his experience."

The speaker was Metro's assistant chief supervisor, A. E. Kemp. He was addressing a class of five candidates for positions as motor coach operators, and all were listening intently to instructions vitally important in the proper performance of their prospective duties.

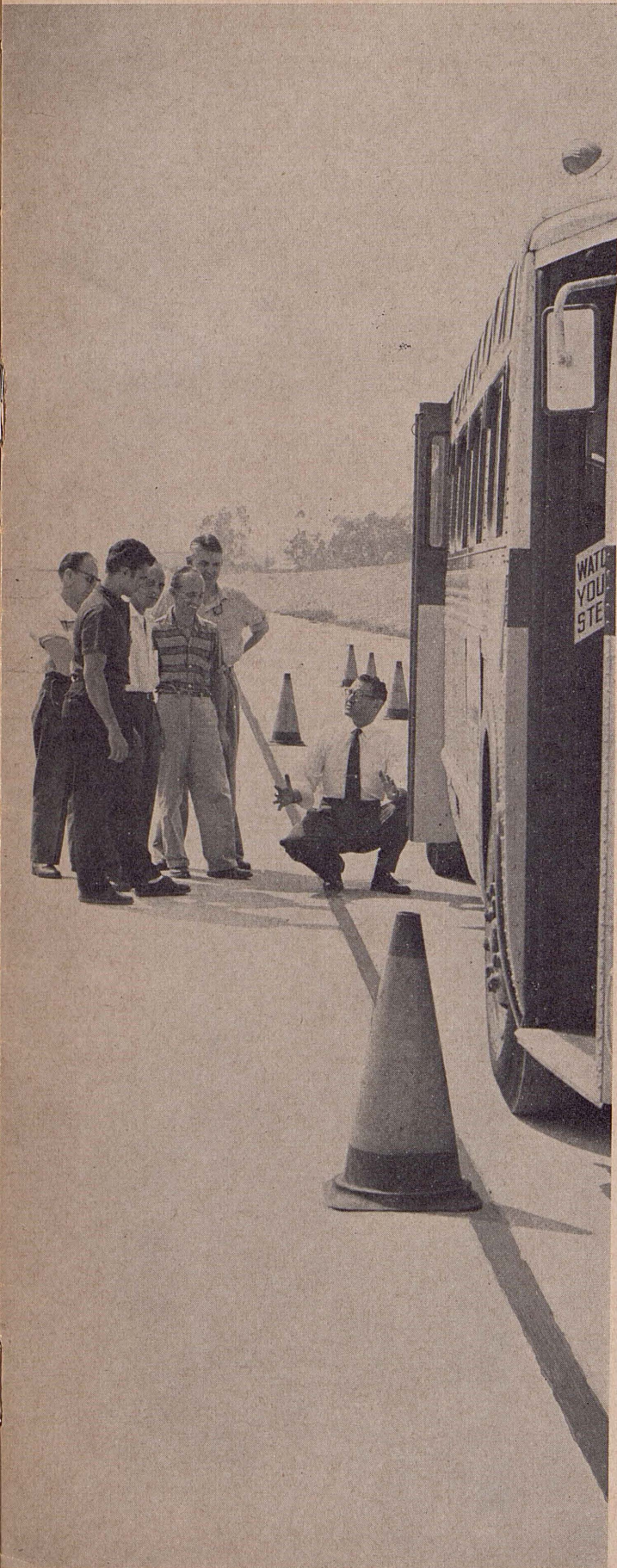
One thing all the applicants had in common: they all had experience as motor coach operators or as operators of heavy-duty equipment.

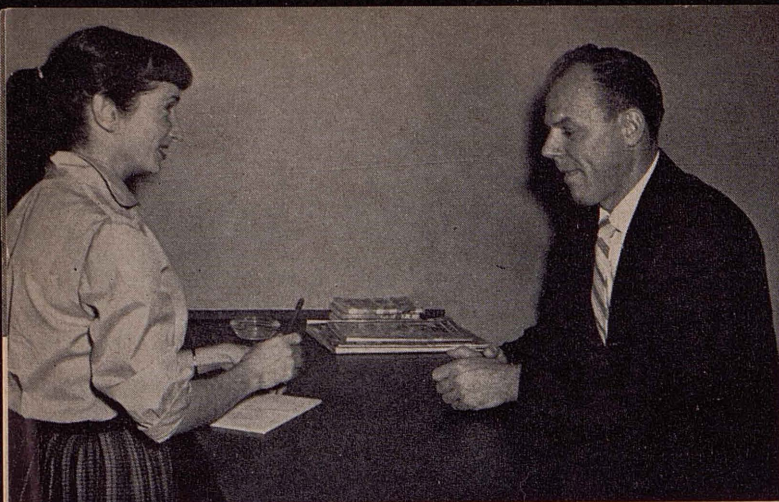
Among this class was 39-year-old *Matt Saniga*, a married man with two children. He had recently come to Los Angeles from Cleveland, Ohio, where he had held a position with the Cleveland Transit Company for six years as operator of streetcars, motor coaches and trackless trolleys. Before that he had been employed for seven years as streetcar operator in Pittsburgh, Pennsylvania.

A few days earlier, Matt had called at the personnel office, room 689, Pacific Electric Building, to apply for a position as motor coach operator. He was met by *Mary Rifi*, personnel clerk, one of whose duties is preliminary selection. She asked Matt questions concerning his age, experience, and military status. Having determined that he had the basic qualifications, she then introduced him to Personnel Assistant *John S. Wilkens*, who interviewed Matt at considerable length.

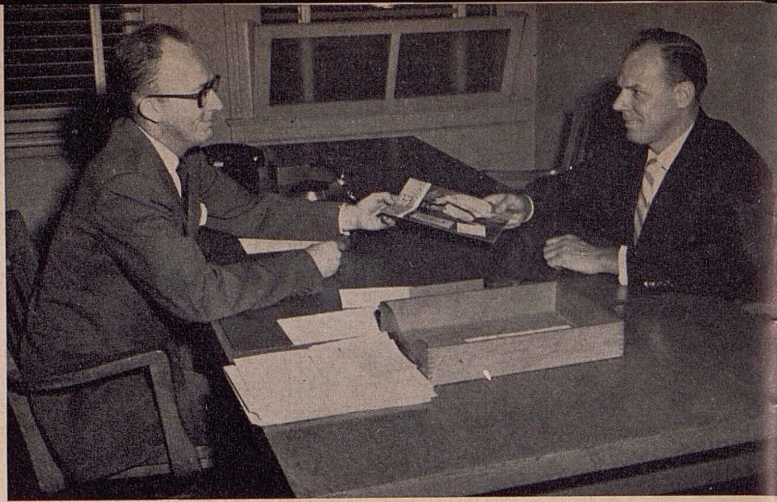
(Continued on Page 5)

AT THE RIVER BED—The flat concreted surface of the San Gabriel River bed is the scene of driving tests for candidates for the job of motor coach operator. Illustrated is the parallel parking test, which will be described in the next issue.

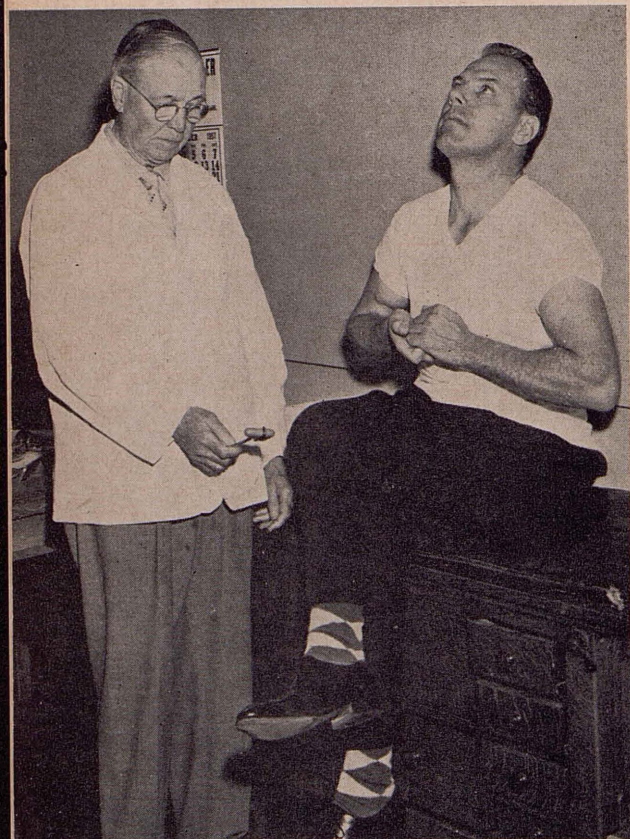




PRELIMINARY QUESTIONS are asked of Matt Saniga, applicant for job as motor coach operator, by Clerk Mary Rifi at the employment office. "Experience on heavy equipment?"—"Yes," he says.

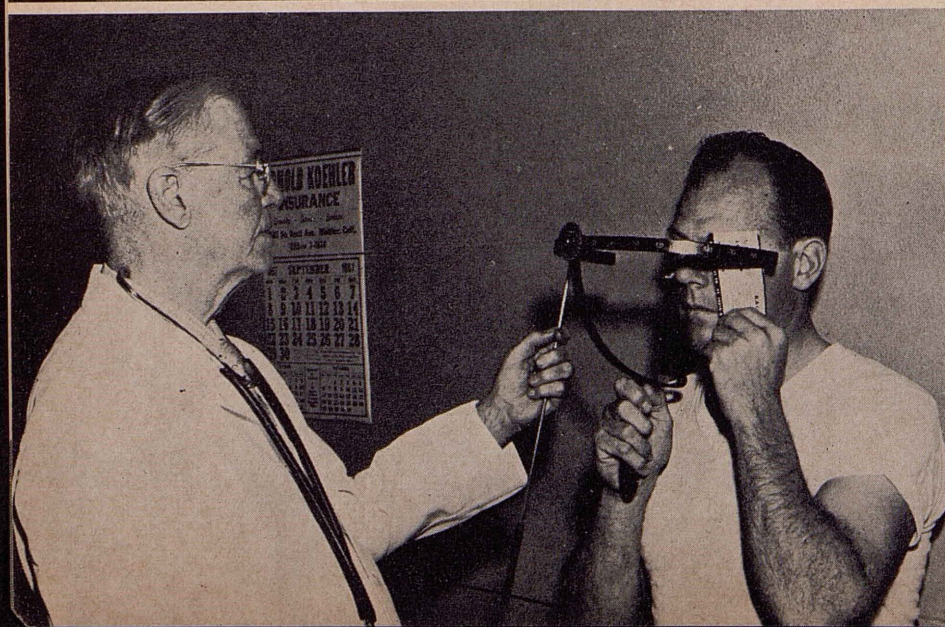
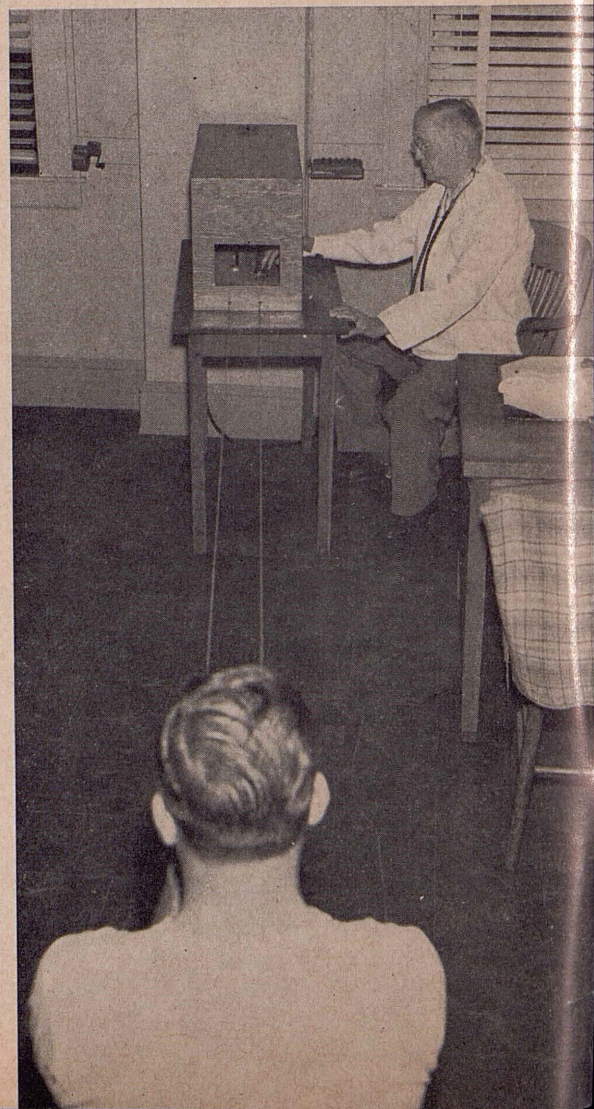


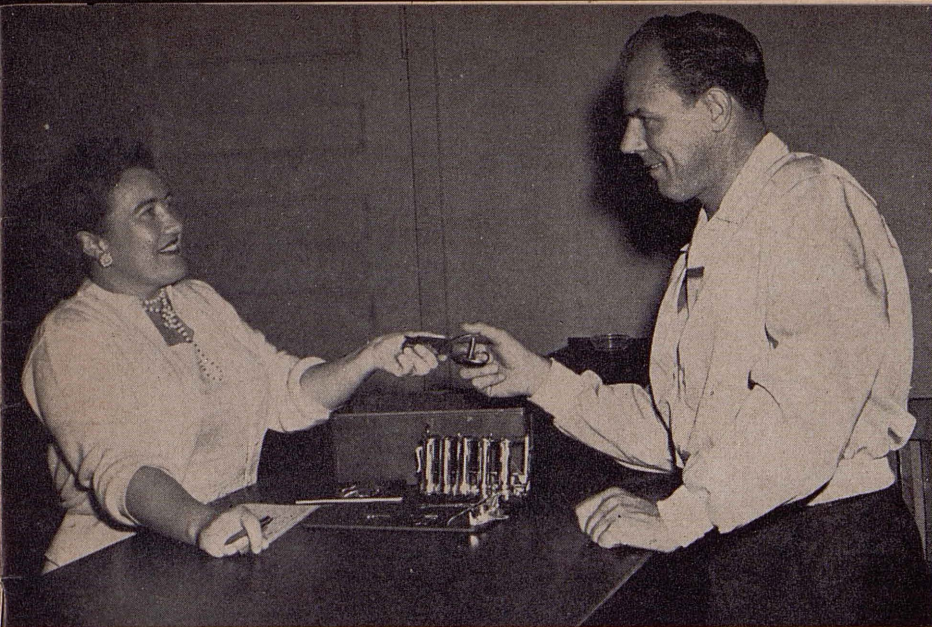
INTERVIEW IN DEPTH is then carried on by Personnel Assistant John S. Wilkens, who questions Saniga at length on his background and training. Interview being satisfactory, Mr. Wilkens then arranges for a complete series of physical tests.



