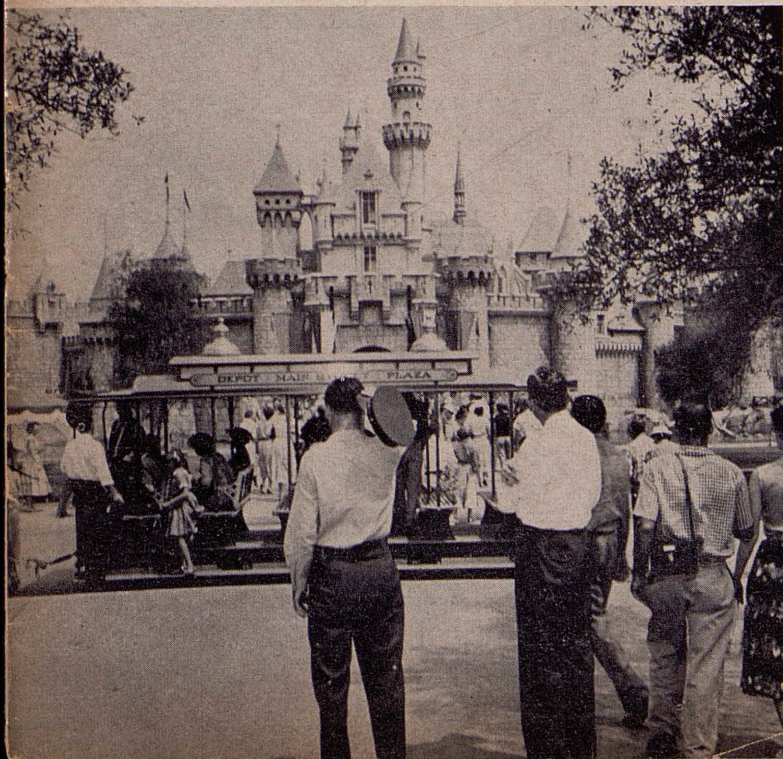


METRO COACH *News*

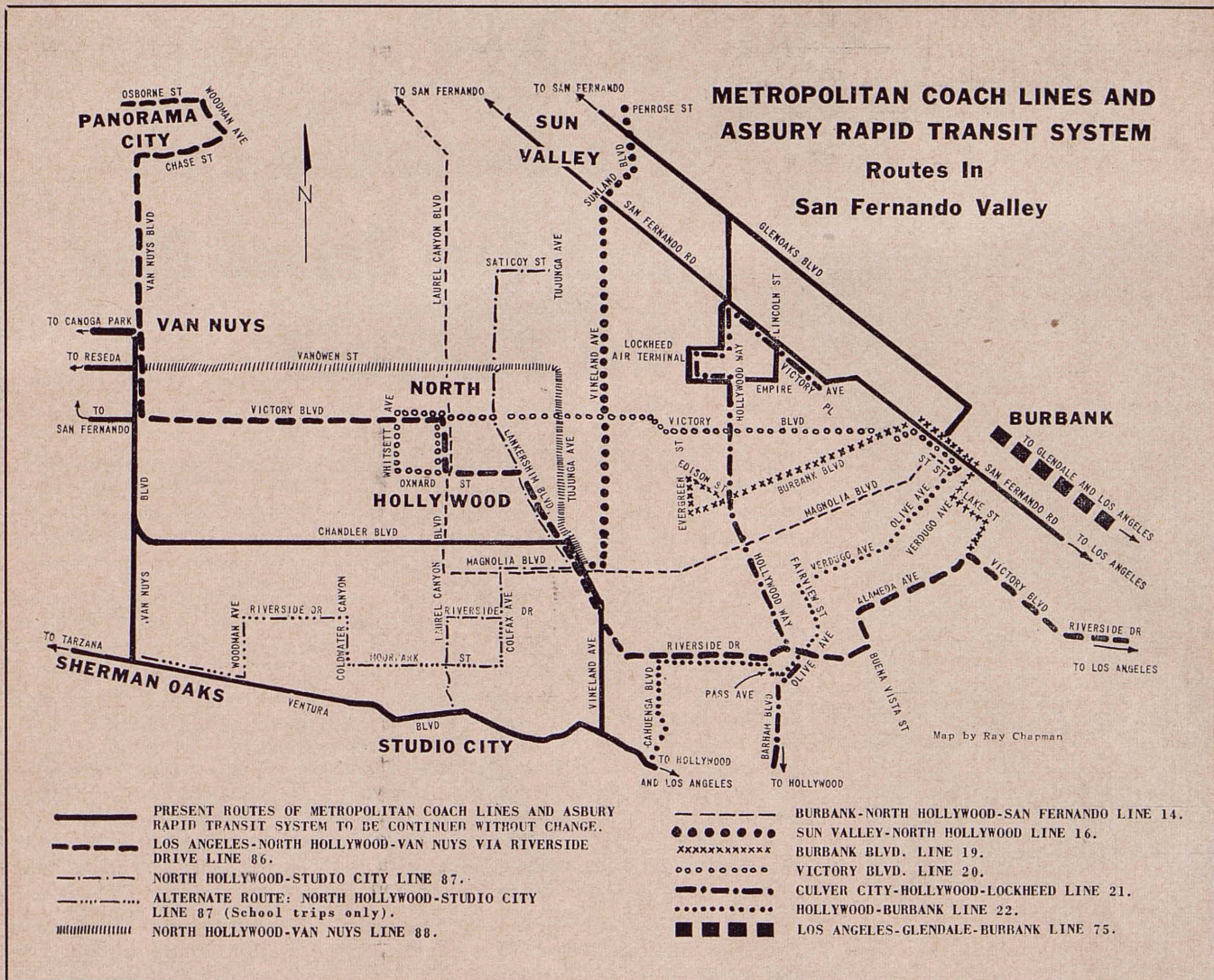


AUGUST, 1955

Tel. TRinity 2792



via Victory
Blvd., Oxnard
e. to Victory
via Victory
(e 7)



Valley Service Changes Granted

IMPORTANT CHANGES will occur in both Metro and Asbury service in the San Fernando Valley August 29 as the result of an order of the State Public Utilities Commission August 9.

Lower fares for many will be the result of a broadening of Asbury zones and the establishment for the first time of joint fares and free transfer privileges between all Metro and Asbury lines in the San Fernando Valley (with the exception of Asbury's Hollywood-Pasadena Line 17). Re-routings, extensions, and consolidations on lines of both companies will provide through service between Valley communities and will also provide lines for some areas not now served.

Principal Metro line changes include: (1) Changing Line 88 to operate from Magnolia and Lankershim Blvds., over Lankershim Blvd., Tujunga Ave., and Vanowen St. to Van Nuys Blvd., in order to give a large new area through service between North Hollywood and Van Nuys. (2) Re-routing Line 86 via Victory Blvd. and Laurel Canyon Blvd. to Oxnard St. to serve a new shopping center at Laurel Canyon Blvd. This line will also be re-routed over Victory Blvd., Alameda Ave., and Buena Vista St., instead of Riverside Dr., in the Burbank area, to serve a more populous district and to provide service formerly offered by Asbury. (3) Combining portions of Lines 87 and 88 to op-

erate from Studio City over Laurel Canyon Blvd., Riverside Dr., Colfax Ave., Magnolia Blvd., Lankershim Blvd., and Saticoy St. to Tujunga Ave. The new line will be numbered 87. The portion of old Line 87 along Moorpark St., Coldwater Canyon, Riverside Dr., Woodman Ave., and Ventura Blvd., to Van Nuys Blvd., will operate school service only on school days.

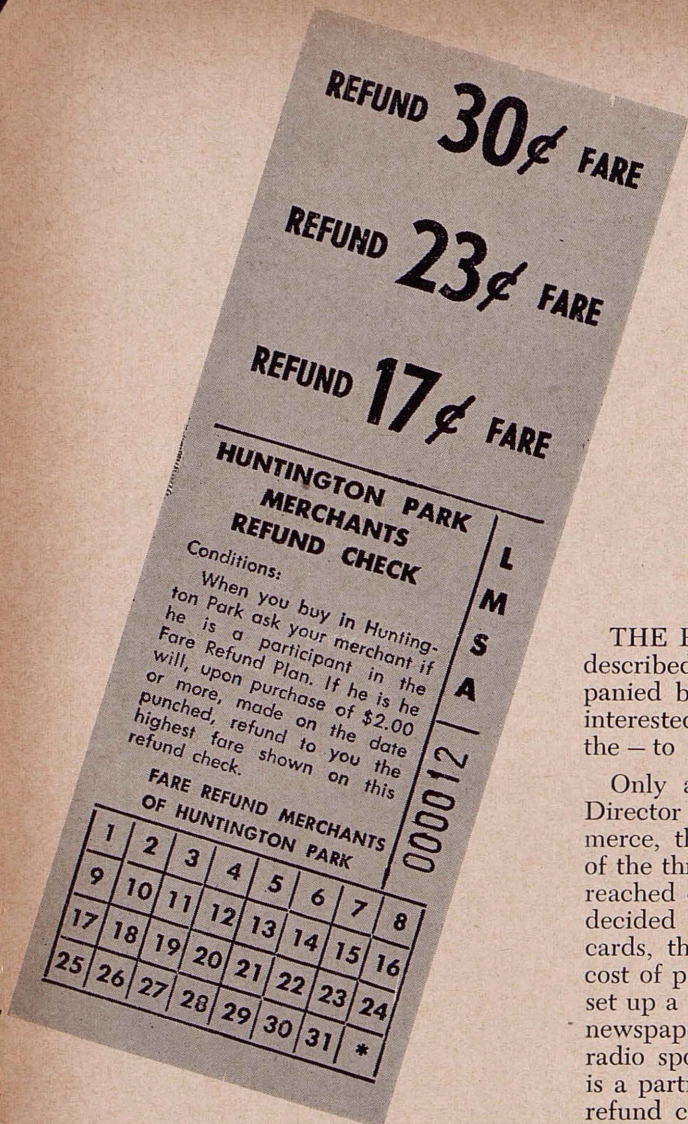
Major Asbury line changes are: (1) Extension of Line 20 with more frequent service to a new major shopping area at Laurel Canyon and Victory Blvds., via Victory Blvd., Laurel Canyon Blvd., Oxnard St., and Whitsett Ave. to Victory Blvd., and returning via Victory Blvd. (Continued on Page 7)

HOW The Huntington Park Cash Fare Refund Plan Was Publicized

THE PROMOTION of the cash fare refund plan in Huntington Park, described in the last issue of the METRO COACH NEWS, was accompanied by considerable publicity which we thought employees might be interested in seeing, since the story affords a glimpse of the workings of the — to many — rather vaguely understood public relations department.

Only after some six months of discussion between Public Relations Director R. O. Christiansen and the Huntington Park Chamber of Commerce, the Huntington Park Merchants Association, and representatives of the three other transit companies involved was a satisfactory agreement reached on how the plan should operate and be financed. It was finally decided that the four transit companies would share the expense of car cards, the "Free Rides for Huntington Park Shoppers" folders, and the cost of printing the cash fare refund tickets. The participating merchants set up a budget for advertising and promotion costs, including a full-page newspaper advertisement in the two local papers, a weekly one-column ad, radio spots, periodic news stories, window cards showing that the store is a participant, and smaller cards on display in the store to show where refund coupons could be redeemed.

Purpose of the promotion was to publicize the advantages of Huntington Park as a shopping center to residents of surrounding areas, and the ease and inexpensiveness of reaching it by public transportation instead of by automobile.



BLOWN UP to four columns, this photo of Operator B. C. Brazell giving cash fare refund check to the mother and daughter of Mrs. Lynn Stone was used in the Huntington Park Signal to publicize the plan. Note car card advertisement over mirror.



DISTRIBUTION of 100,000 "Free Rides" pamphlets (see opposite page) was made to participating merchants by Manager Roger McGinnis, of the Huntington Park Chamber. He's being loaded by Mmes. Winifred Lowery, left, and Lynn Stone.





READS AD in Huntington Park paper telling about cash fare refund plan for shoppers in downtown Huntington Park. Ad was sponsored by participating merchants.



GOES SHOPPING and decides to take advantage of refund plan. Boards Metro's Long Beach-Huntington Park line, asks Operator A. R. Jischke for refund check.

Donna Beiriger, secretary to auditor, modeled for the special series of photos on this page.



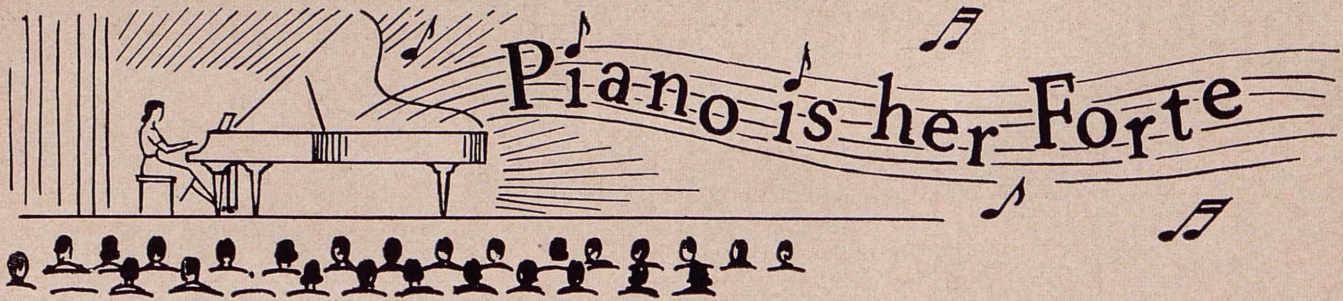
SEES WINDOW CARD announcing that the store participates in cash fare refund plan; likes window samples; decides to buy.



PAMPHLET produced by Metro's public relations department, mailed with bills by H.P. merchants.



GETS REFUND from manager, W. M. Tate, after making a purchase and presenting refund check. Mr. Tate is director-advisor of the Merchants' Committee, Huntington Park C. of C.



**Kathleen Roach, 12-Year-Old Daughter of Maintenance Foreman,
Wins Hollywood Bowl Award for Excellence at the Piano**

THE SIDE DOOR of a large room in Glendale's Tuesday Afternoon Club opened. Through it tripped demurely but smilingly a rather tall, slightly-built child of 11 or 12, wearing a modest, white flowered party dress. Her eyes at once focused the attention of the expected crowd. The irises were so dark they seemed to blend with the pupils, and the effect was one of soft, sensitive, bafflingly mysterious depths, in which, nevertheless, were—one couldn't quite be sure just where or when—glancing lights of whimsical humor.

A ripple of applause as she entered grew to solid proportions while she walked quickly and confidently to the grand piano at the

center of the room; it stopped in suspense after she had bowed in acknowledgment. She sat down at the bench, adjusted it to suit her, and began to play Bach's "Jesu, Joy of Man's Desiring."

A few bars were enough to indicate to those who had never heard her play, that *Kathleen Ann Roach*, daughter of Metro's Macy Division Foreman of Running Repairs *John J. Roach*, was more than just a 12-year-old child playing music designed for 12-year-olds. At the conclusion of the first group of numbers, which ended with Beethoven's "Six Variations on Nel Cor Theme," the audience of 200 showed their growing appreciation with instant and lasting applause.

Chopin, Schubert, and Liszt followed, and as the young artist warmed to her task, it seemed that her playing became increasingly fluent, her interpretations more and more intuitively beautiful. The culmination of her two-hour recital, at least to this hearer, was Mozart's "Concerto in A-Major," with orchestral accompaniment sensitively played on a second piano by an adult.

