

METRO COACH *News*



OCTOBER, 1956

Telephone TRinity 2792



Courtesy is Fun!

METRO COACH

News

VOLUME 3 OCTOBER, 1956 NUMBER 6

| | |
|---|-------|
| Employees Tour Property..... | 3-6 |
| New Bus Stops..... | 7 |
| "Flyer" Service from Hollywood Bowl Parking Lot.... | 8 |
| 23 New Coaches Arrive..... | 9-11 |
| 1500 Attend Employee Picnic..... | 12-14 |
| Marilyn, Metro, and "Bus Stop"..... | 15 |
| El Monte Takes Pennant 3rd Time..... | 16-17 |
| Variety Lines..... | 18-21 |
| Commendations..... | 22-23 |
| Retirements..... | 24-25 |
| Within Our Family Circle..... | 26-30 |
| Wood Inlay Hobby—West Hollywood | |
| Picnic—New Officers at Van Nuys | |

OUR COVERS

"COURTESY IS FUN"—slogan of the new Metro courtesy trophy contest—is illustrated on the front cover by Operator Leroy Earl May as he smilingly "collects fares" from boarding passengers, as portrayed by Eileen Halpin, left, of the transportation department; and Phyllis Bonner, of the pay-roll bureau.

On the back cover the courtesy trophy is reproduced about one-fourth actual size against the background of a courtesy shield, the latter reproduced about twice actual size. The trophy will be presented to, and inscribed with the name of, the division which, for each three-months period, has the fewest complaints received per 100,000 passengers. The shield, similarly inscribed, will be the permanent possession of the winning division.

The first contest period is for the months of October, November, and December.

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 |

PHOTOGRAPHY

Harley B. Talbott

Al Rommel

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

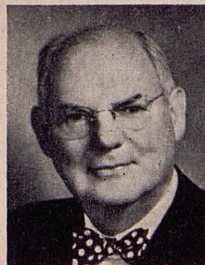
Telephone: TRinity 2792

Deadline for December issue: November 30



NEW HONOR for President Haugh

A NATIONAL HONOR was bestowed upon President *Jesse L. Haugh* in his election on September 20 to the vice-presidency of the American Transit Association, the largest and most important organization in America devoted to the interests of transit nation-wide.



J. L. HAUGH

This honor brings added prestige to Metropolitan Coach Lines, as well as to the other transit companies headed by Mr. Haugh.

Long an active participant in the affairs of the American Transit Association and a director for some years, Mr. Haugh brings to his new office the ripe experience of 50 years as a pioneering leader in the field of public transportation.

Rising from rodman to vice-president and assistant to the president of the Union Pacific System, Mr. Haugh organized the Union Pacific Bus Lines, introduced that railroad's famed streamlined trains, instituted the popular "Challenger" passenger service, and, as special company representative, headed a United States tour on the "Train of Tomorrow"—the first streamlined diesel train in America.

