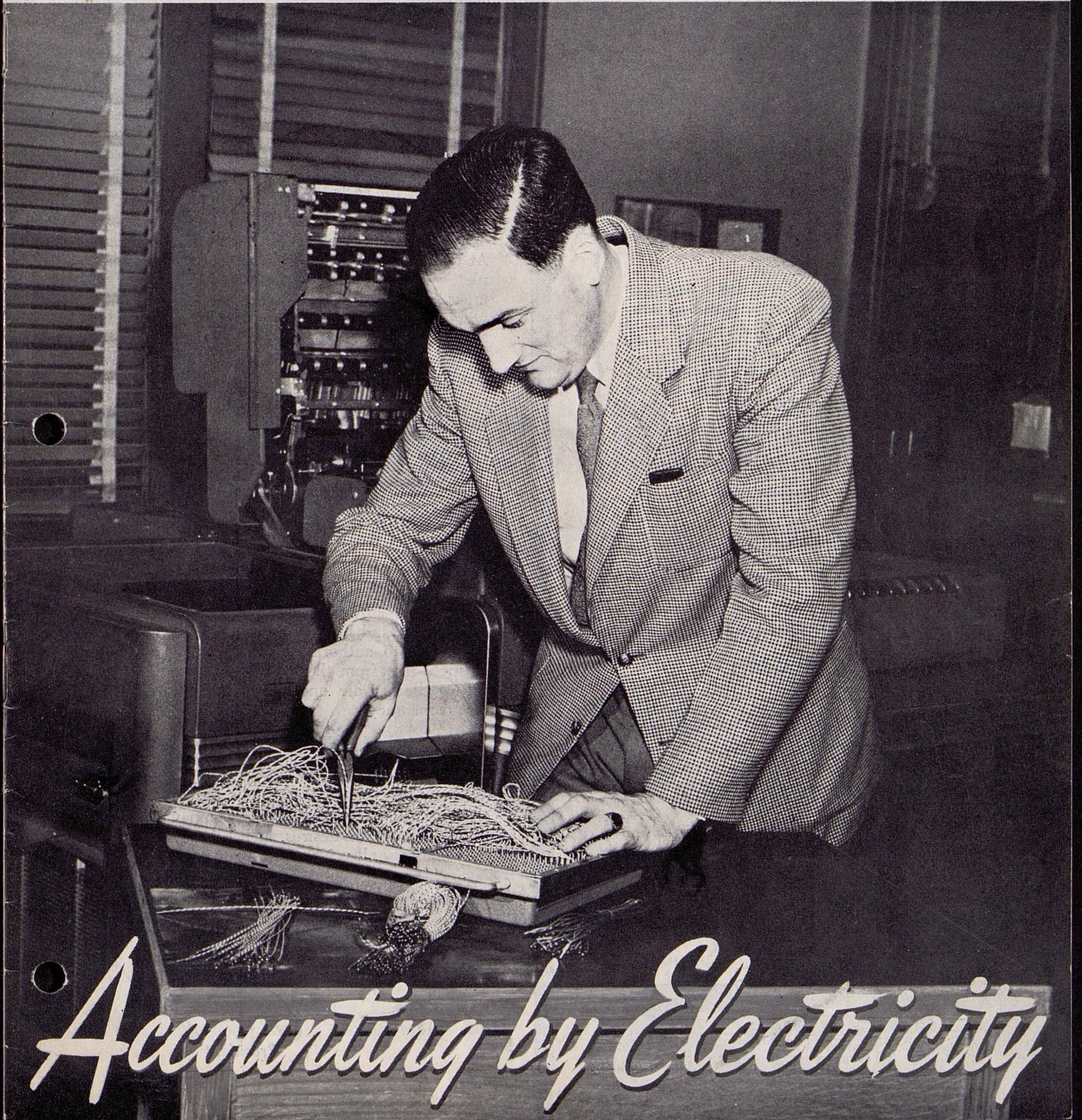


METRO COACH *News*



APRIL, 1954

Tel. TRinity 2792



Accounting by Electricity

METRO COACH

News

VOLUME 1 APRIL, 1954 NUMBER 3

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OUR COVER

Head Tabulator Operator **WALTER E. DROHAN**, of the accounting department, is shown busy making the proper electrical circuits in a wiring board for use on an IBM machine. This board is the "nervous system" of the IBM (whose brain is the electron tube), for it enables the machine to make the proper kind of response to problems fed into it by means of punched IBM cards.

A number of wiring boards with differing circuits may be set up for different operations performed at different times on the same machine. To insert a board into the rack of a machine is the work of but a few seconds; to set up a board, however, "may take anywhere from five minutes to a week or longer," says the expert Mr. Drohan.

Walter, who has been in this kind of business for 18 years, was trained in both IBM school and on the job—mostly with the army, navy, and air force. He's married and has a little girl, 7.

CORRESPONDENTS

Lucille Brann.....	Macy Terminal
John S. Burton.....	Van Nuys Terminal
Charlie Hill.....	Bowling News
Jean McGill.....	} Hemlines
Jeanette Partout.....	
Ralph P. Murphy.....	Macy Garage
"The Scribbler".....	Accounting Department
J. R. Thompson.....	West Hollywood Terminal

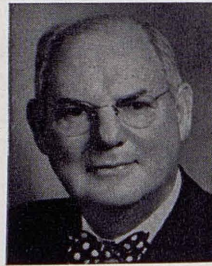
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Telephone: TRinity 2792



Freeways, Not Monorail!

METROPOLITAN'S PROGRAM for progress in public transportation is dedicated to the premise that an attractive motor coach service via the vast freeway system radiating out of the Los Angeles metropolitan center is the best approach to the complex problem of moving people.



J. L. HAUGH

Not long ago all of us learned that it will cost \$165,000,000 to build a monorail line between Van Nuys and Long Beach over a distance of 45.7 miles. This figure does not include a large

additional sum for extensive planning and study before bonds can be sold and construction can begin, nor the costs for rights-of-way.

Far better it would be to have this money spent on our freeway system, totaling 124.1 miles. At the present only one freeway is nearly complete—the Hollywood. Before the remaining 52.8 miles of freeway are completed, \$151,000,000 will be required. The four still under construction are the Harbor, Long Beach, Ramona and Sepulveda freeways, the money for which already has been appropriated out of gasoline tax funds.

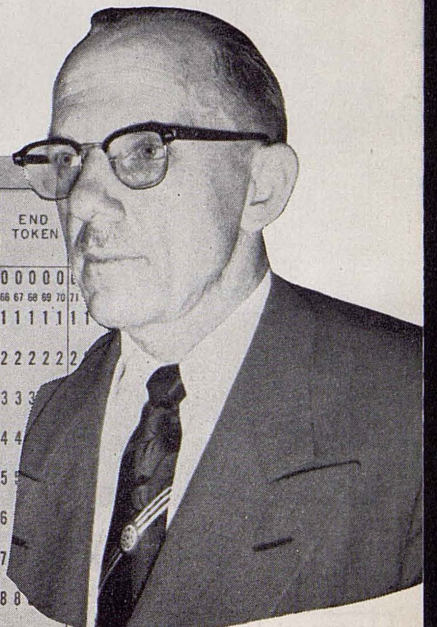
Since these freeways, and others now being planned, will be completed in the next few years, they are the natural arteries along which Metro motor coaches may operate to do the best job of serving the public. Modern busses, operating with speed and efficiency, can travel over the freeways in about half the time required on ordinary streets.

Monorail operations, under present proposals, would be free from regulation by the City or State, and free from taxation. Is it fair, on the one hand, to tie and bind private enterprise, and on the other, to authorize a public enterprise to compete free from the usual burdens and difficulties the private operator must undergo? Is that democracy?

Because of its freedom from regulation, monorail would have the right of eminent domain to place routes wherever it desired. It would be able to set its own fares and force any kind of service arrangement with private transit companies. Subject only to its own desires, such a limitless power could destroy all private transit operations.

Let's build freeways, not a monorail!

President



TOTAL VALUE CASH & TOKENS		VALUE OF TOKENS HONORED		CASH DIFFERENCE		FARE BOX NO.		TOKENS DIFFERENCE		DATE		EMPLOYEE NO.		END CASH		END TOKEN	
TR.	NO.	DAY	TR.	NO.	DAY	TR.	NO.	DAY	TR.	NO.	DAY	TR.	NO.	DAY	TR.	NO.	DAY
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

AUDITOR E. H. Uecker, at right, in general charge of the accounting department; and Supervising Accountant Ray F. Albrecht, specialist in Metro IBM accounting.

Accounting By Electricity

Big Step Forward In Metro's Plans

AN IMPORTANT PART of Metro's \$15,000,000 plan of progress over the next five years is the installation of the latest in IBM accounting equipment, of which 10 keypunch machines have been in use since February 1.

The purpose of the new system is threefold: speed, accuracy, and economy of operation. When you contemplate the fact that sorting operations, for example, which are so time-consuming when done by hand, can be done at the rate of 650 a minute by the IBM sorter; or the fact that the most complicated book-keeping calculations, which in pre-electronic days required a large office force, can now be done and recorded in a matter of seconds by a single operator who may control an entire room full of deadly accurate auxiliary accounting machines—then you have an idea of the value of an IBM system.

"I won't say that an IBM machine cannot make an error," says Auditor E. H. Uecker, "but I can say that, to date, every single mistake that has been made has

been traced to a human source, usually the originator of what we call a 'source' document, such as a fare box card or a trip report."

Because Mr. Uecker and his able assistant, Supervising Accountant Ray F. Albrecht, point out that no figures can be better than those of the source document, you will find on the following four pages a description of the proper method of filling out the fare box card and the trip report, and what happens after they are turned over to the Accounting department.

In order to give recognition to all employees of the tabulating department, photos show different operators performing each operation. Actually, all mechanical operations except keypunching are done by a single operator, the other two operators being engaged in preparing other statistical reports for the accounting and mechanical departments.

We are indebted to Operator M. E. Straun for "modeling," and Mr. Uecker assures us that Mr. Straun will not be charged for the errors he was asked to make!



Accounting By Electricity

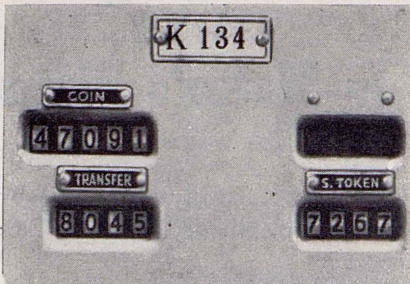
Accurate Fare Box Cards Basic In IBM Accounting

THE SECRET OF ACCURACY IS
CHECKING AND DOUBLE-CHECKING

CHECKING fare box card reading of previous operator against fare box dials is Operator M. E. Straun. He finds an error!

METROPOLITAN COACH LINES						
FARE BOX NO.		DATE	VEHICLE NO.		DAILY FARE BOX REPORT	
FARE BOX NO.	CASH		TOKENS		OPERATOR'S SIGNATURE	
BADE NO.	END	DIFFERENCE	END	DIFFERENCE		
4						
3						
2	2679	48486	12.95	7394	127	M. E. Straun
1	2679	47091	(over)	7267	—	M. E. Straun
PREVIOUS OPERATOR	1651	47901		7267		J. E. Smith

SAME fare box card whose bottom line Mr. Straun was checking in photo at upper left—except that we show the card as it looked after Mr. Straun completed his use of Fare Box K-134.



OH! OH!—Here's what the dials actually showed when Mr. Straun checked the figures written down by previous operator!