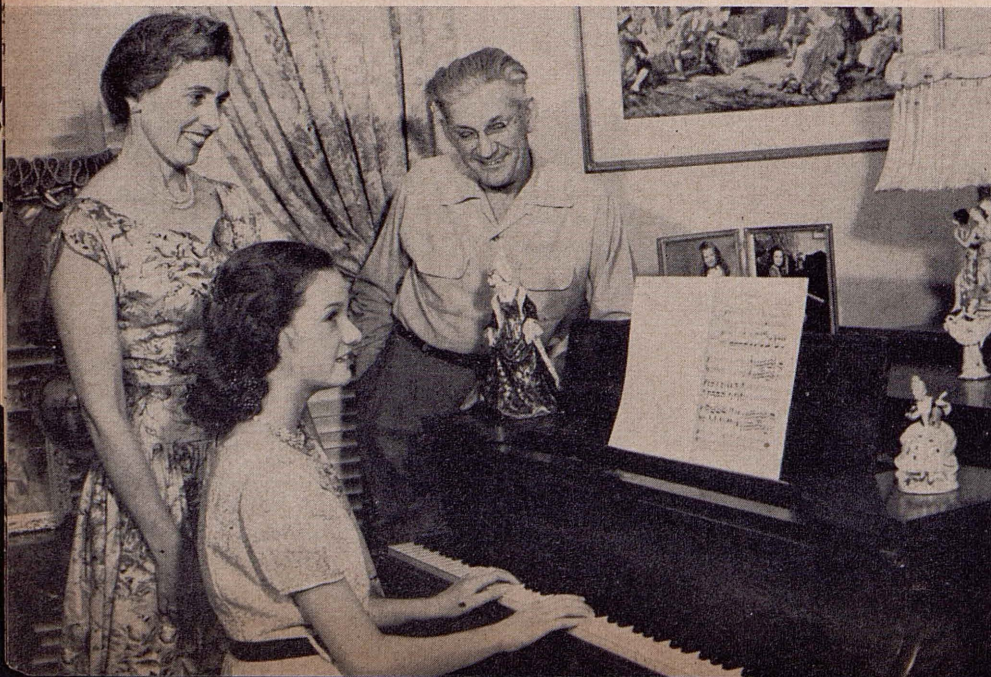
During the intermission, Kathleen was presented with a Hollywood Bowl Award (see cut) for "outstanding talent in music; for alertness, keen interest and advancement in academic studies in keeping with the standards and qualifications established by the Hollywood Bowl Awards Committee." The award had been signed by *Mrs. Norman Chandler*, president, Hollywood Bowl Association. It was made upon the recommendation of *Mrs. Marjorie Duncan Baker*, well-known Glendale musician who has taught Kathleen piano for the past two and a half years.

"She would have deserved it every year," said Mrs. Baker, "but I felt that receiving it this year would mean more to her because she's older."

The Award carries with it an invitation (a privilege otherwise difficult to obtain) to attend a rehearsal of the Los Angeles Philharmonic Orchestra under the baton of a famous conductor, and also to attend the actual performance of the works rehearsed.

The Roach family noticed that at a very early age Kathleen started to play chords at the keyboard. When she was seven, they started her on popular piano. Her conscien-

AROUND THE PIANO in the Roach living room are Kathleen with her father and mother. Father, John J. Roach, is automotive division foreman of running repairs at Macy.



VALLEY SERVICE CHANGES GRANTED

(Continued from page 3)

Bld. This extension will replace a portion of Line 86 on Whitsett Ave. and Oxnard St. (2) Discontinuance of the Los Angeles-Burbank-Lockheed Air Terminal Line 13, whose users will be served by other Asbury lines and the re-routed Metro Line 86. (3) Combining San Fernando-North Hollywood Line 14 with Burbank-North Hollywood Line 18 — as Line 14 — and operating straight over Magnolia Blvd. to Burbank, instead of terminating at Chandler and Lankershim Blvds. (4) Combining Hollywood-Culver City Line 21 with Hollywood-Lockheed Line 24 — as Line 21. This

line will provide through service from Culver City to Lockheed via Hollywood. (5) Re-routing Line 16 from the intersection of Burbank Blvd. and Vineland Ave., via Vineland Ave. and Magnolia Blvd. to terminus at Lankershim Blvd. (6) Terminating Line 19 at Victory Blvd. and Alameda Ave., with transfer provided to Metro's Line 86 (to destinations in the San Fernando Valley only), which will serve the area formerly served by Line 19. (7) Users of present Line 23 along Magnolia Blvd. will be afforded a direct connection and transfer at Hollywood Way from Line 14 to Line 21 to and from Hollywood. With this transfer, and with Line

22, the frequency of service from Olive Ave. and San Fernando Rd. to Hollywood will be 20-25 minutes.

Asbury was also granted a basic fare of 17c, instead of 15c, for a two-zone ride, with an added 6c for each additional zone. Thus, Asbury will have the same fare structure as Metro, except that Asbury cannot sell or accept tokens, nor can tokens be used in payment for joint fares. Ten-ride commutation books will be sold for 95% of 10 times a one-way fare. Forty-ride school tickets will range from \$3.60 to \$12. Neither type of book is taxable. Metro commutation and school tickets will be sold and accepted by both companies.

tious and honest teacher, however, soon informed the fortunate parents that Kathleen had too much talent to waste on popular music, and that she should be in the hands of a competent "long-hair" teacher. Mr. and Mrs. Roach promptly followed this advice in October, 1952, when their daughter was nine — with startling results.

"I'd rather practice than do anything else," says Kathleen, who was at the piano daily—including Saturday and Sunday—from 6:40 to 8 a.m., and from 3:30 to at least 5:30 p.m. during the past year when she was attending the Holy Family grammar school as a sixth-grade student. In compliance with her teacher's wishes, she disciplines herself to a great deal of practice, at slow speeds, with score, in order to gain a clean, strong technique. Of course, there are the usual technical exercises. In addition, she also studies theory and the lives of composers.

This summer her daily schedule

PLACES SECOND

KATHLEEN won second place in the Young People's Division of the Glendale Symphony Orchestra Association's Auditions, according to a letter she received from the Association in mid-July. Only .8% separated her from two girls who tied for first place. Her score was 91.9%.

As a result, she will play at the annual dinner that opens the concert season in Glendale on October 6, at the Tuesday Afternoon Club.

is somewhat more flexible, but she still practices a minimum of three hours a day. Always fond of swimming, she has almost completed a four-weeks' life-saving course at the Verdugo pool, leading to a Red Cross life-saving certificate.

Her music and swimming, however, have not prevented her from achieving a record of "A" in all subjects ever since she has been in school. Nor does she appear to feel in any sense "deprived" by her piano practice of other enjoyable activities.

Interestingly enough, although her favorite composers are the giants Mozart and Beethoven, her taste in books is still that of a little girl who loves "The Bobbsey Twins," "Heidi," "Toby Tyler," and others of the sort. She professes to have no favorite book or author.

The recital described at the beginning was Kathleen's fourth solo appearance, not counting performances at many civic clubs, women's clubs, and other associations.—Butterflies in the stomach? She never has them before a recital!

Several other honors have already come to her. In 1954, she was national winner, intermediate class, of a piano audition given by the National Guild of Piano Teachers. This year, she was a winner in the international contest of the same organization. She was also winner in piano of the Glendale Talent Search contest sponsored by the Chamber of Commerce in 1953. In mid-June, she auditioned for a concerto with the Glendale Symphony Orchestra, and at this writ-

Hollywood Bowl Association Certificate of Merit

Awarded To

Kathleen Roach

For outstanding talent in music, for alertness, keen interest and advancement in academic studies in keeping with the standards and qualifications established by the Hollywood Bowl Awards Committee.

Hollywood Bowl Association

Hollywood, California

Dated May 26, 1955

Mrs. Norman Chandler
President

TALENT AND HARD WORK brought Kathleen this award. It was presented after her May recital in the presence of 200.

ing, the decision had not been rendered.

One other accomplishment of Kathleen's of which her parents are proud is the dancing and singing she did as a child of eight in the MGM movie, "Love is Better Than Ever," with Elizabeth Taylor.

What does her father think of his gifted young daughter? Obviously, a great deal more than he tells. Professing complete ignorance of music, his comment, spoken in a carefully judicial tone, usually runs in the third person:

"They say—people who know music—that she's good—for a 12-year-old. I'm no musician myself, and therefore no judge, but as far as I can tell, she plays pretty well." But you can sense his feeling of pride as he speaks.

GLENDALE RAILS

End of The Line

LAST DAYS of the Los Angeles-Glendale-Burbank Rail Line came too late to be pictured in the June issue of the METRO COACH NEWS.

On these two pages, we therefore present pictures taken of:

The Metro-sponsored luncheon for 90 civic leaders at Sailee's Restaurant, Burbank, Friday, June 17; and—

Three railfan trips taken over the line on Sunday, June 19. The first two trips were taken by the Pacific Railroad Society in cars that left the Subway at 9 a.m. and 2 p.m., respectively. The third, which left the Subway at 4 p.m., was taken by the Southern California Division of the Electric Railroaders Association, Mayor John Lawson of Glendale was on hand for pictures taken at Broadway and Brand.



"HERE'S WHERE I STOOD when the first car moved out of the Subway 31 years ago," said Jack Hawks, foreman of the maintenance department at that location. He said it on the morning of Sunday, June 19, when the Subway was about to close down for good.



SPECIAL COACH OPERATORS Alexander P. Drazin (left), Raymond C. Rothermel and Chester M. Brenner enjoyed the civic luncheon along with the 90 civic leaders and Metro executives they brought from Los Angeles, Glendale, and Burbank for Mr. Haugh.

AFTER METRO-SPONSORED LUNCHEON FOR CIVIC LEADERS IN LOS ANGELES, GLENDALE, AND BURBANK, JUNE 17.

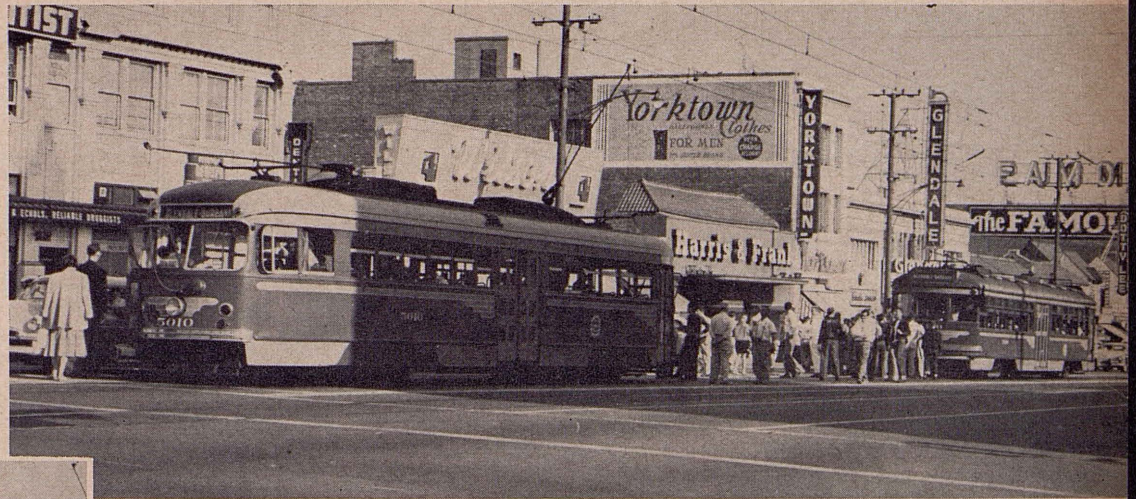




ELECTRIC RAILROADERS' TRIP—Mayor John Lawson, second from left, shown with Electric Railroaders Association leaders and Metro Operators O. C. Pruess, who ran the last car (5160) out of the Subway, and W. G. Burnham, who operated the next to the last car (5010). At right is Lazear Israel, Assn. president.



PACIFIC RAILROAD SOCIETY'S TRIP—Mayor Lawson shakes hands with E. A. Abbott, who operated car 5164 for the 9 a.m. special trip. At right is Nolan Black, president of the Society. All special cars stopped for several minutes at Broadway and Brand, where railfans took innumerable photos for their albums.



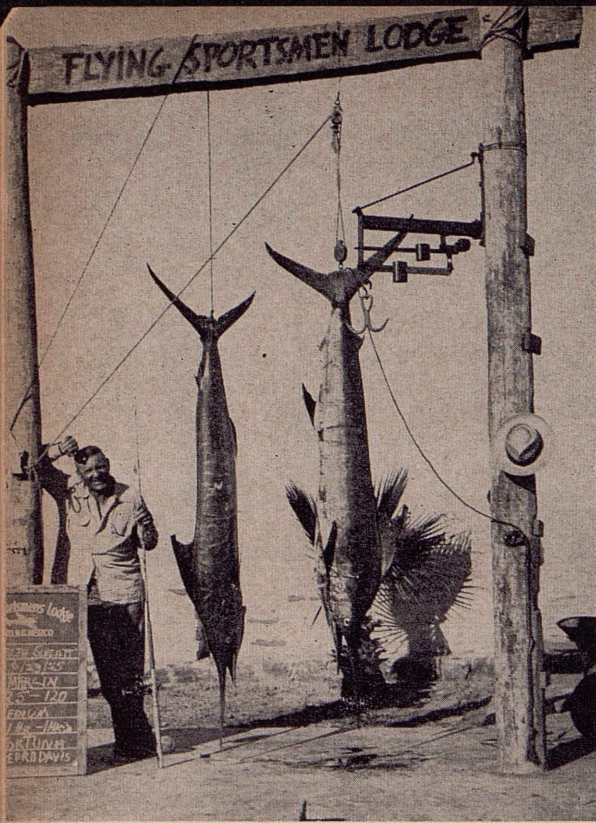
RAILFANS at Broadway and Brand, Sunday, June 19.

BROADWAY & BRAND, Sunday, June 19. An outbound schedule operated by T. R. Asell during first-day operation of the Los Angeles-Glendale-Burbank Motor Coach Line.



LEANING OUT the front window of the car which O. C. Pruess showed him how to pilot across the intersection at Broadway and Brand, the Mayor shakes hands with Jack Ferrier, last passenger to board a regularly scheduled train out of the Subway. Jack says he was motorman on the last wooden car out of the Subway, September, 1949.





DOWN MEXICO WAY—Operator Ralph Sweatt and two marlin, the larger 169 lbs., the other 120, he caught in the Gulf of California near Loreto, while on a Travelogue trip with Los Angeles Times automotive section staff. He also caught a 107-lb. sailfish, record size up to mid-June this year at Loreto—and had it registered.

LORETO, MEXICO

“OUT OF THIS WORLD!”



Operator Ralph Sweatt, expert fisherman, camera man, visits Loreto, Mexico, on Gulf of California, with L. A. Times party.

(Photos on this page courtesy of Los Angeles Times)

“OUT OF THIS WORLD” is the enthusiastic phrase Operator *Ralph Sweatt*, of the Sunland Line, applies to Loreto, Mexico — a fisherman’s paradise on the Gulf of California. He brought back some photographs to prove it.

Ralph, former system golf champion, is likewise a fisherman of sorts, an expert with a camera, a lover of travel, and a teller of interesting tales about his experiences. In company with *Charles McGranahan*, executive of the Los Angeles Times classified automotive ads, and equipped with a 16-mm. Bell and Howell movie camera and lots of color film, he drove to Tijuana and flew to Loreto on a trip that lasted from June 18 through June 26, with all expenses paid.

“It was both a picture-taking and a fishing trip,” said Sweatt. “I was taking pictures for McGranahan of big fish and how they are caught. We stayed at the finest places and were received and entertained like kings.”

