

METRO COACH *News*



OCTOBER, 1955

Tel. TRinity 2792



METRO COACH News

VOLUME 2 OCTOBER, 1955 NUMBER 6

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OUR COVER

THE FOOD TABLE at Arroyo Seco Park last October 9 groaned under the weight of food until the 400 or more employes and their families who attended the employe picnic had managed to shift a good deal of the load into themselves. Here's a typical scene.

CORRESPONDENTS

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

PHOTOGRAPHY

Harley B. Talbott

Al Rommel

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

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Deadline for December issue: November 30



Live Positively

SUCCESS on your job at Metro is, for many reasons, important not only to you, but to the entire company. If you are successful, or are at least beginning to perform your work well, you are thinking *positively*—an attitude which creates a cheerful atmosphere, good for the morale of fellow-workers. With a positive attitude of mind, you are almost invariably emphasizing the best, or positive, qualities in others, and you take time to praise their successes. By the same token, you have no time or inclination for the negative habit of fault-finding. And you see the good in people rather than dislike them for their faults. You give people a feeling that they matter — to you — and, therefore, they like you.

Most important of all, our customers, the traveling public, will like Metro better because they like you for your courtesy, cheerfulness, and helpfulness—all the result of a positive attitude. Our organization can succeed only if we provide a transit service the public is willing to buy in sufficient quantity to keep us in the black. And they're more likely to buy it if they like the Metro folks they meet.

Let's distinguish between a truly positive attitude and a chip-on-the-shoulder attitude. The positive man is aggressive—a fighter—to be sure, but he never seeks a fight over unimportant trifles. Nor does he ever seek to domineer in order to prove to himself that he's a big shot. He doesn't have to prove his merit by forcing others to do his will. Others follow his quiet suggestions because, being of a positive nature, he knows where he is going. The unsure follow the sure.

The positive-minded operator finds courtesy to passengers natural to him; other people, he feels, are important. The negative-minded operator is likely to be discourteous, because he is obsessed with thoughts only of himself and his own importance, or misery, as the case may be.

You may well ask, "If it is so important to have a positive attitude, how can a naturally negative person achieve it?"

The answer is that it isn't easy to change bad habits of a life time, but that nevertheless, the habits must be changed. For a negative attitude *is* a habit. No person is "naturally negative"; he or she has been *made* that way by past training and environment.

The steps to be taken are, in order:

1. To really and truly wish to succeed.
2. To realize that the negative attitude preventing success exists, if such is the case.
3. To wish to acquire the positive attitude, which helps to create success.
4. To decide to *do* something about it *now*.
5. To decide *what* to do, by analyzing the problem, thinking of possible courses of action, and choosing the most likely solution. If one solution fails, figure out why and try another course of action.

Thus, you're doing something positive in order to arrive at a goal.—And, briefly, that is a good statement of the way to make any life count. Isn't that what we all want—to make our lives count?

Don't wait for the right person or the right opportunity to come along to change your attitude *for* you. Although good fortune sometimes comes along unsolicited, in the last analysis you can depend on only yourself to make your life what you want it to be.

Let's "accentuate the positive."

President.

New West Hollywood Buildings Started

GRADING for brand-new terminal and garage facilities at West Hollywood began October 17, with construction scheduled to begin early in November. The total cost, including paving, was estimated to be approximately \$365,000.

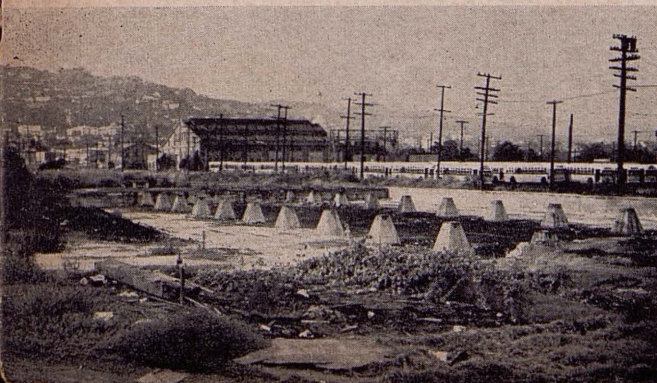
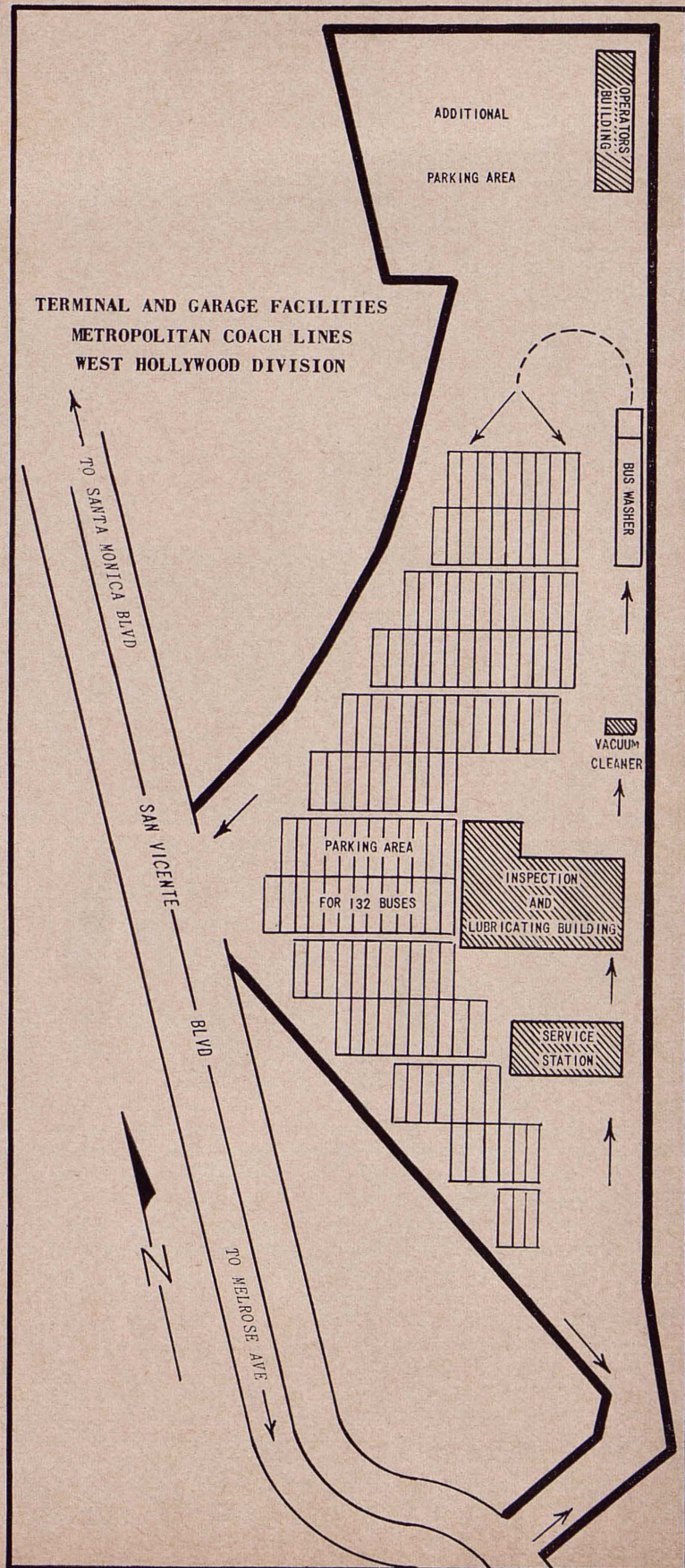
Facilities, which will be quite similar to those at Van Nuys and El Monte, will include an air-conditioned operators' building, a service station, a garage building, a bus washer, and a vacuum cleaner for coaches. They will be arranged as shown on the adjoining plot plan, on a 190,000 square-foot (4 $\frac{3}{4}$ acres) lot, with room for parking 132 coaches, and additional parking area for other use. A 100-foot high light tower will be placed near the center entrance to the yard.

Locker, rest room, and leisure-time facilities for 240 operators and mechanics are provided—including a shuffleboard.

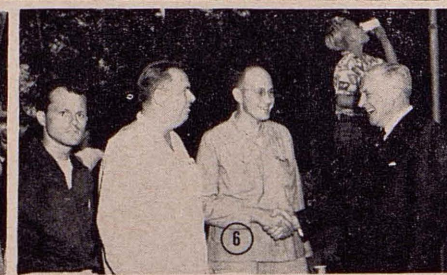
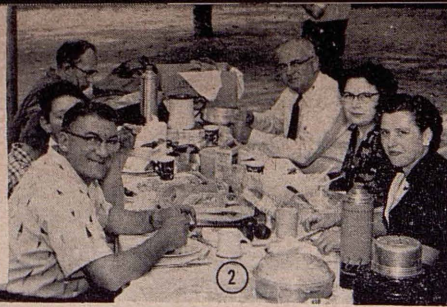
The new facilities will serve as a division point for all service from downtown Los Angeles through Hollywood and Beverly Hills. Assignments for six lines will be made at this division, the lines being the Culver City-Hollywood-Lockheed Line 21, the Sunset Blvd. Line 83-S, the Wilshire Blvd. Line 83-W, the Fairfax Ave.-Hollywoodland-Western and Franklin Line 89, the Los Angeles-Hollywood-West Hollywood-Beverly Hills Line 91, and the Hill St.-Echo Park Ave.-Santa Monica Blvd.-West Hollywood Line 94.

Architects are *Paul O. Davis and Paul Haynes*; structural engineers, *Brandow & Johnson*.

SITE of new West Hollywood terminal and garage facilities. This photo was taken from a point near the southwest corner of the former Pacific Electric property, with camera pointed northeast. Inspection and lubrication building will be where you see the pilings of the old car house, which has been torn down. Operators' building will be approximately west of the old repair shop shown in background. Storage lot will be at left and extend beyond the left, bottom, and lower right margins of photo. Coaches will not be stored as they are in picture.



WEST HOLLYWOOD TRIMS ALL-STARS 12 to 9



(1) Early bird breakfast for supervisors and families was enjoyed by those whose duties prevented their later attendance. (2) Group of Asbury folks who attended. (3) Accordionist Gail Adair and Operator Johnny Starz put their instruments together. (4) The Crown City Four (SPEBSQSA) provided a half-hour of gorgeous harmony. (5) Cake and pie contest winners. From left, cake winners in order are Mmes. W. J. Gerhardt, Chas. Bloodgood, Edward Fitzgerald, and Operator Walter Churchill; pie winners, Ella Mae Hall, 14-year-old daughter of Operator A. M. Hall, first, and Mrs. A. P. Baker. (6) Vice-President R. F. MacNally, right, congratulates Picnic Chairman Robert F. Slocum for a successful job as two other committeemen, N. D. Thompson, West Hollywood, left, and W. K. Barham, El Monte Dieseleers president, share the praise. (7 and 11) Typical picnic groups. (8) Charles Bloodgood baby. (9) Apple-on-a-stick was only one of the games for kids run by Mrs. W. K. Barham, left, and Operator Glenn Serres. (10) There goes one of the 1144 bottles of pop! (12) Dan Alexander, 9-month-old son of the C. W. Alexanders of Pasadena. (13) W. D. Leggett holds Robert Rush, just one year old.

AN ESTIMATED 400 Metro employes and their families brought their picnic baskets to Arroyo Seco Park on Sunday, October 9, and enjoyed an all-day picnic.

In addition to the food—always an all-star attraction at any gathering—the picnickers watched a softball game between the West Hollywood champs and an all-star team fielded from the best of the losing clubs could offer. In this affair, West Hollywood proved it deserved the system championship (which it had won earlier from Van Nuys) by trimming the All-Stars 12-9, egged on by a screaming mob of hysterically happy West Hollywood rooters, most of them female.

Climax of the afternoon fun, and the original reason for the picnic, was the presentation of a softball trophy to the West Hollywood champions by Vice-President and General Manager R. F. MacNally, himself an enthusiastic baseball fan. The trophy reads: "Metro Softball League, 1955, won by West Hollywood Division." And there's room for next year's champion, and many future winners.