SO, he writes correct reading on Line 1, makes note shown below on back of card, and gets Operator J. E. Jones to verify it.

Correct reading incorrect -
Reading should be 47091.
2679
M. E. Straun
verified.
J. E. Jones # 2712

LAST MARCH 19, Operator M. E. Straun reported for duty at Macy Terminal, and was assigned coach 2772.

He began by checking the entries in the fare box card made by the previous operator, J. E. Smith (Mr. Smith is purely fictitious, by the way; Mr. Straun is not!). Straun knew that he could save himself and Smith trouble, time, and possibly money by taking a half-minute to check Smith's figures against the actual fare box readings and make any necessary corrections.

Sure enough, the date was wrong. It wasn't the fault of Smith, who had worked March 16 and dated the card the next day, March 17, figuring that the fare box would be used that day. But it wasn't, and Mr. Straun had been instructed that the date on the fare box card should be the same as the day it is used.

—And what's this? A transposed cash entry! The fare box said \$470.91; Smith had written \$479.01. Straun corrected the card and had the correction verified by a witness, Operator J. E. Jones.

After this, Straun also partially completed his trip report, showing fare box number, line and assignment

✓ ✓ DOUBLE CHECK YOUR ENTRIES!

Supervising Accountant Ray Albrecht, who installed the operation and has been guiding it along, states that a great deal of accounting department time is wasted because *too many*:

1. Incorrect dates are shown on either fare box cards or trip reports;
2. Incorrect fare box numbers are shown on fare box cards;
3. Entries on forms are illegible.

Accounting By Electricity

Trip Report Equally Basic To IBM System

"NO FIGURES ARE BETTER THAN SOURCE DOCUMENTS,"—AUDITOR

numbers, the date, his badge number, the coach number, and the speedometer reading. This done and checked for accuracy and legibility, his bookkeeping was over for the time being. After filling his ticket box, checking his signs, his air pressure, etc., he was ready to roll.

Upon completing his assignment, he finished making out his fare box card by entering closing cash and token readings, entering the differences, and signing the fare box card.

Again he checked it over for accuracy and legibility, for he knew the keypunch operators in the accounting department would have to read his figures.

On his trip report, he also wrote the cash and token differences, as well as the speedometer reading at the end of his assignment, the free and fare passenger counts, the cash and token totals, and other information required.

"A separate trip report would be prepared by Operator Straun for work done on another line," observed Auditor E. H. Uecker, "or for work done on the same line the next day.")

It was getting late, and Straun was hungry. He dallied with the idea of making his turn-in the next day, so he could get home sooner for dinner.

"Guess I'd better turn in now, though," he said to himself. "I hate to worry about losing it."

In a few minutes he was at the window of Lucille A. Brann, receiving cashier at Macy. She gave him a receipt for remittance, and, relieved of his burden, Straun hastened home with light heart.

"He would have had to turn it in by six o'clock the next morning, anyway," pointed out Supervising Accountant Ray Albrecht. "But even in that case he would have dated his trip report March 19,—the same date as fare box cards on which his entries appear. However, the receiving cashier would show March 20 as the date turned in so her records would balance.")

Meanwhile, Lucille added Straun's trip report to others she had received, listed them, and turned in list and reports to the accounting department through company mail.

The next two pages show what happens to the fare box card and the trip report after they reach the accounting department.



TURN-IN of cash, tokens, tickets, and transfers is made at Macy Street by Operator Straun, who obtains a receipt from Receiving Cashier Lucille A. Brann.



LUCILLE lists all trip reports turned in during her shift, adds up totals, and turns in the original list to the accounting department, along with trip reports.

TRIP REPORT, shown completed by Operator Straun, and containing in the upper right-hand corner a carbon copy of the receipt for remittance. Note the legibility of all figures—of great importance to keypunch operators as well as all others.

FARE BOX DIFFERENCES			CASH REMITTED	
CASH	TOKENS	FARE BOX NO.		
12 95	127	K134	26.95	26.95
			TOKENS REMITTED	29
			RECEIVING CASHIER	LAB
TOTALS			PASSENGERS	
			FREE	FARE
12 95	127		3	57
	29	TOTALS		
	98	TOKENS TURNED IN		
14 00		TOKEN SALES		
26 95		VALUE OF TOKEN SALES		
		TOTAL FARE BOX RECEIPTS AND TOKEN SALES		
		CASH FARE RECEIPTS		
26 95		TOTAL CASH TURNED IN		

LINE NO.	92	RUN NO.	9224
DATE.	3-19	19	54 3-19
EMPLOYEE NO.	2679	2679	
VEHICLE NO.	2772	BEGINNING MILEAGE	20416
		ENDING MILEAGE	20440
		PASSENGERS	
		FREE	3
		FARE	57
REMARKS: Sample			

METROPOLITAN COACH LINES
MAKE A SEPARATE REPORT FOR EACH LINE

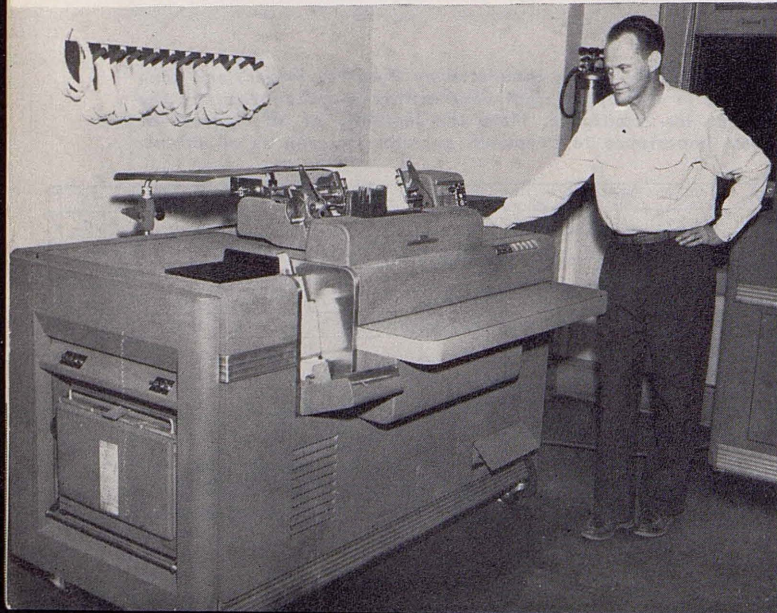


KEYPUNCH OPERATORS—From left: front row, Sharon Rulo, Pauline Nisbet, Dorothy Matlack, Martha Brown (control clerk, standing); second row, Jenny Bay, Margaret Green, Edith Jolly; rear row, Barbara Tessandori, Maxine Heckerson, Frances Koch.

Under Martha's supervision, these girls punch into IBM cards the data on the trip reports and fare box cards, so that other IBM machines, including tabulators, sorters, collators, and calculator, can perform other necessary steps in accounting.

Accounting by Electricity

TABULATOR—Through this machine Roger Donovan runs the punched trip report cards in order to make a printed list which Martha Brown balances against the receiving cashier's listing of trip reports. This "tab" is used for many accounting processes.

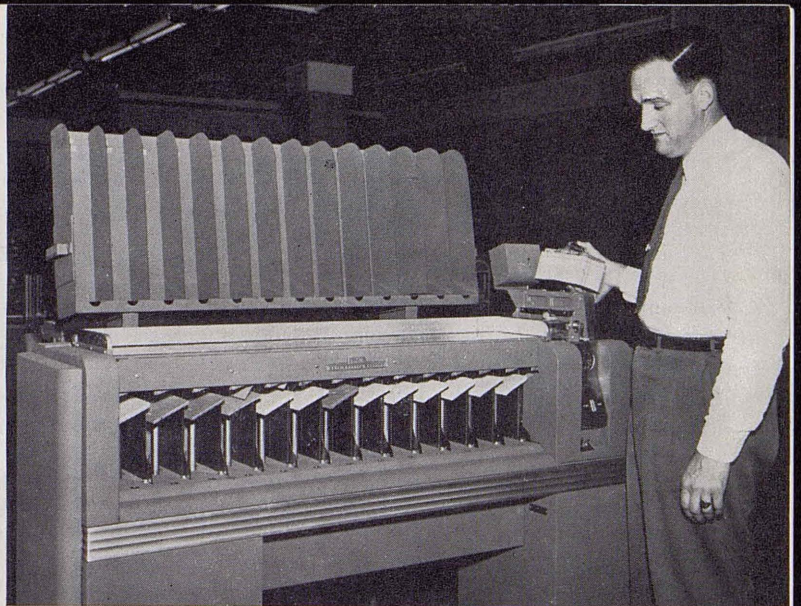


COLLATOR—This machine can, among other operations, bring together, at the rate of 480 a minute, cards that need to be brought together—such as fare box cards and trip reports by badge number, date, etc., for purposes of comparison. In this way, errors in fare box number, fare box readings, dates, etc., are discovered and corrected. Operator is Walter Drohan.





CALCULATOR—Joseph Debelak places fare box cards in this machine, which, at the rate of 100 cards a minute, subtracts beginning from end readings of cash and tokens, extends the number of tokens honored, adds token value to cash, arrives at total cash value of revenue received by first operator on fare box card, punches answers to each calculation, punches end readings for first man as begin readings for next man, etc.



ELECTRONIC SORTER—Capable of handling 650 cards a minute, this machine (at this point) sorts the fare box cards and the trip reports by badge number. Cards are then taken to the collator, where, along with hundreds of others, Operator Straun's punched trip report is brought together with his punched fare box card for Fare Box K-134, so that the cards can be run together through the calculator, which punches net over and short amounts into the trip reports for each man. It develops that Mr. Straun is \$1.00 short because he subtracted his cash readings incorrectly on his fare box card (see page 4). Hence a \$1.00 shortage is punched into his trip report. The collator then divides the fare box cards and trip reports into an out-of-balance group and an in-balance group. Fed into the tabulator, out-of-balance cards enable that machine to print a report of overage and shortage for each man every day.

Accounting

by

Electricity

OVER AND SHORT REPORT is checked by Nell Flanders to see if any errors were made because of wrong badge numbers or illegible writing on original cards by motor coach operators.



NIGHT KEYPUNCH OPERATORS Wanda Amburgey, left, and Jeanne Debelak punch and verify new cards from report as corrected by Nell, and from correct cards a revised over and short report is then run on the tabulator. More careful preparation of original cards by transportation men would eliminate much drudgery for these girls.—Daily records are kept for each man. At end of month he is charged with shortage or credited with overage.



City Approves Hwd. Application

AFTER 13 DAYS of public hearings, the Los Angeles Board of Public Utilities and Transportation on April 13 authorized Metropolitan Coach Lines to make the switchover from streetcar to an all-motor coach service on the Hollywood Boulevard line.

Although the proposal to make the change was considered by the Board in conjunction with a like proposal for the Glendale-Burbank line, no decision has come from the city concerning the latter, including the disposition of the Subway Terminal facilities.

Meanwhile, Metro is awaiting a decision on the changeover from the State Public Utilities Commission, which is expected to act on both lines in the near future.

In approving the company's program for motor coach service on the Hollywood Boulevard line, the LABPUT authorized the proposal *in toto*, including extension of the Fairfax Avenue line (89) to absorb the Western-Franklin line (78) and the Hollywoodland portion of the University line (77). It also allowed Metro to consolidate the Wilshire Boulevard line (82) with the

Sunset Boulevard line (83), with minor route modifications in downtown Los Angeles. Modification of the downtown route of the Los Angeles-North Hollywood line (93) was also authorized.

