

METRO COACH NEWS

MERRY CHRISTMAS

DECEMBER 1956

TEL. TRinity 2792



METRO COACH News

VOLUME 4 DECEMBER, 1956 NUMBER 1

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OUR COVER

MERRY CHRISTMAS and Happy New Year to all our readers from the staff of the METRO COACH NEWS. May your visions of Santa be soon realized and your hearths always warm with the affection of family and friends throughout the year.

CORRESPONDENTS

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

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Merry Christmas . . .

Happy New Year!

FOR your helpful attitude and your enthusiastic cooperation throughout the past year, I wish to extend sincerest thanks on behalf of the company officers and myself.

Your willing and effective cooperation and efforts have brought our company to a position of success in its operations and service despite adverse factors.

Am looking forward to an even better year in 1957 through your continued fine cooperation.

May all the blessings of the season be with all employes and those you hold dear.

J. L. Haugh
President



"The Safe Operator is the Courteous Operator."

Safety Awards

465 Operators Win NSC "Safe Driver" Cards;
G. W. Demarest Gets Highest Recognition

(See back cover photo)

GARRETT W. DEMAREST, with a record of 30 years of driving minus an avoidable accident, heads the list of 465 Metro operators who have been presented with Professional Safe Driver cards by the Greater Los Angeles Chapter of the National Safety Council.

Cards were awarded all operators who drove without a chargeable accident between July 1, 1955, and June 30, 1956, in the NSC's fleet safety contest. Each card also showed the operator's total number of years and months of safe driving.

A special honor was also accorded Mr. Demarest, Ocean Park operator who works a Redondo run. He was selected the "Driver of the Month" for October by the California Trucking Associations, in cooperation with the Greater Los Angeles Chapter, National Safety Council, for his 30 years of safe driving.

Presentation of an inscribed brass card was made to Mr. Demarest at a luncheon meeting of the NSC last November 16. Full honor will be accorded the operator at the annual NSC dinner in the spring of 1957. At this time he will be one of 24 drivers of bus and truck companies to be so honored by the California Trucking Associations.

The hundreds of truck and bus companies belonging to the Fleet Transportation Division of NSC's Los Angeles chapter have the privilege of submitting each month the name and safety record of the driver they wish to be considered in the Trucking Association's "Driver of the Month" contests. One contest is for local driving; the other, for long distance driving.

Twice within two years Metro has won honors in the local category, Operator *Leland S. Radcliffe*, with



GARRETT W. DEMAREST

a 25-year safety record, having won the award for the month of September, 1955.

"I guess I'm a little slower and more careful than the other fellow," declared Mr. Demarest when asked how he had built up his superb record. "I don't like to cut in and out of traffic — just don't believe in sacrificing safety to keep schedules. Following too closely and cutting in and out of traffic I think are the main causes of accidents."

Proving the old observation that safety and courtesy go together is the fact that Demarest has never received a passenger complaint of any nature.

Below is a list of the 77 operators who, of the 465 award winners, have records of five years or more of driving without avoidable accidents.

THEY'VE OPERATED 5 OR MORE YEARS WITHOUT CHARGEABLES

G. W. Demarest, 30*	R. A. Osborn, 10-2	L. F. Hutchison, 7-6	R. G. Kirkpatrick, 5-8
C. E. Merriweather, 21-6 (A)	E. F. Arthur, 10-1	H. J. Moberly, 7-6	J. E. Beardley, 5-7
H. W. Monroe, 18-5 (A)	W. R. Anderson, 10	L. S. Dodge, 7-1	L. M. Hacker, 5-7
Howard Keene, 17-10	A. W. Freas, 10	G. J. Brancato, 6-8	H. F. Kohl, 5-7
C. G. Larson, 17-6 (A)	B. L. Hunter, 9-6	O. L. Wilson, 6-7	R. J. Miller, 5-7
H. H. Morris, 16-4	G. E. Serres, 9-4	T. R. Gordon, 6-6	K. E. Amy, 5-6
D. O. King, 16-2	G. E. Tennant, 9-2	F. V. Haulman, 6-6	R. E. Miller, 5-6
E. A. Abbott, 15-9	J. R. Englert, 8-11	R. M. Melton, 6-6	F. A. Peters, 5-6
L. L. Chapman, 14-11	J. L. Fotte, 8-8	M. K. Thompson, 6-6	R. S. Anderson, 5-5
Owen Whitaker, 14-10	J. R. Dingey, 8-6	M. A. Michael, 6-5	Theodore Deak, 5-5
G. M. Dickson, 14-6 (A)	C. P. Swope, 8-6	R. W. Brann, 6-4	A. L. Norris, 5-4
Dakin Boardman, 14-3	W. B. Winters, 8-6	L. P. Gappae, 6-2	J. R. Thompson, 5-4
F. E. Harris, 14-2	O. D. Reedy, 8-3	H. W. Humphrey, 6-2	F. W. Walker, 5-4
F. W. Muller, 14	W. W. Hull, 8-2	J. F. Costello, 6-1	D. L. Costley, 5-3
E. H. Denton, 13-10	R. A. Sweatt, 8-2	E. A. O'Connor, 6-1	J. E. Storey, 5-3
R. E. Sanders, 13-1	Paul Dusserre, 7-8	F. M. Keathley, 5-10	E. L. Finley, 5-2
R. R. Prickett, 11-2	E. M. Shepherd, 7-8	Robert Loewing, 5-10	R. E. Drayer, 5-1
J. R. Moore, 10-5	T. D. O'Neill, 7-7	W. L. Maurer, 5-10	H. A. Bates, 5
S. E. Gee, 10-4	C. A. Ravens, 7-7	O. J. Wheeler, 5-10	D. A. Brown, 5
A. A. Carano, 10-3	L. E. Cutright, 7-6	J. T. Kelley, 5-8	W. B. Rumsey, 5

* Years and months without chargeable accident.

A — Asbury.



INSPECTION of one of the Park-Ride "Flyer" coaches at Hall of Records November 20, day Los Angeles County Supervisors signed "Flyer" agreement. From left: T. M. Chubb, general man-

ager and chief engineer, Los Angeles City Board of Public Utilities; Pat Moore, Bowl superintendent; President J. L. Haugh; R. Finlay, Jr., secretary, City Traffic Commission.

PARK-RIDE PLAN SUCCEEDING

"I CAN READ on the way to work instead of cussing," commented *Ed Casanova*, first passenger to use the "Park-Ride Flyer" service, as he climbed aboard his waiting coach in the Hollywood Bowl parking lot, Monday, November 26, at 7 a.m., and presented his ticket to Operator *F. A. Anderson*.

His remark was one of many favorable expressions heard that day and since by commuters who find a "FLYER" ride easy on both nerves and pocketbook.

Although there's still plenty of room for more cars and more passengers on the coaches, the riding curve has gone from 14 cars and 20 passengers the first day to 80 cars and 123 passengers on Tuesday morning of the third week. It is still climbing, thanks to the inherent appeal of the service itself, to careful advance planning by County, City, and Metro authorities, and to the favorable reception the idea has had publicity-wise and editorially.

The Los Angeles metropolitan newspapers and others have given excellent support, with almost daily stories the first two weeks and periodic stories since. Radio and television coverage has also been excellent. Part of the interest shown by publicity media has been due to regular daily contacts by Metro representatives.

Prepared by the public relations department, 50,000 copies of a "Park-Ride" pamphlet on the service were distributed to numerous downtown and San Fernando Valley firms, and a special bulletin for bulletin boards was given similar handling.

Through the City Traffic Commission, negotiations

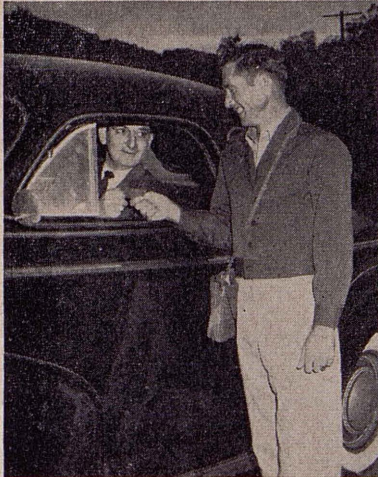
were under way, as this is being written, for three billboards in the San Fernando Valley to be used in the promotion.

The service itself consists of 10 round trips, Monday through Friday, leaving Hollywood Bowl between 7 and 8:30 a.m. for downtown Los Angeles, and leaving downtown (Eighth and Hill Streets) for the Bowl between 4:20 and 5:50 p.m. Begun with six 400-class coaches, the operation since Monday, December 10, has been continued instead with six 600-class coaches—Metro's newest.

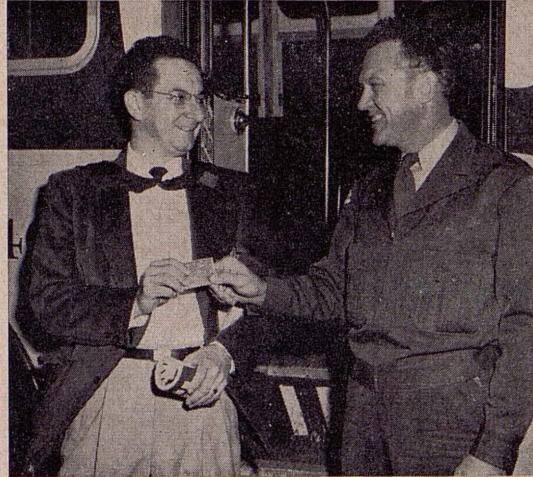
Distinctive markings are provided on the "Flyer" coaches, including triangular metal "Park-Ride Flyer" pennants at the front corners of each coach, and a series of exterior car cards on the rear panel and both side panels.

When an intending commuter drives his car into the Bowl parking lot, he is met by an attendant (in county service) some distance inside the gate. The attendant is empowered to sell a parking ticket for 15¢ (which the motorist buys if he intends to pay a cash bus fare of 23¢) or a commutation ticket containing five parking tickets and 10 one-way bus rides on the "Flyer," for \$2.80. The motorist buys his choice, and is then directed to park his car in line with the others.

The really de luxe feature of the service is that the bus is always waiting in the parking lane close to the last parked car; the motorist does not park and then walk a hundred or more yards to the park entrance in order to board the "Flyer."



FIRST CUSTOMER, Ed Casanova, buys ticket from Attendant E. W. Burrows.



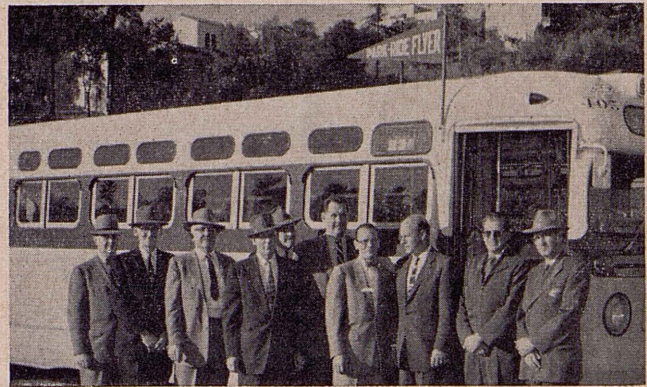
FIRST OPERATOR, F. A. Anderson, on first bound trip, collects first ticket—Casanova's.



COMMUTE BOOK—one of the first—is purchased by Miss Helen Parchman.

PARK-RIDE TALLY

FIRST WEEK — NOV. 26 — 30:	Hollywood Bowl to Los Angeles		Los Angeles to Hollywood Bowl Passengers
	Autos	Pass.	
Monday	14	20	27
Tuesday	33	47	55
Wednesday	47	62	71
Thursday	57	87	86
Friday	56	84	88
Week Total	207	300	327
SECOND WEEK — DEC. 3 — 7:			
Monday	64	98	90
Tuesday	68	104	101
Wednesday	71	100	95
Thursday	75	113	105
Friday	76	114	107
Week Total	354	529	498

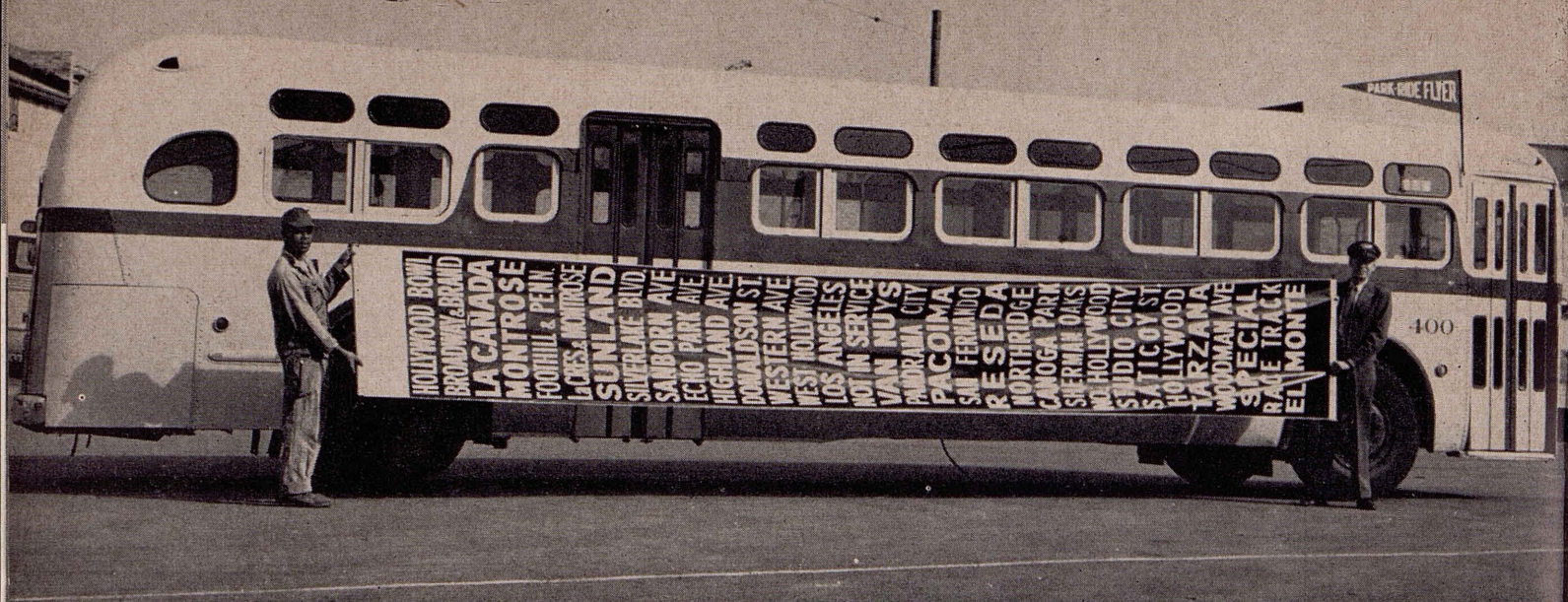


INTERESTED BYSTANDERS at the Bowl lot first day. From left: Mark D. Swerdfeger, schedule supervisor; L. S. Jones, superintendent of schedules; Jack Stewart, superintendent of transportation; T. M. Chubb, chief engineer and general manager, Los Angeles City Board of Public Utilities and Transportation; R. F. MacNally, Metro vice-president and general manager; H. L. Sullivan, deputy chief of police; Lloyd M. Braff, general manager, City Traffic Department; Pat Moore, superintendent, Hollywood Bowl; R. M. Potts, Metro operator; and E. B. Stowe, Metro supervisor on duty at the Bowl that day.

