

METRO COACH


News



AUGUST, 1957

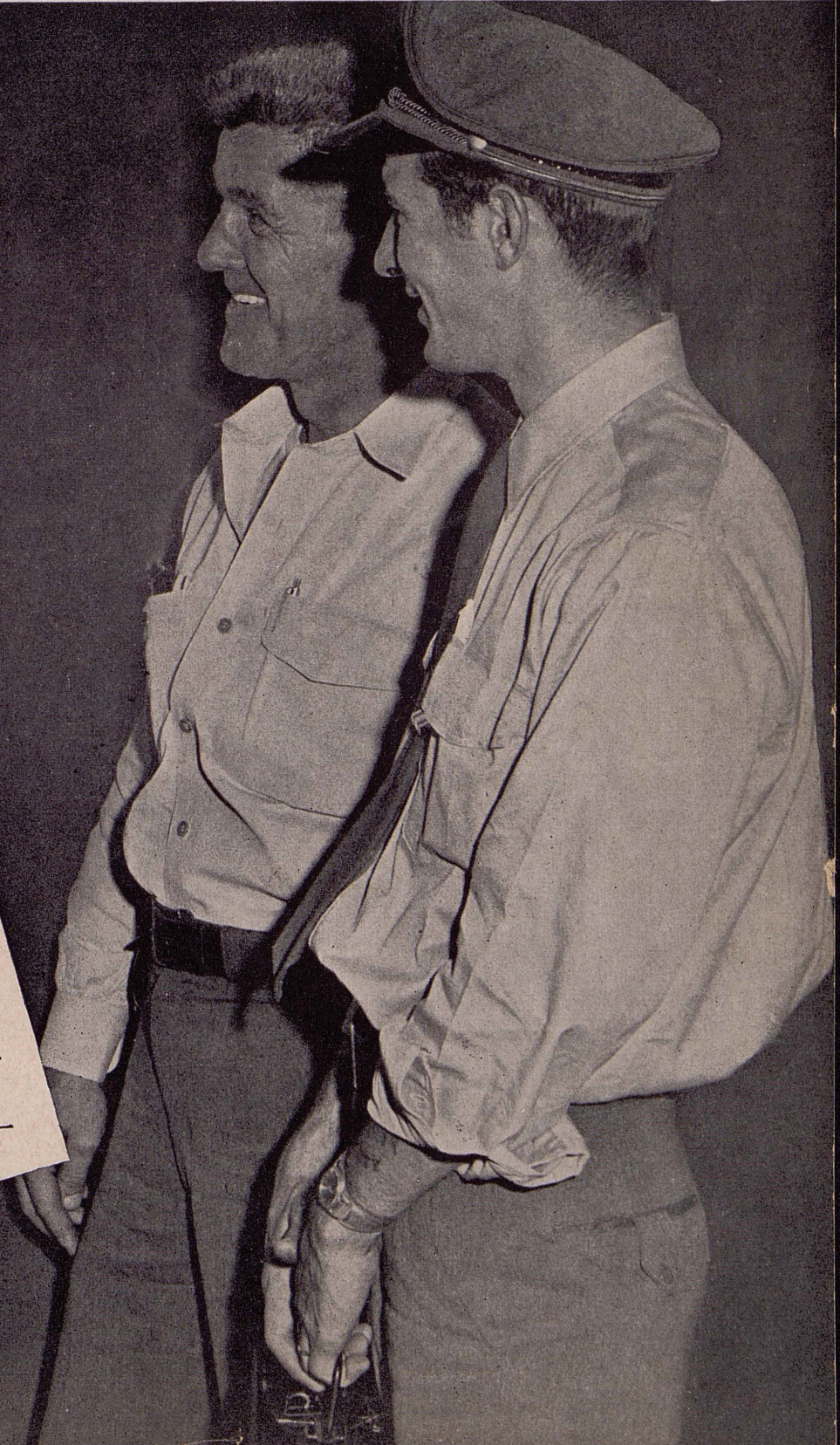
Telephone TRinity 2792




J. L. HAUGH
PRESIDENT

THIS METRO ADVERTISEMENT IS CURRENTLY BEING USED IN MANY SOUTHERN CALIFORNIA NEWS-PAPERS DESIGNED TO ATTRACT NEW CUSTOMERS TO OUR SERVICE. IT IS ONE OF A SERIES OF ADS THAT FEATURE THE "METRO MAN" AS A SYMBOL OF METRO DEPENDABILITY, COURTESY AND EFFICIENCY.

Jesse L. Haugh





ACCENT ON THE METRO MAN—At a July meeting with company officials, Public Relations Director R. O. Christiansen (standing, second from left) and representatives from the Smalley, Levitt and Smith advertising agency explained that the theme of the stepped-up long-range advertising program for 1957-58 is the "Metro Man" as the symbol of courtesy, efficiency, and dependability. Standing with Mr. Christiansen are the agency's Jack Smalley, president, and Mrs. Jackie Britton, radio-TV account executive. From left, seated clockwise around the table are John D. Puffer, superintendent of transportation; John

P. Wagner, news editor; F. H. Whelan, superintendent of transportation and director of industrial relations, San Diego Transit System—one of three San Diego men who were interested in the new Metro advertising approach; Richard L. Haugh, Metro secretary-treasurer; Watson Buhler, agency executive who handles the Metro account; Charles Levitt, agency vice-president; Lauran G. Clapp, director of public relations, San Diego Transit; Waldo K. Greiner, Metro general attorney; and Sherman A. Adamson, assistant superintendent of transportation, San Diego Transit. Mrs. Britton holds up a car card featuring the "Metro Man."

OUR ADVERTISING PROGRAM IS BUILT AROUND YOU, MR. OPERATOR!

MORE THAN EVER BEFORE, the Metro operator will be in the spotlight as the result of the new and stepped-up long-range advertising program now getting under way through the joint efforts of Public Relations Director R. O. Christiansen, the executive staff, and Smalley, Levitt and Smith, the advertising agency retained by the company.

This fact, although announced in the June issue of METRO COACH NEWS, was reaffirmed in July, when a formal presentation of the ad program was made to company officials.

"Because the Metro operator is the chief contact the public has with the Metro organization of 1700 men and women, we feel that our advertising program will be most effective if built around him," Mr. Christiansen said.

"As you know, his idealized portrait, as revealed in a pen-and-ink drawing of a courteous but virile operator lifting his cap and smiling, is already featured on our time tables and in our printed advertising," continued the public relations director. "We expect it to become so familiar to the public that it will be-


come synonymous with Metropolitan Coach Lines, not only as a name, but as a courteous, efficient, dependable transit service."

As a basis for making the ad program presentation, a series of posters was prepared for the purpose. A number of these have been reproduced on the two following pages. A glance at them will make clear how important the Metro operator is to the program.

When the actual picture of the "Metro Man" cannot be used, as on radio, verbal reference is frequently made to the "Metro Man" in spot announcements to be heard on radio and television. During the ad presentation meeting, the agency's radio and television account executive, Mrs. Jackie Britton, played a 12-inch record of the voice of Burritt Wheeler, well-known announcer, advertising Metro service in a series of spot announcements which had been prepared for him.

"We invite the continued outstanding cooperation of our operators to help make these promotional efforts a success," stated President J. L. Haugh, in emphasizing the importance of our safety, courtesy and advertising programs.

Metro Advertising Plans - - -



The Metro Man

The Metro Operator can help us sell-

1. MORE PATRONAGE
2. SOCIAL ACCEPTANCE
3. PUBLIC OPINION

Because we can speak through him.

WITH THREE COPY POINTS—

"RELAX"— Let your Metro operator take you there safely...

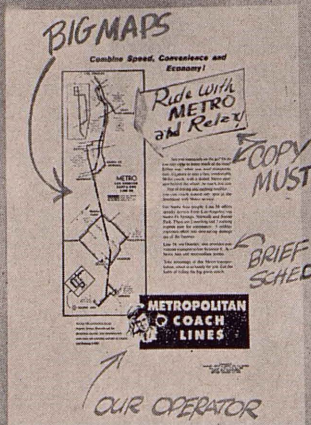
"TRY-IT"— the limited stops of "FLIER" service makes for good time...

"SOCIAL"— smart people take the coach and make it a social habit

USE BOTH MAPS and PEOPLE

MAPS for local use
Where large scale detail can be shown

PEOPLE for metropolitan use
for wide penetration




Increased patronage

NEWSPAPER AD



SOCIAL ACCEPTANCE

TELL THE STORY OF THE TERMINALS



A NEW IDEA IN TERMINALS...

to influence public opinion!

...and new coaches added by Metro

NEWSPAPER AD



Choosing seat fabrics - interior decor

These Messages will be converted to—

CAR CARDS,
TRAVELING DISPLAYS,
and "TAKE-ONES" to Sell patrons.

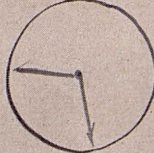
- - - - - In Outline Form

**USE
TRANSCRIBED
RADIO SPOTS
FOR
Careful Control**

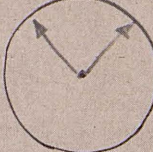


**BURRITT WHEELER
VOICE
45 seconds**
**LOCAL ANNOUNCER
WITH A
LOCALIZED MESSAGE
15 seconds**

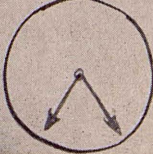
**RADIO
spots and programs
on LOCAL stations**



**"GET-UP"
TIME PERIODS**



**"GO SHOPPING"
TIME PERIODS**



**"TRAFFIC NERVES"
TIME PERIODS**

**USE EARLY
MORNING
LOW COST
TELEVISION
on a PARTICIPATION BASIS
and show MAP
with offer of
Free
"MAP
FOLDER"**




DIRECT MAIL



**MAIL THIS
FRIENDLY
METRO
OPERATOR
INTO THE
HOMES-ALONG
THE ROUTE—
FEATURING
COMPLETE SCHEDULES**

**FOR MORALE VALUE, TOO—
SELL THE
DRIVER A
PICTURE OF
HIMSELF**



**'FRIENDLY
'COURTEOUS
'CAREFUL**

**(and he'll try to
live up to it)**

**SUMMARY...
LET US SELL BY—**

- ① LOCAL NEWSPAPERS
- ② DIRECT MAIL
- ③ LOCAL RADIO
- ④ PARTICIPATING TV
- ⑤ CUSTOMER "TAKE-ONES"

**and
⑥ DRIVER
INFLUENCE**

RECORDINGS of the voice of Burritt Wheeler in transcribed radio spot ads were played by Mrs. Britton for Mr. Christiansen and Mr. Puffer at the ad meeting.



Charter Trips to Happiness



SPEBSQSA

BIG Lou Velzy—the El Monte division clerk with the big hearty voice (and laying aside the voice you'll find many who'll also attest to his big heart)—was directly responsible for securing for Metro the biggest charter movement in her history when the biggest singing convention ever to gather this side of the Rockies hit Los Angeles, June 18-23 — inclusive!

No less than 38,000 people registered at the Statler Hotel convention booth to perform in, or attend, the annual international competition of the male quartets and choruses comprising the Society for the Preservation and Encouragement of Barbershop Quartet Singing in America — the full rendition, which almost nobody who is uninitiated can remember, of the initials SPEBSQSA (pronounced Speb-sqsa) — of whose Far Western District Singer Velzy is currently treasurer. He was in charge of transportation to the convention.

No less than 15,000 passengers were transported by Metro on all shuttle movements between the Statler, other hotels, and the Shrine Auditorium, where the competitions were held to continuously sold-out houses. Eighteen coaches were required for this purpose each day for two round trips.