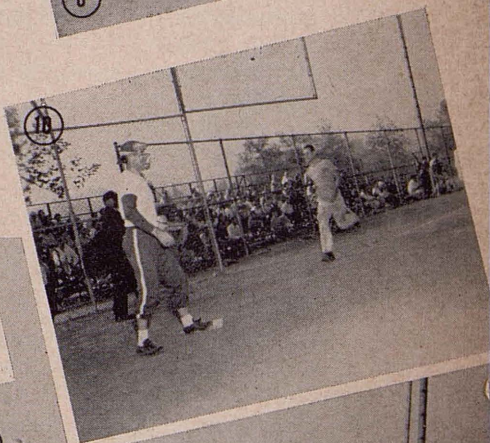
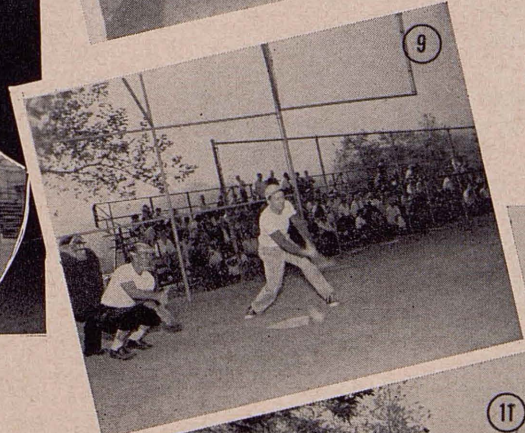
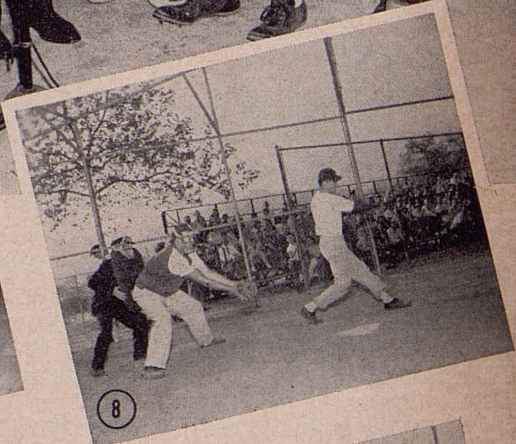
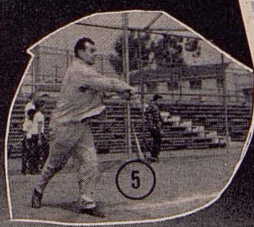
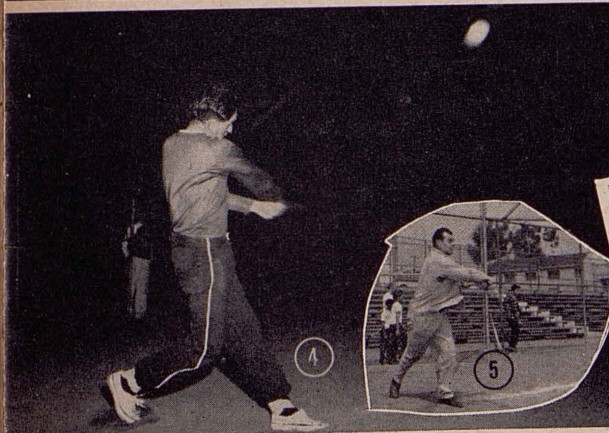
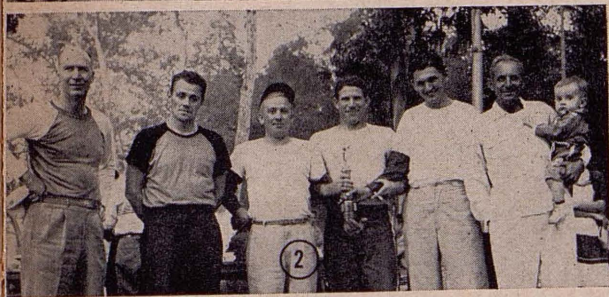
Entertainment was provided at the picnic by an excellent barbershop quartet, The Crown City Four, which presented a half-hour of beautiful harmony at the behest of Operator Robert F. Slocum, picnic chairman, and himself an ardent barbershopper. Accordionists Gail Adair (a pretty pro) and Johnny Starz (a pretty good amateur) filled in with some nice music all afternoon.

Credit for the picnic goes to Mr. Slocum and his picnic committee, consisting of W. K. Barham, El Monte Dieseleer president; W. J. Kressin, Metro Valley Club president; Mrs. W. K. Barham and Glenn Serres, El Monte; N. D. Thompson, West Hollywood; George Martin, Sixth and Main;—and the softball managers, including "Tex" Aldrich, Long Beach; E. F. ("Gene") Gilligan, Ocean Park; F. A. Griggs, Van Nuys; J. E. Hurst, El Monte; J. T. Johnston, the supervisors; and Rodney Rush and H. W. Bryant, West Hollywood.

Actually, the picnic would probably never have come off if Mr. Gilligan, manager of the Ocean Park Softball team, hadn't said, loudly enough for all to hear, last August: "Why can't we organize a Metro softball league?"

The championship game was won by West Hollywood on the previous Friday evening as they defeated Van Nuys 16-6, in a play-off. As usual throughout the season, the pitching of Art Venlet was a huge factor in the West Hollywood success.

PICNIC CLIMAXES SOFTBALL



(1) All-Stars. Front row, Griggs, Boardman, G. G. Smith, Alexander, Shafer, Sadler. Back row, Patterson, Gerhardt, Veeh, Haines, Gilligan, Hurst, Walker, Ruiz. (2) Managers: Griggs, Van Nuys; Gilligan, Ocean Park; Leggett, Bryant, Rush, West Hollywood; Hurst, El Monte. (3) Loyal West Hollywood rooters pose with the trophy their team won. (4) Art Venlet, West Hollywood's ace pitcher, hits one. (5) "Tex" Aldrich, Long Beach manager. (6) Mr. MacNally presents softball trophy to H. W. Bryant, co-manager of the winning West Hollywood team. (7, 8, 9, 10, 11) Scenes at All-Star game.

TOURNEY

"GOOD WILL TO MEN" —

D. A. Anderson (2 letters): (1) "... a very alert, efficient driver." (2) Patron finds operator courteous and friendly.

E. F. Arthur: Riders appreciate kind, helpful, conscientious attitude.

R. L. Bacchus: Commended for manner of handling return of lost wallet.

J. E. Beardsley: Trip to Disneyland made more enjoyable by courteous, friendly driver.

R. A. Brooks: Thanks and gratitude from nurse who found herself in an embarrassing predicament.

C. J. Brown: For promptness in reporting vandalism.

Oliver Burns: Working people made happier by soft-spoken courtesies.

E. F. Connatser: For returning lost credit card to passenger.

E. F. Cooley, who has been with the company only since June, has already received commendations for his outstanding courtesy, his helpfulness, his skill in driving, his calling of streets, and his seeming desire to conduct passengers safely and pleasantly.

J. A. Crabb: "... one of Metro's kindest and most courteous drivers."

R. A. Crabill: For courtesy and efficiency.

R. F. Desloges: For looking after welfare of patrons.

N. J. Dionne: For calling streets, directing confused passengers and all-around courtesy.

M. L. Eaton: A man with a lot of talent for public relations.

J. F. Edmondson: Never any complaints from patrons. His good nature is infectious.

J. D. Elderkin: For stopping for passenger during rain last May.

E. G. Erickson: "... deserves the best, as that is what he gives in service."

E. J. Filek (2 letters): (1) Very helpful to crippled lady. (2) Deserves merit for courtesy and kindness to everyone.

E. R. Folsom: Made a hot, sticky trip a pleasant experience.

J. G. Garner: Appreciation expressed for excellent service rendered during charter move.

D. G. Gould (2 letters): (1) Kindness, consideration, courtesy to all—plus good driving. (2) For courtesy and friendliness to stranger.

P. B. Greet: Patrons find him well qualified for his work.

R. J. Hennesey (3 letters): From 3 employes from one company for courtesy and efficiency.

C. L. Hobby: Courtesy and pleasantness not lost on apparently pre-occupied passengers.

J. W. Holland: Pleasant and kindly to everyone.

Robert Jackson: Received check as token of appreciation for returning lost purse.

C. D. Kidd: Telephone call from patron "... for never being out of sorts."

Victor L. LaFrance (2 letters): (1) For always having a smile for

E. E. Wright Prevents Accident to Loaded Bus

5145 Mezzanine Way
Lon Beach 8, California
August 1, 1955

Mr. J. D. Puffer, Superintendent
Metropolitan Coach Lines
Room 690, Pacific Electric Building
610 South Main Street
Los Angeles 14, California
Dear Sir:

On July 29, 1955, at 5:32 P.M., just north of the intersection between Gallatin School House Road and Lakewood Boulevard, a pale blue Chevrolet automobile (probably a 1952 model) with license number 2T75927, without signal or warning, suddenly cut directly in front of bus No. 2276 which was being driven by Operator 845.* The alertness of the driver, and his psycho-motor co-ordination, prevented a very serious accident



E. E. WRIGHT

The bus was loaded almost to capacity and, had an accident occurred, your driver would have been in no manner at fault. I was a paying guest on this bus, as was Mr. B. H. Sproul, 130 - 5th Street, Seal Beach, California, to whom a copy of this letter is being sent.

Had it not been for the alertness of this driver, there would have been considerable pain and suffering, and many expensive lawsuits. This operator is due the highest type of commendation and gratitude. Again I was impressed by the wisdom of the rule of avoiding unnecessary conversation with driver. I was sitting in the front seat of the bus and, for the moment, I was "helping the chauffeur drive."

In all humility, I feel indebted to this driver for his action on this occasion. As one who has commuted an average of 12,000 miles per year for many, many years, who has seen twisted and broken bodies and spurting blood and life ebbing from others as they were laid out by the side of the road, there is a keener appreciation for this skill which may have saved many lives.

Very truly yours,
CHARLIE E. FORBES

*E. E. Wright, of Long Beach Division.—Editor.

— COMMENDATIONS

everyone. (2) Tourist from Pennsylvania thinks operator the nicest, kindest man.

Sydney Margolin: For helping a blind man.

F. C. Mohawk: For excellent service performed on charter move.

R. J. Monday: Always courteous and helpful, speaking pleasantly to everyone.

J. R. Moore: Once in New York City was the only other time passenger ever met with such courtesy and kindness.

H. F. Myers: For courtesy, kindness, and efficiency.

W. A. Nathan (3 letters): (1) "Very pleasant operator," rider reports. (2) For courtesy and thoughtfulness. (3) ". . . really goes out of his way to be pleasant to everyone."

John Nickel: For kindness and patience toward almost-blind patron.

Dwight Parker: Praised highly by patron for operation during Van Nuys fare refund program.

O. C. Pruess: For courtesy and efficiency during charter coach move.

E. F. Rogers: Patron much impressed with operator's performance.

M. D. Rogers: ". . . welcome relief to ride bus driven by a man who is pleasant and conscientious."

H. B. Ryon: Passengers would all be delighted if operator were transferred back to his old run with them.

H. D. Sayles: For competence and extreme courtesy.

W. G. Shafer: For keen observation and integrity on behalf of his company.

L. L. Spring: For excellent service rendered during charter coach move.

M. W. Stevenson: At scene of accident—responsible for getting proper information.

L. V. Still: Nice, courteous treatment accorded passengers.

Fred Strom: Took lost paycheck and important papers back to patron during his lunch hour.

WELLS THANKED

"EDDIE SAID you were very nice to him, bought him a coke and gave him a peach and talked to him and he was never afraid. . . . Enclosed is a dollar to compensate you for the phone calls you made and again I thank you for your kindness and thoughtfulness to my precious grandson."

The writer was little Eddie's grateful grandmother. The letter was written to Asbury Operator *F. L. Wells*, who had taken great pains to return the lad to his family after family plans to meet Eddie had several times gone awry. Mr. Wells works out of West Hollywood Division.

E. A. Thoman: Took blind man and seeing-eye dog from his coach, across street to proper coach.

W. D. Thompson (2 letters): (1) ". . . He really smiles and is helpful." (2) Waited for passenger to board coach.

J. A. Warren: ". . . One of the safest drivers. Doesn't stop and start with a jerk."

L. M. Wolfenbarger: ". . . One of the most courteous, considerate, and careful drivers I have ever encountered."

Other Commendations

Paul Hill, Supervisor: For excellent service rendered in connection with Hollywood Bowl event.

Information Clerks: Catalina Hotel representative expresses pleasure at having opportunity to work with main floor employees.

Ray Matzenbacher, Supervisor: For assistance in apprehending 2 boys who cut 2 seats in coach.