The Board's order provides that the proposed changes in routing in the Los Angeles central business district shall be effective upon completion of the repaving of Hill Street between First Street and Venice Boulevard—or by specific authorization of the Board.

Still to be considered by the city and state are Metropolitan's applications for authority to use motor coaches instead of streetcars on the Los Angeles-Bellflower, Los Angeles-Watts, Los Angeles-San Pedro and Los Angeles-Long Beach lines. Applications were filed for the first three lines on February 5, February 11 and March 31, respectively, but at this writing no hearing dates had been set.

The application for the Long Beach line is nearing completion and will be filed as soon as it is ready, possibly by the time this issue of METRO COACH NEWS is off the press.

TRANSIT ACROSS THE NATION

(From *Passenger Transport*, official publication of the American Transit Association.)

INCREASED FARES went into effect April 22 for riders of the Chicago Transit Authority lines.

A straight cash fare of 20c was authorized by the Chicago Transit Board for both surface and rapid transit lines, as 17-cent surface lines tokens and 18-cent rapid transit tokens were eliminated. The suburban fare of 25c was increased to 30c.

FACING NEW WAGE DEMANDS, the Portland Traction Co., Portland, Oregon, was authorized to raise student fares from 7c to 10c and to reduce night and Sunday service on a number of its lines. The city council, which passed the application, scaled down the company's request to charge full adult fares of 15c for children between 14 and 20 years of age.

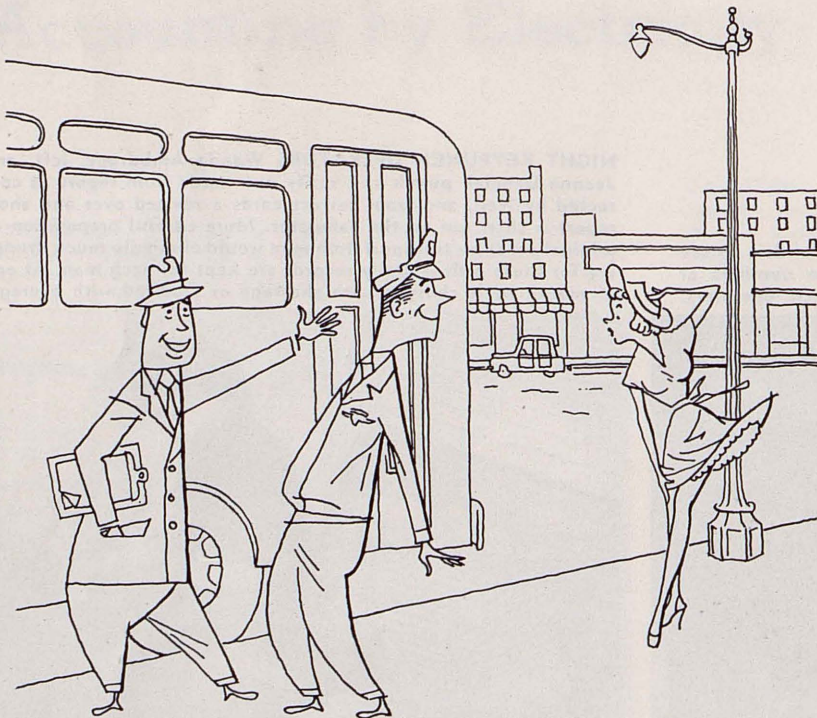
TAX RELIEF has been granted urban transit companies in the state of Virginia. The General Assembly passed a bill eliminating a 2.1% gross franchise tax and placing the companies under the corporate income levy.

TRAFFIC DECLINED 9.89% over the nation in February under the same period for 1953, according to transit estimates by the American Transit Association. Figures showed 1,012,008,000 passengers carried on all transit lines in the U. S. in that month.

COLORFUL CEREMONIES marked the gala opening of the 4½-mile subway at Toronto, Canada, on March 30. It was heralded as containing "every up-to-the-minute feature known to transit experts, engineers, and architects, assuring the utmost in safety, speed, comfort, and dependability."

However, in the opinion of METRO COACH NEWS, the 18 minutes required in off-peaks and 20 minutes in peaks to travel the 4½ miles doesn't add up to very fast time: 15 miles an hour and 13½ miles an hour, respectively.

AIR-POWER STEERING is the latest engineering advance to be announced for trucks, transit coaches, etc. Developed by Bendix-Westinghouse Automotive Air Brake Co., the system uses compressed air supplied by an engine-driven air brake compressor.



"And, Simpkins, pretend the street in front of you is painted full of pin-ups, so you'll keep your eyes on the road."

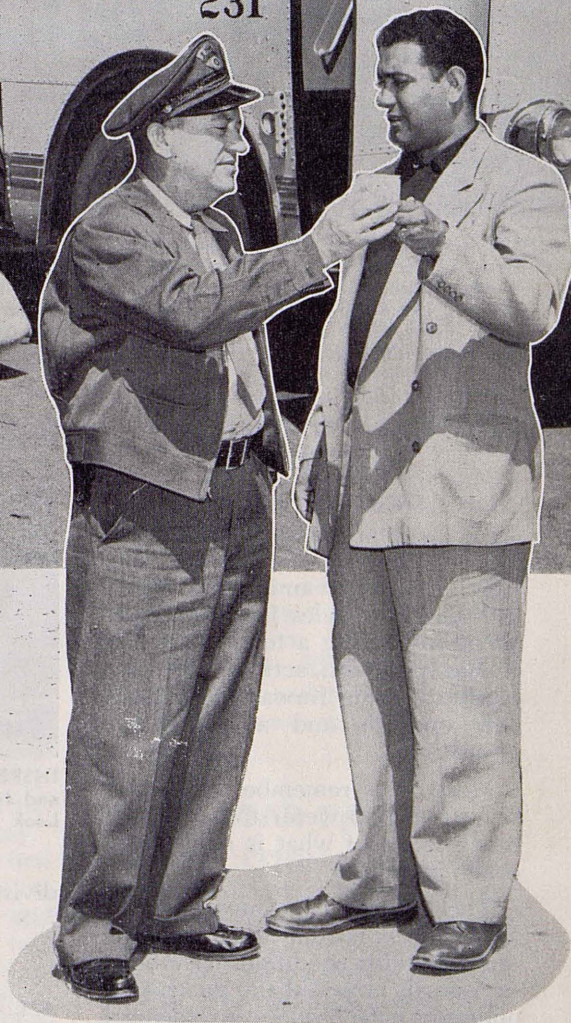


LOS ANGELES baseball team unloading at Stengel Field, Glendale, from a charter coach operated by Hugh N. Chambers. But despite Mr. Chambers' fine operation, Portland won 5-1!

Charter Coaches Give Angels Wings



CHARTER SERVICE for the Angels is being talked over by Frank Screech, center, traffic agent for Metro, with Don Stewart, right, Angel president, and Howard Lorenz, Angel secretary.



"TO YOUR HEALTH!" says Trainer Dave Flores, Jr., right, as he offers Hugh some milk. Dave, son of the Macy Inspection foreman, is a bigger man than his dad.

BEAUTIFUL in its new green-and-white paint, Coach 231, operated by *Hugh N. Chambers*, took the Los Angeles Angels from their training headquarters at Fullerton to Stengel Field, Glendale, for a game with Portland last March 31.

This was but one of many charter moves Metro makes throughout the year, with Traffic Agent *Frank Screech*, working under Superintendent of Traffic *Dale Harlan*, in the role of arranger.

"If you belong to a group of any kind that needs charter coaches or rail cars, mention Metro to your leader," Mr. Screech urges employees.



LONG AND SHORT OF IT—From left, J. H. Schmitt, division clerk, 11:30 p.m.—8 a.m.; Earl Jardell, division foreman; Henry Vanden Brink, division clerk, 3-12 p.m.; Lee Wise, timekeeper-cashier, 1-9:30 p.m.; J. S. Burton, relief division clerk; and L. N. Velzy, 6:30 a.m.—3:30 p.m. division clerk. W. D. Beiriger, relief division clerk, could not be present for picture.



TRANSPORTATION HEADQUARTERS for office force and operators was in the plastering stage at the time photo was taken. By the time you see this picture, quarters may be in complete use.

VAN NUYS—APRIL 6

Van Nuys Terminal

By J. S. BURTON

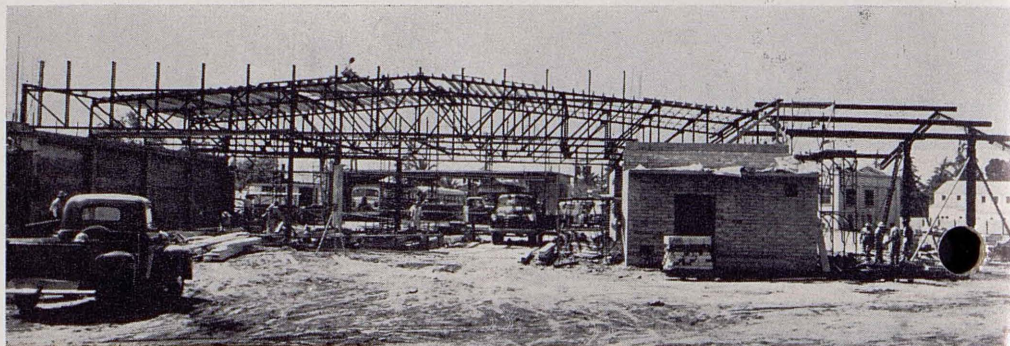
OUT HERE IN VAN NUYS we are in the process of a gigantic face-lifting. The dusty storage lot, which has played an important part in Valley schedules in the past, is about to become a teeming center of transportation activity. We are eagerly looking forward to brand-new quarters and a completely paved lot.

Most of us remember when the red street-cars were stored on the rear portion of what is now motor coach property.

The program of conversion has been somewhat difficult in that interim working conditions have been necessarily crowded and dusty. Our operators have been inconvenienced in many instances, but have exhibited much patience. This is indicative of the character of the men we have the pleasure of working with at the Van Nuys division.

Earl Jardell, who spent several years as terminal foreman at Sixth and Main Streets, is our new division foreman. His is a thankless job, but he is discharging his duties like a veteran and has the esteem of all the men in the division.

L. N. Velzy, also from Sixth and Main, is division clerk on the first trick and marks up the extra board each day. Henry Vanden Brink, from the Subway, is the division clerk on the second trick, and J. H. Schmitt, from West Hollywood, is



INSPECTION GARAGE as seen from east. Frame at far right is to be the steam room and fire room. Concrete block structure contains oil room and mechanics' quarters. Look through main garage and you see the service station, now in full operation.

division clerk on the night trick. J. S. Burton, also from West Holly-

A. L. BRISTOW, maintenance department division foreman, Van Nuys, shows tele-gauges that supplant the old-fashioned dipstick in measuring the fuel and oil supply in underground tanks. Van Nuys has two 10,000-gal diesel fuel tanks, one 10,000-gal. gasoline tank, and one 8,000-gal. lubricating oil tank. Each day 2,300 gals. of fuel are pumped into 66 coaches.

wood, is the relief division clerk Monday through Friday, with W. D. Beiriger handling the job Saturday and Sunday.

Lee Wise, timekeeper - cashier, works from 1-9:30 p.m.

In our next issue, we hope to have pictures of the completed project for you.



BUS WASHER SHED.



Metro's One-Man Engineering Dept.

