

# METRO COACH *News*



FEBRUARY, 1955

Tel. TRinity 2792



*NEW DIVISIONS*

*at El Monte, Long Beach*

(Above: El Monte Garage)

# METRO COACH

## News

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### OUR COVER

THE FLOODLIGHT TOWER at the new \$300,000 El Monte garage and terminal facility rises 100 feet in the air and provides something of a landmark.

Look for it when you come to the grand opening March 4.

For other pictures of the new terminal see pages 6 and 7. These pictures were taken the day after the terminal was opened, and not everything was in perfect order. Since then, brand-new furniture has been placed in the operators' room and the division foreman's office, new black-top has been laid around the operators' building, and much clean-up of the debris incident to construction has been accomplished.

### CORRESPONDENTS

Lucile Brann.....	Macy Terminal
John S. Burton.....	Van Nuys Terminal
E. F. Gilligan.....	Ocean Park Terminal
Charlie Hill.....	Bowling News
Paul Kari.....	Claim Department
William J. Lockhart.....	
Jean McGill.....	Hemlines
Marge Zimmer.....	
Ralph P. Murphy.....	Macy Garage
"The Scribbler".....	Accounting Department
J. R. Thompson.....	West Hollywood Terminal

### PHOTOGRAPHY

Harley B. Talbott

Al Rommel

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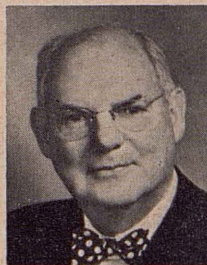
Telephone: TRinity 2792

April Deadline: March 28



## The Laws Must Be Changed!

ONE YEAR AGO, this space was devoted to a discussion of the problems of taxation and regulation under the title, "We're Over-Taxed and Over-Regulated." At that time I had just testified before the State Senate Committee on Highways, Streets and Bridges, proposing some ways in which the burdens of over-taxation and over-regulation could be lightened for transit companies in California.



J. L. HAUGH

The legislature is now in session for the first time since then, and we have as yet had no relief. One of the results is that we sustained a net loss of \$176,562 on our combined rail and motor coach operations for the year 1954. Our operating revenue for the year amounted to \$16,436,253, against which were operating costs of \$16,266,237, plus other costs, including income tax and interest on the debt, of \$346,578.

One item which should be attended to by the legislature is a reduction in annual weight fees from \$160 per bus to \$120—the latter being the fee charged before July 1, 1953. This single item alone could have saved us nearly \$30,000 at the rate of \$40 a coach.

Legislation should also be enacted to permit a 10% tolerance for buses on the present maximum weight of 18,000 pounds permissible per axle. Such a variance would enable Metro to take advantage of a standard 51-passenger coach—now used in many cities outside California—that has a loaded weight of 19,800 pounds on the rear axle. Use of this bus would save money and help relieve traffic congestion.

Double taxation is another source of unfairness to transit operators. You, as a private citizen, pay *one* tax, your fuel tax, for the support of highways. Metro, on the other hand, pays *three* taxes for this purpose: the weight fees (\$192,946 last year), the fuel tax (\$541,429 last year), and the motor vehicles transportation license tax of 3% on all revenues earned in unincorporated territory (\$108,002.62 last year).

The 3% transportation tax as now applied laps over into cities where we also pay a franchise fee. We seek to eliminate this duplication.

Other savings might be effected if transit companies were permitted to increase fares in 90 days, subject to review and adjustment by the Public Utilities Commission. This system would eliminate the six to nine months present time lag due to hearings, etc., and enable the company to secure increased revenues at the time they are needed.

Of great importance to the freeway program is the construction of bus stops in the freeways at points convenient to passengers and economically practicable. They should be financed in the same manner as the freeways themselves.

With such legislation on the books, transit companies in California would be in far better position financially to improve service and adequately provide for the public transportation needs.

Presid



U. S. GRANT HIGH SCHOOL BAND of Portland, Oregon, poses for its picture in Pasadena preparatory to a practice session a day or two before the Tournament of Roses parade. In white

is Band Director Harold S. Jeans. The bus at left is one of two Metro coaches chartered by the band during its stay here. In background is banner of high school band from Erie, Penn.

CHARTER COACH SERVICE:

# Fun on New Year's Day

NEW YEAR'S DAY was a glorious adventure to the excited young musicians in the U. S. Grant High School band who came all the way from Portland, Oregon, to take part in the Tournament of Roses parade and the football game.

But they were only one of many holiday-spirited groups which chartered Metro coaches to take them to and from the parade and the Rose Bowl that day.

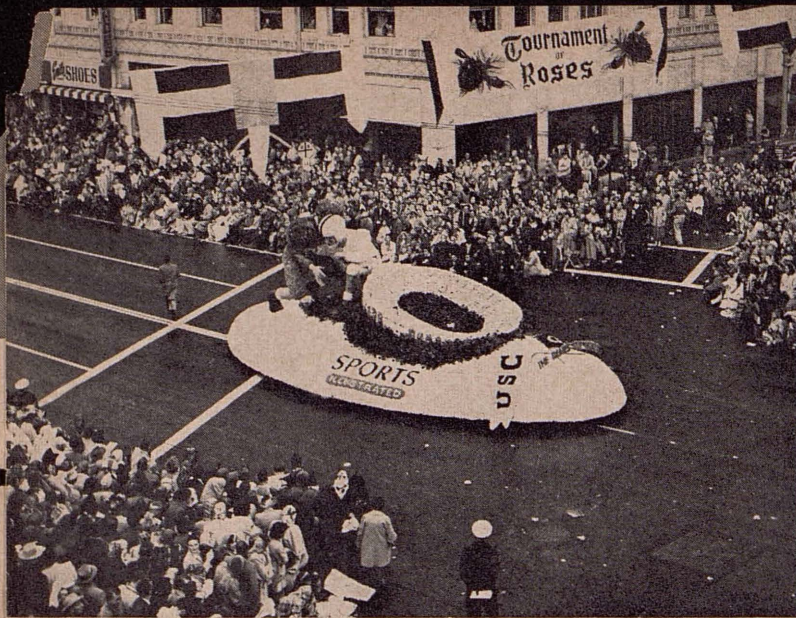
"Suggest a Metro coach to groups you hear of that want charter service," Traffic Representative *Frank Screech* urges employes.

**TROMBONIST** Roland Heath of the Grant band gives **E. E. Greene** a few pointers. Greene decided a bus is easier to steer than Roland's horn.



**DRUM MAJORETTE** Pat Leonard teaches Operator **V. L. Edwards** the proper stance for wielding a baton. He thought the whole idea was fun.





AMONG the interesting sights in the Rose Parade were the football float, left, and the Ohio State Band.

## ASBURY HELPS METRO NEW YEAR'S DAY

THE "WONDERFUL COOPERATION" of Metro's operators was commended by Supt. *John D. Puffer* as the prime factor in handling more than 29,000 passengers in round-trip movements to the Rose Parade and Santa Anita without a single accident on New Year's Day, despite adverse weather conditions.

A total of 205 coaches were used in the special service. To Pasadena, 110 came from Los Angeles, 28 from Long Beach, 5 from Whittier, 7 from Santa Ana, 4 from Pomona, 3 each from El Monte, Fullerton, Riverside, and Bell; and 1 each

from Anaheim and San Bernardino. The Santa Anita traffic required 37 coaches.

These figures do not include Asbury Rapid Transit System traffic. For the first time, Asbury figured as an important factor in Metro New Year's Day operations to Pasadena swelling the total passengers by 8,200 from 29,000 to 37,200.

Asbury's manager of operations, *Thomas Arnott*, also praised highly the efficient, courteous work of his men.

Asbury Rapid Transit System Line 17 operated from Hollywood

via Glendale and Eagle Rock to Holly St. and Fair Oaks Ave. in Pasadena, a location close to the parade route.

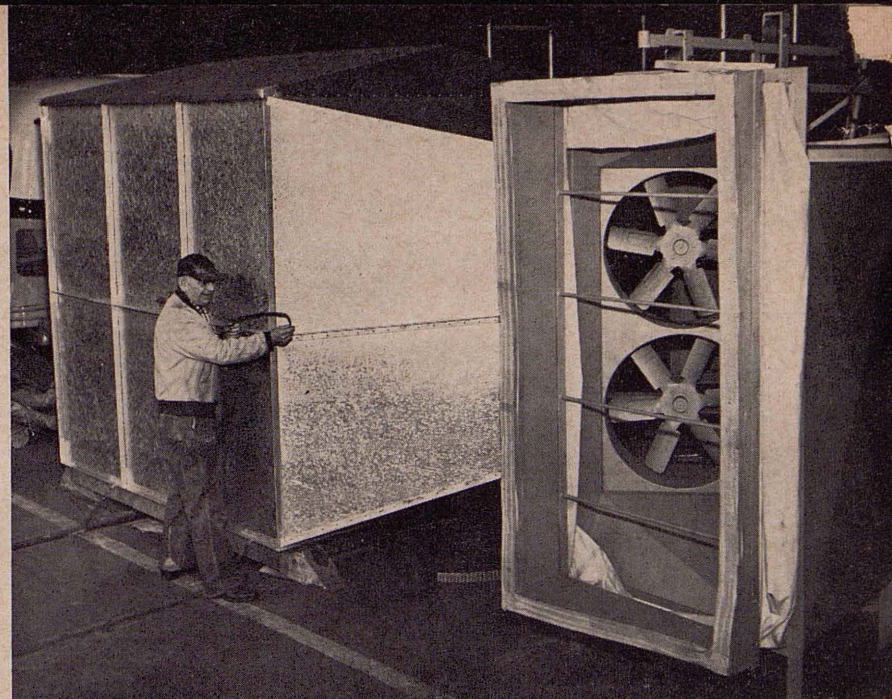
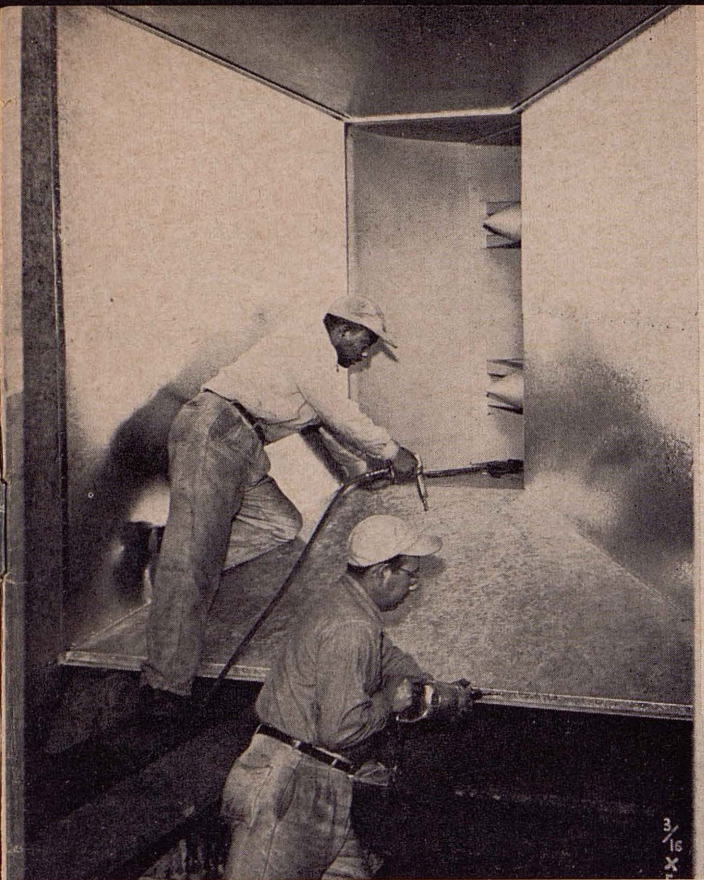
Football fans transferred at Fair Oaks Ave. and Colorado St. from the Asbury Line 17 to Pasadena City Lines buses for service direct to the Rose Bowl.

For the convenience of visitors who wished to view the Rose Parade floats on display at Victory Park in East Pasadena, Metropolitan operated extra service on Sierra Madre Line 67 on both Jan. 1 and 2.

AT VICTORY PARK, near Sierra Madre Boulevard and Paloma Street, Metro service helped thousands see the floats on display after the parade. At far left, Assistant Chief Supervisor Charles Cooper was a walking information bureau for visitors.

ASBURY MEN look a little bleak in the early morning hours of New Year's Day at the prospect of a long day of traffic struggles. From left: *Caryl Larson*, operator; *Edward Schlichtman*, supervisor; and *William Weimer*, operator—in Pasadena.





ABOVE — Exterior of big vacuum cleaner in process of completion at Torrance. Albert Olson is sawing off a rough edge on the receiving tank, made of galvanized sheet metal. Part with fans is intake, the rectangular section being a movable bellows with foam rubber facing that goes against front door of coach. LEFT—Part of interior of receiving tank being completed by Charles Moore (1.) and Joe Ochoa.

## BUS INTERIORS CLEANED IN 3 MINUTES

FIVE LARGE stationary vacuum cleaners are being built at Torrance, any one of which will clean out everything that's loose inside a bus in from two to three minutes. Terminals at Van Nuys, El Monte, Ocean Park, West Hollywood, and Macy Street will each receive one of the huge machines, with the first one going to El Monte. Each will be mounted rigidly on a concrete foundation.

The method of operation is as follows:

The motor coach, with all windows closed except the two rear windows, is driven up alongside the vacuum cleaner until the front door is directly opposite the opening in the "bellows." This opening, somewhat larger than the door opening, is faced with foam rubber. The employe then brings a compressed air hose into the rear of the coach. As he does so, the movement of the hose actuates a microswitch which in turn sets the machine in motion forcing the movable bellows against the front door opening where the foam rubber facing creates a leak-proof joint.

At this point in the process two 7½-horsepower fans automatically

turn on and begin drawing air from the coach. As air from the interior of the vehicle is drawn out through the bellows, fresh air enters through the two open rear windows, and



### The Red Cross Needs You!

EVERYONE loves a kindly act.

The services of the Red Cross are basically those simple acts of kindness people perform for their neighbors across the street.

By joining the Red Cross as a volunteer worker, making a financial contribution to help support its activities, and/or donating your blood, you can extend your acts of kindness not only across the street, but across the nation and even across the oceans.

The Red Cross needs your help! Give your time, money, or blood today and as often as you can thereafter.

a powerful current of air is set up that carries everything loose before it. Even small crevices and corners in the seats and other hard to clean places give up their burden of dust and dirt. Floor mats return to their natural black rubber color instead of remaining gray with dirt that no sweeping with a broom can remove.

The employe with the air hose directs a stream of compressed air beneath papers which may be lying too flat to be caught in the main current. The rubbish is carried by the air currents through the bellows and the fans, into a large galvanized metal tank, 7' x 7' x 7', with its rear end enclosed only by a grill. At the point where the rubbish enters the tank, a thin wall of water, which is automatically turned on, settles the dust and small debris. The water drains off from the accumulated rubbish, and the rubbish itself is removed by wheelbarrow when necessary.

The machines will be so located that motor coaches will go from the vacuum cleaner to the bus washer without backing or unnecessary maneuvering.

Installed cost of each Metro vacuum cleaner is about \$5100.00.

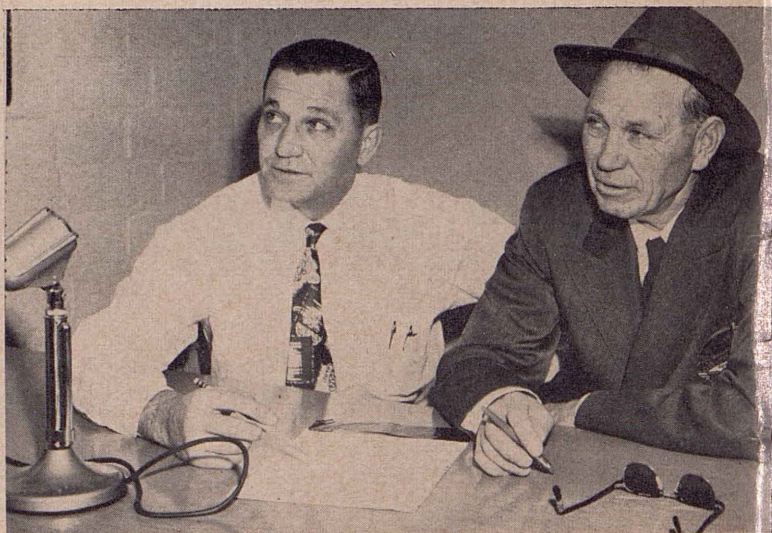


Operators' Quarters.