LOTS OF ROOM LEFT—This is how the Hollywood Bowl parking lot looked at the departure of the last inbound "Flyer" on the

first day of operation, Monday, November 26. Fourteen cars!—By the third Monday number had grown to 80 and is still rising.





BIGGER, HEAVIER LETTERING on new-type destination signs is shown on sign curtain being held along side Coach 400 by Op-

erator J. C. Jordan and Mechanic Matthew Harvis to show length of sign. Matthew is installing new signs in all Metro coaches.

INFORMED RIDERS ARE HAPPIER RIDERS

Buses Are Getting Better Signs

APPEARING ON all Metro coaches as fast as the men of the maintenance department can manufacture them is a complete new set of improved signs, designed for the convenience of both passenger and operator.

New head signs, with lettering larger and heavier than has been used in the past, and with destinations revised in many instances to explain more clearly the terminal point of the bus, are more legible and more understandable to intending passengers than ever before.

Improvements are also being made in the roller turning mechanism. The crank is being placed further to the right — out from behind the rear-view mirror and more convenient to the operator's right hand. On the reverse side of the destination sign cloth or curtain are numbers, keyed to the lettering on the front. A peephole has been cut so that the operator can easily see these numbers as he turns the crank. When the desired number is opposite a fixed pointer, he knows that he has found the correct destination lettering, and that it is in exactly the right place on the front of the sign.

The new destination curtain is wider by four inches than the old to accommodate the bigger letters. By the same token, the smaller curtain just to the right, which now contains only the line number (and leg symbol, if any) is four inches narrower.

Information as to whether the schedule is local, limited, or express is conveyed on a cardboard sign

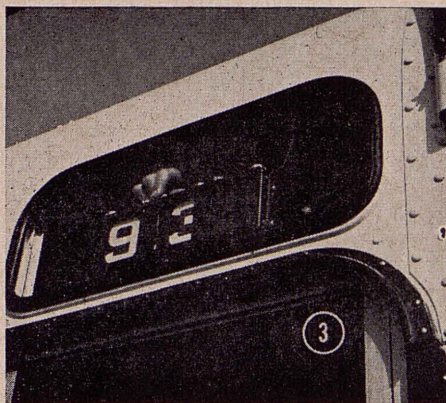
placed in the lower right-hand corner of the windshield.

As a further convenience to the operator, two other roller curtains of much smaller size have also been installed: one showing the line number is in the standee window nearest the front door; and the other, showing the assignment number, is in the lower left-hand corner of the right half of the windshield. The assignment number is more easily seen by the supervisor who may be checking the line.

On the wall just beside the operator's left ear is a key to the head sign — a typed list of the destinations appearing on the large curtain, and a list of the line numbers and leg letters appearing on the smaller curtain. Typed opposite each destination or line number is a key number, which is also lettered on the reverse side of the curtain, and visible through the peephole. It is used by the operator as indicated above, to locate and position the proper destination letters.

Credit for devising the new signs goes to a destination sign committee of nine men, headed by Vice President and General Manager R. F. MacNally.

The other members include Howard Beardsley, assistant research engineer; Fred D'Arcy, schedule supervisor; Dale Harlan, traffic manager; W. S. Hutchins, special agent; J. D. Puffer, superintendent of transportation; R. J. Voss, chief claim investigator; J. P. Wagner, news editor; and G. H. Wells, general foreman of maintenance.



BEFORE THE RUN —

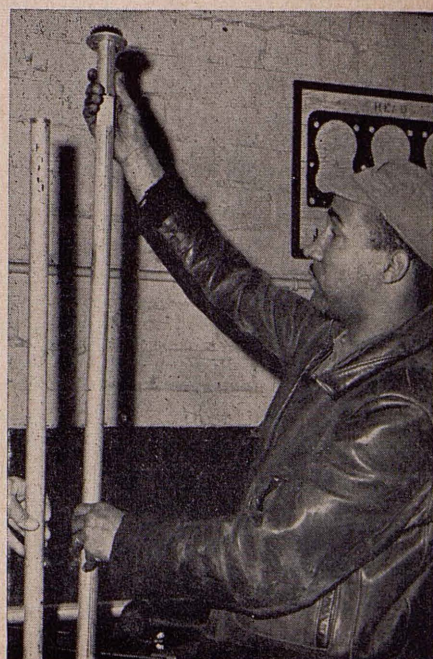
OPERATOR J. C. JORDAN (1) checks list in driver's compartment showing destinations appearing on head signs and corresponding numbers stenciled on back of sign curtain for driver's convenience; (2) peeks through hole as he turns roller to find number he wants; (3) turns route number sign in right front window to correct number; (4) same for assignment number; and (5) doesn't forget cardboard sign showing local, limited, or express.

SIGNS IN THE MAKING

BELOW — Eldon Kelley wiring lights for new signs.

CENTER — Leon Marcelin, Jr., rebuilding steel frames for destination signs. Pieces are welded on old frames to make them four inches longer; short frames are made four inches shorter.

RIGHT—Marcelin splices new 4" piece to roller.





GOOD SCOUT — Neighborhood Scout Commissioner Ira Junkins, left, proudly shows his Metro boss, Supervisor Harry Dietsch,

of the city ticket office, the Order of Merit certificate Ira was awarded by the Los Angeles Council for his service to boys.

Scouting Honor For Lead Janitor

THE HIGHEST HONORARY AWARD that can be presented by a district of the Los Angeles Council, Boy Scouts of America, has been given to Lead Janitor *Ira Junkins*.

At the annual dinner of the Pueblo District (downtown Los Angeles area) held at the Police Academy in Elysian Park, Wednesday, November 7, Superior Court Judge *Edwin L. Jefferson* presented Ira with the Order of Merit on behalf of the Council.

Never himself a Boy Scout, nor the father of a Scout (he's a bachelor), Ira is a neighborhood commissioner in the Pueblo District, and has been in adult scouting for over five years. He has been committeeman and institutional representative, as well as commissioner.

He says he became interested in Scouting through his niece's husband, who was a Scoutmaster. Ira

used to help him as a committeeman.

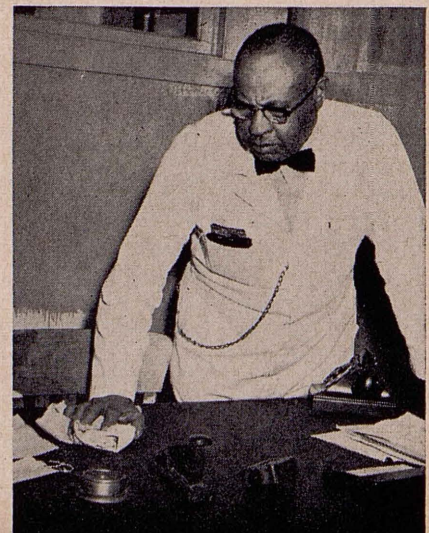
Reason for the presentation is contained in pertinent statements from the framed certificate Ira received: . . . "an expression of commendation and appreciation of outstanding Service to Boyhood . . . presented to Ira Junkins for his unselfish service, for his ideals, his leadership and his example, all in the interest of youth and their training for worthy leadership . . ."

Ira now works at the Sixth and Main Station. He started with Pacific Electric in 1923, and spent much of that time in maintenance as lead janitor at the Subway Terminal.

"They couldn't give an award to a more deserving man," commented his boss, Supervisor *Harry Dietsch*, of the main ticket office. "He's always been a good and conscientious worker — even comes down at

night, sometimes, to finish a job. He's one of the cleanest men I know, inside and out. More than that, he not only sees that his men do their job, but he's interested in their welfare."

GOOD WORKER—Lead Janitor *Ira Junkins*, who has given PE and Metro half a lifetime of loyal service, busy on the job.



Macy Grows

120-Foot Light Tower Goes Up; Paint Booths, Warehouse, Paving Build Up System Center

NEW LIGHT is being shed on nocturnal activities at Macy Garage with the erection of a 120-foot floodlight tower similar to those at El Monte and West Hollywood.

Moreover, three new and modern spray-paint booths big enough to hold a bus apiece are well on their way to completion at the northeast corner of the lot. They will be used by General Foreman *Gus Gundersen's* paint and body shop crew, which is scheduled to move up from Torrance by the first of the year.

Already in use is a large new warehouse, faced with red brick, and located between the store and the present unit overhaul shop. The warehouse will be used for storing engines, motors, and other large units used on coaches.

Completion of 50,000 square feet of concrete paving in the vicinity of the new paint booths, the unit overhaul shop, the warehouse, and the store is causing happy grins on the faces of mechanics and operators alike—no more dust and dirt on freshly washed coaches, uniforms, and newly-polished shoes.

There were sidewalk superintendents galore to watch the raising of the light tower on November 27. Of steel girder construction, built by Emsco, it had been brought to Macy in 40-foot sections, which were placed end to end horizontally and bolted together. Even the twenty-four 850-watt lights were in place and already adjusted to the area requirements by careful calculations on the part of the engineers.

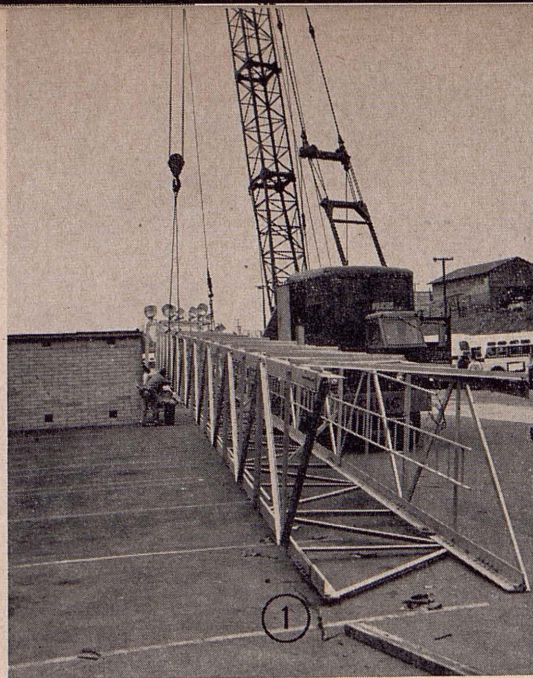
The foundation on which the tower was to stand had also been already poured. It consists of a shaft of reinforced concrete 13 feet deep, imbedded in which is a steel frame or "cradle" to which the tower is bolted.

Two 80-foot truck cranes, with auxiliary booms added to give sufficient height, were required to raise the tower from its horizontal position and set it into place. — See pictures on next three pages.

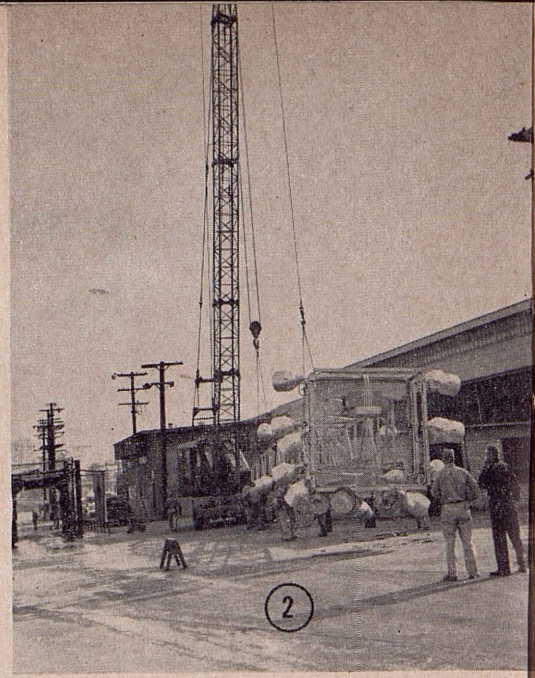
GOING UP! — Silhouetted in midair as he uses the crane's big hook for an elevator is this cool-headed mechanic from the Amercon Corporation, which was installing the new 120-foot Macy floodlight tower in late November. Note also the other mechanic already on the tower—which is actually leaning far out of the perpendicular toward you. The two men were changing the position of the cables around the tower.



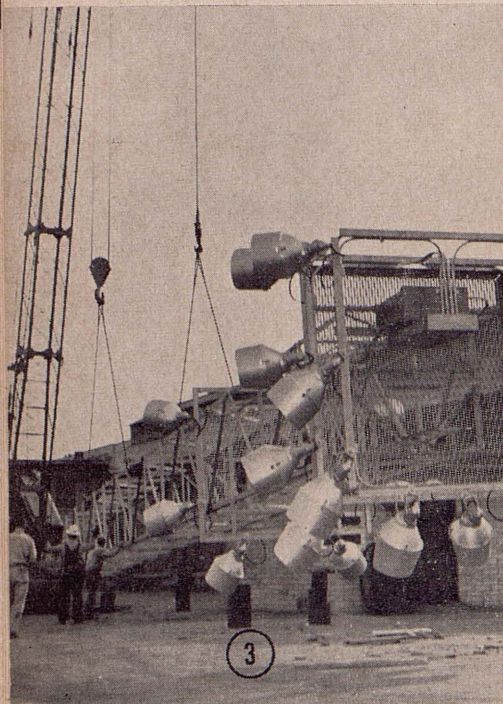
LIGHT TOWER GOING UP - -



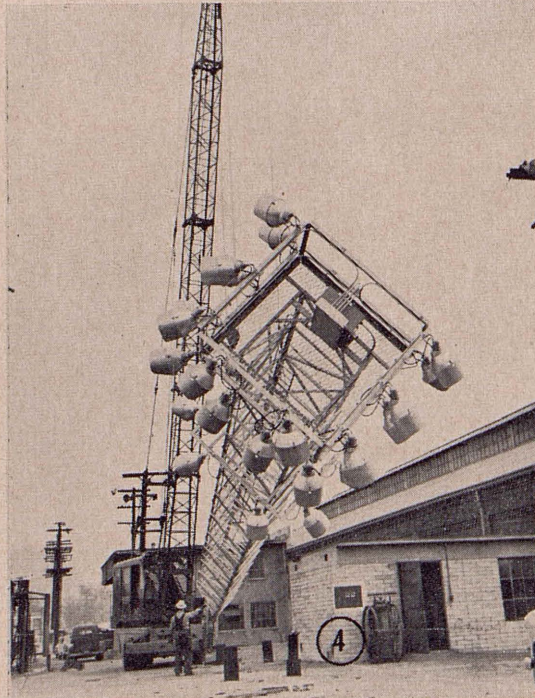
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2