PHYSICAL EXAMINATION — Pictured are three of a number of tests being given to Mr. Saniga by the examining surgeon, Dr. G. A. Fielding. In photo at left, he strikes Matt's knee with a rubber hammer to test muscular reflexes. At lower left, the doctor tests the applicant's eyes for side vision. At right, the depth perception test, in which Matt pulls strings to place two toy autos in the box opposite each other. He finally passes all of the tests.

Interview, Physical





GETS EQUIPMENT—Having passed his physical, he returns to the employment office, where Virginia Fees issues equipment.

How Matt Saniga Became a Metro Operator

(Continued from Page 3)

Some of the questions probed quite deeply. In addition to the usual questions about his job record, education, and marital status, Mr. Wilkes discussed the disadvantages inherent in being a junior operator for a transportation company and then the advantages of working for Metro.

Disadvantages, Mr. Wilkes pointed out, are those inherent in all transit jobs. Student pay is \$1 an hour during the break-in period of from 15-25 days, depending on individual progress and the division to which he is assigned. A new operator may find it necessary to move from one division to another, and, in doing so, must sometimes return to student status (and pay) to learn new territory and tariffs.

Advantages are earning opportunities which are above those found in most of the transit properties in the United States; an employe hospital plan paid for by the company; a voluntary hospital benefit plan for dependents; group insurance; excellent vacation privileges; a number of clubs and sports activities encouraged by the company; good relations among employes.

The interview having progressed thus far with satisfaction on both sides, Mr. Wilkens then made an appointment with the examining surgeon, *Dr. G. A. Fielding*, for Matt to undergo a series of physical fitness examinations.

These turned out to include tests for heart, lungs, blood pressure, muscular reflexes, posture, hearing, and eyesight—in addition to urinalysis. Eye tests were especially emphasized. Matt read a chart with various sizes of type; sorted colored yarns, in color perception tests; sat across the room and pulled strings to bring



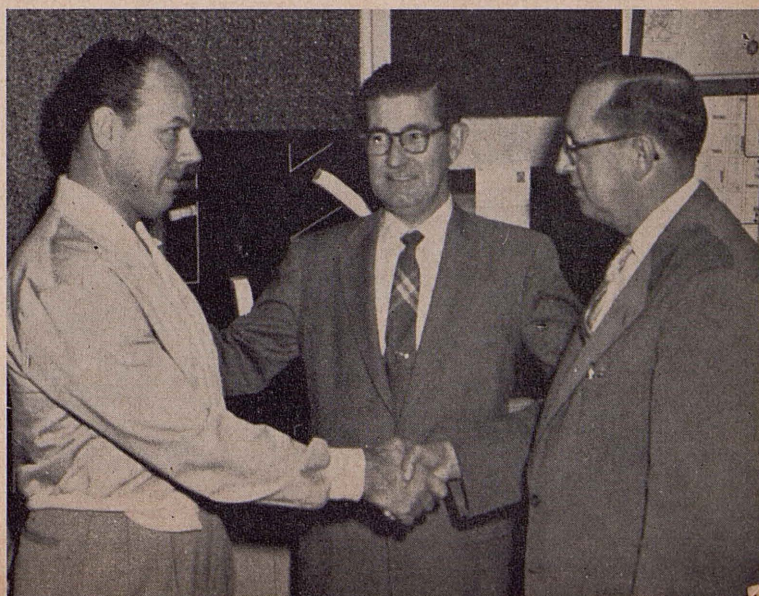
FILLS OUT APPLICATION—Secretary Anne Swanson answers a question Matt has about filling out papers concerning his employment.

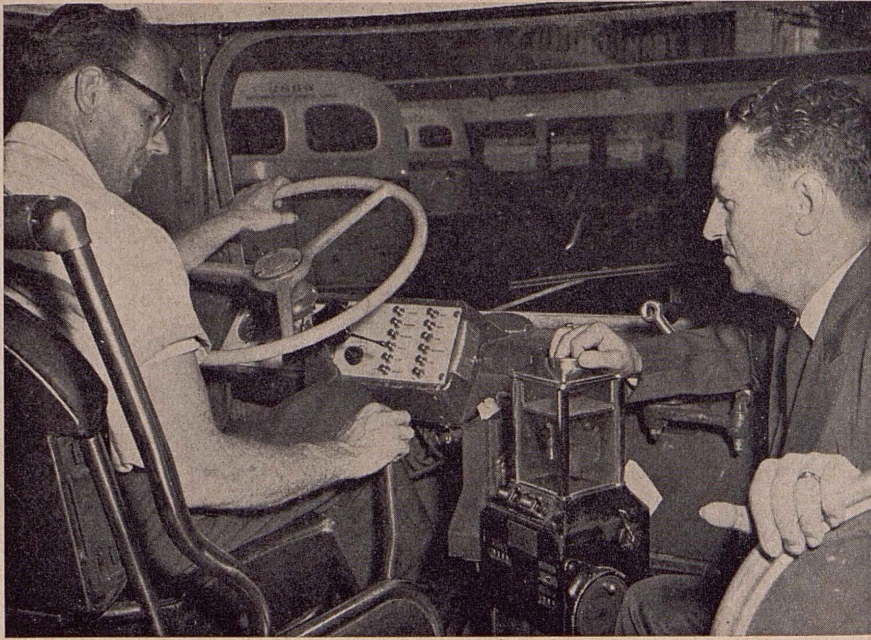
two toy autos side by side in a box (depth perception), and held up to each eye an impressive-looking instrument that measured the amount of side vision. Dr. Fielding also took down Matt's medical history.

"You passed with flying colors," he said, pleasantly. "Now you may go back to the employment office and complete your application."

Not until Mat had reached that point was the

TO INSTRUCTION DEPARTMENT—Manager of Personnel W. C. Scholl, center, introduces Saniga to Chief Supervisor of Instruction, Safety, and Transportation J. T. Johnston, whose instructors will now train Matt.





ON GEARSHIFT-TYPE COACH—Matt's ability as an operator first comes under the observation of the transportation department when he and Instructor Elmer B. Stowe start out on a drive around the city with the applicant at the wheel of a coach equipped with standard gearshift.

How Matt Saniga Became a Metro Operator

(Continued from Page 5)

prospective operator required to fill out an application form. He found that several references were required, and was informed that each one would be investigated.

"Your papers look fine," smiled Mr. Wilkens, after checking them over. "Report to the personnel clerk tomorrow morning at 8 a.m. and she will issue you the equipment you'll need for breaking in.—And please be on time, because as of 8 a.m. tomorrow, you are on the student pay roll. Remember, missouts in the transit industry affect service to our patrons, who depend upon you to be on time!"

Following orders, Saniga entered the employment office on the dot. *Virginia Fees*, another of the clerks, smiled a greeting, and brought to the counter a ticket punch, changer, clipboard, badge, and metal box (usually referred to as a "can") to hold tickets, transfers, time tables, etc. These she carefully checked out to him. Matt signed a record of the transaction.

"How about the uniform?" he asked.

"Don't worry too much about that," she reassured him. "All you'll need is a uniform shirt, tie, and cap to wear when you start out with your line instructor—after the next four days of class instruction. You may

buy these items at Harris and Frank's, 644 South Broadway, Los Angeles—on payroll deduction, if you wish. And you have 90 days to purchase the rest of your uniform—also on payroll deduction."

Mr. Wilkens, informed that Mr. Saniga had received his equipment, then introduced him to the manager of personnel, *W. C. Scholl*, who shook hands and greeted him heartily.

"We're glad to have you with us," he said. "As Mr. Wilkens has probably told you, "you've reached the first milestone on your journey to become an operator. From now on, you'll be in training under the jurisdiction of the transportation department, headed by Superintendent *J. D. Puffer* and Assistant Superintendent *Jack Stewart*. If you'll come with me now, I'd like to take you across the hall to that department to meet Mr. Puffer's chief supervisor of instruction, safety and transportation—*Mr. J. T. Johnston*."

Across the hall, Mr. Johnston was in his office talking to two men, each of whom was wearing a uniform marked "supervisor." After Matt had met Mr. Johnston, the chief supervisor introduced him to the two other men:

"This is *Mr. A. E. Kemp*, our assistant chief supervisor in charge of instruction . . . and this is *Mr. E. B. Stowe*, one of our instructors. Mr. Stowe is the man you'll probably see most for the next several weeks."

Mat shook hands all around. Then Mr. Stowe said:

"The first thing we're going to do is drive around for awhile in a coach with a gearshift. Let's go down to the bus deck and get on a coach."

Matt followed the instructor out of the room.

(In the next issue, read the story and pictures about Matt's driving tests in the San Gabriel River bed, his classroom instruction in fares and rules, and his work with line instructors.)

"GIRLS! HAD YOUR FREE-
EXAM FOR CANCER YET?
-IT'S PAINLESS AND QUICK!"



ALL WOMEN members of the Hospital Association, as well as all adult women who are dependents of members, are strongly urged by *Dr. E. Craig Heringman*, chief surgeon, to call the Hospital Association, TRinity 1623, or TUCKER 7272, extension 22261, *now* and make an appointment for a free examination for cervical and uterine cancer. (Call only between 3:30 and 5 p.m., please.)

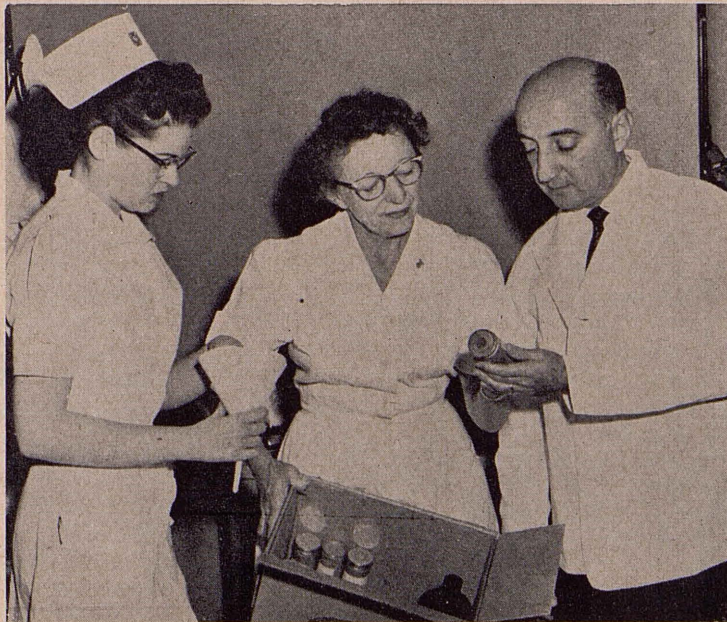
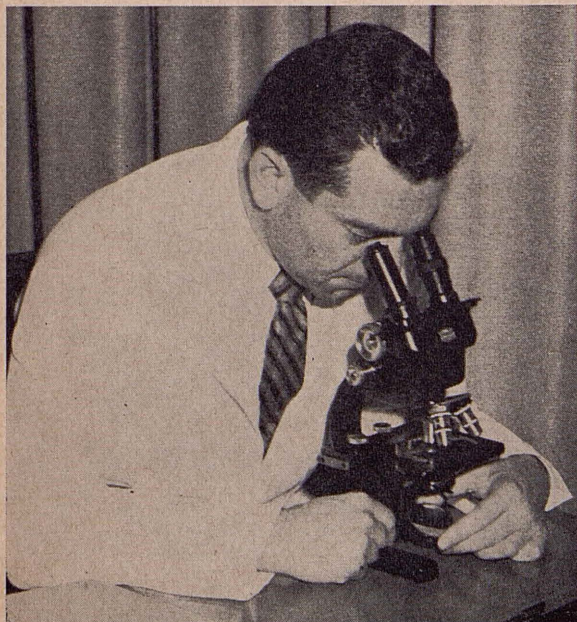
Requiring only a few minutes, examinations will be given by a specialist for female diseases, *Dr. Harold Boros*, gynecologist on the staff of the Mt. Sinai Hospital. He is donating his time to further a new program of cancer research now being carried on by that hospital under the sponsorship of the American Cancer Society and the Damon Runyon Memorial Fund for Cancer Research. An important feature of this program is the double test that follows each examination. In addition to the standard test for cancer, the Acridine Orange Dye test, recently developed at Mt. Sinai, is also given, and each test is a check on the other.