Harris E. Rowe

VISIT Van Nuys Terminal any day now, and you're almost certain to see a pipe-smoker in breeches and high leather boots, looking over blueprints, conferring with the construction superintendent, or inspecting some phase of the building work in progress.

Instinctively you know that he's the engineer on the job. Nobody could look more like the civil engineer he is than Metro's *Harris E. Rowe*.

When he's not out looking over the construction, he's usually busy drafting plans in a sunny corner of the maintenance department office at Macy Street.

Born in Watsonville, California, he received his A.B. degree with major in civil engineering at the University of California at Berkeley in 1910. After graduation, he went to work for Santa Cruz County in highway construction and maintenance, as well as river bank maintenance on the Pajaro River. He also carried on some contracting and free-lance engineering on agricultural developments, such as land-

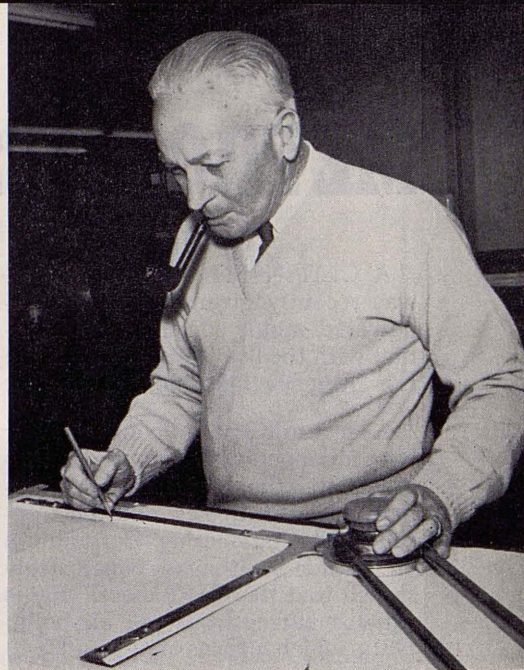
grading, and the design of pumping plants, irrigation systems, and buildings.

In 1915 he entered the engineering department of the Spreckels Sugar interests at Salinas as a draftsman, and was in the employ of that company in increasingly responsible capacities — chief draftsman, resident engineer, and civil engineer — for the next 29 years. Most of his work involved the construction of buildings and agricultural facilities. His biggest single project was the erection of the Woodland sugar refining plant, with a capacity of 2500 tons of beets a day.

Because the Spreckels interests also owned the San Diego transit system, Mr. Rowe was transferred to that company as engineer in 1944, and became chief engineer in 1946. He continued in the latter capacity in 1949, when Mr. Haugh bought the San Diego property, and came to Metro as a result of Mr. Haugh's purchase of the Pacific Electric passenger service. Mr. Rowe still retains his title with the San Diego company.

In 1917 he married *Minnie Gordon*, a native of Oregon, and the couple have two married daughters: *Mrs. Janet Brazelton*, of Salinas; and *Mrs. Beverly Booth*, of Atascadero. The one grandchild is *Roxanne Booth*. Mr. and Mrs. Rowe still maintain their home in San Diego, where Mr. Rowe goes on weekends.

In the past, he has been very active in community affairs, especially Boy Scout work. He was at one time vice-president of the Boy Scout Council for Santa Cruz, San Benito, and Monterey counties. For 12 years he served as president



HARRIS E. ROWE
Metro's Chief Engineer

of the school board at Spreckels. He is a past president of the California State Exchange Clubs, past exalted ruler of the Elks at Salinas, and was for two years on the board of directors of the Salinas chamber of commerce. Now his extensive company duties take most of his time and energy, but he still manages to keep in touch with the activities of the Elks and the Exchange Club, and to devote some time to his flower garden.

MOVIE STAR PACE

ON LOCATION at the Subway on Saturday, April 3, was Operator *A. B. Pace*, who "starred" in a forthcoming Edward Small production, "File Case," a story concerning the FBI. The picture will star Broderick Crawford and Ruth Roman.

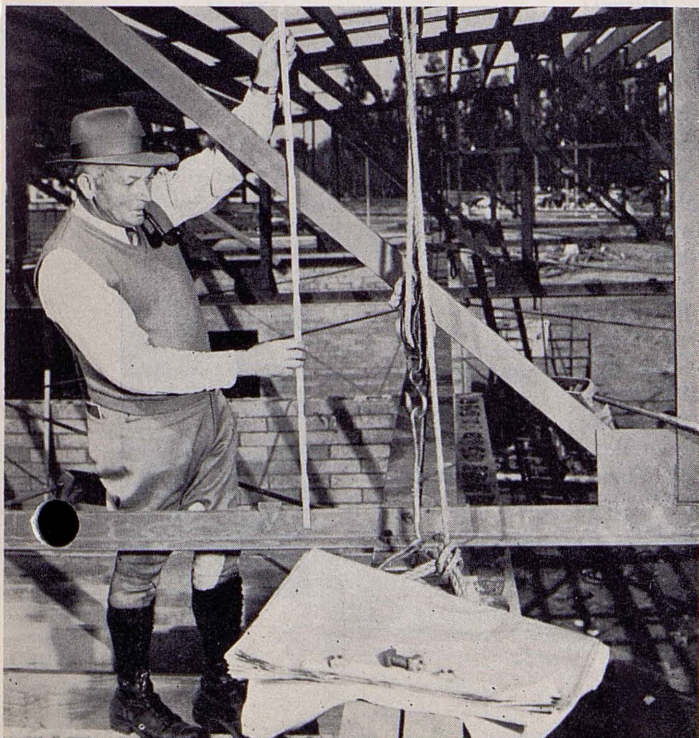
Pace's job was to operate a 5000-class car for loading and unloading shots of extras.

"They got a front end shot with me in it," he said later, "and two of the rear end of the car as it moved from the platform into the tunnel. First movie job I was ever in!"

Glendale cars were brought in on Track 5 while the movie scenes were taken on Tracks 1 and 2.

Both Operator Pace and Stationmaster *Frank Nuzum* were praised highly by motion picture officials for their helpful actions, according to *Frank Screech*, who acted as Metro traffic representative.

Construction at Van Nuys being inspected by Mr. Rowe.



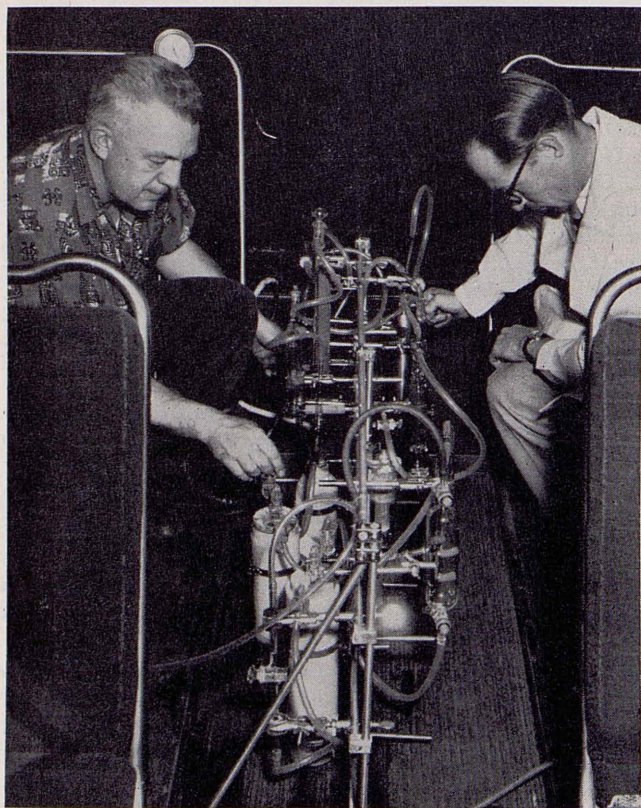
METRO DIESELS DON'T CAUSE SMOG

A CLEAN BILL OF HEALTH was recently given Metro's diesel-powered motor coaches in connection with the SMOG problem in the Los Angeles metropolitan area.

As a result of tests conducted by two independent engineering laboratories — the Smith-Emery Company of Los Angeles, and the Consolidated Engineering Corporation of Pasadena—it was conclusively shown that the GMC diesel engine exhaust is free from (1) air pollutants which cause smog, and (2) carbon monoxide.

Up to the time of the tests, Metropolitan already had made considerable progress toward the elimination of smoke and odorous exhaust fumes through an extensive program of engine overhaul and the establishment of a rigid maintenance program.

TEST APPARATUS as set up in the test bus, Coach 2797, by Smith-Emery Co. Chemist E. N. Rockwell, right, and his assistant, Kenneth Drenon. Mr. Rockwell's hand is holding the shut-off valve of a stainless steel "bomb" used to collect the exhaust gases. White tube tapped into manifold is beyond Mr. Drenon's knee. The entire set-up was clamped rigidly to the bus.



The decision to make the diesel exhaust tests was made during the course of the public hearings before the Los Angeles Board of Public Utilities and Transportation on Metro's proposals to replace streetcars on Hollywood Boulevard and the Glendale-Burbank Line with an all-motor coach service.

The purpose of these tests was to determine whether the diesel exhaust contains any unsaturated hydrocarbons. These invisible irritants are present in gasoline engine exhausts and are considered to be the principal cause of eye and lung irritation, as well as crop damage.

Using a diesel coach with over 100,000 miles of service, including 20,000 miles of travel since its last engine overhaul, comprehensive road tests were conducted over a three-day period. Samples of the exhaust fumes were collected in bottles by means of a $\frac{3}{8}$ inch copper tube tapped into the exhaust manifold. Chemists from the Smith-Emery Co. set up the apparatus, and were assisted on the road tests by Metro's Clarence J. Hatzler, automotive instructor, and George H. Wells, mechanical service supervisor.

Samples were all taken on the road with the engine operating under four different conditions, namely: constant speed, idling, acceleration and deceleration. These samples were then analyzed in the Consolidated Engineering

laboratory by means of an electronic mass spectrometer.

Shortly before the tests were made, Metro had changed over to an even finer diesel fuel than had been earlier available. At the company's request, Standard Oil Company of California began producing a fuel in which the heavier products of distillation were eliminated, and it was this fuel which was used during the tests. The same type fuel is now being exclusively used in all of Metro's diesel coaches.

The test procedures were set up with the assistance of Metro's general attorney, *Waldo K. Greimer*, who is also a qualified civil engineer; *Ray W. Anderson*, superintendent of equipment; *Dr. Martin A. Elliott*, research consultant to the U. S. Bureau of Mines and a member of the faculty of the Illinois Institute of Technology; *Daryl Lemaux*, of GMC Truck and Coach division; and *Hugh MacPherson* and *Jack Payne*, chemists at California Research Institute, an affiliate of Standard Oil Company of California. Dr. Elliott and Mr. Lemaux also testified at the hearing before the City Board.

As a result of these tests, Metro now points out that its diesel coaches actually help solve the smog problem, since each motor coach replaces about 40 gasoline automobiles, which are considered to be among the primary offenders.

WATER-CLEAR —
That's the appearance of the new-type diesel fuel now being used in Metro's coaches.





Are You Throwing Your \$\$\$ Away?

DID YOU KNOW THAT:

1. During the calendar year 1953, your earnings paid by Metropolitan Coach Lines, up to \$3,000.00, were subject to State Disability Insurance and 1% was deducted for this purpose.

If, during the calendar year 1953, you worked for two or more employers subject to the State or Voluntary Plan Disability Insurance, and your deductions totaled more than \$30.00 for the year, you are entitled to a refund for amount paid to the State for its plan in excess of \$30.00.