“You see,” he continued, “the ‘Open Road’ television program people had made a travelogue film which involved fishing, but they discovered they needed some pictures of some big fish being caught; so, since the *Times* is the sponsor of the ‘Open Road,’ we went to Loreto to get pictures they could use later in their travelogues.”

“I’ve made five travelogue films with McGranahan,” he added, “and all of them have been used on the ‘Open Road.’ Stills are also taken,

and many are used in the travelogues that appear in the *Times* each Sunday.

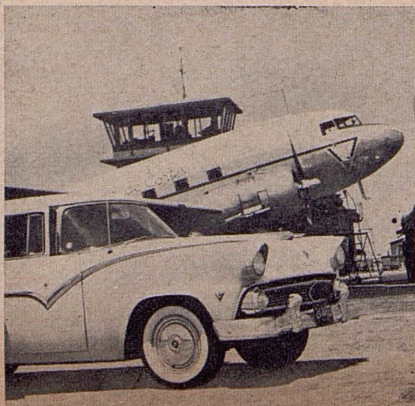
“One of the purposes of our auto and plane trips is to show facilities of the places we go, as well as house trailers and other conveniences that make travel easy.”

“Open Road” appears each Thursday on Channel 11.

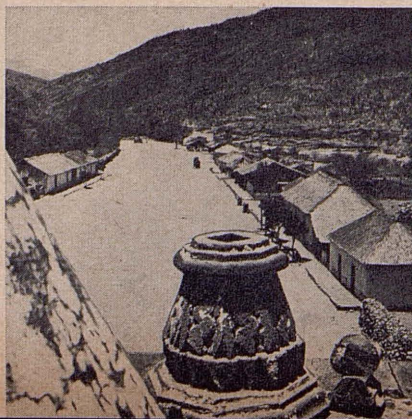
Mexico, in Ralph’s opinion, is a wonderful place — gorgeous scenery, a hot but dry climate, people “fifty times friendlier” than those on the north side of the border, and a place where “a person with an income of \$100 or \$150 a month could live like a king.”

He planned to take a picture-making and fishing trip to Ensenada in August.

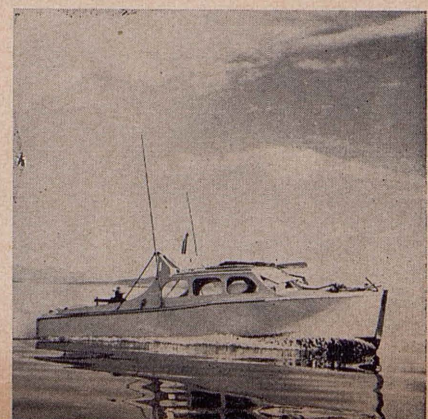
TRAVEL TIPS — By automobile to Tijuana, then 630-mile plane flight to Loreto.



ANCIENT VILLAGE 28 miles from Loreto, seen from San Javier Mission, built 1757.



ON THE GULF—The 32-ft. cabin cruiser Ralph and party fished from at Loreto.



CHARTER MOVE:

"DESTINATION UNKNOWN"

11 Operators Report Fine Time at Party for 400 Dance Pupils of Veloz & Yolanda

DANCING CLASSES of Veloz and Yolanda enjoyed their annual "destination unknown" party May 29 with the help of 11 Metro charter coaches, according to Traffic Representative *Frank Screech*.

He, Supervisors *W. G. McBain* and *Paul Hill*, and 11 operators were on hand for the occasion.

The coaches assembled at the west end of MacArthur Park, where party-goers had been instructed to gather at 4:30. When the nearly 400 passengers from the eight Los Angeles area studios of Veloz and Yolanda were aboard, the caravan started, with Mr. McBain in the lead with the radio car, then Veloz and Yolanda in the car shown in the middle picture, and the coaches.

First stop was the Players' Restaurant, on the Sunset Strip, for cocktails; then out Cahuenga Pass and Ventura Boulevard to the Glen-Aire Country Club, Sherman Oaks, for dinner and dancing exhibitions by class members.

"Have dinner with us; mingle with our guests and have a good time," Mr. Veloz urged the drivers.

"We all followed his advice, and consequently had a wonderful time," said Mr. McBain. "All the guests, as well as our host and hostess, saw to it that we enjoyed ourselves."

The party started breaking up at midnight, with the last coach leaving about 1:30 a.m., the supervisor said.



ELEVEN COACHES AT MacARTHUR PARK



CORDIAL HANDSHAKE is given Supervisor *W. G. McBain* by Veloz. In the front seat are Yolanda and Bob Mann. Mr. Mann made coach arrangements for studios with Mr. Screech.



OPERATORS for the trip included, in the front row, from left, *M. W. Stevenson*, *R. A. Sweatt*, *J. H. Hoover*, followed by *Bob Mann*, manager of the Hollywood studio of Veloz and Yolanda; and Supervisor *W. G. McBain*. Back row, from left: *H. M. Geno*, *G. N. Freeman*, *L. V. Still*, *J. A. Worsley*, *H. E. Gaddy*, *Veloz* (the dancer), *E. R. Rourke*, *J. E. Wandler*, and *A. L. Luckie*. "Dine with us and enjoy yourselves," urged Veloz.

"GOOD WILL TO MEN" —

Operators — All Districts

E. A. Abbott: President of Pacific Railroad Society expresses appreciation for efficiency on last rail trip on Glendale-Burbank Line on June 19. (See pictures on page 9.)

J. C. Albrizze: Commended particularly for helpfulness to blind passenger.

D. L. Anderson: Many kindnesses to passengers admired by all.

George R. Andrade: ". . . When you find a man so kind and so considerate, he deserves real praise."

E. J. Armstrong: Commended for efficiency and honesty in handling money.

R. L. Bacchus: For courtesy, consideration, and his manner of driving his bus.

F. H. Belk (two letters): (1) Courteous to old and young, alike. (2) Courteous and patient even with many disturbing interruptions.

S. E. Best: Passenger who was unaware of change in bus stops, picked up at former stop.

L. V. Blackmore: Didn't show the slightest irritation in a trying situation.

W. E. Books: Commuter from Santa Monica to Los Angeles finds Mr. Books to be an outstanding driver in every way.

G. R. Bowman: Commendation telephoned by patron, with particular mention of kindness in waiting for connection at Lake and Colorado.

C. M. Brenner: Charter trip very enjoyable because of excellent driving and congeniality.

R. A. Brooks: For showing excellent judgment in avoiding trouble over altered pass.

R. M. Bryan: For endeavoring to make passengers feel contented and happy.

H. W. Bryant: For handling huge crowds in the city with speed and lack of confusion.

Richard Burke: Sleeping passenger taken care of in such manner as to avoid accident.

W. G. Burnham: Commended for courtesy and efficiency.

A. J. Burns: ". . . Courteous, polite, know-how driver."

Oliver Burns: Patient, kindly handling of trying incident.

George W. Burr: Patron expresses appreciation for assistance in recovering lost purse.

Sydney Chevlin: Very courteous and very kind in helping elderly people on charter move.

O. F. Cooley (two letters): (1) Very nice to people no matter how much trouble they give him. (2) Most efficient in handling bus, and pleasant and kind to riders.

V. E. Delmar: Calm and courteous to everyone confused by transportation problems during June and July.

H. M. Edwards (two letters): (1) For assisting elderly passenger on to coach. (2) Helpful to patron who wished to reach Pan-Pacific Auditorium.

J. H. Edwards: For extreme courtesy in answering questions.

F. D. Everett: Splendid attitude and desire to be helpful to many confused by transportation problems during June and July.

M. B. Fox: Very courteous and helpful to tourist.

B. T. Godec: Very helpful and kind to foreign family unsure of route.

Harry Greenwald: Courteous beyond duty.

F. E. Harris: Commended by passenger for courtesy.

Joseph Heaney: Exceptional display of courtesy, patience and tolerance during trying time.

F. M. Hill: Commended for cooperation and efforts to protect company property.

P. G. Hofelter: For courteous assistance to elderly lady passenger.

D. T. Hutton: Passenger expresses appreciation for assistance, as well as courtesy and efficiency.

Robert Jackson: For being outstandingly patient, courteous and capable.

D. E. Julien: Receives check for outstanding courtesy and safe driving on charter move.

C. W. Knight: Commended for politeness and kindness beyond the call of duty.

J. G. Lamb: For being a good driver, knowing his job, and doing it in a kindly way.

J. L. Lindsay: For assistance in apprehending a thief.

Charley Martin: ". . . Exception-

DOWNTOWN BUSINESS MEN THANK EMPLOYEES

Downtown Business Men's Association of Los Angeles

July 29, 1955

Mr. Jesse L. Haugh
Metropolitan Coach Lines
610 South Main Street
Los Angeles 14, California

Dear Mr. Haugh:

On behalf of the Association's Executive Committee, I wish to convey to you and the employees of the Metropolitan Coach Lines our commendation for the outstanding job done by Metropolitan Coach Lines to provide transit service during the recent weeks.

We are mindful that you were operating under most difficult circumstances, with the employees working long hours and meeting with many questions from the public regarding routes, schedules etc.

I have heard on a number of occasions many fine compliments on behalf of this work, and I wish to add to these the thanks of our Association.

Sincerely,
BURTON C. RAWLINS
President

— COMMENDATIONS

ally helpful and courteous to passengers."

H. B. McCollum: Commended highly for courtesy and consideration to both young and old, as well as relaxed, pleasant manner.

W. K. McPheely: Attitude toward commuters is good public relations.

Frank C. Mohawk: Courteous to all and meets every circumstance in a most excellent manner.

J. E. Owens: Patron expresses appreciation for thoughtful helpfulness in taking care of seven-year-old daughter.

T. E. Pruett: For waiting for young lady's husband. Everyone on bus was happy, as couple was visiting from Texas.

R. B. Roberson (two letters): (1) "... Never cross or unpleasant with giggling kids, stupid grownups or pokey old folks." (2) Courteous, congenial, and efficient.

K. J. Rogers: For helpful and pleasant consideration of passengers.

M. D. Rogers: For being pleasant, courteous, and helpful whenever occasion arose.

J. E. Roubison: Patron appreciates courtesy and helpfulness.

L. J. St. Onge: For alert, keen judgment and remarkable co-ordi-

nation of mind and body in preventing possible serious accident.

R. E. Sanders: Exceptionally courteous to elderly passenger.

R. B. Schaffer: For courtesy and efficiency.

J. J. Schwartz: Exceptionally helpful to woman motorist having car trouble.

E. E. Seehoffer: Visitors appreciate courtesy and helpfulness.

W. G. Shafer: "... Exceptionally attentive to performance of his duties, and extremely courteous to passengers and other motorists."

J. F. Shea: Almost-blind lady appreciates courtesy and helpfulness.

D. R. Shepherd: Commended for alertness in preventing serious accident.

Maurice Sindeff: For courtesy and assistance in returning a suitcase.

R. W. Slater: Patron commends him highly for kindness and patience to another passenger who was giving a "bad time."

D. P. Slatkin: Waited for patron confused by pedestrian island and traffic signal.

G. G. Smith: Letter written on board The Royal Mail Liner "Loch Gowan"—Visitor to this country very appreciative of kindness and courtesy in giving information.

John J. Starz: "... An especially

fine operator."

G. D. Streeter: Especially commended for good service, consideration and kindness.

E. A. Thoman: "... One of the most kind, courteous and patient drivers on line."

J. P. Trainor: "... So pleasant when you ask him a question, and also nice to older people."

A. M. Venlet: Out-of-towners find him very courteous and helpful.

J. A. Walker (two letters: (1) Driver never lost patient good humor. (2) Went beyond line of duty in assisting passenger to get a bus.

E. J. Warburton: For outstanding courtesy and efficiency on the job. Always unfailingly kind and co-operative to all.

H. G. Wedel: Courteous and attentive at all times. Patience with passengers is outstanding.

C. A. Wheeler: For thorough knowledge of job, and courtesy toward all passengers.

M. E. Wick: For courtesy and efficiency.

W. H. Windsor: For courtesy and efficiency. Will be greatly missed by regular riders upon retirement. (See page 24.)

C. W. Wisler: For fine service, and kindness and politeness to old and crippled people.

G. P. Wolff: Patron received most courteous treatment.

H. C. Woodie: Blind patron thinks operator Woodie is a wonderful fellow in every way.

E. E. York: Passengers on an a.m. schedule from Santa Ana would appreciate having operator York as regular driver.

Other Commendations

R. J. Bierman, supervisor: Commended by patron for manner of handling complaint.

F. L. Hight, supervisor: Patron expresses appreciation for assistance in recovering watch.

Adeline Lofton, information clerk: For answering questions and offering suggestions in a patient, courteous, kindly manner.

W. G. McBain, supervisor: For assistance in recovering lost purse.

Louise O'Connor, information clerk: For being so helpful and gracious when giving information.

OPERATOR FELLER TAKES LOST BOY HOME

July 16, 1955

Metropolitan Coach Lines
Los Angeles, California

Gentlemen:

I want to thank personally the bus driver who brought my eight-year-old Cub Scout home last night from the Hollywood Bowl event, when he became detached from his group.

My son, Charles Salmore, did not get the driver's name,* and so I hope you will be able to locate him and thank him for me. I am most grateful for his kindness.

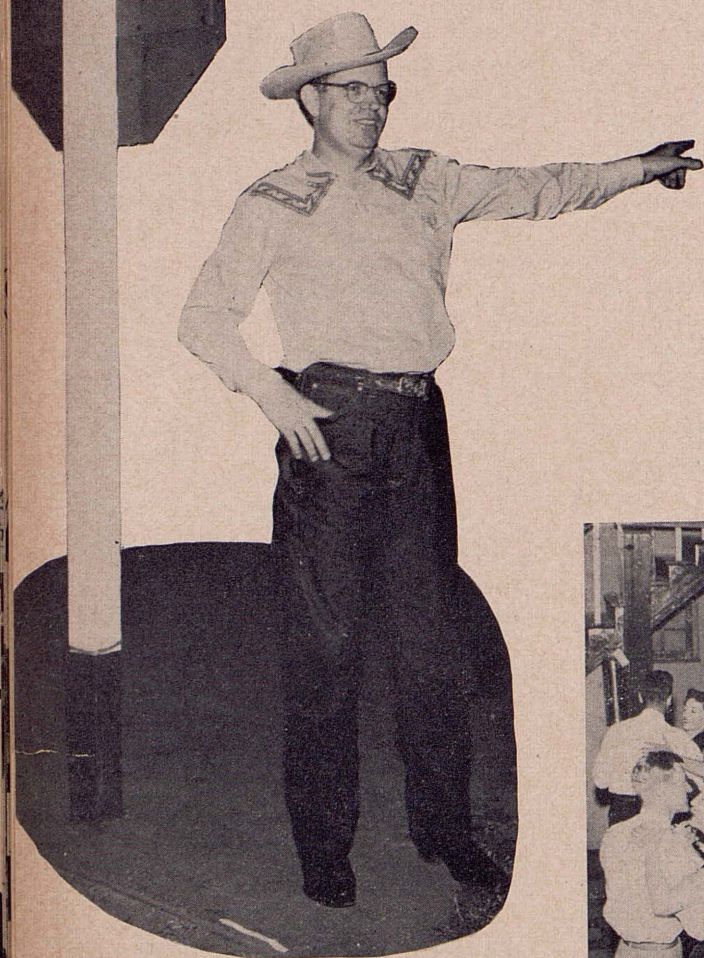
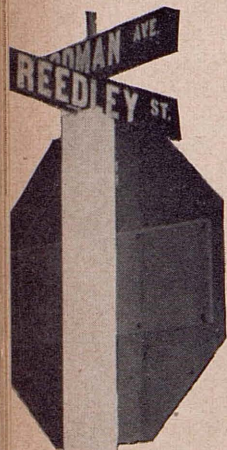
Sincerely yours,

MRS. FRANCIS I. SALMORE
8195 Hollywood Blvd.
Los Angeles 46, California

*Research indicated Operator Jason D. Feller, of West Hollywood Division. See his picture in the Hollywood Bowl story, page 16.

