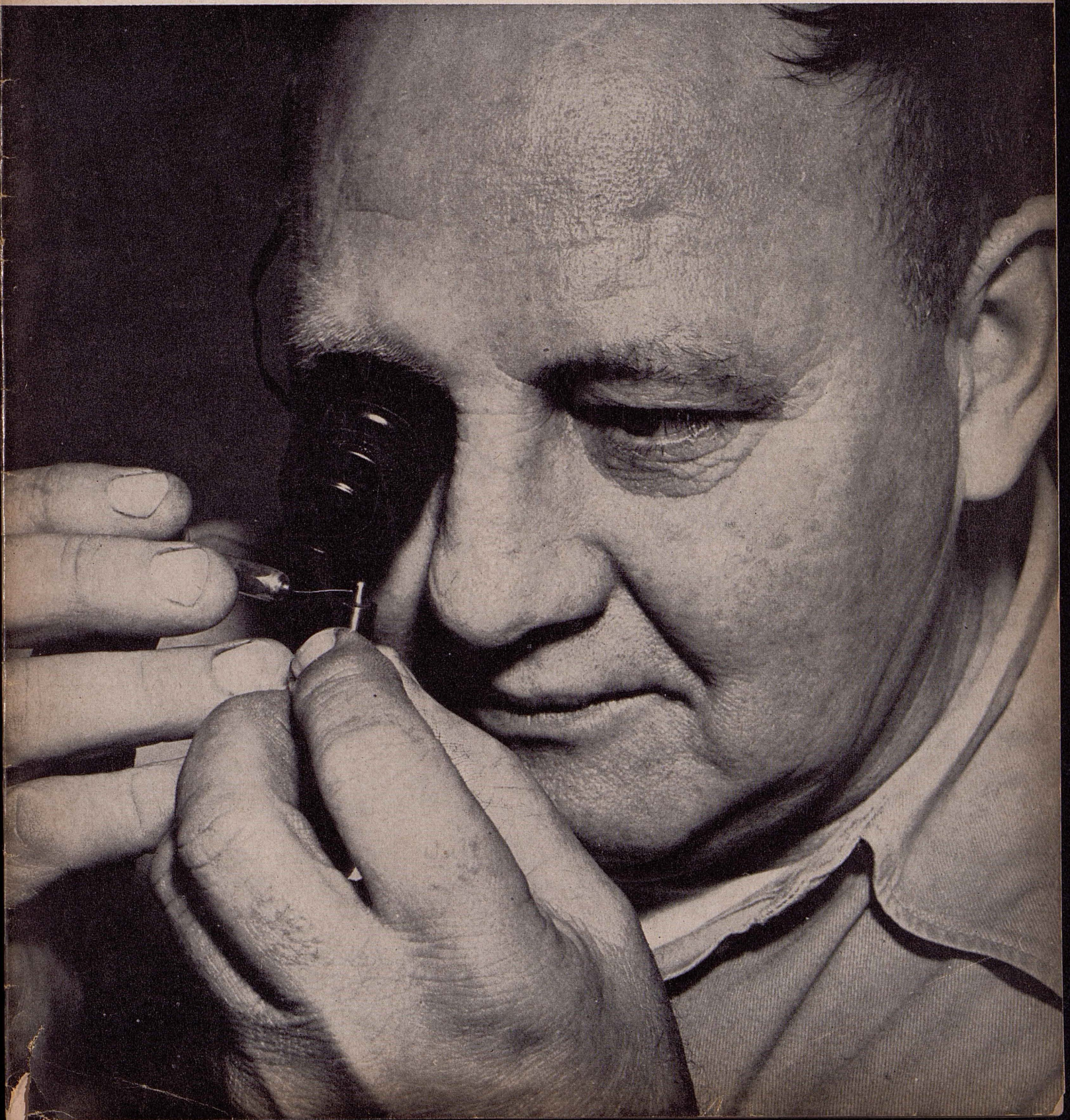


METRO COACH *News*



FEBRUARY, 1956

Tel. TRinity 2792



HEARINGS . . .

Public Transit Authority

program will be finished within the six-year period; that, through the American Transit Association, we are working on a new bus design that will be more attractive to passengers; that, by reason of the construction of freeways, Metropolitan is able to improve its scheduled time and is preparing to use the freeways, as they are completed in the future, for express service and greatly improved running time.

Then it was necessary to point out some of the burdensome matters that affect our company, including pyramiding of taxes in our industry, and the difficulty arising from governmental regulation, and that we had tried unsuccessfully for years in the past to get relief from these heavy burdens. In view of this situation, I felt constrained to recommend the passage of legislation similar to that which was presented to the Legislature last year, whereby the Los Angeles Metropolitan Transit Authority that was set up by legislative enactment in 1951 would be empowered to acquire the privately operated systems which would thus be automatically relieved from these burdens. The bill that was introduced last year was not passed and is no longer before the Legislature.

Metropolitan has worked out with the Authority a memorandum of agreement which, however, could only be finally effective in the event that the Authority should, in the future, be empowered by further legislation.

The purchase price stated in the memorandum of agreement is substantially below the appraisal made by an eminent firm of consulting engineers, Coverdale and Colpitts.

The memorandum of agreement contains a section

providing for continuance of employment of Metropolitan and Asbury employes, except the president.

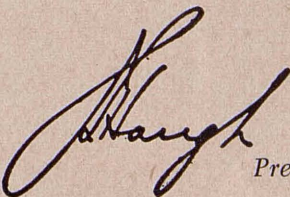
This matter will probably be subject to further hearings, and there will be much discussion of plans. There have been 30 or more transit or traffic studies covering a part or all of the Los Angeles metropolitan area made since the year 1925, and no action has been taken on any of them.

Metropolitan is not seeking to sell its lines or its properties.

Metropolitan is proceeding on its six-year plan for the continued improvement of its private operation, the same as in the past, so as to make a successful operation in the public interest. We also will seek remedial legislation respecting taxes and regulation at the next regular session in 1957 similar to that referred to in my statement in the February, 1954 issue of METRO COACH NEWS.

The effectiveness in courtesy and service by Metropolitan and Asbury employes has been splendid in building good will and developing the operation to a point of good results, and I am proud of the cooperation of our employes.

The better that we can make our operation provide the best in public service, the better we will be able to fulfill our mission and to continue our operation successfully.



President.

WOODROW NSC TALK:

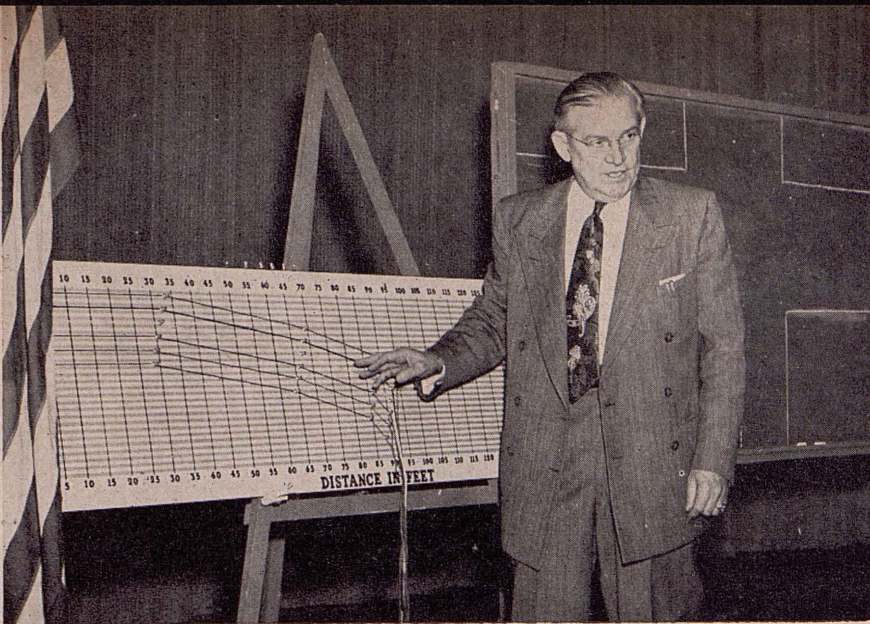
"Why Driver Training?"

"WHY DRIVER TRAINING?" was the subject of a lecture-demonstration by Supervisor R. L. Woodrow at a luncheon meeting of the Fleet Transportation Division, Greater Los Angeles Chapter, National Safety Council, Friday, January 20, at Rodger Young Auditorium.

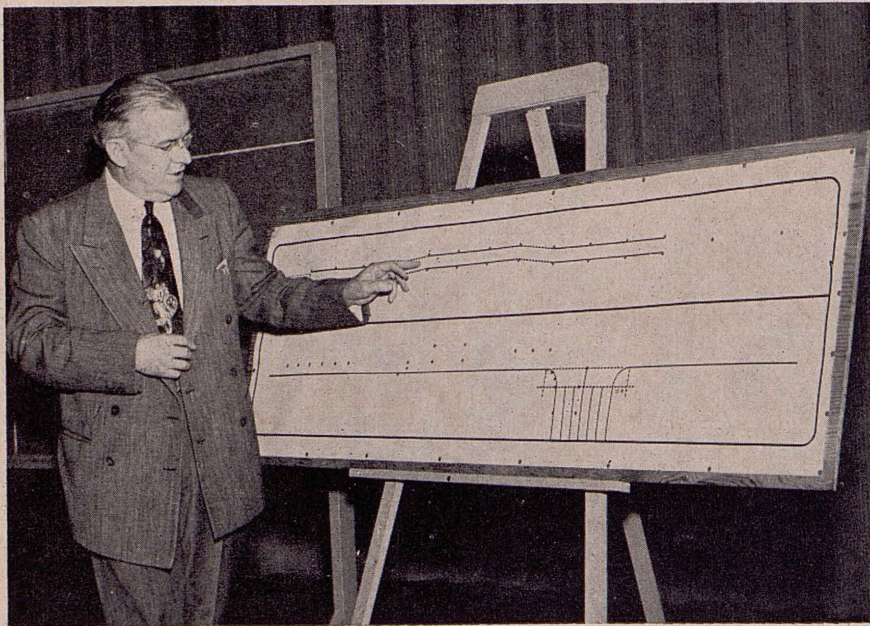
Need for driver training in every classification was indicated, he said, by the record of 40 (up to that date) traffic fatalities in Los Angeles County since January 1 — five more than last year in the same period — and 927 fatalities in the year of 1955 — 157 more than in 1954. "In fact, the more than a million deaths from traffic in the United States since the coming of the automobile is more deaths than have been caused by all the battles in our history," Mr. Woodrow declared. "Less than 3% are due to mechanical failures. The car manufactured today is safer than it ever was, but in the hands of an uneducated driver it is more dangerous than it ever was.

"The average driver doesn't deliberately commit suicide in an automobile. He just hasn't been educated. Ask him how quickly he can stop an automobile weighing 4,000 pounds while he is going 50, 60, or 70 miles an hour. He'll miss his guess from 25 to 100 feet."

Mr. Woodrow then described the training procedure for Metro operators as one way which could be used to make the average motorist understand his own and his car's capabilities. He demonstrated three devices for visually and graphically explaining to prospective operators several factors involved in safe driving: (1) the "reaction board," a chart which indicates with colored yarns driver reaction and braking distance at various speeds; (2) a chart of the coach maneuverability test as set up in the Los Angeles River bed near Compton; and (3) an intersection chart. In using this chart some simple mathematics of the laws of motion are brought in

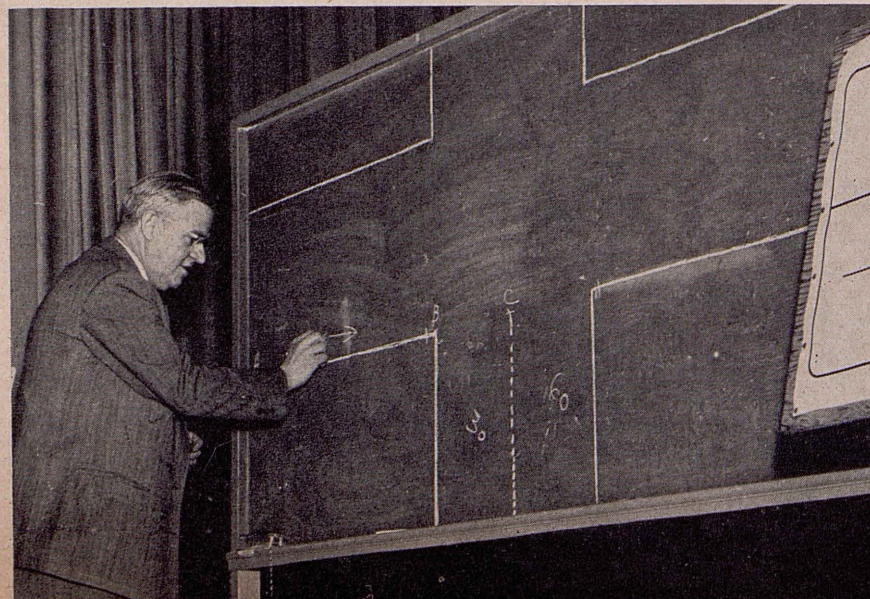


SIX COLORED STRINGS thumb-tacked to this reaction and braking distance chart represent six applicants for Metro operator's job and differing results of reaction tests.



BLACK DOTS in this chart represent rubber pylons placed on the concrete of the Los Angeles River bed to make a steering course 500 feet long (where finger points), a curb parking test (lower left), and a right turn test at a mock street intersection.

INTERSECTION CHART—Mr. Woodrow showed clearly, by using this chart and some simple mathematics based on laws of motion, safe speed at which to enter intersection.



to indicate how to drive safely through an intersection.

In conclusion, he said, "It has not been my intention to tell anyone in this audience how to drive your automobile because I know you are all good drivers . . . but . . . remember, it's better to be 20 seconds late in this world than 20 years early in the next."

The 200 safety experts who attended the meeting roundly applauded the speaker when he had finished.

Mr. Woodrow was introduced by Clayton M. ("Mose") Allen, vice-president of the Fleet Safety Division. Metro men present included Superintendent of Transportation John D. Puffer, Asst. Superintendent Jack Stewart, Chief Supervisor T. L. Halverson, and Chief Instructor J. T. Johnston.

**WELCOME,
NEW EMPLOYEES!**

Accounting Department

SORTER-CLERK: Mary E. Ponder.
TAB OPERATOR: Richard Rydberg.
TYPIST-CLERK: Dorothy A. Thomas.

Maintenance Department

AUTO REPAIRER: Benjamin L. Cantrell.
CLEANER-OPERATORS: Roosevelt Jackson, Willie J. McClain, Jr.
HELPER: Jesus L. Mosqueda.
CAR CLEANER: Julia Wells.

Public Relations Department

STENO-FILE CLERK: Jean L. Bové.

Traffic Department

TYPIST-CLERKS: Norman E. Cristensen, Rosalie Nevarez.

Transportation Department

STENO-CLERK: Eileen Halpin.
GATEMAN: Carl F. Lindgren.
OPERATORS: Joseph F. Bosley, George W. Brown, Charles Christopher, Robert C. Climer (Asbury), Calvin C. Connatser, William E. Druebert, George W. Ellis, Robert A. Hager, James F. Hall, Robert R. Kennie, John E. Lambach, John D. Morrison, Dale E. O'Berem, James N. Penston, Dale N. Pruett, Claude A. Rabun, Joseph Romeo, Richard C. Simenstad, Carl P. Swope (transferred from Asbury), William K. Taylor, Albert R. Tibbetts, Douglas A. Upton (Asbury), Virgil D. Wolven (Asbury).



PROOF that one may have fun even during a discussion of accident prevention is shown by this picture of Glendale's new division foreman, Kenneth E. Parker, third from left, conferring with three new appointees in the safety and instruction bureau. From left are J. T. Johnston, chief instructor; Joseph Anderson, instructor; and (at right) Ray Matzenbacher, safety instructor. Investigation of accidents that happen to men under his jurisdiction is one of the foremost responsibilities of a division foreman.

Meet Glendale's New Division Foreman, Ken Parker

THE APPOINTMENT of *Kenneth E. Parker* as division foreman at Glendale was announced by the management, as effective February 1.