Mrs. Florence Spaulding, Information Clerk: For courteous and efficient assistance rendered in recovering lost suitcase.

"Courtesy of Company," Says Helpful Operator

Mr. J. D. Puffer
Supt. Metropolitan Coach Lines

August 26th, 1955

Dear Sir:

On August 8th, I was a passenger on one of your buses. I was going to Costa Mesa. I got off at Newport. My friends, who were to meet me there, through misunderstanding, failed to do so. I was unable to reach them by telephone.



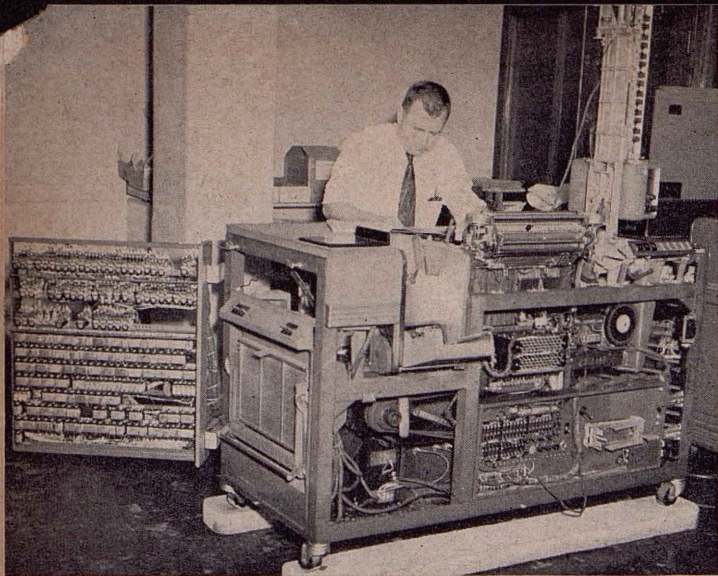
A. M. GINN

A Mr. Ginn at the station was leaving, as it was the last bus.* I asked him directions; also told him I did not know my directions, and was alone. This kind man went out of his way and took me to 342 Santa Isabell free of charge. He explained it was courtesy of your company.

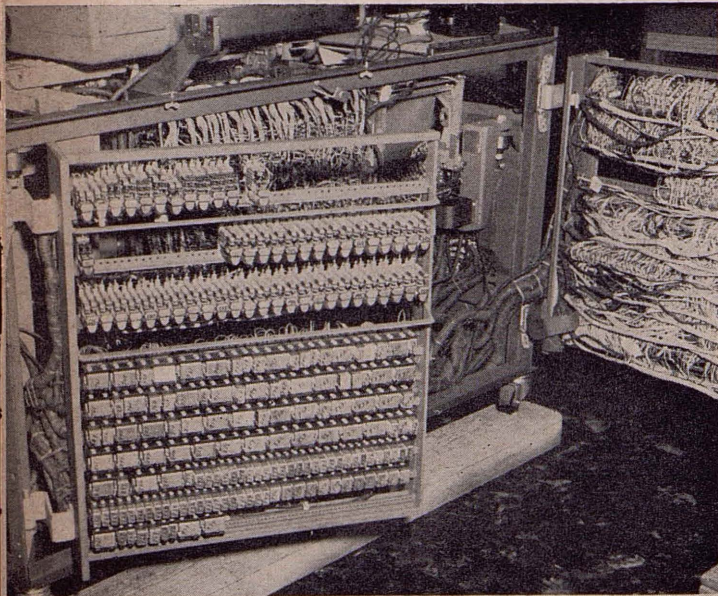
I want to thank you and your company for this kindness, as it was appreciated very much.

Sincerely,
MRS. ROBERTA NELSON
Santaquin, Utah

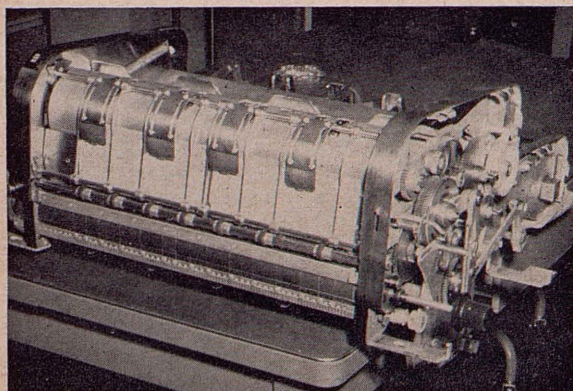
*Mr. Ginn (G pronounced hard as in "good") had just completed his day's work, and was about to drive home in his own car.—Editor.



MAKING ALTERATIONS on Metro's tabulating machine so that it will write pay checks is IBM Field Engineer Bill Walters. In upright position at right, on top of machine, is the attachment used for accounting in which continuous form sheets of paper are used. It was put on a hinge.



REAR SIDE of calculator, showing myriads of wires, connections, relays, etc., which Mr. Walters has to understand.



CLOSER VIEW of check-writing attachment.

CHECK-WRITER INSTALLED ON IBM TABULATOR

"WE SAVED all the time we expected," said General Auditor *E. H. Uecker* of the new process of writing pay checks via IBM, that became effective with the pay checks for the first period in September.

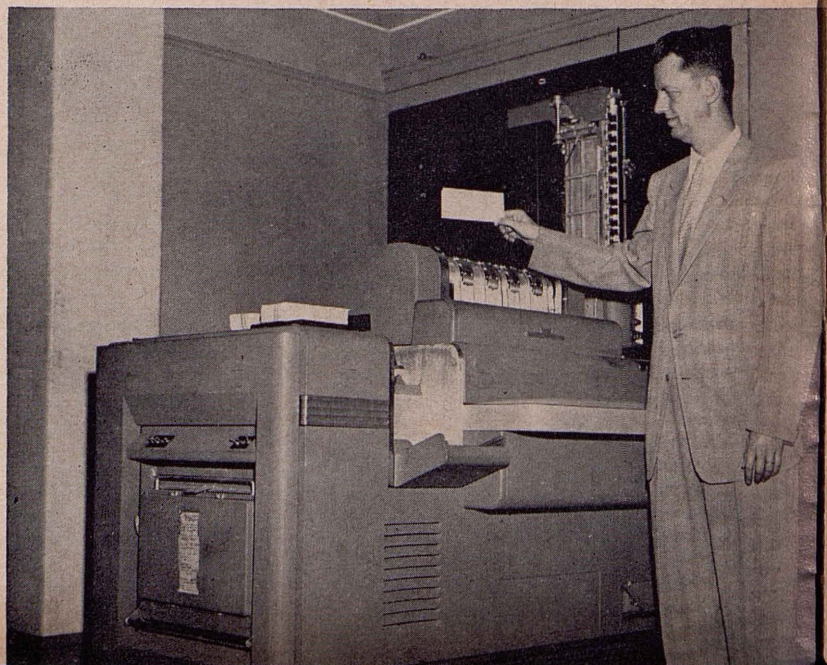
On this page are several pictures showing what had to be done to the IBM tabulator in order to make it write checks.

The time of from one to three IBM experts was required for a week, plus wiring charts, before the machine was usable for this purpose. IBM Field Engineer *Bill Walters* rearranged the "printing press" used for continuous form accounting so that it may be up-ended on a hinge at the right when not in use. He then hooked up a special check-writing attachment (bill feed) on a hinge so that it may be lifted to the rear of the machine out of the way when the machine is being used in a normal manner.

The new check-writer is used only about four or five hours a month, according to Supervising Accountant *Ray F. Albrecht*, who guides the IBM accounting operations. It takes about the same time to write the new card checks as it did to write the former continuous form paper checks, both by the IBM method, Mr. Albrecht said. The big saving in time is in the vastly speeded up process of sorting checks for distribution to various pay points, and in the machine reconciliation of bank statements, he pointed out.

During the week the "tab" was being altered, it could not be used. Fortunately, the company has two of these machines. The remaining machine was given double duty. "We started earlier in the morning and worked later at night," said Ray.

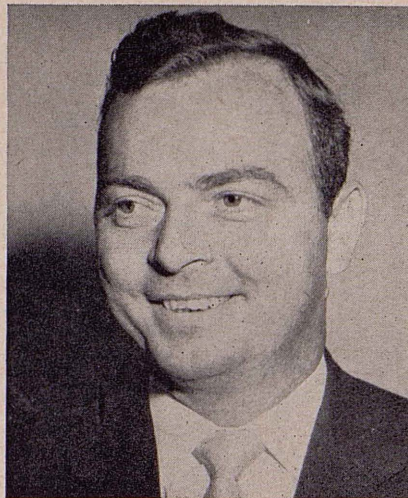
FIRST CHECK to come off the check-writer (shown in place) is held by Supervising Accountant R. F. Albrecht.



PROMOTED



ROBERT C. LABBE
New Cashier



PROCTOR G. WELCHER
New Special Accountant

THE PROMOTION of *Proctor G. Welcher* from cashier to special accountant, and that of *Robert C. Labbe* from purchasing department clerk to cashier, succeeding Mr. Welcher, was effective September 1. Announcement of their promotions was a source of delight to their many friends who are well aware of the loyal and efficient service both have performed for both Metro and Pacific Electric over many years.

Son of a farmer, and one of five children, Proctor was born in Three Forks, Kentucky. He grew up and attended high school in that community, and in 1943 came west with his wife, the former *Louise Harrod* of Louisville. Before the army required his services, 1943-46, he worked for the Association of American Railroads at Wilmington.

He began his PE work in 1947 as typist-clerk in the schedule bureau, and in a short time was in charge of the preparation and distribution of public timetable display cards and timetables. After a couple of

transfers back and forth to the treasury department, he became teller in that department, December 1, 1950. When Metro came into the picture, he went with the new company as cashier, a position which represented a further promotion.

In his new work, Mr. Welcher audits station accounts and bills from the Pacific Electric Railway Co., makes special statements, and carries out other special accounting assignments as needed.

The Welchers live in Lakewood with their two children, *Glenn*, 11, and *Nancy*, 8. They are active in the First Baptist Church of that community. Proctor has been a member of the board of trustees for two years, was treasurer for several years, and is now treasurer of the church building fund. Mrs. Welcher was secretary to the pastor for four years, and only recently resigned.

To improve his professional standing, Proctor has attended evening accounting classes at Long Beach City College. He likes golf and baseball, but says he has little time for either.

The new cashier, Mr. Labbe, a native son of Los Angeles, is a 1939 graduate of UCLA with bachelor's degree in business and management. In 1942 he joined the PE research bureau as assistant research engineer, and for the next 11 years helped prepare many studies of importance to the company's future.

He came to Metro as invoice

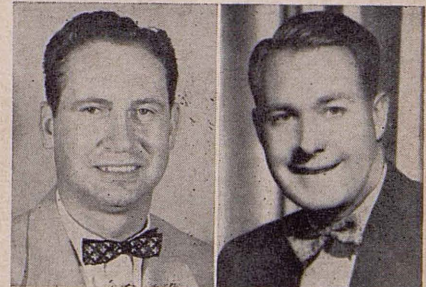
We're Sorry to See Them Go

TWO of Metro's bright young men who came to the company at almost the same time, left Metro to accept positions in other fields of endeavor on the same September day—*Don Bowman*, automotive engineer, maintenance department; and *Wilbur L. ("Bill") Turpen*, assistant research engineer, traffic department.

Don left to become administrative assistant to the vice-president and general manager of Buffum's Department Stores of Long Beach and Santa Ana; Bill, to enter business with his brother-in-law, a general contractor in Las Vegas, Nevada.

Both men came to Pacific Electric in 1947, Bowman as assistant research engineer with a UCLA sheepskin still moist in his hands; Turpen, as a schedule clerk fresh from five years of Coast Guard service. Both are married; Don has three young children; the birth of Bill's first child was recorded in the last METRO COACH NEWS.

And both left the many friends they had made in the company with regrets.



SO LONG — *Wilbur L. Turpen*, assistant research engineer, traffic department, left, and *Don Bowman*, automotive engineer, maintenance department, find new fields.

clerk in the purchasing department when the transfer of property was made.