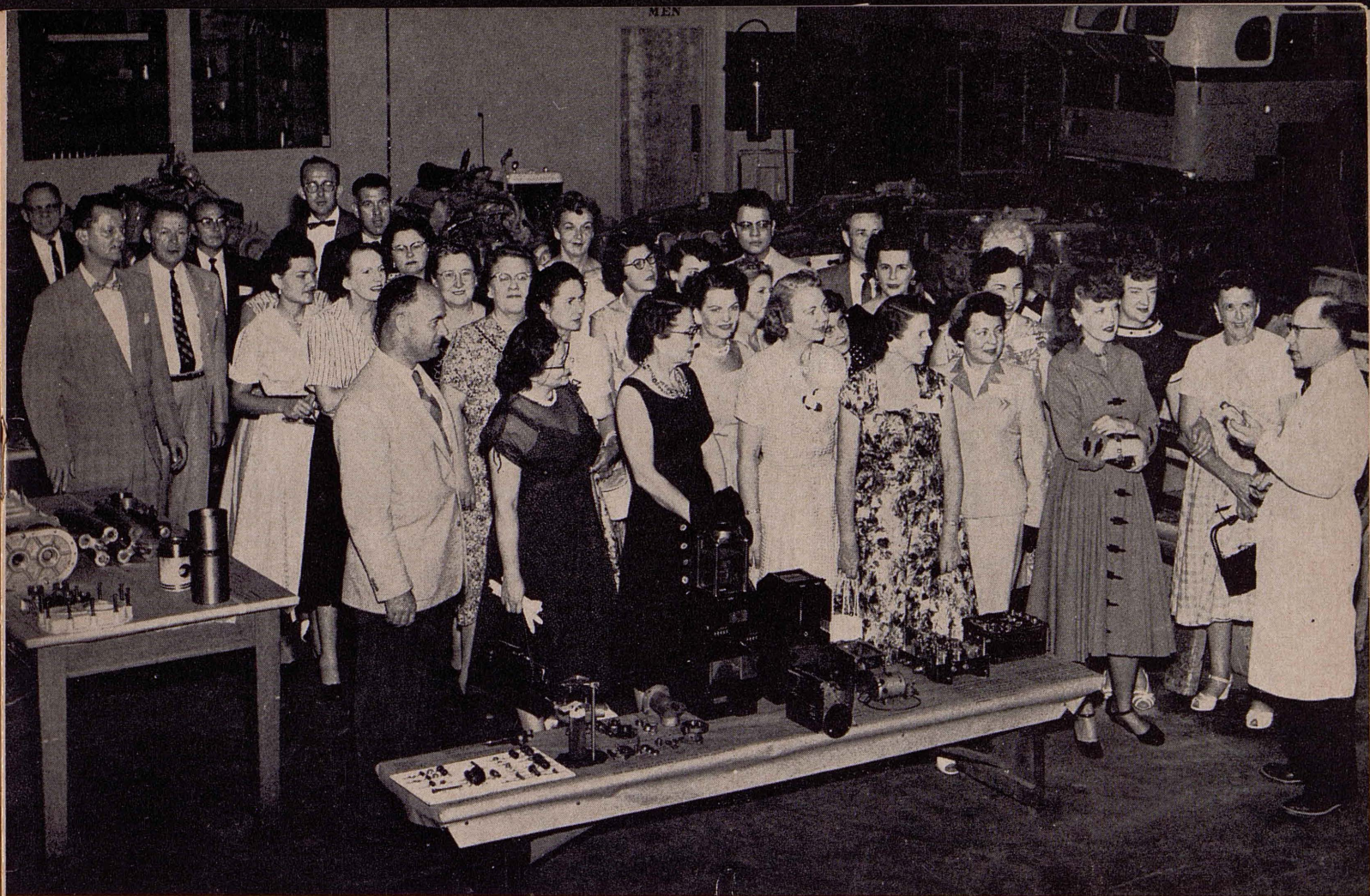
Later, as president and chairman of the board of the Pacific City Lines, president of the Key System, the Western Transit Systems, the San Diego Transit System and Coronado Ferries, and, most recently, Metropolitan Coach Lines and its affiliate, Asbury Rapid Transit System, Mr. Haugh has affirmed his faith in the future of transit by making system renovations, replacing obsolete streetcars by modern motor coaches, overhauling operational, maintenance, and accounting procedures, and generally introducing an up-to-date atmosphere in the companies he heads.

Further evidence of his interest in things new was his selection by the ATA as chairman of its national bus design committee, dedicated to the task of developing the motor coach of the future today by combining the most advanced ideas of safety, utility, beauty and comfort in one thought-provoking design.

I know that all Metro employees feel a sense of pride in the new high honor that has come to Mr. Haugh.