Mr. Parker has been associated with Asbury since March, 1946, when he became night dispatcher for that company. In 1951 he became relief terminal supervisor—a title corresponding to relief terminal foreman. In 1952-53 he served as research supervisor in the development of schedules, and toward the latter part of that period was terminal foreman at San Fernando for two months before that division was closed. In June, 1955, he became division clerk at Glendale; and in January, 1956, was made office supervisor there until his appointment as division foreman was effective.

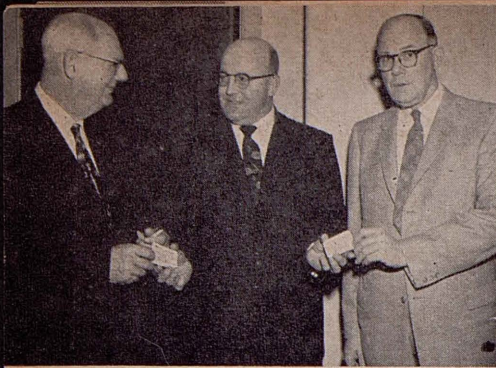
As division foreman, Mr. Parker has at present under his supervision about 55 Metro and 35 Asbury operators, plus four division clerks.

Born in Los Angeles, September

27, 1921, Ken graduated from Los Angeles High School and continued his education at Los Angeles City College, but left to enlist in the Air Force when World War II broke out. For 30 months he was in the Aleutian Islands, serving in armaments maintenance on Adak, Amchitka, and Attu, and reaching the rank of staff sergeant. Upon his separation from the service in 1945, he went to work for Asbury Rapid Transit System.

At City College he had met *Adalene Pugh*, whom he married in 1949. The couple make their home with their four-year-old son, *Kenny, Jr.*, in a new development in Pacoima, where they are buying a home.

The Parkers, who met in the City College a cappella choir, love to sing. Mrs. Parker is a soprano soloist, and her husband, a tenor. His other spare time interests include furniture refinishing and photography. For the past four years he has been a member of the Glendale Elks Club.



Honorary Dieseleer membership cards being given Pres. J. L. Haugh, left, and Supt. J. D. Puffer, right, by O. V. Selig, Dieseleer treasurer.



Distinguished visitors were, from left, G. B. Hanson, PE president & asst. to SP president; President and Mrs. J. L. Haugh; D. R. Lewis, PE vice-president; Brad Atwood, asst. manager, SP-PE public relations.



Public Relations Secretary Jean McGill offers cookies to a group consisting of (from left) Operators R. L. Allen, L. L. Dodge, and P. O. Cole; and President Haugh, who chatted with many employees.



Operator George Pfeifer, left, gets coffee from Sec'y to Auditor Donna Beiriger, while Operator Les Hacker gets cream from Steno Grace Boldt.



Public Relations Secretary Dorothy Cooper has coffee with Supervisor C. B. Ballenger, Operator E. A. O'Connor, Supervisor Dave Nelson.



From left: Asst. Supts. F. H. Markley (equipment) and Jack Stewart (transportation), Asbury manager Thos. Arnott; Metro VP R. F. MacNally; Supts. Dale Harlan (traffic), R. W. Anderson (equipment).



Standing, from left, are Lola Mason, Barbara LaKamp, Ethel Gibbs, Ellouise Nauman, Marcie Haggerty. Seated, from left, are Jean McGill, Gayl Ayres, Frances Hudock. Ethel and Frances are SP-PE.



Around the Christmas tree are, from left, Attorney James H. Lyons, Secretary Gayl Ayres, and General Attorney & Mrs. Waldo K. Greiner.



Telephone Operator Betty Embree enjoys a laugh with State PUC Engineer William F. Hibbard, left, and Supt. of Schedules L. S. Jones.



Who's supervising whom? From left are Jeanne Day, secretary to supt. of traffic; Instructor H. E. Anunson; Martha Brown, IBM control clerk; Instructor Elmer Stowe; Grace Boldt, transportation clerk; Supervisor John W. Sampson.



Evelyn Jones, claim department receptionist who helped pour coffee at the open house, here offers some to President and Mrs. J. L. Haugh.



Supervisor James C. Davidson receives cup of coffee and, more important, a smile from Executive Office Receptionist Barbara LaKamp.

PRESIDENT'S OPEN HOUSE, CHRISTMAS, 1955

Program For Progress

VALLEY EXTENSION

MORE PROGRESS in transportation is due for the San Fernando Valley!

Metro has proposed an extension of service on the Van Nuys-Reseda Line 85 to link six rapidly growing communities, and serve also the new Los Angeles State College in Northridge.

On January 12, the State Public Utilities Commission and the Los Angeles Board of Public Utilities & Transportation were asked to approve the plan linking the communities of Northridge and Granada Hills with Reseda, San Fernando, Sepulveda and Van Nuys.

Metro's action is the follow-up of an extensive study by the Chambers of Commerce of each of the six communities, a study made in cooperation with the company's previously conducted survey of Valley transportation needs.

The proposal calls for an extension of Line 85 from its present terminal at Sherman Way and Reseda Blvd. to San Fernando via Reseda Blvd., Nordhoff St., Zelzah Ave., Chatsworth St., Balboa Blvd. and San Fernando Mission Blvd. In San Fernando, the line will be combined with the present Van Nuys-San Fernando Line 84 and redesignated

as the Van Nuys-San Fernando via Reseda Line 85.

According to President J. L. Haugh, the combined operations will allow for a two-way loop service with 60-minute schedules instead of the 80-minute schedules presently in effect on Line 84.

Mr. Haugh points out that the service change will link the business districts of Northridge and Granada Hills for the first time. The new Los Angeles State College, now under construction west of Zelzah in the vicinity of Prairie St., also will be conveniently served.

Up to now, the proposal is still pending before the two regulatory agencies and is awaiting assignment to the official calendar for public hearings.

Downtown Re-routing

DOWNTOWN ROUTING changes on the Los Angeles-Glendale-Burbank Line 75 and the Los Angeles-North Hollywood-Van Nuys Line 93 now await official approval of the State Public Utilities Commission following three days of public hearings, Feb. 8, 9 and 10.

The proposal, which would re-route Line 75 along Spring St. through the Civic Center and run Line 93 along Hill St., was approved by the Los Angeles Board of Public Utilities & Transportation on Feb. 7.

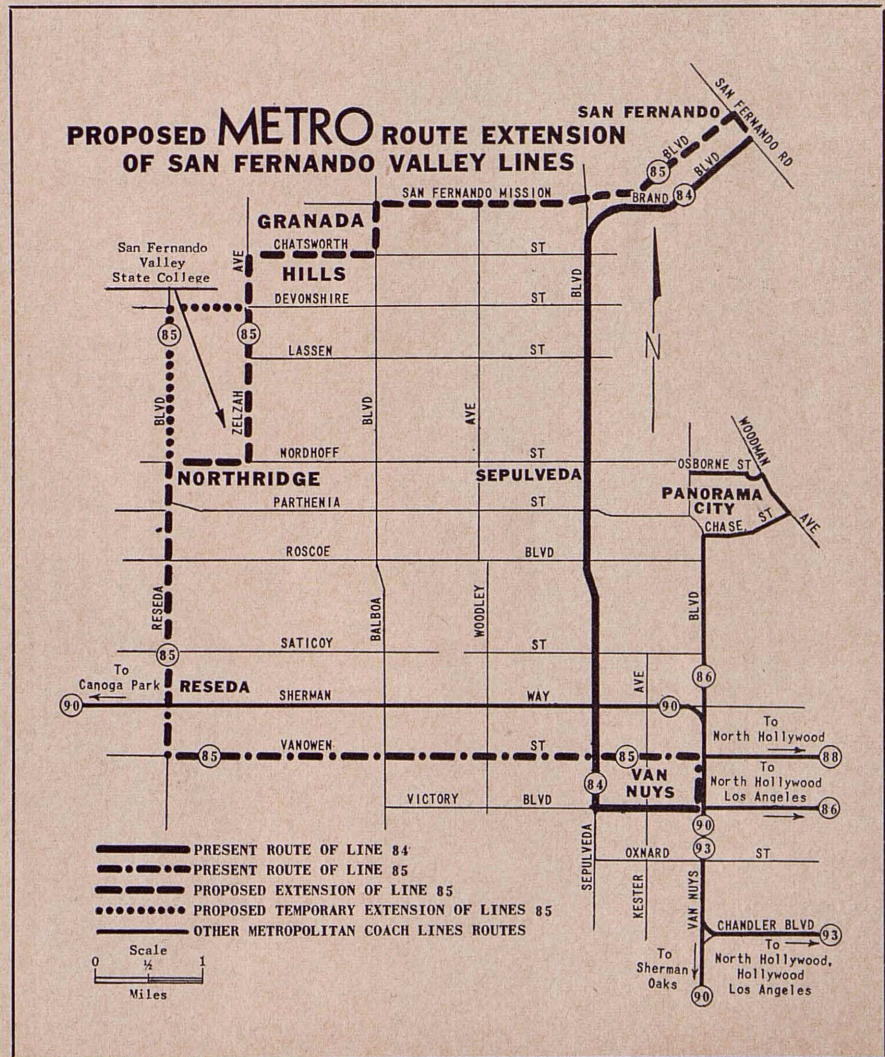
Both lines at present operate along Grand Ave., Third St. and Olive St.

Service to L. A. State

THREE METRO LINES connect with new service on the Los Angeles Transit Lines Line 32 to the new campus of Los Angeles State College located north of the San Bernardino Freeway and east of Eastern Avenue.

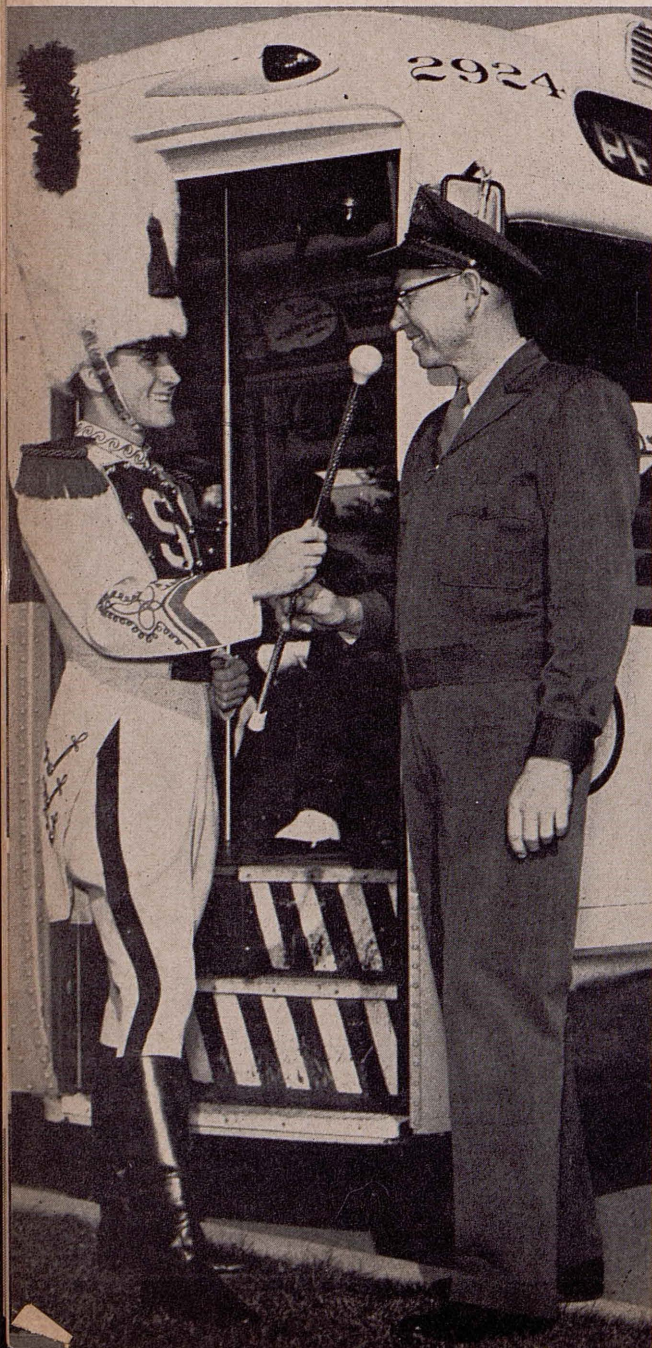
Connections may be made on the Garvey Avenue local, Line 63G, at Brooklyn Avenue and Rowan Street; on the Whittier local, Line 58W, at Whittier Boulevard and Indiana Street; and on the Newport Beach Line 55 at Olympic Boulevard and Indiana Street.

Schedules on Line 32, Monday through Friday, begin at 6:45 a.m., and continue until 10:45 p.m., with 15-minute headways in peak hours, and 20-minute service during the base. On Saturdays, service operates between 6.45 a.m. and 12:30 p.m. There is no Sunday service.





FIVE CHARTER COACHES at Occidental College wait to take the MSU Band to Pershing Square for a Saturday afternoon concert last December 31.



CO-DRUM MAJOR Archie Patton shows Operator John Jordan how baton should be held to direct one of the nation's best bands.

ROSE BOWL ECHOES

CHARTER OPERATORS for the band trip huddle with Traffic Representative Frank Screech (bow tie). From left are John Jordan, George Davis, Bob Hart, R. L. Allen, and H. R. Fore.



Are Your Withholding Exemptions Up to date?

EACH PAYDAY, the company uses your withholding certificate, which you have previously filled out, to determine the amount of income tax to be deducted from your pay check.

It is important to you that this exemption certificate be accurate and up-to-date at all times. If your present exemption certificate is correct, nothing further need be done. If, however, it does not properly reflect your dependency status for the reason that the exemptions have changed, or for other reasons, you should obtain a new exemption certificate from the personnel department and the personnel department will arrange to forward it to the pay roll department, in order to insure that the proper amount of withholding tax is deducted from your pay check. This will eliminate the possibility of having wide variances in your income tax forms

where dependency is the major factor.

Usually, exemptions change when you get married, or divorced, when dependent is born or dies, or when you begin or stop supporting a dependent.

Be careful to avoid claiming any exemption that the law does not allow. Remember, any taxpayer who claims exemption he knows he is not entitled to, makes himself subject to prosecution. However, if you wish to reduce or omit exemption claims for the purpose of increasing your withholding to an amount nearer your correct income tax, you may do so.

The employe's withholding exemption certificate form W-4 may be obtained and filled out in the personnel department at Room 689 Pacific Electric Building.



Perhaps You Can Save \$ \$ \$

DID YOU KNOW THAT:

During the past calendar year of 1955, your earnings paid by Metropolitan Coach Lines, up to \$3,000.00, were subject to State Disability Insurance and 1% was deducted for this purpose.

If, during the calendar year 1955, you worked for two or more employers subject to the State or Voluntary Plan Disability Insurance, and your deductions totaled more than \$30.00 for the year, you are entitled to a refund for amount paid to the State for its plan in excess of \$30.00.

To obtain refund for overpayment of Disability Insurance paid to the State for 1955, claim for refund must be filed with the State of California on or before June 30, 1956.

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

During the past calendar year 1955, your earnings paid by Metropolitan Coach Lines, up to \$4,200.00,

were subject to 2% deduction for Federal Old age Benefit.

If, during the calendar year 1955, you worked for two or more employers subject to the Federal Old Age Benefit deductions and your deductions total more than \$84.00 for the year, you are entitled to a refund for the amount paid in excess of \$84.00.

Special refund for excess payments under the Federal Old Age Benefits may be claimed together with your Federal Withholding Deduction on Form 1040 or 1040-A, in payment of your Federal Income Tax. The excess payment will reduce the amount payable for Federal Income Tax or increase the amount of refund claimed for overpayment of your income tax.

Any wages you may receive from Pacific Electric are not taxed for the above purposes. However, employes transferring between Metropolitan Coach Lines and Asbury Rapid Transit System should check their deductions for possibility of refund.