3



4



5



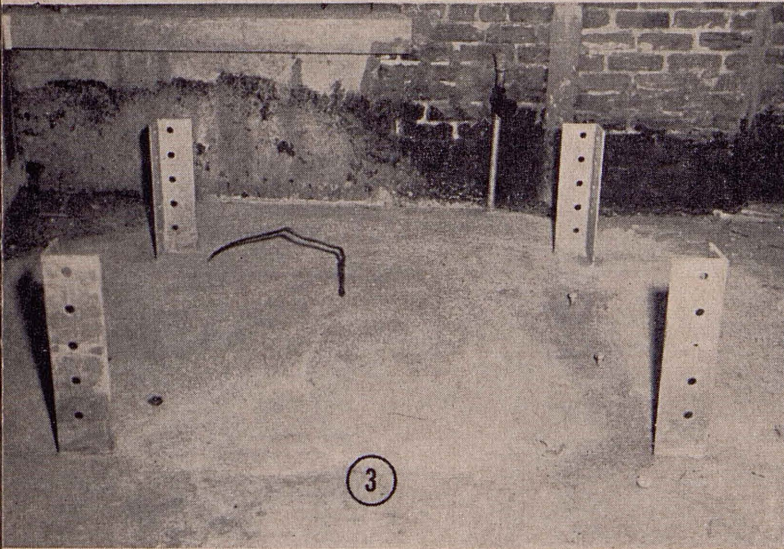
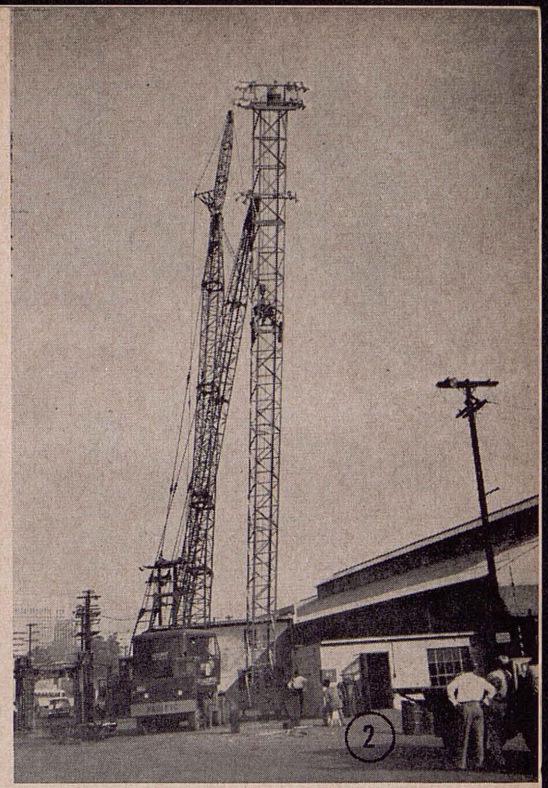
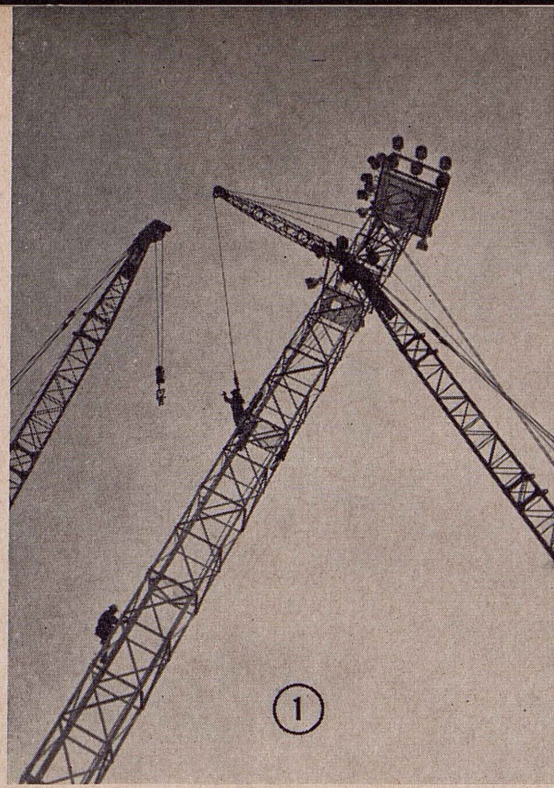
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(1) With tower assembled and lying on the ground near its permanent location at Macy, installers prepare to raise it with crane. (2) View from opposite direction. (3) First lift, a very tentative one.—Would she buckle in the middle of her 120-foot length? (4) Oops! She turns on her axis slightly as she goes higher. (5) Hold her steady, men! (6) Up as high as 80-foot crane with auxiliary 30-foot boom will take her. (7) Front wheels off the ground!—Jacks have just been placed behind rear wheels to keep truck from tipping farther backward or sideward.—But tower is still not in position. What to do?—Answer: Send for another crane!

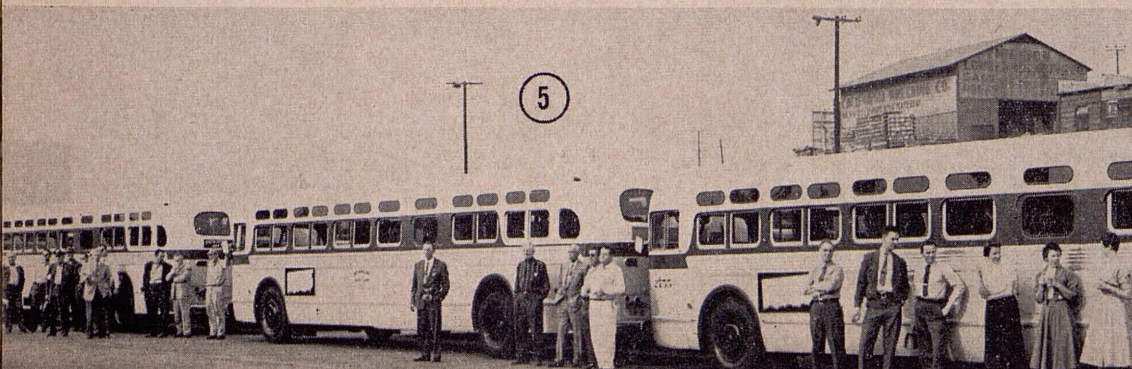


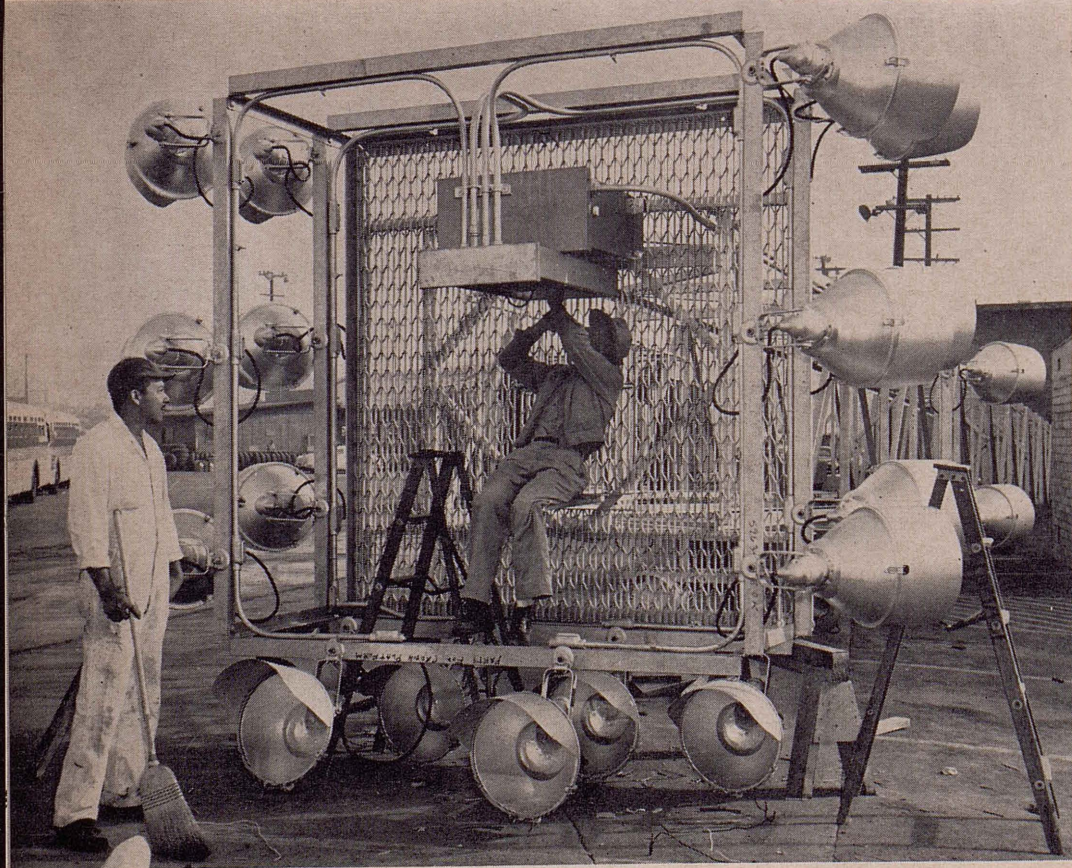
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-- AS
SIDEWALK
SUPTS.
GATHER



(1) Getting ready to hook on the second crane, these installers don't seem to be worried by the fact that only one fragile-looking cable is holding up the tower they have just climbed. (2) Mission almost accomplished! (3) Steel base, or "cradle," sunk deep into reinforced concrete going down 13 feet, to which tower will be bolted. (4) Job of bolting. (5) Sidewalk superintendents boss the raising. (6) Pointing is J. B. Hardy, chief engineer, construction department, Emsco Mfg. Co. He designed this tower and towers at El Monte, West Hollywood.

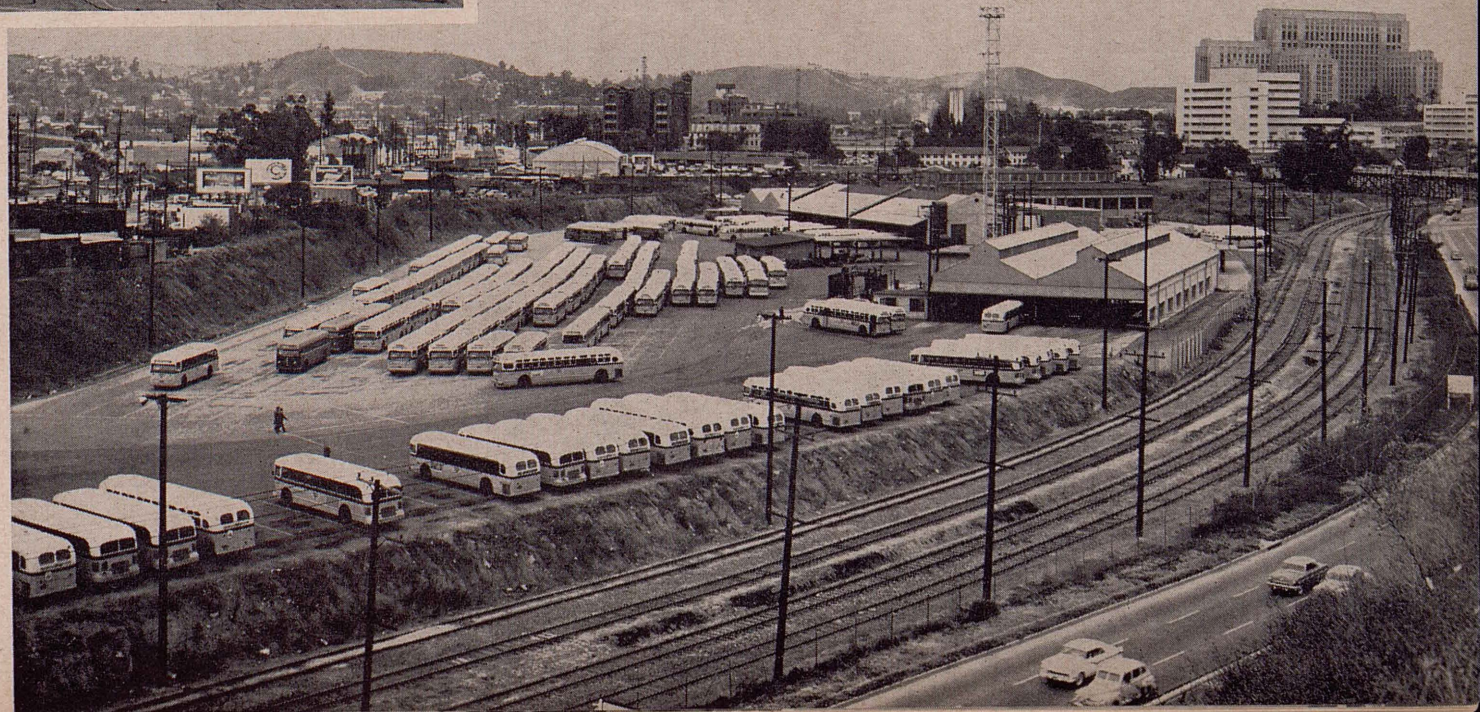




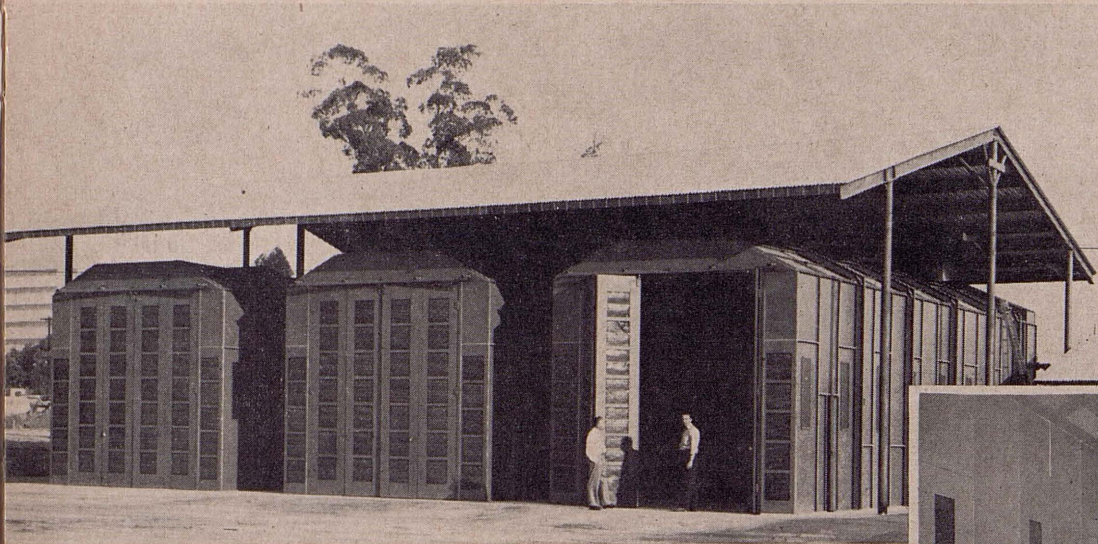
CLOSEST YOU'LL EVER COME

—in all likelihood—to the top of the new Macy floodlight tower is in this close-up view, taken when tower was horizontal, as Ed Griffith, construction electrician for Clamage Electric Co., readies distribution and control center at top of tower.—The same might be said for Janitor Mike Guinn, looking on at left. The platform that looks so small up in the air is actually 8' square. All the lights you see have been already prefocused before the tower is raised.