R. J. Mac Kelly

Vice-President and General Manager



OFFICE FORCE TOURS MACY GARAGE — Large group of clerks from Sixth and Main visiting unit overhaul shop under the guidance of General Foreman George Wells (nearest man in

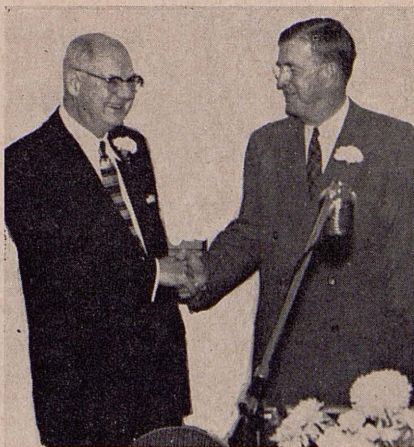
left foreground), as the shop's foreman, Otto Draviner, right, lectures on the work of his shop and explains the displays he and his men have carefully set up to show some bus parts.

EMPLOYEES TOUR PROPERTY

UNPRECEDENTED in Metro history was the all-day tour of the property at Macy Street, El Monte, and West Hollywood given for office employees by President *J. L. Haugh* on Thursday and Friday, September 27 and 28.

It was in part a celebration of Metro's third anniversary—the company having begun operations on October 1, 1953.

Nearly 200 employees from all departments took the tour. Half of them kept the offices running each day while the other half, boarding two buses at 6th and Main Streets at 9:00 a.m., left for visits at three of Metro's divisions, with a stop at the swank Nikabob Restaurant for a luncheon. Groups were not re-



HOST AND GUEST — President *J. L. Haugh*, left, shakes hands with Commissioner *Justus F. Craemer*, of State Public Utilities Commission, at luncheon.

turned to their offices till nearly 4:00 p.m.

Guides from the maintenance and transportation departments met the coaches at each point and explained the numerous maintenance and dispatching procedures necessary to keep coaches clean, dependable, and in service.

At Macy Street Garage, main repair facility on the system, buses followed the path taken by out-of-service coaches which are being brought in for inspection, fueling, interior cleaning, washing, and possible repair. In the unit overhaul shop, Foreman *Otto Draviner* and his men had set up an enlightening display of engine, hydraulic transmission, electrical, and injec-



FRIDAY LUNCHEON GROUP at the Nikabob Restaurant consisted of half the Metro office forces. Standing at head table, from left, are W. C. Scholl, personnel manager; T. V. Tarbet, assistant chief engineer, L. A. City Board of Public Utilities and Transportation; John D. Puffer, superintendent of transportation; W. K. Greiner, Metro general attorney; A. F. Grunert, transportation engineer, Public Service Commission, State of

Washington; President J. L. Haugh; W. F. Hibbard, associate transportation engineer, California Public Utilities Commission; Dale Harlan, traffic manager; C. E. Milne, senior transportation operation supervisor, State Public Utilities Commission; R. W. Anderson, superintendent of equipment; E. H. Uecker, auditor; and Joseph Shafer, chief special agent. Each of the special guests made a brief talk showing their interest in Metro.

Employe Tour

tor parts which the foreman carefully explained to the visitors.

A program of construction and alteration now going on at Macy was also pointed out by General Foremen *Clarence Hatzler* and *George Wells*, of the maintenance department. Three paint spray booths, a new warehouse, and \$8,000 worth of concrete paving are being installed. Light and power connections now serviced through Pacific Electric are being changed to direct connection with the service provided by the Los Angeles City Department of Water and Power.

In the immediate future, a 125-foot light tower will be erected to illuminate the Macy lot at night. By or before the end of the year, the paint and body shop, now at Torrance, will be moved into a portion of the present unit overhaul shop.