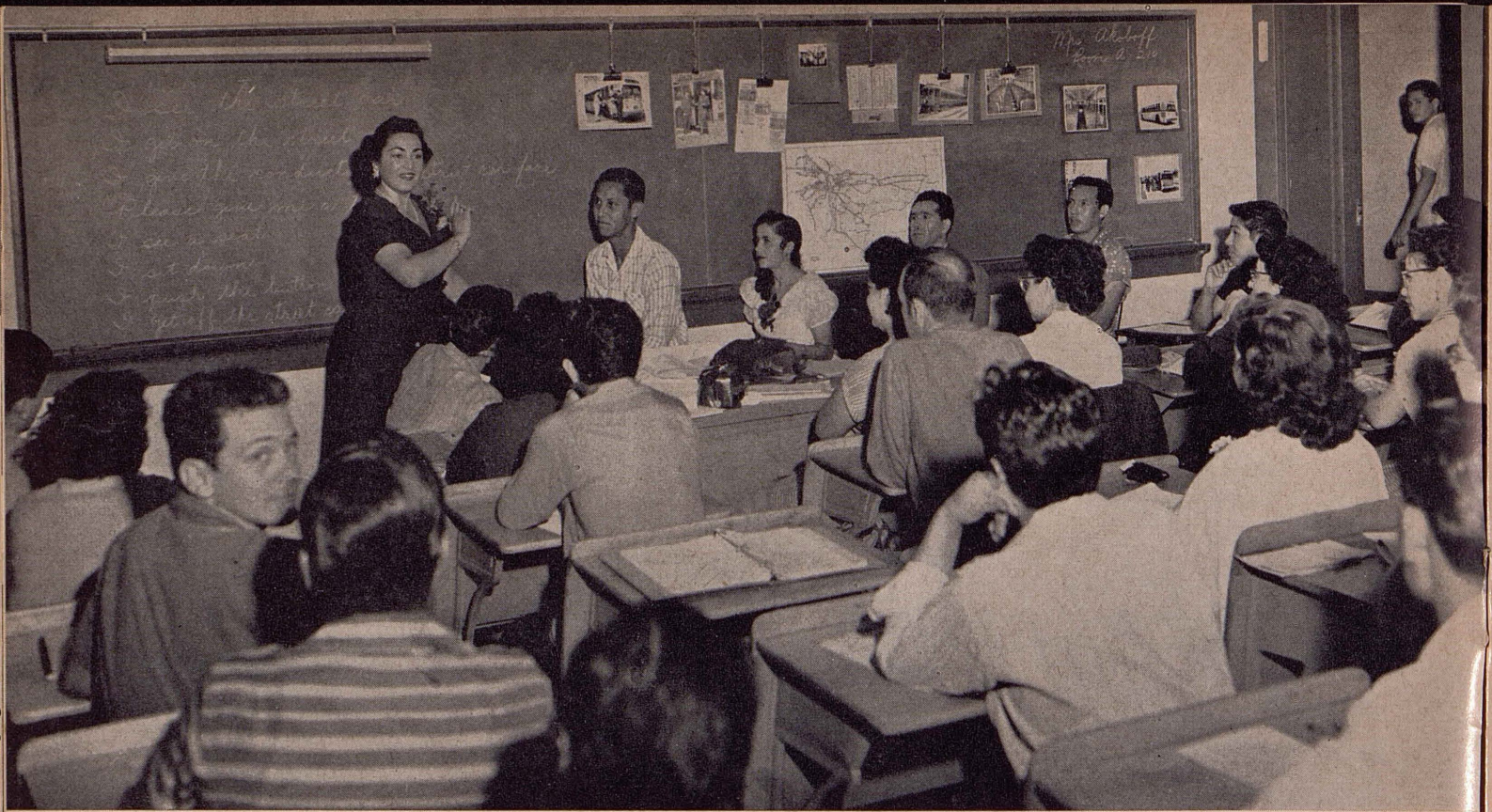
"By taking these tests, you are not only protecting yourself, but participating in the fight against cancer," according to the chief surgeon. "I urge every adult woman to cooperate by coming in for examination, for, by screening large numbers of people, we are able to detect and arrest early cases of cancer *long before symptoms show up*. The examination is done painlessly and without surgery, and a nurse is always in attendance."

The new dye test is based on the fact that cancerous cells cause a special orange-yellow dye to fluoresce, or shine brilliantly, according to Dr. Heringman. The dye is applied to a sample of the vaginal secretions taken during the examination. If cancer cells are present, they will show up under the microscope as brilliant red-orange specks against the darker background of the normal cells. The new test enables physicians and laboratory technicians to work much faster than the standard test.

DR. E. C. HERINGMAN, chief surgeon, Hospital Association, peers into microscope in program of testing Metro and PE women employees for cancer.

DR. HAROLD BOROS, right, gynecologist at Mt. Sinai Hospital, gets help from Hospital Association Nurses Mary Lynne Baker, left, and Bessie Chobotsky as he prepares for program of cancer examinations for Metro and PE women in an office of the Hospital Association.





TRANSIT FACTS are being combined with language drill by Mrs. Rose Akoboff, the teacher, in this English-for-the-foreign-born class at Roosevelt Adult School in East Los Angeles. A Metro system map and some Metro pictures are on the blackboard as visual aids. The four students facing left just below the pictures are "passengers" dramatizing the transportation lesson.

"Please Give Me A Transfer!"

Foreign-Born Students

In Los Angeles

Learn English and Other Useful Knowledge —

Such as How to Use Public Transportation —

All at the Same Time

In Adult School Courses.

—Let's Give Them All the Breaks We Can!

"I SEE the streetcar."
 "I get on the streetcar."
 "I give the conductor my streetcar fare."
 "Please give me a transfer."
 "I see a seat."
 "I sit down."

Sounds simple, doesn't it? And, of course, it is, to us who were born into the English language and who are likewise in the transit business.

But these sentences and ideas aren't easy to the more than 50

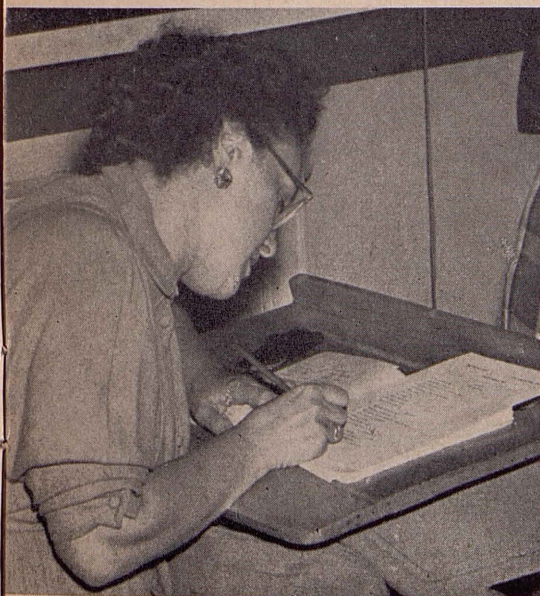
grown-up but foreign-born students in the English class of Mrs. Rose Artenian Akoboff, who teaches at the Theodore Roosevelt Adult School in the East Los Angeles district. They have to learn by frequent and often painstakingly slow repetition what the words mean as well as how to pronounce them.

Like all good teachers, Mrs. Akoboff makes her English classes more meaningful and interesting by combining language drill with practical applications. One of the most practical of the latter, especially in a city of great distances, like Los Angeles, is the vocabulary of transportation. The dialogue quoted at the beginning is from the lesson for the evening in her class last September 30.

Transit Dramatized

To make the lesson more vivid, the dialogue was dramatized. A "conductor" sat at the head of a line of chairs, arranged like car seats in front of the class, and "collected fares" from various students, who took their "transfers" and sat down, then "pushed the button" (a chalk mark on the blackboard) and "got off"—in each case speaking the appropriate English words to fit the action.

ABSORBED—Hungarian-born Mrs. Clara Elias intently studies her English lesson.



The most vivid element in the course is vivacious Mrs. Akoboff herself, who compels student interest by the vital force of her own strong personality, sympathetic understanding, sense of fun, and ready, flashing smile. A native Californian of Armenian ancestry, she has taught adult classes for five years—in addition to previous experience as a social case worker. Her popularity with her students was revealed during an intermission, when a number of her former students came into her room and crowded around her desk, shaking her hand and laughing with the pleasure of seeing and meeting her.

In the class visited by your METRO COACH NEWS reporter, she had two Hungarians, two Japanese, one Pole, one Italian, and 46 Mexicans. English is the language used for all communication in the classroom.

Discipline problems? Never! "These students are in class because they *want* to be," she says. "Most of them are earning their own living, and they are well aware how important a knowledge of English is to their livelihood. They're in dead earnest!"

Many Similar Classes

There are many other such classrooms in this and many other Los Angeles schools. Need for the language help thus provided is indicated by the fact that an estimated 1,500 to 2,000 aliens settle in Los Angeles each month. Last semester (the most recent period for which figures are available) there were 156 regular English-for-the-foreign-born classes, in addition to 32 citizenship classes and 26 day-time Americanization classes in which English is also taught, according to Mrs. Luella Card, supervisor of the English-for-the-foreign-speaking classes in the Los Angeles City schools. Sixteen per cent of the total hours of instruction in all subjects is devoted to the teaching of English to aliens, Mrs. Card added.

So eager are foreign-born residents—some of whom are college graduates in their own countries—to learn that, according to the Roosevelt adult school principal, William J. Johnston, when a new class is announced in advance it is invariably

filled to overflowing with would-be learners the first night.

"One English class which was publicized only by word of mouth on a Thursday was so full the following Monday that students were sitting double at every desk," said Mr. Johnston.

Spoken English Hardest

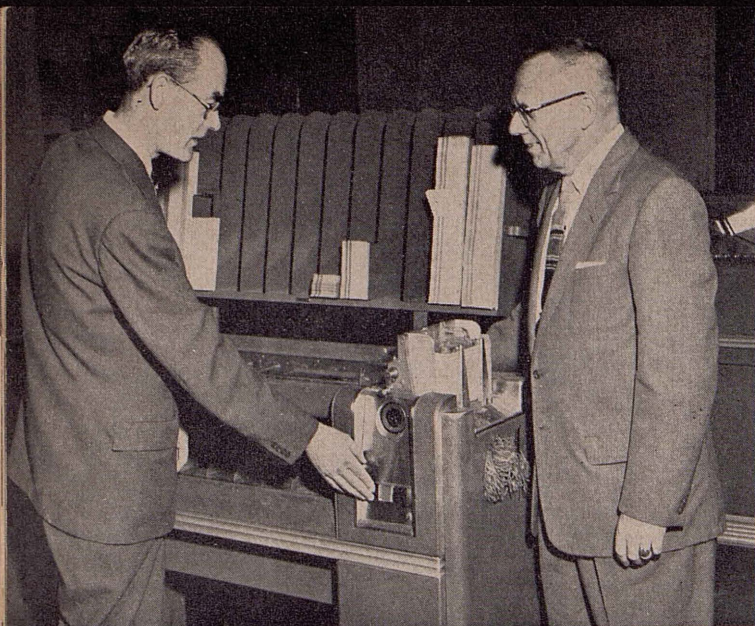
Among the most earnest of the students in Mrs. Akoboff's class on that September evening were Andor and Clara Elias, husband and wife, both natives of Hungary, where he was a "teacher and gardener." Here in the U.S., he's a sign painter. Both Andor and Clara are making excellent progress in English, particularly in the written work. They have some difficulty about understanding the spoken word.

Handsome bachelor Jesus Covarrubias, 40, was born in Mexico, where he grew up and learned the trade of gunsmithing. He came into the U.S. only a few months ago and got a job in a ceramics factory, where he now works. He joined Mrs. Akoboff's class in September. Like the Eliases, he feels that his biggest barrier is understanding oral English.

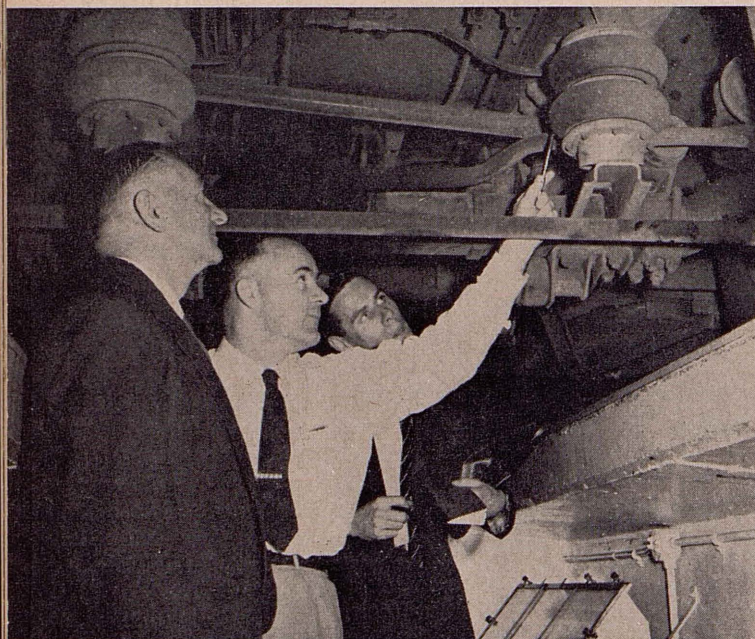
Language problems make it difficult for these and many other students to use our Metro coaches. During their early weeks and months here, not many read English with enough facility to understand maps and timetables clearly, or comprehend what is spoken well enough to follow instructions exactly. Yet, according to Superintendent of Transportation J. D. Puffer, "Obviously, a large proportion of them depend on public transportation, just as they did in their native countries, where most of them probably did not own cars. They offer us a good source of revenue, and it's up to us to make them want to continue riding our coaches. Let's give them every break we can.

"When some intending passenger boards your coach and stares at you blankly when you speak in rapid-fire Americanese, don't confuse language handicap with stupidity. Perhaps you have a foreign-born atomic scientist who has only just registered in his first English class!"

Foreign Transport Executives Study Metro Methods



ENGLISHMAN — N. W. Rolfe, left, secretary and accountant, Birmingham & Midland Motor Omnibus Co., Ltd., England, inspects one of Metro's IBM sorters with Auditor E. H. Uecker.



AUSTRALIANS — Air suspension "doughnuts" on Metro coach are shown by General Foreman George H. Wells, center, to Chief Engineer D. H. Eakins, left, and Automotive Engineer K. T. Hall of the Melbourne & Metropolitan Tramways Board in Australia.

WEST GERMANS MEET METRO GROUP — From left are Erich Knoll, Department of Traffic and Transport, City of Berlin; R. F. MacNally, Metro vice-president and general manager; R. ("Tad") Finlay, Jr., secretary, Los Angeles City Traffic Commission; Metro's Austrian-born Assistant Research Engineer A. K. Hartman, pressed into service as interpreter; Mrs. Clare Metger, official interpreter, attached to the German Embassy at Washington, D.C.; Jack Stewart, assistant superintendent of transportation, Metro; Dr. Hans Bock, chief of construction and planning, German Federal Railways; Ray Matzenbacher, Metro supervisor who acted as guide; R. L. Haugh, Metro secretary-treasurer; R. O. Christiansen, Metro public relations director.



BY COINCIDENCE, five transit executives from foreign lands studied Metro operations in November. England, Australia, and Germany were the nations represented.

Englishman

From England came the secretary and accountant for the Birmingham & Midland Motor Omnibus Co., Ltd., *Norman W. Rolfe*, friendly and democratic. In the U.S. on a three-months fellowship from the Institute of Transport in London, he observed accounting, maintenance, scheduling, driver training, and safety procedures at Metro, November 11-15. Thence he went to San Antonio and St. Louis before returning to England on the Queen Elizabeth December 6.

Traffic congestion exists in England even though the ratio of automobiles to people there is only as 1 to 15 compared with 1 to 2 in Los Angeles, Mr. Rolfe observed. Congestion there is due to winding, narrow roads and the lack of a grid pattern of parallel streets in towns.

He feels that Great Britain eventually will emulate the vigorous highway construction program of the U.S. and Canada. "Great Britain is just beginning to get under way with road building programs between her cities," he stated. "If we're to continue with this, considerable sums of money will have to be spent."