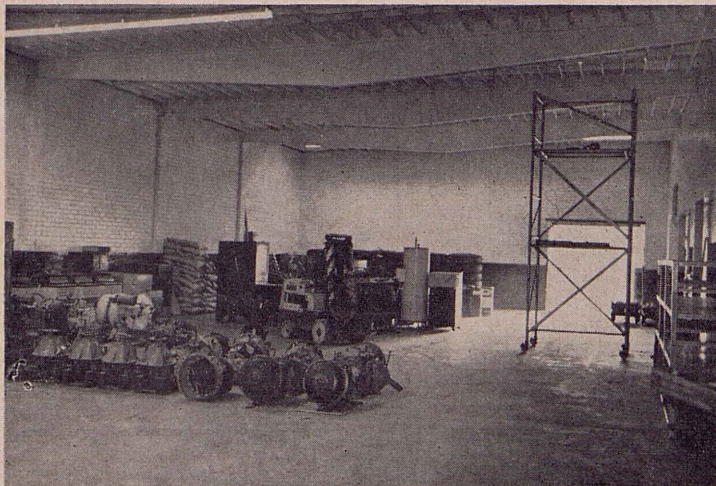
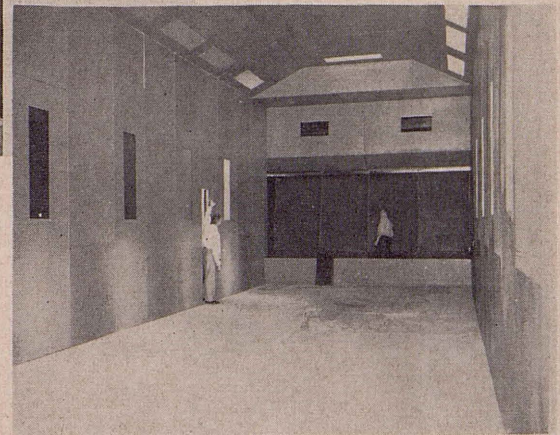
HOW
MACY
LOOKS
WITH
TOWER
UP



More Progress at Macy



SPRAY-PAINT BOOTHS, each big enough to hold a bus and a painter with a spray gun. Rectangles of darker material in doors are spun-glass filters—same as in forced air furnace. Light inside booths (picture at right) comes from daylight and from fluorescent lamps shining in through glass windows. Man at end of booth looking up is examining a big fan which draws air through door filters at other end. Air carries particles of paint spray with it to wall of water coming down into catch basin in which man at end is standing.—Modern!



New warehouse.

New paving around repair shop.
(Not all is shown in this photo.)

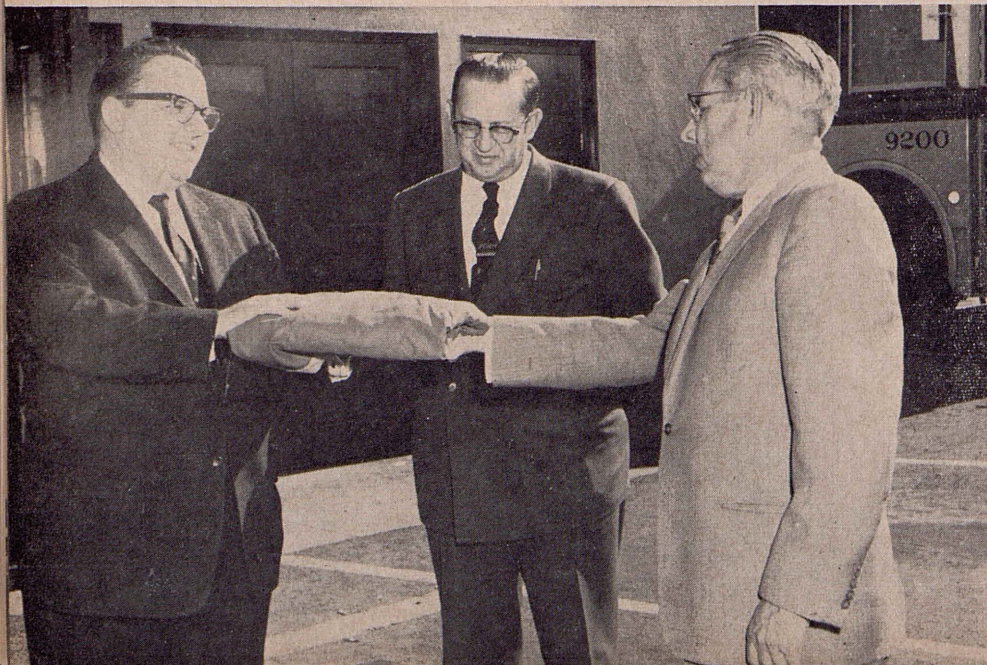




PENNANT-RAISING AT GLENDALE

Glendale Wins Safety Pennant

RELUCTANTLY, El Monte Division Foreman D. B. Van Fleet, right, surrenders the folded safety pennant to Kenneth E. Parker, foreman of the winning Glendale Division, as the company's chief safety guardian, J. T. Johnston, maintains careful neutrality.



WITH THE BEST RECORD so far achieved by any division, Glendale won the safety pennant away from El Monte, the two-in-a-row winner, for the three months period ending October 31.

The record made by the Glendale operators was .117 avoidable accidents per 10,000 miles, which topped by .018 the record of .135 set last time by El Monte.

This new record was made "just at a time when traffic is the worst in history," commented President J. L. Haugh during the flag-raising ceremony on November 30 at Glendale.

He continued: "I want to congratulate you and tell you how proud I am of you. — The maintenance men also deserve praise for their part."

Vice-President and General Manager R. F. MacNally seconded Mr. Haugh's congratulations.

SAFETY STANDINGS

August, September, October, 1956

Division	Accident Frequency Per 10,000	
	Miles	Miles Operated
Glendale	.117	518,470
El Monte	.136	1,608,411
Van Nuys	.243	912,060
Long Beach	.248	1,084,606
Ocean Park	.272	845,880
West Hollywood	.332	873,055
Sixth & Main	.344	1,195,504

"I think the Glendale record is a marvelous one," he said, adding, with a smile, "but I know that the losing division is right after you!"

This latter sentiment was echoed by El Monte Division Foreman *D. B. Van Fleet*, as, with a fine oration, he gracefully accepted defeat and handed over the pennant to *Kenneth E. Parker*, foreman of the winning division.

Not to be outdone in good sportsmanship, the host foreman replied, graciously:

"I hope El Monte will win it again, but I'm afried it's going to be a long time before the flag leaves Glendale!"

The honor of raising the pennant was accorded the newly-elected officers of the Glendale Metarts Club; namely, *S. F. Dispennette*, president; *L. E. May*, vice-president; *Howard Hays*, treasurer; and *Art Peterson*, secretary. Mr. Peterson, however, was obliged to leave on his run before the ceremony.

Refreshments by the Metarts Club were served upstairs in the operators' room, and a 30-minute safety film, "The Case of Officer Hallibrand," was shown in the instruction coach to some 50 operators and 20 executives during the day by Instructor *A. E. Kemp*.

Although defeated, El Monte, with .136, retains second place in the standings, followed by Van Nuys, with .243.

For the first time, the Sixth and Main terminal, not yet organized as a full division, took part in the safety contest.



—AND TWO OF THEM ARE GOING THROUGH IT with Chief Instructor *J. T. Johnston* (center). At left, *W. B. Winters*; right, *S. F. Dispennette*—of Glendale.

NEW METARTS OFFICERS—Holding flag, from left, are *Stuart F. Dispennette*, president; *L. E. May*, vice-president; and *Howard Hays*, treasurer. In circle is *Art Peters*, secretary.



A FINE DISPAY OF FOOD by the Metarts Club was soon turned into a shambles by hungry operators and visitors. Division Clerk *E. H. Schlichtman*, foreground, patiently awaits a turn.



Hart Takes Over Electrical Maintenance

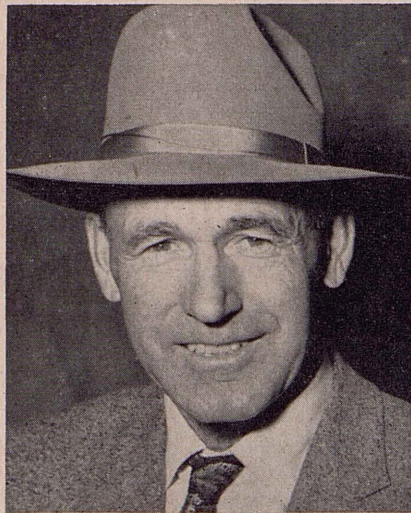
CHARLES JOSEPH HART was appointed to fill the newly created position of supervisor of electrical facilities, effective last October 23. The position will be temporary — until the rail lines are discontinued.

Mr. Hart comes to Metro from the San Diego Transit System, where for the past 30 years he supervised substations, overhead, and track signals. He has also supervised the maintenance of electrical equipment on the five diesel-electric ferryboats — including, for the past 1½ years, radar equipment.

For Metro, his work will consist of supervising substations, electrical overhead lines, track signals, and all other electrical work connected with the remaining rail service.

Mr. Hart works under the jurisdiction of R. W. Anderson, superintendent of equipment, in whose office Mr. Hart has his desk.

Explaining the reasons behind the creation of his new position, Mr. Hart said, "PE is now completely dieselized, and is no longer interested in maintaining electrical facilities. On November 19, all remaining electric locomotives were removed from service. — Present electrical employes of Pacific Electric



CHARLES J. HART

will continue to maintain the substation, overhead, and track signal facilities so long as rail passenger service continues. Electric cars will continue to be maintained by Metro forces at Long Beach."

It was 1924 when Mr. Hart came to work for Spreckels' San Diego transit interests (later sold to President Jesse L. Haugh).

For the five previous years he was in charge of electrical equipment in the wet starch division (about half

the big plant) of the Corn Products Refining Co., of Chicago. "I've worked as lineman and electrician too," he declared.

Mrs. Hart has come from San Diego to live with her husband in their home at 7114 Plaska Avenue, Huntington Park. They have a married son, Charles Frederick, of La Jolla, and one grandchild, Charles' daughter, Liana, 10.

As hobbies, the new supervisor claims surf and freshwater fishing. He owns a motel, Hart's Lodge, near Big Bear.

* * *

Temporary Rail Purchase

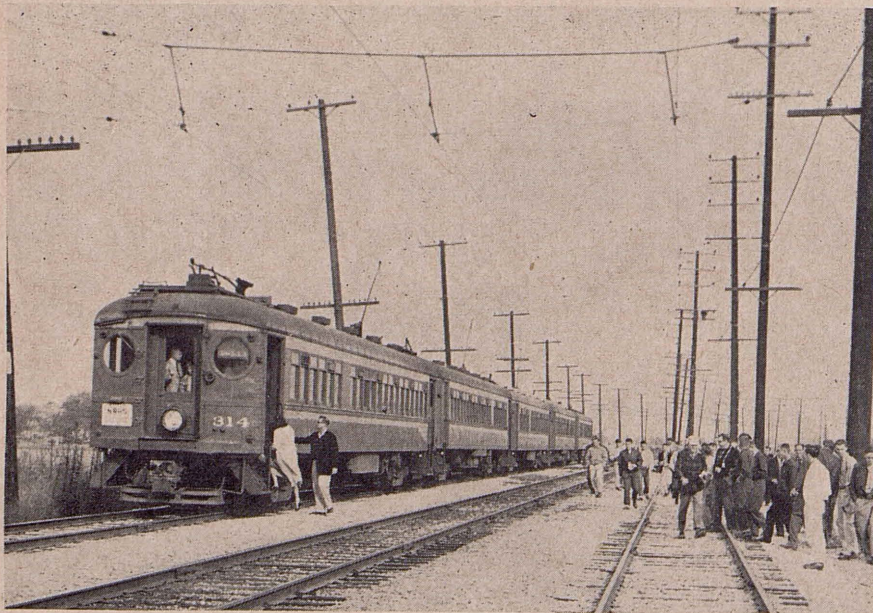
NECESSITY for continued operation of rail passenger service and the dieselization of Pacific Electric freight operations have made it expedient for the company to apply to the Public Utilities Commission for permission to purchase from Pacific Electric the substations, overhead lines, other necessary electrical equipment, and 78 rail cars used on these lines.

Lines included are the Los Angeles - Bellflower Line 11, Watts Local Line 25, Los Angeles-Long Beach Line 6, and Los Angeles-San Pedro Line 7.

"Employees should not feel that Metro is back-tracking into the rail passenger business," commented Vice-President and General Manager R. F. MacNally. "PE is completely dieselized and no longer uses electrical motive power. Hence, it has no further interest in maintaining electrical facilities — which we are required to do until we receive permission to replace rail by bus service.

"Metro will benefit by paying less in interest than we have been paying in rental. PE will gain certain tax benefits.

"Metro is to pay down \$5,000 on the cars and \$10,000 on the other equipment. Although, for book-keeping purposes, the total price is named at \$125,000 for the cars and \$400,000 for the rest, the total price Metro will finally pay will be the salvage value when the rail cars and facilities are disposed of after buses take over," Mr. MacNally added.



FIVE-CAR TRAIN chartered by the National Railway Historical Society for a trip to the Harbor area in November. — Necessity for continued rail passenger operation, and PE's complete dieselization of freight, has made it expedient for Metro to buy cars shown and 73 others, plus substations, overhead lines, and all else electrical needed for rail operation. — Photo courtesy of an NRHA member.



FOREIGN STUDENTS TO ARROWHEAD — Nine nations are represented by this group of teachers and school administrators. From left are Bhole N. Misra, India; Niranjana S. Hoonjan, India; Leo Fonrobert, Germany; Mrs. Tong Chang Yeh, Malaya; Miss Gertraud Schmid, Germany; Esko Numminen, Finland; Miss Anandi Machhar, India; Walter Thuemer, Germany; Ba Kyaing,

Burma; Nicholas Lambropoulos, Greece; Miss Christina-Elizabeth Roehr, Germany; Wilfred E. Hart, Australia; K. Jeswani, India; Ahmed A. Ibrahim, Egypt; Miss Florinda Ramon, Mexico; Sami A. El-Gammel, Egypt; Mrs. Hanna Mei, Malaya; Operator C. B. Rummans; Charter Supervisor Frank J. Screech. Photo was taken near the Tyler Hotel, not far from campus at USC.

Charter International

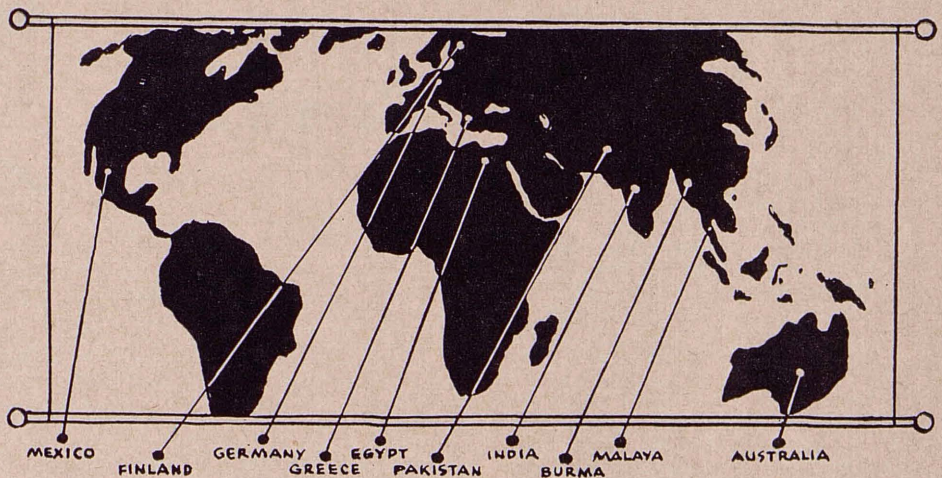
AN INTERNATIONAL FLAVOR attended a charter trip operated to Lake Arrowhead in late October by C. B. Rummans, of the Sixth and Main Terminal.