Inspection Garage and Service Station.



OPERATOR'S ROOM, looking from locker end toward the office of the division foreman. Pattern is similar to that at Van Nuys.



R. G. CURNUTT, division foreman, left, discusses a problem with Supervisor L. E. Irby. Among second-day problems was rain!

## DIVISION PLAN STARTS AT EL MONTE

D-DAY was Sunday, January 30, at El Monte. That was the day the new division plan began at that terminal with a brand-new location, brand-new facilities, and brand-new staff in both transportation and maintenance departments.

Storage and maintenance facilities have been provided for 127 coaches, under A. L. Bristow, automotive

division foreman. Operators total 190, under R. G. Curnutt, transportation division foreman.

There'll be a grand public opening Friday, March 4, with refreshments, banners, civic and business leaders, Metro officials, speeches, etc. Watch for announcement, and bring the family. Show the wife and kiddies where Daddy works!

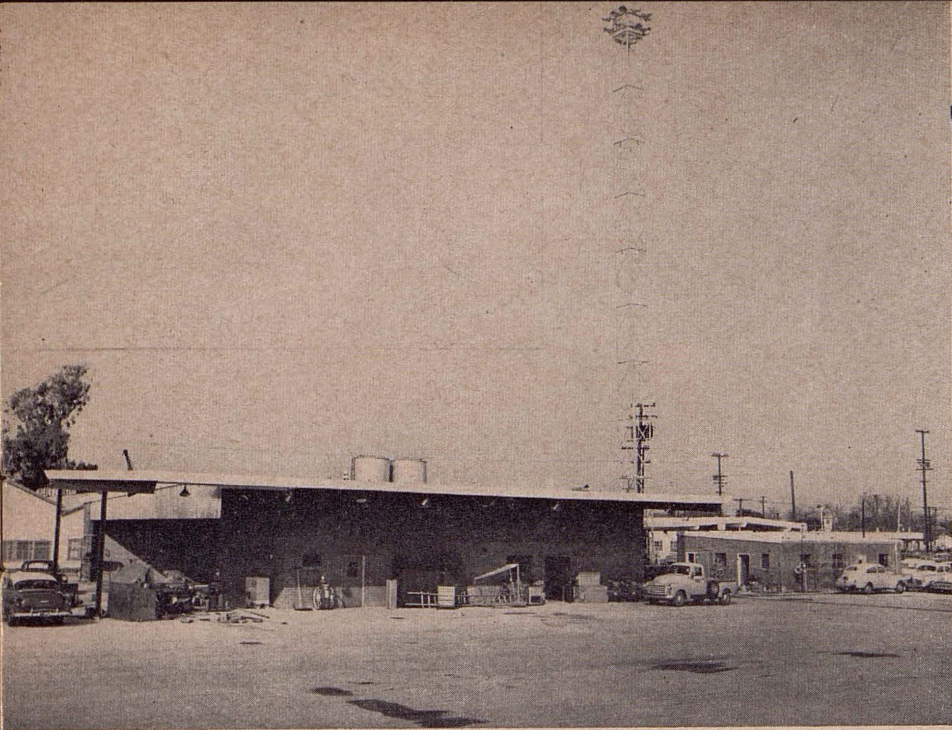
S. F. SCOTT, division clerk, makes assignments.

W. J. GERHARDT, relief clerk, takes a turn-in from Operator G. E. Tennant.

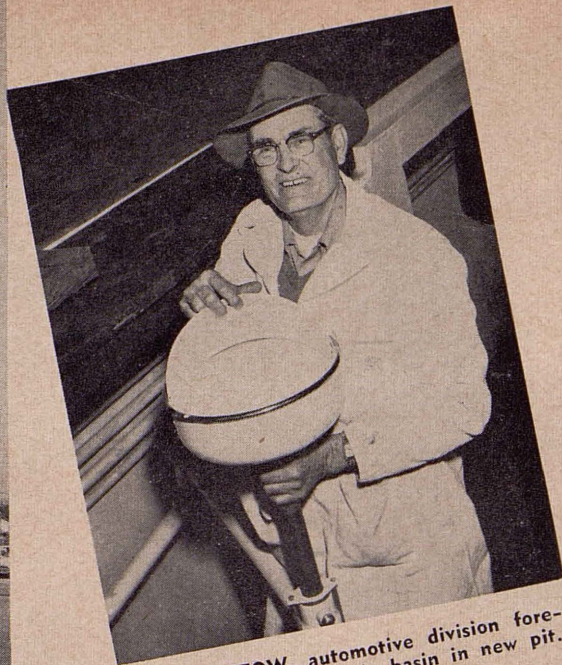
MARIE McALLISTER, typist - time-keeper, thinks "it's going to be fine."

R. B. HARDY subs for Division Clerk C. B. Mullins.

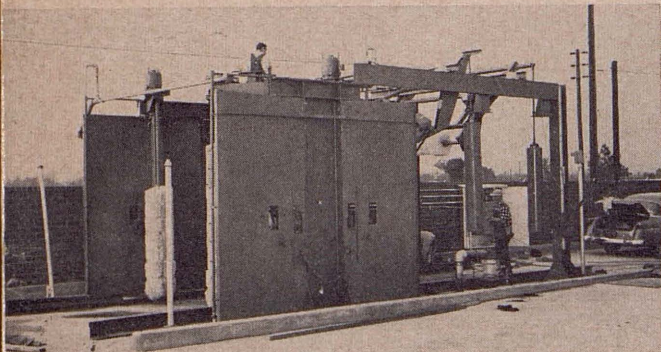




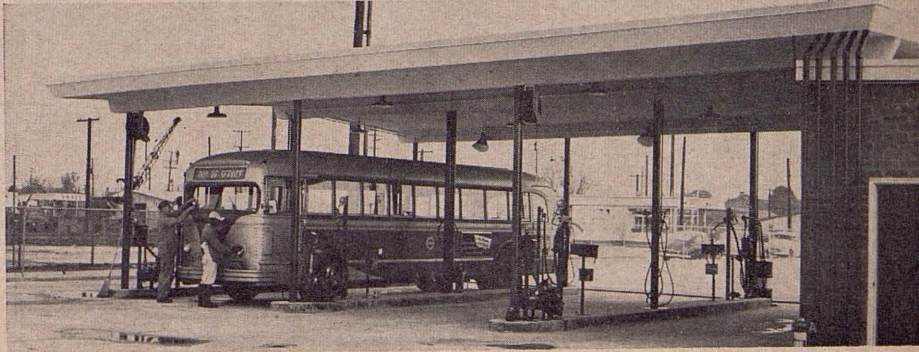
EL MONTE GARAGE and (right) mechanics' quarters.



A. L. BRISTOW, automotive division foreman, shows new oil drain basin in new pit.



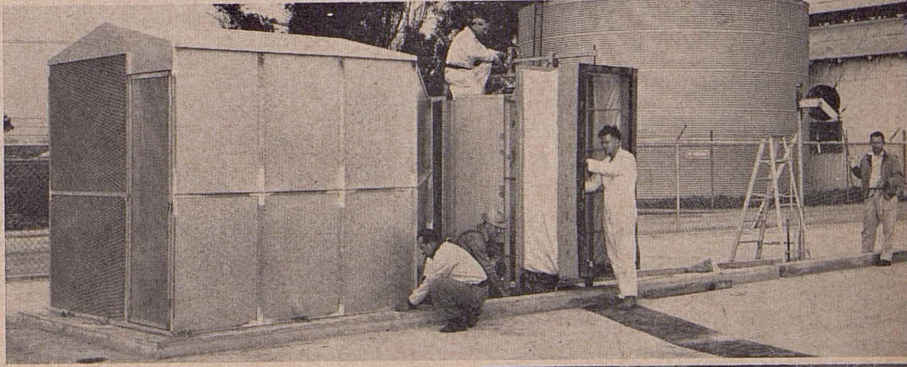
BUS WASHER being installed.



SERVICE STATION

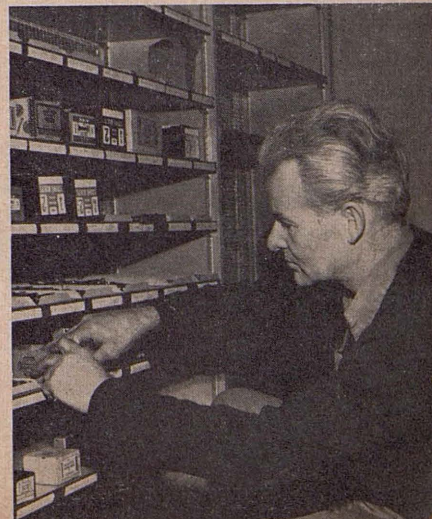


**MACY MECHANICS**—From Left are A. L. Bristow (foreman), Leo Padilla, Charlie Bulla, Joe Hirnshall, John Thurston, Alfred Lattuga, Richard Perry, Adolph Gallegos, (night leader), Leonard Urquhart, Legustus Downing, and C. M. Andrus (day leader). The roster was subject to rapid change at the time of photo.



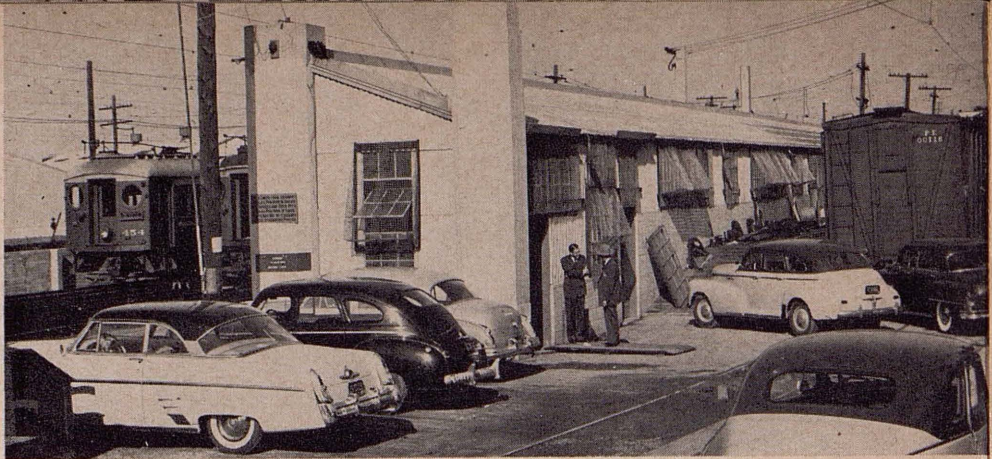
**VACUUM CLEANER**, first one on the system, being installed by Metro mechanics. On top is Alfred J. Lattuga. Others, from left, are Joe Ochoa, Wilfred Clark, Richard Perry, and Gus Gundersen. (See story on page 5.)

**SETTING UP STORE** in El Monte Garage is Frank De Baun, assistant stockman at Macy.

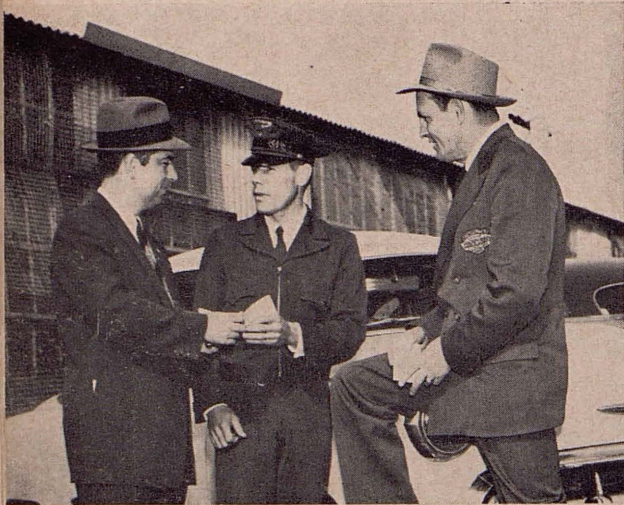


# EL MONTE GARAGE

# LONG BEACH DIVISION



DIVISION FOREMAN'S OFFICE is temporarily in two small rooms in this end of the Fairbanks rail repair facility. The two men are standing at the office entrance.



DIVISION FOREMAN Roland W. Krafft, left, and Supervisor C. A. Wood show Operator R. R. George how to use new type witness card book.



GROUP OF OPERATORS—From left are William M. Schwer, Miguel Escoto (janitor), George F. Bahr, Kenny W. Cattell, Thomas M. Justor, Denver R. Campbell, Richard R. George, Stanley M. Chubb and Gerald J. White. Story by Mr. Schwer!

## LONG BEACH BECOMES DIVISION POINT

ON THE SAME DAY as El Monte, Long Beach became a division point with *Roland W. Krafft* as division foreman. Temporary headquarters are in the Fairbanks Car House until a new facility is built.

"The big difference between Long Beach and other division points," said Mr. Krafft, "is that we operate

the mark-up board with a classified list instead of a time order list because of the different qualifications for rail and motor coach."

Automotive maintenance continues as before under Foreman *Charlie Mitchell* at Fairbanks Garage; and rail maintenance under Foreman *Dirk Anraad*.

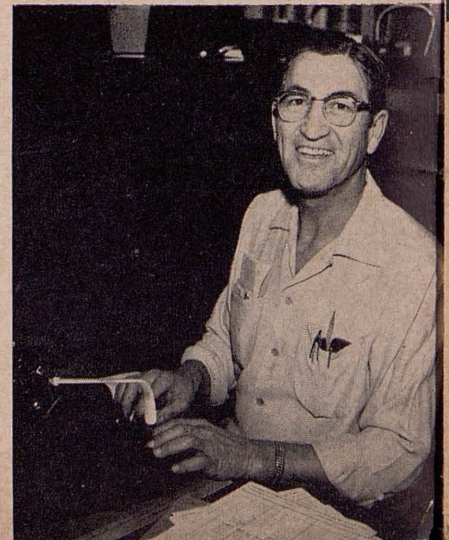
TIMEKEEPER Petra ("Pat") Delagrave checking time cards.



TURN-IN being made by Operator D. D. Campbell to Cash Receiver Lydia Shelton, as Division Clerk James C. McCullough looks on. Under the new set-up, operators turn in their cash and time cards only at the headquarters of the division to which they have been assigned—nowhere else.

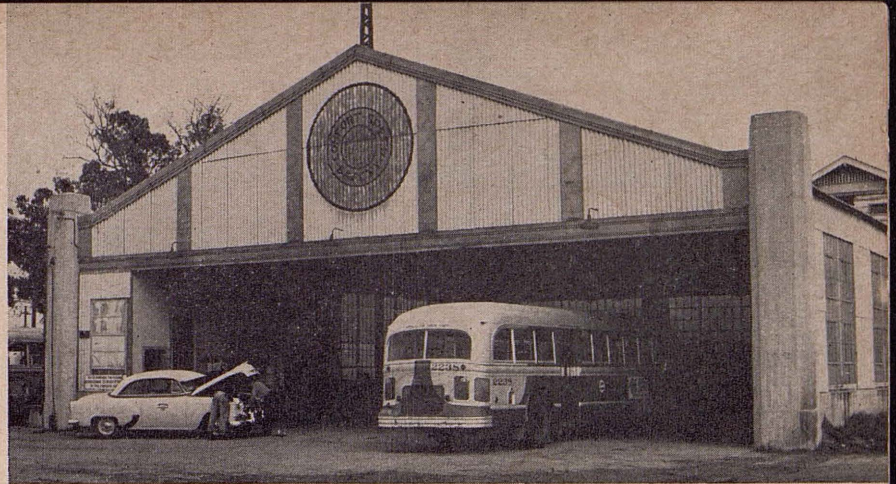


DIVISION CLERK Benny Kimball making up next day's board.