There were also 16 coaches to Disneyland Sunday, eight coaches to the "Queen for a Day" program at Moulin Rouge on two days (three one day and five the next), five

coaches on Friday from the Statler to the Farmer's Market, four coaches bringing choruses to the convention from International Airport, three on the return move to the airport, one coach for a teenagers' beach party, and one coach shuttling winning choruses on Saturday after midnight to Decca recording studios in Hollywood. (This last made five trips, the latest leaving the Statler at 3 a.m.)

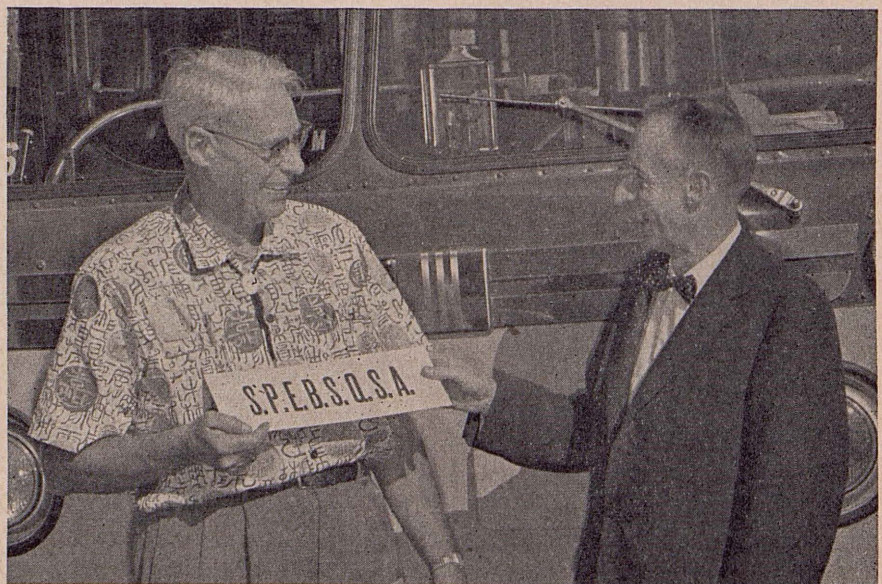
Under the personal direction of Chief Supervisor J. T. Johnston, the shuttle movements to the Shrine on Thursday, Friday and Saturday were on a quite regular schedule. Coaches left the Maple Street lot for the afternoon sessions at 12:45 p.m. and went west on Fifth, picking up passengers at the Alexandria, Biltmore, and San Carlos hotels; south on Figueroa Street to Seventh; west to Francisco Street; north on Francisco to the Statler, where the main loads were picked

up; east on Wilshire Boulevard to Figueroa Street; south to Eighth for pickups at two other hotels; south on Figueroa to Jefferson Boulevard; and west to the Shrine by 2 p.m.

The return trips were made by approximately the reverse route, leaving the Shrine at 5 p.m.

For the evening sessions, the shuttle coaches followed a similar procedure, leaving the Maple lot at 6:30 and arriving at the Shrine at 8 p.m. After the evening's performances, the coaches, loaded with harmonizing singers, would leave the Shrine for the hotels at 11 p.m.

But Mr. Velzy's duties as chairman of transportation didn't end with the Metro coaches. He also chartered seven DC-7 airplanes to fly 465 SPEBSQSA convention-goers to Hawaii for a week's tour after the Los Angeles convention — and went along himself, with his wife, *Rosadel*. It was his first trip.



CHARTER SERVICE PLANS for the SPEBSQSA (Barbershoppers) international convention held in Los Angeles in June being happily discussed by El Monte Division Clerk Louis N. Velzy, left, and Charter Supervisor Frank J. Screech. Lou, an avid Barbershopper himself, was chairman of the transportation committee for the convention. The card was one of many used in coach windows to identify vehicles to singers and guests.

"I'll never wait this long again before I visit the Islands!" he exclaimed. "I never had so much fun anywhere! — That climate — if it gets to 65 degrees it's cold; if it gets to 87 degrees it's hot! There's no humidity. Nights are cool — but all you need is a sheet.

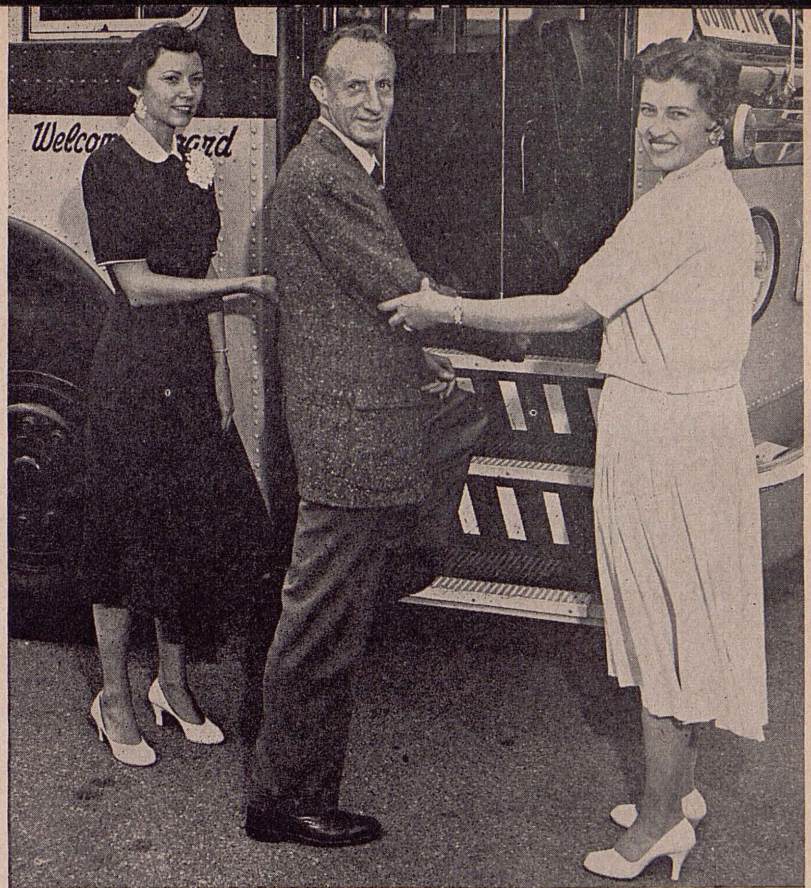
"And the colors! Everything is so vivid. — And orchids! Orchids women pay \$2.50 for here are a dime a dozen over there!"

He and Rosadel stayed at the Moana Hotel, "right in the middle of the Waikiki Beach section of Honolulu."

"The three Hawaii chapters of the SPEBSQSA hosted our entire group and saw to it that we all had a good time," said Lou.

A whole-hearted fan of SPEBSQSA, he has held many offices in local and regional districts: immediate past president and former secretary of the Pasadena chapter; former president, vice-president, and convention delegate of the Huntington Park chapter; past vice-president of the Far Western District; and was on the steering committee, in addition to being chairman of the transportation committee, of the international convention.

He's also a past president and pillar of the bass section in the Transportaires, the Metro-PE-SP glee club.



ALL ABOARD FOR THE BOWL—Charter Supervisor Frank J. Screech, who helped arrange charter coaches for Compton Night at Hollywood Bowl, is escorted aboard by two charming Compton girls—Marlene Wilson and Darlene McKay—for a trip to the Rodgers and Hammerstein program, Saturday, July 13. With the effective assistance of many courteous Metro operators, Frank has built up considerable Metro charter business to the Hollywood Bowl programs.

VELZY IN HAWAII—Arrow points to Lou Velzy (his wife is on his right) as one planeload (there were seven) of SPEBSQSA tourists landed in Hawaii—singing as usual.





RAISING THE SAFETY PENNANT AT LONG BEACH

Long Beach Takes Safety Flag

LONG BEACH DIVISION, by achieving an average of .144 accidents per 10,000 miles of operation, won the green-and-gold safety pennant away from El Monte for the three-months period ending last April 30.

Presentation was made at the Long Beach Division on Thursday, June 6. Refreshments were served to all who came during most of the day.

The story broke just too late to be included in the June issue of METRO COACH NEWS.

Runner-up for the pennant was the previous winner, El Monte, with a .159 rating. Showing the greatest improvement over its own previous score, however, was Glendale, which reduced its accident ratio by .115 points, from .343 to .228.

The presentation was made by President *J. L. Haugh* to Operator

V. C. Prettyman, president of the newly formed Fair-Mor Club at the Long Beach Division. Helping raise the pennant were the other officers, *J. H. Hoover*, vice-president; *W. K. Holsberry*, secretary-treasurer; and *G. M. Morgensen*, manager.

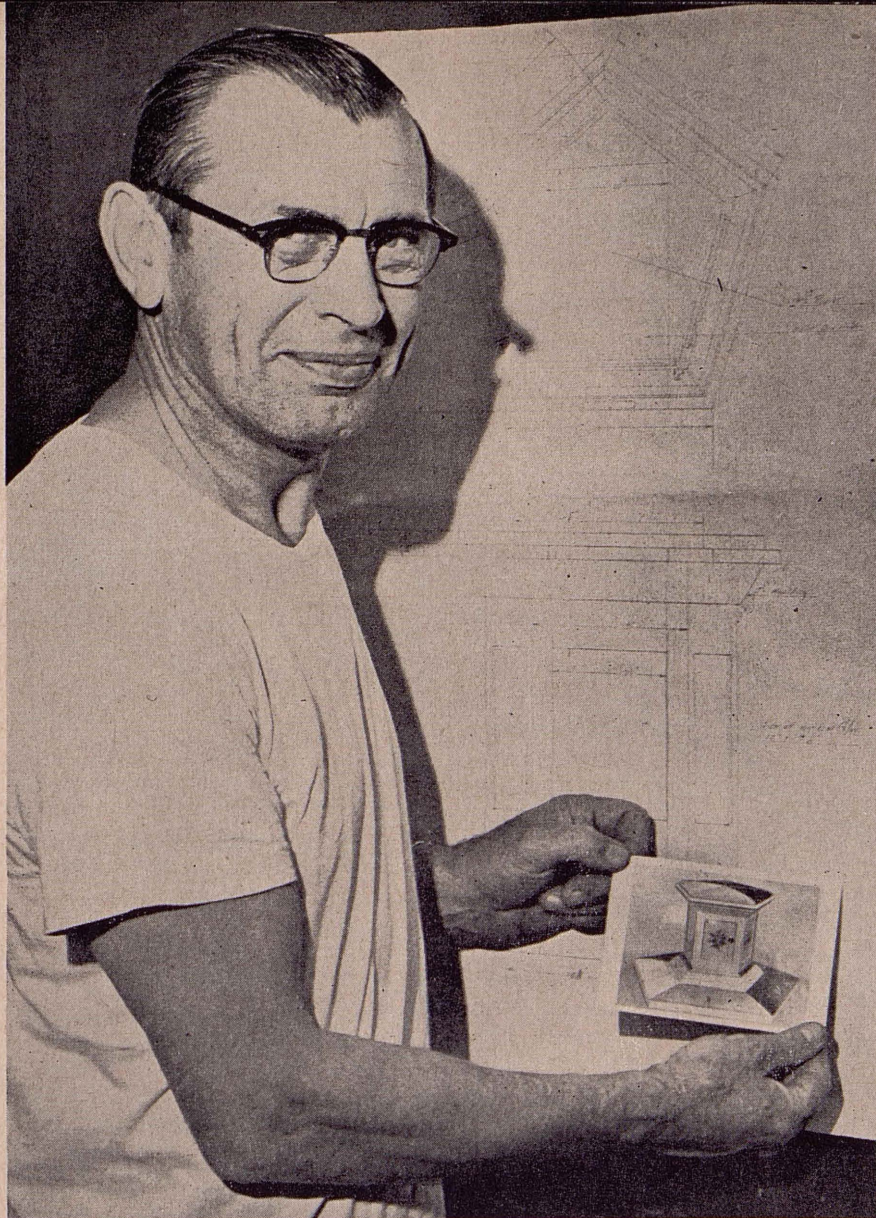
The flag-raising was made the occasion of the presentation of farewell gifts to two retiring men: operators *H. H. Morris* and *Babe Shaw*.