Seventeen foreign teachers and administrators studying at USC boarded Mr. Rummans' bus at their hotel for a day's visit to the mountain pleasureland. Many of them wore colorful native costumes (see cut).

Nations represented were Australia, Germany, Finland, Egypt, India, Burma, Greece, Malaya, and Mexico.

"But all of them spoke good English," said the operator, "and they seemed like a bunch of brothers and sisters."

All are college graduates from universities and colleges in their



own countries, according to Dr. Robert M. Baker, USC faculty member who coordinates the program for the School of Education.

"This group is a part of 260 teachers and administrators now in the U. S. visiting from 30 different countries to observe and study the American school system under the

International Teacher Education Program, sponsored by the U. S. Department of State and administered by the U. S. Department of Health, Education, and Welfare," continued Dr. Baker.

The Arrowhead trip was the third taken of a number of Metro charter trips planned for the group.

COMMENDATIONS

Operators, All Divisions

Lewis Allen: Waited at bus stop for passengers who were transferring from another bus to his at Wilshire and Fairfax.

D. E. Andre: Patron expressed appreciation for assistance in taking care of his luggage.

G. R. Andrade: Patron stated that he was very gracious and courteous and that he would go out of his way to take the interest of the company to heart.

E. W. Barnett: "So pleasant that it is a pleasure to ride on his coach," stated a passenger.

T. R. Barnett: Patron commends him for being one of the most courteous and skillful drivers she has ever encountered.

Seturnino Benavidez: Patron stated that he rides the early morning schedule with him and that he and about 10 other riders would miss not having him on this assignment in the future.

A. F. Bettarel and other Asbury men operating between Los Angeles and San Fernando. ". . . it was with some misgiving that I decided to commute in preference to fighting traffic. I have been agreeably surprised to find that there is consistently an observance of schedules at an even, safe speed, allowing time to read and relax and avoid traffic strains."

A. B. Bogartz (3 commendations): (1) A pleasure and a privilege to travel on his bus and observe his efficient driving and the courtesy extended to his passengers. (2) Courteous and efficient. (3) "Made our trip very pleasant by directing us with courtesy and a pleasant disposition . . . from Los Angeles to Pacoima."

R. R. Bowling: Lady commends him highly for his kindness to her recently when she became ill on his coach. She states that he was very nice to her.

L. B. Bower: Woman expressed her appreciation for his assistance in recovering a lost billfold.

B. B. Brinker: Courteous and efficient.

J. D. Buchanan: "If all your drivers were as congenial and courteous as this young man, it would be a pleasure to ride your buses all the time. It has often occurred to me that a bus driver must lead a very harrowing life because he not only has to deal with all kinds and types of people, but at the same time has the tension and pressure of battling the ever-increasing Los Angeles traffic. This particular driver . . . seems to have his bus and the traffic situation in complete control at all times and by so doing inspires such confidence in me that I am able to relax and completely enjoy my ride. And yet, at the same time, he always has a smile and a kind word for each and every passenger, even though the passengers themselves are sometimes extremely rude."

H. S. Christie: Lady stated that he was good natured and a very courteous driver.

E. E. Connatser: Commended by Van Nuys Division Foreman Earl Jardell for

alertness in detecting the improper use of a pass.

C. C. Dalzell: Courteous and efficient, and commending letter states that on a recent shop survey trip to Santa Ana made by members of Shinn Engineering, Inc., he made every effort to insure the success of the trip.

G. R. Davis: Courteous and efficient in connection with the handling of a charter movement to the Hollywood Bowl on September 30.

Edward Delmar: Commended for being extremely helpful to a lady passenger.

O. J. Donnelly: Courteous, patient and efficient.

C. L. Evans: Calm, courteous manner, particularly under trying circumstances.

Leo Fanchin: Praised by lady passenger whose 32¢ fare he paid after she had discovered she had left her purse at home. (She returned the fare in her letter of commendation.)

J. D. Fenwick: Appreciated for assistance and courtesy extended on various occasions.

E. J. Filek: Was very courteous to a lady passenger.

Harold Fish: Patron expressed appreciation for his thoughtfulness in leaving a newspaper ad for the Burbank Daily

Review at the hot dog stand at Orange Grove and Glenoaks Blvd., when she was not there to meet the coach. She said his action undoubtedly saved her her job.

A. D. Garfold: He observed some individual trying to steal one of our coaches from the Santa Ana storage lot. Commended by Assistant Superintendent *Jack Stewart* for the alertness he showed in contacting the Santa Ana police, which resulted in this person being arrested.

E. L. Goebel: Patience and courtesy.

E. E. Goodman: Gentlemen commended him for his courtesy and efficiency and stated that he is "tops": "courteous, pleasant, obliging, and helps to make a stranger's stay in this city enjoyable."

L. R. Gray: "Not only courteous and polite to everyone, he's just naturally that way because he loves his job and is a born hail-fellow-well-met."

J. R. Johnson: Commended for his human, pleasant and courteous manner.

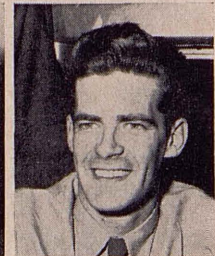
G. L. Keely: Cheerful disposition and courteous to passenger.

R. R. Kennie (2 commendations): (1) Patient and gives information pleasantly. (2) Commended for "his unusual courtesy and helpfulness, not only to me, when I was a passenger on that line several weeks ago, but to other passengers as well."

Operators Save a Life



D. L. LeDuc



C. R. Strong

FRESH from the doctor's office, where she had undergone treatment for a throat infection, Mrs. Ella Gosney's grown daughter and her mother boarded a Metro bus driven by Operator *C. R. Strong* and Trainee *D. L. LeDuc* at Alvarado and Sunset on Saturday, September 22. They were going home.

By the time they had reached Sunset and Hillhurst, the daughter was in the midst of a spasm of coughing so severe that she could not catch her breath.

No one offered to help, and the mother became so frightened as to be unable to assist.

In the nick of time, Mr. Strong stopped his bus, hurried to the young girl, and with the help of Mr. LeDuc, applied artificial respiration.

"They just took over and knew what to do," exclaimed the grateful mother, when she telephoned the company to commend the two operators.

Mrs. Gosney later reported the incident to her doctor, who said that the quick actions of Messrs. Strong and LeDuc had probably saved the daughter's life.

"GOOD WILL TO MEN"

H. R. Kerley: Commended by a woman because Mr. Kerley showed kindness to her son, who had become confused and was traveling in the wrong direction.

C. D. Kidd: Lady stated that she has never observed him to be discourteous and appreciates his courtesy to her as well as to all of his other passengers.

A. E. King: Patron stated that he is very helpful and courteous, particularly in the matter of giving information to his passengers.

J. W. Kipp: Courteous and helpful to people, especially to older women who live at the Episcopal Home in Alhambra.

V. L. LaFrance: Courteous and efficient.

D. L. LeDuc: Helped *C. R. Strong* give artificial respiration to a child. (See boxed story on this page.)

E. L. Lees: Commended for his helpfulness in recovering a handbag which a lady lost on a Line 75 coach in October.

N. C. Martin: Courteous, efficient, helpful; does not seem to become irritated by the many aggravating situations which arise during the course of a day's work.

E. E. Mason: Was very courteous and efficient when he handled some very trying situations.

H. B. McCollum: Courteous and efficient.

L. A. Moore: An out-of-town visitor commended him for his courtesy and efficiency and expressed her appreciation for the cheerful and concise manner in which he gave her information.

E. F. Morgan (2 commendations): (1) "He is always quiet, kindly, efficient, never too busy to show kindness and courtesy to everybody who gets on the bus. He watches the fares thoroughly and carefully but always in his nice mild kind manner." (2) "The most considerate, courteous gentlemen that I have ever met, and makes the bus ride actually en-

joyable," stated a passenger. She also said that she has yet to ride his bus when he doesn't greet each passenger with a warm smile and a welcoming "Hello-how are you today?" or see each passenger off the bus with a "Watch your step" and a "good-by." He is particularly thoughtful of the elderly people who ride his line, and sees to it that everyone is comfortable."

W. A. Nathan: Courteous, patient and efficient.

D. H. Parker: Patient and courteous, particularly in handling a difficult situation when a passenger attempted to use an invalid transfer.

L. B. Peck: Patron stated that he is a good, careful driver.

F. A. Peters: Courteous and efficient.

R. A. Pettinger: "He was stopped behind a car on Hill Street which had stalled. He could not go around it, being right in back of it. The traffic piled up so he could not back up. He got out of the bus and helped the man - he came back smiling! I asked him, 'Did he thank you?' He shook his head: 'NO.'"

A. M. Powell: Shows courtesy and kindness to all of his passengers, particularly with respect to answering questions.

C. A. Rabun: Cheerful, helpful and very popular with his passengers.

R. O. Rangel: Courteous and efficient when he drove bus for girls going on a field trip to the Torrance Refinery.

R. B. Schaffer: Received a letter from division manager of the General Telephone Company, in which he was commended for his excellent driving, patience, and courtesy.

Hubert Shaw: An elderly couple visiting California commended him because he gave them information and told them exactly where to get off so they would not have far to walk.

L. L. Spring: Commended for his courtesy and efficiency in handling charter movement to the Hollywood Bowl.

C. R. Strong: (See *D. L. LeDuc*.)

W. K. Taylor (2 commendations): (1) Gracious, helpful and the most patient operator this woman has ever encountered. She stated that he seems to have the welfare of his passengers at heart. (2) Pleasant, considerate and kind.

C. P. Tharp: Woman expressed her appreciation for the return of a wallet which she lost on his bus.

D. S. Varela: "I am not used to such courtesy as your bus driver gave. He answered each person so pleasantly and called streets plainly. Then as he entered L. A. he saw a small pigeon lying in the street with a wing and leg broken (so) it could not fly. He got out and lifted the little fellow to the parking lot so cars would not run over it. Everyone in the car complimented him and thanked him."

J. E. Vasconcellos (2 commendations): (1) Letter stating that he was helpful, patient and very courteous while he watched lights, operated the bus, and reminded the passengers of different things. Rider marveled at the fact that he never once lost his temper. (2) Courteous and efficient.

J. A. Warren: Kindness toward an elderly lady passenger.

H. E. Whitney: Woman commended him because when she boarded his coach she received not only the information she needed, but also an explanation concerning the operation of coaches along Glendale Boulevard.

B. F. Williams: Woman states that in addition to operating his coach in a very efficient manner he was courteous to all of his passengers, very patient and helpful in answering questions, and that he called all stops in a manner which could be heard throughout the coach.

B. A. Williamson: Woman stated he was very courteous to all of his passengers and he was helpful and patient with those who were aged and needed assistance.

C. T. Woods: Courteous and efficient.

W. H. Wright: Waited as a man and woman ran to catch his coach.

Other Commendations

A. B. Marshall, division clerk, Ocean Park, helped a woman recover a pair of glasses which she had left on one of our coaches.

A couple who were visiting Los Angeles from Canada wrote a letter commending *all of our operators*. "They have no equals in any of the larger American or Canadian cities that I have travelled in," was the comment in the letter, written from the province of Ontario.

Robert Gibson: Agent at Pomona, arranged a charter trip for the General Telephone Company of California, whose division manager wrote a letter expressing his appreciation.

From the All-Year Club

COMMENTS on transportation in Los Angeles (not specifically Metro) were forwarded recently to President *J. L. Haugh* by the All-Year Club, of which he is a director. The comments were received in response to a national questionnaire by the Club.

"People friendly and cooperative. At times we had to rely on buses. Everyone - even in L. A. - says you have no buses to speak of. I think differently, and I think you should promote their use by travellers . . ."

"This was my first visit out there without an automobile, and I was quite impressed by the transportation you have in L. A. I must say I found it quite an advantage to be able to get on a bus and go most anywhere I desired in a reasonable length of time. I would like to say that the motormen who drive the public transportation vehicles were most pleasant and helpful, not only to tourists, but to local people as well . . ."

SOCIAL SECURITY

By JOSEPH V. PHELPS

Field Representative, Social Security Administration

(Especially written for Metro employes)

RECENTLY all employes of the company received a Social Security Administration pamphlet, "The Rights of Disabled People Under the Social Security Law — As Amended in 1956," with their paycheck.

At the top of page 2 in this pamphlet was the following paragraph: "Active Military Service at any time after September 15, 1940, and work in the Railroad Industry after 1936 may count toward the Disability Freeze but can count toward disability insurance payments only *under more limited conditions.*"

The "limited conditions" refers to the length of time a disabled worker has worked under the Railroad Retirement Act.

In order to qualify for cash disability payments under Social Security a disabled worker must be at least 50 years old and must have worked in covered employment at least five out of the 10 years and 1-½ out of the three years immediately before his disability began.

In the case of individuals who worked in the railroad industry after 1936, their railroad work *can not* be used to meet the above work requirement if their total railroad work amounts to 120 months or *more or* if they are receiving a railroad disability annuity. On the other hand, if they have worked *less* than 120 months for the railroad and are not receiving a railroad disability annuity, their railroad work can be used in meeting the work requirements.

A railroad worker who has worked more than 120 months for the railroad, and who qualifies for Railroad

Retirement pension, and who also has worked under Social Security long enough to be eligible for a Social Security benefit at age 65 (age 62 for women), may use railroad work in meeting the five year and one and one-half years requirement for "Disability Freeze." Although the freeze does not pay any cash disability benefits prior to Social Security retirement age, it does permit a retiring worker to have his period of disability thrown out in computing his Social Security, thereby permitting a higher earnings period to be used in determining amount of monthly benefit.

For example, if an employe had worked more than 120 months for the Pacific Electric Railway and then transferred to Metropolitan Coach Lines in October, 1953, and becomes permanently disabled at the age of 58 in 1956, he will not be eligible for the Social Security "Disability Insurance Benefit" in July, 1957, as he has over 120 months of Railroad service. On the other hand, under the Social Security program, his railroad compensation *can* be used to establish the required six quarters — twenty quarters for the "Disability Freeze" and he will *not* be penalized for the period from age 58 to 65 when he was unable to work. If the same employe has less than 120 months of Railroad service and has not been awarded a disability annuity under the Railroad Retirement Act, then his railroad compensation after 1936 can be used as wages under the Social Security program for "Disability Insurance Benefits" payable July, 1957.

Take A Look-It Might Mean Money-

TAKE A LOOK at the deduction card that accompanies your pay check. It may mean money in your pocket. See "F.O.A.B. TAX" and "S.D.I. TAX"?

Refunds on State Disability Insurance (S.D.I. Tax) and Federal Old Age Benefit deductions (F.O.A.B. Tax) may be in order for you if you worked for two or more employers during the calendar year of 1956.

If the two employers you worked for were, like Metro and Asbury, subject to the state plan or to a voluntary plan of disability insurance, and if your deductions for this purpose amounted to more than \$30 for the year, you are entitled to a refund of the excess over \$30 you paid in. (Pacific Electric is *not* subject to taxes for this type of insurance; you cannot count PE as one of these employers.)