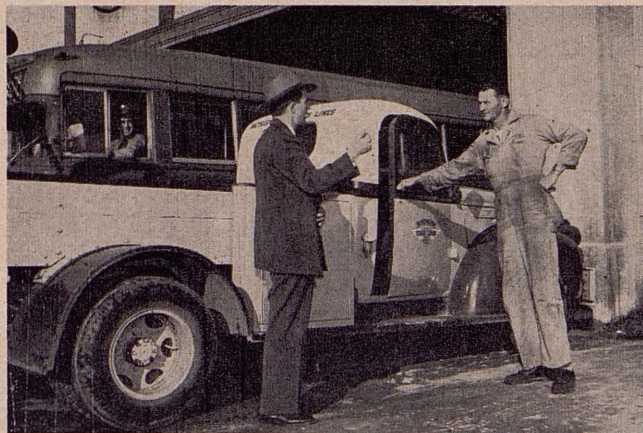
# Long Beach Garage



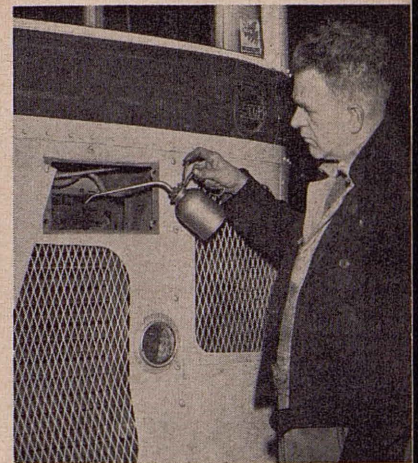
**LONG BEACH GARAGE**, also known as Fairbanks Garage, was built about 1930, according to the recollection of foreman, Old-Timer Charlie Mitchell.



**CHARLIE MITCHELL**, automotive division foreman, phones in an order for parts. He has charge of 15 mechanics and car cleaners. He started at Macy as machinist in 1923.



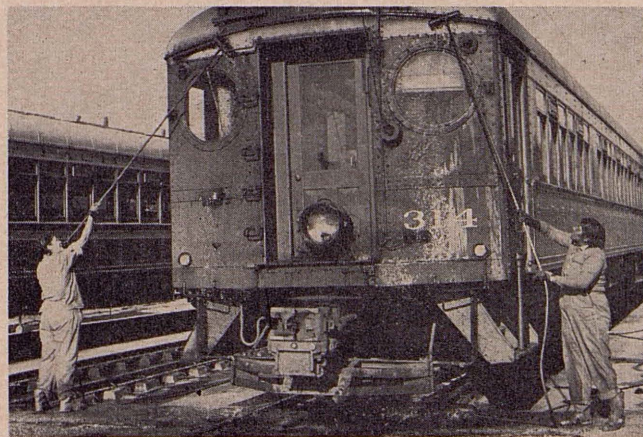
**EMERGENCY CALLS** are handled on the afternoon shift by Jim Stenson. Supervisor Frank Hight is telling him of stalled bus.



**OILING radiator shutter** for coach is Edward P. Browne.



**WELDING** a gear case for a rail car is Percy Butler.



**CLEANING CARS** are Maria Gaziukevicz, left, Macie Mackey.



**FIXING COUPLER** are Thomas Garelli, Henry Cherry (leader), Gilbert Boswell.

**CAR HOUSE CREW**—On ground, left to right: V. M. Fairey, H. B. Cherry (leader), Thomas Garelli, M. G. Gaziukevicz, G. M. Boswell, Macie Mackey, R. S. Taylor, Marie Hunter, Joe Alcantara, Sarah Camarena, P. A. Butler. In car doorway, top: Mattie Laakson, left, and Ludwig Weltin; below: Garland Scott and Edward W. McKenzie. Inset is the car house foreman, Dirk Anraad.



# Metro, Asbury, Apply for Valley Changes

THROUGH a new four point program for "integrated" motor coach operations, Metropolitan Coach Lines and the Asbury Rapid Transit System have taken another major step forward for the improvement of transportation in the San Fernando Valley.

On January 24, the two companies laid before the State Public Utilities Commission and the Los Angeles Board of Public Utilities & Transportation a joint proposal which would coordinate their bus operations with:

- (1) An extensive transfer arrangement;
- (2) Elimination of duplicate service;
- (3) Extension of lines into new residential areas;
- (4) Through service between Valley communities.

Along with the new service arrangement, the Asbury System requested authority for a fare increase ranging from 2½¢ on the shorter distances to 12¢ on the longer rides. The minimum adult fare requested is 20¢ with two tokens for 35¢. Commutation fares would be liberalized to provide for the sale of 10-ride books with a 5% discount good for 30 days in place of 12-ride books with no discount and good for only 10 days.

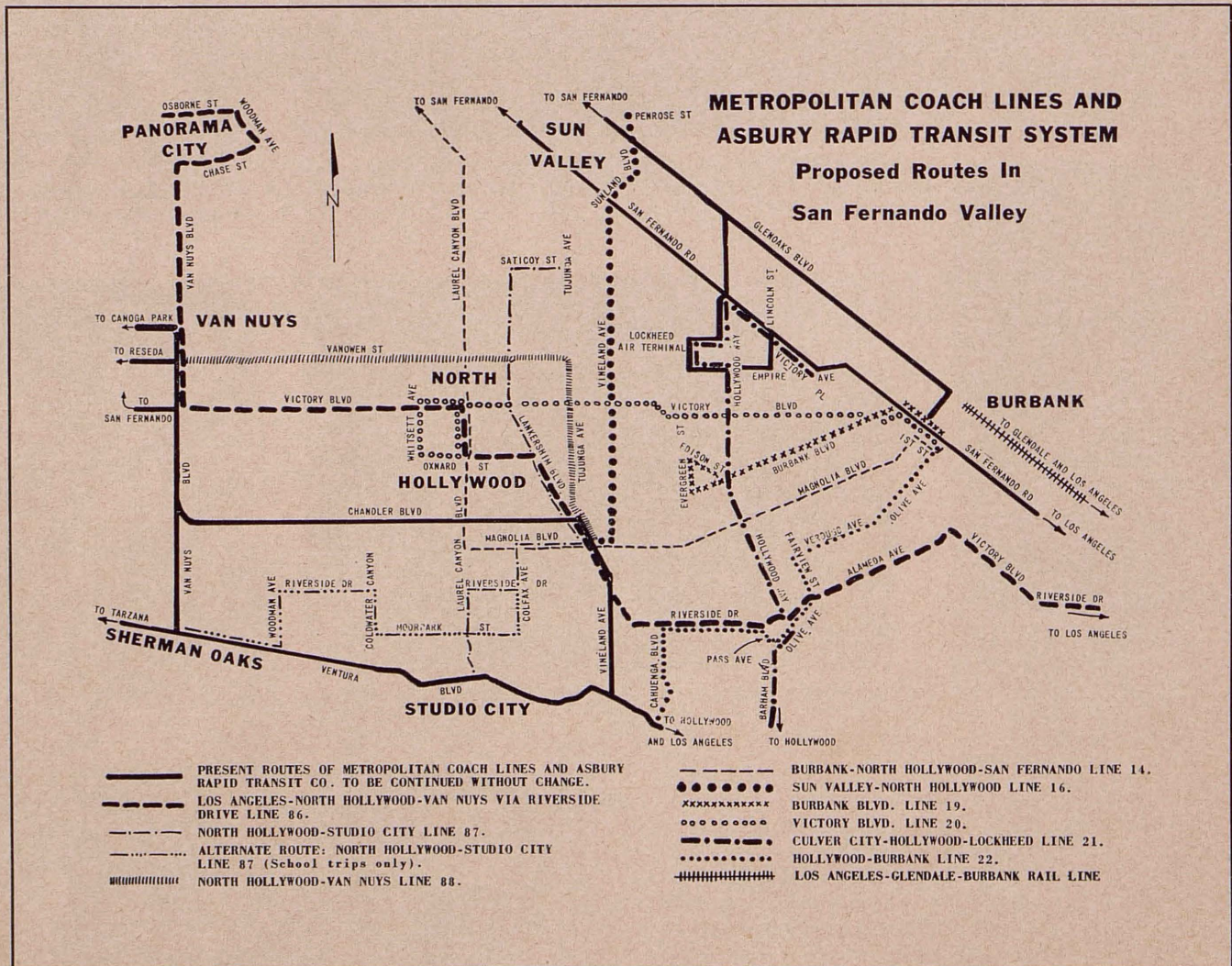
Under the transfer arrangement transfers would be issued for the first time by Asbury between its own lines and between its lines and those of Metropolitan so that through fares would be based upon the distance travelled. They would be lower than the straight combination fares now being paid.

Now being sold are school books of 40-rides, each at prices ranging from \$3.00 to \$6.00, dependent upon the length of the ride. With the fare adjustment, these would be increased 60¢ on the \$3.00 books up to \$1.20 on the \$6.00 books.

Under its present operations, Asbury operates 15 lines serving Pacoima, San Fernando, Sun Valley, Glendale, Burbank, Pasadena, Hollywood, North Hollywood, Universal City, Los Angeles and Culver City. Under the integration plan, 12 Asbury lines would be combined, extended or re-routed.

Describing the service arrangement as another milestone in the long-range program for improved and attractive transportation, President *Jesse L. Haugh* said:

"The combined lines will provide through service in the downtown



areas of Hollywood and North Hollywood. Through service will eliminate the necessity of transferring as well as rid those communities of a large number of bus turning movements in congested areas."

Affected by the service reorganization are three Metro lines—the Los Angeles-North Hollywood-Van Nuys via Riverside Drive Line 86, the North Hollywood-Studio City-Sherman Oaks Line 87 and the North Hollywood-Van Nuys Line 88.

Consolidation, re-routing and extended service on these lines will be made to absorb portions of some Asbury routes, with additional service being provided between North Hollywood and Van Nuys on the new Line 88 route, which will serve an area not now being served on Tujunga Ave. and Vanowen St., also, a through route via Victory Blvd. between Burbank and North Hollywood.

Following are the proposed changes in service:

1. METRO LINE 86—LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS via RIVERSIDE DRIVE.—From Olive St. terminal in Los Angeles, via Olive St., 5th St., Figueroa St., Pasadena Freeway, Riverside Dr., Victory Blvd., Alameda Ave., Olive Ave., Riverside Dr., Lankershim Blvd., Oxnard St., Laurel Canyon Blvd., Victory Blvd., Van Nuys Blvd., Chase St., Woodman Ave., and Osborne St. to Van Nuys Blvd. and return.

2. METRO LINE 88—NORTH HOLLYWOOD-VAN NUYS.—From Lankershim Blvd. and Magnolia Blvd. via Lankershim Blvd., Tujunga Ave., and Vanowen St. to Van Nuys Blvd., and return. Motor coach service will be provided for the first time by this new routing to areas, without transportation at present, along Tujunga Ave. and Vanowen St.

3. METRO LINE 87—NORTH HOLLYWOOD-STUDIO CITY.—From Saticoy St. and Tujunga Ave., via Saticoy St., Lankershim Blvd., Magnolia Blvd., Colfax Ave., Riverside Dr. and Laurel Canyon Blvd. to Ventura Blvd., and return.

An alternate route from Colfax Ave.,

## State-City Clash

**SHORTLY before your Metro Coach News went to press, Metropolitan Coach Lines learned of a precedent—setting order of the State Public Utilities Commission in which it challenged the action of the Los Angeles Board of Public Utilities & Transportation in denying Metro the authority to motorize service on the Los Angeles-Glendale-Burbank rail line.**

**The Commission, in a show cause order on the City, set a public hearing date of Feb. 23 during which the city board will be required to explain why it failed to authorize the changeover from rail to motor coach service.**

**Metro was authorized by the mission to make the changeover to bus operations in an order dated December 14, 1954. Last July, the city denied the company's application after a series of public hearings, including a special re-hearing following the Board's original denial of the service change.**

and Riverside Dr., via Colfax Ave., Moorpark St., Coldwater Canyon Ave., Riverside Dr., Woodman Ave. and Ventura Blvd. to Van Nuys Blvd., and return. Will be operated for school trips only.

4. ASBURY LINE 13—LOS ANGELES-BURBANK via RIVERSIDE DRIVE.—Line abandoned with Metro Line 86 taking over service on Victory Blvd. between Riverside Dr. and Alameda Ave.

5. ASBURY LINE 14—BURBANK-NORTH HOLLYWOOD-SAN FERNANDO.—From Olive Ave. and San Fernando Rd. in Burbank via Olive Ave., First St., Magnolia Blvd., Laurel Canyon Blvd., Mission Blvd., San Fernando Rd., Chatsworth Dr. and Celis St. to terminal, and return.

New line eliminates turn-around loops in North Hollywood business district now made by present San Fernando-North Hollywood Line 14 and Burbank-North Hollywood Line 18. Line 14 and Line 18 will be combined.

6. ASBURY LINE 16—SUN VALLEY-NORTH HOLLYWOOD.—From Sunland Blvd. and Penrose St. in Sun Valley via Sunland Blvd., Vineland Ave. and Magnolia Blvd. to Lankershim Blvd. in North Hollywood and return.

7. ASBURY LINE 17—HOLLYWOOD-PASADENA.—From Hollywood Blvd. and La Brea Ave. via Hollywood Blvd., Prospect Ave., Vermont Ave., Los Feliz Blvd., Brand Blvd., Broadway, Colorado Blvd., Orange Grove Ave., Green St. and Arroyo Seco Parkway or Marengo Ave. to Colorado St. in Pasadena and return.

8. ASBURY LINE 19—BURBANK BOULEVARD.—From San Fernando Rd. and Olive Ave. in Burbank via San Fernando Rd., Burbank Blvd., Evergreen St. and Edison St. to Burbank Blvd.

Metro Line 86 will serve portion of present line 19 between San Fernando Rd. and St. Joseph Hospital.

9. ASBURY LINE 20—VICTORY BOULEVARD.—From San Fernando Rd. and Olive Ave. in Burbank via San Fernando Rd., Burbank Blvd., Victory Blvd., Laurel Canyon Blvd., Oxnard St., Whitsett Ave., to Victory Blvd., and return.

10. ASBURY LINE 21—CULVER CITY-HOLLYWOOD-LOCKHEED.—From Washington Blvd. and Motor Ave. in Culver City via Washington Blvd., National Blvd., Robertson Blvd., Wilshire Blvd., Fairfax Ave., Melrose Ave., Highland Ave., Hollywood Blvd., Vine St., Yucca St., Cahuenga Blvd., Hollywood Freeway, Barham Blvd., Olive Ave., Hollywood Way, Lockheed Air Terminal, Hollywood Way, San Fernando Rd., and Victory Place to Empire Ave., and return.

Present Hollywood-Culver City Line 21 and present Hollywood-Lockheed Line 24 would be combined to become new Line 21, which would provide through service through Hollywood business areas, thus eliminating turn-around, and need for transferring.

11. ASBURY LINE 22—HOLLYWOOD-BURBANK.—From Hollywood Blvd. and La Brea Ave. via Hollywood Blvd., Vine St., Yucca St., Cahuenga Blvd., Hollywood Freeway, Barham Blvd., Cahuenga Blvd., Lankershim Blvd., Cahuenga Blvd., Riverside Dr., Pass Ave., Rowland Ave., Olive Ave., Fairview St., Verdugo Ave. and Olive Ave. to San Fernando Rd. and return.

12. ASBURY LINE 25—HOLLYWOOD-HOLLYWOOD PARK RACE TRACK.—From Hollywood Blvd. and Vine St. instead of terminal at 6439 Sunset Blvd., thence over regular route.

No changes will be made on the Los Angeles-San Fernando Line 12, the San Fernando-Olive View-U. S. Veterans' Hospital Line 15, and the Hollywood-Santa Anita Line 26.

## Status of Hearings

MOTORIZATION of service on the Los Angeles-Glendale-Burbank rail line once again came under the official scrutiny of the Los Angeles Board of Public Utilities and Transportation on February 15, when the first of a new series of public hearings was scheduled.