SAFETY STANDINGS

Division	February, March, April, 1957		
	Miles Operated	Frequency of Avoidable Accidents Per 10,000 Miles	Pre-vious Rate
Long Beach	1,036,336	.144	.159
El Monte	1,572,984	.172	.150
Glendale	522,457	.228	.343
West Hollywood	849,029	.247	.338
Ocean Park	825,638	.254	.239
Sixth and Main	1,152,541	.322	.295
Van Nuys	906,181	.332	.277

SAFETY PENNANT being presented by President *J. L. Haugh* to President *V. C. ("Dick") Prettyman* of the Long Beach "Fair-Mor" Club, as other officers of the club look on. From left are *W. K. Holsberry*, secretary-treasurer; *Mr. Prettyman*; *J. H. Hoover*, vice-president (and METRO COACH NEWS correspondent); *Mr. Haugh*; and *G. M. Morgensen*, business manager. The Division club is just getting organized.





SAM RINKUS, Macy inspection garage foreman, holds up a picture of the pentagonal altar he built for the Eastern Star. His working drawings are in the background.

Sam Rinkus Builds An Altar

velour, each cushion of a different color, cover the base, and are removable for cleaning. Five pieces of velour in colors to match those in the kneeling pads cover the top of the altar.

In order to do this upholstery work, Sam and his wife took a course at the Pasadena YWCA.

Sam, a veteran machinist and automotive mechanic, had some excellent advice for "do-it-yourselfers" whose garages are equipped with glistening new machine tools, and who are eager to display to admiring eyes the wood or metal products they have made with their new gadgets.

"You might think that because I've been working with machine tools in motor coach maintenance for a long time, I'd have been able to go right to work with the Delta workshop I got to put in my garage, with a drill press, planer, sander, saw, etc. But I figured I'd learn to use it better—and probably save a finger—by going to school. So I did.

"Go to school first and learn how to do things correctly. Especially, learn how to use these high-speed tools safely and in the right way. If you don't, sooner or later you're going to lose a finger before you can wink an eye.

"If you're going to spend a substantial amount of money to buy this kind of equipment, doesn't it make sense to spend some time, which costs nothing, in getting instruction in the proper use of it?"

—Advice worth taking from one who can do such beautiful work as Sam did in making the pentagonal altar, and who can do almost any kind of job connected with coach maintenance superlatively well.

"TLC" is the notation frequently written by doctors on the charts of hospitalized child patients. It means, as everybody knows, "tender, loving care."

"Made with TLC by Simon Rinkus" would be a truthful inscription on a beautiful white pentagonal-shaped altar now occupying a functional place of honor in the ritual room of the Order of the Eastern Star, No. 473, Pasadena, where Mr. Rinkus' wife is a member. *Rinkus*, known best to Metro employes as "Sam," foreman of the Macy inspection garage, made the altar at home nights and week-ends over a period of six months.

He did it to oblige a member of the order who wanted it for a memorial. Sam supplied the design and the labor; the member supplied the

material. "It makes you feel good to do something for somebody else," said Sam, in explanation of the "TLC" with which he built it.

"My wife thought I could finish it in a month," he continued, "but it took me a month just to make the drawings!—You have to have drawings for anything like that; otherwise you waste time and material. My problem was figuring compound angles—that is, angles that have to be figured on at least two planes—for joints in a pentagonal figure."

The altar, 32 inches high and 21 inches across the top, is made of painted hardwood, and has a light inside to illuminate the designs in glass panes in the side panels. Glue and screws hold the parts together. Five kneeling cushions of special

VARIETY LINES

Metro, LATL Ask Token Increase

NO CHANGE in the basic cash fare of 17¢ for the first zone or the charge of 6¢ for each additional zone was sought as Los Angeles Transit Lines and Metropolitan Coach Lines on June 23 jointly filed application with the State Public Utilities Commission for permission to change the token rate from seven for \$1 to three for 50¢.

These fares would apply on the entire LATL system, but only on local lines of Metro, where a joint transfer privilege is in effect. This application does not propose an increase in Metro's fares on its inter-urban lines.

Applicants cite the fact that LATL has experienced five wage increases totaling 24 cents per hour per employe since June 1, 1955; and Metro, three, totaling 18 cents per hour per employe, since the last local fare increase hearing in November, 1954.

Substantial increases in other op-

erating costs have also been absorbed by both companies, the application stated.

The last fare increase on LATL and Metro local lines was March 7, 1955, when the basic cash fare went from 15 to 17¢, but at that time no change was made in the token rate of seven for \$1, which had been established November 30, 1953.

Local transit fares are currently among the lowest in the nation, both companies pointed out, citing the following large cities as comparisons for cash and token fares:

Chicago Transit Authority, 25¢, tokens 10 for \$2.25; Philadelphia, 20¢, tokens five for 90¢; Pittsburgh, 20¢, tokens five for \$1; St. Louis, 20¢, tokens five for \$1; Detroit, 20¢, tokens 10 for \$1; Cleveland, 20¢, tokens four for 70¢; Milwaukee, 20¢, tokens six for \$1; Twin Cities (Minneapolis and St. Paul) 20¢, tokens five for 95¢; Cincinnati, 25¢, tokens five for \$1.



CAMERAS DON'T LIE—So here's proof that some top brass got close to some fish at Silver Lake (see story). From left, Attorney Jim Lyons, Public Relations Director Reed Christiansen, Chief Special Agent Joe Shafer, Assistant Superintendent of Equipment Frank Markley, and Personnel Manager Bill Scholl. That blackbird you see perching on the hand of Mr. Lyons is not a blackbird—it's the fish he got.



BRIDE—Mrs. John N. Averill, the former Judith Ann Griffin, daughter of OP's Operator V. T. Griffin, was married in the wedding gown her mother had worn many years earlier.—Photo by Brian J. Eaton.

Griffin Daughter Weds

LOOKING LOVELY in her mother's wedding gown of beautiful white satin with its long train, Judith Ann, 18-year-old daughter of Ocean Park Operator and Mrs. V. T. Griffin, was married on Friday, June 28 to John N. Averill.

Several hundred guests attended the wedding in the L. D. S. Church at Mar Vista, near Centinela and Venice Blvds. A reception in the church patio followed.

The "something new" in the bride's attire were her veil and pearl crown.

One of the junior bridesmaids was the bride's 13-year-old sister, Janet.

Judith is just out of Venice High School. Her husband works at Lear Aircraft Equipment Co. in Santa Monica. As a youngster, he was the child in Jack Benny's motion picture, "The Meanest Man on Earth."

A Fish Tale

FISHING WAS GOOD and the big one didn't get away from a group of five Metro men who spent a July afternoon at Silver Lakes Ranch, near Corona.

Headed by that instructor-fisherman supreme, Frank Markley, assistant superintendent of equipment, each of the group caught his limit of tasty trout. Besides Mr. Markley, the group included R. O. Christiansen, director of public relations; J. H. Lyons, attorney; W. C. Scholl, personnel manager; and Joseph Shafer, chief special agent.

WELCOME, NEW EMPLOYEES!

Accounting Department:

CALCULATOR CLERK: Rose Marie Blackwell.

IBM TAB OPERATOR: Louis Parker.

KEY PUNCH OPERATOR: Mary Louise Kuentz.

MAIL & FILE CLERK: David Evert Newman.

TICKET SORTER: Peggy Ann Potter.

Maintenance Department:

AUTO REPAIRER: Richmond A. Magill.

CLEANERS-OPERATORS: Thomas Alex Barnes, Alexander Hajar Izquierdo, Charles Lewis, George Peake.

HELPER: Joseph L. Parks.

MACHINIST HELPERS: Herbert Allen, Jr., Theatris McKinley Lowe.

SHEET METAL WORKER: Juan Alfredo Arrieta Melendez.

STENO-CLERK: Marcia Ann Smith.

Personnel Department:

PERSONNEL CLERKS: Mary H. Rifi.

Traffic Department:

TYPIST CLERK: John A. Lee.

Transportation Department:

BAGGAGE & EXPRESS CLERK: John W. Vasconcellos.

EXTRA CLERK: Robert Leroy Bushyeager.

INFORMATION CLERK: Ruth Holman Rogers.

PBX CLERKS: Melva Jean Rounkles, Audrey Anne Seaman.

OPERATORS: Lemuel Clyde Ammons, Reginald Clifford Bailey, Wilburn Lane Brock, Royce Bruce Collard, Ben Arthur Cox, Wesley L. Creel, Clifton Charles Cullum, Rex Dale Danneskiold, Arlington Eugene Davison, Charles F. Gilliam, William O. Gray, Harold Arthur Goforth, Clyde Maurath Hamilton, Harry Gilbert Haskins, Edward Oliver Holmes, Herman B. Johnson, Roy Eldridge Johnson, Robert Anthony Maiorano, Charles Francis McGuigan, Lloyd Duncan Nichols, Jack Edward Peel, Orlin Wallace Perdue, Sr., Lawrence Price, Method John Saniga, Leonard D. Wood.

Mrs Koch's Mother Passes

MRS. MARGARET HEWITT, 90, mother of Information Clerk Deane H. Koch, passed away July 11. A native of Iowa and widow since 1925 of G. Irvan Hewitt, she had lived with Mrs. Koch at the latter's home on Maltman Avenue, Los Angeles, for the past 16 years.

Mrs. Hewitt was an active and beloved member of Bethany Presbyterian Church, in which church Mrs. Koch is also very active.

In addition to her daughter, Mrs. Hewitt is survived by a son, T. Ronald Hewitt; two grandchildren; and two great-grandchildren.

Hendricks Replaces Brucker As Coach Stop Supervisor



IN THE PICTURE ABOVE, smiling Eileen Halpin, a secretary in the transportation department, tries to look neutral as Monte C. Brucker, retiring supervisor of motor coach stops, left, hands over a symbolic sign to his successor, Line Supervisor Leonard Sydney ("Cap") Hendricks.

This happened at Monte's retirement party (see page 16), last June 14. Cap's new appointment became official the next day.

In addition to his new duties, Mr. Hendricks retains his job of equalizing operator manpower at the various divisions.

For 12 years a supervisor and instructor, Cap started his transportation career with the McCloud River Railroad as fireman and engineer in 1922, shifted to the SP as locomotive fireman in 1925, and went to the Los Angeles Motor Coach Lines in 1932 as an operator. He remained for 17 years, and was chief instructor when the operation was dissolved in 1949. Thence he went over to PE as instructor and supervisor. He transferred to Metro as line supervisor.

Born in Missouri, but reared in Globe, Arizona, he lied about his age and entered the army in October, 1918. He was trained as a pilot, but the war ended before he could put into practice what he had learned.

He married Mary Scandrett on Thanksgiving Day, 1938, and the couple have three children in their Burbank home: Jack, 14; Bill, 12; and Mary Ellen, 8. Cap is very active as a scoutmaster.