If you paid more than \$84 out in 1956 for Federal Old Age Benefits, and if you worked for both Asbury and Metro, or Metro and Asbury and any other employer who made deductions (Pacific Electric does *not*) from your wages for this purpose, you are entitled to a refund for the amount deducted in excess of \$84.

To claim S.D.I. tax refund, obtain proper forms and instructions from W. C. Scholl, the personnel department, 689 PE Building, and file before June 30, 1957.

To claim F.O.A.B. tax refund, include the excess you paid over \$84 on your Federal income tax return for the year 1956, in the same column in which you show the income tax withheld from your wages.

JAMES V. MARLO

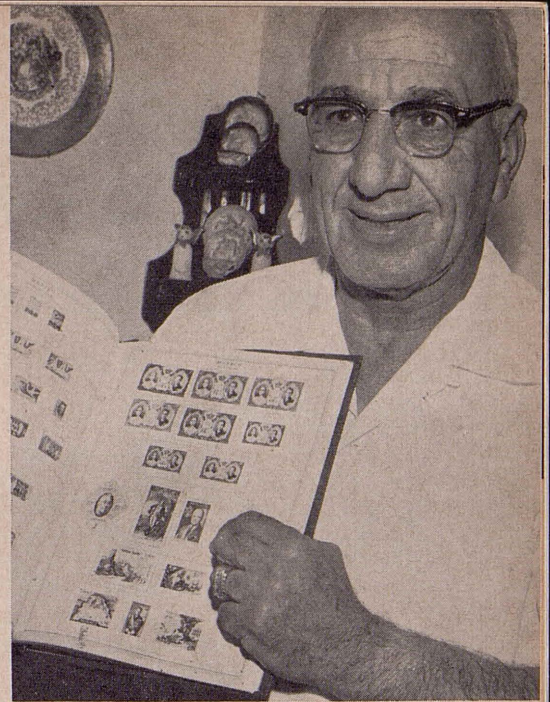
Stamp Collector

"IT'S JUST a hobby I got into in 1935 and I love it," said El Monte Operator *James V. Marlo*, when asked why he collects stamps. Pushed a little further, he said the hobby gives him a chance to "study the world."

He has two thick stamp albums, as well as a stack of cigar boxes reaching almost from floor to ceiling and full of assorted stamps. And every week he gets on approval four or five stamp catalogs from dealers in the east.

Marlo hesitates to estimate the total value of his collection, but says it's insured for \$7500. Some idea of the value may be gained from the fact that he's completing one section dealing with Haiti, which alone he values at \$1500 to \$2000. It's his favorite.

His most valuable stamp, he says, is an 1853 U. S. 2¢ stamp containing a picture of George

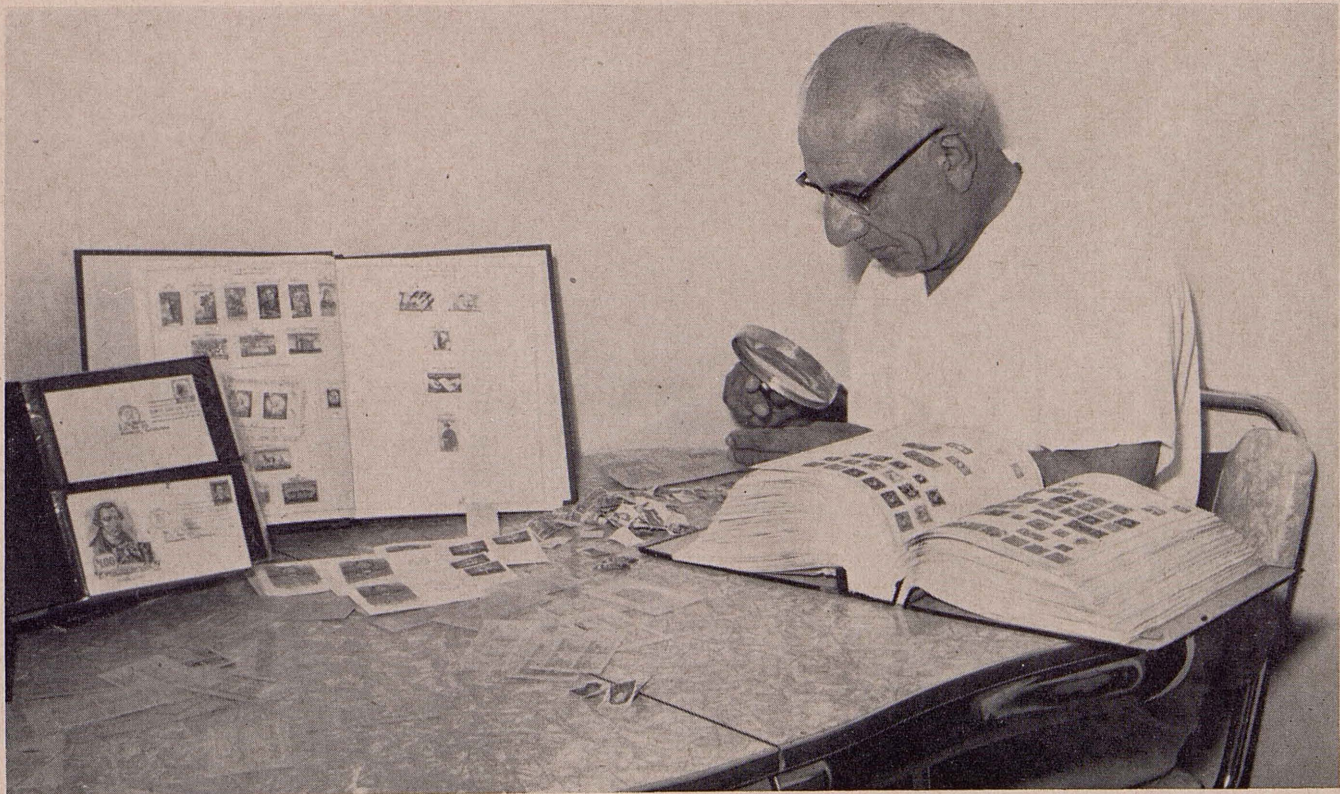


EISENHOWER STAMP in his large collection of Monaco issues is being pointed out by El Monte Operator *James V. Marlo*. At left are enlargements of the Eisenhower and George Washington stamps in album.

Washington. But "I can't set a price on it," he insists. "I can only say that my stamps run from 3¢ to \$50 apiece in Scott's catalog."

Some of his duplicates have started several neighbor boys out as collectors. Many are taken to her patients by Mrs. Marlo, for six years a polio nurse at Los Angeles General Hospital, where she exercises weakened muscles and applies Sister Kenny hot packs.

MARLO at work on his stamp collection.



VARIETY LINES

Warm Hearts Warm House

THIRTY - FIVE warm - hearted passengers on his Line 63 schedule leaving Covina at 6:55 a.m. staged a surprise house-warming for *Operator and Mrs. James L. Gilmore* on the evening of Friday, November 9, after hearing about the new home in West Covina the Gilmores had moved into a month before.

"They were the jolliest bunch!" exclaimed Mrs. Gilmore. "They brought food, drinks, dishes, silver—and even washed up the dishes and tidied up the house afterwards!"

A highlight of the evening was the presentation of a "Versa Table" — suitable for use as a portable bar or tea wagon — by the ringleader of the house-warming, *Mrs. Mildred Dean*, on behalf of the passengers who contributed toward the purchase.

Gilmore has been on this run for about three years.

"They're a mighty fine group of riders," he said.

More Square Signs

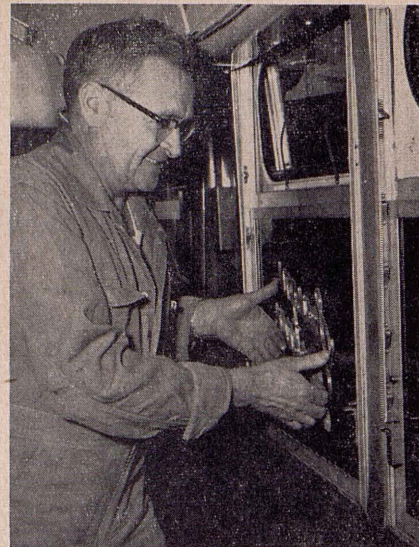
SO FAVORABLE have public reactions been to the new square stop signs in the downtown area of Los Angeles that Traffic Manager *Dale Harlan* proposes to install 17 more, mostly in the San Fernando Valley.

Two of the 17 will be installed in Beverly Hills — at Santa Monica Boulevard and Canon Drive.

Of the others, eight will be placed along Van Nuys Boulevard and seven along Lankershim Boulevard.

Read 'n' Weep

YOUR TAX for social security will go up $\frac{1}{4}\%$ on wages paid during 1957 — regardless of when the money was earned, advises Personnel Manager *W. C. Scholl*. This increase will raise the tax rate from 2% to 2 $\frac{1}{4}\%$ for employer and employe — each — on the first \$4200 of the employe's annual wage.



SEASON'S GREETINGS—from Avery Andrews, who glued 500 plastic greetings on the right front window of the coaches.

Thomas Takes a Trip

THOMAS MATTEN, air brake machinist who retired in July, recently returned from a boat trip to Alaska and a visit to friends in Seattle and relatives in Vancouver.

"It did me a world of good — right after my wife died," said Mr. Matten. (He had scheduled his retirement to give full time to the care of his bed-ridden wife, but she passed away shortly before his last days of Metro service.)

He has sold his home in San Gabriel where he and his wife had spent many years together. "I could hear her calling in the empty house, and it made me too sad," he explained.

Instead, his niece, *Mrs. Lillian Kendall*, has provided a furnished room for him at her home, 8403 East Marshall Street, Rosemead.

\$10,000 from MECCA

COMMUNITY CHEST dividends totaling \$10,000 were distributed by MECCA (Management-Employes Charity Chest Association) to the Los Angeles Area, Orange County, Riverside County, and San Bernardino County Chests on October 30.

Lion's share went to Los Angeles, where most MECCA members reside — \$9,363.48. San Bernardino County received \$263.36; Orange County, \$260.42; and Riverside County, \$112.74.



HOUSE-WARMING GIFT of collapsible portable serving table given by passengers is being used by Operator and Mrs. J. L. Gilmore.



FAREWELL GIFT of watch being given to Cashier Robert C. Labbe (coatless, toward right) by Auditor E. H. Uecker on

behalf of fellow-workers, as members of the accounting department gather to say good-by. Bob accepted a PUC position.

Cashier Moves to PUC

FAREWELLS were said November 30 to Cashier *Robert C. Labbe*, of the accounting department. After 14 years with PE and Metro, he resigned to accept a position as assistant transportation engineer with the California Public Utilities Commission, in the trucking section.

His work, he says, will consist largely of cost accounting. He visits trucking companies, inspects their books, assembles costs, etc., in connection with requests for rate changes.

Bob took the civil service examination nine months ago and came in second.

"My years with PE and Metro have been very pleasant and in-

structive," says the outgoing cashier, "and I've always enjoyed the help of and association with my fellow-employees." He referred especially to "Coxie" (*Florence Cox*) for her help in counting tokens, balancing accounts, and other aspects of the work.

His new headquarters will be in the Mirror Building, Los Angeles, and he expects to work in the metropolitan area.

Auditor *E. H. Uecker* presented Bob the farewell gift of a wrist watch on behalf of the latter's friends.

Office Safety Meet

SAFETY MEETINGS for office personnel are planned by the instruction and safety bureau at an as yet undetermined date in January, according to Chief Instructor *J. T. Johnston*.

In pre-arranged groups of 15, office workers will be asked to go to the instruction room on the mezzanine floor on that date at a certain hour.

"About 30 minutes will be allotted for each group," Mr. Johnston said. "Speakers from top management will be heard. The whole series of meeting will probably take all day."

3% Ride Transit To Work

ACCORDING TO a national survey by "Management Methods" magazine, only 3% of the employees in the firms responding to the questionnaire use public transportation to get to work; 97% drive, and of the 97%, 63% drive their own cars, and 34% ride with others.

Stickers for '57

YOUR VEHICLE registration in California will be renewed for next year by attachment of a reflectorized red sticker, marked for 1957, to your rear license plate, according to the Department of Motor Vehicles.

The stickers will replace the metal tab issued in former years as a renewal token. They are red in color, with black letters and numerals reading "California 1957", and are 1½ by 1¾ inches in size.

Advantages over the metal tabs are: (1) Stickers are easier to attach; (2) they reflect light; and (3) they cannot be removed from a license plate without being destroyed or mutilated. This last advantage is a protection against theft or fraud, or evasion of the law by illegal transfer.

**AN ECHO
Of the Tour**

Sept. 30, 1956

Pres. Jesse L. Haugh
Metropolitan Coach Lines
Los Angeles, Calif.

Dear Sir:

In a very small way I want to express, as has been expressed by many employes, (my appreciation) for the lovely day we spent together last Thursday. It was as beneficial as it was wonderful socially.

It is indeed a pleasure to work for such a kindly person as you.

Faithfully yours,
AN EMPLOYEE

(Letter received by Mr. Haugh shortly after the office employes toured the divisions last September.)

Join MARCH OF DIMES

"Remember Me"



LUDVIG OTTERSTEDT (in circle), Macy carpenter, gets big send-off when he retires after 43 years in the maintenance departments of PE and Metro. Macy friends surround small group in center as Superintendent of Equipment R. W. Anderson presents "Lud" with a gift of money from fellow-workers. The four men in the front row of the small group are Mr. Anderson, Foreman of Running Repairs John Roach (the retiring man's immediate supervisor), and Asst. Supt. Frank H. Markley.

When he returned, he was appointed foreman at Macy — only to give it up to go back again to school, this time at UCLA, whence he finally received his coveted A. B. degree with a major in languages.

His seniority credit begins in June, 1917, when he was re-employed by PE as a car inspector at Macy. After only three months he was called to active army duty in World War I — from 1917 to 1919.

RETIRED

Ludvig Otterstedt

WHEN *Ludvig Otterstedt* retired from Macy Garage last October 12 as carpenter, the large crowd of co-workers who gathered to wish him well knew sadly that they were losing their accustomed daily contact with a strong man and a true friend whose word was as good as any man's bond.

"Lud" was two months short of 69, but looked at least 10 years younger, and appeared physically strong enough to take on almost any two other men in a fair fight.

He had been with Metro and PE for almost 43 years, beginning in 1913 as a car repairer in Redondo. By 1916 he had become night foreman at Long Beach, but lost his seniority when he resigned to continue his education as a resident student at the University of Redlands.

HANS N. CHRISTENSEN, shown behind the cake, shakes hands with Vice-President and General Manager R. F. MacNally as the latter presents him with an envelope containing a sum of money on behalf of Long Beach Division friends. From left are Committeeman W. C. ("Tex") Aldrich, Manager of Personnel W. C. Scholl, Operator J. V. Coulson, Auditor E. H. Uecker, Operator J. H. Hoover, Mr. MacNally, Operator E. A. O'Connor, Assistant Superintendent Jack Stewart, Mr. Christensen, Traffic Manager Dale Harlan, Division Foreman R. W. Krafft, Operator S. M. Chubb, Supt. J. D. Puffer.