Mr. Rolfe's company, providing interurban service with some 1900 motor coaches, most of which are double-deckers, is the largest strictly omnibus operation in England.

Australians

From Australia came the chief engineer and the automotive engineer of the Melbourne & Metropolitan Tramways Board, which carries $\frac{3}{4}$ of a million passengers a day on 790 streetcars and 269 diesel motor coaches.

"We're trying to learn how other people are tackling transit," said the chief engineer, *D. H. Eakins*. "Practices and procedures are of interest to us from an engineering standpoint."

Mr. Eakins and his assistant, *K. T. Hall*, have already toured extensively in England, Europe, Canada, and the U.S., having left Australia last Easter. Their last

Pfister Wins Almansor Golf

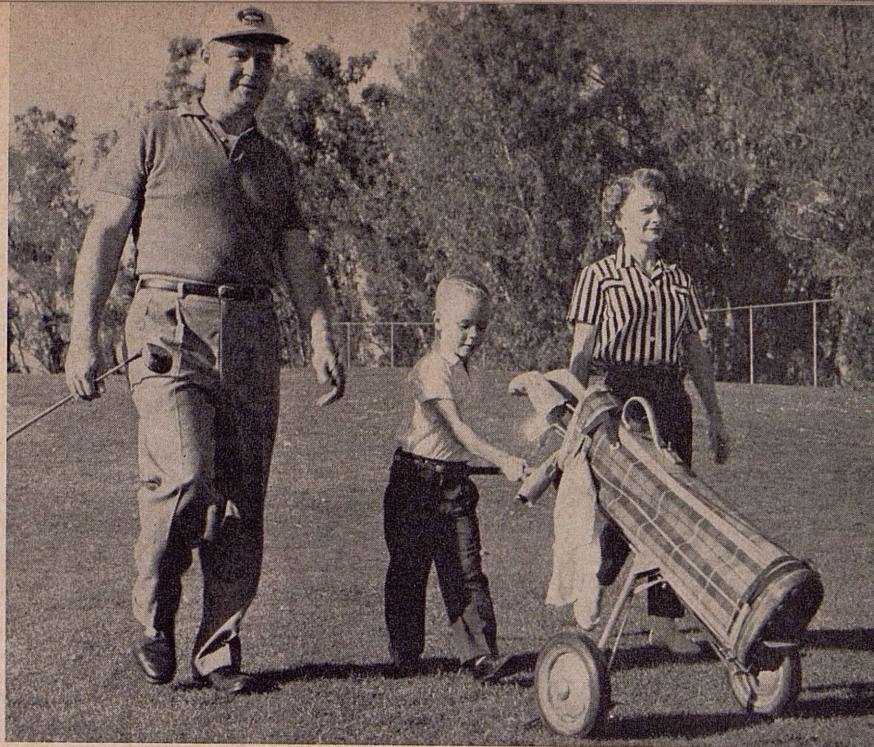
"YOU GAIN in concentration as you grow older."

In these words, Operator *Frank Pfister*, of El Monte Division, explained how he won the Almansor Golf Club championship on Sunday, October 20, by defeating his opponent (not a Metro employe) three and two.*

A six-handicap golfer, Frank played about 70 others in the top flight—which means the best golfers in the club. The tournament, however, was played without benefit of handicap.

The championship trophy was presented to Pfister at an awards banquet on January 18.

Frank started playing golf as a 16-year-old caddy at the Westmore Country Club, Milwaukee, Wisconsin. He played a lot for two years, he says, and then more or less "laid off golf" for 15 years. About two years ago he began playing regularly, three or four times a week, at Almansor, Pasadena, Santa Anita, and other links. Despite his long



GOLF CHAMP & FAMILY—El Monte Operator Frank Pfister, champion of the Almansor Golf Club, gets enthusiastic support from wife and son Doug on course.

lay-off, he feels that he's playing better golf than he has ever played, because of the gain in "concentration" with maturity.

He operated coaches for Northern Greyhound, Milwaukee, and later Continental Trailways, Los Angeles, before joining the ranks of

Metro operators four years ago.

*This means he had won three more holes than had his opponent, and that therefore, since there were only two more to be played, it would be impossible for the opponent to win the match, even by winning both the remaining holes.

Foreign Transport Executives

stop in the U.S. was to be San Francisco, whence they were to board ship for home.

"It cannot be said that one country's transit system is better than another's, or even that one transit system is better than another in the same country," said the chief engineer. "We've found that transit people everywhere are a hard-working, capable crowd, who are trying to tailor their systems to meet needs. The differences between systems are caused by historical, legal, climatic, and local factors. For example, it is economically feasible to continue use of trams (streetcars) in Brussels, whereas in Detroit we were told that tram operation is too costly."

West Germans

From West Germany came a group of seven government officials interested in city planning and express highways. Two of them who were especially interested in transportation were brought over from the Los Angeles City Hall by R. ("Tad") Finlay, Jr., secretary, Los Angeles City Traffic Commission, to visit Metro. They were *Dr. Hans Bock*, chief of construction and planning, German Federal Railways; and *Erich Knoll*,

official in planning and supervision, Department of Traffic and Transport, City of Berlin.

Speaking little English, the Germans were accompanied by an interpreter, *Mrs. Clare Metger* of the German Embassy at Washington, D.C. Under pressure to interpret for the other five members of the group, however, she relinquished them for much of the time to Metro's Austrian-born Assistant Research Engineer *A. K. Hartman*. Having left his native land for the U.S. as far back as 1922, Alec found "I had to dig back deep into my memory for some German words, especially technical terms like 'piston' and 'stroke.'" Mr. Hartman accompanied them on tours of Metro under the guidance of supervisor *Ray Matzenbacher*.

Metro's chief rate expert, Assistant Research Engineer *James N. Shafer*, guided four of the Germans to Lake Arrowhead for a week-end outing, and also entertained them in his home.

"They were extremely interested in the combed plywood finishing in my living room," reports Mr. Shafer, "They said they had never seen any, and wanted to take a sample back to Germany. I gave them a small piece left over from construction."

According to Mrs. Metger, the group arrived in the U.S. at Boston on November 5, visited Boston and Detroit before coming to Los Angeles, and were to go to Washington, D.C., before leaving for Europe December 5.

OPERATORS—ALL DISTRICTS

R. D. Armes: Mr. Armes was very helpful in seeing that a passenger reached her destination after someone had given her incorrect information on how to get to Riverside.

R. A. Beebe and R. J. Hennessy: Crew on charter trip of Railway Historical Society of San Diego, which toured Metro rail lines on November 10. Both men were "courteous and accommodating," according to the letter of commendation received.

L. V. Blackmore: Commended for friendliness, courtesy, and a pleasant and amiable manner.

C. F. Bloodgood: Letter from the Chairman of the Horizon Club expressed her appreciation for the courteous and efficient services he performed while in charge of a chartered motor coach operated from Los Angeles to Pomona.

E. L. Burton: Commended for handling a charter trip very well. He took carrier boys to Disneyland.

J. L. Brandon: Commended for alertness in avoiding what might have been a serious accident.

A. M. Brannon: Courteous and patient; especially so with a passenger during a fare dispute.

W. E. Books: Cheerful, courteous and very efficient.

C. A. Cardwell (three commendations): (1) Courteous and efficient manner in handling a difficult situation with one of his passengers. (2) Courteous and efficient. (3) Letter signed by several people commended him for being courteous and efficient. (See box.)

F. H. Clearwood: Alertness in avoiding what might have been a serious accident.

R. E. Conkling: Courteous and considerate to all of his passengers.

E. E. Cooney: Commended for returning eye glasses lost by a passenger.

R. L. Denmark: Commended because he gave a pedestrian a lift when it was obvious that the man had run out of gasoline for his automobile.

Alexander Drazin: Flora Hacquebord of the American-Czechoslovak Woman's Club of Metropolitan Los Angeles wrote a letter commending him for his gracious courtesy and careful driving of coach which Club chartered for an outing to Santa Barbara on October 23.

E. J. Filek: Commended, along

with *C. G. Whitmire*, for being courteous, efficient and cooperative.

R. E. Johnson: Outstanding for the manner in which he handles his passengers.

C. F. Haines: "He—by his attitude changed the unsmiling drawn faces of all the passengers who boarded his bus into smiling ones . . ."

J. F. Hall (two commendations): (1) Passenger appreciated his assistance when, after she became ill on his coach, he did all in his power to make her comfortable. (2) Another woman who was on the coach when the above incident occurred called to commend him for services rendered beyond the call to duty.

R. J. Hennessy: (See R. A. Beebe).

H. C. Hunten: Commended for his courtesy and thoughtfulness.

L. F. Hutchinson: Commended

for his alertness in avoiding what might have been a serious accident.

J. M. Kienegger: Commended by woman for yielding the right of way so that she could cross the street.

J. W. Kipp: Commended for unusual display of kindness and courtesy to a foreign lady and a blind man who were passengers on his coach.

M. E. Kittinger: Commended for his honesty in returning a woman's lost wallet.

G. J. Knopes: Commended by several passengers for his courtesy and efficiency.

C. G. Legg: Commended for courtesy, efficiency, and helpfulness. On one particular occasion he helped an elderly lady alight with a couple of suitcases.

COMMENTS

Cardwell Praised For Kindness

Public Relations Department
Metropolitan Coach Lines
Sixth and Main Streets
Los Angeles, Calif.

Dear Sirs:

I wish to commend operator #619* for the unusual way in which he recently handled a passenger who had evidently underpaid her fare.

At the second-zone point, when the woman had handed the operator the wrong color "hatcheck" to ride beyond the second zone and proceed into the third, the operator asked her what she had paid. After telling him that she had given him a dollar, she became confused on the matter of what she had actually placed in the fare box. The operator then differed nicely with her and said that he knew exactly what she had given.

At the end of her ride, she started to leave the bus from the rear door. He asked her to leave from the front, which she did. When the usual procedure would probably have been to press for the six cents due, he said nothing. It was apparent that the passenger was self-conscious.

When I got ready to leave the bus, I congratulated the operator on the way he had handled the situation — by courtesy instead of discourtesy and gruffness. Which to the writer's mind would prove more effective in discouraging a future repetition.

Yours most truly,
GORDON DE LISLE

The date, I believe, was Wednesday, Oct. 9th — and on a mid-day or early afternoon trip to Mar Vista from downtown on the Venice line . . .

*C. A. Cardwell, of Ocean Park Division. — Editor.

D A T I O N S

G. M. Levisse: Pleasant and kind.
A. T. Lipford: Commended for courtesy and thoughtfulness. Passenger said that all her fellow travelers expressed the same opinion.

J. L. May: His courteous manner and efficiency make it a pleasure to ride with him.

G. J. McKinish: Patient, kind and cheerful.

C. F. Miller: Postcard from a passenger commends him for "his cheerful, courteous and friendly manner towards all his passengers."

R. E. Miller: So courteous and efficient that the ride with him was very enjoyable.

R. J. Monikean: Woman lost her purse and Mr. Monikean lent her 25¢ to get home. She returned the money to him through the company.

C. A. Nelson: Courteous and friendly toward passengers.

D. H. Nicholson: His generous act in lending 25¢ to a passenger who had left her purse at home brought her profuse thanks and appreciation in letter refunding the money.

W. P. O'Brien (three commendations): (1) Has a very polite, friendly manner in handling passengers. (2) Courteous and efficient. (3) Helpful in giving some visitors information and directions so that they might enjoy some of the points of interest in and around Los Angeles.

J. M. Panek (two commendations): (1) Courteous and efficient. (2) Woman called the company to inquire as to his whereabouts, stating that she had missed him on his usual run because he was very courteous.

N. A. Plantamura: Commended for his fine and excellent operation of his coach. He combines capability with courtesy.

Sid Rew: Courteous and efficient in dealing with a reported "crank."

M. D. Rogers: Two letters commend him for his courtesy, efficiency, and ability in handling people.

Erwin E. Sack: Commended by letter for courtesy and efficiency.

The correspondent also said that other passengers had expressed the same view.

G. L. Sadler: Commended for being so alert and avoiding what might have been a serious accident.

R. B. Schaffer: Commended by one of a group of the Douglas Aircraft Service Engineers, who had chartered one of our coaches recently, and who wished to commend him for his courtesy and efficiency in making their trip an enjoyable one.

L. U. Seaman: Commended by a schoolboy's father because Mr. Seaman had found the son's book of bus tickets and returned them.

O. V. Selig: Commended by President of the Assistance League of Anaheim for being so courteous and helpful on a chartered trip to Santa Barbara. "He tried, as far as he was humanly able, to meet all of our demands."

Tom Slack: Nominated by a passenger as Operator of the Month for being so courteous and efficient.

D. P. Slatkin: "Courteous, considerate, and helpful to all of his passengers," wrote a lady who rode his coach.

E. E. Smith: Courteous and patient.

W. R. Starkey: Courteous and polite.

J. J. Starz: Public Relations Department received a call from a passenger who commended him for his consideration and courtesy to all passengers and in particular for the assistance he had rendered to a blind man.

Harold Stein: Courteous and helpful; appreciated especially for his honesty in returning a purse which a woman passenger had left on his coach.

J. E. Storey: Patient and helpful in directing his passengers to their destinations.

W. D. Thompson: Courteous and efficient, especially during peak hours.

C. W. Tinker: As operator of a charter coach carrying Long Beach teachers on a B-E Day tour of Metro, Mr. Tinker proved an excellent

public relations representative for the company by answering with assurance and good humor questions about his work and leaving an impression that Metro is a good company to work for.

J. P. Trainor: Alert in avoiding what might have been a serious accident.

Roy Vallin: Commended because he stopped his coach and transferred passengers on another coach to his more empty one.

J. E. Vasconcellos (two commendations): (1) Commended for being courteous, good-natured, accommodating. (2) Kind, understanding, and firm but gentle in dealing with the public.

Ernest Walker: Commended for being such a courteous and careful driver and giving such a good example to all the children who were on the chartered coach from the Panorama Baptist School.

J. A. Warren: Commended for his courtesy and kindness to all passengers.

E. E. Westphall: Commended for his courtesy and patience under trying circumstances when a woman passenger unjustly accused him of not trusting her to put her fare in the box.