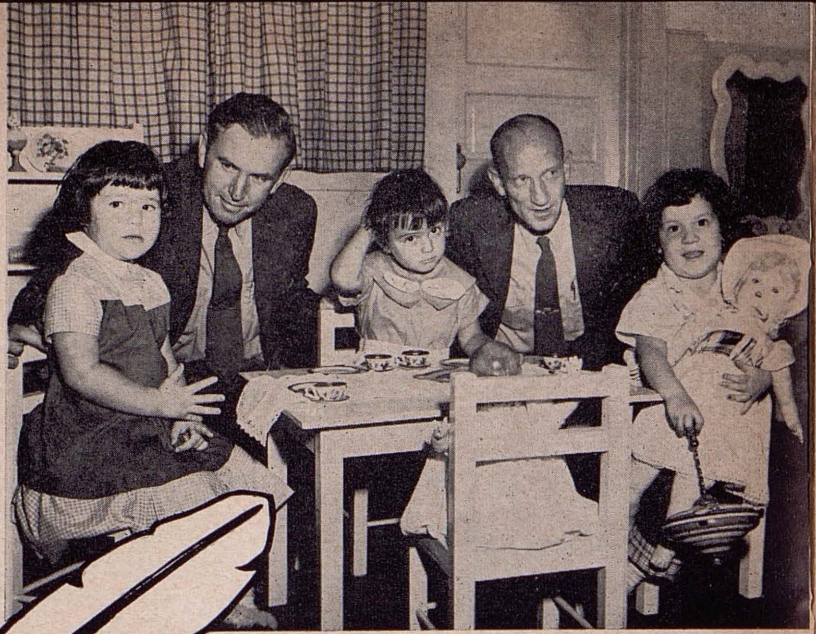
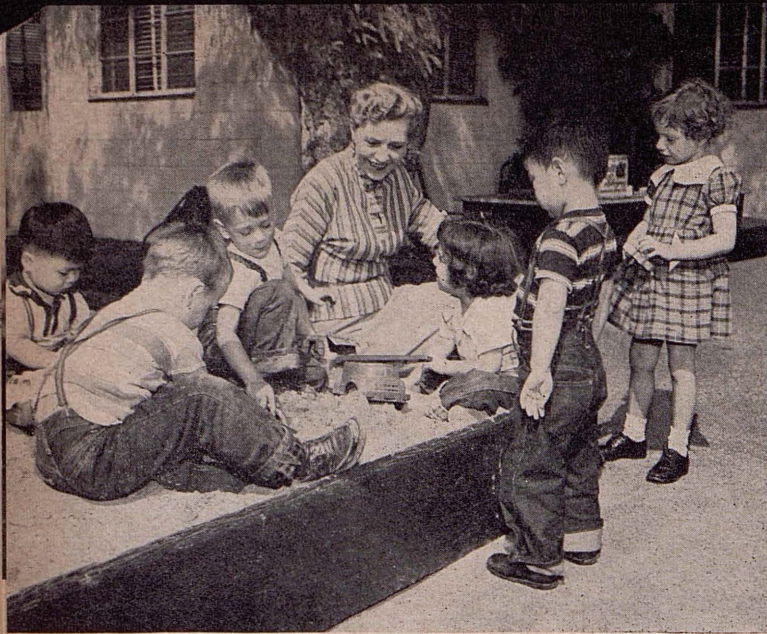
Bob and his wife, the former *Kathleen Irving*, live in Whittier with their two children, *James Robert*, 10, and *Ross Hall*, 7. Currently, Bob is cubmaster of Pack 734C; he was formerly pack committee chairman. He also teaches Sunday school, and in his spare time, he makes 35-mm. color slides of vacation trips, loves to don the outdoor barbecue chef's apron, and goes trout fishing.

The regular appearance of Mr. Labbe at various points on the system will be a most welcome event: he carries the pay checks!

Bowlers Needed

"ONE MORE TEAM is needed — and needed badly — to complete the 8:30 branch of the Metro-PE Bowling League," declares *Betty Maloney*, secretary.

"Call me on extension 237 at the schedule bureau if you can muster a team of five to play Friday nights," she asks bowling fans.



St. Elizabeth's
Day Nursery

Metro Folks Find Well-Cared-For Tots At Chest Agency

EVIDENCE of the good done by your Community Chest was found by four Metro folks who visited the St. Elizabeth Day Nursery, 135 North Mission Road, in early October.

"We had two of our three children in another nursery school a year and a half ago," said Operator *E. L. Burton*, "but St. Elizabeth's is superior to anything we've seen in equipment and food for the children.

"Everything about the nursery is well adapted to child life, and their 'para-fall' playground, insuring against any injury from falls, would be the envy of the most luxuriously appointed playground," in the opinion of *Fern Randack*, of the accounting department. "It is indeed gratifying to know our Community Chest is so ably aiding such worthwhile institutions."

Milton R. Clark, electrician on the Viaduct, has always believed in the Chest, but his visit to the nursery convinced him "more than ever" of the good the Chest is doing. "I sincerely urge all my fellow-employees to contribute as generously as possible to the Community Chest," he declares.

UPPER LEFT — Fern Randack, of the accounting department, plays with children in the sand box.

UPPER RIGHT — Operators E. L. Burton, left, and C. B. Spackman have "tea" with Fagya, Yolanda, and Mary Frances—not to mention two big dollies.

BELOW — Electrician Milton R. Clark helps little Nick on with his jacket, out in the play yard.

FEEL GOOD! GIVE BIG!

Your Community Chest Needs Your Fair Share Given at Home or Through MECCA



TO GREENER FIELDS — Bill Lockhart, claim agent, left, and Ralph Murphy, personnel clerk, maintenance department, former METRO COACH NEWS correspondents, leave.

CORRESPONDENTS GO

TWO CORRESPONDENTS for the METRO COACH NEWS have left company service since the last issue of the magazine—to the accompaniment of not only figurative editorial tears, but also the regretful farewells of numerous fellow-employees. They were:

● *William Lockhart*, claim agent and, for two years, a correspondent for the METRO COACH NEWS, who left company service August 29 to accept a position as claim adjuster with the American Association Insurance Co., 111 West 7th Street, Los Angeles.

As a farewell gesture, the entire claim department gathered before work for a breakfast on Friday, August 26, at which time General Claim Agent *William Pollack* presented him with a pipe and pouch “of which I was badly in need,”—in the words of the recipient.

Coming straight from Ireland, Lockhart began as a claim agent with PE in 1948, after he had seen in an Irish theater a movie of the Rose Parade.

“The pictures of girls in bathing suits in January took my fancy,” said Irish Bill with a twinkle in his eyes.

● *Ralph P. Murphy*, personnel clerk, maintenance department, and for almost 10 years an unfailing contributor to the departmental columns, who transferred back to Pacific Electric as instrument man in the field engineering bureau.

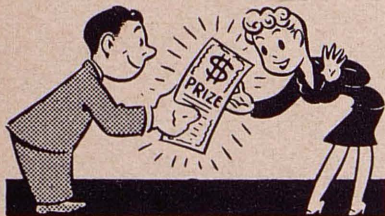
Ralph began his work with PE in 1935 as carman at Sixth and Los Angeles Streets, worked up to lead clerk at Macy Street, and transferred to Metro as personnel clerk in the office of Supt. of Equipment R. W. Anderson. In 1946 he married *Mildred Holst*.

His departmental contributions to the company publication started when he was a PE clerk at Macy, appeared for several years in the PACIFIC ELECTRIC MAGAZINE, and continued when the METRO COACH NEWS became the official publication for the new company.

WIN A FREE TRIP FOR TWO!

HOW WOULD YOU LIKE TO WIN a luxurious two-day trip for two to San Francisco or Palm Springs, with free accommodations, and airline transportation paid both ways?

If you're willing to donate a minute or two of your time—just long enough to write 25 words or less on why you support the Community Chest—you can win a week-end vacation at the St. Francis Hotel in San Francisco or the Biltmore Hotel in Palm Springs.



In addition to these first two prizes, Los Angeles firms have donated U. S. savings bonds, merchandise orders, and merchandise for the next 30-or-so winners. All prizes have been donated.

What's the gimmick? There is none. Every Metro employe is eligible to complete, in writing, the sentence:

“I support the Community Chest through MECCA because_____”

Give your reasons clearly and simply in 25 words, or less, and send, or bring, your entry to the public relations office, 617 PE Building, Los Angeles.

The contest, sponsored jointly by the Community Chest and the Southern California Industrial Editors' Association, will close Dec. 9, 1955, at 4:30 p.m.

Final judging will be done by a committee designated by the Community Chest of Los Angeles County. Winners will be announced early in January of next year.

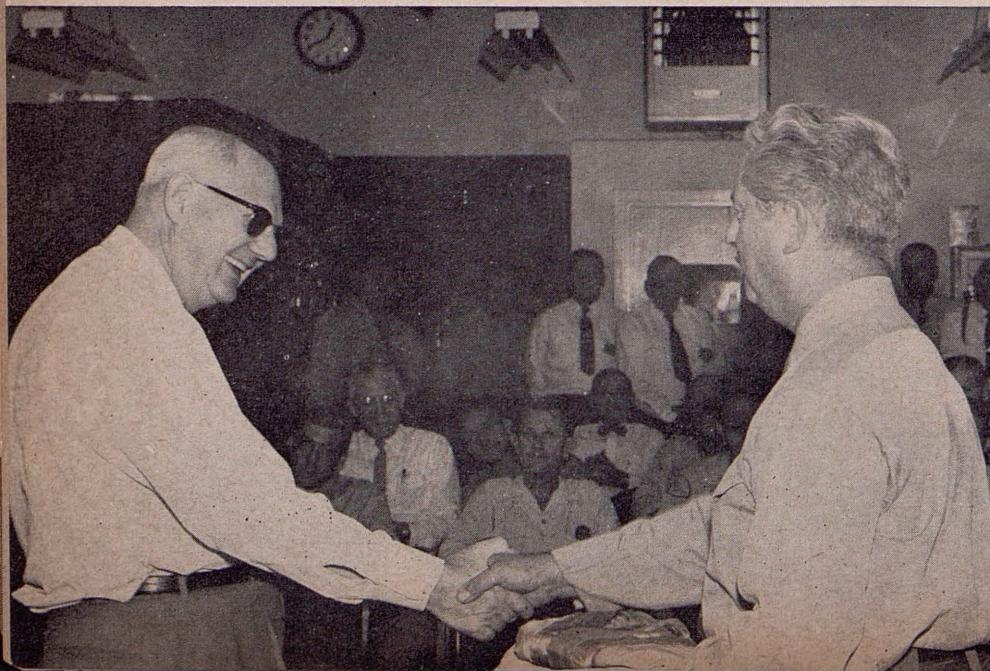
The slogan that the judges decide is best will win for its author a trip to San Francisco for two via Western Air Lines with accommodations at the St. Francis Hotel. Second prize will be the air trip for two to Palm Springs with accommodations at the Palm Springs Biltmore.



HOLDING SAFETY PENNANT at Van Nuys are, from left, Supt. J. D. Puffer, Operator G. P. Wolff, Metro President J. L. Haugh, Metro Valley Club President W. J. Kressin, and Van Nuys Division Foreman Earl Jardell. The pennant was later raised to full mast.

Safety Pennant Back to Van Nuys

PRESIDENT TO PRESIDENT—On behalf of fellow Van Nuys operators, Mr. Kressin receives pennant and congratulations from Mr. Haugh, as a goodly crowd smiles approval.



Van Nuys Sets New Record In Winning Flag

THE BEST RECORD of avoidable accidents ever written in the Metro books was achieved by Van Nuys operators in May, June, and July, as they took the safety pennant away from the previous winner, El Monte Division.

It was the second win for Van Nuys. This division was also the first to fly the pennant. Its men won in competition with West Hollywood and Ocean Park for the three months ending October 31, 1954 also, with a record of 1.83 accidents per 100,000 miles operated. This time their rate was 1.41, with a total mileage driven of 633,502. The division foreman is *Earl Jardell*.

Presentation of the trophy was made by President *J. L. Haugh* in a ceremony held at Van Nuys Division headquarters at noon on September 13.

Operator *Willard J. Kressin*, president of the Metro Valley Club, received the flag on behalf of his fellow-operators from the hands of Mr. Haugh, as other company officials, operators, and some family groups looked on.

Refreshments were served by the Metro Valley Club. Recognizing that many men could not be present for the ceremony because of runs, the refreshment committee made sandwiches enough to last all afternoon, along with pop, coffee, cake, and cookies. The committee consisted of *Kressin, L. P. Gappae, Rudy Ost, P. G. Seide, and G. P. Wolff*.