Moreover, to meet an objection raised in the original application considered by the Board, Metro offered to create another bus line to

be known as the Lake View Heights Line 96. This would better serve residents of the Silver Lake district with a shuttle service coordinated with the Glendale-Burbank line.

With reconsideration of the Glendale-Burbank bus substitution proposal now before the city, Metro awaits a decision by the State Public Utilities Commission on the motorization plans for the Los Angeles-Long Beach, Los Angeles-Watts, Los Angeles-Bellflower and Los Angeles-San Pedro rail lines.

## Sierra Madre Extension

NEW Arcadia and Sierra Madre residential areas will benefit from a Metro proposal to extend the Sierra Madre Line 67.

Extension of the line from its present terminus at Mountain Trail Ave. in an easterly direction to Santa Anita Ave. (Double Drive) in Arcadia is proposed in an application filed with the State Public Utilities Commission on Feb. 2.



Sec'y-Treas. R.L. Haugh, Asbury Manager Thomas Arnott, Pres. & Mrs. J. L. Haugh, PR Director R. O. Christiansen, VP & General Manager R. F. MacNally.



Sheetz waitress Mary Chavez pours for (from l.) James Lyons, Forrest Keathley, Beverly Warrer, A. M. Spilsbury, Joseph Shafer, Marcie Haggerty, and W. S. Hutchins. Smiles bespeak enjoyment.



W. C. Scholl, personnel manager; Verna Lee Oldendorph, acct. clerk; Barbara Hamlin, receptionist, president's office; Operators Robert Melton and J. B. Davidson—were among those present.



Robert D. Hartford, sec'y to pres.; Eleanor Lifur, then sec'y to gen. atty.; A. K. Hartman, asst. res'ch. engr.; & Odessa Carter, ticket ofc.



Mrs. J. L. Haugh, left, proved a most gracious hostess and greeted everyone. Here she talks to Helen Jackson, Florence Stockdill, and Dorothy Cooper.



Photog. H. B. Talbott, r., photo'd with (from l.) Marge Zimmer, Eleanor Lifur, Barbara Hamlin, Ellouise Nauman, John Wagner, Margaret Koopman, and Jean McGill—all executive dept. employees.



"Heavy, heavy, hangs—" Chief Supervisor T. L. Halverson underneath tray of food held by H. M. Cherry, Thomas B. McIntosh (Asbury truck driver), G. E. Serres, T. J. Arnold, and E. F. Rogers.



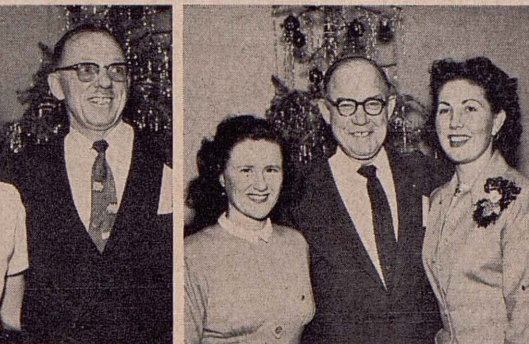
Frances Koch, keypunch operator; Martha Brown, control clerk; Ellouise Nauman, sec'y to gen. atty.; & Dorothy Matlack, keypunch op'tor.



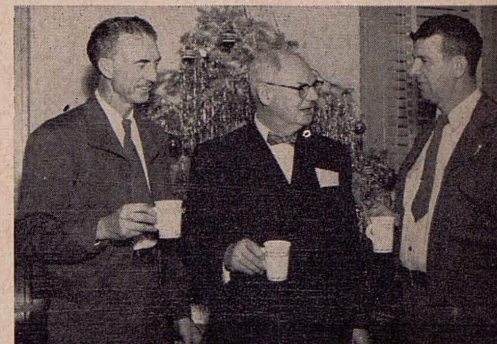
Information Clerks Hazel Hyatt, left, and Helen Drew enjoy coffee with Robert V. Rachford, general chairman, BRC. Bob was in rare form that day.



"Ah!" says Asbury asst. mgr. John Wilkens to offer of cooky from Margaret Koopman. "Ah!" says Margaret to John Wagner.



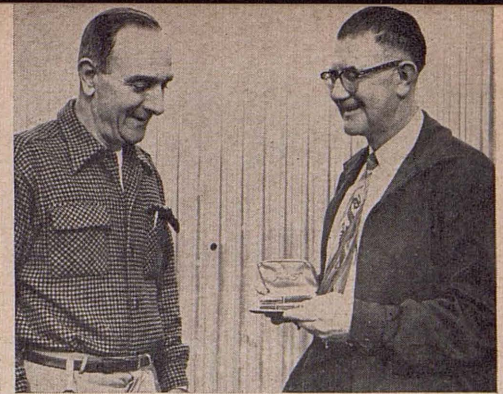
Auditor E. H. Uecker and Marcie J. Haggerty, secretary to Atty. C. C. Beery, pose for the camera in front of Xmas tree.



Supt. John D. Puffer didn't need much urging to pose with Betty Embree, left, PBX opr., & Jean McGill, pub. rel. sec'y.

President Haugh, center, drinking coffee with Operators E. A. Abbott, left, and J. N. Bellone. He greeted all operators & mechanics present.

# Scenes From Metro's Christmas Open House



**MACY CHRISTMAS** in the (upper left) unit overhaul shop, where Foreman Carl Cross (holding gift, upper right) received a pen and pencil set from Al Ghezzi on behalf of fellow-workers.

Lower left: maintenance and purchasing offices joined for a party. Mechanical Supervisor George Wells took the photo. Lower right: Dave Flores' (plaid shirt) last party with inspection.

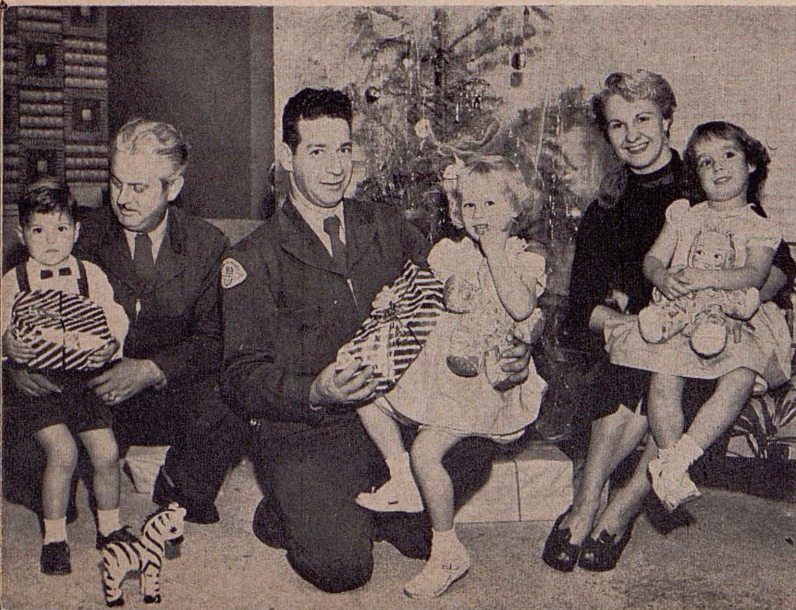
## DEPARTMENTAL CHRISTMAS PARTIES



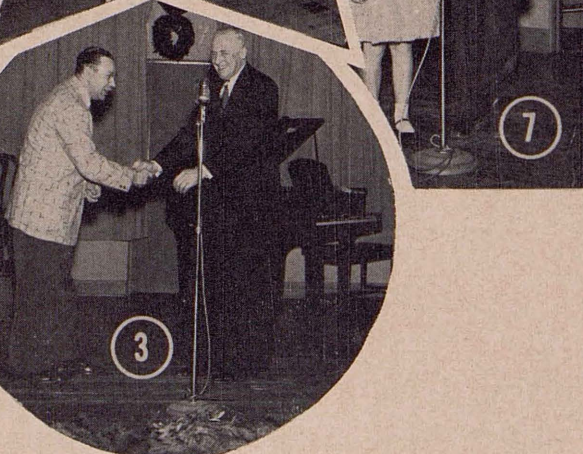
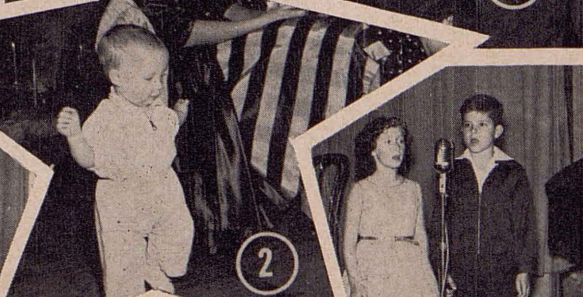
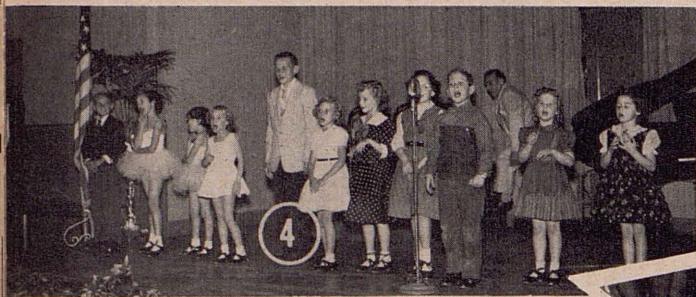
**ACCOUNTING** put on an elaborate spread for Christmas.

**METRO VALLEY CLUB**, Van Nuys, made 125 children happy with a Christmas party in the terminal. From left: President W.J. Kressin, Committeeman and Mrs. David Grant, and three of the children. Santa was N. H. Bornstein; clown, Supv. Al Tieman.

**THE CLAIM DEPARTMENT** had a delicious luncheon and invited several guests. There's General Claim Agent William Pollack in light suit, standing second row, center; his chief ass't, C. M. Woodbury, extreme right; Atty. C. C. Beery, left.



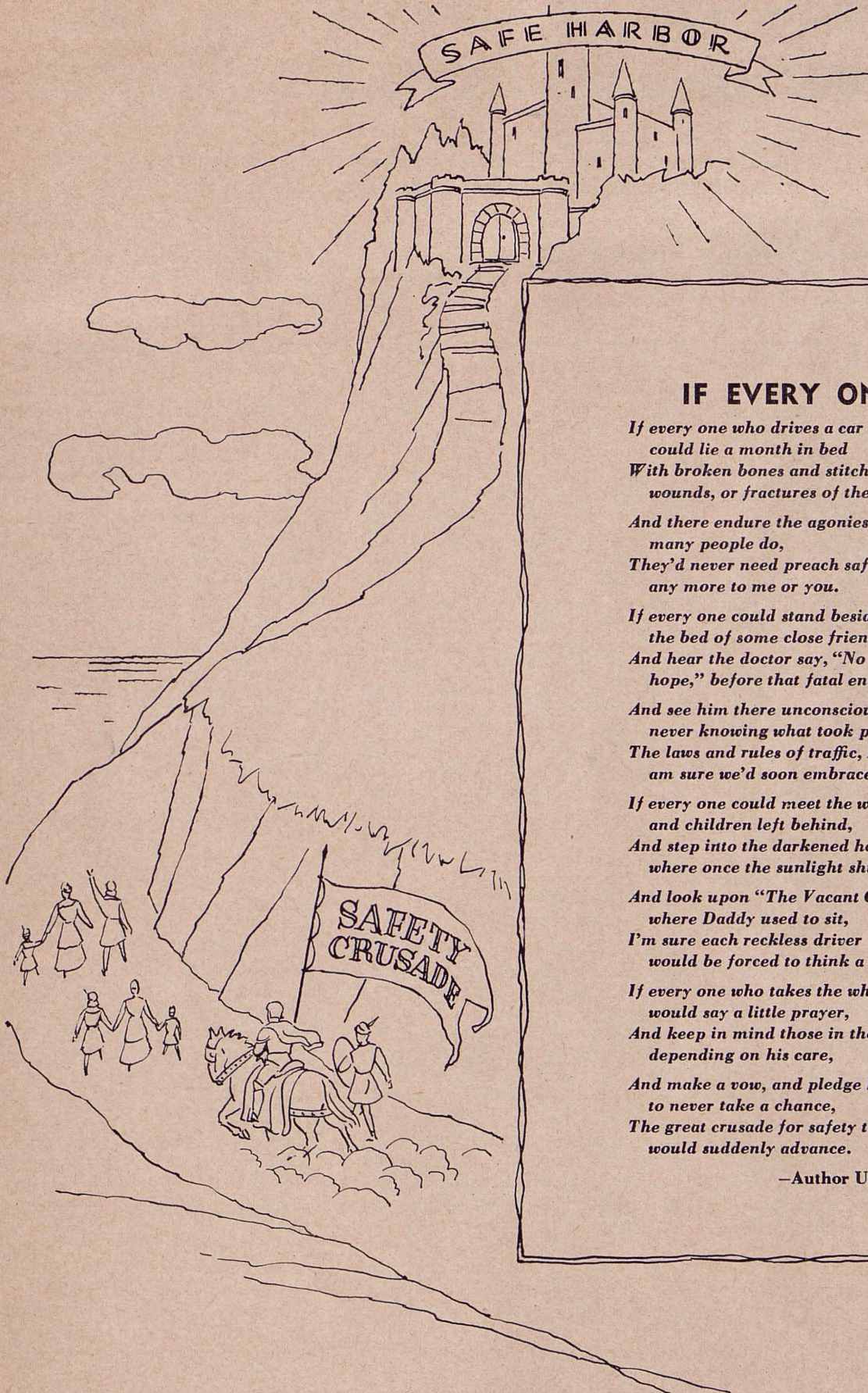
# ASBURY CHRISTMAS



(1) Santa, markedly resembling Operator Al Caya, surrounded by enthusiastic fans. On his lap are, left, Kenneth Parker, Jr., 3, son of the research supervisor; and Susan Snell, 1, daughter of Operator Sam Snell. (2) Star of the show, James William Marrone, who was 1 on January 25, son of Operator William J. Marrone, kept stealing scenes by slipping away from his god-mother, Mrs. Mary Chicages (at top of star), and wandering around the audience. (3) Emcee R. L. Scagell introduces Metro-Asbury VP and GM, R. F. MacNally, who commended Asbury men for their fine safety record and good maintenance. (4) Roy Loomis dancing school students of various ages put on several

stage acts. (5) Operator Norman Little's family sang, with Mom at the squeeze-box. From left are Jimmie, 6; Janell, 7; and Nancy, 3 (Mom's age not recorded). (6) Operator L. F. Hall's daughter, Nancy, 13, sang. (7) So did Diane Marrone, 10, daughter of J. W.; and Steven Cummings, 7, son of Operator Bill. (8) Operator Ray A. Thacker's daughter, Roberta, 14, played. (9) Pianist Maurine Fagan, 14, daughter of Mechanic Bill R., played "Moonlight Sonata." (10) From left: BRT officials R. L. Scagell, local chairman; Leonard Elmore, local committeeman; Don H. Sheets, general chairman. Metro-Asbury VP, Mr. MacNally. Asbury manager, Thomas Arnott. BRT officials L. E. Laminack and E. A. Nelson, committeemen; W. M. Stringer, pres., Dean Hayes Lodge 385. (11) Children at the party on stage.





## IF EVERY ONE

*If every one who drives a car  
could lie a month in bed  
With broken bones and stitched-up  
wounds, or fractures of the head,  
And there endure the agonies that  
many people do,  
They'd never need preach safety  
any more to me or you.*

*If every one could stand beside  
the bed of some close friend,  
And hear the doctor say, "No  
hope," before that fatal end,  
And see him there unconscious,  
never knowing what took place,  
The laws and rules of traffic, I  
am sure we'd soon embrace.*

*If every one could meet the wife  
and children left behind,  
And step into the darkened home  
where once the sunlight shined,  
And look upon "The Vacant Chair"  
where Daddy used to sit,  
I'm sure each reckless driver  
would be forced to think a bit.*

*If every one who takes the wheel  
would say a little prayer,  
And keep in mind those in the car  
depending on his care,  
And make a vow, and pledge himself  
to never take a chance,  
The great crusade for safety then  
would suddenly advance.*

—Author Unknown.