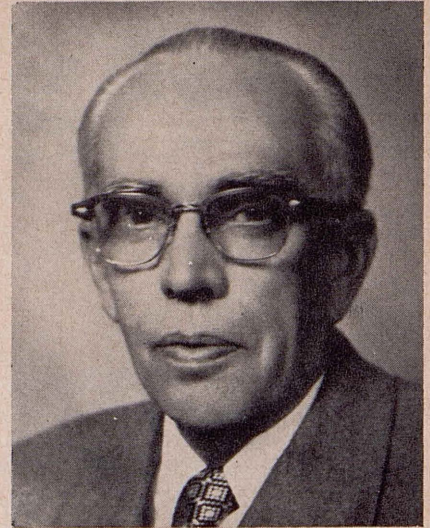
For further information, Call W. C. Scholl, manager of personnel, TRinity 2792, Extension 322.



By-Line:

RAY W. ANDERSON

**National Magazine Carries Story
By Metro's Superintendent of Equipment
On Purchasing Department Record System**



RAY W. ANDERSON
Superintendent of Equipment

RAY W. ANDERSON, superintendent of equipment, became an author in the November, 1955, issue of *Bus Transportation*, where he by-lined a story entitled, "Mechanized Inventory Control Saves Time."

His story is about how electrically-operated Kardex machines simplify record-keeping at *Roy Ewing's* purchasing department headquarters, where 9,000 different items have to be handled for 800 motor coaches.

Use of the system "has made possible savings which have completely offset the costs of the equipment in just a few months," wrote Mr.

Anderson. Summarized, the article said:

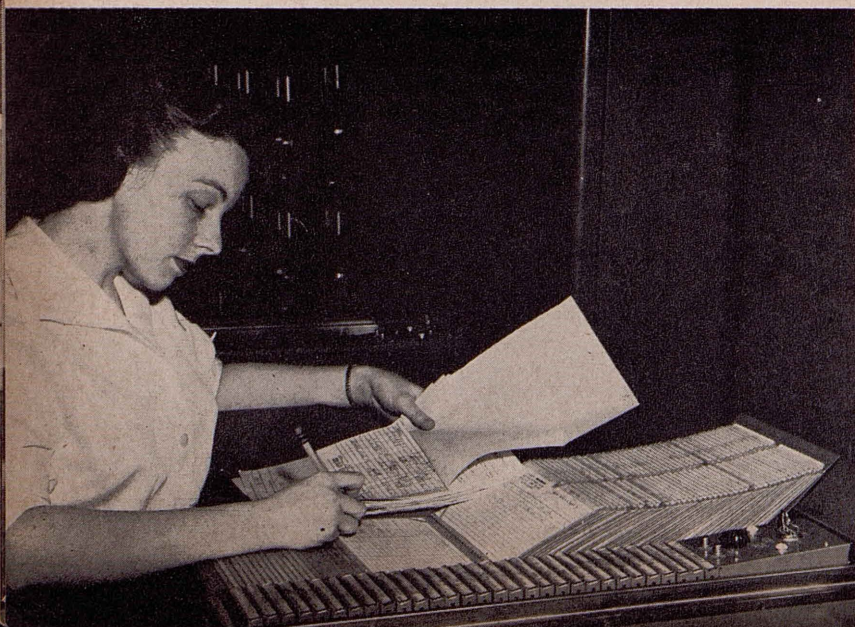
By pushing a button, the clerk can find the desired record of any automotive part within a matter of seconds instead of having to search through loose-leaf files by hand. The Kardex record card shows how many of the parts are on hand at any given time, what bin they are in, etc. A second card, kept in a Kardex pocket along with the first card, shows the purchase record for the part, including description, list of vendors, cost information, etc.

The new system, according to Mr. Anderson, eliminates the need for

monthly physical inventory count. A once-a-year count is enough because the Kardex permits accurate spot checking of items. A second advantage of the Kardex system is that it shows at once how often the part is called for, and thus enables the storekeeper to judge when and how much to buy. A third advantage, Mr. Anderson wrote, is that the paperwork necessary in requisitioning a purchase can be completed in a matter of seconds.

Along with the story were photos of several of the employes of the purchasing department and the store.

POSTING PRICES from invoices to record card in the Kardex machine is Yvonne Mouté. Machine finds proper card instantly at touch of button.



INVENTORY—Checking final figures on inventory for 1955 are Senior Buyer Roy Ewing and Mr. Anderson.





FILLING REQUISITIONS from store shelves are Frank De-Baun, assistant stockman, and Leonard Speer, truck driver.



STATIONERY STORE, located on the 2nd floor of a building near the inspection garage, is presided over by Mr. Palacios.

IN THE PURCHASING DEPARTMENT AND MACY STORE

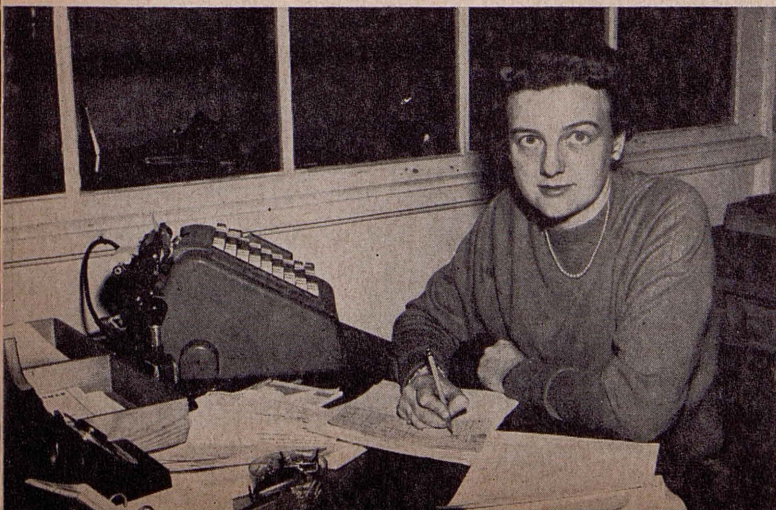


BEARING for rear wheel of coach is being secured by Auto Machinist W. L. Taggart from Assistant Stockman M. G. Avila.



STOREKEEPER Frank Winterberg, left talks over a requisition for bus parts with his stockman, P. A. ("Pat") Palacios.

HELEN BRADSHAW, invoice order clerk.



EARL M. STANLEY, buyer.



MACY GARAGE

UNIT OVERHAUL

SHOP

"I HAVEN'T a single man working *for* me, but I have some 40 men working *with* me," often observes *Carl Cross*, foreman of the unit overhaul shop at Macy Garage.

This remark indicates the kind of man who, under Superintendent of Equipment *R. W. Anderson*, has supervision over all the heavy repairs made on Metro coaches over the system. Being surrounded by cold machinery of all kinds hasn't made a machine out of Carl. To him, every man is an individual, and is to be treated as such. "They're not just so many names or so many units or so many mechanics; they're human beings. Every one is different, and I can't talk to one the same way I'd talk to another," he said.

His assistant is Leader *Otto Draviner*, an equally pleasant fellow.

Mr. Cross's 40 men can, and do, overhaul, repair, or make nearly everything, but their chief job is overhauling the various units of a coach, such as engine, transmission, differential, oil pump, generator, air blower, radiator, etc. This they do for all Metro divisions as well as for Asbury.

Since Metro began operations, October 1, 1953, major overhauls had been performed, up to about January 6, on 199 coaches, both gasoline and diesel; top overhauls on 147 diesel coaches; and conversion (rearrangement or addition of certain items in the engine compartment) on 302 coaches. Only 40 remain to be converted.

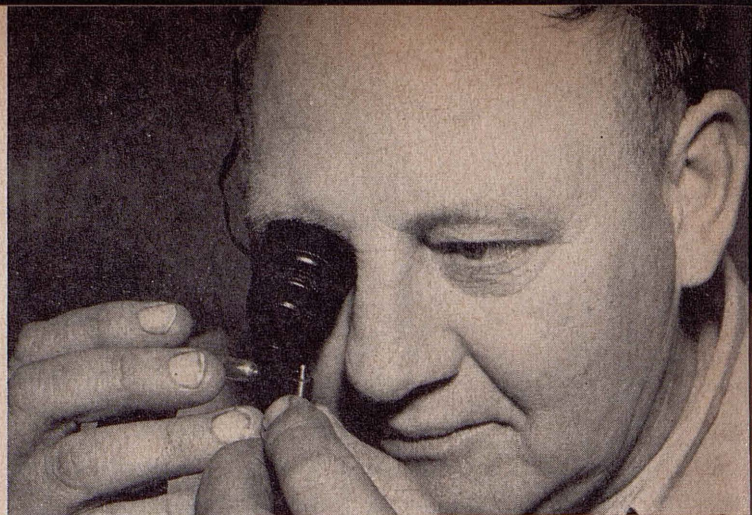
Need for an overhaul is determined by the auditor's monthly statement of fuel and oil consumption for each coach. If three consecutive statements show any coach consuming a quart of oil every 150 miles or less, the coach is checked in the running repairs department, under Foreman *John Roach*, for leaks. If no leaks show up, Mr. Roach's department gives the engine a top overhaul and conversion.

This means that the cylinder head, oil pan, pistons, connecting rods, cylinder liners, air blower, and oil pump are removed, checked, and overhauled. Cylinder block and crankshaft are checked for wear with a micrometer, and reground, if necessary. New main bearings, new connecting rod bearings, and new pistons are put in, if needed, and the rings are always replaced.

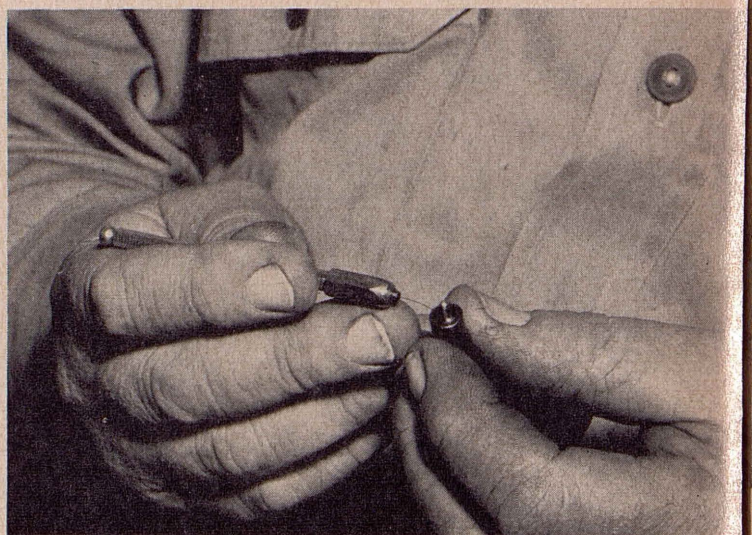
If an inspection at the time of top overhaul shows need for still further repairs, a major overhaul is given in Mr. Cross's department; that is, the engine is removed from the coach and completely disassembled, parts are steam-cleaned, and the whole is rebuilt to factory specifications.

In addition to engine work, men of the unit overhaul shop turn and slot commutators on all electric motors (including rail car and fare box motors); build up (by metallizing process) worn shafts and parts, and ma-

(Continued on Page 15)

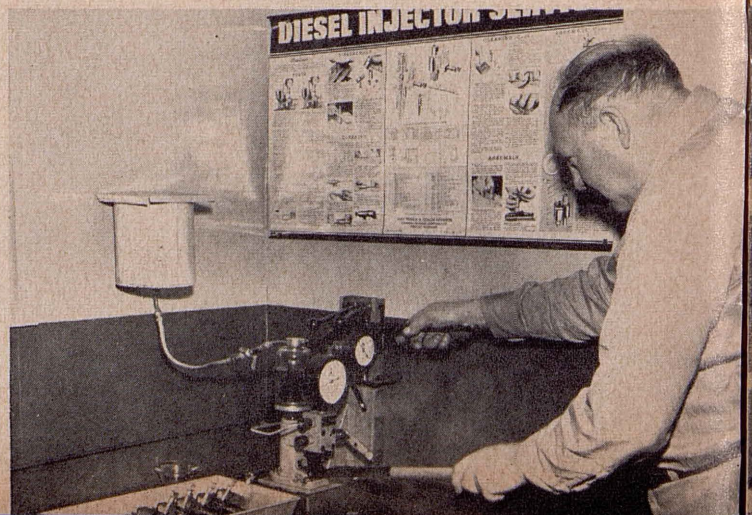


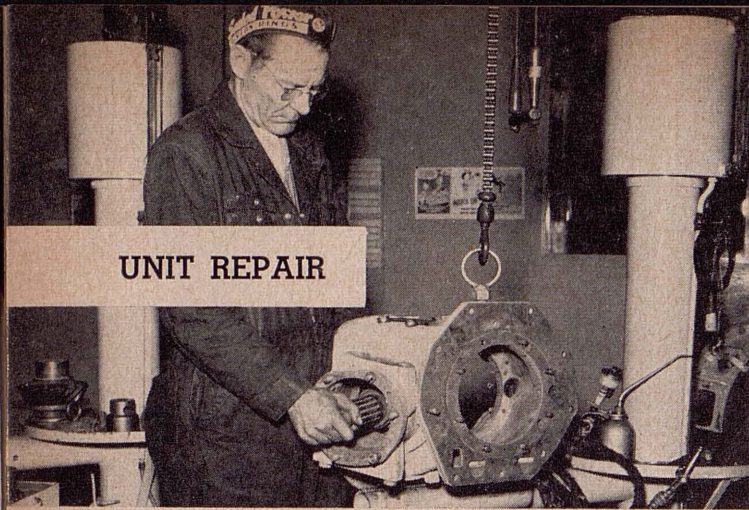
HARRY ZARP, in charge of injector maintenance, works in an enclosed shop so that the air is as free of dust as possible. He uses a jeweler's eyeglass to help see fine parts.



CLEANING TIP of diesel fuel injector. Tip contains six holes .006 of an inch in diameter. Harry cleans them with a wire the same size as hole—about the size of human hair. A hundred injections of fuel equal only a teaspoonful, yet an average of 80 gallons a day goes through an injector.

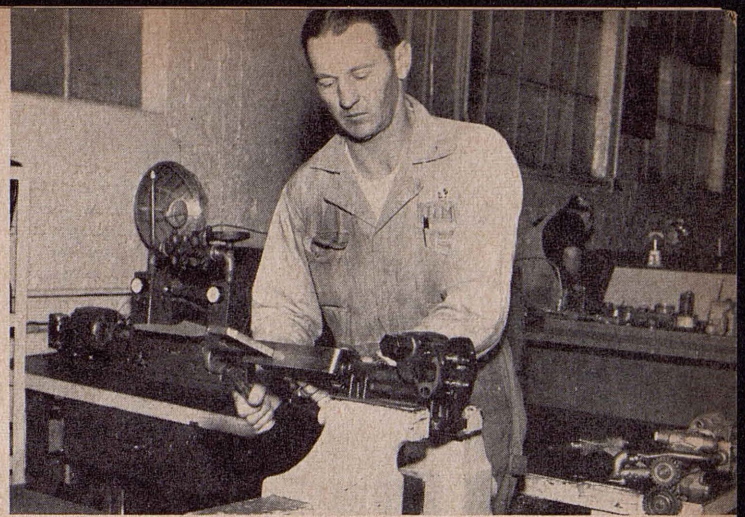
TESTING a fuel injector after overhaul. Test shows any possible leaks, and also indicates firing pressure of the injector. Pan at left contains tested injectors immersed in diesel fuel in order to keep dust and corrosion away.