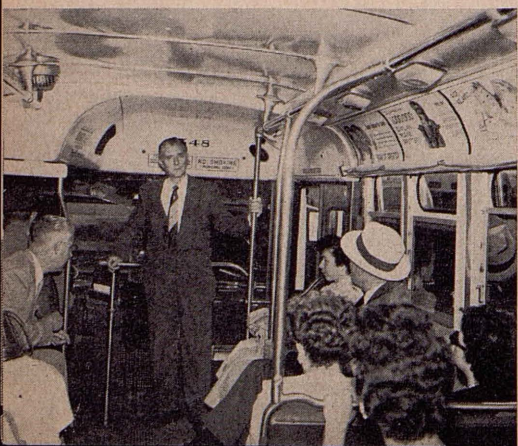
"I've never had finer cooperation from any group than I've had from Metro employes," declared President *J. L. Haugh*, chief speaker at the Nikabob luncheon.

He expressed the view that while Metro is a corporation, "we are also a social company. — Why not

make the eight hours you work as pleasant as the social hours you spend outside?" Friendliness and consideration for each other, he said, are the answer.

Among the special guests at the luncheon were representatives of the California Public Utilities Commission and the Los Angeles City Board of Public Utilities and Transportation. President Haugh expressed pleasure in having members of these bodies, "which govern our activities," present. From the state board were *Justus F. Cramer*, commissioner; *W. H. Gorman*, director, southern district;

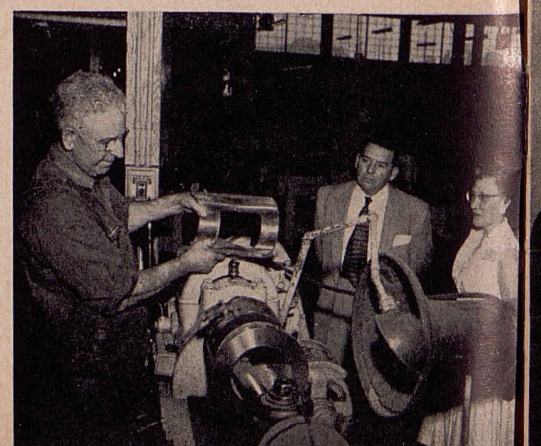
GENERAL FOREMAN Clarence Hatzler of maintenance department explains Macy upkeep and repair procedures to group of clerks just arrived in special coach.



STOREKEEPER Frank Winterberg shows new green bus stop signs now replacing yellow ones to *Rosalie Nevarez*, of traffic department. Stocked are 5,000 signs.



TURNING MOTOR BEARING for street-car, Mechanic *Douglas Ludowic* shows half of a completed one to clerks *Bernard Madrid*, traffic, and *Evelyn Jones*, claims.





THURSDAY LUNCHEON GROUP at the Nikabob included the other half of the Metro office forces. Standing at head table, from left, are Mr. Puffer; Ruth E. Benton, secretary, L. A. City Board of Public Utilities and Transportation; Mr. Uecker; Wm. H. Gorman, director, southern district, California Public Utilities Commission; President Haugh; Justus F. Craemer, commissioner, State Public Utilities Commission; R. V. Rachford, general

chairman, Brotherhood of Railway Clerks; Mr. Scholl; Arthur F. Ager, supervising engineer and assistant to director, Public Utilities Commission; Mr. Anderson; P. A. Erickson, division engineer, L. A. City Board of Public Utilities and Transportation; and William Pollack, Metro general claim agent. Seated at extreme left foreground, among the employes, is Public Relations Director R. O. Christiansen, the tour organizer.

A. F. Ager, supervising engineer and assistant to director; C. E. Milne, senior transportation operation supervisor; and W. F. Hibbard, associate transportation engineer. From the city board were T. V. Tarbet, assistant chief engineer; P. A. Erickson, division engineer; and Ruth E. Benton, secretary. Anthony F. Grunert, transportation engineer, represented the public service commission of the State of Washington.

Also present was R. V. Rachford, general chairman, Brotherhood of Railway Clerks.

While summarizing the back-

ground of the negotiations leading to the sale of the Pacific Electric passenger service to Metro, Mr. Haugh said.

"PE people were very much concerned that operations should be carried out by us in a creditable manner, and were also greatly concerned that the staff of employes should be taken care of."