**NEW LAW MEANS:**

# Lower Income Taxes for Many

*This article is based on material supplied by the American Institute of Accountants, national professional society of certified public accountants.*

LAST AUGUST you heard such terms as "baby sitter deduction," "dividend exclusion" and "retirement income credit," when Congress passed the Internal Revenue Code of 1954.

Now these terms will have real meaning as you file your income tax return under the new tax law, containing thousands of changes in its 929 pages.

Some taxpayers may find April 15th—the new deadline for most individuals—a worse shock than March 15th used to be. Most of us, fortunately, will find the new tax a little easier. For one thing, a reduction of about 10% in rates took effect in January, 1954, and has been reflected in the amount of tax withheld from pay since then.

But the difference is not just in the rates. The new tax law—passed *after* the rates were reduced—includes many special adjustments aimed at helping people who particularly need relief. You'll get some of these benefits automatically as you fill in the blank. Others must be dug out of the fine print. That's why it is particularly important this year not to wait till the last minute, but to begin your tax returns early.

That's why, too, the American Institute of Accountants presents this explanation of some of the more important changes and how they will affect the typical employee. Most people won't want to read all 929 pages of the new law to know what to expect!

**That "Baby Sitter" Deduction**

Bill and Alice Anderson think they know about the deduction of baby sitter pay. They hired a sitter when they went to the movies . . . and they're in for a shock.

The deduction is permitted only for actual expenses up to \$600 for the care of dependents while a mother, widower, divorced or legally separated person is *gainfully employed*.

But the broad meaning of that word "dependent" will help many. Expenses for care of a child under 12 years who is the taxpayer's son, daughter, stepson or stepdaughter, or *other dependent mentally or physically incapable of caring for himself*, are deductible. There are no restrictions as to age or relationship in the latter case.

Thus Betty Baker can deduct what she paid the woman who sat with her bedridden dependent aunt while Betty worked afternoons at the library. She is filing a joint return with her husband, which is necessary procedure for wives asking the "baby sitter" deduction. The couple's adjusted gross income was not more than \$4,500. If their income were more, say \$4,700, they would have to reduce the \$600 limit on the deduction by the amount their income exceeded \$4,500. That is, they could take off only \$400. This limitation and the requirement of a joint return do not apply if the husband was disabled.

**You Can Claim More Dependents**

Earl Cassidy will benefit two ways from the more liberal rules about dependents. Until now, because the relationship was too distant, he could not claim as a dependent (good for a \$600 exemption) his Cousin Jake who came for a visit and stayed.

Jake will be listed this year because close relationship is no longer necessary to qualify a dependent who lived in the taxpayer's home and received over half of his support from him.

Young Earl's earnings of over \$600 a year would have kept him off his father's list of exemptions under the old law. Not wanting to penalize parents for their children's industry, Uncle Sam now sets no top limit for a son's or daughter's earnings. A taxpayer can claim an

exemption if he provides over half the support of a dependent who is either under 19 or a student, regardless of the child's income.

The 1954 Code offers relief, also, to children who are supporting parents. For example, Fred Parsons and his two sisters share in helping their mother, who lives in her own home. Among them they have provided more than half of her support for several years and each has furnished more than 10% of such support. However, as no *one* of them provided more than half, *none* was able previously to list her as a dependent. Now they can take turns in claiming the exemption. Fred can take the exemption for 1954 because his sisters have agreed to sign a statement that they will not claim the exemption for that year.

**You Can Deduct More for Medical Bills**

This year you can deduct medical expenses in excess of 3 per cent of your adjusted gross income, as compared with 5 per cent in the past, but in listing your medical expenses you can only include medicines and drugs beyond 1 per cent of your income.

Take George Harrison's figures. His adjusted gross income comes to \$5,000, and during 1954 he spent \$400 on doctors' and dentists' bills for the family, \$200 on hospital expenses, \$125 for drugs and medicines. He may count only \$75 of the last item (having subtracted \$50, 1% of his gross income), which makes his total medical expenses \$675. He subtracts \$150 (3 per cent of income) leaving a deduction of \$525.

Maximum permissible medical deductions have been doubled and can now go as high as \$5,000 for a single person or married person filing separately; up to \$10,000 for married persons filing jointly, or for the head of a household.

Look out for this change if the



## What You Can Exclude from 1954 Income on Form 1040

**THE NEW LAW** allows you to exclude from wages amounts received as wages or in place of wages under a wage continuation plan for the period during which you were absent from work on account of personal injuries or sickness. This amount may not exceed a weekly rate of \$100. (This limitation applies only to amounts received under plans which are financed by the employer. If the plan is one to which you contributed, the amounts received which are attributable to your contributions are excludable without limit.)

If your absence is due to illness, the exclusion does not apply to the amounts received for the first 7 calendar days. However, if you were hospitalized on account of sickness for at least one day during the illness then the exclusion applies

from the first day of absence. In cases where the payments exceed a weekly rate of \$100, the exclusion is figured by multiplying the amount received by 100 and dividing the result by the weekly rate of payment. If you received such payments, enter your gross wages in item 2, page 1 of Form 1040, and enter in item 3 the amount to be excluded. Attach a statement showing your computation.

You may also exclude from gross income amounts received under an accident or health plan which are paid directly or indirectly to you to reimburse you for expenses for the medical care of yourself, your wife (or husband), or your dependents. However, you may not claim a deduction for medical expense for these amounts.

doctor ordered a trip for your health: you can deduct cost of transportation, but not living expenses while you were away.

### If You Received Dividends

Sid Horton, who has bought stocks with some of his earnings, will find a small bonanza in the new tax law when he works out his return. His stocks paid him \$50 in dividends during 1954. On his tax form in other years he added his dividends to his \$6,000 salary. The new law, however, gives him the first \$50 of dividends tax free. This \$50 dividend exclusion can be doubled for a married couple, if both have dividends of \$50.

This tax reduction is to offset in part the effect of "double taxation" — which occurs because a corporation pays taxes on profits and then, when the shareholder receives those profits in the form of dividends, they are taxed again.

As another means of reducing "double taxation" 4% of the dividends after the first \$50 may now

be deducted from the total tax bill, within certain limits.

### Annuities and "Retirement Income"

James Hunt received during 1954 the first \$1,200 annual benefit on an endowment policy with an insurance company. The new rules permit him to recover his entire investment, tax free, during the life expectancy upon which the payments will be made — this is ten years in Mr. Hunt's case. Since his policy cost \$10,900, Mr. Hunt will exclude \$1,090 of his benefits this year. He will pay taxes on only \$110. And no matter how long he may live beyond the 10-year expectancy, he will still report only \$110 of the \$1,200 each year.

If you have this sort of annuity, your insurance company will let you know what part of your benefits is taxable. Special rules apply to certain annuities to which both you and your employer may be contributing.

The "retirement income credit" — new this year — can benefit retired persons as much as \$240. It is intended to give *all* retired persons tax relief similar to that enjoyed by those who received tax-free social security payments.

### If You Need Help

The instructions that come with your tax blanks will describe all these changes and others. Read them carefully and you should have little trouble filling out the forms.

If you have questions, consult your nearest Internal Revenue office. *But get there early.* The place may be jammed with other puzzled people this year when your neighbors are getting acquainted with the first general revision in the entire history of the federal income tax.

If your problems are complicated, you may need professional help. The Internal Revenue Service has repeatedly urged taxpayers to make sure their advisers are fully qualified.

GANÉ Economy Club, a discount operation for automobile accessories, is holding out the dazzling possibilities of getting "200 miles per gallon" as the result of a new invention. Interesting, if true. Your BBB has been attempting to get some proof, such as laboratory tests, all to no avail.

Think you're going to buy a sewing machine for \$19.50, even though you heard about it over the radio? It's the old "pitch 'n' switch" deal, being worked by Triumph Sales Co. You are enticed by what you've heard . . . call for a salesman . . . he comes to your home . . . promptly tells you that the ma-

## BBB FACTS

chine isn't good, etc., etc. . . . dashes out to his car . . . returns with a new, beautiful machine. Unless you are very alert, you end up paying for a \$204.15 machine.

Donald M. Redwine, assistant city attorney and head of the criminal division, has served notice on those auto dealers who advertise that you can have a car for \$25 or \$100 down and don't go through with the deal, even if the respond-

ent's credit is good, that they are headed for trouble. After intensive investigation, it appears to be evident to the BBB that all these offers are strictly "bait" and that all dealers want the customary one-third down payment, regardless of what they say. If you will agree to take a loan on your furniture or salary to make up the difference, that's fine with the dealer—anything as long as he gets the required down payment.

The above is made possible by the financial support of the Better Business Bureau by hundreds of legitimate concerns, of which Metro is one.

# "GOOD WILL TO MEN" —

## OPERATORS — ALL DISTRICTS

*J. C. Albrizze* for kindness and courtesy to a tired lady who, boarding the bus, lacked 5c for her fare. Mr. Albrizze paid it out of his own pocket.

*Louis Baca*: "... such patience, understanding — truly a valuable asset, not only to his company but also to his community."

*G. F. Bahr* commended for his efficient driving in very thick fog on the night of December 23.

*D. A. Brown* for his painstaking effort to help bewildered people find the right route.

*W. E. Burris* impressed a patron by his exceptional kindness and consideration to his passengers.

*J. R. Byrnes's* consideration for older people prompts a passenger to write saying he is worthy of commendation.

*I. M. Cammack* is commended for his courtesy in assisting an older lady to reach her destination with no trouble, and on the same trip going out of his way to assist a lady of foreign extraction who was confused as to the correct coach to board.

*Ray Collins*: "... a very careful, courteous driver at all times."

*R. G. Corl* pleased a passenger by his honesty in pointing out that the bill the traveler, in paying a fare, had supposed was for \$1 was actually for \$10.

*Leroy R. Cox* (two letters): (1) commended highly by a doctor for his alertness in avoiding an accident; (2) complimented for his courteous and careful driving.

*E. H. Dickerson* (three letters): (1) for his patience, courtesy, and the fine qualities he exhibits while operating his bus; (2) for his courtesy and politeness during the rush hours of holiday traffic; (3) "... always courteous and pleasant even when taking a beating by people who try to make it unpleasant for him."

*L. S. Dodge* impressed a passenger by his "Hello, Sir" or "Mam" to everyone entering the bus. Because of this greeting everyone was smil-

ing and friendly ... "he made the day go well for me."

*A. H. Doig* by his carefulness and watchfulness averted what might have been two serious accidents

due to careless private drivers.

*V. E. Durden* impressed two sisters by his courtesy and friendliness — also, "... we find him to be always on time."

## MYERS PUTS OUT FIRE



**FRANK MYERS, using a supervisor's car as model, shows how he put out fire.**

El Monte  
November 22nd, 1954

Traffic Manager  
Metro Coach Lines  
610 So. Main St.  
Los Angeles, California

Dear Sir:

Wish to suggest commendation for bus driver *Frank Myers* for his observation and quick action in assisting a motorist when his car was on fire.

This was Nov. 19th, about 2:10 p.m. on Garvey Ave., El Monte. He observed car on fire, honked horn, notified driver of car on fire, driver immediately pulled to curb and leaped out, after bus driver, driving bus to safe distance, grabbed fire extinguisher, ran to assistance of driver, who had by then opened hood and car was in flames.

Mr. Myers extinguished flames in spite of fact driver told him 2 gallons of gasoline in container in front section of car on floor.

MRS. JAMES H. LOVE,  
2519 No. Potrero Ave.  
El Monte, California

# — COMMENDATIONS

*E. J. Filek*: "One of the most courteous and efficient operators I have ever seen. He is patient and courteous to both male and female passengers, young and old."

*H. W. Fisher*: "... indeed a pleasure to ride with him — a very good driver, courteous and efficient."

*G. L. Fry*: "... is surely an ambassador of good-will for his company — made each of us feel we were a welcome passenger."

*John M. Fulkman*: for being exceptionally polite, patient and cheerful.

*J. R. Hollis* "for his kindness and honesty in recovering my purse containing my bus tickets left on his bus."

*G. L. Keely* impressed a visiting attorney from Cairo, Egypt, by his politeness, patience and helpfulness towards all passengers.

*L. J. St. Onge*: "... very thoughtful and kind to older people."

## Thanks from Bowl

HOLLYWOOD BOWL ASSOCIATION, through its traffic coordinator, *Patton S. Moore*, wrote President *J. L. Haugh* Dec. 1 to commend the Metro men who helped bring spectators to the concerts last summer.

"My staff and I wish to extend our sincerest thanks for your company's excellent work," wrote Mr. Moore, who mentioned in particular Assistant Supt. *Jack Stewart*, and Supervisor *L. S. Hendricks*, as well as Supt. *John D. Puffer*, Chief Supervisor *T. L. Halverston*, and Assistant Chief Supervisor *D. L. Davidson*.

*J. W. Kipp* commended for his continuous courtesy, calmness, and unflinching pleasant patience.

*G. G. Long* pleased an aged blind man by his kindness in helping him on the bus.

*S. M. Mallett* impressed a patron by his courteous and efficient manner in performing his duties.

*S. W. McReynolds* for his kindness "in returning my purse I had left on his bus."

*J. W. May* (two letters): (1) "... so kind to a passenger (94 years young), advised him patiently and kindly how to make connections to Sierra Madre." (2) A very elderly man, who was confused as well as very feeble, approached the entrance of the coach to ask directions, etc. ... With the greatest of patience, Mr. May gave him full directions and assistance, and waited until the old gentleman was seated before putting his bus into motion.

*Alexander Neary* commended highly for the courteous and efficient manner in which he conducts his work.

*R. H. Newton* for the efficient manner in which he operates the bus and the consideration he shows his passengers.

*W. J. Nix* appreciated for his kindness in rendering correct directions.

*J. L. Patterson* commended for courtesy and cheerfulness.

*W. V. Rathbone*: "His kindness and courtesy are such that other employes might do well to emulate his example."

*G. L. Sadler* impressed a student by his safe driving, being careful and thoughtful of everyone on the bus.

*G. E. Souders*: "... indeed a pleasure to ride with him. Always giving the traveling public the most in friendly and courteous service."

*J. F. Rogers*: "... made my day a more happy one because he made me start it with a smile."

*H. G. Wedel* (two letters): (1) "... in quiet courtesy, stands out in this day of indifference to old and young alike ... he saved me from a bad fall." (2) courteously and tactfully handled a passenger under the influence of liquor.

*W. H. West*: truly an asset for his company — alert, instills confidence.

*B. A. Williamson*: "... his friendly attitude, the cheery words, his manifest interest in people, tend to make the people feel pleased and warm in their hearts — truly a pleasure to ride his bus."

## OTHER COMMENDATIONS

Supervisor *F. G. Cook* commended for his courteous way of handling the crowds, January 1.

Traffic Representative *Frank J. Screech* and eight operators were commended for their "splendid personal service to the Grant High School band of Portland, Oregon, during its New Year's Day activities by Southern Pacific Agent *George Paradis*, who accompanied the band from Portland. The operators were: *R. L. Bacchus*, *P. O. Cole*, *V. L. Edwards*, *E. E. Greene*, *J. J. Lubak*, *M. A. Martel*, *W. J. Oliver*, and *R. M. Welborn*.

## Marion's Gifts Appreciated

GIFTS taken by *Marion G. Emley*, accounting department clerk, to the patients at the Sister Kenny Polio Hospital, El Monte, during the Christmas season, elicited the following letter from Hospital Administrator *E. H. Stewart*:

"We wish to express our sincere thanks to you for your thoughtfulness in remembering our patients here at the Sister Kenny Polio Hospital. The jewelry, toys, flowers, scarfs and dolls were enjoyed and admired by many."

Marion's Christmas giving was the subject of a story in the Christmas issue of METRO COACH NEWS.