C. G. Whitmire: (See E. J. Filek.)

B. F. Williams: Commended for courtesy and consideration.

P. G. Wine: Courteous and efficient; has a pleasant and patient manner in handling passengers.

W. E. Witherspoon: Courteous and considerate.

H. J. Wright: Commended in several letters for his good nature, accommodating manner, sense of humor, and efficiency.

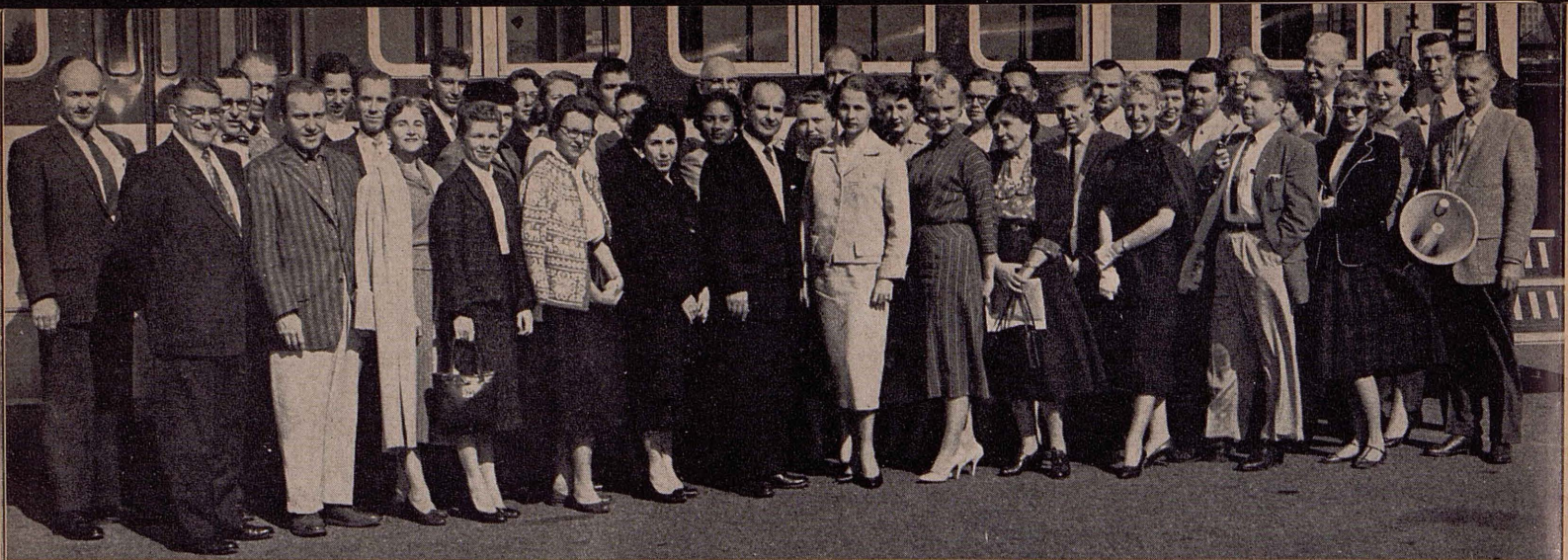
OTHER COMMENDATIONS

John Little, janitor, Compton Station: When a San Pedro train had a short circuit which caused the insulation of the lead wire to burn, the motorman, with Mr. Little's cooperation, was able to obtain an extinguisher and put out the fire.

Gary Bowers, Whittier agent: (See Frank Hight, below.)

L. D. Hiersemann, baggage clerk: Helped a passenger to recover her lost glasses.

Frank Hight, supervisor, along with Whittier Agent *Gary Bowers* and "the girl at the candy counter in the Los Angeles Station," for helpfulness in returning a pair of shoes lost by a La Habra resident.



LONG BEACH TEACHERS and five of their Metro hosts just before the start of a tour of the Macy Shops. At extreme left are George H. Wells, general foreman, outside garages, and Thomas Arnott, manager of operations, Asbury Rapid Transit

Systems. At extreme right, holding portable public address system, is Clarence J. Hatzler, general foreman, Macy Garage. On his right is Jean McGill, secretary, public relations department. On her right is R. O. Christiansen, PR director for Metro.

Metro Hosts 36 Long Beach Teachers

OTIS C. BALTHROPE, Macy auto machinist, lines up coach wheels as Joan Bachinsky, second grade teacher, Cleveland School, watches.



"PLANNING ENGINEERS are agreed that transit is the lifeblood of the community, and is the principal solution to the problem of traffic congestion," President *J. L. Haugh* told 36 Long Beach teachers who visited Metro on Long Beach Business-Industry-Education Day last November 6.

Among other interesting facts he told the teachers were these:

"In downtown Los Angeles, about 30.3% of the people coming in and out are handled by 2.26% of the vehicles—this 2.26% representing transit vehicles."

"Curb parking of automobiles eliminates a lane of traffic. The more parking facilities that are provided, the more the automobiles that come downtown."

"Our operators are *professional* drivers who go for thousands of miles without accident."—As an example, he mentioned the fine record of safe operation established by El Monte Division men, whose accident frequency record of 1.03 per 100,000 miles of operation set a new mark for the system in May, June, and July.

"Our taxes are over \$1½ million a year. Most of the forms of tax were imposed when transit had a monopoly and have never been repealed."

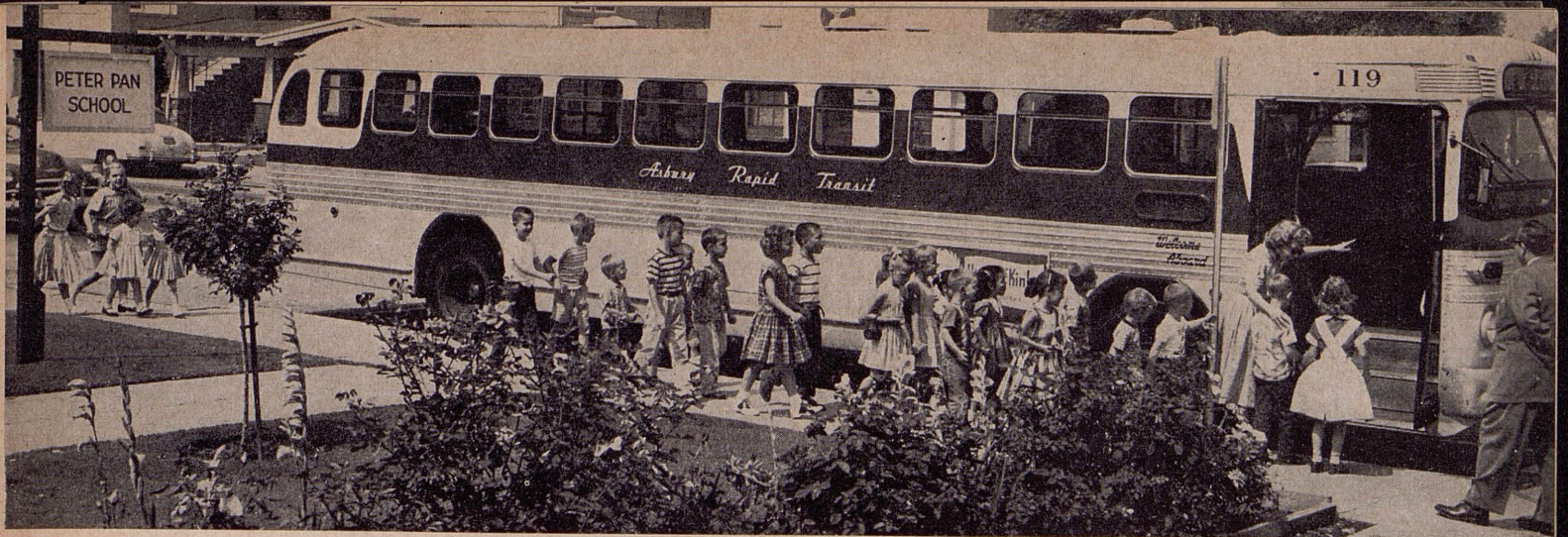
"I have been thrilled with the spirit, efficiency, and zeal with which our officers, clerks, and operators carry on their work."

"It is very necessary to have the cooperation of all levels of government to help solve the transit problem."

After Mr. Haugh's talk, the teachers saw the General Motors film, "Let's Go to Town"—in which greater use of transit is pointed out as the chief solution to traffic congestion.

Luncheon at Little Joe's was followed by a tour of the Macy shops under General Foreman *Clarence J. Hatzler* and *George H. Wells*.

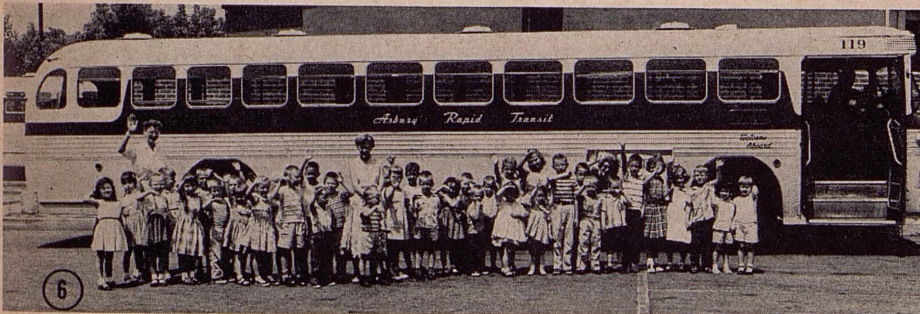
Many of the teachers later wrote warm notes of appreciation to Public Relations Director *R. O. Christiansen*, who planned the entire trip and hosted it with the help of Asbury Manager of Operations *Thomas Arnott* and Public Relations Secretary *Jean McGill*. Operator for the day was *C. W. Tinker*.



"ALL ABOARD" for Glendale Division.

Peter Pan School Tots Visit Glendale Division

CHILDREN between 2½ and 8 years of the Peter Pan School, 522 North Central Avenue, Glendale, had a fine ride on an Asbury coach last fall when they went to pay a visit to the Glendale Division with three of their teachers. Division Foreman *Kenneth E. Parker*, whose son, *Kenny, Jr.*, 6 attends the school, told them about things. They had lots of fun, as you can see—especially when the big coach took a bath!

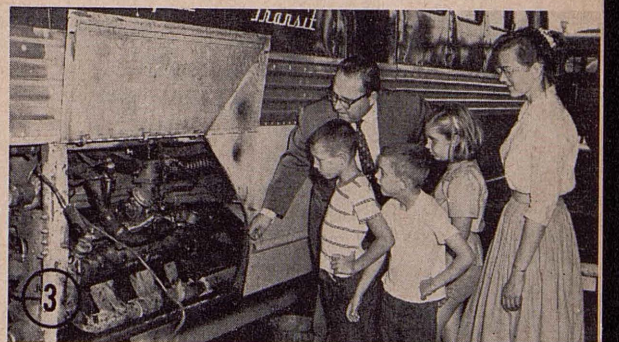


"GOOD-BY, Mr. Parker! It was fun!"

A BATH FOR THE COACH — lots of fun to watch!



PAYING THEIR FARES—Ricky Hughes, 5, and Kenny Parker (the Division Foreman's son), 6, put their fares in the box. Operator W. B. Winters shows them just exactly how it is done.



LEARNING ABOUT THE ENGINE are, from left, Deyo Blake, 7; David Russell, 7; Pamela Hutchins, 9; and their teacher, Cynthia Brunk.

NOW, DON'T FALL IN!—Mr. Parker, showing them the garage pits, gives safety lesson. At left is Miss Brunk; at right, Mrs. Marie Brown.





GOIN' FISHIN' — When Van Nuys Operator J. F. Hatton (shown in center foreground with his wife at his left) retired last October 31, the finest fishing rod obtainable was presented to him on behalf of co-workers by Van Nuys Operator Frank V. Haulman (next to Mr. Hatton), No. 1 in system seniority. At right: 144 years of seniority are represented by these four men at Mr. Hatton's party. From left, A. E. Stowe, 35 years; F. V. Haulman, 42; Mr. Hatton, 36; E. E. Smith, 31. — All those years and fine records besides!



A TOTAL OF 182 YEARS of faithful service is represented on these two pages by retirements of five Metro men: Operators J. F. Hatton, Charles W. Ramsburg, and Oliver R. Bradfield; Air Brake Machinist Charles B. Camburn; and Auto Machinist Richard J. Brucker.

Richard J. Brucker

When Dick Brucker punched out his last time card at Macy Garage last October 25, he was the second Brucker brother to retire from Metro service.

Monte, supervisor of motor coach stops, was the first to go. He retired last summer after 40 years of PE and Metro service. Two other brothers are still working — Earl as a painter for Metro at Macy; Roy as a night machinist for PE at Watts Car House.

All three of Dick's brothers were working for Pacific Electric when he joined that company as a machinist's helper at the Torrance blacksmith shop on March 1, 1953.

Born in 1892 at Kentland, In-

diana, Mr. Brucker grew up in the Middle West, where he worked for a time as crane operator in a St. Louis steel mill. Forty-two years ago he married Maude E. Lude-man, and the couple live on Arden Avenue, in Glendale. They have a married daughter, Mrs. Margaret Ferne Parrino.

Dick's present plans are to "let things kinda take care of themselves."

J. F. ("Happy") Hatton

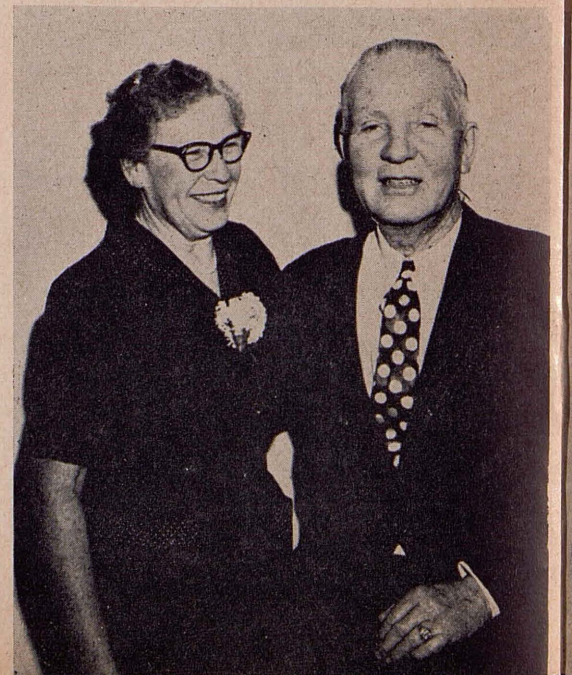
Motor coach operators and officials of the company honored Van Nuys Operator J. F. ("Happy") Hatton with a retirement party at the Division, on October 31, his last day of work (See photo above.)