President Haugh, in presenting the flag, congratulated the Van Nuys operators for their fine attention to safe operation, and again re-emphasized the value of safety to operators, their families, the traveling public, and the company.

Basis of the competition is the number of avoidable accidents per 10,000 miles of operation over a three-months' period.

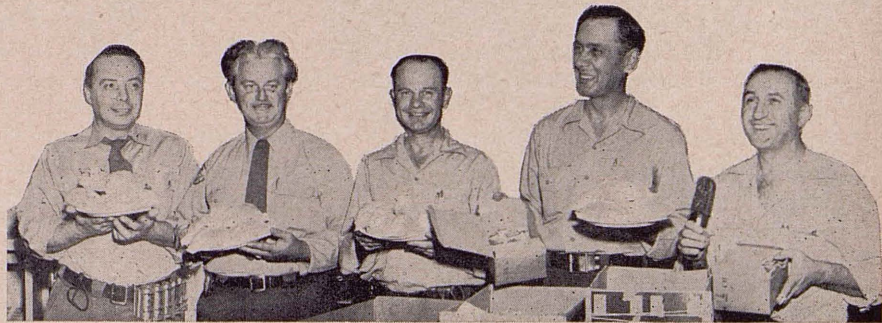


PRESIDENT HAUGH, in short talk, commends Van Nuys men's attention to safe operation.

SAFETY STANDINGS

MAY, JUNE, JULY, 1955

Division	Frequency of Avoidable Accidents Per 10,000 Miles		Miles Operated
	Miles		
Van Nuys	.141		633,502
Long Beach	.159		1,065,154
Ocean Park	.177		905,811
El Monte	.194		1,593,840
West Hollywood	.327		1,004,908



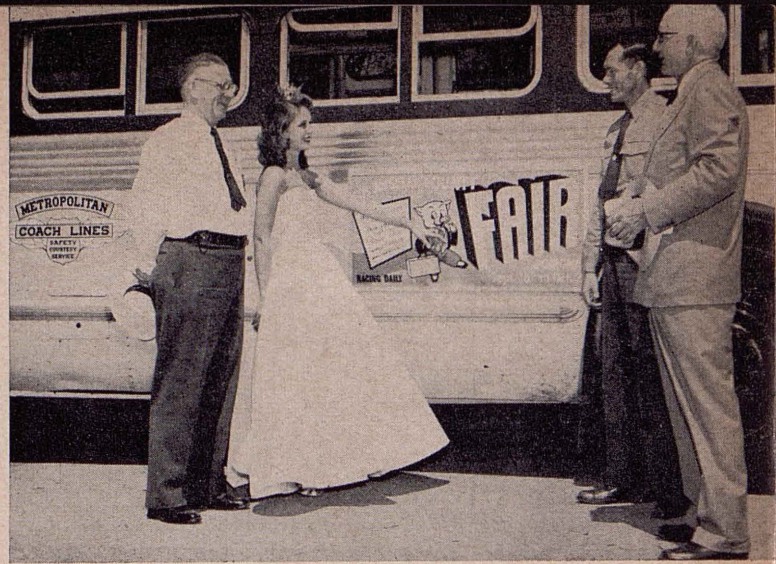
WHERE CREDIT IS ALSO DUE—The refreshments committee, who made the sandwiches, induced some of the ladies to make cakes, and otherwise helped make the occasion festive. From left, L. P. Gappae, W. J. Kressin, G. P. Wolff, P. G. Seide, and Rudy Ost.

LINE FORMS TO THE RIGHT as hungry Van Nuys men and guests enjoy fine refreshments.





PLEASANT TASK of instructing Queen Linda Muszal of the Los Angeles County Fair of 1955 in the art of operating a coach gives Operator H. R. Harrington red-letter day.



"BE SURE to bring lots of people to the fair," Queen Linda urges this fascinated threesome. From left are Supervisor "Ted" Cook, Operator W. K. Roosevelt of El Monte, and Metro's Ass't Superintendent Jack Stewart.

Race-Track Specials Feature Metro Service To '55 Pomona Fair

SPECIAL METRO SERVICE direct to the race-track entrance was offered this year for the first time at the Los Angeles County Fair, held September 16 through October 2. This was in addition to the usual special service to Gate D. A combination ticket, sold at \$2.86 from Los Angeles, included admission to the fair, admission to the race track, and round-trip transportation.

POMONA FAIR TRAVEL BY METRO

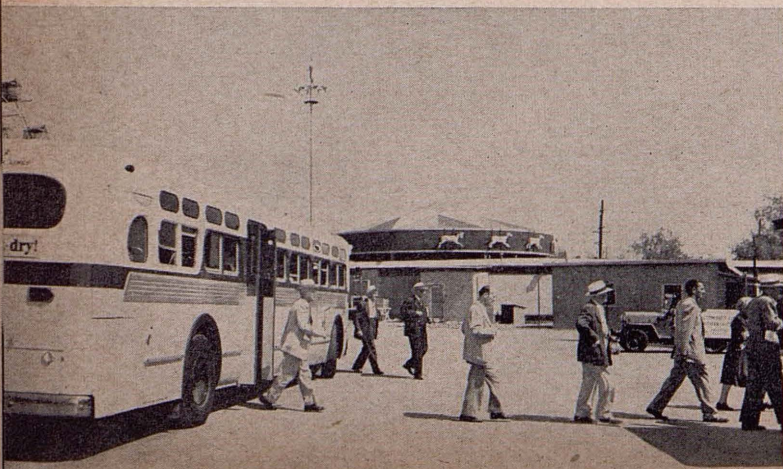
	Fair	Races	Total	Shuttle Between Pomona Station and Fair Grounds			
				Year	To Pomona	To Pomona	Total
1954							
L.A. to Pomona	23,537	49,601	1954	7,296	5,348	12,644
L.A. from Pomona	26,064		1955	7,238	4,400	11,638
1955							
L.A. to Pomona	15,569	5,975	44,158				
L.A. from Pomona	18,761	3,833					

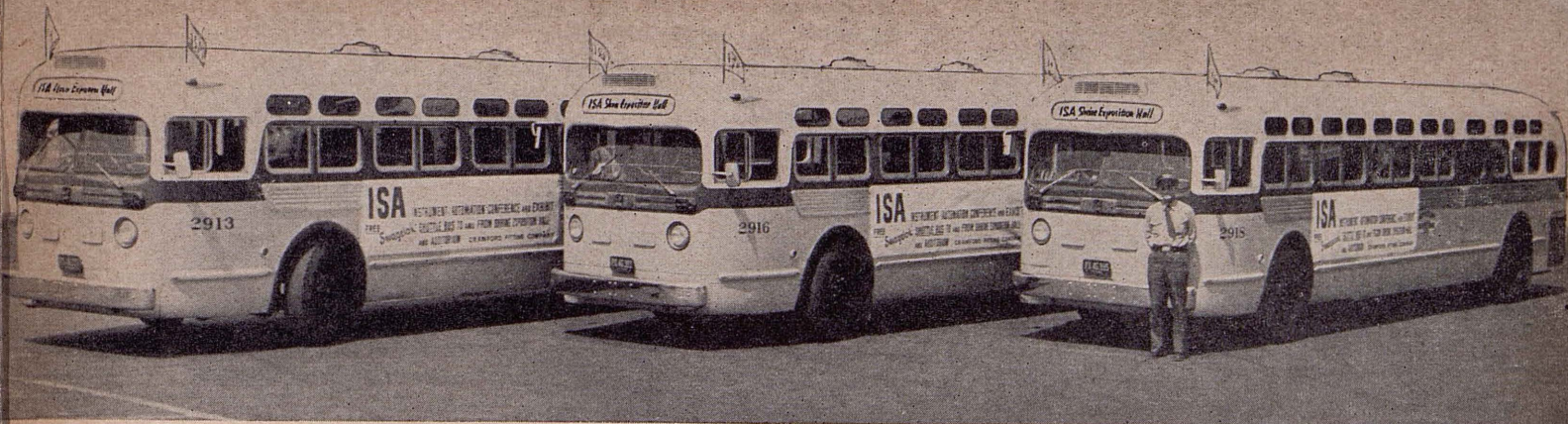


CAUGHT between trips at the Pomona Fair are, from left, Operators S. S. Franich, W. B. Rumsey, F. R. Glover, A. M. Brouwer, and F. E. Harris—near Gate D.

FAIR RACE TRACK SPECIAL rolls up

. . . . close to the entrance near the grand stand.





ALL DOLLED UP with side signs, head signs, pennants, and interior signs were these three coaches chartered by the Crawford

Fitting Co. ("Swagelok") for the use of those attending the Instrument Automation Conference of the Instrument Society (ISA).

Charter Service:

Among Users: Conventions, Football Teams

GAILY DECORATED with pennants and signs advertising the Instrument Society of America's 10th annual conference and exhibit, were three chartered Metro coaches used by that society in shuttle service between several Los Angeles hotels and the Shrine exposition hall, September 12-16.

Operators were *E. L. Burton*, *Paul Knoll*, and *C. G. Moore*.

Football teams also frequently use charter coaches. For example, see the Loyola High freshmen boarding the bus in the photo below.

Charter service is a function of

the traffic department, working in co-operation with the transportation, auditing and other departments. *Frank Screech*, of traffic, is the public contact man who arranges the service to suit the group planning the trip. He prepares a charter service order and sends copies to the auditor, the superintendent of transportation, the chief supervisor, the radio room, the service director, the division foreman or terminal foreman, the operators involved, the maintenance department, and any other party which may be involved—for instance, a railroad, if the movement is con-

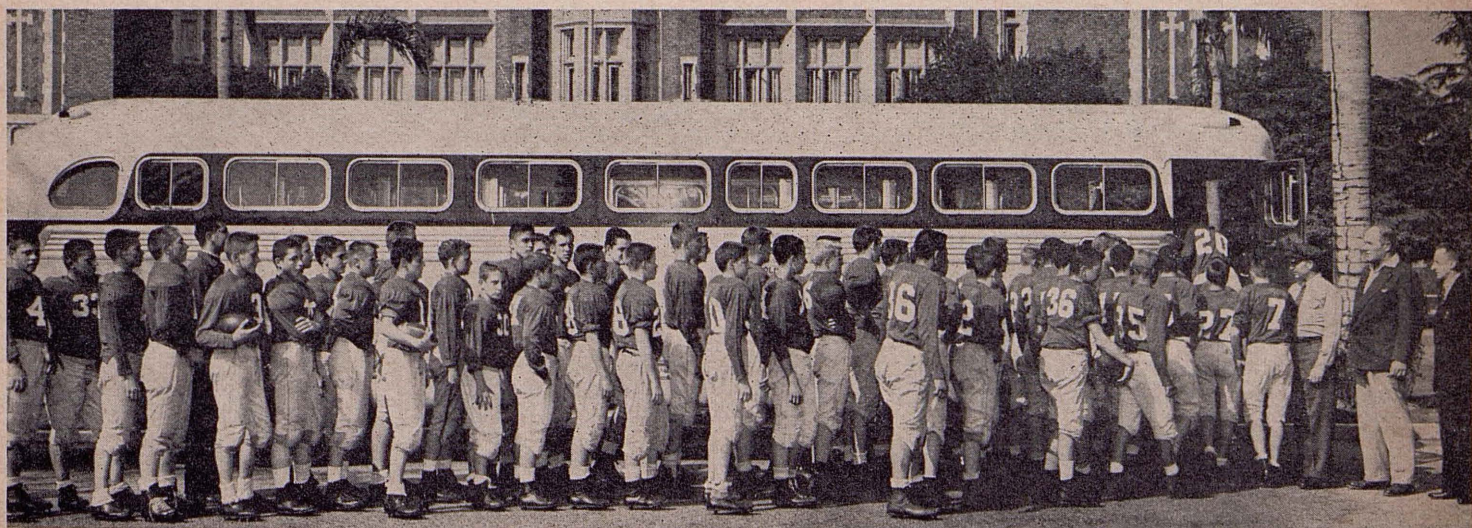
nected with rail service, etc.

"Charter service is a valuable source of revenue. It puts into productive service many coaches which would otherwise stand idle in the storage lots during the base period of the day, awaiting the morning and evening peaks—or during weekends," according to *Dale Harlan*, superintendent of traffic.

"It would be helpful if employes would let me know on extension 328 of possible sales for our charter service," says Mr. Screech. "The name and telephone number of the proper person to contact would be especially useful."