By JEAN MCGILL AND MARGE ZIMMER



### And Baby Makes Three!

The stork paid a visit to Instructor and Mrs. Arden Kemp, Sunday, Jan. 16, at the Van Nuys Maternity Hospital and left a bouncing baby boy, weighing 8 lbs., 5 ozs. He will be known as Scott Allen. The couple have two other children, Vickie Lea, 5, and Larry Arden, 9.

### New Year's Baby

A NEW YEAR'S DAY BABY was born to Mr. and Mrs. Joseph (Joe and Jeanne) Debelak, of the IBM section accounting department. When she arrived at the Coleman Memorial Hospital, Alhambra, Sandra weighed 9 pounds, 9 ounces, "A month late," commented Joe, explaining the baby's large birth weight. He qualified as something of an expert, Sandra being the fourth child born to the Debelaks—the others being Jimmy, 7; Susan, 5; and Sharon, 1½.

**DEBELAK BIRTHDAY** — Baby Sandra joins with her newly acquired family helping brother Jimmy celebrate his seventh birthday. From left, seated around birthday cake are Sharon, Susan, Jimmy, Baby Sandra, Mother Jeanne and Father Joe Debelak.



### Military Wedding Planned

IBM KEY PUNCH OPERATOR Sharon Rulo and Marine Sergeant John Byrd planned a military wedding Saturday, February 19, at the San Gabriel Wedding Chapel, climaxing a romance of 16 months. They met at a church party two weeks before he went overseas.



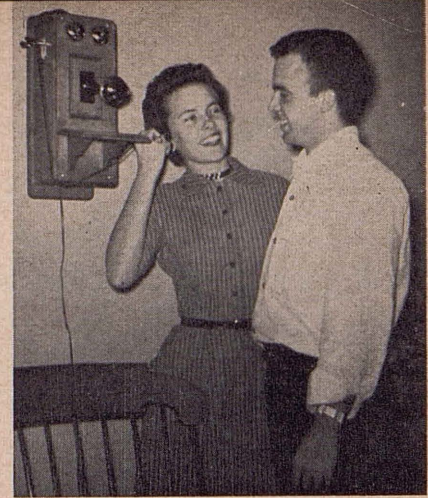
Sharon Rulo

Sharon made her wedding dress of white lace and satin. She was to carry a bouquet of white roses and lily of the valley. Her two bridesmaids were to wear red dresses and carry bouquets of white carnations and red roses.

Immediately following the ceremony, the bride and groom were to walk under an arch of swords held by six marines attired in dress blues wearing white gloves.

A reception was to be held at the chapel where the wedding cake would be cut.

The groom served 4 years in the navy and has 4 years' service in the marines, which he is making his career.



**TUNING IN** — Newlyweds Barbara and Larry La Kamp tune in the novel radio.

### Barbara Ties Knot

BARBARA L. HAMLIN, receptionist, executive dept., and Lawrence J. La Kamp were united in marriage at St. Lukes Church, Temple City, 4:00 p.m., Saturday, February 5.

For her wedding, Barbara chose a white lace ballerina length gown and fingertip veil with a tiara of pearls, and carried a bouquet of 2 white orchids and carnations. Her maid of honor, Claudette Duffy, (formerly of PE law dept.) wore a coral gown and carried a bouquet of yellow carnations. Her two bridesmaids wore gowns of aqua and carried coral carnations.

Following the ceremony a reception was held at the Women's Club House in Temple City, where many friends gathered to greet the bride and groom and the wedding cake was cut.

The groom is presently employed in the engineering dept. of Douglas Aircraft in Long Beach.

The happy couple honeymooned at Palm Springs and are now residing in their Temple City apartment.

### Meet and Eat! — ?

WE HAVE received several requests from MCL gals to arrange dinner get-togethers with PE gals periodically so we can keep-in-touch with our old friends and meet new ones.

It has been suggested, possibly one evening every month we could meet—we could pick a spot to eat that is centrally located so that it would be convenient for everyone to get home.

The idea sounds swell to us, but we would like to know what the majority of the girls think. How's about it??—Jean and Marge.



**OPERATORS FETED**—At Betty Embree's party for "old guard" men of the Sierra Madre line were, in back row: Operators John Starz, Robert F. Slocum, H. S. ("Red") Dowding, Frank Ruiz, Harold Bates, and R. F. ("Shorty") Desloges. Ladies included, from left, Mrs. Starz; Miss Ellen MacFadden; Mmes. Dowding, Embree, Ford; Miss Ruth Walter; and Mrs. Desloges. Photo courtesy of Betty's husband, Lee.

### Sierra Madre Party

OPERATORS on the Sierra Madre Line and their wives were entertained on January 26 by Telephone Operator *Betty Embree* and her husband, *Lee*, at their home in Sierra Madre.

Musical entertainment was provided by the two "Barbershoppers," Starz and Slocum. Instead of singing, however, Triple-Threat Starz played an accordion or a violin, as the mood seized his musical soul;

and Slocum also fiddled. The Embree player-piano made up the full orchestra; an urge to sing sometimes overwhelmed the group; and the entire party was recorded on tape by Betty's husband.

"We wanted to say good-bye to the boys who were going to El Monte Terminal," explained Betty, whose table of midnight snacks looked like something out of a magazine—and reportedly tasted much better.

**FRIENDS** gather at Chinatown on the evening of January 26 to bid adieu to Eleanor Lifur. Seated from left: Florence Stockdill, transportation; Joyce Hansen, PE freight claim; Elna Harper, personnel; Nancy Reid, SP public relations; Margaret Koopman, executive; Alma Lentz, transportation; guest of honor

Eleanor Lifur; Odessa Carter, ticket office; Ethel Gibbs, SP public relations; Pauline Nisbet, IBM; and Lillian Ryan, PE personnel. Standing from left: Ellouise Nauman, executive; Clara Doll, PE general office; Mary Maurer, hospital dept.; Helen Semnacher, PE executive; and Adrienne Payne, PE general office.



### Farewell to Eleanor

HONORING *Eleanor Lifur*, 17 Metro and Pacific Electric girls gave her a farewell dinner in Chinatown on Wednesday, January 26, and presented her with a clock radio.

Qualifying in a sense as the first Metro employe, because she performed secretarial work for top Metro executives on a full-time basis for a month before the transfer of property, Eleanor has resigned as secretary to Metro's General Attorney *Waldo K. Greiner* to accept a position as private secretary to the president of Continental Escrow Co., with offices at Sunset Blvd. and Vermont Ave., Los Angeles.

"I'll miss all my friends among Metro and PE employes," said Eleanor, "but this was such a fine offer I just couldn't turn it down. It was completely unsolicited and just fell into my lap."

Eleanor began work with PE as accident clerk in 1942, later transferring to the research bureau, where she remained for seven years, until she came over to Metro.

She has been an active and valued member of the Glee Club for several years, and was always to be found where there was work to be done.

Best of luck, Eleanor — we will miss you too!



**TORRANCE HONORS THREE**—The three men holding up papers to view near table in foreground are, from left, Herbert M. Benson, upholsterer; William W. Robbins, painter; and Albert A.

Winkler, ex-foreman of the upholstery shop. They were retiring when the papers—\$25 U. S. Savings Bonds and a list of contributors—were presented last January 7, at a gathering in the shop.

### 3 Torrance Men Retire

THREE OLD-TIMERS whose seniority with PE and Metro totaled up to 119 years were feted by Torrance employees in honor of their retirements last January 7.

The three included Upholsterers *Albert A. Winkler* and *Herbert M. Benson*; and Painter *William W. Robbins*. Each received a \$25 U.S. Savings Bond purchased with contributions of fellow-workers.

*Mr. Winkler*, better known as "Al," started with PE as an upholsterer 43 years ago and has been in the upholstery department ever since. He was foreman from 1914 to 1940.

Born in Los Angeles in 1890, he finished two years of high school and then began his upholstery career with a Los Angeles commercial firm in 1909.

*Mr. Winkler's* wife died seven years ago, leaving two daughters, *Bernice* and *Myrtle*, both now married; and *Albert*, a Torrance policeman. Six grandchildren and six great-grandchildren will help the retiring upholsterer while away many an hour of his new leisure.

His other leisure time activities include television, reading, and activities in the Elks and Moose lodges. He was a trustee of the Torrance Moose lodge in 1946. He

also plans to travel around for a year or so, visiting friends and fishing.

Ocean fishing, keeping up his home, and making cabinets and other finely finished wooden articles for his friends will occupy the leisure time of the other retiring upholsterer, *Mr. Benson*, better known as Ben to his friends. He has a well-equipped cabinet shop at his home in Hawthorne.

Starting for PE as carpenter and crane operator in 1922, he had been an upholsterer for the past 17 years.

He was born in Stoneham, Pennsylvania, in 1886, and upon coming West worked for the Los Angeles Railway as conductor for 10 years before transferring to PE.

*Mr. Benson* and his wife, *Frieda*, have two children: *Werner*, an attorney; and *Harold*, a test mechanic at North American Aviation.

Gold mining in Arizona will lure *William W. Robbins* ("Rob") away from Los Angeles part of the time during his retirement after 43 years of PE and Metro service as painter and sign painter. He plans to build a cabin at the site of his mine near Prescott and live there part of each year.

**LAST TURN-IN**—Messrs. Winkler, Benson, and Robbins turn in their tools for the last time to Foreman Gus Gundersen of the paint and body shop. The tools were, respectively, upholstery shears, a tack hammer, and a paint can and paint brush.



# BON VOY



SO LONG to Stationmaster Ove ("Ole") Jensen, right center foreground, was said with a gift presented on behalf of many friends and fellow workers by Supt. John D. Puffer, who is helping Ole hold the money. From left: R. L. Hall, R. R. George,

J. E. Beardsley, J. M. James, H. W. Bradbury, Roland Krafft, Jimmie Craft, O. E. Thornson, Paul Knoll, Tory Davidson, Howard Herrington, W. C. Scholl, Mr. Jensen, E. R. Edwards, Mr. Puffer, K. L. Hartwell, L. E. Hough, Jack Eastwood, J. D. Osburn.

When he tires of panning gold, he'll take his gun and go hunting, or solace himself with tunes on his violin.

Prescott, Arizona, is not new to Mr. Robbins. He was born there in 1888, completed high school, and started to work for PE in 1907. Except for two years when he went into business for himself, from 1924 to 1926, and two years when he worked for the Southern Pacific, 1908-1909, he stayed with PE and Metro until his retirement.

Rob is a 32nd degree Mason, a Shriner, and watchman of Shepard's White Shrine.

He and his wife, *Dolly*, have one child, a daughter, now Mrs. *Ruth Jett*, a secretary at AiResearch.

### Ove Jensen Retires

CHRISTMAS week brought to a close the transportation career of *Ove ("Ole") Jensen*, who retired on December 23 from the post of stationmaster at Metropolitan Coach Lines' Main Street terminal in Los Angeles.

Mr. Jensen's retirement ended 31 years of service during which he had operated and dispatched trains on every line of the Pacific Electric Railway—from the top of Mt. Lowe

to Newport-Balboa Beach, and from Redlands to Santa Monica.

Born in Copenhagen, Denmark, in 1900, Ole came to America at the age of 9, receiving his education in Boston and Sioux City, Iowa before joining Pacific Electric in 1923.

First employed as a motor coach operator, Ole switched over to trains as a conductor-motorman and worked out of the Main Street station and Subway Terminal for the next 20 years. In 1944, he became dispatcher at Main Street, later moving up to stationmaster.

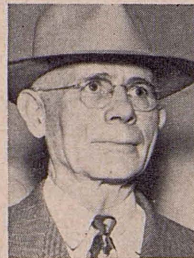
Mr. Jensen, known as "Ole" to all his friends, passengers and fellow trainmen, has resided with his wife, *Oneita*, at their present home in Alhambra for the past 21 years. *Oneita* is a telephone operator for the Southern Pacific. The couple have two married daughters: *Maxine* and *Lois*.

An active Mason since 1927, Jensen is a member of the Compass Lodge No. 590 in Pomona.

Now that his working days are over, "Ole" has a few things in mind to keep on the move: "Up to now I haven't had much time to go fishing. Now I have. Then there's that trip to Copenhagen my wife and I have looked forward to for a long time."

### Whiting Retires

A FORMER superintendent of schools retired from Metro service as a conductor on the South rail lines on January 15. He had reached 65.



J. M. WHITING

*John Martin Whiting*, who came to PE in 1943, took his master's degree in school administration at Stanford in 1928 and taught school for 27 years before he decided to try his luck at running trains.

He taught in Nevada, Utah, and Idaho, becoming superintendent at Heyburn in the latter state. He was in that capacity when he decided to enter the field of selling school supplies and textbooks as a sideline. He later branched into selling school playground equipment, and plans to continue this activity in his retirement, selling to schools, cities, and counties.

He taught for a year at Excelsior Union High School, Norwalk, before coming to PE.

# TRAVEL, OLD TIMERS!

# VARIETY LINES

## Accident Investigation Classes

"A MAN is basically honest. Just ask questions to keep him talking."

"The first thing to do is to write down the information you already have. Then get the rest—that's your job."

"Re-enact this accident with the operator."

"I have to give an answer, too; so I have to depend on you fellows to get the right information."

The quotations are from Chief Instructor *Robert L. Woodrow*. His audience was a group of instructors and division foremen—present and prospective—with whom he was discussing how to investigate an accident—one of the main duties of the division foreman.

The accident investigation class grew out of a request by several instructors and division foremen who had seen but didn't understand the various algebraic formulas by which Mr. Woodrow has been able to prove from the length of skid marks how fast a vehicle was traveling before the collision, from known speeds just where the accident must have occurred, etc.

The sessions went on for eight weeks Wednesday from 4 to 6 p.m., starting December 8, and consisted of solutions to actual problems involving personnel and equipment.

**THE LAWS OF MOTION** have been the basis for Chief Instructor *R. L. Woodrow's* classes in accident investigation for instructors and division foremen shown here. From left: front row: *Frank Harris*, instructor; *R. H. Bettersworth*, division foreman, Ocean Park; *E. B. Stowe* and *A. E. Kemp*, instructors; back row: *H. E. Anunson*, instructor; *R. G. Curnutt*, division foreman, El Monte; *R. W. Krafft*, division foreman, Long Beach; and *D. B. Van Fleet*, terminal foreman, Macy Street (now at 6th & Main).



## Those 2-Way Radios Again

WHEN four automobiles crashed and tied up two east-bound lanes of traffic on the curve of the Ramona Freeway just east of the Macy Street bridge, about 3:40 p.m., Thursday, February 3, Supervisor *R. W. Colton*, who was in his radio car, heard the noise and investigated. What he did is a revealing glimpse of the value of two-way radios.

He radioed the dispatcher, who at the time was *David P. Nelson*, to call an ambulance to the scene.

This act set in motion a pre-arranged emergency procedure developed by Metro's transportation staff for just such occasions. Mr. Nelson telephoned the police, who not only took care of the parties to the accident, but also began to divert traffic. A freeway accident, even though only a single lane may be blocked, usually affects traffic on all freeways. In this case, inbound traffic on the Hollywood Freeway was backed up all the way to Vermont and a similar slow-up occurred on the Santa Ana Freeway.

To help keep Metro coaches on schedule, Mr. Colton, with the radio assistance of Mr. Nelson and other supervisors with two-way radios, diverted inbound coaches on the Hollywood Freeway off at Vermont Avenue for several hours.



HE DIDN'T PASS BY on the other side. Operator *Wm. S. Damron*, life-saving hero.

## Good Samaritan

A HUGE FLASH of flame "nearly a hundred feet high," accompanied by a rumbling roar in the oil well district near "D" and Alameda Streets, Wilmington, on December 27 attracted the attention of apparently only one of a number of passing motorists.

At least, Metro Operator *William S. Damron*, who, with 10 minutes to sign on for his run at San Pedro, was driving his personal automobile in the vicinity, was the only motorist who was curious enough to investigate.

He found a tank truck being loaded with oil near a large storage tank, and patches of flame from burning oil scattered about the ground. Oil was still pouring from the loading spout into the truck, but was leaking out of several holes in the truck tank. Two hundred feet from the truck was its blinded driver wandering in a daze, with his shirt on fire, and pieces of raw flesh hanging down from his face and arms. The explosion had covered him with oil.