Call It Fate

JOE P. BRODERICK, Sixth and Main operator, works the extra board and usually gets a Redlands run only about once a month.

He got one on the same July day that his sister, Loretta, whom he hadn't seen in about three years, was due to arrive in Pomona from Texas via SP, at 3:51 p.m.

As Joe was pulling his Redlands coach into Pomona, about 4:58, he

was delayed by a train at Garey Avenue. It was discharging passengers. Suddenly he was all eyes.

"That looks like my sister getting off!" he exclaimed to himself. Then he was sure, because he saw his very own wife come up to meet her.

Since he had to wait for the train to clear the way, Joe parked his coach and—went to greet his sister! Luckily for him, the train was late.

Joe was on time.

VARIETY LINES

(Continued)

Commuter Party

YOU'VE HEARD OF parties in motor coaches where passengers honor the operator, and similar parties where the operator honors his passengers. The latest is a motor coach party given by two commuters for another commuter.

Operator *Harry V. Beeson*, of El Monte Division, joined in fun and refreshments when two women who commute regularly from their homes in Whittier to jobs in Los Angeles threw a going-away party with cake, cookies, and orange drinks for a third commuter on the Whittier Local schedule leaving Los Angeles Friday, July 26, at 4:43 p.m. When the cake gave out, the ladies passed out cookies to all passengers.

The party was for *Miss Ann Edwards*, a personnel interviewer at the Masonic Employment Service, Sixth and Broadway. She was leaving on vacation after work that day. It was given by *Mrs. Lillian Gould*, who works in the accounting division of the Los Angeles Department

Golf Challenge

A CHALLENGE to any two employees to a golf match is hereby issued by two El Monte Division employees: Relief Division Foreman *Jack Gerhardt* and Operator *Frank Pfister*. Any team wishing to accept the offer may drop a note to Mr. Gerhardt, at 964 PE Building.



"Since there is no longer a golf tournament, we hope to create some interest by starting some team matches," says Jack.

"We know there are many good golfers on the property, so let's get something started — maybe a yearly tournament will develop," urges Mr. Pfister.



COMMUTER PARTY—Operator Harry Beeson, of El Monte Division, gets in on the cake and cold drinks given by fellow-commuters for Miss Ann Edwards, right, in honor of her vacation trip. Giving the party were Mrs. Lillian Gould, left, and Mrs. Frances De Modena, center. All three women live in Whittier and commute daily to Los Angeles.

of Water and Power; and *Mrs. Frances De Modena*, a secretary at the Moody Investment Service, Sixth and Hill.

"We're like three musketeers," said Mrs. Gould, who whipped up the idea with Mrs. De Modena — and likewise a cake in the shape of an overnight case. "We've been riding together on the Whittier Local for some years, but it wasn't until about a year ago that we got acquainted to the point where we knew each other's name."

"This isn't the first time we've had a party on the bus," chimed in Miss Edwards, after she had recovered from laughing at the humorous going away advice on the long, many-folded card she received. "Last Easter the girls gave me a birthday party as we rode home."

Mrs. L. H. Covell Passes

OLD-TIMERS and others acquainted with retired Dispatcher *Lloyd H. Covell* extended their sincerest sympathy upon learning that his wife had passed away suddenly on July 15.

Funeral services were at the Little Church of the Flowers, Forest Lawn.

Thanks, Mrs. Davidson!

"ME, A 'COVER GIRL?'" wrote *Mrs. Cleo Davidson*, of the Pacific Telephone Co., upon seeing copies of the June issue of the METRO COACH NEWS, on whose cover she was pictured getting back her lost purse from Glendale Division Clerk *Millard E. ("Pop") Carlisle*, after a whole series of thoughtful acts on the part of other Metro and Asbury men.

"It's extremely pleasant to get so much attention . . ." she continued. "But I know where all this attention really belongs. It belongs to the fine men in your organization: To Mr. Mark Swerdfeger, Mr. W. L. Solomon, Mr. J. R. Thompson, Mr. H. C. Strong, Mr. "Jimmy" (no relation) Davidson, Mr. Jack Butler, Mr. Kenneth E. Parker, Mr. Millard E. Carlisle (who shared honors with me on the cover) . . . and to all the honest, capable men who pilot your vital fleet of busses.

"Yes, I appreciate being your 'Cover Girl'; and I'll not soon forget this exhilarating event in my life. But more than that, I'll not soon forget all of you at Metro.

"You shall be the 'Cover Boys' on my book of pleasant memories."

The Money Tree

Accounting Department Gifts To Hospitalized Employee Elicit Rhymed "Thank-You" Tree Reply

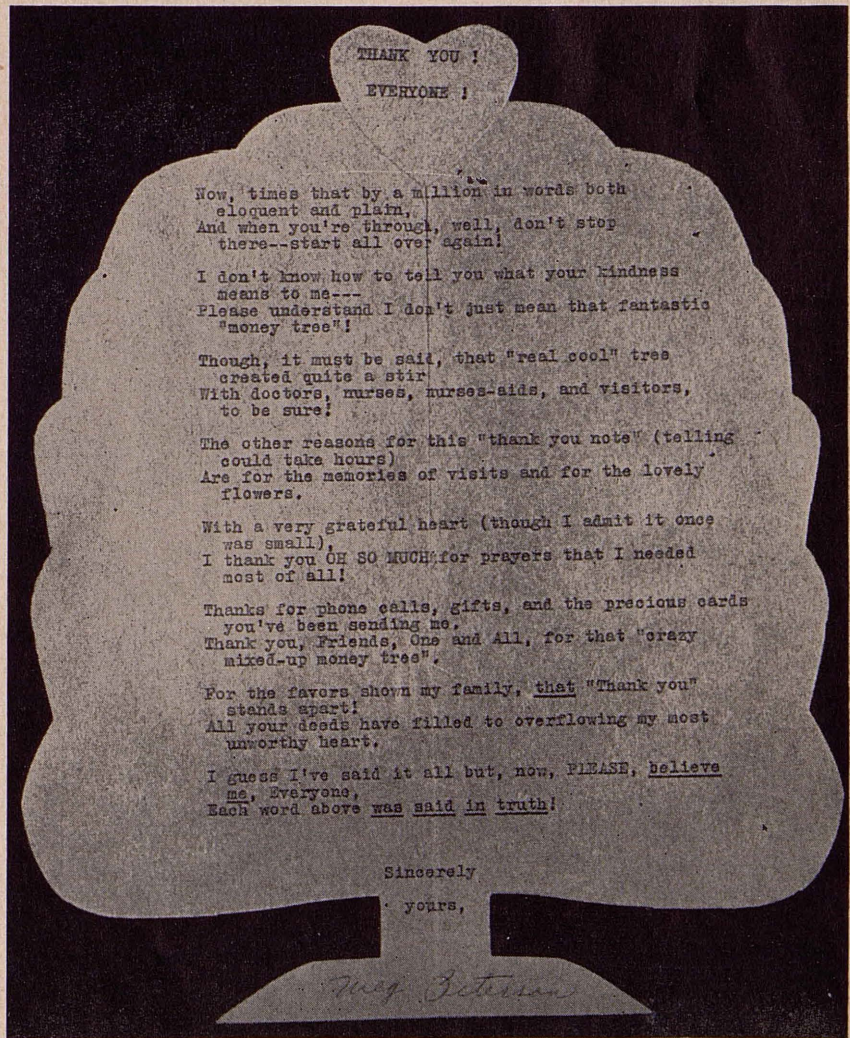
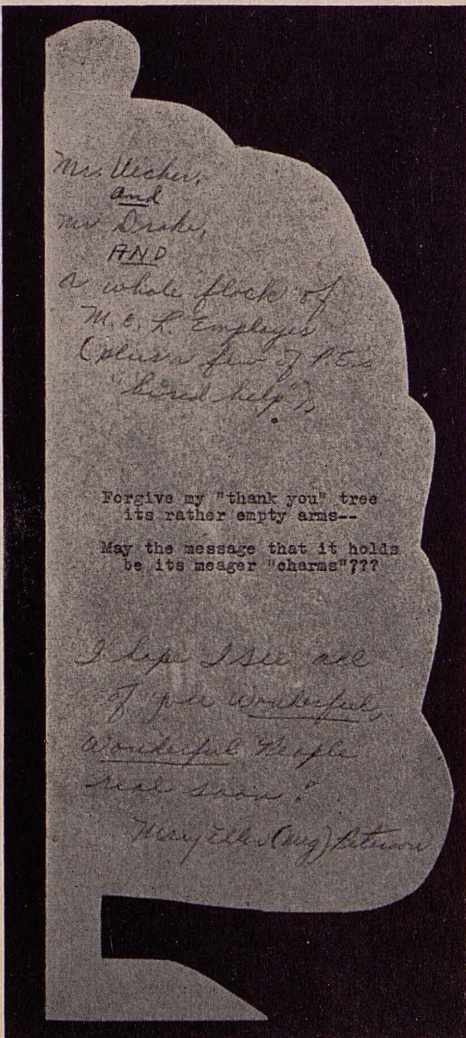


"MONEY TREE" being decorated by accounting department's Fern Randack, left, and Inga Johnson with gifts from co-workers for Mary Ellen Peterson. Below, Mary Ellen's answer.

WHEN it appeared that Pay Roll Clerk *Mary Ellen Peterson* might be hospitalized for an indefinite period a few weeks ago, co-workers of the accounting department, spearheaded by *Fern Randack*, contributed to a "money tree" which was decorated by Fern and *Inga Johnson* (see cut) and taken to Mary Ellen by Fern, Inga, and *Nell Flanders*.

The thoughtful gift brought about an enthusiastic and appreciative reply from the patient in the form of a "thank-you" tree.

Mary Ellen is now back on the job.



"GOOD WILL TO MEN"—

Operators — All Districts

F. L. Avila: Commended for his fine and excellent operation of his coach, combining capability with courtesy.

L. M. Bowman: "I have heard many comments from fellow-riders concerning the courtesy and good driving of this particular driver . . . [who is] generally right on schedule. He keeps calm and poised in spite of petty annoyances which usually confront a bus driver . . ."

F. W. Burk: Letters of praise from three passengers who felt that only his alertness and quick action prevented a very serious accident with loss of life on Washington Boulevard when a large truck apparently went out of control.

Leroy Cox: See Riverside Column, page 20, for special story.

James E. Doyle: Exceptional courtesy to all passengers.

M. L. Eaton: Always pleasant to, patient with, and thoughtful of his customers.

R. A. Forsythe: Helpful beyond the call of duty in his efforts to get a woman passenger to her sick mother's bedside.

M. L. Foster: Courteous and efficient.

E. E. Goodman: "In a class by himself," wrote a commuter who for ten years has ridden the Long Beach Line, which Mr. Goodman works. "An outstanding public servant."

E. E. Green: Avoided what might have been a serious accident on June 30.

S. M. Herrington: Courteous and efficient.

C. M. Hicks (two commendations): (1) Courteous and efficient. (2) His careful driving prevented an accident on May 27.

I. G. Hofstetter: When given a bad time by two women, he handled the situation very well, according to an observing and appreciative passenger.

J. M. Kienegger: Public Relations Department received a call on be-

Lost and Found



Lees & Patterson

SEVERAL INTERESTING LOST-AND-FOUND CASES have happened in recent weeks:

Glendale Operator *Earl Lees* was making a quick turnaround at North Glendale on Line 75G on July 16 when he discovered a white purse, which appeared to contain a considerable sum of money.