METRO VALLEY CLUB

Dance



"THET THAR DANCE is thissaway," says E. F. ("Dusty") Williams, stationed at Woodman and Reedley to direct traffic.

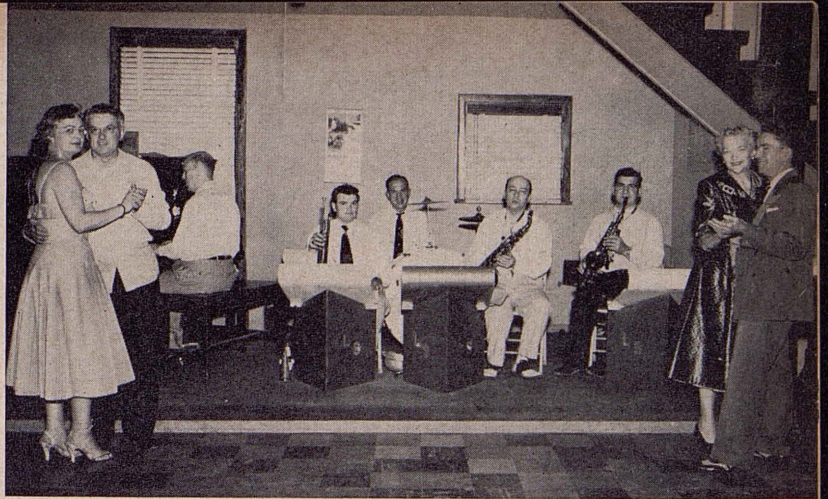
Scores of Van Nuys
Division Families Enjoy
Dance on
Saturday, July 16, at
Panorama City
American Legion Hall

SOME OF THE DANCERS





PRIZE WINNERS in dance contests. From left: bebop, Ronnie George and Pat Jaster; waltz, Jack and Donna Tilley (followed by L. P. Gappae, emcee), Roland and Betty Anderson (first), and Mike Dyrness and Margaret Holborow.



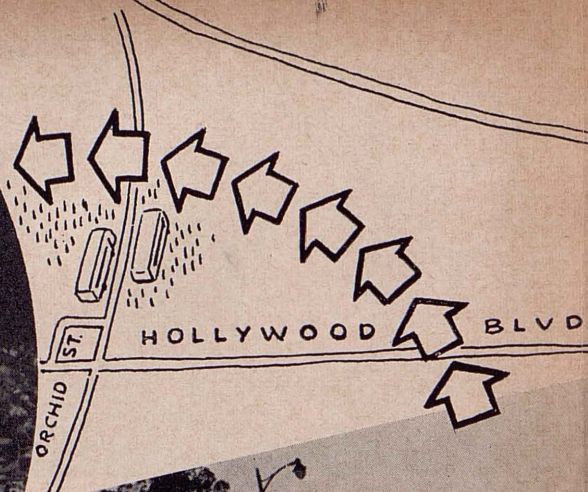
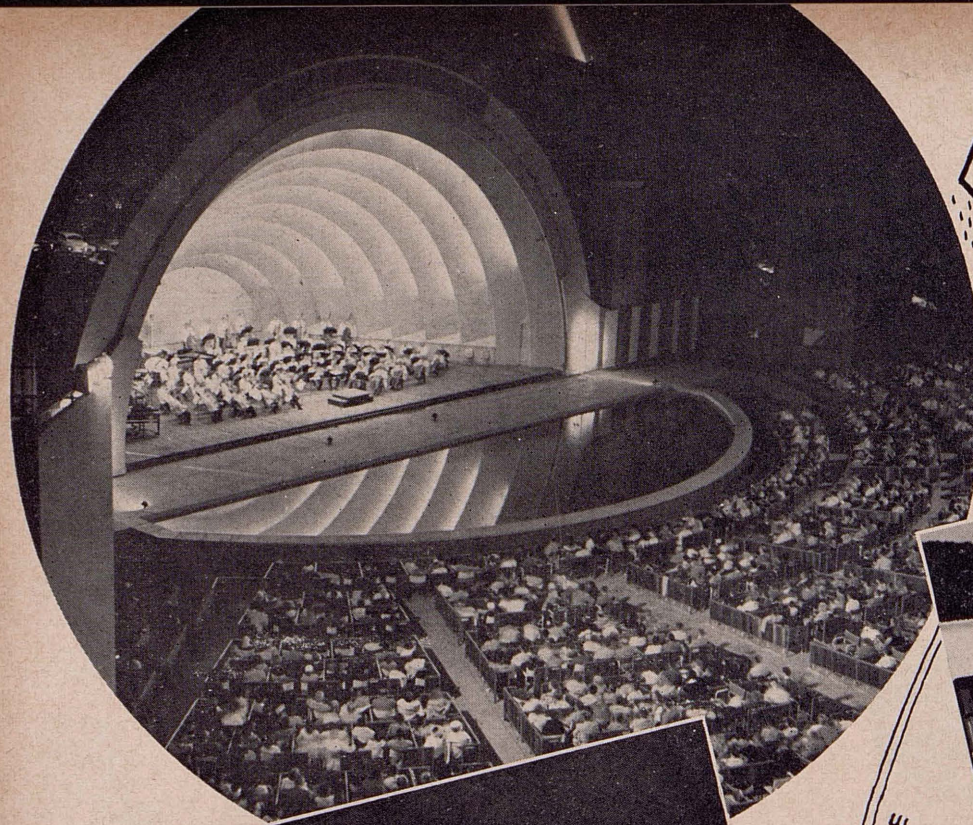
ROCKY BUDA'S BAND played for the occasion. From left, seated, are Nick James, blind pianist; Norman Townsend (Rocky's son-in-law), Sol Betman, and Henry Fontana. Dancing couples are Mrs. Jenkins and Walter Churchill, left; and Mr. and Mrs. C. W. Neel.



BEBOPPERS Ronnie George, Pat Jaster.

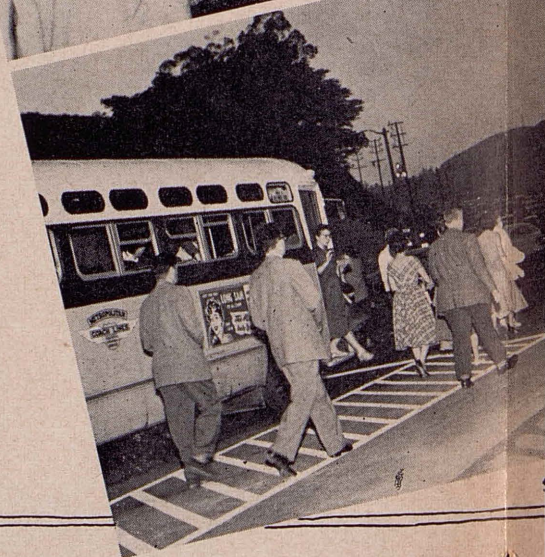
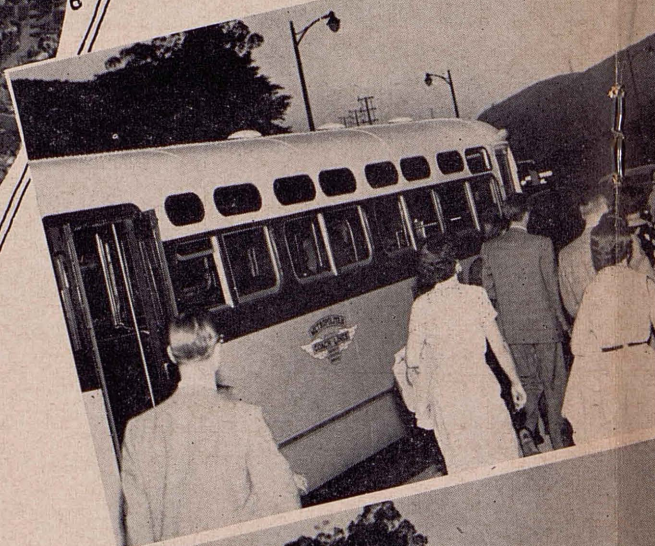
DANCE COMMITTEE—From left: the G. P. Wolffs, R. E. Arnolds, L. P. Gappae. Mr. Gappae was dance chairman.





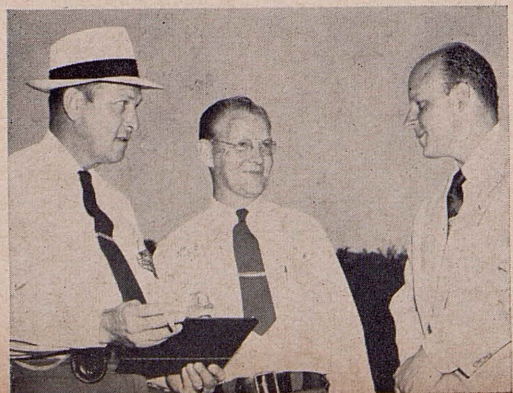
LOADING after concert. Pedestrians use subway tunnel to island, where L. A. buses, shuttles, and Van Nuys buses leave as rapidly as loaded.

HIGHLAND AVENUE



HOLLYWOOD BOWL

SUPERVISOR Robert W. Colton (left), his assistant, Operator Jason D. Feller, and Pat Moore, supt. of traffic for Bowl Association.



"HOLLYWOOD BOWL" is a magic name to thousands. It brings the fun and uplift of hearing great music amid the mountains on a summer evening, in an informal atmosphere where you meet your friendly neighbors.

Supervisor Robert W. Colton and his fellow Metro supervisors find that magic this year — as other supervisors and operators do every year. Every Tuesday, Thursday, and Saturday — and Colton may be found on or near the traffic islands on Highland Avenue in front of the Bowl from late afternoon till midnight supervising traffic and bringing music lovers to and from the Bowl. Operator Jason D. Feller coaches in and out and records passengers carried on the buses.

On the basis of experience, the schedule bureau has developed a plan for the Bowl Association. (Continued next page)

TO PARKING LOTS ALONG VINE ST., HOLLYWOOD BLVD., ORCHID ST., ETC.

PARKING on Vine St. in order to catch Metro shuttle coach and keep out of traffic around the Bowl. There are many parking lots all along shuttle coach route.

TAKING SHUTTLE on Vine St. at Hollywood Blvd. Note shuttle sign.

UNLOADING AT BOWL — Top, Vine St. shuttle unloads near freeway ramp on east side of Highland so as to make easy right turn; below, extra service from downtown L. A. unloads on island, then parks till after show.

FREEWAY

HOLLYWOOD

SANTA MONICA BLVD.

SERVICE

thousands upon thousands who know the mountains under the stars in the cool of where complete strangers suddenly be-

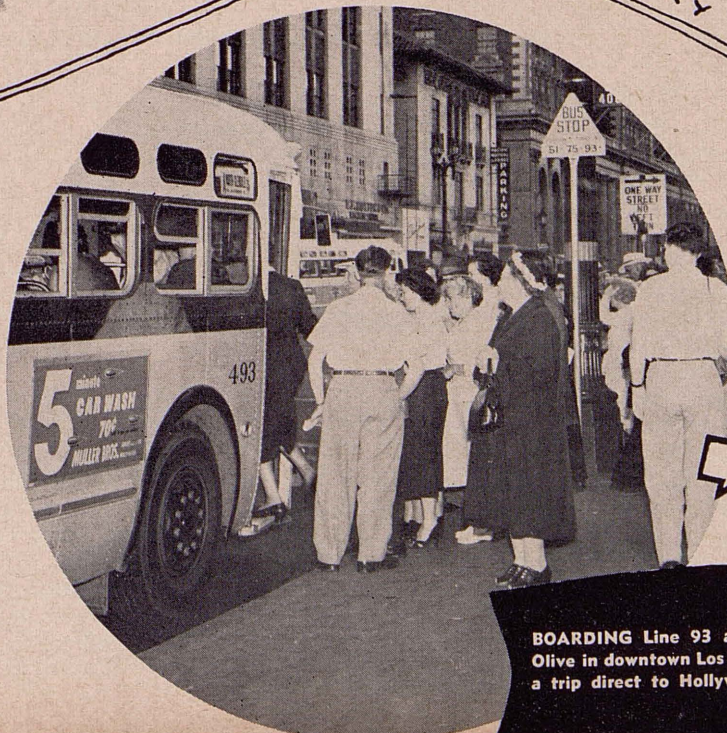
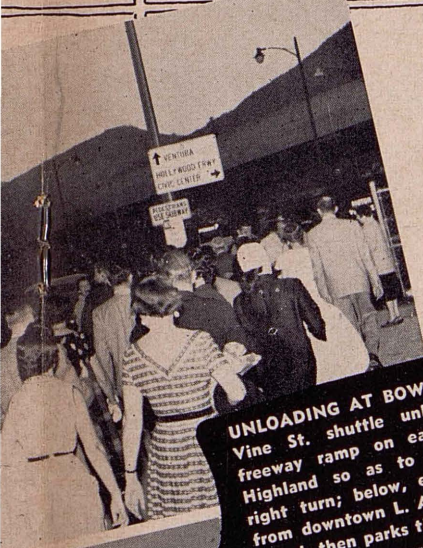
Metro operators are helping thousands to and other operators have done in previous — and some special days besides — Mr. ds on Highland Avenue at the Bowl en- vising the operation of Metro coaches that erator Jason D. Feller helps him check ied on every schedule.

au has set up five special schedules of (ext page)

BOARDING Line 93 at 6th and Olive in downtown Los Angeles on a trip direct to Hollywood Bowl.

SIXTH ST.

OLIVE ST.



HOLLYWOOD BOWL SERVICE

(Continued from Preceding Page)

Bowl operation for Metro service: No. 1, for 400 passengers; No. 2, for 600; No. 3, for 800; No. 4, for 1200 — all daily except Saturday and Sunday — and No. 5, for 1200, Saturday only. Each schedule shows the times each special coach leaves 17th and Olive, Santa Monica and Western, Santa Monica and Highland, Hollywood and Highland; and the arrival time at the Bowl. It also shows how many men are required, the number and duties of their respective assignments, and the terminal from which they are to be assigned. No. 1 schedule requires four men; No. 5, 13 men.

All special schedules are a part of Line 93. Each special schedule includes:

1. Shuttle coaches that make a clockwise loop starting from Vine Street and continuing on Hollywood Boulevard, Orchid Street, Franklin Avenue, and Highland Avenue to the Bowl entrance. After discharging passengers at the passenger subway on the east side of Highland near the freeway ramp, the shuttle coaches turn up the ramp and continue on the freeway back to Vine Street for the next load.

2. Shuttle coaches on Highland Avenue between Santa Monica Boulevard and the Bowl. These coaches take passengers originating in Hollywood as well as passengers coming from downtown Los Angeles on Hill Street and transferring to the Highland Avenue shuttle.

3. Regular and extra service on Line 93 from Olive Street (between 5th and 17th Streets) in downtown Los Angeles. At least one special trip is also operated on this line between Van Nuys and the Bowl on Saturdays.

"I decide which of the five special schedules to use by advance ticket sales at the Bowl," says Mr. Colton. "Pat Moore, superintendent of traffic for the Bowl Association, furnishes us with that information so that I know Tuesday evening, for example, what schedule to use for Thursday. Incidentally, Pat is a great guy to have around because of his knowledge of everything about the Bowl, his ready helpfulness in all situations, and his obliging good humor. Another factor in the decision is our own records from the preceding year. If Kostelanetz is to direct on a symphony

night — which ordinarily calls for No. 1 schedule on Tuesday and No. 2 on Thursday — I know from previous records that I'll need to call for extra coaches to handle the passengers. On Wednesday, for example, I order my men for Thursday by calling the terminals designated on the schedule sheets. The Sixth and Main terminal furnishes the men on all schedules, with some help from West Hollywood on No. 4 and No. 5.