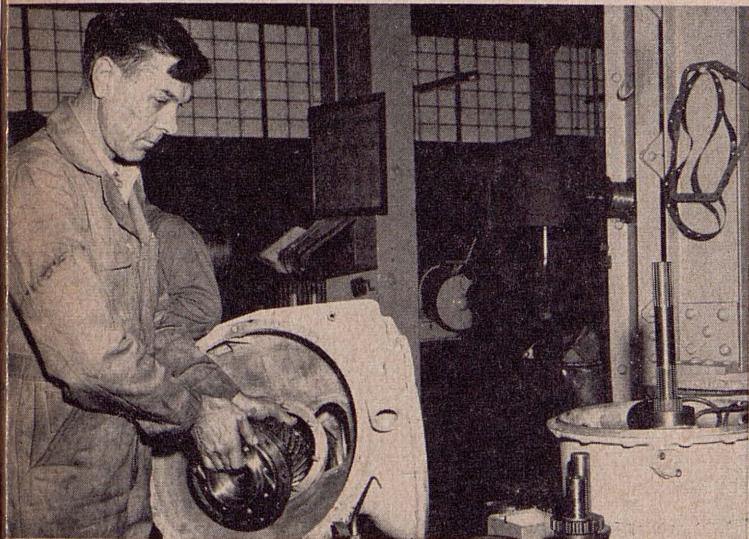


UNIT REPAIR

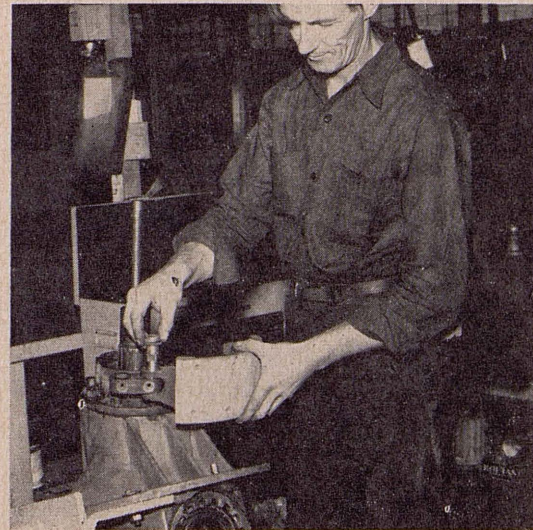
ANGLE PORTION of hydramatic transmission for 2500-2600-class coach is being assembled by Louis E. Barry. Power reaches wheels by shaft geared at angle to main drive shaft.



OIL PUMP being disassembled for repair by J. L. Stinson. Only accessible when engine block assembly is taken apart, oil pumps are overhauled with great care so they will last.

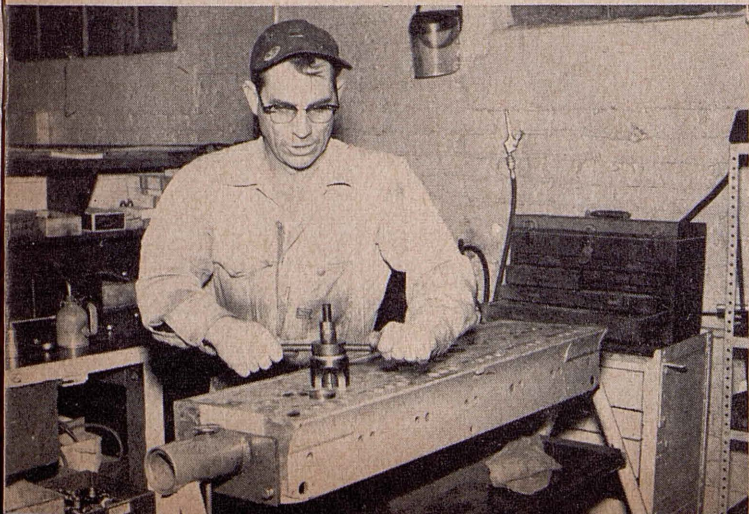


V-DRIVE TRANSMISSION for all late-type coaches (300, 400, 500, 2700, 2800, and 2900) is being assembled by George W. Van Ness. Transmission weighs about 500 lbs.

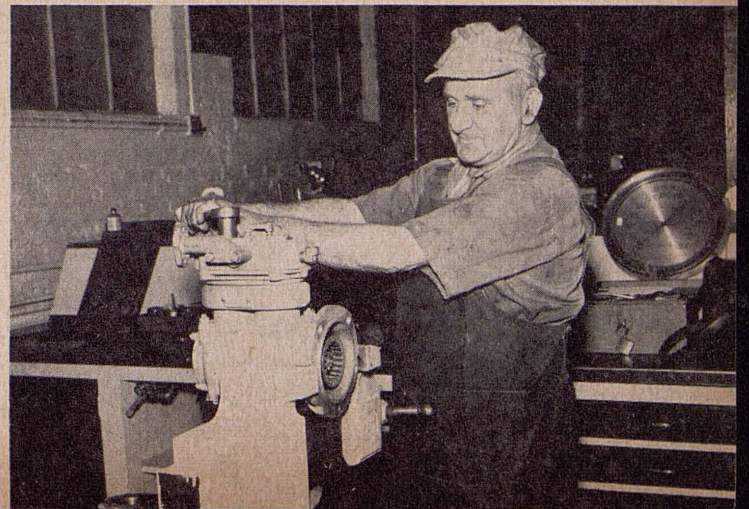


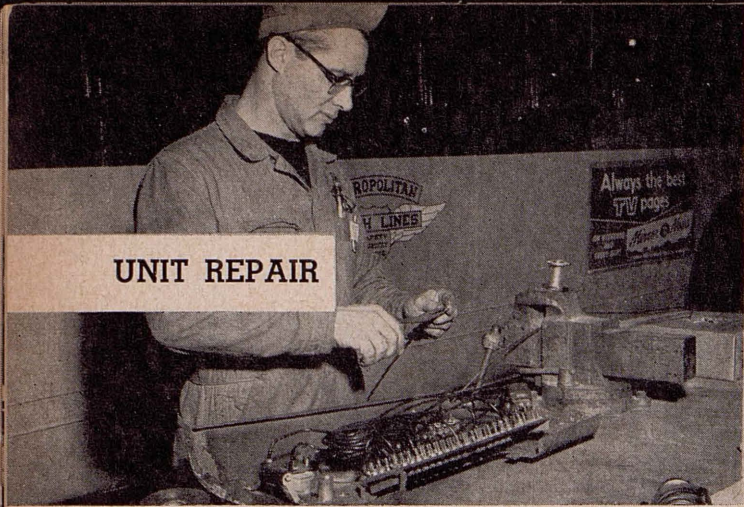
DIFFERENTIAL for a 2700-2800-class coach is being assembled by Stanley J. Cygan after overhaul. For handling this, as well as other heavy units, special jigs are made at Macy.

VALVE INSERT on diesel cylinder head is being removed by H. K. Bradbury by use of a special puller. He disassembles the entire valve system for inspection, regrinding, refitting.



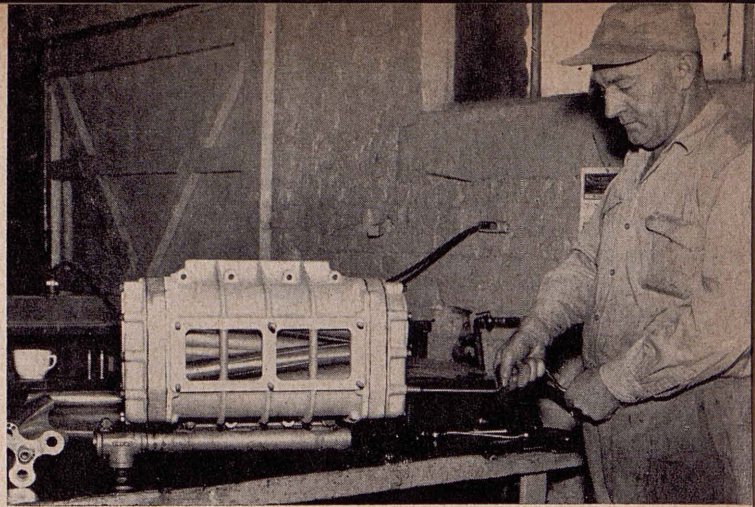
AIR COMPRESSOR being assembled by Thomas Matten. This unit supplies all air for air brakes, door engines, radiator shutter engines, and for shifting from fluid to direct drive.





UNIT REPAIR

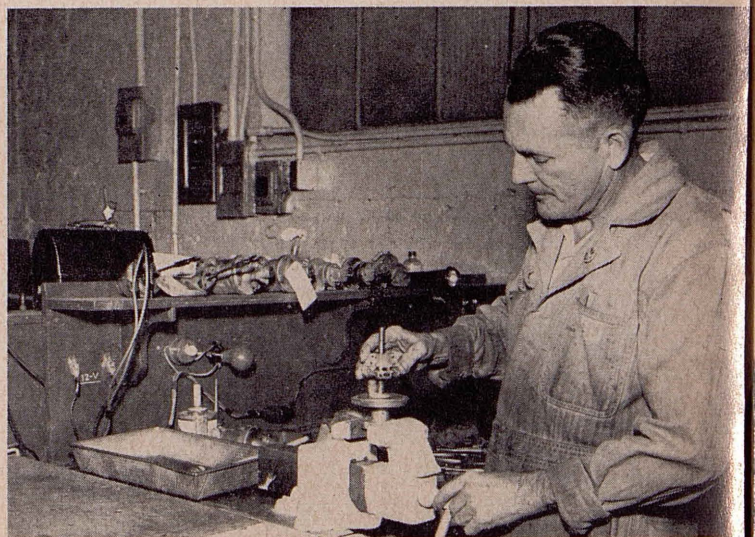
REWIRING DASH PANEL for a 2500-class coach is Fred J. Klett, who also rewires coach bodies. When he finishes a panel its clean geometric symmetry approaches true art.



AIR BLOWER which forces air under pressure into engine is being assembled by Clyde Sellers. Diesel coaches require forced air under 10 lbs. pressure to improve combustion.

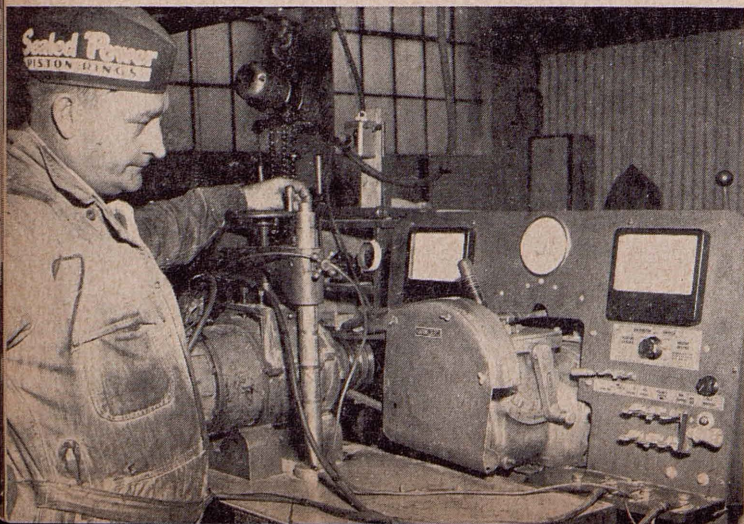


MISCELLANEOUS PARTS, such as manifolds, emergency chokes, fans, flexible couplings, etc., are overhauled by John Haberberger, shown above assembling a throttle governor.

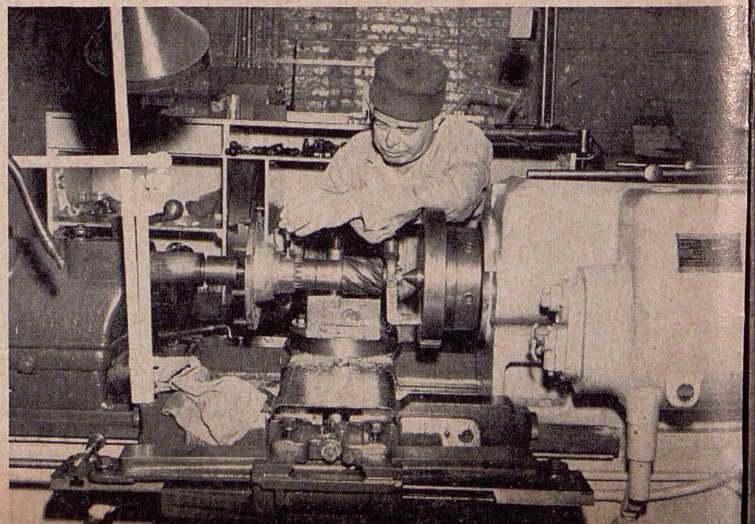


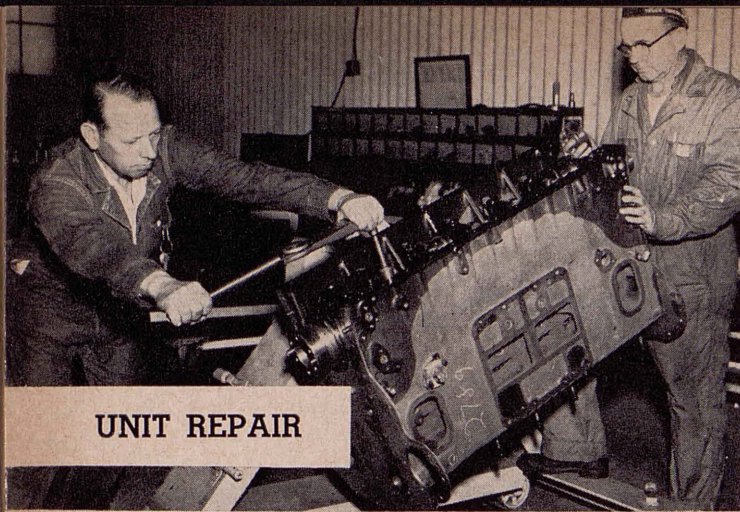
SHIFTING GOVERNOR being repaired by William Richards, Jr. Automatic shift of gears occurs when speed of governor throws weights to a certain angle. Angle controls shift.

GENERATOR used in a White coach is being tested by Roland Sprunk. Dials on panel at right indicate whether the generator is operating properly under varying load conditions.



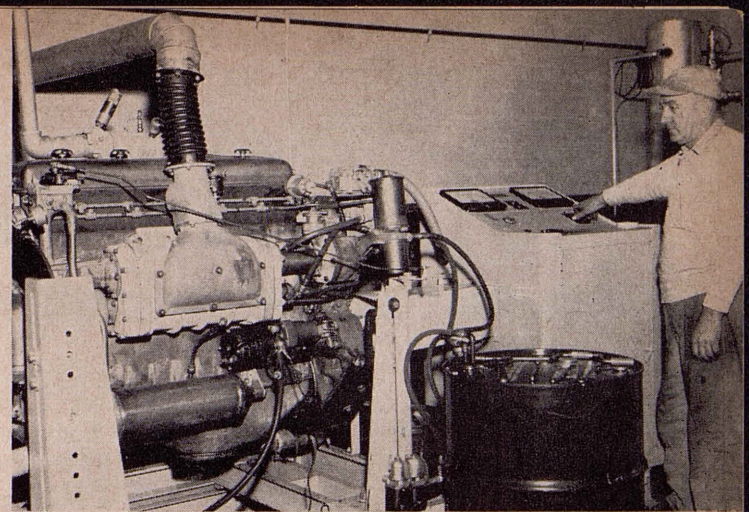
"MIKING" (measuring by micrometer) a drive line companion flange (that's what the man said!) after machining it to proper tolerance on lathe shown in photo is J. J. Supple.





UNIT REPAIR

REBUILDING, or reassembling, a GMC 671 diesel engine are E. C. Hoffman, left, and L. B. Hickman. Same type engine is used in all Metro diesel coaches from 2500-class up.



DYNAMOMETER TESTING a rebuilt 671 diesel engine is Clyde Sellers. This 4-hour test under varying load and speed conditions shows up faults, and completely breaks in engine.

UNIT OVERHAUL SHOP

(Continued from Page 8)

chine them to specifications; turn brake drums and rail car bearings; and even make complete new parts and machine them to specifications, when necessary.

Wood-working and painting are also done. Work tables and benches, office cabinets, ticket boxes, and other items of wood are made as needed—right now Mr. Cross is making shop items for the prospective West Hollywood Division. Late in 1955 his men were

busy painting 15 coaches for use in the Santa Anita race track service. If someone needs to have a sign painted, the unit overhaul shop is ready to oblige.

Proof of the value of Carl's humanitarian attitude toward his men is the happy atmosphere and air of quiet efficiency apparent all over the big shop. Cordiality toward visitors as well as toward one another is the rule.

"I think this attitude stems from the attitude of the management. Metro is a fine company to work for because good work is encouraged and commended," observed Mr. Cross.

COMPLETE VIEW of layout of 2200 bus parts, with Foreman Carl Cross and his leader, A. O. Draviner, giving it a once-over.



"GOOD WILL TO MEN" —

Operators—All Districts

R. E. Bair: made sure he did not pass up any passengers at any bus stop.

G. J. Brancato: "... caused . . . a warm glow of approval from the passengers" by escorting a blind couple to the right connecting bus at Beverly Hills station. ". . . everyone . . . just beamed. . ."