LOYOLA HIGH'S freshman team boards a charter bus for a game with Cathedral. The three men at the extreme right are, from

left, Operator *C. E. Beall* (standing by coach door); *W. P. Quinlan*, Loyola coach; *Frank Screech*, Metro charter agent.



VARIETY LINES

Interurban Fares Up

NEW FARES went into effect October 17 on all 21 of Metro's interurban lines, as a result of a State Public Utilities Commission order on September 28, increasing fares from 2 to 30 cents on interurban operations. Seventeen motor coach and four rail lines in Los Angeles, Orange, Riverside, and San Bernardino counties are affected. However, local fares remained unchanged.

In conjunction with the new fare structure, new 10-ride commutation books are being issued which give passengers a 20% reduction in fares. The commutation tickets are being sold at a 10% reduction under the cost of 10 one-way cash rides.

The 10% federal transportation tax added to one-way cash fares over 35 cents is not applied to commutation books.

Beverly Hilton Service

THROUGH SERVICE from Hollywood and West Hollywood direct to the new Beverly Hilton and J. W. Robinson's in Beverly Hills has been inaugurated on the Hollywood Blvd. Line 91.

Service was extended on September 25 to provide 53 trips a day from Hollywood during weekdays, 57 on Saturday, and 45 on Sunday.

The new service brings to three the number of lines connecting this area with downtown Los Angeles, Santa Monica and intermediate points; the others are the Wilshire Blvd. Line 83-W and the Los Angeles-Beverly Hills-Santa Monica Line 75-S.

20-Year-Old Missionary

OFF TO FINLAND for a 2½-year Mormon mission at Helsinki goes *Donald R. Christiansen*, 20-year-old son of Public Relations Director *R. O. Christiansen*.

Scheduled to leave Los Angeles November 16, he will go by train and boat to Europe, and will live in Helsinki with 30 or 40 other mis-

sionaries of the LDS denomination. "In our church, when boys reach 20, they usually go on such a mission," says Don.

The second of four sons, he will also be the second to be in Europe, since *Richard*, the oldest, is now in Germany with the air force.

With one more year of pre-dental studies to finish at Brigham Young University, Don will resume his college work upon his return from Helsinki.

Civil Defense

A CIVIL DEFENSE PLAN for the Pacific Electric Building in case disaster should strike, is now being worked out, with Station Supervisor *T. N. Bristow* as warden for the Metro Coach Depot, and Special Agent *W. S. Hutchins* as his assistant.

A six-weeks' course in fire protection is being given some two dozen leaders in the work by representatives of the Los Angeles City Fire Department.

A more complete announcement will be made at a later date when plans have been more fully developed, according to Building Manager *J. C. Rankin*, chief defense coordinator for the building.

PARENTS!

HELP other parents help their children by writing the METRO COACH NEWS your answer to this question:

What way or ways have you found to help your child improve his or her school work?

We'd like to print your answer. When you reply, please sign your statement, and give the age, name, and grade of your child. Any name will be held in strict confidence, if you desire. We'd also like your address and phone number.

Redondo Re-Routing

TO BENEFIT the growing residential community in Playa del Rey, Metro proposes to re-route motor coach service on the Los Angeles-Redondo Beach Line 51.

An application filed October 6 with the State Public Utilities Commission provides for the re-routing of the "Via Venice Blvd. and Playa del Rey" portion of the line over Vista Del Mar Lane, Vista Del Mar, and Imperial Highway to main St., El Segundo; then over the regular route to Redondo Beach.

The purpose of the change is to provide motor coach service the whole length of the beach community.

Mrs. Sheets Passes

THE SYMPATHY of all employees went out to *Don H. Sheets*, general chairman of the BRT, and his family when it was learned that his wife, *Florence*, had died on Monday, October 17, after a lingering illness. She was 44.

Mrs. Sheets had been continuously employed as secretary of the Los Angeles BRT office since 1938 until her health forced her to take leave of absence in 1955. She had also been associated with the Grand Lodge of the BRT from 1935 to 1938.

She had been married to Don only about two years.

In addition to her husband, she is survived by a son, *Robert*, 17, born of a previous marriage; her mother; and two sisters residing in Los Angeles.

Funeral services were at the Little Church of the Flowers, and were followed by interment at Forest Lawn Memorial-Park.

VP Appointed to U.C. Post

Robert F. MacNally, vice-president and general manager, has been appointed to the Community Advisory Committee of the Institute of Industrial Relations at University of California at Los Angeles.

He was appointed to a three-year term, ending June 30, 1958, by *Dr. Robert Gordon Sproul*, president of the University of California.

Blood Donors Listed

IT'S NEVER TOO LATE to record a good deed.

Although the employe blood bank drive occurred way last August 16, it was just too late to publish the names of the 46 Metro blood donors. Here they are:

Raymond F. Albrecht, supervising accountant; *Lawrence E. Allen*, supervisor; *Harold E. Anunson*, safety instructor.

Clyde C. Beery, lawyer; *Bernard B. Berke*, claim agent; *Raymon J. Bierman*, supervisor; *Chester M. Brenner*, operator; *Carl W. Berenschot*, office supervisor; *Sharon L. Byrd*, keypunch operator.

Frank M. Carr, Jr., special accountant; *Robert Cecena*, auto mechanic; *Jeanne A. Day*, secretary; *Clarence C. Doak*, supervisor; *Elizabeth L. Embree*, PBX operator.

Stanley W. Gill, general clerk; *Carl L. Green*, mechanic; *Milo F. Guinn*, supervisor; *Dale Harlan*, superintendent of traffic; *William S. Hawkins*, schedule clerk; *Raymond M. Hightower*, supervisor; *Samuel H. Howe*, mechanic.

Evelyn B. Jones, receptionist; *Arden E. Kemp*, safety instructor; *Margaret M. Koopman*, secretary; *DeVern L. Ladhoff*, supervisor; *James H. Lyons*, attorney; *Joseph E. Lynch*, general clerk.

Betty L. Maloney, steno-clerk; *Curtis Martin*, janitor; *Walter G. McBain*, supervisor; *Katherine A. McCann*, PBX operator; *Helen M. Nelson*, information clerk; *Frank G. Poppleton*, supervisor; *John D. Puffer*, superintendent of transportation.

John W. Sampson, Jr., supervisor; *Eugene R. Schaffer*, service director; *Clyde H. Sellers*, machinist; *Joseph Shafer*, chief special agent; *Warren Silliman*, editor, *Nellie L. Smith*, stenographer; *Raymond C. Smith*, insurance representative; *Mary C. Stevenson*, general clerk; *Elmer B. Stowe*, safety instructor; *Murphy Swindell*, vari-typer operator.

Melvin Taylor, janitor; *Homer Turner*, janitor; *Robert J. Voss*, claim agent; *Cecil A. Woods*, supervisor; *Dorothy C. Woods*, secretary.



AT NSC BANQUET—Attending the Fleet Safety Award Dinner of the Greater Los Angeles Chapter, National Safety Council, were these Metro men and their wives. In top picture, from left, are Chief Instructor and Mrs. R. L. Woodrow, and West Hollywood Operator and Mrs. John F. Shea. In lower photo, reading clockwise from left, are El Monte Operator and Mrs. Jack L. Patterson, Long Beach Operator and Mrs. Carl E. Smith, and Assistant Superintendent of Transportation and Mrs. Jack Stewart. Over 600 people attended the affair, which was held in Rodger Young Auditorium, Los Angeles, Sept. 23.

Welcome, New Employes!

Accounting Department

KEY PUNCH OPERATORS: Lena M. Rodrigues, Essie M. Haug.

Claim Department

CLAIM AGENT: Jerry E. Woods.

Maintenance Department

AUTO REPAIRERS: Burton V. Esterling, Jack M. Long, William F. Wymer, James W. Witt.

CLEANER-OPERATORS: Joseph M. Antee, Otis Beasley, Leo A. Long, James Robinson, Roman C. Gonzales, Harvey Polee.

HELPER: James A. McLaughlin.

Traffic Department

TYPIST-CLERK: William J. Phipps, Jr.

TRAFFIC CHECKER: Harold D. Henry.

Transportation Department

INFORMATION CLERK-PBX: Evelyn G. Cook.

OPERATORS: Leroy E. May, James D. Bauer, John A. Hiebert, Jr., James D. Schaefer, Alfred D. Rogers, Jr., George R. Davis, Alfred Clinton, Calvin L. Wynn, John R. Payne, George H. Larrison, George L. Bandy, Herman K. Mueller, Charles L. Evans, Melvin L. Sugarman, Julius Gonzalez, Aubrey D. Hale, Lorain T. Altig, Howard R. Davis.



OFF LAST RUN — Charley Martin, Pasadena Short Line operator, descends from his last run at noon, September 30, and is greeted by his wife, Supervisor L. E. Irby, and the relief operator, J. H. Ream. A party was held in Mr. Martin's honor next day, Saturday.



GOIN' FISHIN' — Van Nuys Operator J. H. Arnold, seated, with fishing rod, reel, and line he received from fellow-workers upon his retirement. Standing, from left, are J. T. Johnston, acting division foreman in the absence of Earl Jardell on vacation; and Operators A. F. Bettarel, L. C. Smith, M. A. Engen, R. S. Anderson, L. H. Sidels, Dick Veeh, and E. E. Smith. A real old-timer, Mr Arnold wore Badge No 5 on his cap.

CARRIE ROBINSON, West Hollywood coach cleaner, fourth from left, worked her last day for the company July 14, after some 12½ years of railroad and transit service, and was given a farewell gift by fellow-employees a month later. Left to right are John Dayen, Jennie Morgan, Earl Zwiebel (leader), Mrs. Robinson, C. A. Weinbrecht, Audrey Fields, Cecil Reed, and Charles W. Ross. Gift was a nylon blouse and some earrings.



Au Revoir, Old-Timers!

Charley Martin Retires

"I DIDN'T KNOW I had so many friends until the last few days," said 65-year-old *Charley Martin*, Pasadena Short Line operator, as he stepped off the coach on his last run Friday, September 30, at 12:06, after 28 years of service on the Pasadena lines.

A resident of Pasadena for the past 29 years, he has lived at 800 North Holliston Avenue with his wife, the former *Lucile E. Bockwitz*, who for seven years worked as a comptometer operator at the Pasadena City Hall.

Born in Greensboro, Indiana, in 1890, he graduated from high school and enjoyed two years of college training in that state. Then he taught school for eight years (including three years as a principal), farmed for eight years, and came to California for the climate. His job with PE followed.

Mr. and Mrs. Martin have two children; *Jewel*, 16, a senior at Pasadena High School; and *Joyce*, 14, a ninth-grader at Marshall Junior High School.

Charley's hobby of making lamps out of driftwood and desert wood he hopes to turn into profit, with the help of his wife, who makes some of the shades.

Arnold Retires to Oregon

"CAHUENGA PASS was a 12-foot ribbon of asphalt, so was Ventura Boulevard, and Van Nuys had about a dozen stores when I came to work for PE back in 1919," recalled *James H. Arnold*, Van Nuys operator who put in his last day of work for Metro last September 29.

His retirement plans were to move to his 2½-acre ranch in Oregon, where he can raise vegetables and enough other food "to make a living." He also has a \$250-\$300 investment in a Lionel electric train which he likes to set up for the sake of his eight grandchildren to play with (one at a time, we presume).

Mr. Arnold had lived in the San Fernando Valley and at the same address for 27 years. He had worked out of the Van Nuys terminal since 1921.



By JEAN MCGILL

TATTLE-TALES

HITHER AND A DITHER with these Fall vacationers!! *Evelyn Jones*, receptionist, General claim dept., has just returned from her vacation, having travelled 7,000 miles by air, her first port of call being Halifax, Nova Scotia, Canada, where she visited relatives throughout the province. From Halifax down the Atlantic Coast to Boston and New York . . . on to Ohio, Chicago, and the plane for home. At 18,000 ft. over the Grand Canyon, the plane banked and

swung around so all aboard could enjoy the view . . . Speaking of plane rides, *Gayle Ayres*, secretary, exec. dept., flew to Chicago on Sept. 23 to visit her brother and especially to see her new niece and nephew (twins) who were 3½ months old. *Gayle* also visited friends in Kalamazoo, Michigan, before returning home. . . . *Barbara LaKamp*, receptionist, exec. dept. (and hubby o'course) enjoyed 8 days at Laguna Beach beginning September 3 and the 5 days following at Las Vegas.