A Valley resident for 27 years, Mr. Hatton joined PE in 1921 as motorman, came over to Metro in 1953 when that company came into existence, qualified as motor coach operator, and was handling a daily run on the North Hollywood-Van Nuys Line 88 at the time of his retirement.

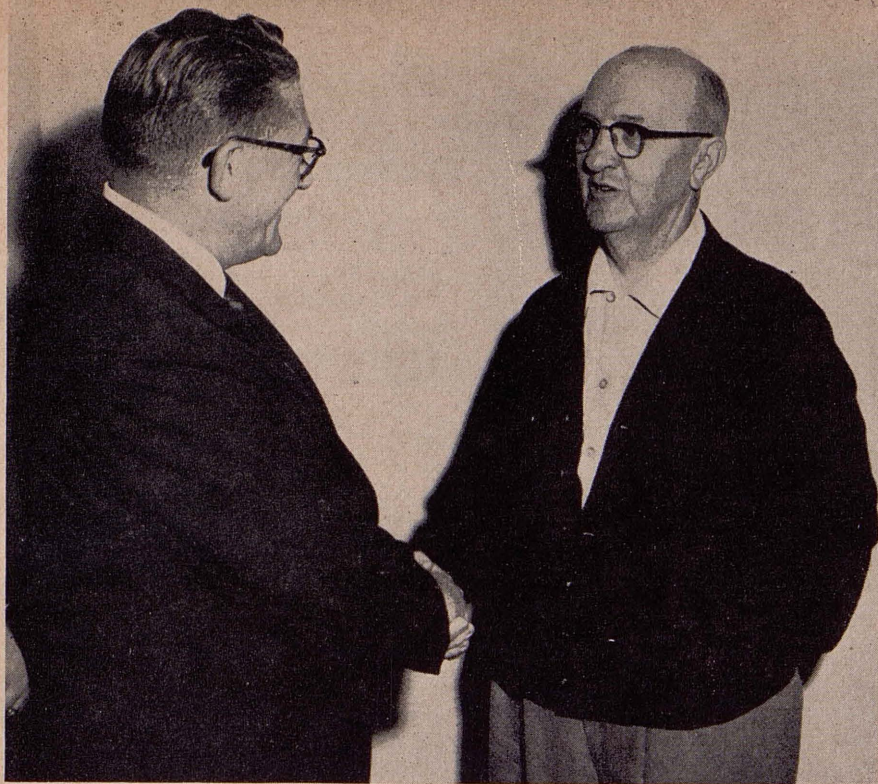
He was born in West Chester, Pennsylvania, in 1891, and worked on a farm near Philadelphia and as a motorman for the Kansas City Railways for two years before moving west. In 1922 he married Edna Uhrhan, a native of Buffalo, N.Y.

"I plan to fish and see California," said Happy, when asked about his plans.

MR. & MRS. RICHARD J. BRUCKER



RETIREMENTS



"SO LONG, BRAD!"—Asbury Manager of Operations Thomas Arnott congratulates Operator O. R. Bradfield on the occasion of the latter's retirement from Asbury service.

Oliver R. ("Brad") Bradfield

Mr. Bradfield, an Asbury operator who retired on disability, made his last run on September 13 out of the West Hollywood Division.

He started for Asbury in 1947 at the Cahuenga and Sunset terminal.

Born in Columbus, Ohio, December 15, 1891, he began his transportation career in Chicago by driving a horse and wagon for the Railway Express Agency for 11 years. This work was interrupted by World War I, in which he served in the Coast Artillery Corps at Portland, Maine.

For 17 years—1928-1945—he served as operator for the Chicago Mo-

MR. & MRS. CHARLES B. CAMBURN

tor Coach Co. Then he came west for the climate, and joined Asbury.

In 1951 he married his second wife, *Jeannette Norton*, of Hollywood. The couple plan to spend lots of time in the future visiting friends and relatives.

Charles B. Camburn

Macy Air Brake Machinist Charles B. Camburn retired November 29 after 51 years of transportation service.

This began in 1906, when he took a job as handy man ("now called a Grade 2 machinist," he says) on the Wheeling and Lake Erie RR at Brewster, Ohio, for 26¢ an hour. Until the end of World War I, he held various jobs outside transportation. Then he went back to railroading as, first, shipping clerk, and then, storekeeper, for the New York Central. In 1922, he became an air brake machinist for the Pennsylvania in Detroit, and stayed there in that capacity for 23 years.

Tiring of the cold Detroit winters, he came west with his family in 1945; and after investigating all the railroads in Los Angeles, and being offered work in his chosen profession of air brake machinist at all of them, he selected Pacific Electric, "because I liked the supervisors and the men I met."

Mr. Camburn is proud of the work he did for PE and Metro, "I'm a perfectionist," he says. "I



OPERATOR CHARLES W. RAMSBURG

don't believe there's anything done that couldn't be done better, and I always tried to make each compressor job better than the last."

Now that he's retired, he has many plans for keeping busy. For one thing, he wants to take his wife of 45 years, the former *Ethel Knight*, on a trip "up one coast and down the other," visiting relatives on the way. They're foot-loose and fancy free, now that their four children are grown. He also wants to take an upholstery course as well as polish up his woodworking—"just for fun, not for money." Flower raising is another of his interests.

Charles W. Ramsburg

"I'm going to get my place up in shape, play a little golf, and enjoy life a little," declared Long Beach Operator Charles W. Ramsburg, as he retired on Thanksgiving Day after 33 years of service—all with PE and Metro, and all out of the Long Beach Division.

A native of Kansas, where his father was a Methodist minister, Charlie came to Long Beach by way of Sioux City, Iowa (office manager for Cudahy); Wichita, Kansas (same company); and Montana (he had a ranch there).

In 1936 he married *Bertha Paulson*, a native of North Dakota, and the couple have a 20-year-old daughter, *Charlotte*—who will graduate from Long Beach State College next spring—in addition to a son, *Neil*, by Mrs. Ramsburg's previous marriage. The Ramsburgs own their home at 210 Vernon Street Long Beach.



VARIETY LINES

Thank You, D.M.W.!

SO PLEASED was one Metro passenger at the prompt service rendered by Metro personnel in returning a purse she had lost on a Venice Boulevard coach that she sent a letter to the Los Angeles Mirror-News, praising the service.

Signed only by her initials, *D. M. W.*, of West Los Angeles, the letter, published in the November 7 issue, said:

"As one of your regular Mailbag readers, I have sometimes read unfavorable comments on our Metropolitan Lines.

"I wish to tell you of an incident where it did me a very fine service, and saved me much expense and trouble.

"Saturday morning I left my purse on a bus on the Venice line, which goes to downtown Los Angeles and on to Glendale, the end of the line.

"I contacted the business office on learning of my loss in Los Angeles. Two hours later they called my home to say it had been found, and a supervisor brought it 15 miles to my door, a few hours later."

The complete story, of which *D. M. W.* is not fully aware, is as follows:

Day Radio Dispatcher *H. N. ("Pinky") Morgan* received the call from the worried passenger. Finding that the coach was then on its way to Glendale, he called Supervisor *J. C. Davidson*, who found the purse on the coach, and so informed the radio dispatcher. By that time *Alvin Cox* had relieved Mr. Morgan.

Mr. Cox called *D. M. W.* to tell her the good news, and to advise her that she could pick up the purse at Ocean Park Division headquarters. Mr. Davidson had meanwhile put the purse on another coach bound for Ocean Park.

Night Supervisor *Frank Blumenthal* took the purse off the coach in the Ocean Park area, however, and returned it directly to the loser at her home.

— Thank you for the good-will gesture in writing the letter to the newspaper, *D. M. W.*!

Twins for the Wilkenses

"WELL, you evened up your family again!" was the attending physician's way of informing Personnel Assistant *John S. Wilkens* on Saturday, January 11, that the latter's wife, *Marjorie*, had just given birth to twins.

The place was St. Joseph's Hospital, Burbank.

The twins are *John Montgomery*, who weighed six pounds, three ounces, at birth; and *Anne Carol*, four pounds.

Still amazed are the other two children: *Pete*, six years old; and *Paula*, 3.

Chauffeur the Blind

BLIND CHILDREN ranging in age from 6 to 21 years need your help to chauffeur them from their homes to various activities. The Foundation for the Junior Blind, of 4005 Wilshire Boulevard, Los Angeles, urgently needs volunteers who have cars and are willing to give a few hours of their time occasionally for this purpose.

All volunteer drivers who have liability insurance on their own account are fully covered, along with their blind charges, by liability insurance carried by the Founda-

Calling Baltimore

WHEN Radio Dispatcher *Walter E. Lohman* wanted to get in touch with District 10 (radio car in the San Bernardino area) one Sunday morning, he relayed the message through the Baltimore Transit Co. radio dispatcher, 3000 miles away!

"On that particular morning District 10 said he could read Baltimore better than he could me," Walt explained. "It was the only time this ever happened when I've been on duty, but some supervisors say they often get Baltimore better than they do us."

Lohman attempted to scotch an allegedly exaggerated rumor that KMF206 dispatchers (Metro) frequently carry on extended conversations with Baltimore.

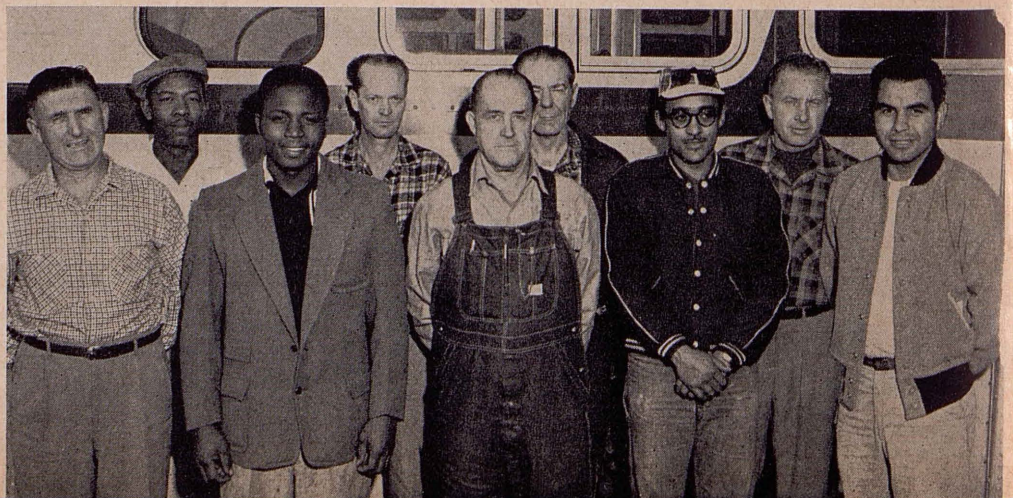
"I don't know how the rumor got around," he said. "It is only on Sunday mornings, when atmospheric conditions are just right and much of the regular weekly radio traffic is off the air, that I can read Baltimore.—And there's no truth to the rumor that they've asked us to contact their radio cars for them."

"We've recently started reading the Chicago Surface Lines dispatcher," announces Supervisor *D. P. Nelson*. "Chicago call letters are KNGH878. We can get them on Saturdays and Sundays when some of the local trucking company radios are off the air."

tion, according to the assistant director, *Robert White*.

Telephone DUnkirk 5-4411 if you can help these children.

THEY GAVE BLOOD — Macy Garage employes who donated to the Metro-PE Blood Bank program November 7 by giving their blood at the Red Cross Bloodmobile conveniently across the street from Macy at the SP general shops. From left are Frederick Harrington, sheet metal worker; Clifford Jones, cleaner-operator; Johnny Howard, helper; William Simpson, sheet metal worker; Clarence Garrett, Louis Barry, Andrew Jackson, Jr., auto-machinist; Earl Zwiebel, leader; and Rodger Flores, auto-machinist.



Chest Slogan Winners

AS WE GO TO PRESS, it is officially announced that *Jean Fleming*, public relations secretary, and *James H. Hoover*, Long Beach operator, are winners of prizes in the recent Community Chest slogan contest.

Each won a model of a Lockheed Starfighter donated by the airplane company.

F. M. Hill a Grandpa

F. M. HILL, operator on the Garfield Avenue line, proudly reports that he and his wife became grandparents for the third time on Saturday, December 7.

On that date a nine-pound, three-ounce boy, *Scott Eugene*, was born to *Mr. and Mrs. F. E. Hill* at 9:45 a.m. at Los Angeles County General Hospital.

"Many Happy Returns"

A JOINT BIRTHDAY CELEBRATION was held in the transportation department office on November 12 for two office staff members.

Assistant Chief Supervisor *A. E. Kemp's* anniversary had actually been the day before. That of his secretary, *Margaret Gibson*, was to fall on the day after.

Cake, brownies and coffee were served to a goodly number of visitors by *Helen Jackson*, *Florence Stockdill*, and *Eileen Halpin*, who jointly promoted the affair.



KEMP GETS A BROWNIE — Steno-Clerk Margaret Gibson puts a delicious brownie in the mouth of Assistant Chief Supervisor A. E. Kemp at a joint birthday celebration for the two of them in the transportation dept. office on November 12, as friends watch.

Hospital Association Praised

Sunland, California
November 9, 1957

Mr. George Perry
Business Manager
Hospital Association

Dear Sir:

Just a message of appreciation to the entire staff of the Hospital Association for the wonderful care and treatment I received during my recent surgery at Santa Fe Hospital. This includes the staff at the hospital and the staff on the ninth floor at Sixth and Main, and especially *Dr. Greenstone*.

Too many of us take things for granted, especially the medical department, and I would like to take this opportunity to thank each and every one concerned for their help in making my case as pleasant and painless as they possibly could.

My hearty thanks and best wishes to all of you.

Respectfully yours,

ROBERT M. MELTON
Operator
Van Nuys Division

Grandpa Christiansen

OF SPECIAL IMPORT to Public Relations Director *R. O. Christiansen* is a full-page photo in the Los Angeles Times Midwinter Magazine, page 35, showing a white-masked young woman doctor holding a new-born baby upside down.

The photo illustrates a story comparing Los Angeles to a lusty newborn infant and citing the physician

in the picture, *Dr. Jo Ann Taylor*, as an outstanding example of the young, enthusiastic, aggressive talents which are helping the metropolis to mature.

Although the article explains that *Dr. Taylor* is the infant's maternal grandmother, it fails to state that *Mr. & Mrs. Christiansen* are the baby's paternal grandparents.