Despite the fact that his turnaround time was short, he called the division and informed Division Clerk *W. R. Patterson*, who thereupon met Lees' coach inbound at Los Feliz and Brand. The only mark of identification in the purse, which contained \$134.82, was a slip for a doctor's appointment for a *Mrs. Virginia Salinas*. Mr. Patterson thereupon called the doctor's office. It turned out that *Mrs. Salinas* was there at the time of the call.

One hour and 25 minutes from the time Operator Lees called the division, Mr. and *Mrs. Salinas*—the latter very obviously pregnant—were at the Glendale Division office. Both were able to enumerate with exactitude the denominations of the bills in the purse. "It was money we had saved up for the new baby," smiled *Mrs. Salinas*.



Joe Mahon

In mid-June, Operator *Joe Mahon*, of Riverside Division, made a loan of \$5 to a 19-year-old girl who had a date for a job interview at International Airport, but who had just lost her purse on his coach. Mr. Mahon, though sympathetic ("She was a doll!" exclaimed Service Director *Kenneth Twosten*, who saw her), took her name and address. Inside a week she had returned the money, along with a letter of appreciation. Her purse was never found.

"She looked like the type that would be on the up-and-up," says Joe, "so I lent her the money. She was really frantic, because she said the purse had her return fare and \$25 in it.—Sure I've been stung a few times, but I figure it's all part of my job."



Oliver Burns

At the end of his run in Glendora on Friday, June 21, Operator *Oliver Burns*, of El Monte Division, in checking through his coach, found a red leather purse containing \$2,550 in U. S. Savings Bonds, \$27.79 in cash and six bank books—the whole totaling \$18,000. Papers inside the purse identified the owner as *Mrs. Florence L. Neil*, of Duarte.

Following the normal channels, he turned it in at his division headquarters in El Monte, whence it found its way to the lost and found bureau at the Metro Coach Depot, Sixth and Main Sts., Los Angeles.

COMMENDATIONS

half of seven or eight passengers commending him for his efficiency in performing his duties.

Paul Knoll: On schedule, pleasant, immaculate, a "wonderful personality." "—All of us must have more appreciation for people who tend to make our days brighter . . ."

Woodrow Marcum: Waited for a lame woman who did not quite reach the stop in time.

T. J. McKee: Courteous and efficient.

A. E. McWreath: Commended by a passenger for his courtesy and honesty in calling her back to give her change from a \$5 bill.

A. F. Peters (Asbury), for his courtesy and fine performance of duty.

J. N. Penston: It was reported by an Ocean Park cash receiver that a passenger commended Mr. Penston as the best driver with whom she has ever ridden.

O. C. Pruess: Drove a choir in charter coach to Carlsbad, California. The choir members were very impressed with his driving ability, his mental alertness, and his pleasing personality.

M. R. Riggs: Commendations from several passengers for his courtesy.

L. L. Shores: Always helpful, never seen angry with a passenger, and never seen to pass up a passenger. "As good a driver as he is a gentleman."

Robert Simmons: Courteous and efficient in handling passengers.

J. E. Storey: Passenger expressed appreciation for the way Mr. Storey detoured around congested traffic on the Hollywood Freeway one afternoon so that passengers could get to their destinations without undue delay.

Harold J. Wright: Commended by a long-time visitor from France as always good-humored, courteous and patient. He was singled out for special mention among many of our operators who give the people splendid service.

E. E. York: Courteous and efficient.

T. J. Zito: A gentleman at all times; courteous and efficient.

Other Commendations

Supervisor **R. L. Woodrow:** A couple wrote from Buffalo to express to the company appreciation for Mr. Woodrow's courtesy. They had caught the wrong coach to Disneyland, and Mr. Woodrow personally drove them to a point where they could catch the right coach.

Leader **Fred E. Hill,** Sixth and Maple Garage, for returning to its rightful owner a letter containing a check for \$100. "I received a call from your Mr. Fred E. Hill . . . that he had recovered the letter. I went down there and he returned it to me, but refused any reward. Said the important thing was that

Good Samaritan

REFRESHMENTS of lemonade and cookies were the not-too-sad lots of El Monte Operator **E. R. Clark** and his 11 passengers on a hot Saturday, July 27, when his coach had mechanical difficulties.

As the coach, inbound from Covina to Los Angeles, reached the corner of Elspeth Way and San Bernardino Road, it stopped with a screeching of tires in front of an imposing and beautiful home. — The brakes had somehow locked.

Hearing the noise, the "mistress of the manor" — a **Mrs. J. E. Pickard,** 505 North Elspeth Way, Covina, immediately came out to the coach, saw the situation, and promptly invited Mr. Clark to use her telephone for a service call. She likewise invited him and the passengers to make use of her bathroom if they desired.

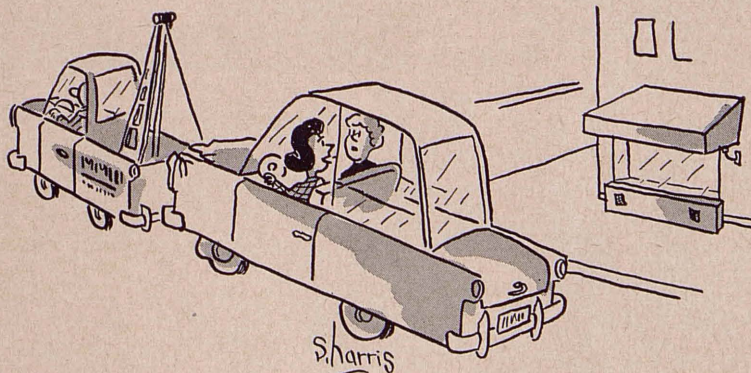
While Mr. Clark went to call the dispatcher, Mrs. Pickard brought lemonade and cookies to the passengers.

"It was a wonderful thing for her to do," said Mr. Clark later. "You don't usually see people from such fine homes as that doing such kind deeds. I thanked her and all the passengers thanked her."

The group had about a 40-minute wait until a mechanic brought another coach from El Monte. "It would have been longer if Mrs. Pickard hadn't been so prompt to let me use her telephone," pointed out Operator Clark.

A letter of appreciation from President **J. L. Haugh** to Mrs. Pickard followed the incident.

he had gotten it back to its rightful owner . . . Many employes may be hired, but it isn't always so easy to hire honesty and efficiency," the beneficiary of Mr. Hill's kindness wrote President **J. L. Haugh.**



"I usually get about 30 miles to the gallon — 15 by driving, and 15 by towing."



MONTE BRUCKER, supervisor of coach stops, seated in beret beside his wife in patio chairs at his retirement party in transportation department office. His package is a portable radio; hers, an electric cooker. Chairs, radio, and cooker were gifts of fellow-workers for the Brucker trailer, in which he and Mrs. Brucker soon departed to join a trailer caravan which was to tour the northeastern U. S. and many points in Canada.

JAMES T. BRADY

AS SOON AS Long Beach-Fairbanks Carpenter *James T. Brady* retired—in June—he went with his wife, *Clare*, to live in Oklahoma, her native state, where the couple had bought a home.

Mr. Brady came to work for PE as wireman's helper in 1920. His marriage to *Clara Marshall* was the result of a romance that began at the Torrance shops, where she was employed.

MONTE C. BRUCKER

ALTHOUGH he had more than 40 years of service with PE and Metro in various capacities, *Monte C. Brucker* regarded his last job as supervisor of motor coach stops during the conversion from rail to motor coach service as "probably" his most important work.

He began his transportation career as secretary and rate clerk for the Southwestern Tariff Committee, of St. Louis, in 1912. From 1917 until 1953 he served PE's passenger traffic department as stenographer, ticket agent, traveling passenger agent, rate clerk, and traveling traffic inspector. He came over to Metro as supervisor of motor coach stops.

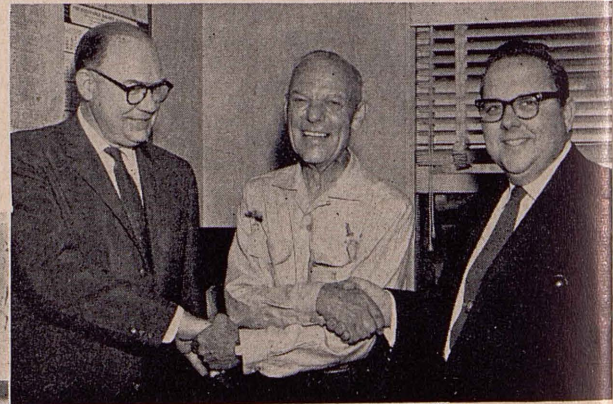
With Mrs. Brucker, hale and hearty Monte plans to see and photograph as much of the world as possible in his fully-equipped house trailer.

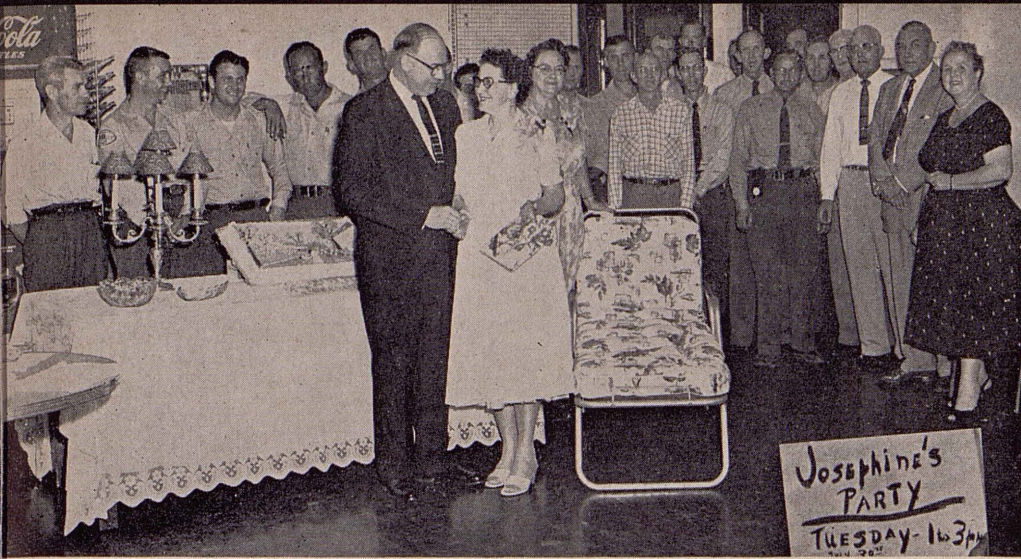
IRA H. JUNKINS

DEVOTED LOYALTY to his employer put a plus mark on the 34-year career of *Ira H. Junkins* with PE and Metro as janitor. When he retired last June, he was head of maintenance at the Metro Coach Depot, Los Angeles. "His fine and responsible character added dignity to his work," said his boss, *Harry Dietsch*, supervisor of ticket sales.

PAUL E. STILLER, retiring Glendale operator, holds package (below) containing gift of camera from fellow-workers, and gets farewell handshakes (picture at right) from Superintendent *John D. Puffer*, left, and Division Foreman *K. E. Parker*.

RETIREM





JOSEPHINE C. KIGHTLINGER, cash receiver, Ocean Park, receives farewell party on the occasion of her retirement. In center foreground of left-hand picture, Superintendent John D. Puffer presents her with patio lounge on behalf of fellow-



workers. Timekeeper Martha Falbaum, extreme right, gave a festive touch by bringing candelabra and silver table service. Cake, punch, coffee, nuts, and mints provided treats for the men.—Photo at right, a study of gentle, feminine, smiling Jo.

Active his life long in community welfare, he will continue with new vigor his work as neighborhood commissioner for the Boy Scouts. He plans also to remain active in the Legion and his church.