"No story of our Bowl service would be complete without acknowledgment of the wonderful cooperation we get from the Hollywood police, under *Sergeant Colani*, with whom we work out in advance our system of operation. Police are extremely helpful in getting our coaches through the traffic."

Last year's figures show that Metro carried 30,893 passengers to the Bowl and 26,556 away from it during the Symphonies Under the Stars season.

In conclusion, Mr. Colton pointed out the interesting fact that "all who travel to the Bowl by bus are on their way home before the auto parks are half empty."

Social Security Celebrates 20th Birthday

By J. V. PHELPS, Social Security Administration

THE NATIONAL PROGRAM of Social Security has grown out of the industrial changes in American life, and the need to eliminate insecurity of American workers and their families.

Five times since August 14, 1935, when the Social Security Act was signed, the United States Congress has amended it to make it more meaningful to the American worker. In 1939, a survivor feature was added which gave the American family greater assurance at time of death. In 1946, survivors of Veterans of World War II were given added protection. One of the most extensive changes in the Act was made by the amendments of 1950. In September, 1950, three million persons were receiving Social Security benefits. From September, 1950, to September, 1952, two million more beneficiaries were added as a result of the broader coverage and more liberal



eligibility provisions under the revised 1950 law.

In 1952, monthly benefits were raised and the work clause was changed. The 1954 amendments were very sweeping in their impact. Benefits were raised; the work clause was liberalized to \$1200 a year; a disability freeze was added to become effective the first of 1955; agricultural provisions

were improved to include farm employers as well as farm workers; and the tax ceiling was raised to \$4200 to permit the payment of higher benefits.

All of these changes during the past 20 years have meant greater security and protection for the American worker and his family.

Metro and Asbury employes may secure further information about the Social Security program from the Personnel Department or the nearest Social Security office.



By JEAN MCGILL

TATTLE-TALES

VACATION WHEREABOUTS is the bulk of the news this month. Everyone is planning, on, or reminiscing of their vacation. Tho a leedle late (but still of interest) we find that *Helen Appleby*, lead telephone operator, vacationed with her family in Seattle, Wash., the latter part of May.



Helen Appleby

Helen says the wild flowers in full bloom along the roads and were more beautiful than she remembered.



Helen Bradshaw

Also, *Helen Bradshaw*, purchasing dept., flew to Vancouver, B.C. and Calgary in May, stopping in Las Vegas on the way home. (No comment on whether lady luck was with her.)



Ruth Berscheid

Ruth Berscheid, steno., transportation dept., vacationed at home two weeks, beginning June 24. Ruth reports visiting many local spots in and about the Los Angeles area. One of particular enjoyment to her was the Oceanarium.



Betty Smith

Betty Smith, telephone operator, and her two sons, aged 4 and 7, drove to Queen City, Mo., June 17, with her brother for three wonderful weeks with her parents. Betty's parents have a farm there and she says her boys had the time of their lives

helping Grampa feed the chickens. (Bet Grampa was having the time of his life, too, with his grandchildren!)



Kathy McCann

Kathy McCann, telephone operator, and family covered 6300 miles in two weeks. Kathy and hubby, "Mac," together with their two sons, *Butch*, 15, and *Danny*, 7, piled into the car Friday night, July 1, raring to go . . . and did they! Their first overnight stop was Rawlins, Wy. They visited friends in Eau Claire, Wis. From there they scooted to Texarkana, Tex., to bring Mac's parents to California. "Boy, was it ever HOT in Texas!" Kathy sighed. It must have been, cuz from there home she traveled by plane . . . leaving the gang to follow by auto.

The *Debelaks*, *Jeanne* and *Joe*, with their chillins, 'tis said, enjoyed a little of the Yosemite sun while on vacation the first part of August.

Jeanne Day, traffic dept., has had her eye on the calendar awaiting her vacation. Part of her eagerness is due to the fact that her mother will join her the latter part of August.

Ne'er a truer line was spoken: "Don't put all your eggs in one basket" (OR, don't lock all your keys in one car!) While vacationing in Canada the middle of July, we did just that! Naturally, the keys didn't turn up missing 'til we docked at Vancouver ready to leave the ship. As we stood there frustrated, one of the Canadian stewards eased the tension, saying, "Don't worry,



MAKING UP the assignment sheets at the Glendale division is Winifred Lewis, information clerk, while Marguerite Davidson, secretary-clerk, checks the run book.

Side By Side

Marguerite Davidson and *Winifred Lewis* can boast of being the only women employees of the Asbury Division. Both girls work side by side in the general office at Glendale.

Mrs. Davidson is secretary-clerk. Aside from her stenographic duties, Marguerite's day is filled by checking cash receipts of operators. Born in Mansfield, Ohio, she came to work at Asbury in November 1948.

Marguerite reports having had a very pleasant vacation in Northern California during the first and second weeks of July, driving the Redwood Highway, seeing Mount Lassen, and visiting "The Biggest Little City in the West"—Reno, Nevada.

Miss Lewis is Asbury's information clerk, a job which keeps her mighty busy. Between calls, she handles other general office duties. She is a local girl, born in Glendale, who joined the Asbury family in 1946 as a ticket agent in (you guessed it!) her home town.

it's time to worry when you lose the car and still have the keys!" After all cars were unloaded, a steward opened our car in a flash with a coat hanger and we went merrily on our way! His knack with a hanger proved we weren't the only tourists with eggs in one basket. . . .

VARIETY LINES

New Style Pay Checks

CUMULATIVE TOTALS, as well as the usual monthly record of gross earnings, deductions, taxes, and net earnings, will be shown on the new IBM-type deduction statements to be put into use, along with new-style IBM pay checks, probably for the first period in September," says Auditor E. H. Uecker.

"These cumulative totals will be helpful to many in figuring income taxes," Mr. Uecker pointed out.

The new-type pay checks, designed to go through the IBM machines, will have two creases in them so that they may be folded to wallet size, Mr. Uecker said.

"However, care should be taken not to mutilate the checks in any way," he warned.

In addition to advantages to employes, there will be several advantages to the company in using the new-style pay checks and deduction cards:

1. The sorting of 4,000 pay checks a month (for distribution to various pay points), which now requires several hours by hand methods, will be reduced to about 15 minutes by machine. Tedious hand sorting now occupies clerks when time is at a premium because of the many processing activities in making up pay checks in the relatively short period between the collection of time cards and the distribution of checks.

2. The company's reconciliation of bank statements can be done by machine. Strangely enough, there are many pay checks that go uncashed for sometimes a considerable period, according to Mr. Uecker. The listing of these uncashed checks, a step in the reconciliation, may be easily done by machine, and thus save the time of several clerks several days a month.

3. There is a slight saving in the cost of paper by using the new forms.

San F'do, Sunland, Close

ASBURY'S San Fernando terminal and Metro's Sunland terminal were both closed down on Sunday, August 7. Most personnel and assignments were shifted to Metro's Van Nuys Division.

The change in terminals involved an exchange of equipment, whereby Asbury leases 15 diesel coaches from Metro for use on Asbury Lines 12, 14, and 15; and Metro leases 13 propane coaches for use on Metro's Montrose line (56). Reason for the exchange is that the Van Nuys terminal, which now handles the former Asbury San Fernando lines, has no propane tanks; and the Glendale terminal, from which the Montrose coaches are fueled, has no diesel tanks.

Van Nuys acquired 23 Asbury operators. It also acquired 12 additional men to handle Sunland assignments.

A few of the Line 12 assignments are now made out of Glendale.

Spreading the News

A HELPING HAND in the transmission of news is often given by Metro operators, especially those in the beach districts.

Newspaper publishers in the beach towns frequently have occasion to send photographs, news copy, advertising material, etc., to other papers in the Metropolitan area. They find it convenient and fast to hand an envelope or a package to an operator on Line 51 or 75 as his bus goes through their city. He, in turn, brings it to Los Angeles. At the newsstand on the corner of Sixth and Olive Streets, he sounds his horn and the newsboy takes the package for delivery to the proper point. If the newsboy is absent, operators are instructed to leave the package on the newsstand.

3½ Million Timetables

TIMETABLES to the extent of 3,707,000 copies were printed in the duplicating bureau by Metro in 1954.

Of these, 104 editions were new issue timetables and 108 reprints, for a total of 212 editions. Eight issues, totaling 115,000 copies, were for the Asbury Rapid Transit System.

Total cost, according to our accounting department, was \$15,218.61, or .41¢ per copy—less than one-half cent.

METROPOLITAN COACH LINES
LOS ANGELES, CALIFORNIA
FORM 200 16-17
1220

PAY TO THE ORDER OF

PAY CHECK

4TH & SPRING ST. BRANCH
Bank of America
NATIONAL ASSOCIATION
LOS ANGELES, CALIFORNIA

ENDORSEMENT MUST BE MADE ON REVERSE SIDE BY PAYEE, AND CONSTITUTES AN ACKNOWLEDGMENT OF PAYMENT IN FULL FOR SERVICES AS STATED HEREON. ENDORSEMENTS MUST BE TECHNICALLY CORRECT AND IF MADE BY AN "X" MUST BE WITNESSED AND RESIDENCE OF WITNESS STATED.

No.

SOCIAL SECURITY NO.	EMPL. NO.	MO.	DAY	YEAR	CENT.

AMOUNT

DOLLARS	CENTS
\$	00

** EXACTLY →

METROPOLITAN COACH LINES
LOS ANGELES, CALIFORNIA FORM 22B

RETAIN THIS RECORD:
IT IS A STATEMENT OF YOUR EARNINGS AND DEDUCTIONS AS REPORTED TO THE FEDERAL AND STATE GOVERNMENTS

EMPL. NO.	SOCIAL SECURITY NO.	MO.	DAY	YEAR	YEAR TO DATE

GROSS EARNINGS	F.W. TAX	F.O.A.B. TAX	S.D.I. TAX	MISC. DEDS.	NET EARNINGS

(DETAIL OF MISC. DEDS.)

DEDUCTION SYMBOLS	NOT NEGOTIABLE
<ul style="list-style-type: none"> 4 EMPLOYEES MORTUARY FUND 5 OPERATORS SHORTAGES 6 PACIFIC ELECTRIC RY. 6 HOSPITAL ASSN. 7 WECCA 8 PACIFIC ELECTRIC CLUB 9 GROUP LIFE INSURANCE CONTRIBUTIONS 10 ADVANCE ON SALARY 12 ACCOUNTS RECEIVABLE 18 UNIFORMS 	<ul style="list-style-type: none"> 20 WIVES DEATH BENEFIT FUND 22 OPTOMETRIST 24 RELIEF FUND 26 P.E. MASONIC CLUB 28 P.E. ROD AND GUN CLUB 30 DENTIST 32 U.S. SAVING BONDS 40-55 UNION DUES 60-65 WATCH INSPECTORS 70-99 INSURANCE - MISC.

188070142

NEW PAY CHECK and deduction statement are in the form of IBM cards. They'll be beneficial to both you and the accounting department. Pictures are about 1/2 actual size.



BLOOD BANK SOLICITORS—From left, seated, W. C. Scholl, manager of personnel, chairman of drive; George Perry, business manager, Hospital Association; Charles Escovar, Edna Tilley, Peter Roller, J. W. Casey, Betty Maloney, Ralph Murphy, Florence Stockdill, Lois Athay, Helen Bradshaw, Elna Harper, Odessa Carter, A. G. Evans, Ida Junkins, and Carl Campbell. Standing, from left, are P. B. McDonald, R. L. Woodrow, and J. W. Cragin. These folks sought your aid to replenish the blood bank.



ence Stockdill, Lois Athay, Helen Bradshaw, Elna Harper, Odessa Carter, A. G. Evans, Ida Junkins, and Carl Campbell. Standing, from left, are P. B. McDonald, R. L. Woodrow, and J. W. Cragin. These folks sought your aid to replenish the blood bank.

Blood Donations

BLOOD DONATIONS were given August 16 by Metro employes at a Mobile Red Cross unit set up on the mezzanine floor of the Pacific Electric Building.

All blood given was credited to the Metro-PE Red Cross Blood Bank, upon which all employes and their immediate dependents are entitled to draw free of charge in emergencies.

Forty-nine Metro employes offered blood; three were temporarily rejected.

Departmental solicitors included Charles Escovar and Lois Athay, for the accounting department; Florence Stockdill, Peter Roller, Odessa Carter, Gary Evans, R. L. Woodrow, Betty Embree, Edna J. Tilley, and Ira Junkins, transportation; Elna Harper, executive; Ralph Murphy and Helen Bradshaw, maintenance; J. W. Cragin, claim; and Don McGovern and Betty Maloney, traffic.

Asbury Turns Green

WATCH for the "new look" in motor coaches if you happen to ride with the Asbury Rapid Transit System.

As fast as they can be painted, buses on all 15 of the Asbury lines are taking on the Metro color scheme of white above the windows, a dark green belt rail, and a light green skirt. However, they'll continue to carry the Asbury name.

Son for the Turpens

THEIR FIRST CHILD, William Gregory, was born to Assistant Research Engineer and Mrs. Wilbur L. Turpen at St. Luke's Hospital, Pasadena, on Saturday, July 2.

William was 19½ inches long and weighed 7 pounds, 10 ounces at birth.

Elbowed Out

HIS CHANCE to play for a state championship in Middle League hard-ball was denied 14-year-old John Christiansen, son of Public Relations Director R. O. Christiansen, when the lad broke his elbow while throwing a soft-ball in a church game on Friday evening, August 5.

He's dolefully walking around with his entire arm in a cast. Doctors have told him he must keep the cast on a month or six weeks and play no more baseball this year.

John had been selected on the all-star Middle League team that was to meet other teams at Santa Maria August 18, 19, and 20.

Interim Hearings

HEARINGS on transit problems of the Los Angeles area will be held during September in that city by an interim committee of the state Senate, according to *Passenger Transport*.

The Metropolitan Transit Authority, by request of the Senate resolution which called for the interim committee, will co-operate with the committee.

The Authority has been granted administrative funds for 1955-56 by the Los Angeles County Board of Supervisors, the national transit weekly stated.

Hearings On

HEARINGS on Metro's application for increased local fares, filed Aug. 4, were to be held Aug. 17, 18, and 19, at 10 a.m. in the Mirror Building.

"He was named for his granddads on both sides, as far as his first name is concerned," said the new father. "The name 'Gregory' we just picked out of the air."

In Memoriam

HOWARD V. LANDON, 57, Macy machinist, died at his home, 13925 S. Ruther Avenue, Paramount, on July 30, leaving his wife, Joy Elizabeth; a sister, Mrs. Blanche Sheppard, of Kansas City, Missouri; and a foster-daughter, Mrs. Geraldine Harvey, of Portland, Oregon.

Born in Kansas City in 1898, Mr. Landon came to Pacific Electric June 22, 1940, after many years of farm and mechanical work. He married Joy Elizabeth Deaver, of Santa Ana, in 1931. Childless, they took in, when she was less than three, the present Mrs. Harvey, and for 20 years brought her up as their own, though she was never legally adopted, according to Mrs. Landon.

MRS. JULIA WITMER, mother of Cashier Gladys Witmer, passed away on July 31 at the age of 86, and was buried in Forest Lawn. Mother and daughter had lived together for many years.