To obtain refund for overpayment of Disability Insurance paid to the State for 1953, claim for refund must be filed with the State of California on or before June 30, 1954.

2. During the calendar year 1953, your earnings paid by Metropolitan Coach Lines, up to \$3,600.00, were subject to 1½% deduction for Federal Old Age Benefit. Effective January 1, 1954, your earnings paid by Metropolitan Coach Lines, up to \$3,600.00, became subject to 2% deduction for Federal Old Age Benefit.

If, during the calendar year 1953, you worked for two or more employers subject to the Federal Old Age Benefit deductions and your deductions totaled

more than \$54.00 for the year, you are entitled to a refund for amount paid in excess of \$54.00.

Special refund for excess payments under the Federal Old Age Benefit could have been claimed together with your Federal Withholding Deduction on Form 1040 or 1040-A, in payment of your Federal Income Tax. The excess payment would reduce the amount payable for Federal Income Tax or increase the amount of refund claimed for overpayment of your income tax. If this claim was not made, and refund is desired, you may file special refund form prior to December 31, 1954, claiming amount of overpayment.

If all your service during 1953 up to October 1 was with the Pacific Electric Railway Company, you are not entitled to a refund, because your earnings from Pacific Electric were not taxed for above purposes.

Forms and necessary instructions for filing claims for refunds may be obtained from the personnel department, Room 689 Pacific Electric Building, 610 South Main Street.

For further information, call *W. C. Scholl*, manager of personnel, TRinity 2792, Extension 76.

Check Your Next Pay Slip

"THE SOCIAL SECURITY benefits to which you and members of your family may be entitled depend on the amount of covered earnings that are properly credited to your social security account," says Auditor *E. H. Uecker*.

"It is our obligation and our intent to report properly the earnings of each of our employees," he continued.

"You can help us make certain that we are correctly reporting your earnings. Look at your social security account number on your pay slip. Is it the same number as on your social security card? If it isn't,

notify the Auditor's office, Room 607, at once. Is your name on the pay slip the same as on your social security card? If not, notify the Auditor's office.

"The Auditor's office has application blanks which can be used to secure a duplicate of your social security card if it has been lost. Also available are forms to be used when names have changed because of marriage or other reasons.

"Take a look at your next pay slip. Compare the information with that on your social security card. If they are not in agreement, please get in touch with the Auditor's office. Help us to help you."

Old Hat To Us

FRINGE PARKING, a topic of seemingly more and more intense interest to transit companies over the nation, has been in use on Pacific Electric and Metropolitan passenger lines for years.

Passengers are parking their cars and catching their Metro schedules at the following points:

Sierra Vista, El Monte Station, Pomona Station, North Hollywood Station, Watts Station, Dominguez Substation, Lynwood Station, Atlantic and Fernwood (PE right of way), Bellflower Station, North Long Beach (Willow Street), Monrovia Station, Monte Sano, and Burbank Municipal parking lot.

"GOOD WILL TO MEN"

COURTESY in word and deed, along with skill and safety in operation, has brought many letters of commendation for Metro operators as well as some for other employees since the last issue of the METRO COACH NEWS.

Many commendations received too late for inclusion here, will appear in the June issue.

Operators—All Districts

W. C. Aldrich — consideration for the elderly.

C. R. Ammons "took time" to assist a patron with baggage and gave detailed information on how to reach destination.

T. J. Baker: Passenger was able to keep an important appointment because he waited for her.

Harry Barrish rendered courteous assistance to patron.

H. V. Beeson: "... most courteous and helpful."

W. H. Biehl's painstaking efforts are deeply appreciated by his passengers.

D. D. Campbell commended for courtesy and efficiency.

H. N. Chambers generates a spirit of friendliness and patron reports he "... feels the pulse of his riders."

Arthur Charleston: "... is very courteous and very pleasant."

G. E. Chastain efficiently operated his coach through high water.

R. M. Collins is highly praised for his kindness and patience.

E. H. Dickerson: "... is never too busy to answer questions."

E. L. Donald's smooth and efficient operation increases the passengers' comfort.

K. D. Draper accommodated a young lady by recovering her purse.

D. H. Faris (two letters): "... a really capable driver" and a most courteous operator.

T. E. Holbrook operated his bus in a masterly fashion.

H. R. Kerley's cheerful confidence prevented passengers from becoming frightened during flood condition.

A. E. King pushed a stalled car off tracks, thereby preventing delay in service.

E. H. Kirk: "... has the welfare of his employer at heart — also that of his passengers."

W. R. Kivett calls the streets so that he can be understood.

Willard Kressin (two letters): for his courtesy, pleasant smile and helpful attitude.

J. L. Lindsay: his courtesy and helpfulness were reported.

Martin McBrayer — conscientious service to the public.

William Menges patiently gives information and answers questions.

Frank Mieczkowski showed every kindness to a passenger without money or identification.

B. R. Myrick made a passenger's rainy-day ride a most enjoyable one.

C. W. Neel's efforts to help were appreciated by all on bus.

John Nickel: "... the most outstanding man I have ever encountered in connection with public conveyances."

J. P. Page (two letters): his courtesy and patience were impressive.

J. H. Reeves went out of his way to return child's coat left on coach.

Bus Driver Saves Flat Car Runaway

Los Angeles, California
March 13, 1954

Metro Coach Lines
Sierra Vista Line



A. L. LUCKIE

I was a passenger on Bus No. 2875, Operator *A. L. Luckie*, #2055, on Saturday 13, between 12:30 and 1:00 p.m., and saw this deed done. Now there is some track left in the vicinity of Huntington Drive and Soto Street. Two flat cars were standing there on which two boys had released the brakes. When they saw the cars start down grade, the boys jumped off. The operator saw what was taking place, stopped his bus, and in a cool manner ran over, set the brakes, stopped the cars, and also blocked the wheels. He said nothing, but got back on his bus and continued his run in a

cool way that showed he knew his job.

This could have been a great disaster, as cars down grade gain speed and run wild without brakes. But that was prevented by Operator #2055.

The company has shown me that they have in their employ good cool-headed operators—which means *safety* in travel . . .

Yours truly,
WILLIAM E. EPPERSON

Commendations

R. B. Schaffer waits with a smile for those running to catch his bus.

J. H. Schmitt, now Division Clerk — (two letters): He is commended for his courteous, efficient and friendly manner.

R. G. Seymour “. . . is always pleasant, which counts for a lot.”

D. P. Slatkin stopped his bus and helped an aged woman across the street.

W. A. Smith was very tolerant and patient under circumstances which might have annoyed some.

L. L. Spring, through a courteous and thoughtful act, assisted a mother and son to destination.

John A. Walker “. . . went out of his way to be helpful — particularly to elderly people.”

J. A. Warren displayed kindness toward an old couple who seemed to be lost.

H. A. Wilks receives superlative

praise in letter written by eleven patrons who ride his bus.

H. L. Woodford's calm performance of his duties pleases a passenger.

T. J. Zito is commended for his pleasant manner.

Other Commendations

Information operators and *operators on the Santa Monica lines* were commended by a passenger who stated, “I think that the Metro service is wonderful in comparison with that I found in New York, where I spent two months; and in Europe, where I spent two years.”

Patrolman R. V. Mott, of the special agents department: “The most efficient officer, in every way, that I have ever seen—and I, at one time, was a secretary in a court, where city police and state police came in every day . . . He is most kind to . . . persons in any kind of distress.”

Teachers Taught

A SOCIOLOGY CLASS of the East Los Angeles Junior College received a short but intensive course in various aspects of mass transportation when its 27 members—largely teachers in the Los Angeles schools—toured Macy Terminal last March 17. Operator of the coach used was *Henry W. Fisher*.

The class was studying at the time the economic resources of the community.

Headed by President *J. L. Haugh*, a battery of experts discussed the numerous phases of Metro's operations, with Public Relations Director *R. O. Christiansen* acting as master of ceremonies on the tour.

Coach maintenance was discussed by *George H. Wells*, mechanical service supervisor, while the group were at Macy Street. Brought to Sixth and Main by Operator *Fisher*, they then assembled in the president's conference room, where coffee and cookies were served. President *Haugh* welcomed them there, discussed the importance of coaches on freeways, and described Metro's long-range program for purchasing equipment and building terminals.

Other speakers following Mr. *Haugh* included *R. L. Woodrow*, chief instructor, on the subject of training and safety; *Howard Beardsley*, senior schedule supervisor, on the construction of schedules; and *E. H. Uecker*, auditor, on the new IBM system.

The excellent organization of the tour by Mr. *Christiansen*, as well as the carefully prepared lectures by all concerned, drew great praise, both verbal and in subsequent letter form, from nearly all the listeners.

Metro was one of several tours taken by the class. According to reports the students filed with the Merchants' and Manufacturers Association (which cooperates with the college in this course), the Metro tour was rated among the first three in value, in answer to the following:

1. The place I learned the most.
2. The tour of most use to me in teaching.
3. The best all-around tour.

In the third category, Metro was rated first by a good margin, according to the M&M.

'Best Information Bureau'— 'Polite and Patient Bus Drivers'

January 25, 1954

MR. J. L. HAUGH

Dear Sir:

After many years of travelling and visiting in practically every large city in the U.S. I wish to compliment Los Angeles on having the best *Information Bureau* I have encountered.

The desk at the Sixth and Main Station is handled so capably by a grey-haired pleasant woman who wears two little bows in her hair.* I have watched her carefully; she is a “find.” Any Eastern City would like to have her as a “good will greeter!” No matter what the question or by whom it is asked, she answers with the same courtesy and efficiency.

I am returning to Boston after a three-month stay in your city made more pleasant and profitable by your helpful information clerk and by your polite and patient bus drivers, especially on the Wilshire line.

My compliments to a company doing a good job under trying traffic conditions.

Yours truly,

(signed) MARIE AUMONT
(Mrs. R. M. Aumont)

*Mrs. Catherine Haldeman.—Editor.

VARIETY LINES

Medical Staff Praised

THE FINE WORK of the Hospital Association is enthusiastically commended by A. M. Brouwer, operator and relief terminal foreman who spent 10 days in the hospital last March.

"I couldn't ask for better service than I got from Dr. Heringman, Dr. Brenner, and the whole staff of the Santa Fe Hospital," says Mr. Brouwer.

With 25 years of service to his credit on April 19, he added, speaking from an experience of that duration:

"This was my third trip to the hospital, and I couldn't have asked for better treatment than I have received on all three occasions. I feel that the Hospital Association has always given the very best of service.

"Dr. Heringman, our chief surgeon, seems to take a personal interest in each case. When my wife called to make arrangements to get me to the hospital, he offered to send an ambulance if I had no quick way of getting there.

"Either Dr. Heringman or Dr. Brenner was in to see me every day," said Mr. Brouwer, who planned to be back at work about May 1.

Post Changes Name

POST NO. 321 of the American Legion has changed its name from Pacific Electric Railway Post to Pacific Electric-Metropolitan Coach Transportation Post, by an April decision of the membership under the leadership of Commander *Floyd W. Starkey*.

The change in name reflects not only future but also present membership. A considerable number of the present members are now employed by Metro, according to Adjutant *John W. Foore*.

The new post title "may be conveniently abbreviated in our contracts with other posts to 'PE-Metro Post,'" said Foore.

Plaque For Sister

PRESIDENT *Jesse L. Haugh* flew to New York April 27 to accept a silver plaque from the American Transit Association on behalf of Metro's sister company, the San Diego Transit System, whose 1953 safety record was rated best of 50 companies in its class in the U. S. and Canada by the ATA.