E. C. Bryne: found and returned \$35 two teenage girls had earned and planned to use for Christmas money. It was their first earned money.

R. L. Buda, Morris Chesler, and J. M. Fulkman: praised by President Howard McDonald of Los Angeles State College for their fine handling of three loads of club women to the college on a charter move during heavy rain.

C. H. Cantrell: who returned a lady's billfold and was mailed a reward of \$5 because: "That was the most wonderful thing that ever happened to me—a miracle, as there would have been no Xmas shopping for this year if I had lost the money," according to the grateful passenger. "My husband tried to reward him but he wouldn't take it."

C. C. Carpenter: for returning a lady's purse containing important papers, a check book, and over \$100 in cash.

P. O. Cole: "most courteous"—"a fine looking fellow"—according to SP Freight Traffic Manager V. F. Frizzell, whose group of friends Mr. Cole handled on a charter move to a football game.

D. L. Collins: "so helpful and pleasant."

E. L. Combs: ". . . one of the most cheerful, good-natured, and accommodating men I have ever seen serving the public," writes an air lines employee: ". . . he seemed to know half the people by their first names. . ."

O. F. Cooley (five letters): (1) ". . . kept everybody happy with his friendly manner and calling every stop"; (2) similar praise; (3) commended for excellent handling of overcrowded bus during a parade jam; (4) ". . . seems a most unusually thoughtful and kind sort of driver." (5) ". . . very cooperative in giving out any information . . . also very expert in handling his bus."

H. D. Cotterman: "excellent driving and fine courtesy."

J. F. DeWatney: stopped his coach, got his fire extinguisher, and helped the driver of a private auto put out a fire in his car.

H. A. Douglas: telephone call praised his courtesy and efficiency.

R. V. Evans: permitted two people to ride who claimed they had lost their return Metro tickets at the race track; letter came later enclosing the two tickets with thanks.

A. S. Everett: permitted old lady to ride who had just had her money stolen.

D. H. Harris: friendly and cheerful.

L. H. Faulkner who, with Ticket Clerk *Gary Bowers*, of Whittier, "went far be-

Operator's Unusual Courtesy Praised

Editor Metro Coach News

Dear Sir:

On a recent trip to southern California, while traveling from Los Angeles to Azusa, I became acquainted with one of the most friendly and courteous bus drivers in all my travels.



Martin W. McBrayer

It didn't take Mr. McBrayer of San Gabriel, who has a worm farm, very long to find that I am interested in horticulture. I told him my trip to California was to visit the seed companies and various nurseries. This bus ride was taking me to the Monrovia Nursery. I told him that I had raised over 200 named varieties of sweet peas, from all over the world, in the last two years. I have a packet of seed containing hand selected varieties from various growers in the world, including English seed. This packet sells for fifty cents and there is one, now, in the mail for Mr. McBrayer. By profession I am a piano and voice teacher and taught in Portland, Oregon for many years before locating in Astoria two and a half years ago. I teach three days a week and my horticulture interest is a semi-retirement business.

As I approached my destination Mr. McBrayer extended me an invitation to his home on New Year's Eve (I was a total stranger to him), stating his car was available. He asked my advice regarding landscaping his yard and I gladly complied to the best of my knowledge. Mr. McBrayer drove me to many interesting gardens and nurseries and I greatly appreciate this fine courtesy. I enjoyed a most delightful New Year's Eve with the McBrayer family. Upon their insistence I had New Year's day dinner with them and want to compliment Mrs. McBrayer on her fine cooking.

Before meeting Mr. McBrayer I had already noticed the efficient work and service of the Metropolitan Coach Lines as I had traveled a day or two previous to the trip to Monrovia. Mr. McBrayer gave me one of your magazines which I have enjoyed very much, and if it is within your policy I would appreciate being added to your mailing list. The courtesies extended me by one of your employes were the highlights of my trip, even tho I was fortunate enough to see the parade at Pasadena and the Rose Bowl football game. I shall long remember Mr. McBrayer and the Metropolitan Coach Lines.

Sincerely yours,
PAUL K. HUTCHINSON

— COMMENDATIONS

yond the call of duty" to return a billfold intact to its owner.

J. D. Fenwick: conscientious, efficient, courteous, accommodating.

J. B. Fisher: commended for his exemplary conduct during abuse by passenger insisting he had been short changed.

E. R. Folsom: personally escorted lady around in effort to help her find her handbag. "If returned," she wrote, "I don't want the money; give it to the driver. Return handbag only."

H. E. Gaddy: regular rider telephoned company to get Mr. Gaddy's name and address, so as to send him a present, because the operator is "unusually nice and pleasant to everyone."

T. R. Gordon: rewarded with pen and pencil set for returning purse.

L. M. Hacker: "especially careful and and courteous" on charter trip with church women.

J. F. Haggerty: "His courtesy; he had a 'Merry Christmas' for everyone when they left the bus."

Charles Hatfield: commended for courtesy and efficiency by operative of special agent's department.

D. T. Hutton: "... rest of your drivers could take a lesson from him . . . He deserves a raise in pay."

"JW" Jeffus: "Bless this operator for his extreme kindness to a helpless person."—He had helped a blind lady across the street, and a witness penned the blessing.

Paul Knoll: "Without a doubt, he is the most courteous, thoughtful and understanding bus operator in Los Angeles. His cheerful 'Good Morning' to every passenger starts the morning off just right for them."

W. H. Kressin: "remarkably courteous and helpful to his passengers."

F. V. Lemaster: "I think he deserves (if he doesn't already have one) a Courtesy Badge."

P. J. LePage: "A dear old lady boarded his bus and she was in tears. . . She had taken the wrong bus . . . changed buses several times, and was altogether lost, confused, tearful, and her face was swollen from an aching tooth. When she got on the bus, crying and talking so loud, she thought the whole world was against her and the people on the bus were laughing at her, until your kindly driver told her calmly to sit right behind him. He quieted the people from laughing when he saw how really ill she was, told her he would direct her to her destination, and he did."

C. D. McCollum: "He is always so friendly and courteous, that we all feel at ease and enjoy our morning rides, as

he is an excellent driver and handles his bus with caution and ease."

W. K. McPheely: several of his acts of courtesy are recounted in detail.

R. M. Melton: "... one of the most courteous men I ever rode with . . . never impatient with anyone, and was most courteous to me as I was on crutches. . . ."

E. F. Morgan and L. E. May: "... he [Mr. Morgan] took entire charge of my baggage, helped me off and asked the Supervisor standing there to escort me to the Los Angeles bus . . . The driver [Mr. May] of the Los Angeles bus was equally courteous and helpful. . . ."

G. M. Morgenson: "... very efficient and extremely courteous without being gushy."

F. P. Nanny: commended by PE agent at Culver City for helping a blind couple.

E. A. O'Connor: outstandingly courteous to everyone on his car; one rider was especially impressed to be addressed as "sir."

A. C. Panzariello: courteous and efficient.

J. S. Potts: graciously assisted ladies with large amounts of baggage.

V. C. Prettyman: commended by operative of special agent's department as "undoubtedly the most courteous employe in the Transportation Department. His attire is impeccable. His uniform is perfectly fitted," etc.

D. E. Raines: "... the most courteous, pleasant and obliging operator I have ever had the pleasure of riding with."

Paul Schapiro: "... always the same: cheerful—repeating answers to the same question as if they had been asked for the first time."

W. M. Schwer: "He was so nice and courteous to all who asked information of him. It didn't take any more effort that way than the other and made everyone feel good."

Earl Smith: "He had already shut the door and started to move out of the terminal, but he stopped and let me aboard. As I have sickness at home and was most anxious to get there, I greatly appreciated his kindness."

W. R. Starkey: "Your motto is—Safety—Courtesy & Service—and that is exactly what he gave, with a smile! That describes him."

E. L. Stover (two letters): (1) "as many years as I have been a passenger on buses, never have I seen such human kindness as Mr. Stover showed" in helping a blind man. "All of the passengers were delighted." (2) "Mr. Stover waited for me while I ran a block to catch his bus."

Arthur Venlet: "no jerky stops"—"extremely courteous to everyone. One especially trying old lady pestered him with silly questions, but he carefully explained to her just how and why and where. . . ."

C. P. Wagner: "Made everyone feel good with his courtesy and kindness . . . God bless him and all the drivers who have the public's lives in their hands."

Gordon Wakefield: his careful courtesy—"Oh, he is always that way. He is just that cheerful every day. We all enjoy him."

J. A. Warren (two letters): (1) "I want to commend him for his exceptionally kind and helpful spirit. He is very willing to answer questions about routes and transfers and to give information, and in many little extra ways tries his best to serve his passengers well." (2) In similar vein, plus: "If I were to look for the man of the year for drivers, I would certainly nominate No. 263 [Mr. Warren]."

C. A. Wheeler: exceptionally friendly; able to keep to schedule because of skill in driving.

E. E. Wright: see "Other Commendations": "Our company."

T. J. Zito: "... the most pleasant bus driver I ever met. He looks like a man that must be loved by all. . . ."

* * *

Other Commendations

Frank J. Screech, traffic representative, thanked by the women of Pomona Presbyterian Church for his helpfulness in arranging a charter trip for them.

Our company: "Thanks for the wonderful service. Your driver, Mr. E. E. Wright, was most congenial. The publisher is mentioning Metropolitan Coach Lines in his column," wrote Charles Lucchesi of the Orange Daily News, enclosing a clipping with three-column photo showing News carriers boarding a Metro bus destined for Disneyland.

Gary Bowers, ticket clerk, Whittier: see *L. H. Faulkner,* operator, above.

Sometimes it's Smart to
PUT ALL YOUR EGGS
IN ONE BASKET!

HEMPLINES

By JEAN MCGILL

Valentine Wedding

THEY MET on his bus, the Garvey Avenue local. She rode as a passenger on his schedule for months; they started going steady a year ago. They chose Valentine's Day to be married — at the Little Church of the West, Las Vegas.

The bride and groom are El Monte Division Operator *Orville V. Selig* and the former *Dell Merier*, who has been working as checker in Manning's restaurant on Grand Avenue, Los Angeles. Mrs. Selig was born in Minnesota, and has been in California for ten years. She has two children by a former marriage: *Ronald*, 17, who entered the air force January 9; and *Marilyn*, 15, a student at El Monte High School.

The couple honeymooned in San Francisco.

* * *

Surprise Elopement

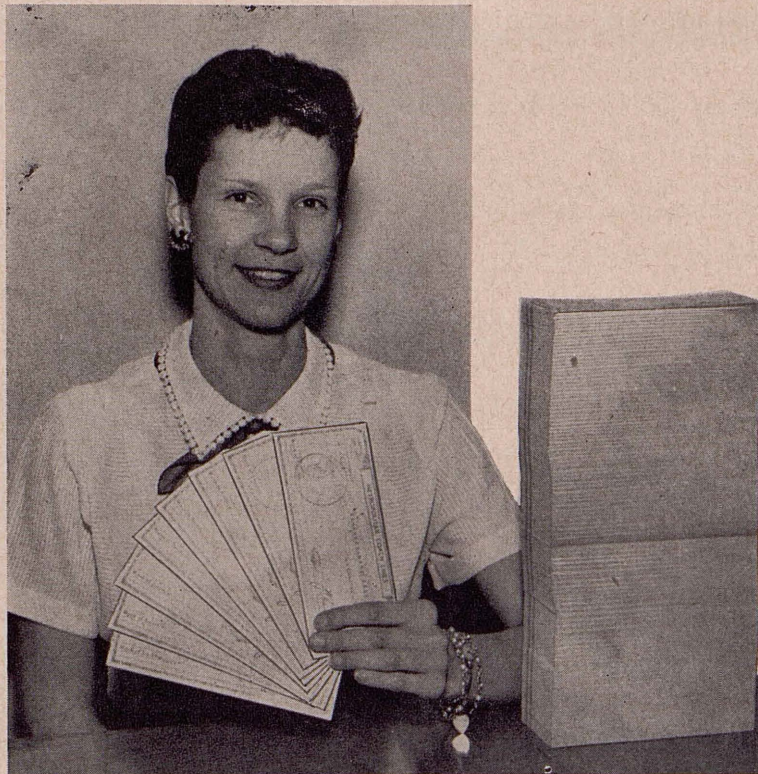
DOROTHY COOPER, former steno-file clerk, public relations dept., surprised many of her friends when she announced her marriage to *Harry E. Riley* of Walled Lake, Michigan. They were married at White Chapel in Las Vegas in a private ceremony January 25.

After honeymooning on a cross-country motoring trip, the couple will make their home in Walled Lake, Michigan, where the groom is established in the hardware business.

LOVE AND MARRIAGE for the *Harry Rileys* (former *Dorothy Cooper*). Before departing for Detroit, the newlyweds pose with a wedding token from Metro friends.



"Please Don't Staple Checks!"



"I'M HOLDING 10 of the 1800 checks issued each pay roll period," says *Martha Brown*, control clerk in the key punch machine room of the accounting department. "These 10 checks had staples in them when they came back to us after being cashed."

"Staples in checks cause jams in our accounting machines. It takes as long to clear one card jam as it does to sort this entire big stack of checks at my left."

"Please help us by not putting any more staples in your checks, won't you?"

THE WINNN-NAH!

IN THIS CORNER we have *El-louise Nauman*, secretary in the president's office, who was judged a winner in the recent Community Chest slogan contest. Her prize was a portable cooler and two 12-bottle cartons of Coca-Cola!

When told of her good fortune, Ellouise at first couldn't believe it.

"I never won anything in my life before this," she said, when finally convinced that it was true.

"That's right — she never even won a check pool!" exclaimed one of her colleagues.

There were many other wonderful prizes given to those with winning entries . . . Don't forget: Next

year perhaps you too may be notified of being a winnn-nah—by completing the statement: "I support the Community Chest through MECCA because . . ." in 25 words.

ELLOUISE NAUMAN and her prize.



"THE AMERICANS BROUGHT HAPPINESS"

How Key Punch Operator Lena Rodrigues Learned Her Trade Working for the Italian Government During World War II

TODAY *Lena Rodrigues* is one of Metro's IBM key punch operators. Thirteen years ago—looking back into a grim past—Lena could be found sitting behind a similar machine in the city hall at Palermo, Sicily, punching ration cards for the Italian government. (On June 10, 1940, Italy formed an alliance with Germany and in 1943 was under German occupation.)

The family home was in Rome, Italy—where Lena Di Tanto was born and attended school. In high school she learned key punch operating on an 011 machine, which was one of the first IBM machines.

In 1943, the people of Rome were notified by the government of a possible Allied invasion. Hence, many families fled to southern Italy. Carrying what possessions they could with them, Lena, with her mother, three brothers and three sisters, moved south to Palermo, Sicily. Her father was with the Italian Red Cross and was away from home.

The Italian government mobilized all the young girls from approximately 17 years of age to 25 for work in offices. Lena was forced to operate a key punch machine in the City Hall at Palermo. The pay was barely enough for a day's ration of food, which consisted of a piece of "black" bread, approximately three inches square, per person. Occasionally, they were able

to obtain a small amount of black bread, spaghetti, or rice.

In June, 1943, they were informed that the Americans were going to bomb Palermo and all who could were told to flee to the mountains. Lena and her family scurried off with the throng of people and lived in a tent for three weeks. Food was very scarce, their clothing was meager, there was a terrible shortage of water, and what food there was had been stolen from the Germans. They existed on rice for three weeks in their mountain retreat, during which time American planes strafed the city of Palermo and bombed their homes.

Lena and her three-year-old sister were wounded by flying shrapnel and in their weakened condition from lack of sufficient food they were taken to the hospital in Palermo. While in the hospital, Lena was befriended by *Arthur Rodrigues*, a staff sergeant in the U.S. Air Force, who was there visiting friends.

"He adopted me!" she beamed enthusiastically. "One of the first things Arthur did for me was to bring me food — meat and white bread—both of which I hadn't seen in seven years... he was *so* good to me!"

"The way of living was horrible until the Americans came in to feed us in 1943. The American boys were wonderful—they brought much happiness to the Italian people—they treated us like their own families. Besides food and clothing, they gave us soap—which we had not seen for a very long time," Lena said.