ROBERT ARNOTT, 77-year-old father of Thomas A. Arnott, manager of operations, Asbury Rapid Transit System, died July 3 in Vancouver, B. C., after a long illness. Mr. Arnott drove the 2200-mile round-trip to attend the funeral.

MRS. RALPH CAUGHLAN, wife of the Asbury division clerk, died Friday, July 22. There were no children. Mr. Caughlan is a veteran of 19 years with Asbury.

MORE

VARIETY LINES

Channel Swimmer

THE CATALINA CHANNEL SWIM may have occurred by the time you read this story. The winner might have been a Metro operator, *O. F. Carlson*, of West Hollywood Division, who "used to do quite a bit of swimming" when he ran a boathouse on Lake Quinsigamon, near Worcester, Massachusetts. In fact, he used to swim the seven-mile length of the lake quite frequently, just for exercise.

No, he never won any swimming events. "I don't have too much speed, but I've got lots of endurance," says the 39-year-old, 6'4", 211-pound Carlson, who keeps himself constantly in "pretty good condition" by swimming whenever he gets a chance on his splits, and by doing calisthenics at home in his garage.

"I stay away from sweets, and don't smoke or drink. My only problem is sleep — I don't get quite enough working the extra board as I do," declares this "gorgeous hunk of man" — who, unfortunately, girls, is happily married and has two children: *Joyce*, 14, and *Patricia*, 7.

Creeping Socialism?

"From 1929 to 1948, public wealth has grown 278.5% while private wealth has increased only 78.7% In 1929 the public wealth represented only 15% of the total national wealth; in 1948 the public wealth amounted to 27.3% Is this creeping Socialism?"

"Encouraging steps already have been taken by the present administration to halt the trend. Synthetic rubber plants and some other enterprises have been sold to private, tax-paying companies. But this is a mere starter. If the citizens get behind the Hoover Commission recommendations further improvement in our government and our general welfare will be forthcoming."—*Dr. George S. Benson, Director, National Education Program, Searcy Arkansas, in nationally syndicated column, "Looking Ahead," for July 13.*

Catalina Bus

FOR LIGHT TRAVEL between the mainland and Catalina during the fall and winter months, Metro proposes to run an alternate motor coach route from Los Angeles to the Catalina Island Steamship Co. terminal in Wilmington.

The purpose of the service change, as was explained to the State Public Utilities Commission during a public hearing on August 11, is to replace streetcar operations during the off-season when patronage falls off.

During the summer months, streetcar service operating on a schedule of one round-trip daily makes direct connection with the large steamer plying between Wilmington and Catalina Island. With motor coach service operating during the slack season, one round-trip daily also would be provided from the Main Street station.

WELCOME

New Employees

Accounting Department

KEY PUNCH OPERATORS: Ellen M. Jamieson, Doris M. Faught, Donnie M. Hynds.

STENO-CLERK: Dorothy L. Grayson.

Maintenance Department

CLEANER-OPERATORS: Richard K. Harris, Jose C. Avila.

SHEET METAL WORKER: George H. Peterson.

AUTO REPAIRER: Horace D. Syre.

Special Agents

PATROLMAN: Bruce E. Wayne.

GUARD: William R. Chambers.

Traffic Department

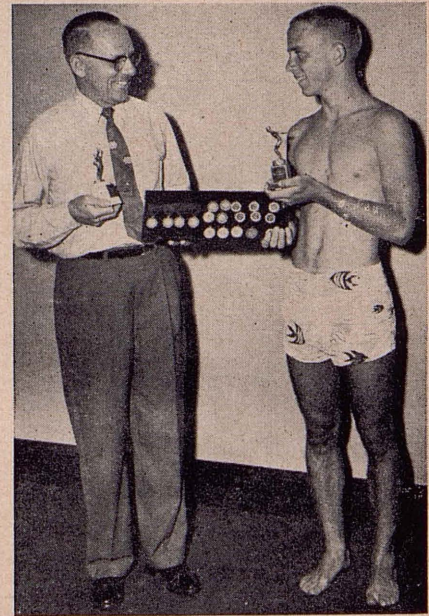
TYPIST-CLERK: William J. Stelmack, Jr.

Transportation Department

SECRETARY: Rosemary S. Brindley.

MAIL AND FILE CLERK: James L. Morris.

OPERATORS: Robert G. Brown, Troy R. Barnett, Odis F. Cooley, James A. Mitchell, Clarence A. Nelson, Robert H. Mapes, Melvin C. Hoffman, Woodrow Marcum, William R. Keast, Garland G. Gilliland, Jack Dial, Clyde E. Cooley, Leonard F. Beall, Marvin R. Farmer, John H. Chapman.



SWIM CHAMP—Daryl Uecker, 17-year-old son of Auditor E. H. Uecker, shows his dad medals and trophies the lad has won while on the Long Beach Poly team.

Aquatic Honors

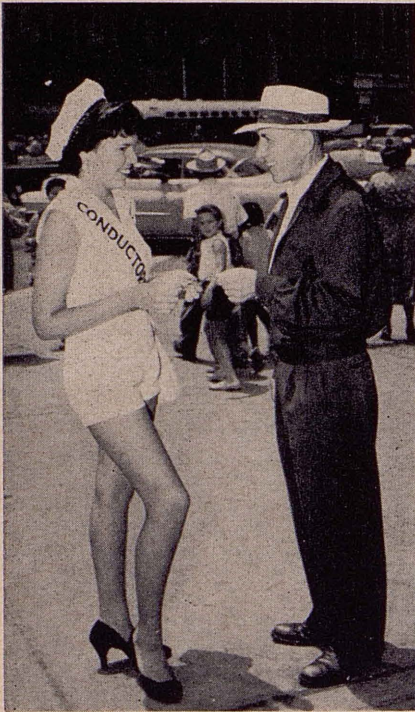
DARYL UECKER, 17-year-old, 5'8", 150-lb. son of Auditor *E. H. Uecker*, was selected in June by the Long Beach Independent's board of athletics as a member of the 1955 All-City (Long Beach) Bee swimming team.

Leading to his selection were his fine performances for Long Beach Polytechnical High School, which finished first in the CIF swimming finals and also won the Coast League championship.

In the Coast League meet, young Uecker won the 75-yard individual medley; in the CIF meet, he finished third in this event. His best time for the season in the medley was 46.3 seconds.

Other honors for Daryl: He was named athlete of the week in Long Beach in 1954; was named on the All-City swimming water polo teams in 1954 and 1955; has won 19 CIF medals in the past two years, including 8 first places, 3 second places, 3 third places, and 5 fifth places.

Not especially interested in other sports, Daryl never had special training in swimming until he entered high school. He hopes to continue his aquatic career in the fall, when he becomes a senior at Long Beach Poly.



WHO WOULDN'T? — Transit rider asks Conductorette Sondra Lynch to redeem his transfer by a token on Token Day, July 27.

DBMA'S TOKEN DAY

APPEALINGLY UNIFORMED in white shorts, dashing blouses, and a big shoulder ribbon marked "CONDUCTORETTE," 15 pretty girls employed by the Downtown Business Men's Association stood at 15 downtown street corners in Los Angeles between 11 a.m. and 3 p.m., Wednesday, July 27, and gave free tokens to transit riders in exchange for a transfer.

It was Token Day, sponsored by

the Downtown Business Men's Association with the cooperation of Metro, Asbury, and Los Angeles Transit Lines.

To all passengers boarding inbound Metro or Asbury coaches, or LATL equipment traveling to or within the downtown local zone, between 10:30 and 11:30 a.m. on that day, operators offered a transfer specially punched in the "star" and double-punched in the "Los Angeles" destination. The contract portion could be exchanged for a token paid for by the DBMA as a means of attracting more business to the downtown Los Angeles area. It wasn't even necessary to make a purchase at a store.



MASONIC CLUB BANQUET—William Pollack, Metro's general claim agent, and president of the Masonic Club, emceed the annual Masonic Club banquet at Sunset Lodge, Pico and Orchard, Los Angeles, June 11. He is seated in foreground at second table from left, facing camera. Dancing to A. R. Crow's orchestra followed the excellent dinner.

OUR COVER

THESE THREE PICTURES show (top) a special Metro coach from Los Angeles discharging passengers at the main entrance to Disneyland, and (below) two interior views of the wonderland as seen by El Monte Operator *Joseph R. Englert* and Supervisor *H. F. Fortner*. In background at left are the towers of Fantasyland; at right, you can see Messrs. Fortner and Englert waving from the riverboat, "Mark Twain."

Metro has been carrying from 250 to 400 a day to Disneyland on regular and special service since the wonderland near Anaheim opened July 18, and the traffic is so heavy that doubles and triples are almost invariably operated on many schedules from Los Angeles — especially the 9:45 a.m. express. Travel there still fluctuates, however, to the point of not being very predictable.

Direct service is operated to Disneyland from Los Angeles, East Los Angeles, Downey, Santa Fe Springs, Norwalk, Buena Park, Fullerton, Anaheim, Orange, and Santa Ana. Connecting service is available from Montebello, Whittier, La Habra, Brea, Long Beach, Pasadena, Riverside, and other communities.

A-Fishing We Will Go

THE SCENE was set for a bit of angling competition between two branches of the Metro Family. Members of the San Diego System played host and instructor on Saturday, August 13, at San Diego, to the following Metro employes: *Larry Rice, C. M. Woodbury, Charles Schwertfeger, Bob Voss, Bill Lockhart* and *Carl Berenschot* of the claim department; and Operators *Ben Kimball, Luther Edmundson, Bob Kirkpatrick* and *Torrey Davidson*.

The Friendly Padres taught them the fine art of capturing the elusive yellowtail and albacore. Results will be known in the following issue with the usual taint of fishermen's exaggeration.

VISIT OLD FRIENDS

on Sunday, August 28, by attending the annual picnic at Ganesha Park, Pomona, for "tired and retired" employes, both PE and Metro, of what used to be called the Northern District, urges *Mrs. Ove Jensen*, wife of the retired Metro dispatcher.

"Bring your family, your lunch, and your own drinkables," asks *Mrs. Jensen*. "We'll meet near the swimming pool, as usual."

SO LONG, OLD-TIMERS! HAPPY DAYS!



RETIREMENTS

Bill Windsor

WHEN *William Herbert ("Bill") Windsor* signed off at 5:23 p.m. after his last day of work for Metro on Sunday, July 31, he had put in 35 years, 10 months, and 19 days with PE and Metro—all of it on the Pasadena lines.

He started September 12, 1919, as a conductor on the Oak Knoll and Short Lines, though he could work either end as a result of his seven years of experience (1910-1917) with the Twin City Lines in Minneapolis, and a short period with the Key System.

"I've always tried to do a good job with the company," Mr. Windsor observed thoughtfully, as he looked back over his career.

"I'm going to miss all the people who've been riding and working with me. I don't see how they (the two companies) could have gotten together a better group of men to work with. I'm grateful to all who have been so nice to me."

Johnny Miller

BORN Vermeulen ("son of a miller") in Amsterdam, 1890, Johnny Miller came

A CASHIER'S CHECK was presented to retiring Operator John Miller at a farewell party held in his honor Thursday, August 4, at the Long Beach Division headquarters. From left are R. W. Krafft, division foreman; J. D. Puffer, superintendent; S. M. Chubb, J. H. Johnson, G. N. Freeman, R. G. Kirkpatrick, operators; Miller; J. W. Sampson, supervisor; G. M. Morgenson, operator; "Tex" Aldrich, local chairman, BRT; Pat Delagrave, timekeeper; Lee Correll, J. H. Took, L. E. Neill, W. E. Feiler, operators; Benny Kimball, division clerk; and C. L. Hobby, operator. Not pictured is retired Operator E. C. Sievers, a 33-year Long Beach man who came to see old friends at the party.

RETIREMENTS AT PASADENA—Portable radio being presented to Operator W. H. Windsor, right center (and also inset), and check to Operator W. J. Richards, on Mr. Windsor's left, by C. B. Lewis, on behalf of fellow workers. The date was July 29. From left are Charlie Martin, H. C. Woodie, Glenn R. Bowman, I. C. Arko, Charlie Knight, Lewis, H. L. Woodford, Windsor, G. Jackson, Richards, E. Montgomery, L. C. Allison.

to the U. S. at the age of 22 bearing a letter of introduction to a Watsonville apple-packer who had promised a job.

Finding, upon arrival, that there was no job, resourceful Johnny turned to any work he could find. He finally started a carpet-cleaning service in 1920 and was successful until depression set in 10 years later.

Eventually he came to PE as Long Beach conductor in 1942, and here he stayed for 13 years, until a bad heart forced a lay-off followed by retirement. He was president of BRT Lodge 406 several years ago.

Harry C. Cranston

"I'VE BEEN TREATED very well by PE and Metro supervisors, and I'd like to thank them all for their kindness and helpfulness, especially my immediate superior, *Harry Dietsch*, and those in his department," declared Receiving Cashier

Harry C. Cranston as he worked his last day on the Viaduct, June 1.

Born in Canada in 1878, he had careers as grocery and meat store owner for 20 years, life insurance salesman for 11 years, and welfare worker for a period—all before coming to PE as ticket clerk in 1943. "But I liked ticket selling best," he said.

W. J. Richards

DISABILITY caused the retirement May 1 of *William J. Richards*, Pasadena Short Line operator, whose last day of work was January 1, 1955.

He had over 28 years of service with Pacific Electric and Metro, having started July 8, 1927.

Mr. Richards also had 29 months of naval service during World War II, and achieved the rank of chief gunner's mate.

He plans to take life easy in his Pasadena home, where he lives with his wife, *Ruth*.

—Tuttle Photo Service, Long Beach.



HARRY C. CRANSTON

Within Our Family Circle

You Be Earnest and I'll Be Frank

By J. S. BURTON

IF YOU HAPPEN to run into a Van Nuys operator, and he has his nose high in the air, you will know it is because of our accomplishments in safe operations. During the period of July 15 to 26, the San Fernando Valley lines operated without a single accident report of any kind. We feel that this is an enviable record, and the men are dead-set on recapturing the safety pennant.

Van Nuys Metro Valley Club has done it again. "Stupendous," "colossal," "wonderful," "gigantic," and other adjectives lose their proper meaning when we begin to describe the recent "pot-luck" picnic sponsored by the Club at Reseda Park. Looking at waistlines, such as those of our Earl Jardell, M. M. Greene, W. J. Kressin, E. F. Connatser, and N. H. Bornstein, you can readily see who brought the "pot"; and it was sheer "luck" if the rest of the folks got anything to eat. Another successful outing can be chalked up for the Club and congratulations are in order for those responsible for planning menus and working out details. Baked ham was furnished by the organization, and there were plenty of second helpings. One superintendent, I am told, returned the third time and enjoyed every bite.

On June 19, 1955, Miss Sonia Greenwald, daughter of operator



Sonia Greenwald

Harry Greenwald, graduated from the University of California at Los Angeles. She majored in English and also studied French. With three scholarships awarded her, she plans to become a high school teacher. Do you suppose maybe she could teach her father some English?

For Courtesy and Neatness

Van Nuys Division Proudly Presents

E. L. Donald



MR. DONALD has been a splendid example of what every operator should be since he started December 15, 1934. He is blessed with an unlimited amount of patience and understanding, knows his job well and does it the same way. A company is known by the men it keeps, and Metropolitan Coach Lines can justly be proud of men like Mr. Donald.

—J. S. B.

Have you heard about our softball team? They've been beaten by the best of them. F. A. Griggs is the captain, but none of the boys seem to realize that Father Time has dealt them a vicious blow. A clean shave and proper grooming can take years off your age, but you can't fool a fast run around a ball park. They're having lots of fun at it though, and have even won a game or two.