FRANCIS J. McDONALD

DISABILITY finally forced the retirement of Painter's Helper *Francis J. McDonald*, who now spends most of his time in carpentry work, especially making writing desks for school children.

"I'd like to get to prospectin' if I ever get well enough," he remarked when he left in July. Mac was a dynamiter in the first uranium mines opened in Colorado, about 1915.

PAUL E. STILLER

"THERE'S SOMETHING FASCINATING about handling people on coaches — I didn't think I'd stay with the transit business this long," declared ex-insurance salesman *Paul E. Stiller*, whose retirement as operator in June brought to a close his 34-year career with PE and Metro, most of his service having been on the Glendale lines.

Born in Illinois, he sold life insurance in the Mid-West for several years, but moved to California for health reasons.

His hobbies are hunting, fishing, and raising flowers.

EMENTS

CLAY CHARLES O'BRIEN

RETIRING in July as painter at Macy, *Clay C. ("Mick") O'Brien* came to work for PE in 1920, just in time to help finish the newly opened Torrance shops. His big job with PE was painting cars. He helped Metro change all the coaches from red to green.

He's now helping his son-in-law build a new home in Moorpark. In his spare time, he likes to fish around North Lake, near Bishop.

IRA JUNKINS, head janitor, who likes to study nature and visit the races, is given a fine pair of binoculars on behalf of co-workers by Superintendent John D. Puffer at a farewell party honoring Ira's retirement. On Ira's left is his boss, Harry Dietsch, supervisor of ticket sales.—Inset, Ira tries out the new glasses and looks pleased.

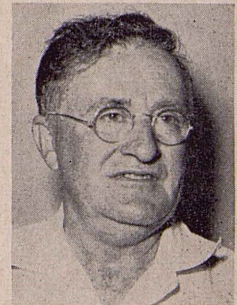


JOSEPHINE C. KIGHTLINGER

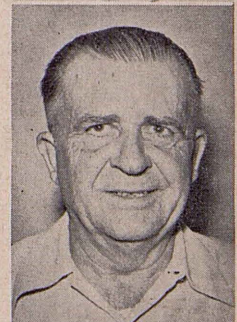
"JUST KEEP GOOD-NATURED — smile even when it hurts," is the formula Ocean Park Cashier *Josephine C. Kightlinger*, retiring at 65, maintains is responsible for her deceptively young appearance and actions.

She came to PE during the war year of 1943 as agency clerk at Monrovia, moved in following years to Pasadena, West Hollywood, and Macy, went to Ocean Park in 1951, and remained there until her retirement. Ocean Park men miss her.

JAMES T. BRADY
Carpenter



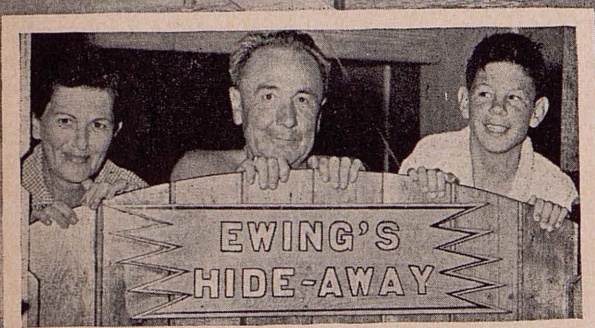
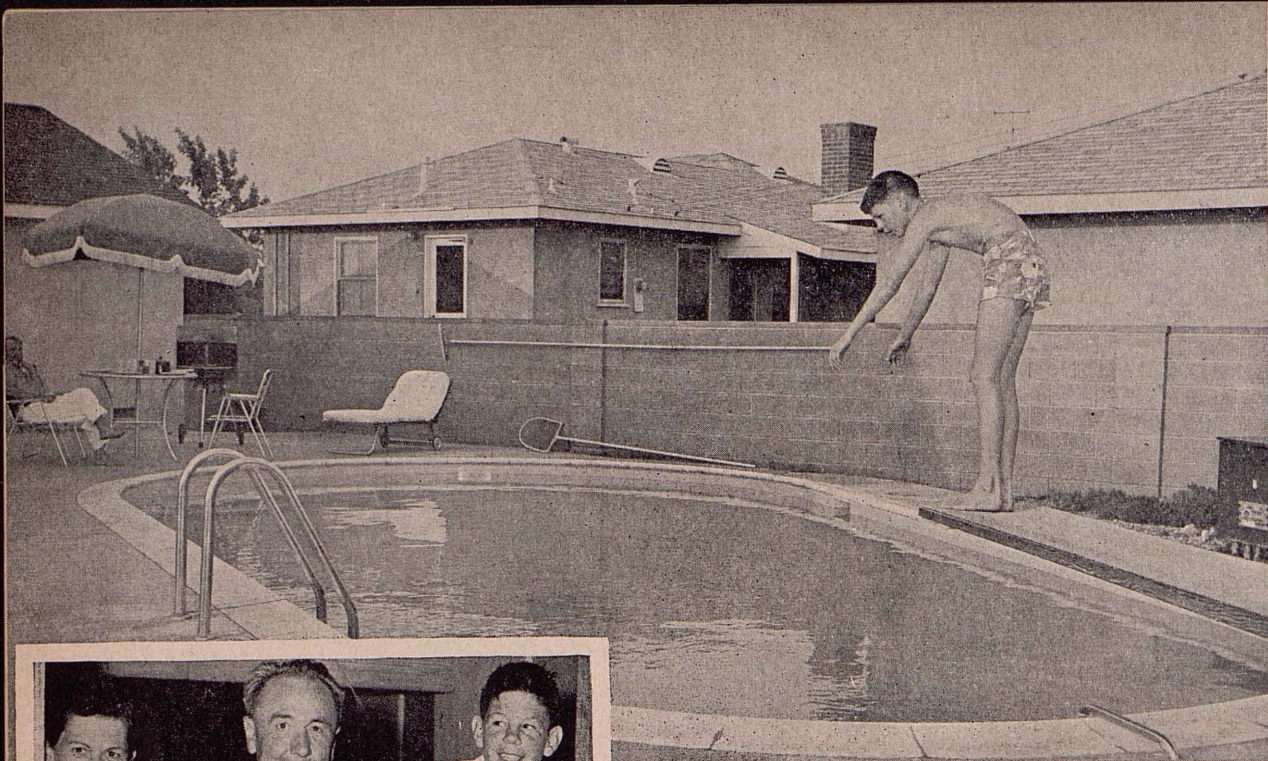
C. C. ("MICK") O'BRIEN
Painter



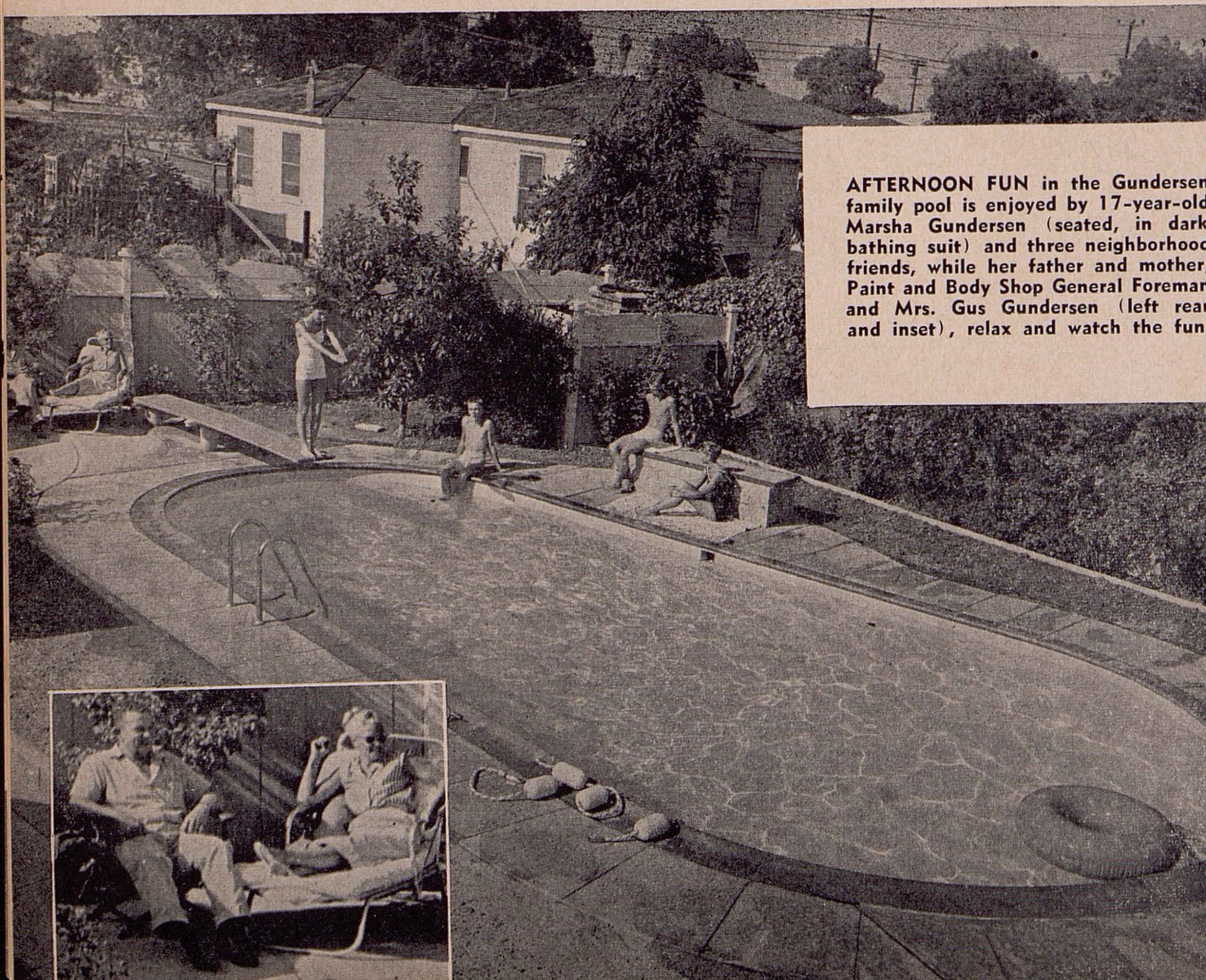
FRANCIS J. McDONALD
Painter's Helper



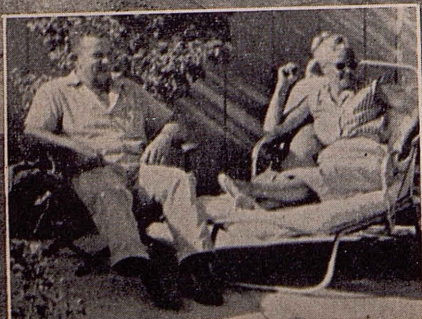
HOW TO BEAT THE HEAT



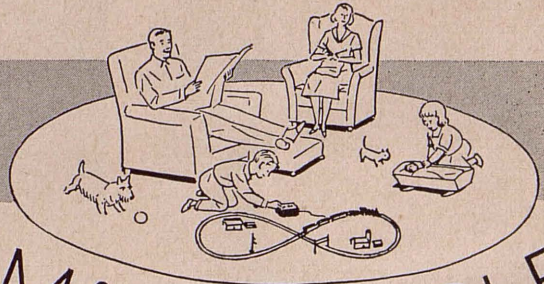
RANDY EWING, 12-year-old son of Buyer and Mrs. Roy M. Ewing, prepares for a dip in the backyard pool at the family home in West Covina. That's Roy sitting in the chair under the umbrella, awaiting a barbecue dinner. Inset, peering over the gate to "Ewing's Hide-away," are Mrs. Ewing, Roy and Randy. Their pool and back-yard landscaping received a full-page spread in "Valley Life."