Damron tore off the shirt, while the painfully burned driver, apparently still aware of possible added danger, urged him to turn off the flow of oil. Unable to locate the valve, Damron quickly stamped out the patches of fire, carefully placed the injured man into his car, and drove to the Wilmington police station.

Here the police hurried the victim to the Harbor General Hospital, and called the fire department. According to Damron, the fire depart-



## Supervisor Training

A TRAINING PROGRAM for transportation supervisors, division foremen, and radio dispatchers was begun Tuesday, February 15 and will continue for sixteen weeks with one-hour sessions at 2 p.m. for night men and at 3 p.m. for day men.

Topics and instructors include: duties and responsibilities of the supervisor, by Supt. *J. D. Puffer*; daily reports, written and oral, by Mr. Puffer; operating rules, by Instructor *J. T. Johnston*; labor agreements, by Manager of Personnel *W. C. Scholl*; schedules, assignments, and traffic checks, by Senior Schedule Supervisor *H. C. Beardslay*; equipment, rail and coach, by Asst. Supt. of Equipment *F. H. Markley*; safety and accident prevention, by Instructor *A. E. Kemp*; accident investigations and reports, by Chief Instructor *R. L. Woodrow*; fares and transfers, by Chief Rate Clerk *J. N. Shafer*; accounting, by Auditor *E. H. Uecker*; special agents, by Chief Special Agent *Joseph Shafer*; claim cost, by General Claim Agent *William Pollack*; public relations, by Director of Public Relations *R. O. Christiansen*; law department, by Attorney *C. C. Beery*, and speaker's course, by Asst. Supt. *Jack Stewart*.

"Although we have scheduled no separate class for the most important topic of all—the human factor in supervision—this subject will be stressed in each of the classes," declared Mr. Puffer.

"The speaker's course has been reserved till last because it is expected to encompass at least a year, so that each man may have sufficient opportunity to become a proficient speaker," according to Mr. Stewart.

ment quickly located the oil shut-off valve and checked the flow.

The motorman then continued to San Pedro, where he checked in "only 15 minutes late."

The story was published in the Wilmington Press-Journal for December 27.

Mr. Damron made news also in September, 1953, when he and his conductor, *Gordon West*, foiled a probable attack on a woman who had just left their car late at night.



**TRANSPORTAIRES**—New name of the SP-PE-Metro Glee Club—caroling in the Sixth and Main station for homeward-bound commuters during the past Christmas season.

## Music Festival

THE TRANSPORTAIRES, new name for the Metro-PE-SP Glee Club, invites all employees to attend the Industrial Music Festival sponsored by the Los Angeles Bureau of Music at John Burroughs Junior High School on February 26 at 8:15 p.m. Admission is free. The address is 600 S. McCadden Place, Hollywood.

That night "will mark the first time that choruses sponsored by business firms and industries in the Los Angeles area have joined for a public hearing of their musical accomplishments," according to the Bureau. Each chorus will present its own group of songs under its own leader; and all will then combine for a grand finale under the

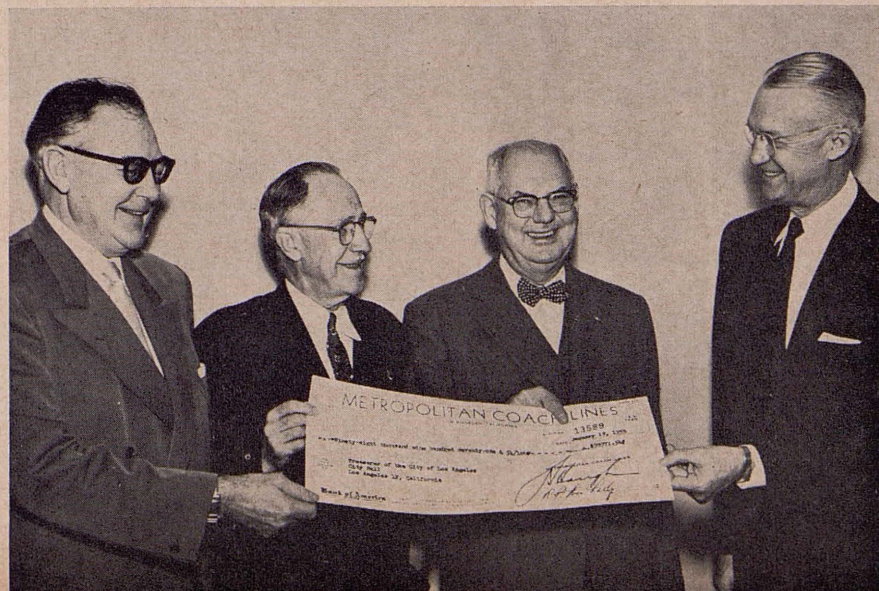
directorship of *J. Arthur Lewis*, city music coordinator.

Assisting will be the City of Los Angeles Civic Center Orchestra, under the direction of *Arthur J. Babich*.

Free tickets are available from your public relations department, 617 PE Building, or from members of the Transportaires, according to President *Jack Ryland*.

"We have been working very hard with Director *Annette Ness* for several months to perfect the numbers we intend to present," says Jack, "and would truly enjoy seeing our old friends of Metro, PE, and SP in the audience, because we believe they'll hear a most creditable performance by us as well as by the other eight choruses."

**BIG CHECK**—On January 20, Metro paid the City of Los Angeles \$98,971.54 to pave over the streetcar tracks on Hollywood Boulevard, on which motor coach service replaced rail September 26, 1954. Left to right are Herbert Cameron, president, Board of Public Utilities and Transportation, Los Angeles; Earl D. Baker, Los Angeles city councilman; Jesse L. Haugh, Metro president; and A. E. England, president of the Hollywood Chamber of Commerce. Overhead wires and poles will also be removed as part of a reconstruction project to beautify the famous boulevard.



# MORE VARIETY LINES

## Refund Plan Continues

THE FARE REFUND PLAN now in effect in Van Nuys will continue for an indefinite period, as the result of a decision by the Van Nuys Business Men's Association.

The Association ran a series of advertisements starting February 3 in the Van Nuys News urging residents to use Metro service for their shopping trips and make full use of the cash fare refund plan.

By this plan, shoppers bound for Van Nuys stores ask the Metro operator for a cash fare refund ticket, which shows by a punch mark the amount of fare paid one way (up to 30¢). Participating merchants refund the amount punched if the shopper has purchased \$2 worth or more of merchandise.

Metro is providing outside and inside car cards for San Fernando Valley coaches to help promote the plan.

## Tribute to Mom Graham

PASSENGERS on the Los Angeles-Sunland schedule which leaves Los Angeles at 5:37 p.m. limited gave several boxes of candy, cigarettes, coffee, and gum to all Sunland operators on a night before Christmas.

Two of the passengers, acting on behalf of the others, brought two large gaily wrapped packages to the bus lot at Sunland, where Operator *Marvin Klawiter*, who happened to be present, accepted the gifts with thanks and promptly told the other drivers.

On the card, which wished the men a Merry Christmas, and bore the names of 10 passengers, was hand-written: "In Memory of Mom Graham." According to Operator *Bob Melton*, Mom Graham, who died last summer at the age of 70, was for about six years a regular commuter on the Sunland Line, and used to give birthday and Christmas presents to all Sunland operators.

"She never missed," says Bob. "One year she mailed me a birthday gift from Indiana while she was on vacation."

## Dave Flores Dies

FACES in the Macy Garage stared in shocked disbelief when they heard that *Dave Flores*, foreman of the inspection garage, had died at his home on the Monday after New Year's — January 3, at about 3:45 p.m.

Yes, they knew he had been off sick for a few days — Dave had mentioned a minor stomach affliction. But Dave — everybody's friend — was a husky, healthy-looking man only 57 years old. It couldn't be true!

But it was. Dave had mistaken the seriousness of his illness, and a heart attack — coronary thrombosis — carried him off.

Funeral services were held at Our Lady of Lourdes church, 3rd and Rowan Streets, Los Angeles, at 9 a.m., Wednesday, January 5, with interment following at Calvary Cemetery, Whittier Boulevard at Downey Road. Veiga and Robison Mortuary handled funeral arrangements.

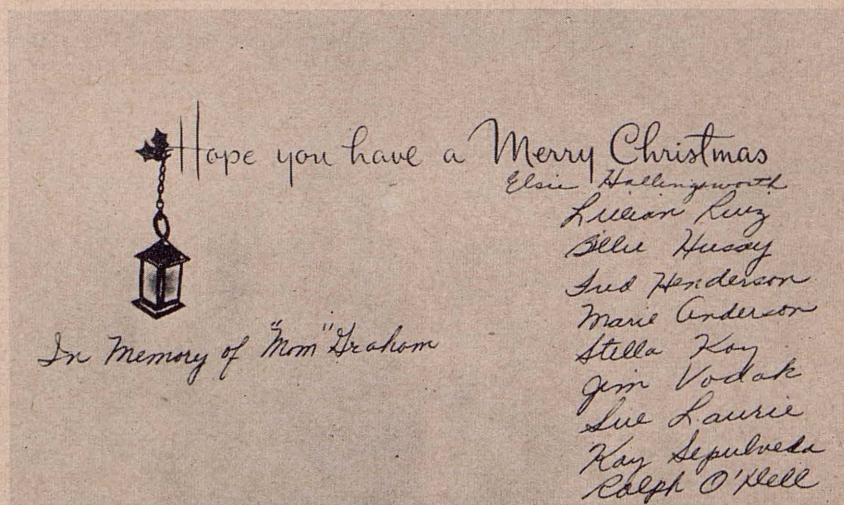
Surviving are Dave's wife of 32 years, *MacLovia*; a son, *David Flores*, trainer with the Los Angeles Angels baseball team; and three daughters: *Alice*, assistant head nurse, surgery, Los Angeles County



DAVID G. FLORES

General Hospital; *Vera*—Mrs. Murray MacDaniel—who with her husband manages an appliance store chain; and *Gloria*—Mrs. David Lopez, an attendant at Los Angeles County General Hospital.

Born March 21, 1897, in El Paso, Texas — where as a shoe-shine boy he once shined the shoes of Pancho Villa — David G. Flores began his transportation career in 1917 as a mechanic's helper for the White Bus Line, and went with White to the Motor Transit Company about 1920. In 1924 he transferred to Pacific Electric as trouble-shooter in Pasadena for 19 years, until promoted to leader in the Macy inspection garage. In 1949 he became assistant foreman, and in 1953, foreman, transferring in this capacity to Metro on October 1 of that year.



CHRISTMAS CARD received by Sunland operators.

# Personnel Changes

## NEW EMPLOYES

### Executive Department

SECRETARY: Gayl H. Ayres.

### Accounting Department

KEY PUNCH OPERATORS: Anne Drogo, Barbara Gordon, Evelyn Selden.

### Claim Department

CLAIMS AGENT: William H. Leonard.

### Traffic Department

TRAFFIC CHECKER: Carl J. Patten.

### Maintenance Department

MECHANIC: Samuel J. Hickman (Asbury).

## PROMOTIONS AND TRANSFERS

### Transportation Department

From Assistant Terminal Foreman to Division Clerk: Charlie B. Mullins.

From Terminal Foreman to Division Clerk: Wayne J. ("Jack") Gerhardt.

From Operator to Assistant Service Director: Oscar M. Blanks.

From Operator to Division Clerk: Raymond J. Donnellan.

From Operator to Traffic Checker: Horace M. Rice.

## RETURNED FROM FURLOUGH

### Maintenance Department

AUTO REPAIRERS: Willard Alexander, Ralph Bridges, Clifford Martin, Ben Spencer.

## Silver Wedding

THEIR SILVER WEDDING anniversary was observed Sunday afternoon, February 6, by *Personnel Manager and Mrs. W. C. Scholl* at a party given in their honor by *Mrs. James Riley*, sister of Mrs. Scholl.

Many of the guests who attended, according to *William C. Scholl III*, son of the honored couple, were also present 25 years ago at the wedding. Among them were *Mrs. Annie Trombatore*, Mrs. Scholl's mother; and *Mrs. Pauline Scholl*, Mr. Scholl's mother.

## Appreciation

JOELLA ROBERSON, PE Building janitress, and her family wish to express through the Magazine their deep appreciation of the expressions of sympathy by employes on the occasion of her mother's passing November 14.

# Chest Appreciates MECCA



FOR MECCA'S HELP in raising nearly \$8½ million to aid 164 participating agencies, the Community Chest sent the above award to Metro employes, along with a letter of appreciation from John E. Fishburn, Jr., chairman, 1954-55 Community Chest Campaign. "This Chest campaign produced the largest amount of money ever raised in history for health and welfare services in the Los Angeles area," wrote Mr. Fishburn. Concluding, he said, "To this formal expression of gratitude, I want to add my personal thanks for your continued interest and cooperation." — In addition to the MECCA contribution, Metro employes also assisted in soliciting funds for the Chest in the downtown district, and were thanked by the Chest. They included Vice-President and General Manager R. F. MacNally, Traffic Manager Dale Harlan, Public Relations Director R. O. Christiansen, Station Supervisor T. N. Britton, Assistant Research Engineer W. L. Turpen, and Editor W. W. Silliman.

## Long Beach See-Saw

THE LONG BEACH AGENCY, almost immemorably located at 156 Ocean Avenue, was relocated to another building at 118 American Avenue effective January 31, but on February 15 was again relocated at the original spot — this time as a commission agency under J. R. Britton. Agent T. R. ("Bud") Bartlett, we understand, is breaking in as division clerk.

For the record, the old Riverside agency under *Harry F. Dostal* was closed November 8, and a commission agency was set up across the street in the Greyhound station at 3734 Market Street. Commission agent is *Lewis F. Crosby*. Mr. Dostal, oldest agent in seniority on the system—he began at Riverside in 1929 — "bumped" San Bernardino agent *William H. Hambly*, who returned to Pacific Electric.

## New Dentist

REPLACING *Dr. Ben A. Patton* as dentist in Room 826 PE Building February 3 was *Ralph E. Weller*, D.D.S., a graduate of the University of Minnesota and dental practitioner in that state before he came to California a few months ago.

Dr. Weller will maintain office hours from 9 a.m. to 5 p.m., Monday through Friday.

Dr. Patton's office is at Huntington and San Gabriel Boulevards, San Marino. His telephone is SYcamore 5-1373.

On November 1, the Pasadena agency at 61 North Fair Oaks Avenue was closed and a commission agency set up at 175 East Green Street under *F. F. Kearney*. Metro agent *H. G. Davis* returned to Pacific Electric.

# Within Our Family Circle

## Strollin' Through the Park

By E. F. GILLIGAN

RUSHING is the word best used at the Snack Bar, opened opposite the Ocean Park Terminal by Mrs. T. R. Gordon, wife of Ocean Park Operator T. R. Gordon. Open house was held on January 13, Mrs. Gordon giving free coffee and doughnuts to all comers, and the stand opened for regular business the following day.

Ocean Park employes presented to the Gordons for the occasion a floral bouquet and an electric wall clock. The best wishes of all Ocean Park employes for a big success went along with the gifts.

Names make the news and the following Ocean Park operators are spotlighted this month: *H. K. Meuller* and *B. O. Wickman*, who can be found spending their spare moments discussing a mutual love of guns. Eavesdropping has proven that they both know what they are talking about.

*Jimmy Hall* retired from the Culver City Police Reserves the other day. We wonder if it was prompted by the ticket he received from a brother Culver City officer for speeding!

Operators here at the Park have watched with avid interest for the past few weeks as the old power house on the storage lots was being torn down. Many a brick wall and barbecue was envisioned from the old bricks of which it was constructed: but all in vain, as it turned out that the building in its entirety had been sold and the bricks were available for purchase only.

Operators *Dick Sanson*, *Jim Hall* and *Thurston Holmes* have been appointed to the safety committee for Ocean Park Terminal. These operators will assist other operators in preparing accident reports and will generally help anyone having accident difficulties.

A "THANK YOU!" to **GEORGE W. REED** for his past assistance as purveyor of the Ocean Park news, and a hearty welcome to **EUGENE F. GILLIGAN**, new correspondent for Ocean Park with this issue.