Macy Garage

By RALPH P. MURPHY

WE ARE NOW in the middle of vacations:

Mr. R. W. Anderson returned from an extensive trip through the East.

Patricia Goggins returned from a trip to Omaha where the temperature was so hot—but the airplane trip was enjoyable.

Carl Cross traveled to Yosemite, camping across from Camp Curry in the heart of the Valley.

William Richards, Jr., rode the SP to Portland, Oregon, to visit friends and look at all that scenery in the Northwest.

M. L. Schneider is going to Colorado on her vacation—to see the whole state.

Clarence Hatzler is going to New Orleans for a three-weeks' vacation.

George Wells is going to the beach to cool off, fish from his boat, and relax.

Frank Taylor spent his vacation in a hospital—but it was for a good cause because the operation was successful and he is happy.

Harry Zarp's "Big Deal" on the surf at Carlsbad was a 6¼ lb. corbina. Want any fish? See Harry.

Mary Van Keren, employed since June 20, 1955, in the maintenance department office at Macy Garage, is an all-round ceramics expert—makes her own earrings, jewelry, dishes, etc. She is recently from Michigan.

Howard V. Landon passed away July 29 at his home, much to the surprise of all of us—he looked so healthy. Howard was much respected by all of us—he was a relative of Alf Landon, who ran for President of the United States. Our deepest sympathy to his family is extended.

Raymond Morales broke his arm in such a way that he will be off several months. We all hope he has a speedy recovery.

TRAIN TALES Of The Long Beach Division

By JAMES H. HOOVER AND
EMMETT A. O'CONNOR

WITH THE CONVERSION from streetcars to buses on the Los Angeles-Glendale Line, eight operators have transferred to the Long Beach Division. We wish to welcome A. G. Pederson, H. R. Heidebach, E. T. Peterson, W. O. Toenjes, E. W. Pont, D. H. Morris, H. L. Miller and Philip Schwartz. Glad to have you with us, fellows. We hope you will want to stay for a long time.

The arrival of Stephen Harold Wilks on June 15 at 10:46 a.m. has made Operator H. A. Wilks and his wife, Helen, proud and happy parents. Stephen weighed six pounds and fifteen ounces. Congratulations, H. A.! We hear you didn't faint once during the whole time!

So you have a little boy,
That fills your heart with joy,
But keeps you up and walking through the night.
Don't feel bad about it now,
For he'll find out someday how
It feels to be the one who walks the mite.

Our most sincere sympathy goes out to Motorman F. W. Starkey and his family on the tragic death of their son, Dennis Frank, on June 28, just before his 14th birthday. Dennis, a Boy Scout and an outstanding student, was stricken with cancer as an after-effect of a football accident. His ambition was to attend the new Arroyo Seco High School in El Monte. So admired was he, that a memorial is to be erected in his honor there. This fine youth gave up his life to cancer. How much will you give to cancer research?

About six o'clock every evening when most of the men are checking in for the day, there comes the delicious aroma of cooked food from the division clerk's office. Droolingly, the men stand at the window and look in to see Division Clerk Lyle Annis devouring each morsel from the still hot plate. This banquet is prepared by his charming wife, Joanne, whom he met and married while working at the old Long Beach Station. This king is not like the rest of us poor people

who have to go home to eat. His dinner is brought over by his fine daughter, Chloe, who waits until he has finished so she can take the dishes back. Lyle has another daughter, too. He has hopes that this younger daughter, Debra Rene, when she adds on a few years, will bring him his dessert course.

Two of our better men are retiring and we are sorry to see Ed Sievers and Johnnie Miller leave. We hope they enjoy their new status and learn to "sleep in" in the morning.

Former Operator J. E. Mitchell was seriously injured after returning to freight service recently. All of his many friends here hope he recovers completely and soon so that he may enjoy to the fullest his nice home and family.

Everyone was sorry to hear about the unfortunate happening that sent Operator Billy Wicks to the hospital. His absence is felt, and we continue to hope for his recovery.



By GLENN E. SERRES

"UNANIMOUS" is the only single word that can be used to express the favorable opinion entertained by all as to the fun and fellowship at the Dieseleer picnic on Sunday, June 19, at Covina City Park. Games for all ages were supervised by Mrs. Bill Barham. During the day 350 cups of coffee, 25 cases of pop, and 60 dozen bars of ice cream were consumed. There was a double climax; one, when the prizes were given out, and the other when the Dieseleer baseball team beat the Van Nuys ball club 25 to 22 for the sixth straight win.

J. S. Ryan won the door prize—a ladies' case.

Local merchants who generously contributed are: The El Monte Hardware, thermos; Starr's Dollar Store, paper napkin dispenser; Grant's Feed & Hardware, quart thermos; White's Market, wrought iron lamp; Lawson's Jewelers, ceramic iced tea set; Max's Bargain House, swivel faucet; Hall of Records, album order; Crawford's Market, 5 children's prizes; Cigarette Service, box of Hershey bars; Bechnell Uniforms, 5 pens and a punch holder; Salvin's Department Store, ladies' Samsonite case; Gene & Dick's Union Service, complete oil change; Rudy's Brake Service, two \$5.00 discounts; Temple City Car Wash, 4 car wash orders; Lexington Cleaners, two \$2.50 cleaning jobs; Ullery's Auto Service, lube job; Gordon's Auto Service, \$3.00 motor tune up; Schaeffer's Signal Station, lube and oil change; El Monte Laundry, \$3.00 in trade; Harris & Frank's Clothing, sport shirt and tie; Merit Watch Co., a camera; Koffee Klub, carton

cigarettes; Arcadia Music Mart, two \$3.00 record albums; T & J Cafe, Rosemead, 2 chicken dinners and 2 breakfasts; and Pasadena, California, Nescafe Coffee, Holly sugar, and paper napkins.

On Friday night, July 1, H. M. Cherry, #847, after finishing his run to Pomona, told division clerk R. B. Hardy he had a problem. He had with him a 13-year-old boy who had traveled all the way from Ft. Worth, Texas, heading for Areota, Colorado. Someone had misdirected the boy and he had boarded the Pomona bus. After turning in, Operator Cherry drove the boy to Los Angeles, exchanged his ticket for a Greyhound ticket, then put him in the dispatcher's care as there was a six-hour wait.

On the same night, M. W. McBrayer, #469, upon arriving in Monrovia at 12:37 a.m. on his last run, found a young sailor fast asleep and some distance beyond his stop. Deadheading back, Mac let the young man out at his destination. Upon checking over his coach at El Monte terminal, he found the sailor's wallet containing \$23.00 and valuable papers, including his I.D. card. Without his I.D. card, the sailor would have been restricted to his ship for two months. Mac detoured (on his way home) to where he had let the sailor out, and much to the latter's relief, returned the wallet.

Congratulations, fellows, from your brother Dieseleers.

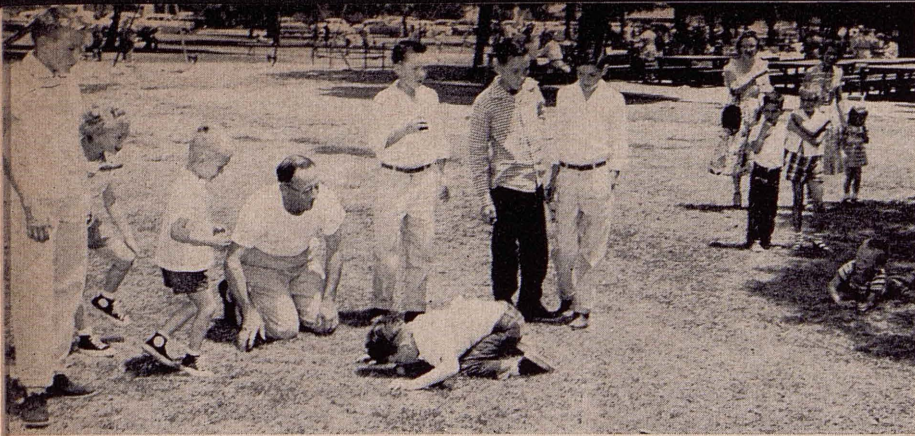
Congratulations from all to the W. K. Barhams, who, on Sunday, August 7, celebrated their 30th wedding anniversary.

Strollin' Through the Park

By GENE GILLIGAN

BIGGEST and most newsworthy event in the past couple of months from this terminal was the wonderful picnic our ball team enjoyed as guests of the Valley Club of Van Nuys Division, on Sunday, July 31. A royal feast, prepared by the members of the Valley Club, will leave us talking for months of the many taste-tempting goodies which were heartily enjoyed by all. We hope that the idea is contagious and that we at Ocean Park can do something along these lines, as well. Plans are in the offing for a return engagement with Ocean Park hosting for the next one.

(Continued on Page 28)



DENNIS SERRES, 8, with nose to ground, wins the pushing-the-potato-with-nose race as his dad, Operator Glenn, kneeling, and others urge him on.



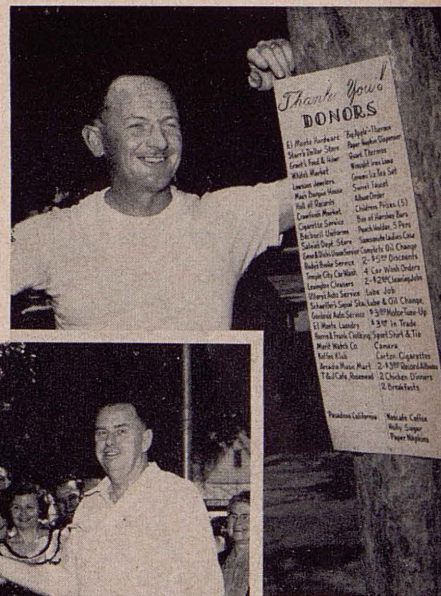
BIG FAMILY—Seventeen members of the Straley - Panek - Heim family enjoyed themselves. Operators Louis Straley and James Panek are 2nd and 3rd from front at right side of table; PE Brakeman Louis Heim is 9th from front, left side.

El Monte Picnic

COVINA PARK
JUNE 19



GLENN SERRES lettered this complete list of prize donors for the picnic and tacked it where all could see it. ➔



CAKE CONTEST WINNERS—From left, Mrs. C. B. Mullins, wife of division clerk, first; Mrs. A. P. Baker, wife of operator, second (cake already eaten); Mrs. W. J. Gerhardt, wife of division clerk, third. William K. Barham, Dieseleer president, was chief judge.



DRAWING—Terry Lee Twesten, 8, son of Service Director Kenny Twesten, picks first ticket out of the barrel and hands it to Dieseleer President Wm. K. Barham, as R. F. Slocum holds up one of the prizes. Grand prize winner was Operator J. S. Ryan.



SALLY FITZGERALD, 10, center, wins the pushing - the - potato - with - a - stick contest.



GROWN-UP LADIES had a one-handed clothespin contest. From left: Mmes. A. T. Lipford, Kenny Twesten, Bob Miller, Helen Walker, unidentified, Paul Jenkins, Miss Ella Mae Hall, Mrs. A. M. Hall. All are operators' wives except Miss Hall, a daughter; and Mrs. Twesten, wife of service director.



Strollin' Through the Park

(Continued from Page 26)

Raw egg throwing and catching champs, your reporter and "Bubbles" Sadler; mother and daughter — three-legged racers — Laura (Mrs. Dick) Sanson and Sandy, and all of the children came away with some of the prizes, in the games and competition after the repast.

Brother Bill Kennedy finally has left us and gotten his cherished freight bid. Long a fixture on the Ocean Park scene, the place just won't be the same without Fisherman Bill.

Operator H. M. Donnelly departed hurriedly for Tucson, Ariz., Friday, July 29, upon receiving word that one of his children was seriously ill, while visiting the grandparents for the summer school vacation. All Ocean Park personnel joined in prayers that it isn't too serious and they must have helped, for "Don" has returned and reports that the boy, though suffering a concussion, is on the road to recovery.

Operator Carl Dalzell tried for 30 minutes to call Roy Weatherly one day recently with no success. Was his face red when he discovered that he had been dialing his own number from his own phone.

Do-It-Yourself has an ardent convert in Timekeeper Martha Falbaum, of Ocean Park. Anyone desiring instructions in patio building can see Martha and she'll explain "why the boards run this way, instead of that."

Softball games have been played, with West Hollywood hosting Ocean Park at San Vicente Playground, and Ocean Park at Penmar Playground in Venice. West Hollywood has a big edge in games won, and at the risk of being accused of making excuses, lack of manpower on our part has been the deciding factor in most of the contests. All of the games have been close, with one run deciding in each case except the first game, a rather wild affair winding up Hollywood 17, Ocean Park 13. At Van Nuys the score was 7 to 5, Van Nuys gaining the nod. Ocean Park should be tougher from this point, however, with the strengthening of our infield and some needed pitching help in the persons of Stan McGee and George Andrade.



THAT BEAMING SMILE on Mary Ellen's face means she is still hearing the wedding bells that changed her name from Miller to Mrs. Fred Peterson on July 21. Note the "JUST MARRIED" sign and the cans on the back of her office chair.

ACCOUNTING DEPARTMENT

By "THE SCRIBBLER"

Remember this: "Most people are as happy as they make up their minds to be."—Abraham Lincoln.

Most of the accounting department made up their minds to spend a wonderful summer, for the VACATION SPECIAL pulled in, crowded with happy, sunburned individuals, with stories and snapshots, and—shall we say—the will to work with renewed vigor. Among the loafers are: Verna Lee Oldendorph, Crater Lake, Portland, Seattle, Everett, and Canada. —ALL THAT in only two weeks? She certainly gave her new Chevrolet a work-out! Jim Sims to Canada—except that since Jim is a native Canadian, what does Canada have that the good old USA doesn't have? Florence McDonald, the old home in Nebraska; Proctor Welcher, his annual pilgrimage to see the family in Kentucky; Sarah Bustle flew for the first time to her home in North Carolina; Charles Escovar, taking a few days at a time, parked his family over at Catalina, while he took it easy acquiring a Catalina suntan; Margaret Gibson

took one day out from her home vacation to pick up a burn at the beach; Lois Athay flew to San Francisco and the Santa Cruz Mountains, returning by train. She says "NO SMOG." Phyllis Bonner with her mom to Santa Barbara, Monterey, Oakland, and Pacific Grove; Anna Capo proved that a change of work is a rest, and hied herself to Torrance to help her daughter keep house; for a change, "Johnnie" Pujol, assistant auditor, took two weeks together, and packing his family in their new Plymouth station wagon, spent a happy time roaming the middle west; General Auditor "Eddie" Uecker went to Yellowstone and the High Sierras. That takes care of the vacation problem for this session, so now we'll get down to the news.

Helen McDougall is welcomed back from another sick spell; Grandma Ethel Chandler is bragging about her new first grandson; and Mary Ellen Miller hit the jackpot at Reno, bringing back a new husband, Fred Peterson. —Lotts happiness, Mary Ellen.

Goodby to Jim Morris, whom we see every now and then, and hello to John Baurhenn, who transferred from the Parcel Room.