FAREWELLS were said to Operators Ralph E. Sanders and Charles Walsh at a party given at division headquarters by the El Monte Dieseleers. ABOVE, scrolls containing the names and good wishes of El Monte co-workers were presented to Sanders, left, and Walsh by Superintendent John D. Puffer (on Sanders' right) on behalf of the Dieseleers, as co-workers look on. RIGHT, Mr. and Mrs. Sanders, left, and Mr. and Mrs. Walsh hold cakes made and decorated in their honor by the Club. Refreshments were served.



Again he returned to PE, in the capacity of carpenter — the title he held until his retirement.

For several years he was financial secretary of the carmen's union.

Born in Sweden, November 14, 1887, he returned to his native land in 1948 for a three-months tour to visit his relatives after a 39-year absence, and upon his return published an interesting and extensive account of his travels.

A perennial bachelor, "Lud" has lived alone at his home in Pasadena for many years. Since his retirement, he has spent most of his time visiting relatives and friends in various parts of the nation.

Ralph E. Sanders

RALPH E. SANDERS, known as "Sandy" to all his passengers as well as to fellow-employees, spent 40 years in the transportation business before he made his last run on Columbus Day — Friday, October 12.

For the last 28 years, he had operated coaches solely on the Temple City line; for 25 years he has lived in Temple City, where he owns his home.

Born in Colorado Springs, Colorado, in 1891, Sandy began his transportation career with the Omaha and Council Bluffs Street Railway in 1916, at Omaha, Nebraska.

He joined PE in 1926 as motorman on the Macy Street extra board, but switched to motor coaches during World War II. When Metro took over PE's passenger operations in 1953, Sandy came over, too.

Now that his leisure days are here, he expects to do a lot of fishing. He and his wife, Pearl, also plan to do considerable traveling in their new automobile. The couple have two married daughters and four grandchildren.

Mr. Sanders expects also a keep active in the Temple City Masonic lodge and the PE Masonic Club.

Hans N. Christensen

AFTER 45 YEARS of railroading and transit, Hans N. Christensen, Long Beach operator, called it quits last September 18 to piloting rail cars and driving buses.

On January 12, 1920, when he began his work for Pacific Electric as a conductor out of Sixth and Main, he had already had seven years in the transportation field, including four years with the Los Angeles Railway and three with the Southern Pacific — for which latter company he worked as car "wagger" (repairer) and airman.

Ja — he was born in Denmark — back in 1892 — and came to the U.S. alone at the age of 17. Naturally, coming from a dairy country, he turned his youthful hand to dairy farming in Colorado for a time.

In 1946 he married the great-granddaughter of President Benjamin Harrison — Della M. Merrow, and the couple have lived in Long Beach for the past 10 years. Mr. Christensen has three married daughters by a previous marriage, and a stepdaughter, Lydia Shelton, who is a Metro ticket clerk, now working at Sixth and Main.

In his newfound leisure, he plans to work in his flower garden, read good books and travel widely. He would like to revisit his native land and see his brother, August — possibly in 1957.

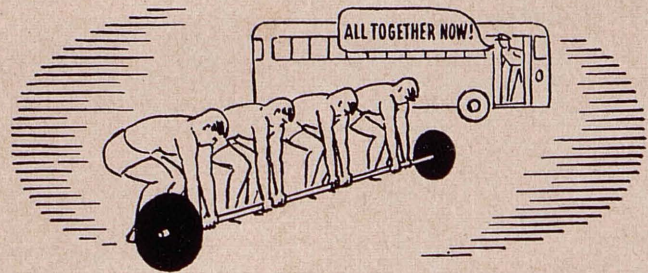
EMENTS

HONORING the retirement of Operator Paul D. Henderson, a party was held at Long Beach Division in November and he was presented with a gift of money from fellow-workers by Superintendent John D. Puffer on behalf of operators at the division. From left are Supervisor H. E. Anunson, Operator W. J. Kelly, Manager of Personnel W. C. Scholl, Operator L. B. Disney, Mr. Henderson, Operator S. M. Chubb, Mr. Puffer, Operator J. B. Duane, Division Foreman R. W. Krafft, Committeeman W. C. ("Tex") Aldrich (face hidden behind Mr. Krafft), and Personnel Assistant John S. Wilkens.



TRANSIT PROBLEMS

Are MUNICIPAL PROBLEMS



"TRANSIT PROBLEMS Are Municipal Problems" is the title and the theme of a thoughtful speech by the mayor of a city of over 300,000 people, made before the American Transit Association convention in St. Louis last September and later recorded in the 1956 *Passenger Transport Annual*.

The mayor, *Ben West*, of Nashville, Tennessee, has applied this philosophy to transit in Nashville in the past two years, with the result that the city's transit improvement has attracted national attention, particularly in the matter of curb lanes for buses.

The following excerpts from his article indicate his thinking on the subject he has used as his title:

"The day is past when a local mass transit operation can be classed as solely the business of the private company engaged in providing this important service."

* * *

"Those of us in municipal government in Nashville have determined that the transit company can't 'go it alone' and that as surely as the sun rises and sets, TRANSIT PROBLEMS ARE MUNICIPAL PROBLEMS."

* * *

"In Nashville we don't want the city in the bus business. We believe in private enterprise. We believe mass transit is best provided, and provided at its best, by men trained in the field."

* * *

"We won't reach the day when we don't need mass transit."

* * *

"If the transit company can't 'go it alone' and is having trouble making ends meet on fares within the limits of the pocketbooks and the patience of bus patrons, what's to be done about the situation?"

"The key to that problem in my opinion, is in the title to this talk: the TRANSIT PROBLEM IS A MUNICIPAL PROBLEM. I'll go further than that and say to you the TRANSIT PROBLEM IS EVERYONE'S PROBLEM. Men and women who complacently drive a mile or so, or several miles downtown to leave their cars PARKED ALL DAY either on the street or in a garage, have a responsibility also. They are adding to the problems about which they complain most: non-availability of parking space and traffic congestion."

"The time has passed when the city can look at a mass transit company as a sure and steady source of tax income and special revenue to the city. The city government must realize — and in Nashville we DO realize it — that whatever money the bus company pays the city in special taxes MUST come out of the pockets of the bus riders."

* * *

"The city government must face the fact that a bus hauling 40 to 75 people during peak traffic hours is entitled to street space equivalent to the number of people being served.

"Everybody pays for streets and they are provided for the movement of people and goods. They are not provided for parking space, or for the use of one exclusive class of person — namely, the people who prefer to use their private cars. The bus riders have rights, and they have a right to their share of street space. We must see that they get it through use of special bus lanes for peak hours, even especially designated streets for the exclusive use of transit, if necessary, and through proper police enforcement. The city government must make it possible for buses to move through downtown at a reasonably faster rate of speed."

* * *

"Transit officials and engineers should actively participate in the numerous phases of the Advance Planning Commissions. Transit must be deemed to be just as essential to the orderly and systematic planning of future developments for the overall city as any of the other component desirable values. Traffic engineers must be doubly cognizant of the needs and importance of transit to the very existence of the central city."

* * *

"I would like to make this premise clear: Local mass transit must be a partnership of responsibility between the transit company, the regulatory authority, the city government and the bus patrons themselves."

* * *

Mr. West also had some pertinent remarks about the new federal highway building program:

"The new federal aid highway bill, soon to go into operation, will spend billions of dollars for highways. I say that transit is due their prorata share of that money."

* * *

"Let new fast transit rights-of-way be a part of the new highway system used in conjunction with park-ride lots for whole transit service."

How

Metro Benefits from the ATA

WHY does Metro belong to the American Transit Association?

The membership of this association comprises most of the transit companies in the United States and Canada. It helps to provide a better climate for sound transit operations in cities throughout the two countries, and it provides research service and acts as an idea exchange for its member companies, according to its new vice-president, *Jesse L. Haugh*.

For instance, in the year 1955:

*To raise the funds for the multi-billion-dollar road construction program passed last summer, Congress increased motor fuel taxes by a cent a gallon. As a result of the effective representations by the ATA, most transit companies were made eligible for a refund of this additional cent a gallon on fuel used in transit operations within cities.

*The same act of Congress imposed a new tax of \$1.50 per 1,000 pounds on all motor vehicles having a gross weight in excess of 26,000 pounds. Since many transit buses now weigh more than that, Congress exempted transit-type buses used in city operations.

*Congress this year increased the exemptions from the 10% transporta-

tion tax on fares from the previous 35¢ to 60¢, payable by transit riders. This reduction also makes it easier for transit companies to qualify for other tax concessions in the highway act.

*After many months of study, the ATA has been able to secure excess public liability and property damage insurance for its members at lower rates than most companies have been able to obtain.

*Tangible results have already come from the work of the ATA Committee on Bus Design, of which President *J. L. Haugh* is chairman, and this committee will remain active to encourage and assist manufacturers in developing new coaches with greater passenger appeal.

Some other benefits of membership in the ATA include:

1. Access to its library of information – the largest available – concerning the transit industry, past and present, both in the U.S. and abroad. Such topics as public relations, personnel selection, fares, safety, accident prevention, traffic congestion, and many others may be researched in the library by a staff of experts, and a report carefully typed, assembled, and forwarded to the member company making the request.

2. Available to members are a number of motion picture films and film-strips made by the ATA on various subjects related to transit.

3. "Passenger Transport," a most informative weekly newspaper of the transit industry, recording factually events both at home and abroad, is available to members.

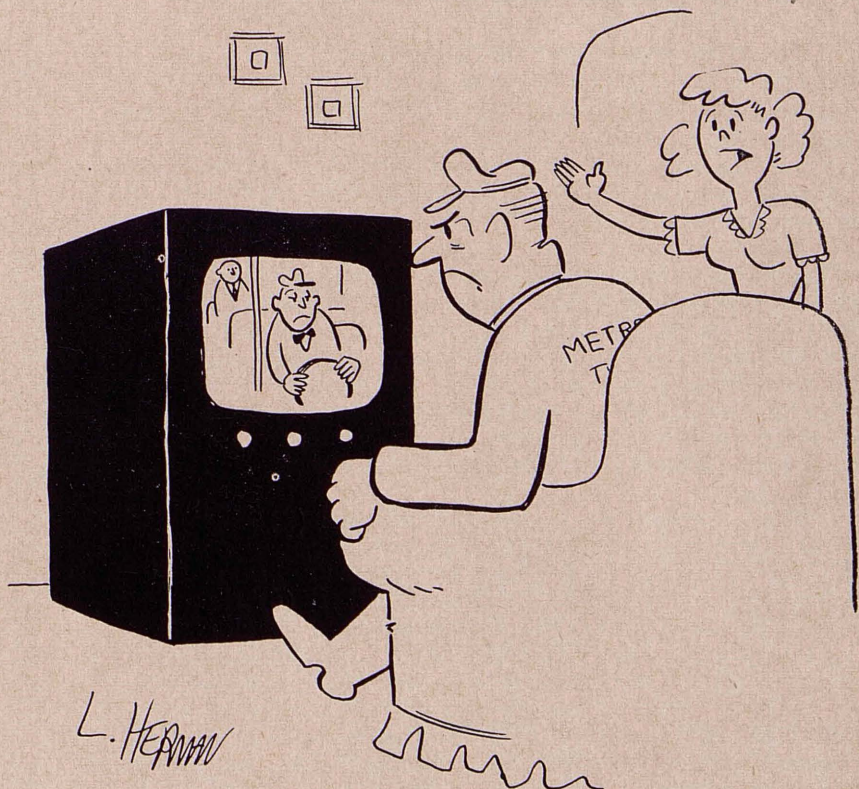
Where Cal Doesn't Lead

SO YOU THOUGHT California had more oldsters than any other state

Not so, according to figures released by the Metropolitan Life Insurance Co., which lists Iowa and New Hampshire as tops in that respect, with 11% of the population in each of those two states aged 65 or older.

New Mexico and Arizona have the smallest percentage of oldsters, – New Mexico with 5.3%, and Arizona with 5.8% – says the insurance company.

The U.S. as a whole has 8.6% of its population 65 or over.



"Yes, dear, he's driving all wrong, but just try to enjoy the movie!"

Can You Prove You Were Born?

By J. V. PHELPS

Field Representative, Social Security Administration

ACTION is a word that graphically tells the story of the 20th century. "Streamline," "jet," "guided missile," "atomic energy" are all words of action. The social security program is also an action program. Your loved ones may have greater family security under this program if you act now.

One of the great characteristics of the American people has been their readiness during a crisis. You, as a wage earner, may guarantee your family's future by the preparation you make now.

Do you have a birth certificate? As a veteran, do you know where your military discharge papers are? Have you lost your social security card? Where is your marriage certificate hiding? Do you save your W-2 earnings records? Simple questions — but all most important under the social security program. For every family there are four times for action depending on family circumstances:

1. Most wage earners at 65 are not always ready to retire. The law does not require that they do so.

They may, however, protect their benefit rights by inquiring at their nearest social security office.

2. The death of a loved one is always a family tragedy. Most of us find at such a time there is need for counseling and help for the future. Your local social security office will gladly assist you with your problems.

3. Age 72 has become a charmed age under social security. For that is the age a worker may still work and draw monthly social security benefits. Visit the local office and file your claim.

4. A worker who has been totally disabled so that he can no longer perform substantial services and had worked five years or more under social security before he became disabled may have his account frozen to protect his social security benefits. If you are disabled, inquire now at your nearest social security office.

"An ounce of prevention is worth a pound of cure." If you act now, your family and you will have greater protection in the future.

What Would YOUR Answer Be?

ALMOST 84 PER CENT of all hospital admissions of Navy personnel on leave or liberty are due to traffic accidents. Because of this, Lt. Frederick L. McGuire, a Navy psychologist, set out to determine what makes a safe driver.

The lieutenant's findings were published in a recent issue of Newsweek Magazine. After interviewing scores of Marines, the psychologist concentrated on 67 "accident-free men" and 67 "accident-prone" subjects.

"The accident-free man," he reported, "adheres to the norm of what society expects of him. He is reserved, conservative, something of a 'prude.' He has more respect for the law than the accident-prone subject; he is willing to accept responsibility and to make decisions. The childhood of the accident-free man was more tranquil; he got on well in school; he was more interested in academic subjects. Now his family life seems more harmonious. He is sure of himself and his ability to deal with people and with situations."

Typical answers from "accident-prone" men: (1) My life lacks things to keep me interested; (2) I do not worry about my health; (3) I am a poor mixer; (4) I have not always lived the right kind of life; (5) I don't like poetry, history, essays; (6) I am easily beaten down in an argument; (7) I do not go to church regularly; (8) I have many family quarrels; (9) I do not believe in a life hereafter; (10) Someone has it in for me; (11) I disliked school; (12) I found it hard to speak in class; (13) I do drink excessively; (14) I am likely to speak to people before they speak to me. — From "Down the Middle," Safety Scope, publication of Greater Los Angeles, Chapter, National Safety Council. November, 1956, issue.

Traffic In 10 Years

So you think things are messed up out there on the highway? Well, just wait another ten years!

The National Safety Council has taken a peep into the future and come up with these disconcerting figures:

By 1966, an endless swarm of 82,000,000 motor vehicles will jam the streets and highways—20,000,000 more than are on the road now.