(The class includes companies serving cities of 250,000 to 600,000 population.)

This is the second time the plaque has been won by the San Diego company. The first time was in 1949, after Mr. Haugh had been its president for a full year.

Congratulations, San Diego!

Auto Repairer Dies

ALFRED ANDERSON, Macy auto repairer, checked out on Friday, February 19, to enjoy a pleasant week-end. The next day he died.

Born June 22, 1903, in Texas, Alfred came to Los Angeles in 1923, and on July 12, 1926, went to work for the Pacific Electric Railway Co. as a car cleaner. In the days of the 002, he worked with the wrecking crew. During his career he worked at Torrance, Sixth and Main, Alhambra, and Macy Garage.

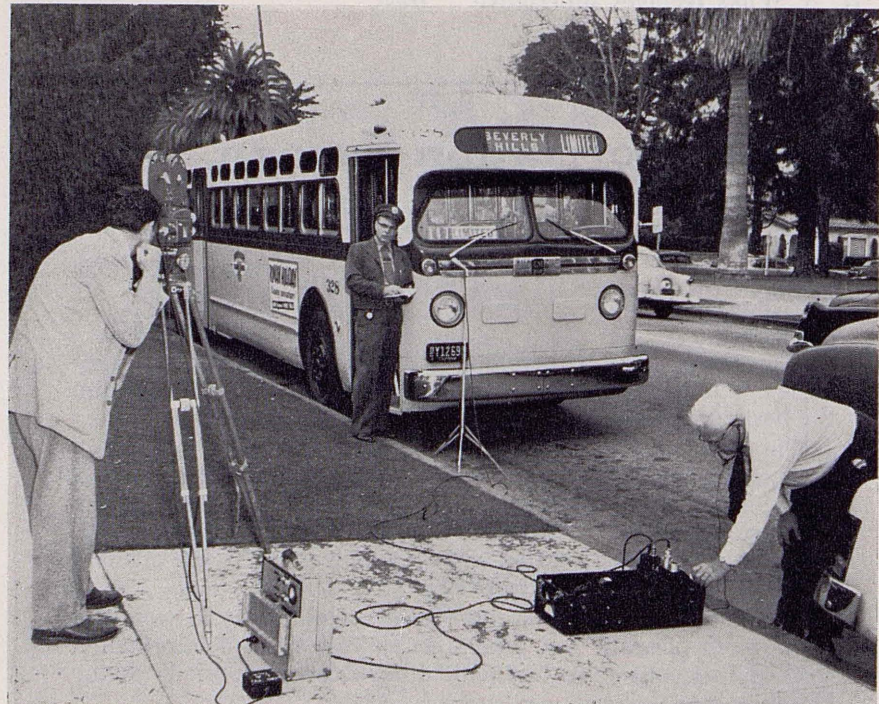
"The day in 1950 when he became an auto repairer was one of the happiest of his life," according to his wife.

"Hunting was one of his greatest delights," she said. "His old '30 Ford was next."

Anderson was known as a hard and faithful worker, always with a ready smile.



Alfred Anderson



CAMERA! SOUND! ACTION!—J. W. Jeffus, Ocean Park operator, expresses his views on proper treatment of juvenile delinquents for CBS News-Films Cameraman Fred Dieterich and Sound Man Jimmy Duffy in a film sequence taken near Beverly Hills Station Tuesday, March 9. The film was nationally telecast as part of a roving reporter type of show on the question, "Do you think juvenile delinquents should be sent to reform school?"—"No," said Mr. Jeffus, "let them be boarded out with families in small towns away from the crime-producing elements of big city life." Assistant Chief Supervisor C. H. Cooper and Photographer Al Rommel (who took photo) appeared in TV sequence as passengers boarding and leaving bus.



RETIREMENT GIFT—Supt. John D. Puffer presents substantial check to retiring stationmaster, Ray S. Harmon, right center, at friends gather around. From left are Charles Hatfield, R. W. Krafft (terminal foreman), Lorie Fortner, C. E. Humphrey, F. A. Groftholdt (supervisor), Jack Stewart (assistant super-

intendent), R. B. Hardy, W. C. Scholl (manager of personnel), K. C. Kemp, Mr. Puffer, R. P. Wilmott, V. C. Prettyman, Mr. Harmon, J. H. Elsmore, J. L. Patterson, E. E. Goodman, R. E. Hubbard, Ben F. Blair, and C. B. Rummans. Many expressions of friendship and good wishes followed presentation of the gift.

RAY HARMON RETIRES

FIRST SUPERVISORY EMPLOYEE to retire from Metropolitan Coach Lines was Stationmaster *Ray S. Harmon*, known by sight, if not by name, to thousands who board trains at the Metropolitan Coach Lines station at Sixth and Main Streets. He retired on Friday, March 12, after 39½ years of service with Metro and its predecessor, the Pacific Electric Railway Company.

To residents of the San Gabriel Valley, Ray is perhaps better known as a camellia grower. A Pacific Electric man since 1914, he was off for some time in 1933 with heart trouble. Along with his PE work, he had been raising chickens. His doctor advised him to sell the chickens to lessen the strain on his heart, and Ray followed that advice.

But a friend who had several camellias suggested that growing them might be a good way for Harmon to spend his enforced leisure. So the stationmaster built some rooting beds, planted some cuttings, and had fine success. Inside a year he had 1500 plants.

A mild-spoken, friendly individual, Mr. Harmon carries about him an air of quiet inner strength common only to those who are at peace with themselves and the world. The fact that he lost his right hand, part of his left, and part of a foot in a freight accident in 1916 appears not to have spoiled a sunny disposition, or even to have interfered appreciably with his physical efficiency.

An off-the-cuff remark he was overheard to make about flower-lovers applies with force to himself.

"When people come to my place to buy flowers, I've noticed," he says, "that those who love flowers well usually have outstanding personalities and sunny, friendly dispositions."

He was nevertheless obliged to leave his job of freight brakeman for the less physically exacting job of gateman and later towerman. Since 1920 he had been stationmaster on the Sixth and Main Viaduct. However, he does his own grafting — a tricky job for the hands — and even built his own 90-by-30-foot lath house.

But, Mrs. Harmon's help in taping the grafts after he has made them — as well as the innumerable other ways in which a loving wife can and does help her husband — is a topic on which he dwells with pride and affection, despite his independence.

As a parting gift, fellow-employees gave Mr. Harmon a good-sized gift check. Presentation was made by Supt. *John D. Puffer*, who paid tribute to Mr. Harmon's loyal service.

FLASH

As we go to press, news reaches us of the death of the father of Supt. of Equipment *Ray W. Anderson* on April 26, and that of the mother of Foreman *Carl L. Cross*, of the unit repair shop, on April 25. All employees extend sympathy.

WELCOME

New Employees!

A HEARTY WELCOME to the following new employees who entered MCL service during February and March, according to records of the Personnel Department:

Accounting Department

MAIL & FILE CLERKS: Frederick O. Shafer and Ronald J. Sims.

TABULATOR OPERATOR: Roger F. Donovan.

Maintenance & Equipment Department

CLEANER OPERATORS: Roger N. Dove, Samuel Harris and Young C. Nelson.

PAINTERS: Robert W. Brown, John De Pompa and George R. Reinert.

SPRAY PAINTER: James S. Baldwin.

Schedule Bureau

TYPIST: Donald G. Farwell.

TYPIST-CLERK: Patrick N. Moore.

Transportation Department

EXTRA CLERK: Emil S. Guy.

EXTRA JANITORS: Thaymon Guinn and Claudia L. Jennings.

Operators

OCEAN PARK TERMINAL: Robert B. Badgero, Edward D. Bumbalough, James L. McKane and Meredith W. Stevenson.

SUBWAY TERMINAL: George A. Cordier and Albert C. McClain, Jr.

WEST HOLLYWOOD TERMINAL: Albert S. Boyd, James C. Burdyslaw, Lawrence E. Herman, William E. Holder, Hugh B. McClure, Edison W. Patrick, Glenn E. Waite and Bonner F. Williams.

TYPIST CLERK: Marie C. Dever.

MacNALLY SPEAKS

"MASS TRANSPORTATION, Present and Future," was the topic of a speech made by Vice-President and General Manager *R. F. MacNally* before the American Society of Civil Engineers on Wednesday, April 21, at a dinner meeting in the Redwood House.



By JEAN MCGILL AND JEANETTE PARTOUT

ALMA'S DAUGHTER WEDS

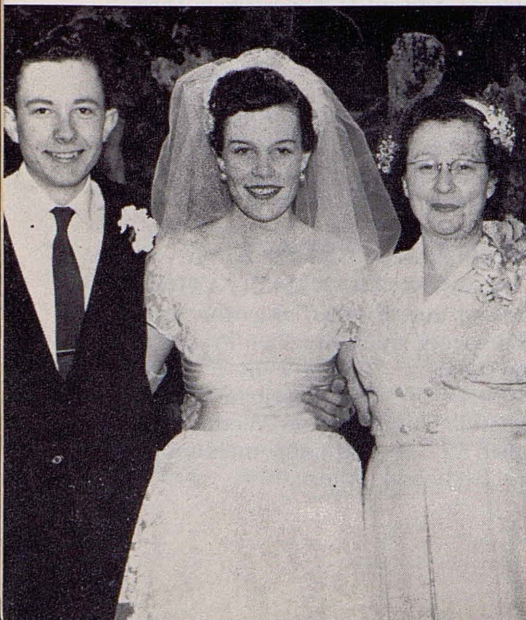
THE FIRST DAY of spring brought *Alma Potter* of payroll accounts a new son—(in-law, that is).

Alma's daughter, *Pauline*, became *Mrs. Edward Kennedy, Jr.* on March 21.

A lovely garden in Hollywood was the background for the ceremony which was attended by a number of Alma's old friends from Metro and PE.

The bride and groom chose Palm Springs for their honeymoon.

ALMA & NEWLYWEDS — Mrs. Alma Potter (pay roll accounts), right; her daughter, Pauline, bride; and Edward Kennedy, Jr., groom.



TUCKS 'N' TRUMPETS

AH YES,—what's that saying? "In spring the young man's fancy turns . . ." In our case, it's the "lady's fancy" (whether she be young or old) turning to beautiful clothes!

From all indications, the trend this season is being set in France and Italy, with giant-sized collars on everything and corseted dress bodices and boning in fitted suit jackets. The trend-setting big collar has its own way of broadening the shoulders to balance the hip-line. The hemlines are going to stay put (so they tell us). There will be full skirts and slim ones, and such eye-catching details as tucks or sunburst pleatings, and "trumpet" and "flute" outlines to vary the shape but not the length.

Generally speaking, the color scheme emphasizes navy, beige, black, coral, and lighter blues.

As far as materials go . . . there will be a big splash of silks, including silk linen, silk-and-worsted mixtures, and silk twill, satins, taffetas and velveteens. . . .

* * *

Foil Soil!

TIRED of scrubbing food particles from baking dishes? Try lining dishes with aluminum foil. Another idea is to reheat several foil bundles of leftovers together in a saucepan, adding just a little water. Only one pan to wash!

METRO-PE WEDDING

CONGRATULATIONS to *Mr. and Mrs. Lucius C. Maloney*, whose wedding took place on April 24 at the First Methodist Church of Whittier. After a reception at the church, the happy couple left on a honeymoon trip to Vancouver, B.C.