AFTERNOON FUN in the Gundersen family pool is enjoyed by 17-year-old Marsha Gundersen (seated, in dark bathing suit) and three neighborhood friends, while her father and mother, Paint and Body Shop General Foreman and Mrs. Gus Gundersen (left rear and inset), relax and watch the fun.



WITHIN OUR FAMILY CIRCLE



TRAIN TALES

From the Long Beach Division

By J. H. HOOVER

WELL, here it was that time of the year again! No, it was *not* vacation. It was the time for the annual selection of Miss Universe in Long Beach. The most beautiful girls in all of the world had assembled in our city and from them all was chosen the one who would represent true beauty. Yes, this was the time when it was difficult to keep one's eyes on the road ahead, especially when a beautiful girl in a bathing suit was riding alongside your bus in an open convertible. You can't keep from looking at her and finally she turns and smiles. Do you smile back? You bet you do, even if your wife is sitting right behind you! You gamble and wave and the doll waves back. You may not be able to speak the same language but the communication is there. You are holding back a pear-shaped tone whistle all the while, a little embarrassed that you even thought of doing such a thing but it doesn't matter for the signal changes and she disappears in the traffic, off to show her pretty smile to the next and the next. And you . . . ? You wish her luck, the best of luck because she smiled just for you!

Glen Freeman, who was the Long Beach Division's man-about-town, (note: WAS) has gone and gotten himself married. All of us wish him and the bride the best for the coming years. (It's about time you settled down, Glen, after all you're not getting any younger. We know you're only 23 years old, but remember that's not 22.)

The last words: It is much better for a driver to give a little ground, than not to, and find it being shoveled onto him.



By GLENN E. SERRES

IT'S GOOD to see Joe Englert's smiling face around the division again. The 21 days he had off wasn't a vacation; it was a battle with a large kidney stone. While Joe was in the hospital, we found out he was in the middle of selling his home and buying another. To make matters worse, part of the escrow called for pouring a cement patio at his present address. Tuesday, July 16, R. J. Miller, H. J. Farley and your correspondent poured the patio. At the completion, Betty Englert had a feast prepared for us. Little Joe Ann Englert decided I could be her new Uncle, an honor I was very happy to accept.

What happened to Joe? Oh, yes, he won the kidney stone battle without an operation.

Bill Barham is rightly proud of son Billy, who takes his scouting seriously. Billy is a member of the Order of the Arrow and has earned 26 merit badges. On September 12, at his Court of Honor, he will achieve the highest honor in scouting — the rank of Eagle Scout.

About 150 operators, supervisors and clerks of the El Monte Division signed the following letter of appreciation to Operator R. L. Strothers:

"Thanks a lot to R. L. Strothers, who did such a fine job in taking up the collection for one of your operators (name withheld) off work with a serious illness. The amount collected was \$200. Operator Strothers' efforts and the response of all who donated is to be commended."

Blood donations credited to Metropolitan Coach Lines were made at the Red Cross Bloodmobile program of the American Legion in El Monte on May 7, according to in-

West Hollywood Mainliners

By J. R. THOMPSON

RETIRED OPERATOR and Mrs. C. A. Wheeler have returned from a month-long tour of the U. S. and Canada. Among the places of interest visited were the Empire State Building, and Niagara Falls. From the New England region they journeyed to Illinois, where they spent some time with C. A.'s cousins. Thence they went on to Covington, Kentucky, and vicinity, where Mrs. Wheeler resided as a child.

Klingensmith is gone again. Art returned to motor coach driving a few months ago after serving a hitch in the U. S. Army, but now has decided he would like to construct swimming pools with a friend of his. We hate to lose him, but wish him the best of luck in his new work.

Operator and Mrs. E. W. Patrick are making plans to spend their vacation in the state of Virginia this year. They will be accompanied by their young son, Colin Mitchell Patrick, their only child, who joined the Patrick household only last April.

We are having quite a siege of sickness around here, and hope the following men will be back with us in the near future: Robert Jackson, Jack McGilvray, W. G. Raasch, John Van Meter, C. R. Strong, D. B. Nunis, William Werner, and D. R. Shepherd.

formation from the Alhambra Chapter of the American Red Cross.

The six who donated, all from El Monte Division, included Operators William K. Barham, James M. Lindsey, Frederick W. Lenard, and Robert F. Slocum; Division Clerk Richard B. Hardy; and Division Foreman Dwight B. Van Fleet. Mrs. Lois G. Farley, wife of Operator H. J. Farley, offered her blood, but was temporarily rejected.



"MISS USA"—And that's the honest truth. Her real name is Ugenia Stella Anderson, and she's the daughter of Operator and Mrs. E. A. ("Swede") Anderson, of Riverside. This photo was taken about the time of Miss Universe contest.

Riverviews

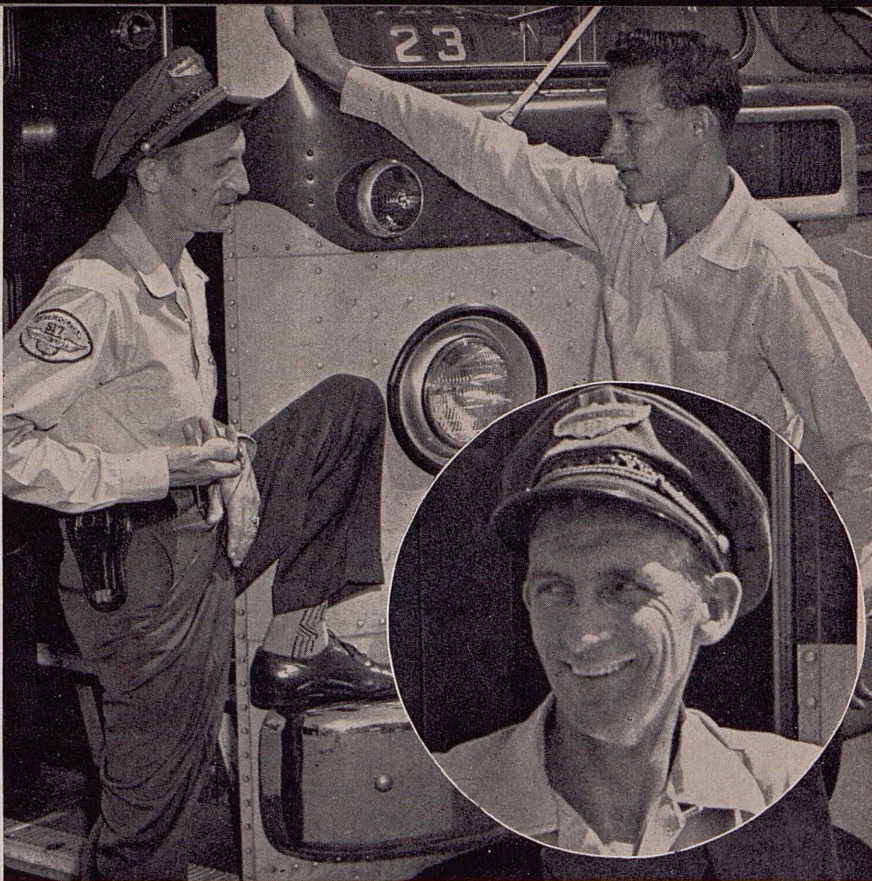
By THE LONE STRANGER

THERE WOULD BE no hesitation among the judges in choosing Riverside's and Metro's own Miss U. S. A. Let me introduce Miss Ugenia Stella Anderson, daughter of Operator and Mrs. E. A. ("Swede") Anderson. With dimensions just right, she is sweet, blonde and—seven! (See photo above.)

In a lovely church wedding on the afternoon of July 13, Operator Dwight E. Andre's beautiful daughter, Claudette, became the bride of Willis Horn, Jr. A reception followed the ceremony in the Montebello First Methodist Church. The newlyweds will make their home in Montebello, where the groom is employed by the telephone company.

Hal Doig tantalized us with a card from Thompson Falls, Montana, showing wonderful fishing and very beautiful scenery. Paul Dusserre told us he was headed for the peace and quiet and clear skies of Northern California for his month's vacation. "Cy" Syres had a near-harrowing experience of just escaping a cyclone during his trip home from vacationing in the old home town, Chicago.—And sooo, that is how "Cy" got his name!

Speaking of the Windy City, Eddie ("Ah Ha") Combs bought a new Chevrolet in June which he says "really splits the wind"!! Take it easy, Boy!



HAPPY DAD—Riverside Operator Leroy Cox talks to son Kenneth, 16, who sustained only minor injuries in accident Leroy came upon while on his regular coach run. For his calmness and self-control in finishing his trip, Mr. Cox was highly commended. (See "Riverviews" for details.) Inset also shows Mr. Cox in his very best mood.

The following letter was recently received by Operator Leroy Cox:

Dear Mr. Cox:

Recently, I received a letter commending you very highly upon your operations on Sunday, June 16, 1957.

My mother was a passenger on your trip out of Los Angeles at 7:35 p.m. on June 16, and she stated that enroute to Redlands you came upon the scene of an accident in which two of your sons were involved. She stated that you recognized the vehicle involved in the accident as belonging to your family and you stopped to investigate, finding one son had been sent to the hospital and your other son uninjured. My mother also advised that you returned to the coach and performed the balance of your service in a very courteous, efficient and safe manner under what I am sure were very trying circumstances.

May I express to you my congratulations on your devotion to your job and on your ability to continue to render courteous, safe and efficient service under such circumstances.

I sincerely hope your son was not seriously injured and that he has fully recovered from this most unfortunate incident.

Best regards.

Sincerely yours,
W. C. SCHOLL
Manager of Personnel

We are happy to report that neither son, Kenneth, the driver, nor Raymond, was seriously injured—just shaken up. Sad to say, though, their pick-up truck was demolished.

Their father, Leroy, has been with us for 14 years. He reports having been in uniform since he was 16 years of age. He started out as a messenger with old Postal Telegraph, and subsequently worked for the transit company of Moline (his home town), Illinois, before coming to California in 1943. So here's to Calm, Cool and Collected Cox!

Women's Club News

San Bernardino-Riverside Area

By MRS. VELMA LA HUE, Secretary

THE LATEST MEETING of the Women's Club was held at the home of Mrs. Velma La Hue. Those present were: Mrs. Olga (John) Davis, Mrs. Ruth (Joe) Potts, Mrs. Maye (Harvey) Reeves, Mrs. Helen ("Mickey") Walsh, Mrs. Eleanore ("Swede") Anderson, Mrs. Leone (Joe) Evans, Mrs. Dorothy (Rawleigh) Armes, Mrs. Ann (H. C.) Arthur, and Mrs. Velma (Leroy) LaHue.

Ruth Potts was having a birthday, so we all helped her open her presents, after which refreshments of pie and coffee were served.

Ocean Park Division

By MARTHA FALBAUM

Beachcombers

Jean Hart, cashier replacing Josephine Kightlinger, who has retired (see page 17,) enjoyed a weekend at Sans Souci Lodge in the Valley of Enchantment, just the other side of Crestline.

H. M. (Hap) Dunlap, evening division clerk, has just bought a new home in Hawthorne and is enjoying the HEAT immensely.

Division Clerk and Mrs. A. B. Marshall had their silver wedding anniversary on June 20. "AB" gave his bride of 25 years a Counsel English Ford for an anniversary present. Their two daughters, home from eastern schools, gave their parents a party to celebrate the event.