On January 29, 1944, Arthur and Lena were married in the cathedral in Palermo. Two months later



LENA RODRIGUES on the job as key punch operator in the accounting dept.

Arthur was sent to New Guinea, and thence home to the United States for discharge. In November, 1945, the American Red Cross arranged for Lena to come to the United States on a troop ship with 26 other war brides—not to mention 1500 servicemen being returned to the States. They settled in Oakland, where Arthur's family live, and in 1950, Lena and Arthur moved to Los Angeles. Hubby is a driver for L.A. Transit Lines.

Lena's brother, *Mario*, came to the U.S. in April, 1955. He planned to attend UCLA in February to major in English. At present, Mario is a CPA with a local bank in Los Angeles, having completed four years of accounting at Andrea Scene University in Palermo.

Though her family has rebuilt their home in Palermo, Sicily, Lena says, "My home is here now and this is where I want to stay."

After experiencing such rugged conditions in a war-torn country, it's difficult to understand how Lena has managed to attain such a "jolly" nature. Possibly the answer lies in her statement, "I just love people!"

**Sometimes it's Smart to
PUT ALL YOUR EGGS
IN ONE BASKET!**

VARIETY LINES



THE TRANSPORTAIRES singing Christmas carols at the President's open house, 1955.

Children Tour Macy

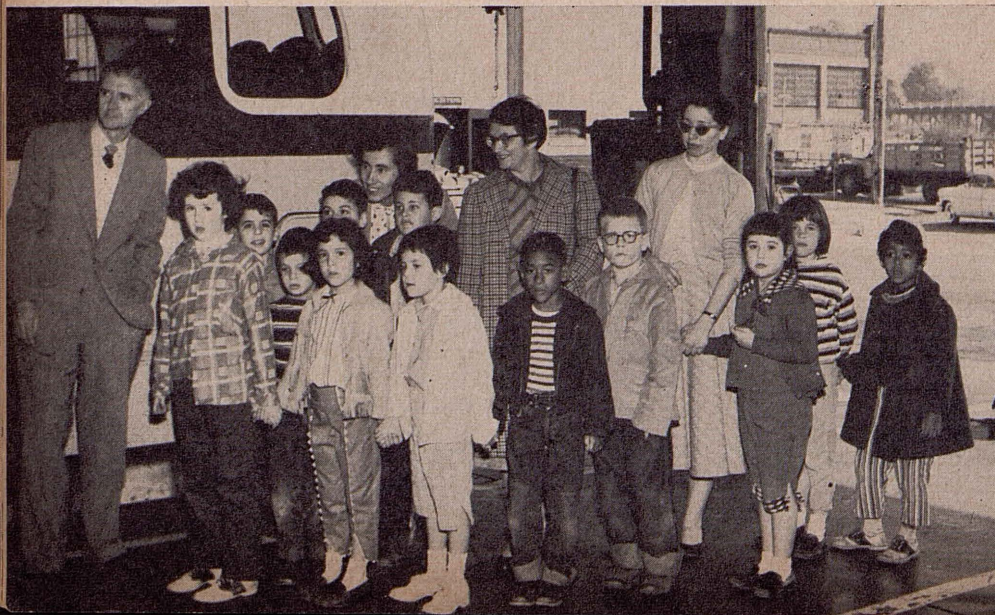
TWELVE FIRST GRADERS of the Westland School, of 8307 De Longpre Street, Hollywood, toured Macy Garage on Tuesday, February 7, along with their teachers. Automotive Instructor *Clarence Hatzler* explained the garage operation as wonder grew in the eyes of the small audience.

High point of the journey was a trip through the bus washer on a big 500-class bus.

Accompanying the children were their teachers, *Mmes. Lennie Jackson, Vera Lerner, and Doris Starr.*

Each child was presented with a bus schedule and a bus picture upon completion of the tour.

SLIGHTLY DISMAYED by the roar of the big bus engine are these first-graders from the Westland School in Hollywood. They're watching a dynamometer test at Macy Garage, with their teachers and Clarence Hatzler, automotive instructor. It was all part of a tour the group took early in February to help them in their transportation study.



PE Club Goes

THE PACIFIC ELECTRIC CLUB, which had been open to Metro employes since the new company took over the PE passenger service, was discontinued on January 1 after having served employes since 1916. Pay roll deductions of 35¢ a month were also discontinued with the last pay period of December, 1955.

The Employes' Relief Fund was also discontinued.

The Mortuary Fund and Wives' Death Benefit Fund are being continued until other arrangements can be made.

Other auxiliary organizations, for the most part, will continue.



RAYMOND S. HARMON announcing a train on the day he retired. As usual, he had a camellia plant for a friend.

Harmon Mourned

MANY FRIENDS attended funeral services for retired Stationmaster *Raymond S. Harmon* at the Little Church of the Flowers, Forest Lawn, on January 5. He died on January 2 at the age of 67.

Born in Atlanta, Logan County, Illinois, March 4, 1889, he worked for Pacific Electric and Metro from 1914 until he retired on March 12, 1954, after nearly 40 years of service. He was the first supervisory employe to retire from Metro.

Mr. Harmon was well known in the San Gabriel Valley as a camellia grower. He had lived in the Valley for 28 years.

His wife, *Emma*, survives him, as does a cousin, *Mrs. Lola May Lewis*, of Temple City.



Marrone Death

DEVOTED FRIENDS FLOCKED to the assistance of the family of former Asbury Operator *William John Marrone* after his untimely death at 33 last November 14. Men in Glendale, Van Nuys, and West Hollywood divisions took up collections, and many of Mr. Marrone's former passengers sent sympathy cards containing donations.

"All in all, the collections amounted to almost \$600," said his good friend, *Kenneth E. Parker*, the new division foreman at Glendale. "During the Christmas holidays, the Metro Valley Club (Van Nuys Division) left a large food basket with the family."

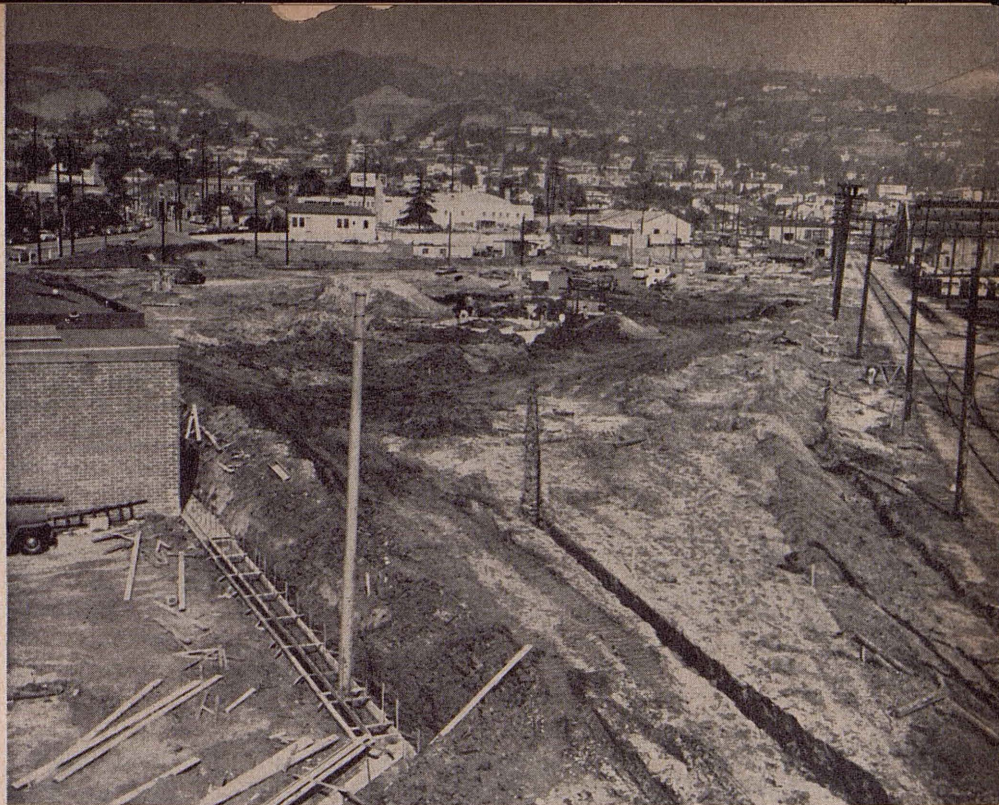
Surviving members of Mr. Marrone's family include his wife, *Dora*, whom he married in 1943; three daughters, *Louise*, 11, *Diane*, 10, and *Tony*, 7; and a son, *James*, 2.

Getting Your Copy?

RETIRED Metro employees are eligible to receive the METRO COACH NEWS at their home addresses. If you are one, or know of one, who isn't getting each issue, please drop the editor a line with name and complete address.

The only string tied to this is that retired men give the editor a month's notice of any address change.

GETS 'EM CLEAN—Albert McKnight, cleaner-operator, Sixth and Maple, is a "good, dependable man," in the opinion of his boss, "Shorty" Hall. Al has been with PE and Metro since Dec. 12, 1948.



PROGRESS SHOT of West Hollywood Division's new construction as it looked February 6 from the south end of the lot looking north. You can see the new operators' and division foreman's headquarters at rear—a low dark building just to left of the line of poles. Some activity had begun on construction of inspection and lubrication building near center of picture. Total cost of construction is estimated at about \$328,000. Boundaries are more or less roughly outlined by the buildings you see, and by the line of tracks. Except for those mentioned, no buildings in photo are on new Metro lot.

Heart Attack Victim

A HEART ATTACK claimed the life of El Monte Division Operator *Clarence C. Paden* on Sunday, February 5, at 2:40 P.M. Born July 19, 1907, in Moline, Illinois, he was 48 years old.

His immediate family consists of

his wife, *Mary*, and a stepchild, *Mary Ann Marrin*, 11, both living at 204 East Columbia Avenue, Pomona. He is also survived by his mother and an uncle.

Mr. Paden had worked for Metro and Pacific Electric since September 6, 1944.

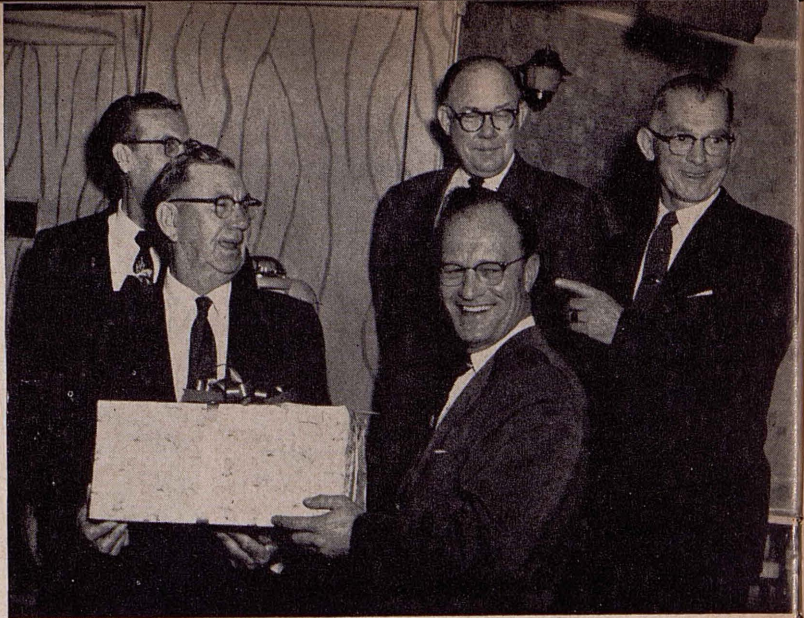


18-TIME WINNER in Christmas decorations contests in Long Beach is retired Operator *A. D. Fortna*, whose home at 2236 Golden Avenue is a Mecca each year for sightseers. Contest sponsor is the Junior Chamber. See more about Mr. Fortna under Retirements, page 22.





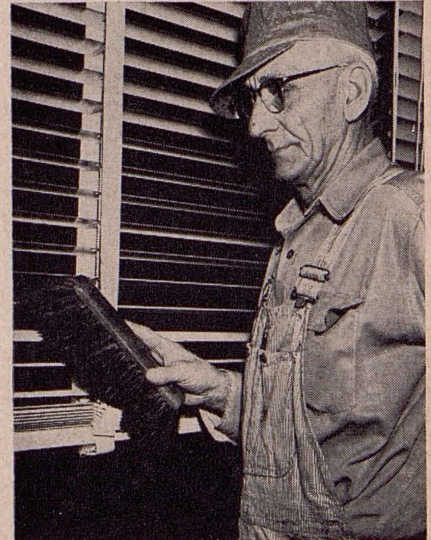
PROBLEM PUPIL—Retiring Operator Walter A. McKenzie, left, offers this picture as evidence that Supt. John D. Puffer, whom he broke in on San Fernando Valley lines in 1934, was a "tough" student to handle.—Looks as if Walter sees an accident coming.



GIFT of a radio being presented to Mr. McKenzie by Operator S. F. Dispennette on behalf of 46 friends at a farewell dinner Feb. 6 at Sterling's, in Sunland. At rear (l-r) are Operator Bob Melton, instigator; Mr. Puffer; Supervisor J. C. Davidson.



AT VAN NUYS DIVISION, Mac received a rod and reel from Division Foreman Earl Jardell on behalf of the Metro Valley Club, as available operators gathered to bid farewell.



MACK RILEY—janitor, transportation department, had 15 years of railroad and transit service. He worked at numerous stations for both PE and Metro, the last being El Monte. Says he "enjoyed Metro."

RETIREMENTS

AMBROSE D. FORTNA, a Long Beach operator for all of his 32 service years, received a retirement gift of a wallet and \$55 at the Division Christmas party. He's famed for his home Christmas decorations.

WILLIAM T. GRYDER, Watts local operator, "couldn't have asked for a finer group of men to work with," he said, retiring after 32 years of service.

WALTER A. MCKENZIE, who started with Motor Transit in 1927, got a big send-off (see pictures)

when he retired February 3, after 26 years of service.

HARRY A. MOULTON, Pasadena operator, plans to paint in water color and oils during his retirement after 31 years of service.

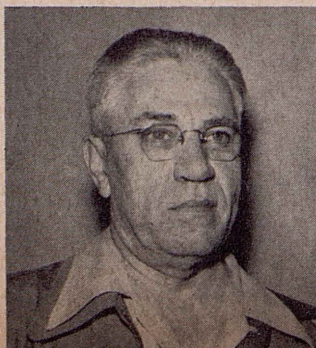
MACK RILEY, janitor, transportation department, started his career as fireman with MoPAC and MKT, and came to PE as mail handler in 1942.

CLYDE E. SOMERS, operator, south rail, had three careers: (1) accounting clerk for the Mobile &

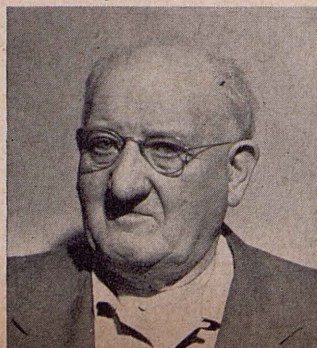
Ohio RR, 16 years; (2) deputy county clerk, Murphysboro, Illinois, 18 years; (3) PE and Metro, 11 years.

EVERETT E. WILCOX, operator, West Hollywood, retired January 4 after almost 36 years of service, the last six being as starter at Beverly Hills Station. "I went 33 years without a missout," he said.