The bride is the former *Betty Hutchinson*, steno-clerk, schedule bureau. The bridegroom is car distributor in the PE car and freight service bureau. Attending the bride was a close friend, *Helen Ferguson*. Best man was the bridegroom's brother, *Peyton Maloney*.

A gown of white lace and satin was chosen by Betty for her wedding.

Betty and Lucius met three years ago, while working together in the same office. They plan to make their home in Westchester.

BETTY & LUCIUS look at home magazine.



BELLFLOWER SOCIAL

CATCH THE 5:20 WITH DICK PRETTYMAN
AND HAVE A JOLLY EXCURSION

FOR PASSENGERS who take the Los Angeles-Bellflower line at 6:51 a.m. inbound and 5:20 p.m. outbound, there's never a dull moment—not with Conductor V. C. ("Dick") Prettyman aboard to make a jolly excursion out of it.

Fifty-one-year-old Prettyman, who lives at 1934 Cedar St., Long Beach, likes to make people happy. When he's not giving his passengers greeting cards on their birthdays (instead of hat checks), he's setting up tables for card players or staging a grunion hunt for a car-load of commuters.

Social-minded Dick made a wish come true for six of his card-playing passengers on Friday, April 9. When they boarded the 5:20 p.m.

at the Main St. terminal, they found a pair of facing seats roped off for them with a piece of red ribbon. Attached to the ribbon was a sign: "Reserved For Card Players."

Between the seats Dick had set up a folding serving table. On it were scorecards and camellia corsages for the four ladies.

Prettyman, who has been a conductor on the Bellflower run since 1950, says he never saw such a happy bunch of commuters. "Every run is like a party and the people have a great time in friendly conversation," he asserts.

Friday, April 2, Dick jokingly suggested they all go grunion hunting. "They took me seriously," says

Prettyman, "and had a party all arranged for the next night.

"Thirty-six people showed up at my house that evening, not counting my wife and myself. Then we went down to Long Beach, caught two gallons of grunion, and returned to the house, where we fried the whole catch. Incidentally, the party didn't break up until 3:30 a.m."

Prettyman says the "5:20 social" on the road to Bellflower got started in Lakewood about three years ago. A member of the American Bowling Congress, Dick was appearing in a bowling tournament; so his passengers had to see him in action.

"The first thing you know I found myself right in a new social set much to my liking," says Dick. "We've got another grunion hunt planned in June for 42 people."

An enthusiastic bowler, Dick is a member of the state board, American Bowling Congress, and West Coast representative for the ABC in Milwaukee. He is in charge of arrangements and schedules for the ABC's state tournament to be held at Long Beach, May 1 through June 10.

First employed by the Pacific Electric in 1923, Prettyman served as a motor coach operator on the Huntington Park line for several years before going over to the Bellflower line.

The conductor in 1944 married a former schedule bureau clerk, *Myrtle Shaw*, with whom he became acquainted through a common interest in bowling. The couple have made their home in Long Beach since 1946.

Dick was christened *Richard Veston Charles Prettyman*, but he dropped the Richard as superfluous when he came to work for PE. The nickname "Dick," however, has stuck.

"THANKS, Dick!"—That was the word from these Bellflower line commuters to Operator V. C. ("Dick") Prettyman, when he presented them with a television table for card playing, along with corsages for the ladies, who are, from left, Mrs. Sandra Sheets, of Lynwood; and Mrs. Marty Booth, Miss Rose Peters, and Mrs. Pat Roper, all of Bellflower. Standing at rear is Lou Ketring, one of two men in card-playing group. Photo taken Friday, April 9, on 5:20 p.m. train for Bellflower.



Within Our Family Circle

MACY STREET TERMINAL

By LUCILLE BRANN

THE STORK paid a visit to Operator *E. P. Maender* and wife and left a bouncing baby boy, weighing 8 pounds, 3 ounces. He will be known as *John Michael*.

Mr. and Mrs. F. H. Graham made an emergency trip to St. Louis, Missouri, to attend the funeral of *Mrs. Graham's* brother.

Operator and Mrs. L. M. Straley made a train trip to Detroit, Michigan, to pick up a new Buick.

On this page is a model of the frigate, "The Constitution," known as "Old Ironsides," which was just completed by Operator *G. S. LeRoy*. It required about 500 hours to piece together all of the intricate parts, which included: 190 dead-eyes (or pulleys), 87 rigging blocks, 54 cannon, 61 belaying pins, approximately 100 yards of thread, etc., which proves that Operator *LeRoy* possesses quite a talent as a craftsman as well as a great deal of patience.

On Thursday, April 15, an informal gathering was held honoring *E. C. Fox*, former terminal foreman at Macy Street, on his recent



SHIPBUILDER G. S. LeROY

retirement. He was presented a brochure showing a picture of an armchair. The chair itself was de-

livered to his home. A card signed by the many contributors accompanied the brochure.

EASY CHAIR, gift of fellow employees, was delivered to his home while a picture of it is held by retiring Terminal Foreman *Ed C. Fox*. Presentation was made by *F. L. McCulley* (in dark suit next to *Mr. Fox*) at Macy Terminal on Thursday, April 15. In photo from left are Head Buyer *Roy Ewing*, Operator *B. M. Sherrell*, Superintendent of Equipment *Ray W. Anderson*, Operator *G. W. Kinder*, Service Director *Harold Pickler*, Termi-

nal Foreman *S. F. Scott*, Service Director *R. J. Carlson*, Cash Receivers *Lucille Brann* and *Jean B. Hart*, *Mr. McCulley*, Operator *J. L. Lindsay*, *Mr. Fox*, Operators *M. J. Pruett* and *F. H. Richart*, Terminal Foreman *D. B. Van Fleet*, Operator *R. G. Bixler*, Relief Terminal Foreman *R. G. Curnutt*, Operators *R. W. Riley*, *F. H. Graham*, *A. T. Lipford*, and *R. F. Ostrander*. *Mr. Fox's* official retirement date was February 6, after sick leave.



West Hollywood Terminal

By J. R. THOMPSON

WITH THIS ISSUE you have a new reporter here at West Hollywood, namely, yours truly, replacing *J. S. Burton*, who recently has transferred to the Van Nuys area and at present is working as relief division clerk there.

Mr. Burton has written the West Hollywood column for several years and deserves much credit for some very wise words and his commentaries on current events. It is with regret that we lose his worthy efforts to another terminal. We wish him all success in his new job.

All the fellows around here are very pleased with the news that during the summer months, operators will be allowed to wear a certain type of long-sleeved sport shirt. Thank you, Mr. Metro, for the kind consideration of our comfort during the warm days ahead.

On the night of March 18, an instruction class was held at West

Hollywood for the purpose of instructing instructors (line instructors, that is). It was the first meeting of its kind for Metro, and, according to Chief Instructor *R. L. Woodrow*, the meeting was a great success. More such meetings will follow in the future. The class was held in order that a more uniform procedure might be developed in "breaking in" or teaching new students who wish to become operators. The meeting was attended by Assistant Superintendent *Jack Stewart*, eight supervisors and instructors, and about 20 operators.

Jack Story is taking it easy at the present time on orders from the doc, and *C. W. Pennington*, who also has been on the sick list for several weeks, returned to work April 14.

Mother's Day is nearing, so remember her with some kindness to let her know you haven't forgotten her. You can bet your life she hasn't forgotten you!

"What are your feelings regarding the apparent change from streetcars to busses on Hollywood Boulevard?" was the way your reporter phrased a question asked of several of our operators (who are qualified on both rails and rubber tires) in mid-April. (The City Board had at that time okayed the change.) The replies:

"Personally, I like the idea. I prefer to work busses."—*J. T. Rappy*.

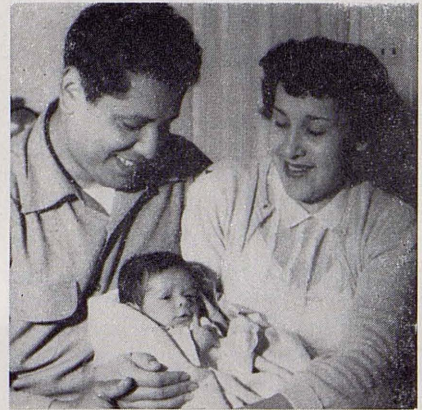
"I think, in view of today's traffic conditions, it is the best thing that could happen."—*R. A. Moen*.

"It makes no difference to me one way or another."—*A. C. Panzarillo*.

"I'm in favor of busses because they are more flexible and eliminate a traffic hazard: you can load passengers at curbs—a great improvement."—*A. B. Bogartz*.

"I enjoy operating streetcars as a diversion from bus operation, and not knowing the details of the change have made no decision one way or another."—*D. S. Tebbetts*.

"I think busses will be better on account of the heavy traffic, and in my estimation they are easier to operate."—*J. E. Ingram*.



NEWCOMER—Charles, son of Mr. and Mrs. Pasqual C. ("Pat") Palacios, was just 21—days old, we mean—when Geo. Kyron took this picture of the Palacios family. The baby was born Mar. 10 at 1:28 a.m., at Las Campanas Hosp., Compton. Stockman at Macy, Pat worked at the Torrance store from 1943 - 1953.

West Hollywood
Proudly Presents
M. L. GODDARD



MR. GODDARD started working for Pacific Electric in April, 1946, and since then has made many friends with his pleasing personality and his willingness to lend his assistance whenever and wherever it is needed. Before his PE employment he served a hitch in the merchant marine.

MACY MAN WEDS

WEDDING VOWS were taken last March 6 by *Juneval S. Fore*, senior cleaner-operator, Macy Garage, and *Miss Grace Jordan*.

The ceremony was performed by Bishop White at Christ Temple Church, 54th Street and Hooper Avenue. Afterwards, the couple honeymooned at San Diego and Tijuana.

Mr. Fore, who started with PE as blacksmith's helper in 1945, is at the top of the list in seniority as cleaner-operator. The bride has been a student of stenography and bookkeeping.

Mrs. *Jessie Jacobs*, a former employee of Pacific Electric, will give a reception for some 300 guests in honor of the newlyweds at her home at a future date as yet not determined.

The couple are building a home on 118th Street near Wilmington Boulevard.

NEWLYWEDS—Mr. and Mrs. Juneval S. Fore. Photo by Jesse Crump, Macy.



ACCOUNTING DEPARTMENT

By THE SCRIBBLER

REMEMBER THIS—"Somebody else is getting paid for knowing what you don't know."

That bears thinking about — And don't ever believe that women tell everything they know — we've been snooping and prying around to get a few notes for the column, and all we came up with was this:

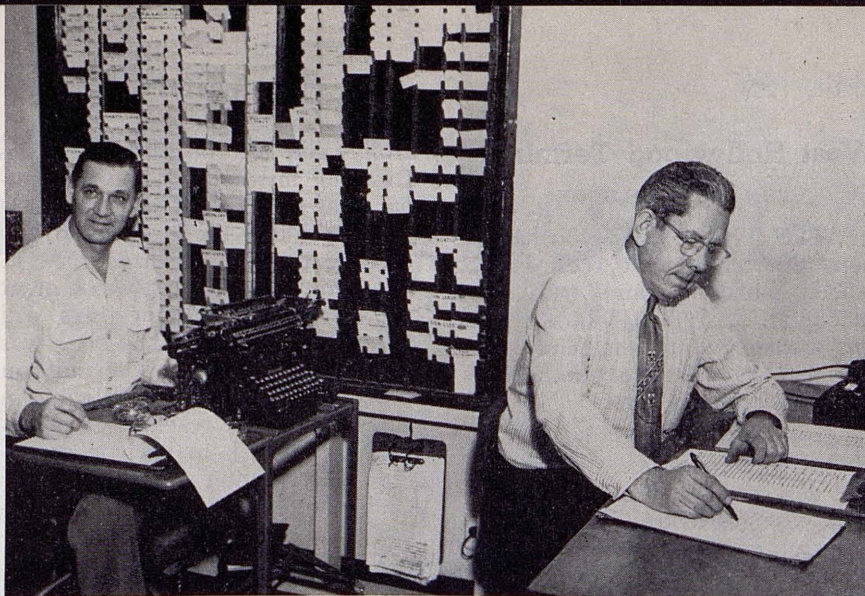
Ethel Chandler took off for Santa Rosa to join the gab-fest of the Women of the Loyal Order of the Moose at their midwinter conference. Wonder what sort of noise lady mooses make?