The infant's mother — and daughter of *Dr. Taylor* — is really *Mrs. Daryl Christiansen*, wife of the public relations director's eldest son.

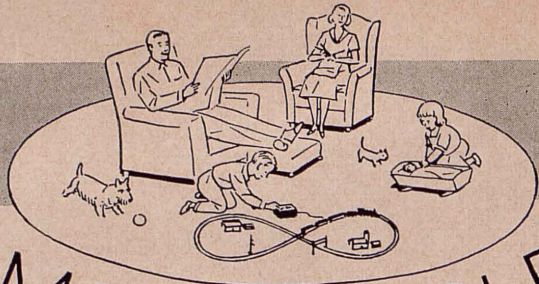
In Appreciation

WHEN I RETIRED, there were so many wonderful compliments and tributes paid to me I began to wonder if I was really worthy of all of this praise. Since it is impossible for me to thank each and every one individually for making the party such a grand success, I would like to take this means of thanking each of you for your generosity and kind words. The day of my retirement is one day I shall always remember. Again may I say, thanks one and all.

IRA JUNKINS

(Mr. Junkins retired last June as head janitor at the Metro Coach Depot, Los Angeles, after 34 years of devoted service to PE and Metro.— Editor)

WITHIN OUR FAMILY CIRCLE



Ocean Park Beachcombers

By MARTHA FALBAUM

SYMPATHY is extended to Operator *C. C. Dalzell* on the passing of his mother after a long illness. She was in her early nineties. Dalzell has also been in the Santa Fe Hospital with a severe case of pleurisy.

"Ole! Ole!" is the usual greeting of Operator *C. J. Herbert* nowadays since he has been spending his off days in Mexico at the bull fights.

Operators *Norman DeGalloway* and *Ray Weatherly* surely look pretty when they say "Cheese." They just got new "store teeth."

Night clerk "*Hap*" *Dunlap* has just bought a new home in Hawthorne. It has a large yard and he says it keeps him busy, but does not seem to thin him down any.

We almost had a tragedy to one of our operators at Ocean Park the other day. Operator *E. E. Sack*, just a newcomer, was awakened in the night by the crying of his young son, *Russell*, aged 7, who complained of being sick at the stomach. With difficulty, Sack got out of bed and found his wife and two other children unconscious with gas fumes from a newly connected gas refrigerator his landlord had just installed. Sack realized what was wrong (even in his wooziness from the fumes). He opened all the windows and called the ambulance. Sack was off for a few days with a very bad headache. The Sack family are all doing nicely now, thanks to young *Russell*.

Operator *O. M. Blanks's* daughter *Mrs. Louise Sayre*, gave him his first granddaughter, *Karen Elizabeth*, on November 12.

Maintenance Department

Our sympathy goes to *Edward Jones*, car cleaner, on the death of his wife.

West Hollywood Mainliners

By J. R. THOMPSON

OLD MEXICO was the locale of a recent vacation trip for Operator and *Mrs. H. J. Warnock*. The journey to and from Mexico City was by Pan American Airways. After their arrival at the Mexican capital, they traveled by motor coach and limousine to various villages and other points of interest, including the floating gardens of Xochimilco, the University of Mexico City, Lake Chapala, and the bull-fights. Among the interesting towns they visited were Acapulco, Puebla, Guadalajara, Cuernavaca, Taxco, Toluca, and Ajiara.

The month of November was a happy and eventful one for the families of *P. J. Fant* and *Harold Stein* when each of them was presented with a baby son.

"It was a strange coincidence that, when 30 or 40 other coaches had passed that point in the mean time, the finder and the loser should have happened to board the same coach at the same place at almost the same time," remarked the operator as he later told the following story:

At a certain loading zone on Sunset Boulevard one December morning, an intending passenger handed the operator a lady's white glove.

"I found it at this stop last night," remarked the passenger.

The operator placed the glove in plain view on the dashboard, collected fares, and started on his way. Just then he saw a lady running to catch the coach. He stopped to allow her to board.

"There's my glove!" she joyfully exclaimed as she reached the fare-box and saw the glove on the dashboard. "I lost it last night!"

Van Nuys Division Metro Valley Club

By WILLIAM E. DRUEBERT

CONGRATULATIONS to the *William Therringers* on the birth of their son, *William, Jr.*, weighing in at 7 lbs. 2 oz. at birth September 9, at 11:03 a.m. at the West Valley Community Hospital in Encino.

The entire Van Nuys Division is most happy to hear that *Mrs. Jack Story*, *Mrs. Dale Pruitt* and *Mrs. Pruitt's* daughter have recovered from multiple injuries suffered in a very serious accident some weeks ago.

Under "Retirements" on page 16 you will find pictures and story of one of the grand old-timers at Van Nuys, *J. F. ("Happy") Hatton*.



"DADDY'S 27 TODAY," says 5-year-old son *Donny*, whose dad, Van Nuys Division Clerk *Henry Vanden Brink*, left, was celebrating his birthday October 31 — day of the retirement party for *J. F. Hatton*. Division Foreman *Earl Jardell* holds up comic birthday card before presenting it.



SAFETY AWARD WINNER — Owen Whitaker, Riverside. (See "Riverviews.")

Riverviews

By THE LONE STRANGER

THE HOLIDAYS had an especially significant meaning for Operator *Joe Potts* and his wife *Ruth* this year . . . They saw their new grandson, *Dana Richard* (one year old), for the first time after his recent arrival in this country. Joe's youngest son, *Willis*, a career man with the United States Army, has returned from a tour of duty in Germany where he and his wife adopted their boy as a tiny baby. Needless to say, this young man is the very light of the entire Potts family, including grandparents, aunts, uncles and cousins.

"Better late than never" — to congratulate *C. E. Worsham* as a "Bee and Honey Man." Worsham brought four apiary prize ribbons back from the county fairs in Pomona and Victorville. They say he has an interesting and revealing answer (for men only) to the question "What makes a full-fledged Bee man?!!!!

Also, belated congratulations to *Owen Whitaker*, who was given an award at a recent Safety Award dinner meeting of the Greater Los Angeles Chapter, National Safety Council. He had chalked up 21 years of safe driving to his credit without a chargeable accident — a record to be proud of.

It's venison in the deep freeze for the *J. R. Moore* family, thanks to *J. R. Jr.*, who bagged his deer up in the San Bernardino Mountains.



By GLENN E. SERRES

My thanks are due to Mrs. Robert J. (Lee) Miller, who sent me the following account of the Dieseleer Christmas party:

THE DIESELEERS gave a party for over 300 members and their guests on Sunday, December 22, from 2 to 5 p.m. at La Puente Masonic Hall — use of which was made possible through the kindness of Operator *Jack Patterson*.

Dieseleer Treasurer *Earl Clark* arranged and most capably emceed the following program:

Pianist *Ivan Cammack* played a series of Christmas songs and accompanied the audience in a community sing.

Wally Evans showed cartoons at intervals throughout the afternoon.

"Red" *Lloy* played his harmonica through a tube, and also through his nose, to the delight of parents and children alike.

Coffee, punch, ice cream, and cake were served in the dining-room under the direction of Vice-

President and *Mrs. Joe Englert*.

After a welcoming greeting by the Club president, *Bob Miller*, his wife, *Lee*, presented a take-off on "The Night Before Christmas." The Millers' daughter, *Cherie Kay*, 11½, played a piano solo.

Door prizes were won by Operator *Henry Harren*, *Mrs. Bob Miller*, Division Foreman *D. B. Van Fleet*, *Mrs. Raymond E. Seelbinder*, *Mrs. Louis Rappa*, *R. D. Brannen*, *Mrs. "Swede" Anderson*, *Miss Diania* (sic) *McChesney*, Superintendent *J. D. Puffer* (who donated his to *Joe Heaney*), *Bettye Englert*, and Operator *Hugh Chambers*.

Christmas greetings were expressed by union and company officials, after which an exciting cake auction, which realized \$32.50 toward party expenses, was conducted by *Jack Patterson*. A gorgeous, Santa-bedecked sheet cake baked by *Mrs. Fred Graham* brought \$16.50. — Thanks to all for the cakes and the generous bids.

The afternoon came to a grand close when Santa, played by Operator *Morris Chesler*, appeared with stockings, toys, and gifts — which had been purchased and prepared by the *Bob Millers* and the *George Pitchies*.

DOUBLE EAGLE — When *Bill Barham, Jr.*, 15, received his Eagle Scout award — highest honor in Scouting — in November and pinned it on his mother (above, with Dad, an El Monte operator, looking on), the photographer was so impressed he made a double exposure. The beautiful Eagle badge, photographed on the same negative when pinned on young *Bill's* chest, appears in the double exposure just above his right hand. A large shadowy picture of his face appears on the curtain in the background.





ABOVE—Dinner is served buffet style. The four ladies at the right who are serving are, right to left, Mrs. Lydia Shelton and Mrs. V. C. Prettyman, co-chairmen of the dinner arrangements; Mrs. King Light, hostess at Mottell's Garden Room, Long Beach, where dinner was held; and Mrs. Lyle K. Annis. UPPER LEFT—Drawing the lucky number for the door prize is Alfred Beck, 8, son of Operator and Mrs. A. W. Beck. Operator V. C. ("Dick") Prettyman, president of the Fair-Mor Club and emcee for the evening, holds the box of numbers. LEFT CENTER—Winner was Mrs. D. L. Correll, left, wife of the operator. Lydia Shelton presented it to her. LOWER LEFT—Tables set for four gave informality. Here Dick Prettyman talks to Operator and Mrs. Frank P. Behnke (left and right, respectively), their son, Frank W., and the son's beautiful young guest, Miss Karen Ritchie. LOWER RIGHT—Operator Louis E. Neal dons apron and starts on the dishes.

(Photos by G. W. LAUTENSCHLAGER)



Long Beach "Fair-Mors" Serve Fine Dinner

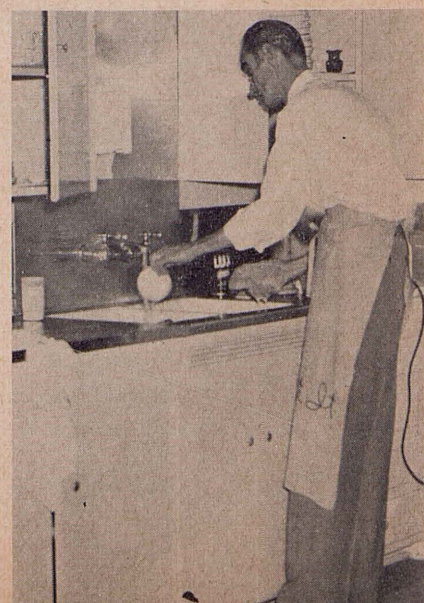
ONE of the most delightful social occasions of the season was the beautifully served (and cooked) dinner given by the Long Beach Division Fair-Mor Club at Mottell's Garden Room in Long Beach on Saturday evening, November 23.

Some 75 or 80 guests enjoyed the Club's first social function, at which Operator V. C. ("Dick") Prettyman, president, acted as master of ceremonies. He introduced a number of special guests, among whom were Vice-President and General Manager R. F. MacNally and several members of the executive staff and their wives.

Luster was added to the event when Superintendent John D. Puffer, who came with Mrs. Puffer, chose the occasion to announce to the guests that Long Beach had made history by being the first division to win both the safety pennant and the courtesy trophy at the same time.

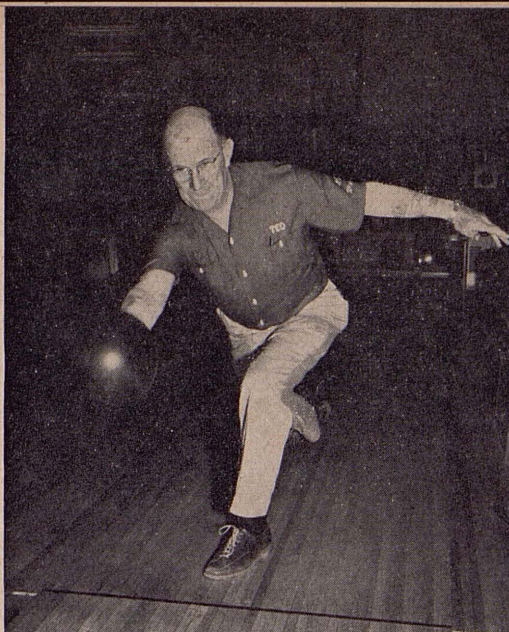
Ham, turkey, scalloped potatoes, yams, pumpkin pie, and coffee were prepared to perfection by wives of operators, with Mrs. Lydia Shelton and Mrs. V. C. Prettyman in charge.

Recorded music was provided by Allen H. Clinkscale.

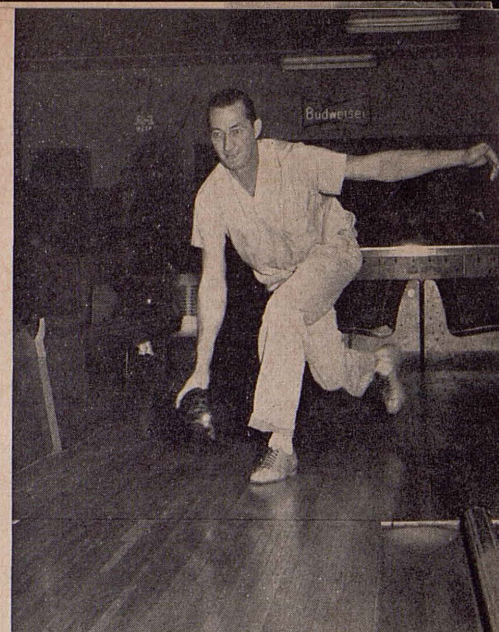




BOB MILLER, member of the noisily enthusiastic El Monte aggregation, was league high series bowler last year.



TED WOLFE has been in the PE-Metro Bowling League longer than any other PE or Metro employe, says Charlie Hill.



DEL GOULD, a relative newcomer to the League from Ocean Park, has been "a very successful tournament bowler."

A Few Bowling Leaguers "On The Job"

TRAIN TALES

From the Long Beach Division

By J. H. HOOVER

WELL, the Fair-Mor Club finally had its first social function — a dinner — and from all comments it was a success. A page of pictures on the opposite page tells the story better than words, so I shall not comment much here. There are a few things that have to be said about it, though, and as a committee of one, I know I speak for all. Here and now, I want to thank *Lydia Shelton, Joanne Annis, Mrs. Dick Prettyman, Glen Morgensen*, and the others for the fine job they did of making the dinner the success that it was. Without their effort and organization there wouldn't have been a dinner. I wish also to thank all of the people (77) who came to the dinner, for they were as important as the people who put it on.