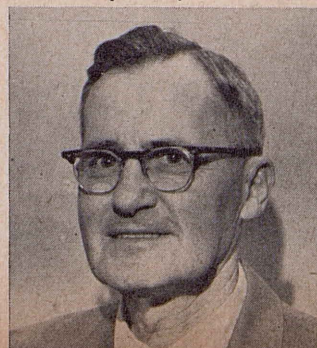
HARRY W. MOULTON
Operator, Pasadena



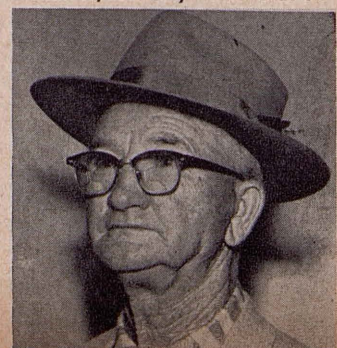
WILLIAM T. GRYDER
Operator, Watts



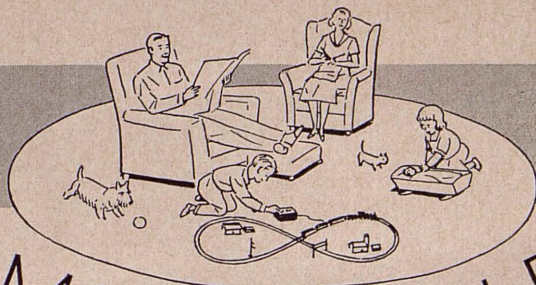
CLYDE E. SOMERS
Operator, South



EVERETT E. WILCOX
Starter, Beverly Hills Station



WITHIN OUR FAMILY CIRCLE



INVESTMENT CLUB

By R. D. HIRD

THE FACT that 15 men can so consistently get together when often it is quite difficult to do so, must mean this club has a definite value to them.

Then there is the fact that we realize we cannot learn too much about the workings of the stock market. An example: *B. A. Williamson*, our VP, is working with the Los Angeles Stock Exchange to have a series of classes on stock investment, to be held at one of our San Gabriel Valley high schools, such as Rosemead or Mark Keppel. These classes will last about an hour and a half, one night a week for six weeks. They require a minimum registration of 35, and are open to you. If you care to attend — no charge.

We had a Christmas party and meeting December 9 at the home of *Mr. and Mrs. B. E. Edwards*. Mrs. Edwards had done a good bit of pre-Xmas decorating for the occasion and also set a lovely refreshment table, so both the eye and inner man were well pleased. Edwards, as secretary, had sent out specially designed cards for the occasion and *Bob Slocum* came through on time with the refreshments.

We do not seem to have a great deal of trouble in keeping in the black on our investments. A small percentage of our portfolio has dropped in value but dividends accrued and re-invested generally make up for these temporary losses. In addition, we do carry a few stocks that could well prove extremely profitable. This type we have sell orders on, ready to re-invest the profits on more stabilized investments. Perhaps the fact that we do not worry over gain has helped this club, if mental attitude has anything to do with it.

At our meeting on January 13 (Friday), more fellow employees' names were mentioned as ready to join in the event of a vacancy. We still feel that a membership of over 15 in a club of this type becomes unwieldy. And we are still ready to be of any assistance in helping another group to become organized if they feel like calling on us, they operating the way they choose.

By-laws can be changed, and a welcome change for our newer members was that they were allowed to purchase (at their convenience) enough units to equal the amount held by charter members. Of course this gives the club as a whole more purchasing power and an equal profit to each member — simplifies the bookkeeping, too.

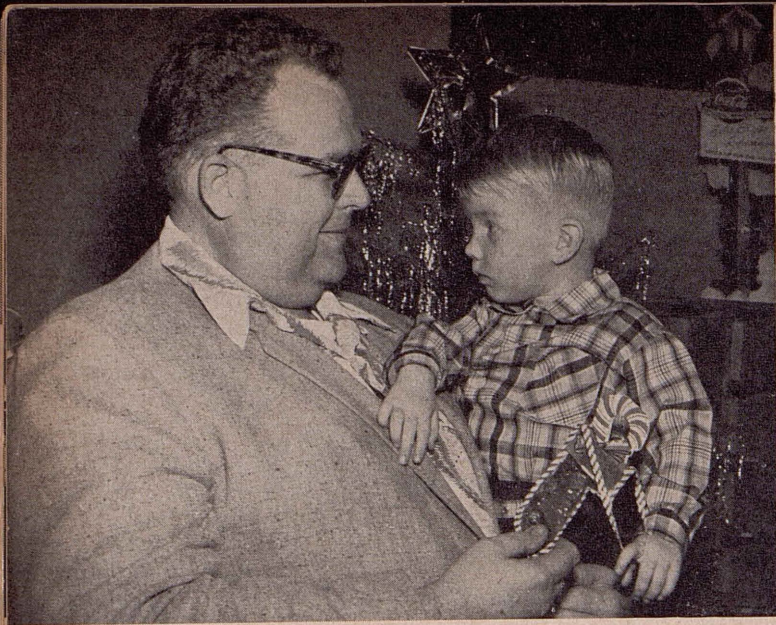
With this one change and a few minor amendments, our original set of by-laws has survived the test of two years, proving we were quite sure of what we wanted as an investment club at the start.

Quite unusual, we think, is the fact that our broker, *J. G. Henderson*, with offices in Pasadena and Los Angeles, attends so many of our meetings. He is ready to answer any questions or give advice, but never tries to sway our respective opinions. More unusual perhaps, for a broker's commission is quite small on our investments.

In order to present someone else's view on this club and quite likely a more enlightening, fresher presentation, our next article will come from one of the other members.

INVESTMENT CLUB CHRISTMAS—Seated at table are President R. D. Hird and the hostess, Mrs. B. E. Edwards, wife of the operator, at whose home the party was held. Standing, from left, are Mrs. A. C. Olson; Operators B. A. Williamson (VP), Harold Farley, and B. E. Edwards (sec'y); Mrs. Tom Pendleton; her husband (treasury agent); A. C. Olson; J. G. Henderson (broker); and Operators Robert Myers and George Pfeifer. Seated, from left, are Mmes. B. A. Williamson, Lee Reuter, Harold Farley, and Fred Willard; Operator R. F. Slocum (treasury agent); Mmes. Robert Myers, Helen Heckman, and R. D. Hird; and Richard Lobb. Unable to be present were G. W. Kinder, Lloyd Bower, "Shorty" Hall, Henry Gearhardt, and C. W. Brunn. Date was December 9.





EL MONTE DIVISION CHRISTMAS PARTY

UPPER LEFT — Biggest and littlest: Operator E. D. ("Tiny") Weaver and smallest available child at the El Monte Christmas party: Eddie Fitzgerald, Jr.

UPPER RIGHT — Santa Claus (Earl Casey) and a fine group of his smaller fans.

LOWER LEFT — Helping serve, right to left, are Mrs. W. K. Barham, Dell Merier, and Operator F. W. Lenard. The ladies provided some beautiful cakes.

LOWER RIGHT — President W. K. Barham (left) of the Dieseleers presents honorary membership card to Public Relations Director R. O. Christiansen, and both men seem very happy over the occasion. Similar cards were also presented to two other Metro executives who attended: Vice-President and General Manager R. F. MacNally and Assistant Supt. of Transportation Jack Stewart.

BOTTOM — Division Foreman R. G. Curnutt, right, gets a spicily wrapped box containing the gift of a Stetson hat from Mr. Barham on behalf of Dieseleers.



By GLENN E. SERRES

THOSE OF US who were unable to attend the Christmas party at El Monte terminal, Sunday, December 19, missed one of the finest times of fellowship yet enjoyed by the Dieseleers. The accompanying pictures speak for themselves, showing not only that operators and their families enjoyed themselves, but that the Metro executives that attended had a 'laughing' good time.

The star of the party was Santa Claus (*E. T. Casey*), who won the hearts of all the youngsters. He even promised a few presents to the oldsters if they behaved themselves. Santa gave each youngster a sock filled with goodies.

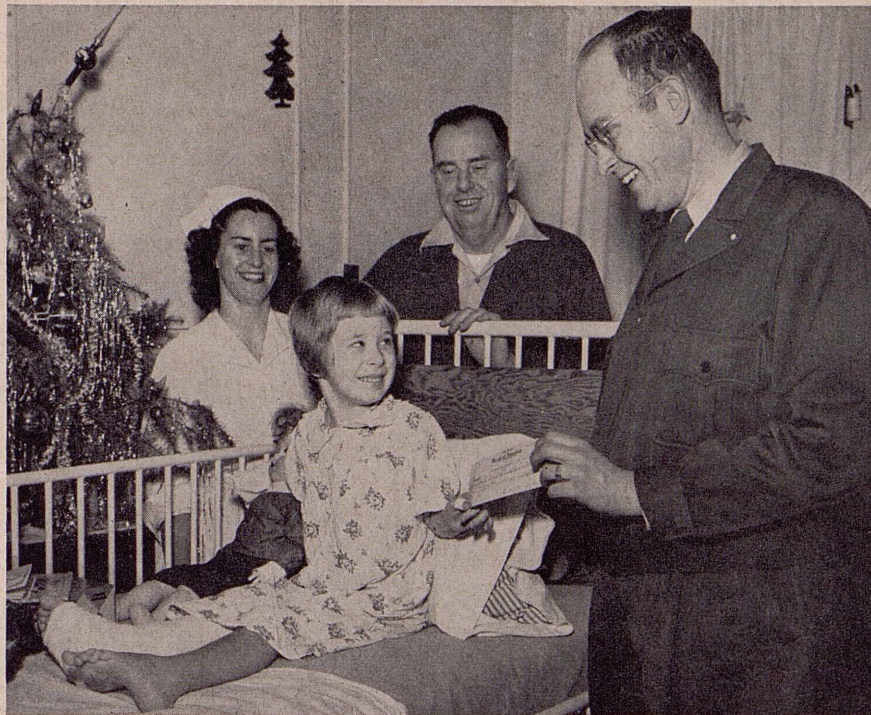
A Christmas gift of \$50.00 was presented to *George A. Dockweiler* for the Sister Kenny Foundation for polio patients.

We congratulate *Mr. and Mrs. Bob Curnutt*, who celebrated their 25th wedding anniversary December 20.

The welcome mat was out as *K. N. Smith* returned from Van Nuys to take the afternoon division clerk's trick.

Noreen Pruett, daughter of Operator *M. J. Pruett*, was married to *John D. Allen* in a civil ceremony on January 5, 1956. They will reside in Lexington, Kentucky.

A. H. Jones, although unable to work as yet, visits El Monte Terminal whenever he can and helps



"THANK YOU, DIESELEERS!"—Five-year-old Debbie receives check for \$50, for the Sister Kenny Memorial Hospital, El Monte, from Secretary R. F. Slocum, of the Dieseleers Club. Standing behind the bed are Debbie's nurse, Mrs. Donna Hasskamp, and Dieseleer President William K. Barham. Opened in 1950, with 29 beds, the Sister Kenny Hospital now has 116 beds. "Polio victims will continue to have first call on services," according to Executive Director Ivar A. Anderson, "but under the expansion of services program begun in January, 1956, patients suffering from other neuromuscular diseases, such as cerebral palsy, muscular dystrophy, multiple sclerosis, etc., will be admitted to the hospital." The facility has 44 M.D.'s, each a specialist.

spin yarns with the other experts.

I am happy to report *A. G. Harvey* is doing nicely since a bone was broken in his left shoulder and the cartilage torn loose in a traffic accident. The bone is healing properly and Tony tells me he's getting caught up on his letter writing.

Fifteen Dieseleers are contributing every third month to the blood bank. The boys are notified a month in advance as to where to appear for the donation.

We apologize to the families of *J. R. Moore* and *V. L. Moore*, respectively. It was Operator *V. L. Moore* who passed away on October 27, 1955.

A three-month visit to Great Britain, land of their birth, is planned for May by retired Operator and *Mrs. H. S. ("Red") Dowding*, "if we can get reservations," says Red. Red was born in Bath, England, and *Mrs. Dowding* near Glasgow, Scotland; and neither has been back since they left a half-century ago as small children.

"We plan to see the sights and visit my wife's cousins in Scotland and England." says Red.

The Dieseleers' contribution to the Sister Elizabeth Kenny Foundation at Christmas time drew this appreciative letter from *George A. Dockweiler*, president of the foundation:

January 5, 1956

Dieselears
Metropolitan Coach Lines
El Monte, California

Dear Friends:

It is always a pleasure to extend the sincere thanks of our Board of Directors to those who contribute to the Sister Elizabeth Kenny Foundation of Southern California. I know it is a heartwarming experience to feel that something you have done helps in some way a person who badly needs that help.

Your gift of \$50.00 will be used toward providing Kenny treatment and hospital care for little children, and adults too, who have been stricken with poliomyelitis.

May I add their grateful thanks, and my own, for your generous gift.

Most sincerely,
GEORGE A. DOCKWEILER
President

answer the call

join and serve



A FEW of the children who attended the Van Nuys Christmas party, plus Santa and his helper.

VAN NUYS CHRISTMAS PARTY



REFRESHMENTS — The most important part of any party, Christmas or otherwise. — Oh, yes, little folks got their share.

WIDE-EYED — George Milliken, nephew of Operator Kurt Milliken, sits on Santa's (A. B. Caya's) knee. Boy with balloon looks (compare noses) like George's big brother. His name???



CHERYL — That's Cheryl McCune, granddaughter of Operator and Mrs. Dakin Boardman, with Santa and his helper, Al Tieman.

FROM LEFT — Barnett children — Brooks, Patrick, and Cathy — show off the presents they got as they crowd around Santa hoping against hope that there just might be something more.



VAN NUYS DIVISION

By DAKIN BOARDMAN

THE CHRISTMAS PARTY put on by the Metro Valley Club was a huge success. Over 150 children went home happy.

After each girl and boy received gifts, movies were shown by Operator W. G. Milliken and then everyone enjoyed delicious refreshments. The party was a job well done by Bill Kressin, club president, and his fine committee.

Also, thanks to A. B. Caya (Santa) and Al Tieman (Santa's helper).

Miss Sonia Greenwald, 21, daughter of Mr. and Mrs. Harry Green-

wald of Burbank, California (Mr. Greenwald is an operator of Van Nuys Division) is a graduate of UCLA and was to leave for New York February 9. She was to sail on the "Queen Elizabeth" and visit England,



Sonia Greenwald

France, Italy and Switzerland. Sonia will return Aug. 3, 1956, on the "Ile de France" for the United States and she will then teach French and English in high school.

This Is Your Life, Leland S. Radcliffe

Your co-workers are very proud of your record. Your career, Mr. Radcliffe, started way back in 1914, when you went to work as a wholesale bakery driver and instructor. In 1918, you entered the United States Army in the Transportation Corps. You held a license to drive motor vehicles in France and England.

After your discharge from the army, you came to California, and from 1920 to 1922, you again drove for a wholesale bakery.

You were in business for yourself for a year. Later, you drove a lumber truck until 1930, when you went to work for PE.

In all your experiences as a driver, from 1914 to 1956, you have not had a single chargeable accident.

Mr. Radcliffe, our hats are off to you!



FOR SAFE DRIVING—Sunland Line Operator L. S. Radcliffe, left, shown receiving safe driving award from Supt. John D. Puffer at National Safety Council luncheon last December 16. Mr. Radcliffe was chosen by the California Trucking Associations, in cooperation with the NSC Fleet Safety Division, as driver of the month, on the basis of his record of 25 years with no chargeable accidents. Story appeared in December issue of METRO COACH NEWS, but meeting was held too late to include spot news photograph.

RIVERSIDE DIVISION

By W. L. SWICK

HOW ABOUT a word from Riverside, the outpost and usually forgotten spot, that lies 59 miles east of L. A.?

Here, the following fellows, under the wing of Supervisor Ted Cook, hang out their shingles. Leading off is Paul Dussere, followed by Ed Erickson, Jack Pettit, Harvey Reeves, R. C. ("Tony") Fabun, E. L. ("Pop") Worsham, Owen ("Old Satchel") Whitaker, J. S. Potts, Gene Mason, Joe Mahon, Otto Gardner, E. W. ("Early") Byrd, Hal Doig, Leroy La Hue, J. R. (very much alive) Moore, Oliver Horn, George Knopes, E. L. ("Ha, Ha!") Combs, Ross Shappell, Herman Schemm, Tommy Hays, Fred Muller, Tommy

Randall, Walter Collette, John Davis, H. C. Arthur, D. E. Andre, Archie Bryson, W. W. ("Mickey") Walsh, E. A. ("Swede") Anderson, Charlie Edmonds, C. P. Swope, and, last but not least, the fellow without a whisker, Gordon Wakefield.

In the mechanical department, we lead off with H. G. ("Frenchie") Vial, who is followed by W. L. Swick, Ed Richardson, W. C. Nolf, H. D. Syne, L. W. Knight, and W. R. Bennett, who keeps our coaches clean.