BRIDE — Mrs. Edward Vance, Jr.

SEPTEMBER BRIDE

CAROL ANN STEWART, daughter of *Jack Stewart*, asst. supt. of transportation, became *Mrs. Edward Vance, Jr.*, Sept. 9 at the First Baptist Church of Van Nuys.

Carol's gown was of lace, satin and net, fashioned with a scoop neck and a full skirt of ballerina length with a fluffy lace peplum. Her bouquet was of white orchids.

Approximately 200 people, including several from Metro, attended the wedding. Following the reception in the chapel, a group assembled at the Stewart home in Van Nuys. Among those attending were the *J. D. Puffers* and daughter, the *J. T. Johnsons*, the *R. L. Woodrows* and daughter, the *H. C. Beardsleys* and daughter, and the *Arden Kemps*.



NEW in the maintenance department office are these two pretty girls—Diane Drugach, steno-clerk, left, and Mary Van Keuren, maintenance clerk. Diane started September 21, after coming over from PE freight claims. Mary came into the picture last June.



MERRY TWOSOME—Marge Zimmer and Elmer Stowe—soon to be altar bound.

Cupid's Arrow Hits Mark

CUPID'S ARROW descended upon *Marge Zimmer*, PE operating dept. and *E. B. Stowe*, MCL supervisor, on Friday evening, Sept. 16, when Elmer presented Marge with a lovely diamond engagement ring.

The date has not been set as yet but rumor has it Santa may help them ring the wedding bells!

Within Our Family Circle

ACCOUNTING DEPARTMENT

By THE SCRIBBLER

REMEMBER THIS: "The best way to cheer yourself is to cheer up someone else." Mark Twain.

Now that the chilly days of fall are upon us, vacations seem a little out of place, especially to those who have already spent theirs. But we'll report them as long as there's one vacationee to brag.

Judging from the skinned and blistered hands, *Ual Drake* battled out his at home building a carport; *Helen McDougall* basked in the sea breezes at Carmel while we sweltered in the smog; *Amelia Grenke* steamed up to San Jose for a visit to her sister, and like the well known penguin, it was KOOL-KOOL-KOOL. *Donna Beiriger* stayed home and limbered up the new car; *Marion Emley* picked up a couple of pounds of those good ranch rations at Murphy's Ranch, and they went right where she didn't need them (!); *Helen McFarland* back from Yosemite and Catalina, looking rested and happy. *Ethel Chandler* took her yearly trek up to the State Convention of the Loyal Order of the Moose, at Richmond. From tight-mouthed Ethel, we still haven't learned what the women mooses do there. From the snapshots *Frank Carr* brought in, he spent as restful a vacation as his husky 6-months old son would allow. Frank says he's outgrowing 1-year size clothes. So much for the vacationers.

Grandpa Eddie and *Grandma Elsie Uecker* welcomed the arrival of their first grandchild, *John Edward*, on September 13. Congratulations, Gramp and Gram.

It's good to see *Hugh Chesnutt* back after a two-year sick leave. *Proctor Welcher* has been moved up to Special Accountant from Cashier, in the Auditor's office, and his place in the "cage" is being ably filled by *Bob Labbe* from Purchasing Department. Welcome, Bob—you are among old and admiring friends.



ASBURY MEN WELCOMED— Newly re-elected Metro Valley Club President W. J. Kressin, right, welcomes six Asbury men, now working out of Van Nuys Division, into the Club at a dinner meeting held Thursday, October 13, at Rand's Round-Up on Ventura Boulevard. From left are D. H. Parker, P. R. Leichnitz, Leonard Elmore, R. L. Scagell, L. S. Smith, and L. H. Sidels. Some 50 club members and their wives enjoyed the dinner.

Van Nuys Club Elects

W. J. KRESSIN was re-elected president of the Metro Valley Club, Van Nuys Division, by a recent vote of the membership.

Richard Veeh was chosen vice-president; *W. R. Patterson*, treasurer; *N. D. Creveling*, secretary; and *C. W. Neel*, general committeeman.

This event was celebrated at a dinner for 50 club members and their wives at Rand's Round-Up on Ventura Boulevard, Thursday, October 13.

At this time also, six of 22 Asbury men now working out of Van Nuys Division were welcomed into the Club by President Kressin. Pressure of assignments kept some new Asbury members away, but genuine fellowship reigned.

Glee Club Transportaires are back in the sound track with many commitments for the coming season and year, and recruits are hopefully solicited, the latest being *Dorothy Cooper* of public relations, a valuable addition to the altos.

That about does it for this issue.

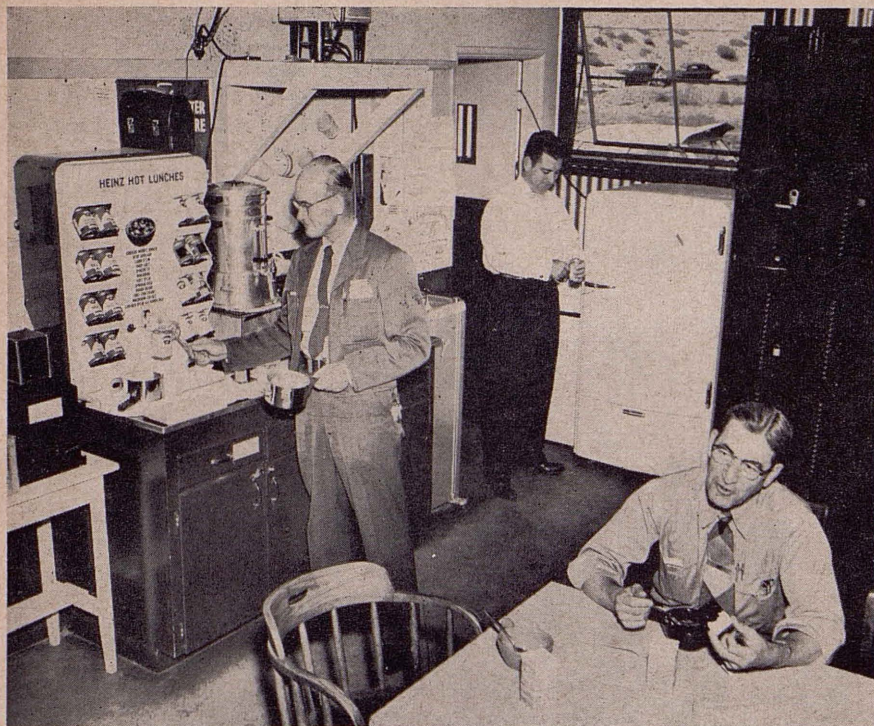
AMATEUR PHOTOGS!

SEND OR BRING to the Public relations office, 617 PE Building, a print of the favorite Christmas photo in the collection of those you have made—for a feature in the December METRO COACH NEWS.

Let it be a picture of the expression on the face of a child as he looks at the presents under the tree; a photo of a cat wearing his new Christmas ribbon; a study of a hungry waif eating a Christmas dinner—any picture to the making of which you, as a photo enthusiast, gave your heart and skill. It doesn't have to be a family picture, so long as it has a Christmas theme.

Attach to it a brief story of its subject and background. Also your name and job and home address, so we can return the photo.

Deadline: November 15.



"SOUP'S ON!" — Men at Long Beach Division proudly demonstrate their brand-new facilities for satisfying the inner man. At left, J. H. Hoover prepares to heat some canned Spanish rice in the electrically heated saucepan. Division Foreman Roland W. Krafft prepares to open the new refrigerator, while Division Clerk Benny Kimball finishes the hot lunch he has prepared for himself from the "Heinz hot lunch" cabinet. Some layout!

TRAIN TALES OF THE LONG BEACH DIVISION

By J. H. HOOVER

ANYONE FOR SOUP? Maybe you would prefer some beef stew or chicken and dumplings! Choose your own hot lunch. The coffee and donut bar at the Fairbanks Terminal has been so successful that we have now installed this new line of refreshments. Most of the men have already utilized this facility and find it just the thing, now that the cooler weather has arrived. (See photo.)

Sugar and spice and everything nice, that's what little girls are made of. Any doubters can ask Operator E. E. ("Skip") Goodman of Santa Ana, who was the father of one on September 4. The Goodmans also have a son, Mike, who is two-and-a-half years old. "Skip" is the third generation of Goodmans who have worked for either Pacific Electric or Metro Coach Lines.

After an extensive wedding trip through the Pacific Northwest, Mr. and Mrs. Chris P. Henricksen (Mary Jo Miller), are now at home in Long Beach.



TRADITIONAL — Chris P. Henricksen, Long Beach-Pasadena operator, feeds his bride some wedding cake at the reception. See Long Beach column for wedding story.

The marriage vows were exchanged at the St. James Methodist Church in Pasadena, July 24.

The bride is the daughter of Dr. and Mrs. W. C. Miller of Pasadena; and the bridegroom, the son of

Chris P. Henricksen of Chehalis, Washington, and the late Mrs. Henricksen.

Chris is the driver for the Long Beach to Pasadena bus via Norwalk, Whittier, and El Monte. Mary Jo will continue to be employed by the Long Beach school system as a sixth-grade teacher.

Billy Wicks, who was hospitalized last month, can now have visitors and would be glad to talk with any of the fellows who stop in to see him.

L. E. Neal was selected as operator of the month in the October METRO-LINES. Congratulations!

Charlie Large is on vacation but will be back soon. It seems he has to see a man at the City Hall first, though. He got a citation, but not for bravery!

Law for Slow Drivers

THE MENACE of the slow driver was recognized by the 1955 state legislature, which enacted a law, made effective September 7, to keep the slow driver in the extreme right lane.

The law says that on all highways of four lanes or more which have at least two lanes marked for traffic in one direction, a vehicle proceeding at less than normal speed of traffic must be driven in the extreme right lane except:

- (1) when overtaking and passing another vehicle in the same direction, or
- (2) when preparing to make, or making, a left turn, or
- (3) when the right half of the roadway is closed for repairs, or
- (4) when the roadway is designated and sign-posted for one-way traffic.

"Statistics show that a significant proportion of accidents on our highways is caused by the slow driver in the left-hand lane on multi-lane highways," comments State Senator J. F. McCarthy, author of the bill. "The observance and enforcement of this law will eliminate one of the contributing factors to the needless slaughter of human lives now occurring on our highways."

YOU BE EARNEST AND I'LL BE FRANK

By J. S. BURTON

IT SEEMS like coming home for me as I return to my old "home base" at West Hollywood. So many new men have joined our organization recently, it was a problem learning names and faces all over again. An absence of three years makes a big difference, but the spirit of West Hollywood still prevails. Morale of the men at this division is very high, and a spirit of friendliness and co-operation exists between employes and management.

A recent accomplishment by the West Hollywood men was capturing the pennant and receiving the gold trophy for winning the Metropolitan Coach league softball series. Each game in the series presented a challenge to the men and a determination to win for their "alma mater." Besides having excellent motor coach operators, West Hollywood can boast of having some pretty fair softball players.

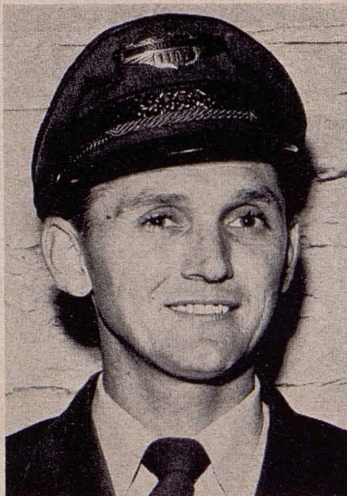
Operator A. B. Bogartz announces that his son, *Stuart Phillip Bogartz*, will be Bar Mitzvah on October 29 at the Anshe Emet Synagogue. He explains this means that his son has reached 13 years of age, and is recognized by his church as having become a man. Hereafter, he will assume the obligations of a man to his faith, and assume the responsibilities of manhood in his daily life.

The men at this division are becoming more cognizant of the importance of avoiding accidents, and are striving to capture the safety pennant for West Hollywood. Mr. *Glenn Banta*, our division foreman, is stressing to everyone the importance of safe operation. It will take a little time, because most of the men here are comparatively new employes, but with the effort extended by Mr. Banta, the proper results are inevitable.