West Hollywood Trims El Monte, 19-3

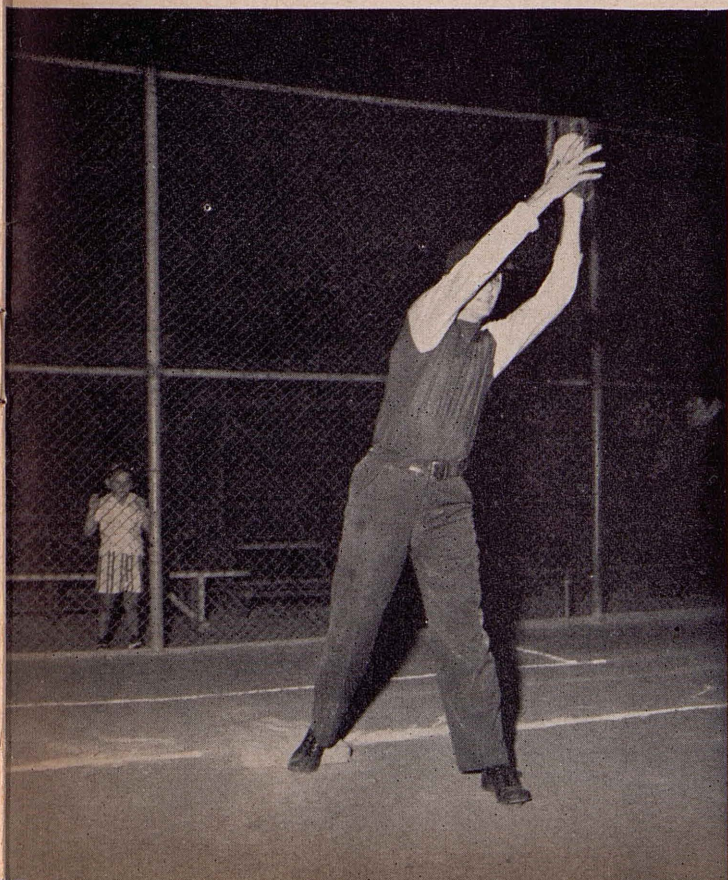
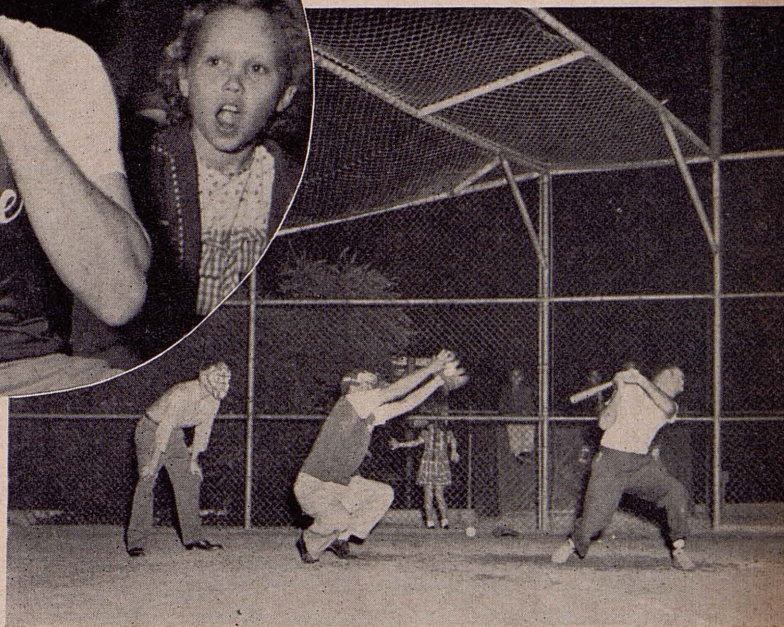
(See pictures on opposite page)

WEST HOLLYWOOD proved on Friday night, August 5, that uniforms don't make a softball team as players in variegated costume from that division whipped the green-clad El Monte Dieseleers 19-3 at West Hollywood Park.

The big difference between the two teams was West Hollywood's Art Venlet, who struck out 10 men with his razzle-dazzle fast ball pitch.

Revenge was sweet, for the Currutt crew had beaten the Banta boys twice before and tied them once.

And give El Monte credit: what they lacked in scoring ability they made up for in spirit; for two busloads of rooters accompanied the Dieseleers and did all that shouts and cheers could to make their side win.



CIRCLE—"Kill the umpire!" shouts Dieseleer J. L. Patterson, with the solid vocal assistance of the young friend on the right. Normally, Pat is said to be extremely courteous to the public!

UPPER LEFT—West Hollywood team. From left, front row: C. B. Ballenger (supervisor), W. D. Leggett, H. W. Bryant, Alice Rush (mascot?), D. R. Shepherd, A. B. Bogartz. Back row: R. A. Moen, Duane Jones (just an interested local business man), C. F. Bloodgood, Glenn Banta (division foreman), Howard Ryan, Arthur Venlet, R. P. Rush, J. D. Feller, E. R. Rourke. Others play when runs permit.

UPPER RIGHT—The Dieseleer team, from El Monte. From left are J. E. Hurst, R. L. Denmark, C. W. Alexander, F. S. Ruiz, S. S. Franich, G. R. Walker, R. G. Curnutt (division foreman), G. G. Smith, M. J. Pruett, J. L. Patterson, W. J. Gerhardt, R. J. Miller, R. J. Jenkins. Too late for photo were C. E. Beall, A. L. Luckie, B. R. Myrick. Bat boys are Mike Pruett and Benny Patterson.

LEFT CENTER—Leggett, West Hollywood, beats throw to Smith, 1b.

RIGHT CENTER—Ballenger takes a mighty swing, but the ball goes right into the glove of Dieseleer Catcher F. S. ("Pancho") Ruiz.

LOWER LEFT—"Come on, Daddy!" five-year-old Alice Rush calls from behind the fence as her dad, Rodney, gets a throw to first base.

**WEST HOLLYWOOD, 19; EL MONTE, 3
AUGUST 5**

Auld Lang Syne—

(News of Retired Employes)

By F. B. EGGEMAN

ART SMITH, assistant trainmaster, now crossing guard, Arcadia Police Department, sends greetings from *John McMillen*, motorman, northern district, now living in San Luis Obispo, who wants to say hello to friends of yesteryear.

Jess Hanselman, terminal foreman, Subway, moved his wife in from their mountain cabin near Arrowhead to hospital in Los Angeles, on account of her serious illness.

Word comes from Crestline that *Jack Gibson*, motorman, southern district, keeps busy feeding the deer.

Jim Briggs, foreman, mechanical department, Macy Street, has been visiting friends and relatives in Eastern Canada and the northeast corner of U.S.A.

Max Schuring, B&B department, is just back from a trip to Holland where he saw his brother and other relatives after a separation of 49 years. He also visited in Amsterdam and The Hague. Made Atlantic hop in 12 hours via KLM (Dutch) Air Lines from New York.

Skid Row gave a last farewell and tribute to *Charlie Estes*, 82, another old-timer with B&B department at services conducted by Union Rescue Mission recently. Charlie was a well-known character who took a one-way ride out of the gutter into religious work half a century ago, acting as counsellor and Bible teacher to thousands of down-and-outers. He died July 10.

The following timekeepers send greetings: *Beulah* and *Bill Williams*, now living on their mountain ranch near Frasier Park; *Madelyn Mathews*, on convention trip with Railway Business Women to Chicago and visiting points east as far as Washington, D. C.; *Lucy Wilkins*, boating and fishing at her June Lake camp site.

The Hospital Association advises that effective September 1, 1955, they will discontinue the free distribution of vitamins to retired employes, except in cases where vitamins are prescribed for deficiency diseases by doctor.

Here's How To Make a See-Saw Merry-go-round

A combination see-saw and merry-go-round is fun for small children.

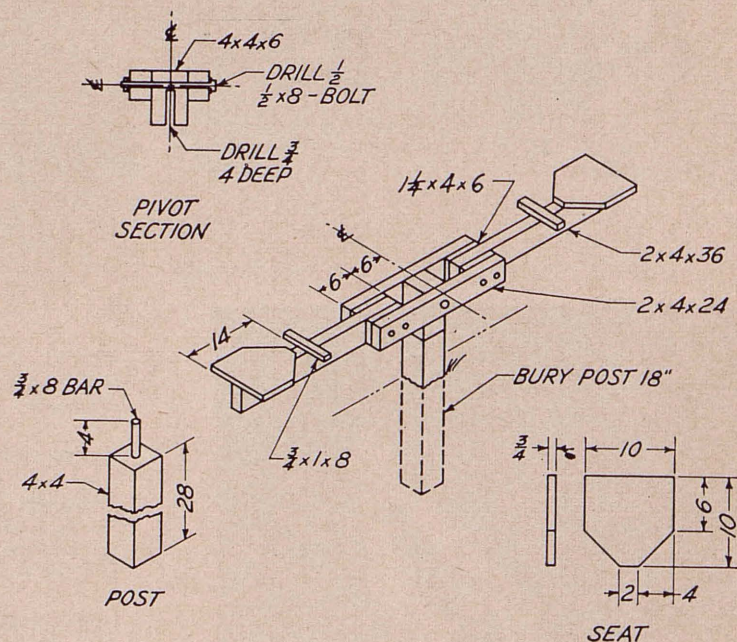
To make the teeter-board, splice the 2 by 4's, as shown, using $1\frac{1}{4}$ -inch stock as spreaders. As a safety measure, use only straight-grained, knot-free 2 by 4's. Draw up tightly with 8-inch bolts.

Make the pivot, as shown, place it in the teeter-board, and drill the bolt hole through all three pieces. Do not draw up tight. Bore a hole through the end of the bolt for a cotter pin to hold the nut.

Fasten the seats with No. 5 screws, $1\frac{1}{4}$ inches long.

The post is a preservative-treated or decay resistant 4 by 4. Bore a hole $\frac{3}{4}$ inch in diameter and 4 inches deep in the top of the post, and drive an 8-inch piece of $\frac{3}{4}$ -inch steel bar into the hole, with 4 inches protruding. Set the post 18 inches in the ground; tamp firmly in place or set in concrete.

Place two washers over the bar. Grease the bar and pivot. Put the see-saw on the post, and it is ready for use.



FEAR: A Parable

PESTILENCE met a caravan on the road to Bagdad.

"Why," asked the leader of the caravan, "are you making such great haste to Bagdad?"

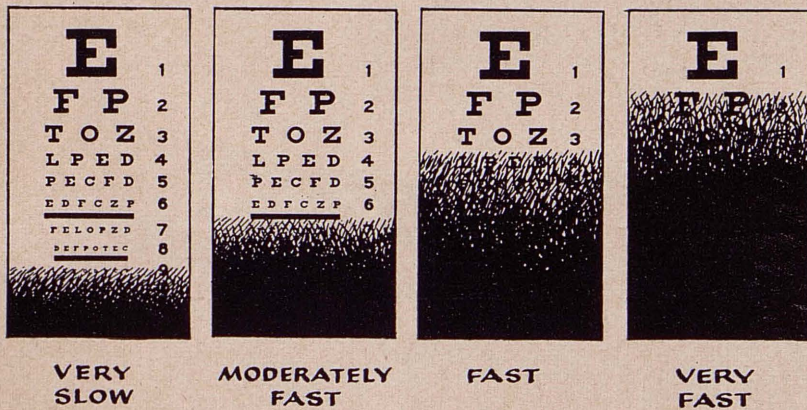
"To take five thousand lives," Pestilence said.

On the way back from the city, Pestilence and the caravan met again.

"You lied to me," cried the leader angrily. "You took not five thousand, but fifty thousand lives!"

"No," said Pestilence, "I took five thousand and not one more. It was Fear who killed the rest."

DRIVERS' VISION AT HIGH SPEEDS:
It can't be tested . . .



...but this is how a test chart might look to perfect eyes as speed increases

DRIVERS' EYES - -

An Unsolved Puzzle

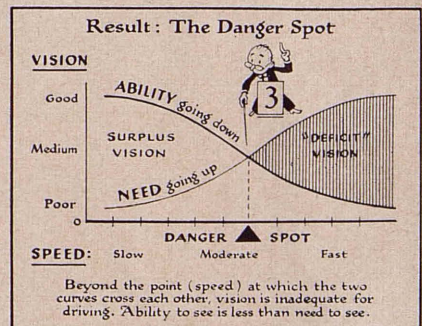
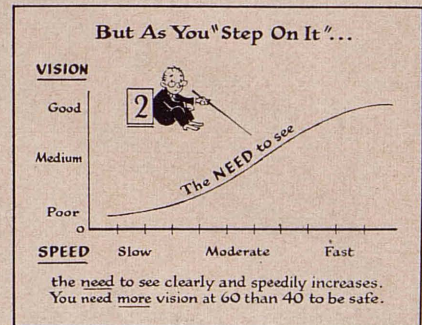
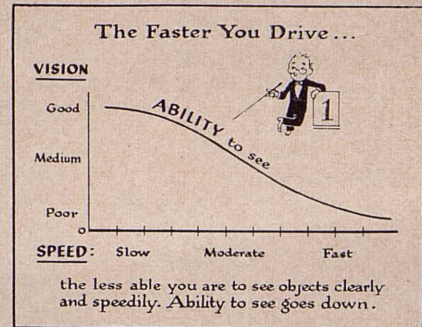
THE PROBLEM of drivers' vision has never been successfully grappled with, says the Better Vision Institute. Not even the capacity of the drivers' eyes has ever been accurately measured, for no means has been found for discovering how well the eyes sees at high speeds.

True, nearly all States apply an acuity test to applicants for licenses. The test is practically the same as that which an oculist or optometrist uses in examining eyes. It consists of a card with letters of various sizes printed on it, which the applicant is asked to read at a distance of 20 feet.

That's fine—as long as you sit still and the card remains in a fixed

position. But you are not sitting still when doing 60 m.p.h. in your car, and the thing you are looking at is not in a fixed position. It may be another car approaching at 60 m.p.h.

If you could look at the test card instead of the approaching car under such conditions, the whole card would certainly be an illegible blur. Yet you may have scored a triumphant 20/20 on it in the examiner's chair. This fact merely demonstrates that there is no way of measuring how well you see at high speeds. The only sure fact is that people who make a good score at the card test, with or without spectacles, will see better than others as auto drivers.



The speed with which we see can be measured in the case of reading—so many words per minute. But it cannot be measured in the case of the driver. And speed of seeing, along with clearness of seeing, is something on which life may depend.

Remember, then, that the faster you go, the more likely you are to have an accident from some source you might have seen at slow speed but couldn't at high speed.

SLOW DOWN!

Experience: 5¢

ALLEN FOLLIN, who works the extra board as passenger director, ticket clerk, cash receiver, and cashier, was working at Whittier one evening when a small tow-headed boy of 10, "not much bigger than a pint of milk," and car-

rying a homemade shoe shine kit, approached the ticket window and inquired the fare to Fullerton. "Twenty-five cents."

"Well, how far will 20c take me?"

"About to the edge of town—but if you want Fullerton give me 20c and I'll give you a 25c ticket." (Mr.

Follin would donate the nickel.)

The boy brought out a large handful of silver, placed 20c on the counter, grabbed the ticket, and ran off.

Follin duly contributed the nickel, and charged his loss to experience.

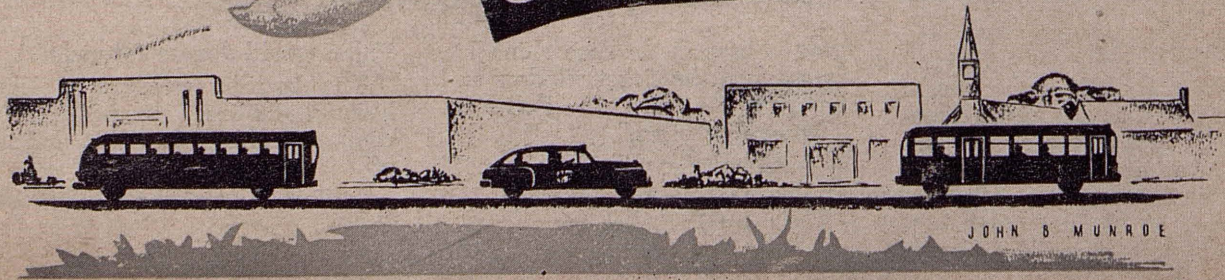
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