From this gang you can hear tales of the early days on the old Motor Transit Lines. Stories of going up into the mountains on regular runs and being snowed in or breaking down on the road; of early days with Pacific Electric during floods and storms; and of Metro and its new coaches, ideas and ways to work.

In this group of drivers you will find some of the best road jockeys in the country and mechanics who try to do their best at all times.

So . . . how about a big hello to this bunch of fellows at Riverside?

**Sometimes it's Smart to
PUT ALL YOUR EGGS
IN ONE BASKET!**

TRAIN TALES

From the Long Beach Division

By JAMES H. HOOVER

ON MONDAY, January 30, the Long Beach Division celebrated its first year of operation with cake and coffee for the members. The cake (see cut) was decorated with the company emblem, green on a white background.

Present from up town were *R. L. Haugh*, secretary-treasurer; *R. F. MacNally*, vice-president and general manager; *Jack Stewart*, assistant superintendent, and *W. C. Scholl*, manager of personnel. Pictures of the event were taken by Operator *G. W. Lautenschlager*.

The Quiz Kids have nothing on the *E. H. Martin* family. It seems the MARTINS were showing out of town relatives around Disneyland when they were approached by several of Disneyland's public relations men and asked if they would like to participate in Walt Disney's "Magic Kingdom" radio program. The MARTINS competed with another family and won three prizes; an Amana home food freezer, a complete set of "The Book of Knowledge," and the Golden Keys to Disneyland, which entitles them to visit Disneyland in its entirety at any time with Walt picking up the tab.

They were given a large amount

of free tickets to the various concessions on the day they were to be on the program and though they were at Disneyland for eight hours, they still had tickets left when they departed for home.

MARTIN confided that if it had not been for his operator's training to react quickly, he might not have won.

The MARTINS appeared over KABC on Wednesday, February 1.

A welcome is extended to *R. A. Bowman*, and *D. E. Craig*. Mr. Bowman was off several months and can be remembered as a San Pedro motorman. Mr. Craig transferred down from the western district.

Operator *R. C. Simenstad*, who resigned last April to work in Saint Paul, Minnesota, is back. He confesses he is a Californian from now on.

A spark was ignited amid the usual amount of early morning chatter in the train room the other day, when Operator *E. A. O'Connor* entered in an attention-getting bit of attire, a multi-colored waistcoat. After the razzing simmered down, Emmett informed us it had been hanging in a closet for over a year and he thought he would wear it for the laughs. A plausible story, Emmett, but we know that older men are more susceptible to drafts.

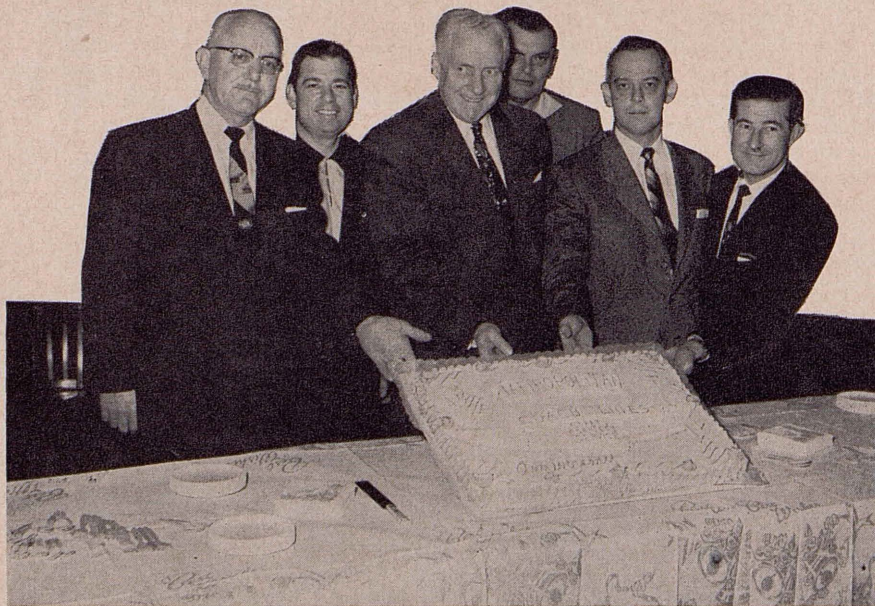
The last words: "Courtesy" is a mark of breeding.

STROLLIN' THROUGH THE PARK

By GENE GILLIGAN

IT'S 5:30 A.M. and you have already been up an hour. Now you've come to work and signed on—you're drinking that last cup of coffee prior to leaving the terminal, because you can't get much mileage out of the one cup that you gulped at home. With the sleep still in your eyes, you listen to the myriad sounds that emanate from the terminal early in the day: the throaty roar of the bus engines as other drivers warm them up and make ready to leave; the hum of the money-counting machine, as the clerk takes last minute turn-ins; the ring of the telephone, as some prospective rider seeks information as to how, when, and where to go here, there, or anywhere by Metro bus; the slamming doors as others come or go; the friendly joshing as other sleepy-eyed drivers regale each other with tales of last night's doings; and finally, the irrevocable click of the ever watchful taskmaster of bus drivers everywhere—the clock.

Light a cigarette, and retire into yourself for a moment. Idly gaze about and think on something purposeful, or constructive—yesterday's failures or successes, tomorrow's promise. Run them through the mind, then return to the immediate—tokens, change, transfers, trip sheets, slow or fast buses, sick, lame or able passengers; crazy drivers in autos. ("Bet you a hat you can't make a trip to L.A. without someone making a right turn from the left lane in front of the bus.")—Women drivers drying their nail polish. ("Left turn, right turn, which way did you want to turn, lady?")—Sightseers. ("Stop right there, Henry [in that bus stop], the view of the city hall is much better from there.") Kids, on bikes, or on foot, darting in front of the bus from the curb, behind parked cars. Old folks and feeble, never looking before entering the street to cross it. Questions and answers—"Why did that bus ahead of you pass me up?" (The fact that there are 100 people on it and the only place is in the driver's lap doesn't count as an answer.) "How much is the fare,



BIRTHDAY FOR LONG BEACH—Clustered about the first birthday cake for the Long Beach Division, January 30, are, from left, *Jack Stewart*, assistant superintendent of transportation; *Roland W. Krafft*, Long Beach division foreman; *R. F. MacNally*, vice-president and general manager; *W. C. ("Tex") Aldrich*, local chairman, Lodge 406, BRT; *Richard L. Haugh*, company secretary-treasurer; and *W. C. Scholl*, personnel mgr. —Photo by Operator *G. W. Lautenschlager*.

ROCKIN'
the hall!



PLAYIN' SAFE — Rodney Rush made ham sandwiches for the gang, but figured he'd better get his first, as you see.



CHARMIN' COUPLE — Mr. and Mrs. A. G. Panzariello, first arrivals, dance to the music of Vic Lastra and his orchestra.

West Hollywood Division's First Dance

Jan. 21, 1956

driver?"—"Where to, lady?"—"Why, home, of course!"

Well, it's time to go, and all these are put aside for an entirely new batch of thoughts for today and this one trip only. Why do we do it—drive buses? Because we love it, and are a proud and haughty bunch. Ours is a skill, a craft; and a real opportunity to demonstrate our craftsmanship is our every day.

Doings At the Beach

Post election party at *P. D. Yarborough's* a complete success, and an unqualified vote for the best

host and hostess goes to the Yarboroughs—Mr. and Mrs. from all who attended.

"*Bubba*" Weatherly is back and tall tales still grow in Texas: shirt-sleeve weather, according to Bubba, though I have just read a newspaper account of a Texas blizzard. His answer: Texas is a big place and that blizzard only covered part of it.

New Faces

C. A. Rabun, son of *R. A. McClelland* is now a new member of the Ocean Park crew, as operator.

Not So New Faces

J. D. Morrison, erstwhile PE motor coach operator who returns to Metro as an operator.

Changing

Supervisor *C. C. Doak* has assumed the day duties in District 3, replacing *Frank Poppleton*, who leaves the OP scene and goes to Hollywood.

Paul Hill replaces Mr. Doak in the night relief and welcome aboard!

Accounting Department

By THE SCRIBBLER

Remember this: "It often takes more power to say nothing than to speak a volume."

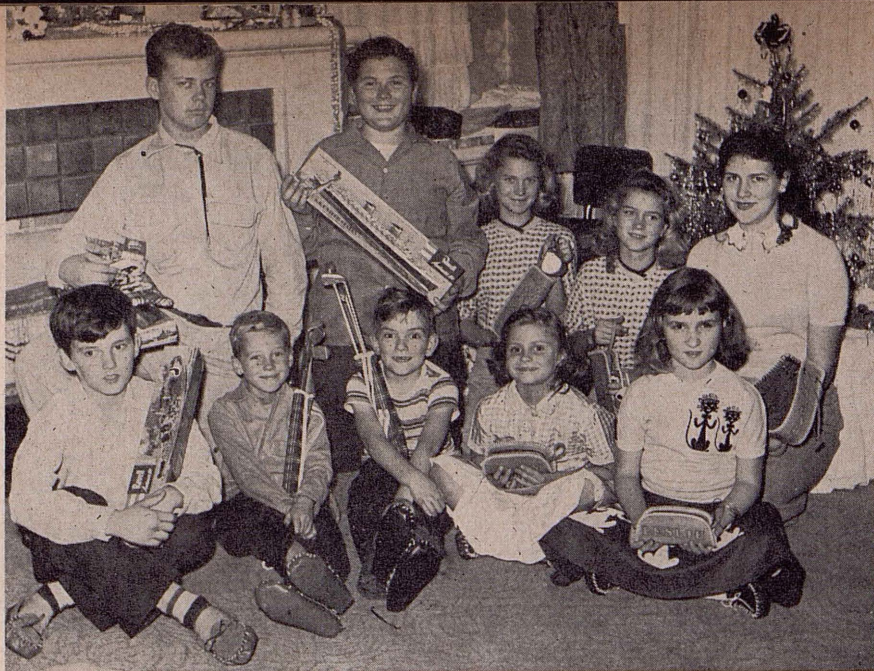
In our case it's true, for at this in-between season — Christmas to vacations — that power is certainly being applied to fill up the column.

About all that's left to remind us of Christmas are: 1- those cheerful colored red and green traffic lights; 2- the cards sent to us by friends who were somehow overlooked on our Christmas list; and 3- the "last the best of all the game" - memories of the office parties that happened after the Christmas number of Metro mag. went to press. Topping all the individual parties was open house in the executive offices - a happy thought that originated in Metro's infant days, with fair promise of continuing through the years. The presence of our friendly president and his gracious and thoroughly charming wife warmed the hearts of all who could be there. Now - see what all you non-attenders missed?

Lavonne Sanders left us in December to prepare for the little stranger who made his appearance on Friday, January 13. The office held a shower for her on December 28 to give the little fellow a good start, and to wish the best for all three - mom, dad and baby.

Marion Emley bid back to PE, and her typewriter keys are clicking merrily under the fingers of Sarah Bustle, erstwhile sorter.

WELL, WELL! It dawns upon us that this is LEAP YEAR, and that year being sacred to — shall we say — "unattached" females since February 29 first leaped into the calendar picture, the unclaimed blessings in the accounting dept. decided to band together under the title Metro Single Belles and hold their first get-together dinner on February 29 at Chinatown. There are no dues, no officers, and no plans — YET — to exercise the right peculiar to this every-four-years opportunity to change things for better or worse. Their motto: "While there's life there's hope." Their symbol: One lone, lorn bell. Their purpose: To make the best of things as they are, and watch out for the future.



GRANDCHILDREN of Terminal Foreman H. W. Bradbury, Sixth and Main terminal, as they looked on Christmas Day, 1955, when they ate Christmas dinner at Grandpa's. Back row, from left: Lloyd Cope, Jr., 14; Gordon Roberts, 14; Susan and Sally Cope (twins), 12; and Margaret Roberts, 15. Front row: Tommy Roberts, 12; Gary Cope, 7; Johnny Roberts, 7; Cathy La Fontaine, 6; Leslie Jo Roberts, 8. Children belong to Mr. Bradbury's three daughters: Margaret (Mrs. David G. Roberts), Betty (Mrs. Lloyd Cope, Sr.), and Martha (Mrs. Norman La Fontaine). Photo was taken by Mr. Cope, Sr.

Auld Lang Syne—

(News of the Senior Employees Fellowshipship)

By F. B. EGGEMAN

EFFECTIVE December 31, 1955, the Pacific Electric Club was abolished. Therefore, on January 17, we met in room 775 on the seventh floor of the Pacific Electric Building. Thanks to the large turn-out for this meeting, we were unable to seat all members present, so arrangements were made immediately for the use of the auditorium in the Pacific Electric Theater at 627 South Los Angeles Street, Los An-

geles, adjoining the Pacific Electric Building to the south. This auditorium will be at our disposal hereafter.

Because of inadvertent misunderstanding, we were unable to publish this information in advance, and it is to be hoped that you all come and join with your old friends and fellow-employees for Auld Lang Syne.

We will be looking for all retired PE and Metro folks on the third Tuesday of every month in the Pacific Electric Theater hereafter between the hours of 12 noon and 3 p.m. Come and join us, won't you?



CLAIM DEPARTMENT PARTY—Line formed to the left for this group at their Christmas luncheon, which has become a well established annual affair. From left are Carl Berenschot, Lawrence Rice, William Pollack, Chas. Schwertfeger, Dick Dunlap, Margaret Ranft, Norma Cowen, Bob Voss, Don Hough, C. M. Woodbury, Lola Mason, Mary Stevenson, and (back to camera) Evelyn Jones. The table was lovely.

Sometimes it's Smart to
**PUT ALL YOUR EGGS
 IN ONE BASKET!**



Because--

1. MECCA membership through pay roll deduction assures a budgeted contribution of your funds for charitable purposes and makes unnecessary sporadic gifts of large size that most of us can't well afford.

2. Approximately 75% of all eligible employes now use this method of giving.

3. The pay roll deduction of 50c a month, authorized by your signature on a special MECCA card and cancellable by you at any time, is the most painless method of giving yet devised.

4. MECCA membership enables you to combine all your gifts to charity in one package and eliminates separate solicitations by literally hundreds of agencies. The Community Chest alone has 168 member agencies, and there are scores of others.

5. MECCA contributes only to causes which the MECCA Administrative Committee has investigated and found worthy of support, such as the Community Chest, Red Cross, March of Dimes, Heart Fund, Cancer Fund, and Arthritis and Rheumatism Foundation. Others may be added from time to time.

6. MECCA contributions are apportioned to charitable organizations functioning in areas where MECCA

members live according to the number of members residing in the area concerned.

7. Under certain conditions outlined in MECCA rules, MECCA members of Metro, Pacific Electric, or Asbury afflicted with cancer or tuberculosis beyond the period of care provided by the Hospital Association may receive from MECCA financial aid for medical services.

8. Every cent collected by MECCA goes to charity—there is no overhead expense for salaries, bookkeeping, stationery, postage, or anything else.

9. MECCA has proved its worth. In existence since the early days of World War II, a plan jointly operated by labor and management, it has donated a total of nearly \$200,000 since its inception. Authority to make decisions regarding MECCA contributions and rules rests in a board of governors, which consists of the chairmen of labor organizations having bargaining agreements with the companies, and an equal number of management representatives.

The board of governors conducts its business through the MECCA administrative committee, consisting of three members from labor and three from management. Currently, the Metro member is Richard I. Haugh. The chairman is F. L. McCulley (labor).

When a MECCA representative calls on you with a pledge card within the next few days—

SIGN UP FOR MECCA NOW!

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



I resolve Things for the Professio

MR. JIMMIE WALKER
3564 JOSEPHINE ST.
LYNWOOD, CALIF.

50-65

I RESOLVE To keep from letting other drivers upset me.

I RESOLVE To make courtesy and consideration of all drivers my daily guide.

I RESOLVE To adjust my driving to conditions.

I RESOLVE To see traffic signs and law enforcement officers as guardians of my safety—and obey them.

I RESOLVE To keep myself in the condition and appearance necessary for my job.

I RESOLVE To consider my company for what it is—the key to my future.

I RESOLVE To count my industry's blessings—and its problems—as my own.

I RESOLVE To follow through with these resolutions to make certain that my driving experience will be a happy one.

Adapted from The Drivers' Digest by permission