Speaking of noise — what a merry time the accounting department is having keeping time with the token counter, the tick-o-meter (that machine that clatters the tickets through its complicated mechanism and comes up with the right answer), the comptometers, the typewriters and the telephones! This is certainly the mechanical age, and from all we hear, it isn't half as mechanical as it's going to be when the back office is finished, and the payroll department moves in and the new IBM robots overflow into the ex-payroll room!

One of the IMB operators, *Pauline Nisbet*, is just as spry on the piano keys as she is on the robot, and as a member of the Metro-PE Glee Club, she pinch-hits for *Helen Everett*, regular pianist. If you listen you can hear her at the PE Club piano some evening or noon.

Palm Sunday brought the robed Glee Club out en masse, when they participated in the regular Sunday morning service at General Hospital, by singing the anthems, one of which was written by the father of *Robert W. Forcier* of PE. It was a privilege to serve as choristers to these ailing folk who are confined to bed and wheel chair — Chaplain Falcon's sermon was an inspiration. An invitation to return for the Christmas programs will, we believe, be joyfully accepted.

With a welcome to *Ruth Saylor*, *Margaret Grace* and *Jim Sims* and a good-bye to *Marilyn Jarvis* and *Harvey Larsen*, we'll sign off.



IN NEW QUARTERS—Office of the Macy Terminal Foreman was changed last March 12 from the Macy Club House to the first floor of the office building near the bus washer. Here are Terminal Foreman D. B. Van Fleet, right, and Relief Foreman R. G. Curnutt, busy in their new quarters. The receiving cashier also has new quarters there (see photo of Lucille Brann in IBM story). "All in all, a very good set-up," says Mr. Van Fleet, "because we're closer to the coaches and the repair facilities. Of course, these quarters are only temporary; we'll move into a fine new building over here at Macy Street some day.

BOWLING NEWS

By CHARLIE HILL

THE SCHEDULE of the PE Bowling Leagues came to a close on April 16, and it was a dramatic finish, particularly in the 6:15 P.M. Branch. Two weeks earlier the then third-place PE Club team squeezed into the lead by a lone point when it nipped the then first-place Lucky Strikes for four points while the lady Amazons were overpowering the second place BRC Railers.

The last game of the final night really decided the issue, which game the Clubmen lost, but once again the girls showed their prowess as the BRC Railettes rolled a neat 912 encounter against the Lucky Strikes to knock them out of a possible tie for first-place honors. It was a grand finale for the PE Club, and we congratulate *Gene Harrison*, el capitan, and his team members — *Burleigh Manley*, *Harold Smith*, *Walter Lohman*, and *Johnnie Stockberger*.

The Glendale team is the champ of the 8:30 P.M. Branch. This team has certainly shown to the bowling world what may be accomplished by staying in there just pitching all the time. It was with considerable difficulty that the team became organized, but once it got rolling it gradually went to the top spot and held that position from February 5 on. Captain *Jimmie Waseloff*, *Bill Papeika*, *Floyd Shockley*, *Johnnie*

Speer, and *Woody Collette* deserve a lot of credit and congratulations for their fine showing. The team was also ably assisted by *George Garrison*, whose illness forced him to retire from action on the team after January 29.

The Glendale and PE Club teams were scheduled to have a play-off to determine the leagues' championship and the winner of the *O. A. Smith* perpetual trophy, in the final sweepstakes on April 23. A head-pin tournament was also scheduled on the same evening following the sweeper.

The annual banquet and dance will take place on May 7, at the Old Dixie Barbeque, when *Reed O. Christiansen*, Metro public relations director, acts as master of ceremonies. Details of this event and the various prize winners will be covered in the next issue of METROPOLITAN COACH NEWS.

ROD AND GUN CLUB

By ARLIE SKELTON

JUST A REMINDER of our annual outing to Lake Arrowhead for the 1954 opening of trout season, Saturday, May 1. Meals and lodging will be available at Alpine Terrace, as in past years, and our usual 25 boats are reserved at the village boat landing dock.

This being our 30th anniversary outing to Lake Arrowhead, we mean to make it extra special.



TICKET SALES records are discussed by Agent William H. Hambly, right, and Relief Clerk James J. Battles. Station sells many Greyhound as well as Metro tickets.



Photo courtesy San Bernardino Sun

QUEEN Barbara Webb of the Orange Show, 1954 edition.

SAN BERNARDINO

METRO AGENTS AND THEIR CITIES

GATEWAY to both mountain and desert resorts; meeting point of three transcontinental railroads; home of the National Orange Show; an important center of Air Force activities; county seat of the largest county (20,000 square miles) in the U. S.; dwelling place of 75,000 people and market center for 300,000—that's San Bernardino, which was named in 1810 by Padre Dumetz, settled in 1852 by Mormons, and is expanding rapidly in both population and industry.

In the heart of this thriving city, at 551 Third Street, is the busy Metropolitan Coach Lines station, presided over by Agent William H. ("Bill") Hambly and a force of eight.

MOVIE-STRUCK—Agent Hambly, enthusiastic home movie photographer, shoots a fire-horse design at the National Orange Show.



Each day, 58 schedules arrive and a like number leave on Metro's Lines 62 and 63, to and from Los Angeles, Riverside, and Redlands. Greyhound and other schedules total 83 in and 82 out each day. Bill and his clerks keep fully occupied selling tickets, giving information, and handling baggage for the crowds that throng the station. Compiling daily and monthly reports is likewise a time-consuming, though necessary, job.

At present, Bill lives in Pomona and commutes each day to his work.



CUSTODIANS—From left, Reginald Lacey, Jessie Lilly (head), and Thaymon Guinn.

IN THE TICKET OFFICE—From left, Clarice Davis and Alvy Jacquot, ticket clerks; Allen Follin, relief baggage and ticket clerk; and Virginia Nunes, ticket clerk-cashier. Edwin Fogle, regular baggage and ticket clerk, was unable to be present for the picture. A mighty busy office!



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



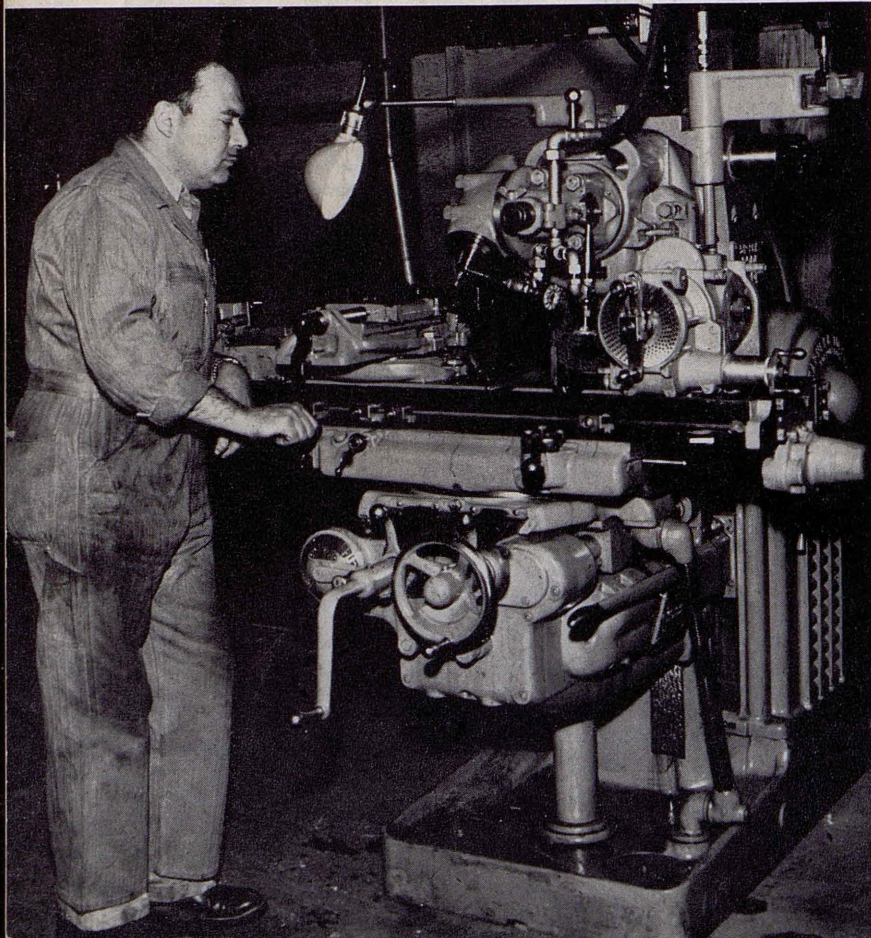
UNIT OVERHAUL SHOP CREW—Front row, from left: W. W. Hammerli, H. K. Bradbury, Harry Bayliss, William Griffiths, H. T. Nelson, E. F. Duckum, Frank Casagrande, S. E. Carleton, Herberito Alejandro, Jack De-Yager, Thomas Matten, Lorenzo Holquin, Jr., E. F. Lancaster, A. E. Perham, A. O. Draviner, Roy Holder, E. N. Rosenkrantz, Roland Sprunk. Others, from left: A. W. White, J. L. Mosqueda, H. C. Zarp, S. J. Cygan, D. R. Ludowic, E. C. Hoffman, J. L. Stinson, J. R. Pokorski,

L. E. Barry, A. R. Chandler, C. H. Sellers, Vinton Waldorf, E. F. Tipton, J. F. Chachere, G. L. Kimmet, G. W. Van Ness, R. L. Gish, W. R. Brown, J. D. Woodhams, S. C. Hauze, V. E. Bliss, M. W. Duvingneaud, J. J. Supple, R. H. Fassbender, R. L. Chase, Eugene Hall, L. P. Johnston, Harry Fielding, A. W. Ghezzi, Jacob Kohl, M. J. Edwards, William Evans, Jr., and C. L. Cross (foreman). Most of these employees came up from the Torrance shops, where heavy repairs used to be made.

HEAVY REPAIRS MOVE TO MACY

(In Mid-February, Carl Cross and His Unit Repair Group Moved up from Torrance)

MILLING MACHINE being operated by Machinist Earl Duckum. Equipped with all kinds of attachments, this machine will cut metal into almost any desired shape. It will make gears, splines, key ways, flat surfaces, automotive parts, etc.—“It’ll cut anything it can hold,” says Earl.



CARL L. CROSS, foreman, unit repair shop, shows new-type soft hammer with replaceable plastic faces. It lasts far longer than lead hammer, and no chips fly off.

BUS ENGINE SITS on special adjustable dolly which eliminates need for chain hoists, etc., in removing engines for coach of the 2700 and 2800 class. Edward C. Hoffman, lead man, left, and Stanley C. Hauze, auto machinist, busy working on an engine which has been thus removed.