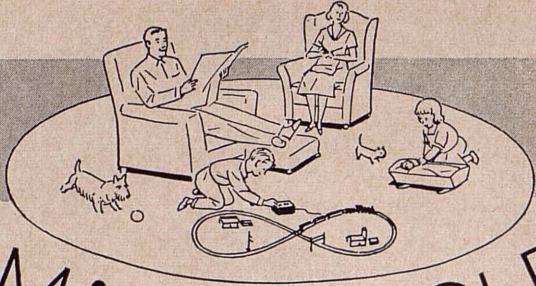
They will be piloted at various times by 90,000,000 drivers.

They will travel approximately 825 billion miles a year.

The traffic toll that year will be around 53,000.

It HAD To Happen!

MIDTOWN MEDLEY — They claim this really happened at SC. A guy called the registrar's office and said he was enrolled in a PE (physical education) course, and that he was at the assigned place but there was no such class. He was calling from the PE building on Main st. — From "Mr. L. A.," by Bill Kennedy, in Los Angeles Herald-Express.



WITHIN OUR FAMILY CIRCLE

BOWLING NEWS

By CHARLIE HILL

BOB MILLER of the El Monte Dieseleers was evidently awfully hungry for turkey (however, I understood later that his entire team and their wives enjoyed the big feast), when he shot that mighty 652 scratch series, which also included the league's season high game of 255. This achievement took place on the evening of November 16, when the Sunset Bowl donated a turkey to the bowler who rolled the highest series on each pair of lanes, or eight turkeys in all. Needless to say, Bob went home with a big bird, and that series, with his nice handicap, placed him in a fair way towards winning the special bowling ball prize for the highest season series. Bob must have given himself a much needed pep talk after that bad night the week previous. *Chuck Klouck*, of the Maple Maulers, came through with a dandy 610 scratch series the same night, which also won for him a turkey. Other turkey winners during the evening were *Ed Bumbalough*, *Chuck Alexander*, *Mary Van Keuren*, *Dave DuMoulin*, *George Cole*, and *Tony Huber*. The donation of these eight turkeys by the Sunset Bowl was a mighty fine gesture, and we appreciated it.

In the league's regular annual Thanksgiving turkey shoot, held November 10, *Lucy Comstock* won first place in the singles, *Emil Lodahl* came in second, while *Dave DuMoulin* and *Floyd Thompson*

were tied for third place. In the doubles event *Emil Lodahl* and "Ace" *Harrison* took first place. *Lucy Comstock* and our prexy, "Wimpy" *Comstock*, as partners tied with *Bill Brown* and *Will Hoffman* for second. Third spot was won by *Jay Levine* and *Emil Lodahl*. The two *Comstocks*, *Dave DuMoulin*, and *Emil Lodahl* all enjoyed big nights and a subsequent big Thanksgiving.

At this writing the league is in its twelfth week, with all 16 teams going strong. The last place team is only eight and one-half points behind the leading BRC Rainers, the latter having won 21 points or games and lost twelve, followed by the PMT trailing by just one-half point. The Glendale team has the high season team series of 2818, and the Dieseleers have high season game of 982, which includes Bob Miller's 255. As for the men's individual — it's all Bob Miller so far. With the ladies, "Tiny" *Emma Elias* has the high individual series of 502. She really sparked the Wolverines to a 2 to 1 win over the Streamliners.

TRAIN TALES Of The Long Beach Division

By J. H. HOOVER

LAUGHTER is the best medicine. So the saying goes, and at the Long Beach Division we have just the man to prove it. He is Operator *Jack B. Duane*. Jack, who has an asthmatic condition and is sometimes off for several months at a time, is never without a humorous story to tell or a funny experience to relate. At the present time, he is home recuperating from an operation and all of us here miss him a great deal. It was back in the same

year the second world war ended that Jack came to work for the company, and since that time, he has become one of the best-liked men on the property. Not only has he made a name for himself with the company, but at present is serving his second term as president of the BRT Lodge 406, a very respected office. Jack is happily married and has two teenage children. Both his wife and daughter work at the Las Campanas Hospital in Compton. His son, *John*, was married just this month to a local girl.

It would be nice if you could stop by and hear one of Jack's stories.

Our deepest sympathy to Operator *J. H. Tooke* on the recent death of his beloved wife. Also our sympathy is extended to the widow of Operator *A. T. Shipley*, whose funeral was held November 27. Operator *Shipley* had started with the company almost thirteen years ago.

"Candy, I call my sugar, Candy." This must be the song the *Kirkpatrick's* have been singing since November 13, for on that day at the wee hour of 4:48 a.m., 7 pounds and 11 ounces of red-headed Candy were delivered to them. She is *Candice Margaret Kirkpatrick* and as sweet as her name. This is the first child for the *Kirkpatrick's*, and prouder parents have never walked the floor than they. All of us are happy about this arrival. We know the "Kirks" have wished for this to happen for some time and we wish the best for them and "theirs."

Operator *G. M. Morgensen* is back driving after serving as division clerk for several months. His place in the office was taken by Operator *A. J. Burns*. Thank you, "Morgy," for a job well done and to you, *J. J.*, the best of luck.

The last words: "Trifles make perfection, and perfection is no trifle." — Michelangelo.

The
officers
of the
PE-Metro
Bowling League
extend their best wishes
to All for a Merry Christmas
and a Happy and Prosperous New Year.

ELMBARK

By GLEN E. SERRES

MERRY CHRISTMAS! Peace on earth towards men of good will! "For unto you is born this day in the City of David, a Saviour, which is Christ the Lord." Once again we hear the laughter of children as presents are exchanged in commemoration of the birth of the Lord Jesus Christ.

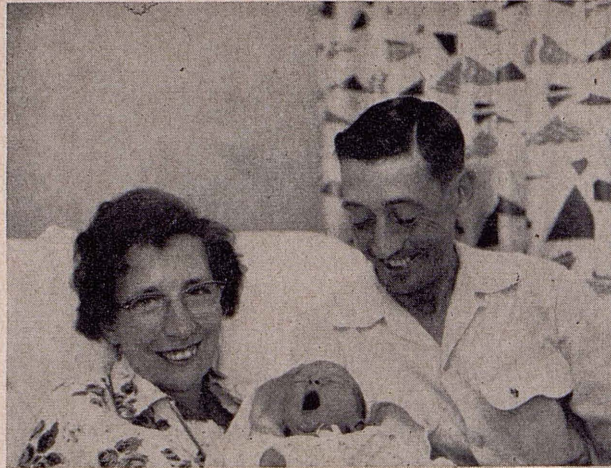
The odor of turkey cooking wafts through the open door, for Mom started the turkey cooking at an early hour. A quick survey of the kitchen shows several pumpkin pies ready for the oven, and next to them a huge bowl of stuffing looking savory enough to eat right now.

Here comes proud Grandpa M. J. Pruett passing out cigars as he chants "Yep, my daughter, Mrs. John D. Allen, had a son, Jeffrey David, born Nov. 7 at 8:52 p.m. He was 20- $\frac{3}{4}$ " long and weighed 10 lbs. 3 ozs."

Flash! A special newscast televised from small talk — Lark Ellen Hospital staff are surprised to see a Metro bus driven by Richard Lane Bryant pull up to their emergency ambulance entrance on October 18. The attendants are amazed, for R.L.B. is only six years old! He explains he came to take home his new sister, Teresa Diane, as his father, Operator W. S. Bryant, is too excited to drive!

Sleigh bells! Listen! Here comes Santa through the door with presents for everyone. All the presents are passed out but one box, and nine of the boys haven't received a gift yet. Sh! Santa raises his hand to indicate he has something to say. "This last package contains nine bottles of diet pills for the 'Slim Jim' clan known as the 'Dieters', who are 'waisting aweigh.' Please step forward and get your gift as I call you name! L. E. McChesney, W. K. Barham, R. F. Slocum, J. S. Ryan, C. J. Jones, E. D. Weaver, K. H. Canfield, R. F. Desloges and B. A. Williamson.

"One of my helpers, John Puffer, has a couple of awards to present to Charley Walsh and R. E. ("Sandy") Sanders, two of our boys who are retiring.



HO HUM! — Teresa Diane, at the ripe age of three days, seems to find the world just a wee bit boring. Not so her fond parents, Operator and Mrs. W. S. Bryant; nor brother, Richard Lane, 6, boarding bus.



General Claims Department

By PAUL A. KARI

AMONG THOSE in the general claims department enjoying late-season vacations were Adjuster Lawrence E. Rice and his wife, who entrained for Texas and a visit with their daughter in San Antonio. In and about that city they visited the Alamo, and Kelly and Randolph Fields of the U. S. Air Force. On his return, and in between bars of "Davy Crockett," Mr. Rice pronounced their week's jaunt as "a wonderful trip and a wonderful visit."

Office Supervisor Carl W. Berenschot, his wife, Aubrey, and their son, Ronnie, aged 8, took off by auto for a two weeks' trip into Northern California and Nevada. High points during their first week included a tour of the Mother Lode country and a visit to Tuolumne County's historical city of Columbia, famous for being California's best-preserved old mining city. Lake Tahoe and Sacramento's state capitol buildings were also on the Berens-

"Well, I must be on my way, so, a Merry Christmas to all, and to all a good night!

"Come on children and eat before the food gets cold. From the looks on your faces everyone received what he wanted most, so I know we'll all have a Happy New Year."

chots' itinerary, as was a trip to Virginia City. The family spent their second week enjoying skiing and other snow sports at Mammoth Lake, just east of Yosemite.

On the department's sick list this past month we find Secretary Dorothy Woods, who was a patient at Santa Fe Hospital for minor surgery. Dorothy made a fine recovery and is now back at her desk.

Claim Agent Mike Marchante was California Hospital's "star boarder," following surgery there, for almost a week during November. He has recently returned to the office, full of the old vim and vigor.

On the horticultural side, Chief Adjuster Clarence A. Weathers reports that "extended and intensive" week-ends in the garden of his Playa del Rey home have paid off, this past season, with the biggest and best display of roses and chrysanthemums yet. Not to mention a bumper crop of peaches from trees that began as seedlings.

General Claim Agent William Pollack and his staff wish to extend to all in the Metro family, their best wishes for the coming holiday season.

STATISTICS prove there are more traffic fatalities on Christmas Eve than on any day of the year. Drive and walk cautiously so you can enjoy Christmas.

WELCOME, NEW EMPLOYEES!

Accounting Department

STENO-CLERK: Sylvia E. Martino.
KEY PUNCH OPERATOR: Betty L. Riles.

Maintenance Department

CLEANERS-OPERATORS: Willie L. Clay, Isom H. Dunmore, Arthur C. Howard, Harold G. Walk.

AUTO-REPAIRERS: Sloan L. Beck, John W. Ehl, Thomas N. Fujioka, Cyrus A. Madill.

CARMAN'S HELPER: Arthur C. Johnson.
HELPER: Edward P. Stocking.
MACHINIST HELPER: Salvador Joyas.
MECHANIC: James Bryan (Asbury).
SHEET METAL HELPER: Mario Rojas.

Special Agents

SECRETARY: Betty L. Taynton.

Transportation Department

PBX INFORMATION: Jackie L. Monikean.

OPERATORS: Roger R. Clark, William S. Dobrzykowski, Walter E. Freeman, Harley W. Gatlin, Lucian Grant, Edward C. Gross, Curtis J. Herbert, Paul J. Hugard, Robert E. Keener, Joseph J. Kondor, Albert C. Nagy, Wanza L. Nichols, A. Waldeman Olson, Louis Rappa, Arden L. Roberson, Jack G. Shamblyn, Arthur C. Terry, Raymond Weatherly.

Transfers:

FROM ASBURY: G. A. Bennett, J. L. Lilienthal, Robert E. Miller, B. N. Rubin.
FROM PE: Robert E. Conkling.
FROM CLERK TO OPERATOR: Vincent T. Griffin, Robert R. Prickett.
FROM BRT: Emery D. Weaver.

Auld Lang Syne

(News of the Senior Employes Fellowship)

By F. B. EGEMAN

SINCE Charley Martin, Pasadena operator, retired last year he has been making frequent trips to his little place on the high desert near Yucca Valley and has hosted several week-end parties there. Among those entertained were retired Operator and Mrs. John Ream of Pasadena just before they started on an extended trip to visit their daughter in Washington and Maryland. They made the cross-country trip in a new Bel Air Chevie (painted in Metro colors) and expect to build a new home at Yucca Valley when they return next year.

In addition to keeping busy during his spare time, Charley has been

making rustic lamps out of wood found in the desert country, and Mrs. Martin has woven the lamp shades as a hobby, which they share together. Their hobby has won prizes at the Pomona Fair.

Pasadena Operator and Mrs. C. B. Lewis moved into their recently completed home at Yucca Valley during his vacation in October and it looks as though there will be quite a Metropolitan District there one of these days.

Pat Murphy, retired Pasadena operator, was a visitor in Los Angeles during the last week of November, and is looking fine and recovered from his recent illness.

The annual luncheon for members of the Senior Employes Fellowship was given by the Pacific Electric management at the Rosslyn Hotel on October 16 and was well attended by 225 members. As usual, Sylvia Haines, Accordionist, entertained with songs of yesteryear and led in the songfest by members before and during the luncheon. Our fellow member, Jack Birmingham, master of ceremonies, introduced the speakers, including our beloved George F. Squires (now deceased) who gave his usual interesting and informative talk, and those present enjoyed several hours of reminiscing and fellowship.

False (teeth) Alarm

AN AUTO HORN sounded insistently and an arm waved violently from the automobile window as the car raced alongside Operator F. W. Lenard's San Berdoo bus heading inbound from Fontana at 5:30 Saturday evening, December 1. Plainly, the motorist wanted Mr. Lenard to stop.

When he obligingly did so, the motorist ran to him with a closed hand at the end of an outstretched arm.

"Please give these to Mr. Blank, a passenger on your bus," he said, dropping a set of false teeth into the surprised operator's hand.

"I horgot hem when I leh his house," explained the bereft owner, eagerly coming forward from the depths of the bus interior as Mr. Lenard returned.

"That beat anything that ever happened to me!" exclaimed the operator, as he related the story later. "Imagine me having to give a passenger back his false teeth!"

DURING the first 16 years of your child's life, the National Safety Council urges you to drive as though you were teaching him to drive — because you are!

Any New Babies? --



ANY NEW BABIES at your house this year? If so — er — congratulations!

Specially if you've claimed your new exemption at the Metro pay roll bureau!

— Say, by the way, have you? It's a mighty good idea to do so, if you want to have more take-home pay at the end of a pay

period!

And on the other hand, if your "baby" son or daughter has stretched fledgling wings and proudly flown away from your nest — and is now on his or her own — or if for any other reason you've lost a dependent you've been claiming as an exemption — be sure to report it to the Pay Roll bureau.

If there's been any change, plus or minus, in 1956, secure a new Form W-4 from your supervisor, or from W. C. Scholl, manager of personnel, 689 PE Building, and help sweeten the kitty — either yours or the government's!

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SAFE DRIVING AWARD being presented to Operator Garrett W. Demarest, center, by Chief Instructor J. T. Johnston on behalf of the Greater Los Angeles Chapter, National Safety Council. A. E. Kemp, safety instructor, stands approvingly at right.

(For complete story, see page 3.)