Gene was editor of the Camp Pendleton newspaper, "The Weekly Word," on two different occasions. The first time was from 1950-1952, when he took military leave from the company to enter service with the navy as Hospitalman 1c and immediately became assistant to the Camp Pendleton special services officer. He spent his entire tour of duty running the newspaper. That was until March, 1952.

A member of the naval reserve, he was called back to service again the following September, and took up right where he left off. This time, however, his editorial duties were cut short by his orders to go to Japan as doctor on a net-tender, with the rank of chief pharmacist's mate. In the base at Yokosuka, he was hired as a singer by a Japanese dance band, which played in the enlisted men's club for a year, and sang until his discharge, in June, 1954.

"I couldn't figure out what had happened when I saw all those green buses at Ocean Park after I came back to work," said Gene.

Mr. and Mrs. Gilligan have four children, the youngest being **KEVIN MICHAEL**, born in November, 1952.

## West Hollywood News

By J. R. THOMPSON

MILITARY LEAVE was granted Operator *J. K. Klingensmith*, who will be doing a hitch with the air force.

We are glad to see the following men back from furlough: *E. R. Purtyman*, *K. J. Rogers*, *R. A. Pettenger*, *H. W. Bryant*, *R. P. Rush*, *W. C. Howard*, *R. A. Smith*, and *B. T. Godec*.

*C. J. ("Benny") Kimball*, who has been division clerk at West Hollywood for the past year, has transferred to the Long Beach Terminal. Benny made many friends during his stay with us and it was with regret that we bade him goodbye. The vacancy created by his leaving will be filled by Operator *E. J. Silvey*.

Operator and Mrs. *M. B. Downing* recently journeyed to their home state of Missouri for the purpose of returning with their three-year-old granddaughter, *Debbie*.



**SNACK BAR OPENS** — When Operator and Mrs. T. R. Gordon opened their snack bar at Ocean Park across the street from the terminal January 13, Metro employes clubbed together and bought presents to get the new venture off to a good start. Mrs. Gordon (in apron) received flowers from Timekeeper Martha Falbaum, who represented the non-operating employes at Ocean Park. T. R. himself (in light shirt) received a wall clock from Operator G. W. ("Pete") Reed, who acted on behalf of employes. Looking on are, from left, Operator Joe Kreitzman, Service Director Oscar Blanks, and Operators N. R. Higgins, Jack Manning, and Dick Haines.

On January 11, 1955, *Operator* and *Mrs. H. M. Donnelley* became the proud parents of a baby boy, *Dennis George*, their third child. Mr. Donnelley has been with Metro approximately a year and a half.

Car Cleaner *Carey Robinson* is back with us after an absence of several years.

*R. J. Donnellan* has given up bus driving to become division clerk on the night shift at the Van Nuys terminal.

Machinist *Glen Day* is back to work after having had the misfortune of being laid up for some time with a broken leg.

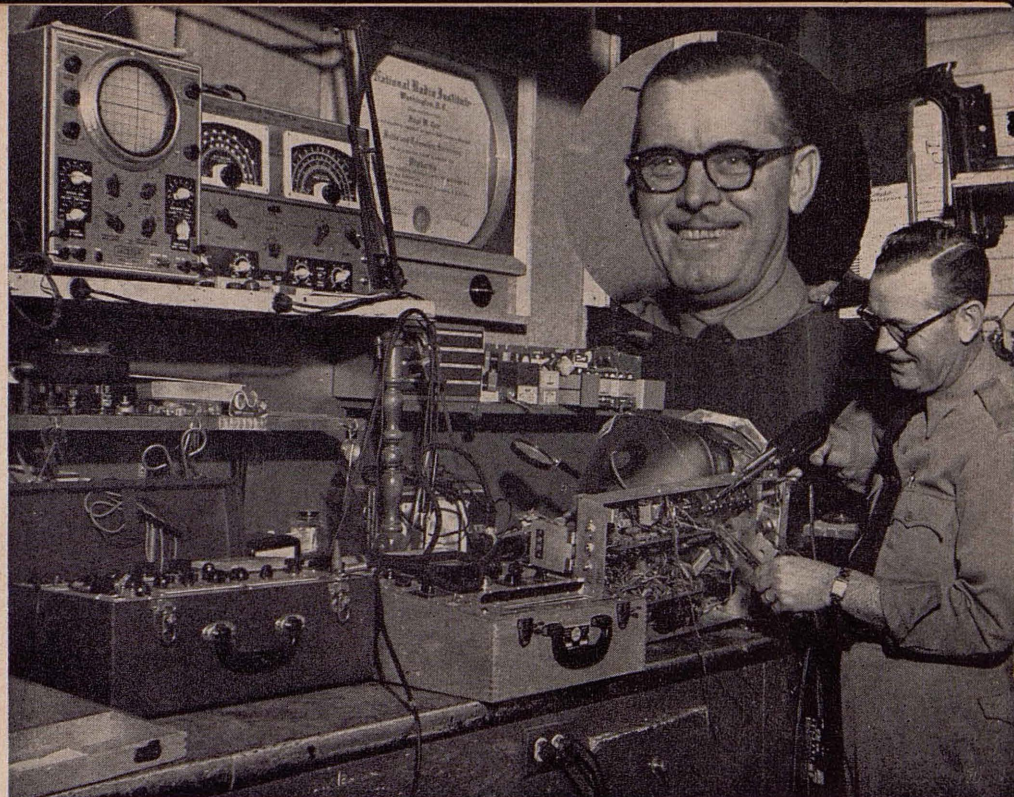
The old trolley wires and tracks are gradually disappearing from the scene in these parts and we are all looking forward to the construction of a new terminal and motor coach storage lot in their place.

## Macy Garage

By RALPH MURPHY

MAURON W. TREMAYNE, leader, retired August 19, 1954. He joined Pacific Electric October 14, 1919, as a car repairer at 6th & Main and remained there. He was an assistant day foreman from January 1, 1932, to October 1, 1935, became an electrician October 1, 1935, and leader, July 1, 1943 (holding this position until it was abolished July 31, 1949), became an electrician August 1, 1949, a leader again October 1, 1953, with Metro, and remained a leader until his retirement.

Mauron says he saw the best years of the 6th & Main viaduct terminal, when cars would be coming and going every three minutes, and had trolley turners—employees who did nothing else but turn the trolleys on the street cars. Five and six-car trains went to San Bernardino and Long Beach—always full. Railway business was good during his time. He can tell you a lot of interesting happenings about times when the fleet was in and all the sailors, to have fun, had to come to Los Angeles—wasn't much to



**"TELETRICIAN AND RADIOTRICIAN"**—That's the title *Operator Floyd Cox* invented for himself after finishing a five-year correspondence course in radio and TV repair work from the National Radio Institute of Washington, D. C., with grades of "A" and "A-plus" on most of his lessons. His diploma is on the wall in the TV frame. Also pictured is part of the \$5,000 worth of electronic testing equipment in which he has invested over the years. Here he's soldering a connection in a TV set. *Floyd* says, with just pride, that his spare-time repair business is increasing, and he believes it's because early in the game he determined to give every customer a scrupulously honest job at a reasonable price. — Congratulations!

Long Beach or San Pedro in those days. We hope he has a long and happy retirement.

*Charley E. Good*, car repairer, retired June 24, 1954. He joined Pacific Electric December 15, 1924, as a car repairer at Macy car house. Except for a few brief periods—one at Butte repair and Pasadena car house—he stayed at Macy car house until he was made a leader at Watts car house, February 10, 1947. He held this job until it was abolished September 29, 1951. He worked at 8th & Hemlock until 1952, and then moved to Toluca yard and he remained on the western division of the Metro until retirement. He was at Macy car house when two to three hundred cars would be run through once during the day then again at night. It was a very busy car barn during his time.

We wish him the best of health and happiness and hope his retirement is doing him a lot of good.

*Harry Zarp* has had an operation for hernia. He is home doing fine—expects to be back on the job around the first of March.

## "My First Baby"

A LIVE BABY was found by *Asbury Operator Lewis Horn* on a seat near the middle of his bus as he reached the end of his Hollywood-bound run on the Pasadena line February 10.

The last passenger had left his coach at Highland, and here he was at La Brea.

Slightly puzzled, he picked up the baby, which was just waking up and beginning to cry, and was holding it in his arms when the baby's mother came dashing up in a taxi. — She'd forgotten her own child!

"It was my first baby," smiled childless Mr. Horn.

## Appreciation

MRS. ARCHIE BRAHM wishes to extend sincere thanks and appreciation to all friends for their expressions of sympathy during her recent bereavement.

## You Be Earnest and I'll Be Frank

By J. S. BURTON

VAN NUYS DIVISION welcomes into the fold of division offices the operators at El Monte and Long Beach. Our experience thus far has shown us that the principle of division offices has proven beneficial to the operators, as well as to the company. The close association among the men, the unity of purpose that comes from being a separate entity, and the organization for recreational purposes, are all positive phases of affirmation. We wish you well.

Our Christmas party was a huge success. (See picture on page 13.) Special mention should be given to the efforts of W. J. Kressin, N. D. and Mrs. Thompson, Dave Grant, and N. H. Bornstein (Santa Claus). Each operator contributed one dollar for each child in his family, and the Metro Valley Club added enough money to allow Santa Claus to give each child in attendance a present costing up to \$1.50. This is another example of the possibilities under the division system. Everyone had a wonderful time enjoying the spirit of the occasion.

The resignation of E. F. ("Dusty") Williams as secretary-treasurer of the Metro Valley Club because of illness necessitated an election at Van Nuys to fill the vacancy. L. P. Gappae was elected to the office. In the meantime, "Dusty" has had all but two of his "upstairs" teeth pulled and now greets his passengers by baring his fangs.

Harry Vanden Brink, division clerk, is moving to Westchester this month into his own home. Recent news items indicate that the inauguration of helicopter service between Van Nuys and Long Beach is in the offing. Van may even be able to go home for lunch if he gets to know the pilot well.

D. W. Blanchard is our new time-keeper-cashier. He comes to us from West Hollywood division replacing D. P. Quiring, who returned to the operators' roster.

My closing thought for this issue is: NOTHING NEEDS CORRECTION SO MUCH AS OTHER PEOPLE'S FAULTS.

### Van Nuys Terminal Proudly Presents Charles A. Ravens



MR. RAVENS has been a loyal employee for the past eight years. He has made many friends among operators and passengers alike. His neat appearance and amiable personality have made trips on his coach a pleasure to the public.—JSB.

### Senior Employes Fellowship

By H. M. MOSHER, President

THE SENIOR EMPLOYES FELLOWSHIP is well named, as it is based on good fellowship and is not confined to a membership of pensioners. Any and all of you who desire to keep in touch with old friends and make new ones, are cordially invited to our meetings. We generally have a little over a hundred from all departments in attendance and good fellowship prevails.

In addition to that, we send out about 50 greeting cards to those who are unable, because of sickness or other reasons, to attend.

There are no dues or other obligations. Meetings are every third Tuesday of the month and the men start assembling at twelve noon. So come early to avoid the rush.

Claude Laytham, an old-timer from Pasadena, tells me that when the Mt. Lowe line was built it was one of the first electric trolley lines in this neck of the woods. The

power was supplied by a power house at Lake and Calaveras Streets in Pasadena. This location was also the terminus of the line. In those days passengers from Los Angeles had a choice of going by steam cars or by a four-horse tally-ho. If one chose the latter, one was carried in style, for the equipage had a liveried driver and a coachman in a high seat in the rear with a long horn to make the welkin ring as the coach bowled along.

This is a sample of the kind of story you may hear if you get some of the old-timers reminiscing; and of course there is a lot of gossip of men and events of the long ago.

### Accounting Department

By THE SCRIBBLER

REMEMBER THIS: "The higher a man lifts his thoughts, the greater his achievements."—James Allen.

With Christmas a matter of memory — but WHAT a memory! — of open house in the executive offices where every employe who could attend was welcomed with heart-warming cordiality by the officials and their staff—and our own gorgeous office party with tree, gifts, and eats in abundance—we resolutely turn our backs, and face the new year with lifted thought. Hm—how many days till next Christmas??

Among the weather reports in the past month appeared the word "Showers"—and shower it did!—all over Special Accountant Frank Carr's desk in the accounting department on January 14. Little duds and doodads in traditional blue and pink were scattered all around the place for the little tyke that's due in the spring. Big blushing Frank made a fine contrast to the tiny little bibs, clothes hangers, and three-cornered pants. The girls in the office surprised all the men folks, fearing the boys would let the cat out of the bag prematurely. But the boys came through handsomely with a shower of money. Now we can hardly wait for the April showers!

Changes in the pay roll bureau sent Pat Delagrave to Long Beach, and Marie McAllister to El Monte Terminal.

Helen McDougall, who has been out for over a month with an operation, is welcomed back.



"BUT IT HASN'T ARRIVED YET!" protested Special Accountant Frank Carr, holding up baby pants. The expectant father was

recipient of a baby shower given by fellow-workers in the accounting department last January 14. Gifts were for boy or girl.

Grace Boldt, who spent Christmas in the east with her mother, is back in the groove at the old typewriter in the pay roll office.

Inga Johnson wound up the old year with her last few vacation days at home—working crossword puzzles, we betcha. No wonder she's so smart!

Three of our fellow workers who are members of the board of directors of the credit union—Marion Emley, Helen McDougall, and Marion Snowden—contributed their time and talents to help make the annual dinner meeting a success. Dividends of 3½% were declared, and everyone went home happy.

The former PE Glee Club—named when we were an all-PE group—has brightened up its escutcheons, pinned on a new label, and blossomed forth as "The Transportaires," which takes in PE, Metro, and SP tune-makers. Just as a flyer, the gals will wear full-skirted checked taffety dresses with red buttons, all made alike, and the boys will have dark suits, white shirts, and RED bow ties. On our spring itinerary are dates at the General Hospital Sunday service (in robes), Railway Business Women's Association, and the Los Angeles Industrial Music Festival. We-all are busy folks down there in the PE theater on Tuesday evenings.

That's all the news for this time. See you next time.

## BOWLING NEWS

By CHARLIE HILL

THE SIXTH ANNUAL Transportation Tournament is all over but the cheering for the PE Club team, which won first place by virtue of rolling a neat 3009 series. The personnel of the team consisted of Bill Green, Dick LaClair, Gene Harrison, Myron Passon, and Gene Carrel.

Entering the tournament were 28 teams from the various transportation leagues, including, from our own leagues, Glendale, BRC Aces, Atomics, Pit Bulls, PE Club, and two of our girls' teams, the BRC Railettes and Wolverines. Both of our lady contingents showed up well, the Railettes finishing fifth. The Metropolitan Coach Lines team of the Southern California Passenger Association League, and the Pacific Electric team of the Steamship League were also entries.

Seventy-eight bowlers participated in the doubles event and 74 in the singles, all bowling on the last day of the tourney. Dick LaClair and Bill Green as a doubles team tied for fourth place honors. Myron Passon finished third, Lucy Comstock sixth, and Dick LaClair came in seventh in the singles. Dick was an outstanding star during the tournament, rolling in his three series 1610 scratch, which with handicap gave him 1940, the highest score bowled in the tourney.

The next big event of interest is the Los Angeles City Tournament, which opens March 12. The follow-

ing six teams of the PE-Metro League will bowl in this classic: Pit Bulls, BRC Railers, PE Club, Atomics, Glendale and BRC Aces.

At the end of the 19th week of our schedule the Researchers and Streamliners were tied for first place in the 6:15 p.m. branch, with 45 wins and 31 losses; while in the 8:30 p.m. branch the Metro Wheelers had a three-point lead over second place Subway Terminal, the former having 49 wins and 27 losses. In the fair sex department the Wolverines held high series of 2763. For the men, the Researchers had the high series—2753—and high game—1009. Ray Jones was tops in average in the 6:15 p.m. branch, while Ace Harrison led the 8:30 p.m. branch.

LORETTA EASTERLY, of the Lawettes, takes a mean swing at the bowling pins.



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