Some people might call it luck, but I call it skill. What do I mean? I'll tell you. It's the winning by Long Beach men, of *both* the safety and courtesy awards for the quarter of July, August, and September. We in Long Beach have earned the courtesy award twice before. This makes our third time and we mean to keep it from now on! As of late January, date for the presentation of the awards had not been set.

Bowling News

By CHARLIE HILL

THE SECOND HALF of the PE-Metro League started with the New Year. The PMT #1 team and the Mr. Man (El Monte) team finished the first half tied for first place, with 28 wins and 17 losses. A play-off between those two teams will determine which will vie with the winner of the second half for the league championship.

We are approaching the tournament season, in which our league will play a big part. On schedule are:

City Tournament, Saturday, March 8, Bonnie Brae Bowl, our 15 men's teams.

California State Tournament, Friday, May 9, Friendly Hills Bowl, Whittier, same teams.

Transportation Tournament, March (exact day undecided), all 16 of our teams.

WIBC National Tournament, San Francisco, April 26, Wolverines team (women).

California State Women's Tournament, Modesto, March (date not set), same team.

Los Angeles Woman's City Tournament, South Bay Recreation Center, Redondo Beach, March (date not set), Wolverines and "We Pick Five" team, composed of girls of our league and other leagues.

Your scribe expects to leave April 22 for Syracuse, New York, as delegate to the ABC annual meeting. While there he'll toss in the Men's National.



THE MALONEYS (Betty, League secretary-treasurer, and hubby Lucius) and their Linda Kathleen, born May 1, 1957. Linda has never missed a league bowling night since she was 10—days old, that is.



JACK BEGGERLY, of the Bombers, keeps a protective arm around his bowling ball while fortifying himself with a cup of coffee between rounds at Bonnie Brae Bowl.

General Claims Department

By PAUL A. KARI

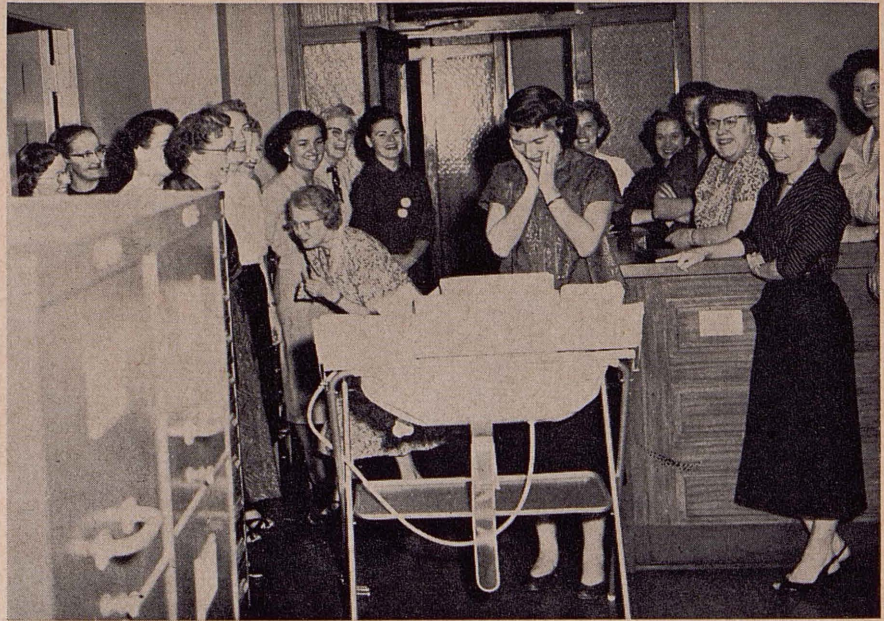
ANOTHER claim agents' outing, planned for a Saturday early in November at Crystal Lake, almost ended in a wash-out. Agents *Bill Berke, Jim Cragin, Dick Dunlap, Paul Kari, Bill Leonard, Mike Marchante*, Office Supervisor *Carl Berenschot*, Chief Investigator *Bob Voss*, Assistant General Claim Agent *Charles Woodbury*, and their families groped their way through heavy fog to a 5600-foot elevation to the lake camp grounds, only to be caught in torrent of rain. Under a hastily-pitched tarpaulin, some ex-Boy Scout in the group managed to get a fire going. After hot coffee and sandwiches were served, the group formed a caravan and drove to San Dimas Canyon Park, near Azusa. The rains again caught up with the picnickers there, just as the last of the steaks were being put away.

The department feted General Clerk *Mary Stevenson* on November 15, on the occasion of her last day of employment prior to taking a leave of absence. During the festivities, Mary was presented with a smart cardigan sweater and scarf by her friends. Mary and her husband Ted are awaiting the arrival of their second child, due early in 1958.

The department was saddened by the unexpected passing, on November 17, of *Mrs. Gertrude Mason*, who was the mother of Clerk-Typist *Elsie Du Paix* and the mother-in-law of File Clerk *Iola Mason*. Funeral services were conducted in Lancaster, with interment at Forest Lawn. *Mrs. Mason* also leaves her husband, *Joseph*.

We are proud of *Larry Rice*, who had never taken a day off because of illness since he joined the company, back in 1943. *Larry* ran up against the flu-bug one day in November, though, interrupting his perfect record.

Charles Woodbury and his family vacationed in their trailer for several days late in November, fishing and enjoying the outdoor life at Parker Dam, on the Colorado River.



BATHINETTE full of baby shower gifts from her accounting department co-workers surprised *Donna Payne*, wife of El Monte Operator *John R. Payne* and secretary to Auditor *E. H. Uecker*, last November 15 when she took six-months' maternity leave.

Accounting Department

By THE SCRIBBLER

REMEMBER THIS:

"May He who is the Father in Heaven of the Christians, Allah of the Mohammedans, Jehovah of the Jews, Ahura Mazda of the Zoroastrians, Buddha of the Buddhists, Divine Mother,—Infinite and All-abiding Spirit of the Indo-Aryans,

Grant unto all peace and blessing.

Peace! Peace! Peace be unto us and unto all living beings."

—From the Hindu.

To return to the friendly gathering-place of the family of correspondents is like coming home to a cheerful fireplace on a cold winter evening. Here we can pick up the highlights of the year and offer them in a sort of mellow perspective that blends the peaceful and turbulent, the happy and sad.

In our better-late-than-etc. department we are happy to report that *Alma Potter* became a second-time grandma. *Ethel Gibbs Riche-mont* presented dainty little deep-blue-eyed *Beverly Patrice* to a wonder world. *Donna Beiriger Payne* blossomed into a bride and a baby-shower recipient, to the delight of

all her friends in the building. *Mary Ellen Peterson* and *Helen McDougall* (who has "never won a THING!") came out of the world series baseball pool dripping with \$150 worth of filthy lucre between them. *Inga Johnson* spent two lazy weeks visiting her sister in Hawaii, where she acquired a gorgeous tan, several snazzy LOUD shirts, and about sixteen tons of vari-colored flower leis which she lavished on her admiring friends in the office. *Florence Cox* divided her time between maple-leaf gathering at "old-home week" in Maine, and Canada. *Amelia Grenke* skipped her old love, Yosemite, for the lush scenery of San Jose. *Sara Bustle* made another pilgrimage to her old home in North Carolina — Bet you-all were shore glad to get back to good ole sunny California, honey-chile! *Jack Beggerly* took another crack at hunting up in Oregon, without too much luck. What's wrong with the hunting down here, where the woods are full of characters? Our sincere sympathy is extended to *Frank Carr* in the passing of his mother.

"The TV, which all of you wonderful people gave to me, has been so much comfort, and has given me so much pleasure, I thank all of you again and again," writes *Hugh Chesnutt*, who retired from this department last September.

Busy Spring for the Transportaires

Future Programs - Praise - New Officers

Choral Festival March 1

THE TRANSPORTAIRES — choral group of Metro, PE, and SP employes — will participate with nine other industrial choruses in the fourth annual Industrial Choral Festival at East Los Angeles Junior College on Saturday evening, March 1, at 8 p.m.

Singing under the direction of *Annette Ness*, the Transportaires will offer a medley from "The King and I," and, in combination with other choruses, will sing Schubert's "The Omnipotence," the Waring arrangement of "Battle Hymn of the Republic," and a Vincent Youmans medley.

Employes and friends are invited to attend the festival.

Other engagements include a dedication service for an American Legion group on February 21; and a program for the Costa Mesa Professional Women's group at the Balboa Yacht Club, April 17.

New members are welcome to the Transportaires. Rehearsals are every Tuesday at 5 p.m. in the PE Theater, 627 South Los Angeles Street.

Program Appreciated

"AS THE PROGRAM CHAIRMAN for the Civic Center Women's Council may I tell you what a wonderful program the Transportaires, under *Mrs. Annette V. Ness's* direction, produced for our fourteenth Annual Bosses' Night Dinner at the Biltmore Bowl on October third," wrote *Wilhelmina Jordan*, of the Los Angeles Department of Water and Power, to the company the day after the program.

"They arrived promptly on schedule and patiently waited for their spot on the program. Under *Mrs. Ness's* gracious and efficient direction they sang such excellently arranged beautiful numbers [as to draw] tremendous applause from our guests, which numbered well over 400. They made such a natty



New Officers

The Transportaires

GUIDING THE DESTINIES of The Transportaires—choral group of Metro, PE, and SP employes—through 1958 will be, from left, *Annette V. Ness*, director of music; *Marion G. Snowden*, secretary; *Helen Everett*, pianist; *Terry Fairchild*, treasurer; *Jerry Reeder*, vice-president; *Harry Shea*, librarian; *Gordon Chamberlin*, president; *Al Latvala*, publicity.

appearance in their immaculate uniforms and were most certainly a credit to the companies sponsoring the group.

"It was a privilege to have the Transportaires come to us and *Mrs. Ness* should be rightfully proud of her efforts."



"I'M SUNK!" cries Operator J. R. Thompson, right, tearing at his hair as his colleague, West Hollywood Operator J. R. Dingey, maker of the big chess set (little one at left is standard size), wins with the "fool's mate" move—in which queen takes the bishop's pawn to win.

Why J. R. Dingey Sleeps at Night

(He Gets Lots of Exercise with the Oversize Chess Set He Made)

IN 1946, just after he got out of service in World War II, Operator J. R. Dingey, now of West Hollywood Division, was sitting on the front porch with his neighbor when he noticed the ugliness of the vent holes in the house opposite.

Then and there the two men decided to make a plaster grill to fit such holes, and "the grills are now all over Southern California," says J. R. "We didn't get our patent, but the grills gave me the idea for a plaster chess set that might be a good exerciser, with the chess men weighing between one and five pounds."

All the pieces except the horses were made by turning plaster on an aluminum rod, using a template for shape. The horses were constructed by pouring plaster in a rubber mold which had been made from a clay prototype of the horse. One set was painted white; the other, red.

The chessboard itself is merely the painted backs of some discarded advertising signs from the sides of coaches.

Fabrication of the chess set required a good share of Dingey's spare time over a three-year period. He has never sold any sets.

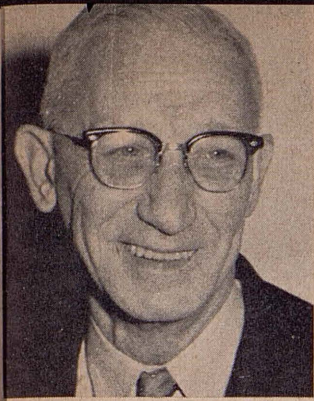
He plays often with his 11-year-old daughter—who, likely as not, beats him.

Too large to play with from a sitting position, too small to play with by stepping on the board, the Dingey set requires crouching, kneeling, leaning, and/or stretching so that the chessmen may be moved.

"Two or three games a day and you're going to sleep at night," he asserts.

CREATOR—Mr. Dingey holds up, for comparison, big plaster horse he moulded and ordinary sized horse. The weight of the big chessmen varies from 1 to 5 lbs.





Charlie Hill
Bowling News



Marion G. Snowden
"The Scribbler"
Accounting Dept.



J. H. Hoover
Long Beach
Fair-Mor Club



R. D. Hird
Investment Club

Meet Your Correspondents for the METRO COACH NEWS



Glenn E. Serres
El Monte
Elm Bark



Donna Adams
"The Lone
Stranger"
Riverside
Riverviews

PEOPLE DON'T COME ANY BETTER than the folks pictured on this page, who gather the news from you, good readers, and faithfully send it to the METRO COACH NEWS office.

Our editorial hat is off to them for their tremendous help in covering the system for news.

They would like to have you help them make their columns more entertaining by tipping them off to interesting happenings around your division, shop or office. Excellent work by fellow employes is fine grist for their mill; so are such items as civic, community, church, youth, and club activities of Metro folks you know. New homes, weddings, births, trips, hobbies — all such topics are of interest.

All you have to do is give them a lead. They'll gladly follow up on it, if they feel it is newsworthy.

—W. WARREN SILLIMAN
Editor



J. R. Thompson
West Hollywood
Mainliners



Paul A. Kari
Claims Dept.



F. B. Eggeman
Auld Lang Syne
(News of the
Senior Employes
Fellowship)

Not pictured:

William A. Druebert
Van Nuys
Metro Valley Club

S. F. Dispennette
Glendale
Metarts Club

Martha Falbaum
Ocean Park
Beachcombers



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It's time we put our foot down!



"Family of 6 Die in Car Crash." A twisted heap, mangled bodies, a broken child. Ugly headlines, heart-searing pictures. They make you sick.

You look behind the headlines and see—carelessness, negligence, sometimes deliberate evasion of law. Something should be done about it!

Last year, 40,000 Americans died brutally on our highways. This senseless killing must stop. It is time we put our foot down—*past time!*

You can help—everyone can. Urge the authorities to put teeth in traffic laws. Insist on strict enforcement—even if it affects you. Traffic laws work *for* you, not against you.

Saving lives calls for action—now!



Here's how you can help stop traffic tragedies:

- 1 Drive safely and courteously yourself.
Observe speed limits and warning signs.

Where traffic laws are obeyed, deaths go DOWN!

- 2 Insist on strict enforcement of all traffic laws.
Traffic regulations work for you, not against you.

Where traffic laws are strictly enforced, deaths go DOWN!

**BACK THE ATTACK
ON TRAFFIC ACCIDENTS**

Support your
local Safety Council



Published in an effort to save lives in cooperation with The Advertising Council and The National Safety Council