We extend our sympathy to *Walter Beiriger*, night relief clerk, who lost his mother last month.

Division Foreman *A. C. Tieman* is still remodeling the home he bought in Manhattan Beach. One of the rooms in his new home his wife calls the "Ghost Room," but so far he has not given us an inkling as to why it is so called.

T. K. Bray, a new (since April) operator, was radio singer for nine years, ending about 1950. Along with his brother and sister, he sang hillbilly and religious songs with the Happy-Five Quartet and Happy Ramblers over WNOX, Knoxville, Tennessee, and WHLN, Harlan, Kentucky. They also sang with the Happy-Four Quartet over WING in Dayton, Ohio. Bray should be good material for the Transportaires.

Operator *E. F. Gilligan* almost had a Fourth-of-July baby. His wife gave birth on July 3 to a lovely girl, *Kim Patricia*. Gilligan says she is a DOLL. She weighed only five pounds, nine ounces.

Operator *J. D. Morrison* was convalescing in the Santa Fe Hospital in late July from an operation on his back, which he hurt in March on his backdoor steps at home.

Congratulations to the newlyweds — *Operator and Mrs. E. R. Halacz*. E. R. surprised us by going to Las Vegas and getting married (seems to be catching here at Ocean Park). His pretty bride, *Dorothy Ann Castello*, a native of Lennox (now Inglewood) works for the law firm of Gibson, Dunn and Crutcher, at 6th and Spring Sts., Los Angeles, and plans to continue working.



EX-RADIO SINGER—*T. K. Bray*, Ocean Park Operator. See OP column for details.

Operator *C. L. Robbins'* son, First Sergeant *C. L. Robbins, Jr.*, of Camp Roberts, at Paso Robles, with his wife and two children was home visiting his parents. He is in the regular army now, but just before this assignment, he spent three years in Germany, part of this time in demobilization training. His next move will be training to take bombs apart.

Night Clerk *G. (Barney) Geist* must have had a wonderful time with his family on his vacation in Canada judging from the beautiful postal cards and letters he made us drool over.

Operator *T. E. Pruitt* broke his right thumb while playing softball. The thumb is in a cast and looks almost as big as his whole hand. It must be very inconvenient to make change with the left hand.

Our sympathy is extended to Operator *L. A. Knofter*, whose father-in-law was killed in an automobile accident in Oxnard.

Maintenance Department

A. W. ("Al") Adrian, auto repairer at Ocean Park, decided his son *Harvey* was old enough to quit playing with toys, so he told him to go fishing. Harvey, age 14, is now keeping the family well supplied with fish. Al, not to be outdone, decided to go grunion hunting. He came home with a 3-inch grunion in a 5-gallon pail. Harvey will be "allowed" to play with toys again soon. — So reports Foreman *W. S. Bowles*.

General Claim Department

By PAUL A. KARI

CHIEF INVESTIGATOR *Bob Voss*, wife *Jean* and children *Shirley* and *Richard* entrained for Chicago late in July for a two-week vacation, visiting relatives and friends in the Windy City — the highlight to be attending a niece's wedding.

General Clerk *Mary Stevenson* chose to spend her vacation at home with her family in Sierra Madre. Mary entertained her sister-in-law, *Mrs. Murray Nevels*, and daughters *Toni* and *Cindy* of San Antonio, and her sister, *Miss Rosemary Nevels*. The latter is principal of a U.S. Air Force dependents' school in Turkey, and she flew from the Middle East to San Antonio, where she joined Mrs. Nevels and the children for the balance of the trip to California by train.

Chief File Clerk *Iola Mason* and her husband, *Ed*, also enjoyed a vacation at home, with side-trips to Disneyland, Knott's Berry Farm, and other points of local interest.

Claim Agent *Dick Dunlap* and wife *Eleanor* spent the better part of a week at Las Vegas.

Investigators in the Claim Department's "Bull Pen" are currently receiving instruction in the fine art of photography, following Metro's purchase of a "Crown Graphic" camera and accessories. The camera will enable the investigators to take pictures at accident scenes under any conditions. Claim Agents *Jerry Woods* and *Bill Berke* are giving the instruction.

Investment Club No. 1

By R. D. HIRD

FROM an original investment of \$80 in stock, decided upon by the six members present at a meeting on July 30, 1954, the Investment Club has grown so that its present investment is over \$6,000, and its membership 16, with a limit of 20. The liquidating value of our investment has never been lower than \$9.68 for each \$10 invested, and has reached as high as \$14.22.

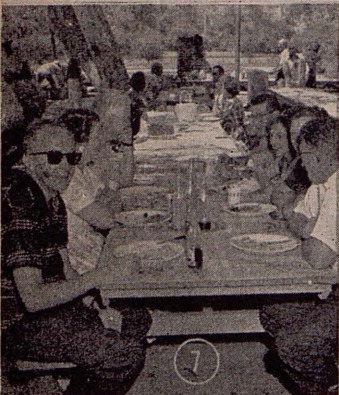
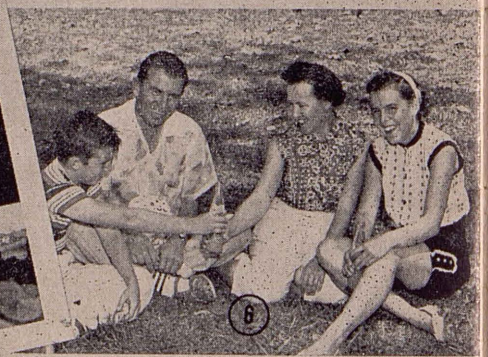
Each member pays dues of \$10 a month, plus 10¢ to the petty cash fund.

Though we have made a few poor investments, we have made many good ones, by the method of having the membership vote on rec-

(Continued on Page 23)

GLENDALE PICNIC - - JULY 28

(For captions, see opposite page)





(1) Malia, 3, daughter of Division Clerk and Mrs. W. R. Patterson, registers satisfaction. (2) Mrs. Patterson (she admits to 24 summers) and the four little Pats: from left, Malia; Stephan, 6; Charles, 4; Gaila, 2. (3) The serving table. (4) Clockwise, from left: Charles Woodbury, 10; his dad, Assistant General Claim Agent, C. M. Woodbury; Mrs. Woodbury; General Claim Agent William Pollack; Chief Special Agent Joe Shafer; Fred Vote, retired PE guard, Joe's guest; Asbury Operator R. D. Vahne (he ran the games); Operator and Mrs. D. P. Johnson; the latter's mother, Mrs. Mary Truxel; George, son of Mrs. Truxel; Vice-President and General Manager R. F. MacNally; Superintendent of Transportation John D. Puffer. (5) Mr. Yahne, in charge of bubble-gum blowing contest, demonstrates style for the eager entrants. (6) The McIntosh family: from left, Tommy, 11; dad, Thomas B., Glendale truck driver; Mrs. Mac; Linda, 16. (7) At left, the first three are Personnel Assistant John S. Wilkens, and Public Relations Director and Mrs. R. O. Christiansen. The nearest four at right are, from left, Personnel Manager and

Mrs. W. C. Scholl; Asbury Manager and Mrs. Tom Arnott. (8) Lady hides behind tree as the Arnott bugle sounds. (9) Watermelon-eating contest—including Division Foreman Ken Parker, left. (10) Campbell family gets soft drinks. From left are Mary, daughter; mother, Mrs. Jeanette C.; Verne Godwin, father of Mrs. C.; David, 8, son of Operator John R. Campbell, right. (11) Judy, 13, feeds her dad, Operator H. E. Whitney, as other daughter, Kathy, 16, looks on. (12) Picnic committee helps late-arriving member Bill Wright to a plateful of food. From left are S. W. Axton, H. H. Hays, Kenneth E. Parker, Bob Yahne, Wright, Hugo Gode, and B. C. Lamb. (PICTURES ABOVE): (13) Another late arrival, Mrs. Lonnie McInnish, and her children. Gloria, 3, sits beside mother; Lonnie, Jr., 2, sits on table; Kathy, 1, in stroller. (14) Start of potato race, won by Heidi Silliman, 13-year-old daughter of METRO COACH NEWS Editor W. W. Silliman. (15) Winners of egg-throwing contest show how they did it while Games Chairman Yahne bugles for attention. Winners: Operator H. E. Whitney and daughter Judy.

Investment Club

(Continued from Page 21)

ommendations made by our brokerage counsellor and the club officers. There have been countless differences of opinion, many chuckles over these same differences, and, as a result, a growing understanding of the stock market, investments generally, and each other. In this last area of understanding is where we have probably found the greatest value of our meetings. Monetary gains, though also real, have been less important.

The business of trying to analyze the stock market and the financial structure of our nation is somewhat akin to trying to understand the Bible. Look casually through the pages of Holy Writ. Isn't your first impression that it's hard to understand, too full of detail, dry reading? Only by careful study does the amazing truth begin to unfold—the significance of the great stories, the great men, the great prophecies, etc.

So with finance. A study of the stock market uncovers not only statistics, but also men and women who started with an obscure idea that, through courage and perseverance, they made grow into a boon for all. You will find future trends and world events in the financial news before you ever see them on the editorial pages of your newspaper. If it is the latest in men's fashions, public transporta-

tion, a do-it-yourself idea, or a new breed of dog, you're likely to find it first in financial papers like the *Wall Street Journal*.

In such pioneering ventures of the American spirit we members of the Investment Club feel that we have some share. In fact, our portfolio to date holds a good representation of our nation's business: air lines, utilities, electronics, dry goods, etc. Two of our holdings are becoming fabulous!

Instead of a president and a vice-president, we now have four co-chairmen, elected annually. Currently they are *Chris Brunn*, R. D. *Hird* (operator), *Art Ozias*, and B. A. *Williamson* (operator-on-leave). These four meet two weeks before the regular meeting to talk over stocks and to develop new ideas for the approval of the membership.

The broker (*Kenny Mangum*, of Harbison & Henderson) gives them a rundown on those that look interesting, and a mimeographed sheet with a brief on each company's financial picture is sent to each member for study. At the following club meeting, the stocks listed are brought up for a vote.

In addition to the co-chairmen, members include *Eunice Edwards* (wife of Operator V. E. Edwards), treasury agent; *Joseph Donchi*, assistant treasury agent; *Helen Heckman*, secretary; Operators *Lloyd Bowers*, *T. E. Pendleton*, and *R. F. Slocum*; *J. D. ("Shorty") Hall*, Long

Glendale Division News

By STUART F. DISPENNETTE

LEAVING Aug. 29 on the *Lurline* at 8 a.m. for a trip to Honolulu are Operator and Mrs. *Stuart W. Axton*, Operator and Mrs. *L. V. Still*, and Mrs. Still's sister and brother-in-law, *Mr. and Mrs. J. E. Giddens*.

They will stay at the Waikiki Biltmore and tour all the islands. Their return trip to the States will be by United Air Lines.

On September 14, while they are there in Hawaii, Stu will celebrate his 28th anniversary of service with PE and Metro. He was the first operator to start the Montrose shuttle, back in 1934, with the old Motor Transit Company. As it does now, the shuttle then ran between Broadway and Brand and Montrose. Stu is still on the same route as he was in 1934.

Glendale Operator *Paul H. Hunt* put up a notice of "TAX EXEMPTION" on the division bulletin board on July 30. That morning at 4:45 his wife, *Margaret*, brought into the world a baby daughter, *Carol Lynn*, who weighed at birth seven pounds, four ounces. Carol is their first child.

Beach mechanical foreman; *B. E. Edwards* and *G. W. Kinder*, from PE; *J. Johannes*, *G. R. Lobb*, and *A. C. Olsen*.

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