Since the last magazine, it has been our pleasure to welcome into our fold the Asbury Transit operators from their line 21. A finer bunch of fellows you never met. They are the very essence of courtesy and co-operation. Their deportment only reflects the training they have received under the tutorage of Mr. *Tom Arnott*, manager

For Courtesy and Neatness

West Hollywood Proudly Presents
Rodney P. Rush



ALTHOUGH A comparatively new (May, 1954) employe, Mr. Rush has gained for himself and the company a host of friends. His radiant personality is reflected in his operations and also among the men at West Hollywood Division. He had a leading part in winning the trophy for softball, and is ever ready to assist in programs of recreation. It is a pleasure to work or ride with Mr. Rush. — J. S. B.

of operations in Glendale. Elsewhere in the magazine, you will find a letter of commendation for one of their number, *F. L. Wells*. This letter is indicative of the general attitude of Asbury operators in West Hollywood.



By GLENN E. SERRES

THE JOINT Metro Coach Lines' employes' picnic was undoubtedly the finest means we could have employed to meet the men and their families from all divisions. There was a healthy air of competition in a friendly way in all of the games for adults and children, as

well as in the baseball game. El Monte had the distinction of contributing the chairman of the MCL Picnic, *Bob Slocum*, and the heads of the games committee, *Mrs. Bill Barham*, and *G. E. Serres*.

Gwen Curnutt, daughter of *R. G. Curnutt*, El Monte division foreman, was married August 27 at the Lady of the Miraculous Church, Montebello, to *James L. Jinkins*, maker of electronic physical therapy equipment for hospitals. They spent their honeymoon in Las Vegas. Among those who attended the wedding with their wives were Division Foreman *R. W. Krafft*; Division Clerks "*Moon*" *Mullins* and *W. J. Gerhardt*; Operator *Roger Brann*; and Dispatchers (rail) *L. C. Bartula* and *P. A. Enders*.

And by the way, the *Gerhardts*, former residents of Glendale, have just moved into a new home in Covina.

We of El Monte were certainly the "fair-harried" boys from September 26 through October 2. Seriously, we enjoyed it to the point where the boys looked forward to getting Pomona Fair assignments.

A short time ago, I unraveled the mystery I'm about to relate to you. One day I noticed, near some railroad tracks, a dignified-looking man (he had the appearance of a professor), who looked about stealthily, carefully scrutinized a camera he carried lovingly, and finally slipped into a car. "Aha!" I said to myself, "a foreign agent!" (Naturally, they would pick a man you would least expect.)

Following the suspect in my own car, I noticed that he scanned the horizon constantly and kept inspecting railroad tracks. Perhaps he intended to sabotage our trains!

At long last, in a remote section of farming country, the suspect parked his car and hurried into a wooded area, looking furtively to right and left as he went. As I crept up behind him, he knelt carefully, quivering with excitement, as he prepared to take a photograph. Around the bend came the 1299, the PE president's car, on its last trip. On closer observation, I saw that this shady character with the camera was none other than *Bob Slocum*, pursuing his hobby of taking pictures of obsolete streetcars and engines!

GENERAL CLAIMS DEPARTMENT

By PAUL A. KARI

CLAIMS DEPARTMENT members ranged far and wide, in late summer and early fall, pursuing vacation pleasures. Assistant General Claim Agent *Charles M. Woodbury, Jr.*, his wife, and their three children made a trans-continental round-trip by train to visit "Woodie's" family at his home town of Waltham, Mass., where some of the better watches are made. The Woodburys also made a side-trip to New York City, highlighted by a tour of the United Nations buildings.

San Francisco and Northern California points called General Claim Agent *Bill Pollack, Elsie du Paix, Bert Kosak* and *Marge Ranft*. Mr. Pollack claims he'll travel a thousand miles for a good meal. Judging from the sample menu he mailed down from one of SF's eateries, he dined very well, indeed, although he didn't have to travel quite as far as he threatened, to do it.

On the passenger list of the Cunard Steamship Lines' luxury liner, the "R.M.S. Caronia," sailing from New York in late August for Southampton, England, was *Mary Stevenson's* twelve-year old daughter, *Mary Martha*. This thrilled youngster is spending the current school year at the U. S. Air Force Dependents' School at North Farm, Docking, near King's Lynn, Norfolk, where her aunt, *Miss Rosemary Nevels*, is a teacher. The school is one of the many conducted by American personnel, for relatives of members of the Air Force who are on duty abroad.

Trips from England, by air to Spain in November, to Rome for the Christmas holidays, and to other European capitals later in the school year are on tap for *Mary Martha*. Her parents plan her return to the United States, and to their home in Sierra Madre, for early in the summer of 1956.

Auld Lang Syne

News of the Senior Employees Fellowship

By F. B. EGEMAN

WHEN WE CONGREGATED for our monthly meeting on August 16, we were surprised to find that the Pacific Electric Club quarters,



BIRTHDAY CAKE being served to a passenger, Miss Bonnie Williams, by Operator V. C. Prettyman October 3 in honor of his birthday. (He's 52.)

PRETTYMAN BIRTHDAY

HIS FORMER PASSENGERS on the Bellflower train that leaves Los Angeles at 5:20 p.m. gave Operator V. C. ("Dick") *Prettyman* a birthday party on the train Monday, October 3.

As you can see, Dick wasn't in uniform. Why? It was his day off from his present job of driving a bus on the Long Beach-Huntington Park line. Up until last August, he had operated the Bellflower schedule for five years.

"It was wonderful to be back with the 5:20 gang," says 52-year-old Mr. *Prettyman*. "They're the best friends a man could want, and the happiest people I know."

In the picture, besides Dick and Miss Williams, are from left, *Rex Lawson, Lou Kettring, William Doheny, and Byron Schmidt*, passengers.

Mrs. Prettyman also was present for the occasion.

including the recreation rooms and library, had been moved to new quarters in Room 272, PE Building; so—we gathered at the new location instead of on the ninth floor, and had our regular business meeting afterward in the conference room, No. 775, on the seventh floor, which has now been provided for scheduled meetings of the various organizations affiliated with the Club.

The Pacific Electric management gave the third annual luncheon for auld lang syne to members of the Senior Employees Fellowship at the Rosslyn Hotel, 5th & Main Streets, Los Angeles, on Tuesday, September 20, 1955, and a good time was had by all present. Among approxi-

mately 200 in attendance, we noted many familiar faces, since those who live at a distance do not get into Los Angeles very often, and this is one occasion you can count on seeing and talking with many old friends of the "good old days."

After enjoying the meal and entertainment and joining in singing songs of yesteryear, we listened to several PE after-dinner speakers, including *George F. Squires*, vice-president and general manager; *Lon R. McIntire* of the personnel and pension bureau; *Brad Atwood*, public relations, and *H. L. Young*, retired. *Jack Birmingham* was the jovial master of ceremonies, and did a fine job.

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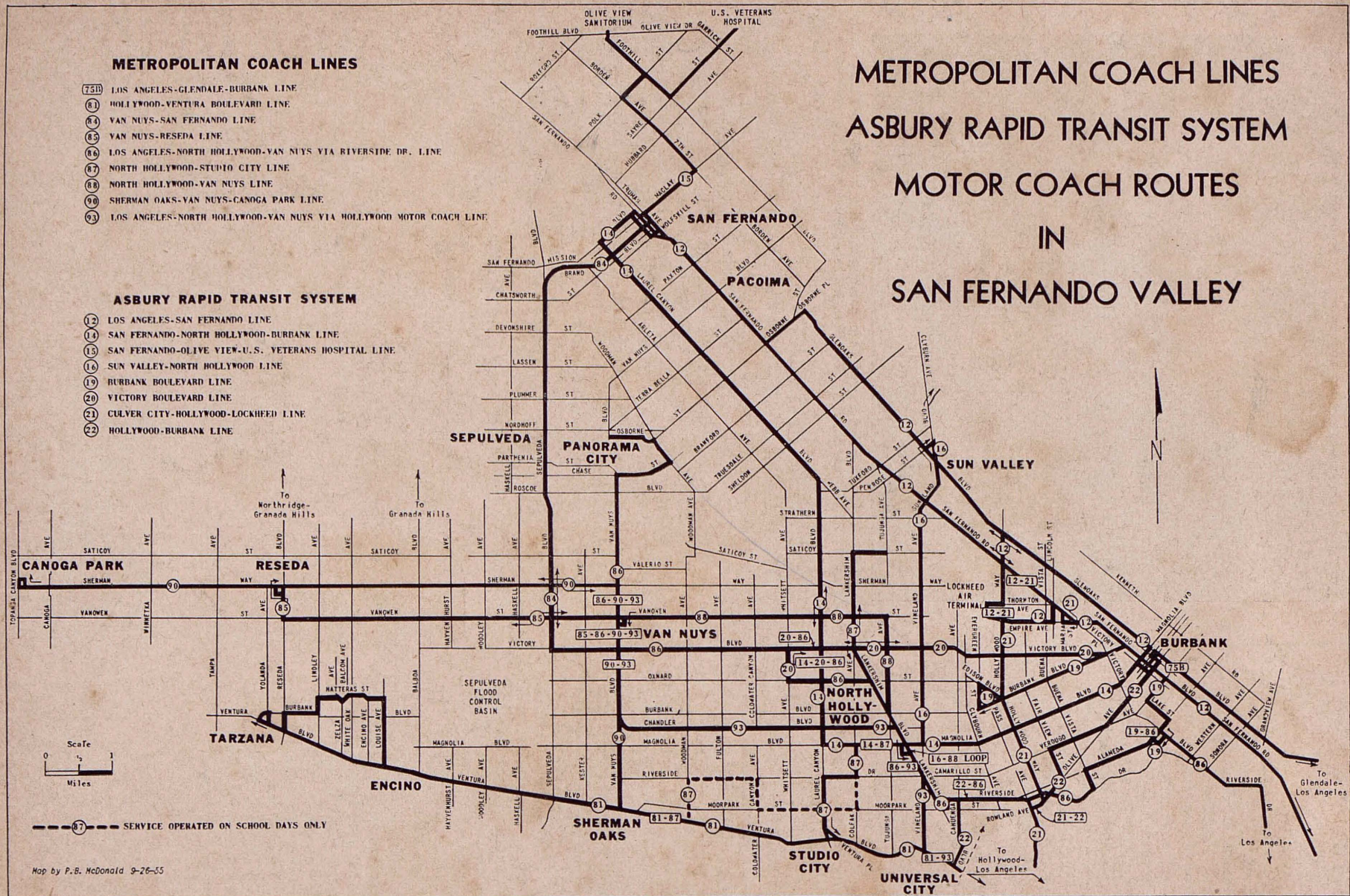
METROPOLITAN COACH LINES ASBURY RAPID TRANSIT SYSTEM MOTOR COACH ROUTES IN SAN FERNANDO VALLEY

METROPOLITAN COACH LINES

- 75H LOS ANGELES-GLENDALE-BURBANK LINE
- 81 HOLLYWOOD-VENTURA BOULEVARD LINE
- 84 VAN NUYS-SAN FERNANDO LINE
- 85 VAN NUYS-RESEDA LINE
- 86 LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS VIA RIVERSIDE DR. LINE
- 87 NORTH HOLLYWOOD-STUDIO CITY LINE
- 88 NORTH HOLLYWOOD-VAN NUYS LINE
- 90 SHERMAN OAKS-VAN NUYS-CANOGA PARK LINE
- 93 LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS VIA HOLLYWOOD MOTOR COACH LINE

ASBURY RAPID TRANSIT SYSTEM

- 12 LOS ANGELES-SAN FERNANDO LINE
- 14 SAN FERNANDO-NORTH HOLLYWOOD-BURBANK LINE
- 15 SAN FERNANDO-OLIVE VIEW-U.S. VETERANS HOSPITAL LINE
- 16 SUN VALLEY-NORTH HOLLYWOOD LINE
- 19 BURBANK BOULEVARD LINE
- 20 VICTORY BOULEVARD LINE
- 21 CULVER CITY-HOLLYWOOD-LOCKHEED LINE
- 22 HOLLYWOOD-BURBANK LINE



--- 87 --- SERVICE OPERATED ON SCHOOL DAYS ONLY

Map by P.B. McDonald 9-26-55

COMPLETE MAP of all Metro and Asbury routes in the San Fernando Valley as they now exist, following the changes authorized by the State Public Utilities Commission, and effective last August 29. It is anticipated that the map will be very useful to passengers, operators, business men, and others. It was drawn by Paul B. McDonald, of the schedule bureau—which alone had 400 requests for it before it was a week old.

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