Sounding an optimistic note, he said, "I'm happy to tell you that we're in the black—not very much, but nevertheless, in the black. We've paid interest on our preferred, but not our common, stock. Investors haven't complained—

they're interested in the development of improved service.

"We find a new factor in private auto driving now—and that's driving frustration. We have people coming to us to use our service now who won't submit to the strains and anxiety of driving," Mr. Haugh commented.

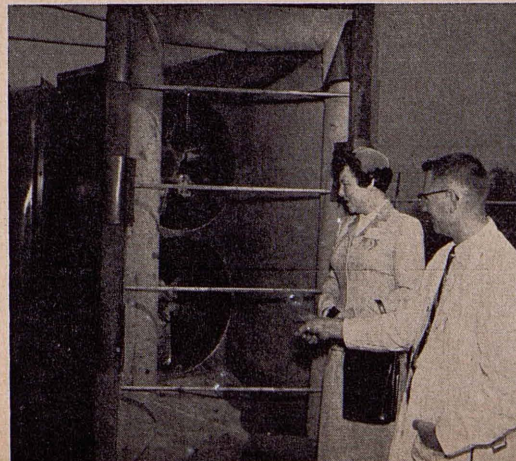
Carnation corsages for the ladies, and carnation boutonnières for the men, were given by the company to employes as they entered the Nikabob for lunch.

Drivers of the two coaches each day were G. R. Davis and C. B. Rummans.

TIMEKEEPER Marie McAllister, of El Monte Division, shows John L. Pujol, touring assistant auditor, procedures she uses in keeping operators' time records.



DIVISION FOREMAN Wesley Nolff, of El Monte maintenance department, shows the powerful fans in the bus cleaner to Information Clerk Adeline Lofton.

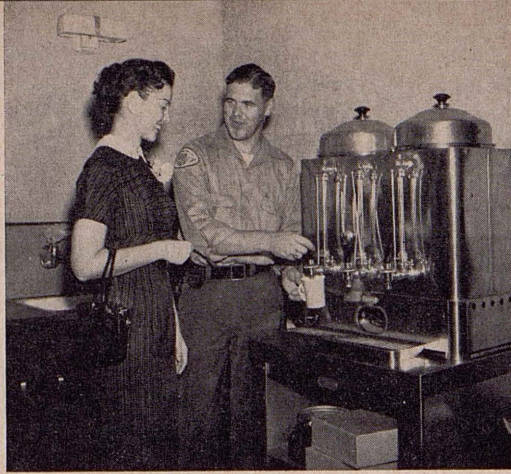


PINNING ONE ON—Barbara LaKamp, of the president's office, pins carnations on tour drivers, C. B. Rummans, left, and G. R. Davis. All "tourists" got flowers.





DIVISION FOREMAN A. L. Bristow, extreme right, of West Hollywood maintenance department, explains West Hollywood operations to a group of tourists.



COURTEOUS HOST — Operator John Crippen, of West Hollywood, offers Clerk Pat Blanks, of traffic, a cup of coffee from the double urn in operators' room.



"WHAT'S THIS?" asks Phyllis Bonner, of accounting, looking on with Murphy Swindell, of traffic. West Hollywood's Earl Zwiebel, left, and J. C. Dayen explain.

"WHAT DID YOU THINK OF THE TOUR?"

Comments by Employes on the Employe Tour of Divisions

Winifred Lewis, information clerk, Glendale: "Now I have a definite picture of the place when someone calls up and says, 'Macy Street.' I had no idea of the immensity of the operation."

George Christopher, mail and file clerk, accounting department: "I used to think terminals were little out-of-the-way places. I certainly found out differently."

Carole Dahleen, sorter, accounting department: "I thought it was very interesting—I learned a lot about the company I hadn't known before. The amount of behind-the-scenes work that goes on to keep buses running is amazing.—You wonder how the nickels and dimes from passengers can ever add up to enough to cover the costs."

Verna Lee Oldendorph, typist, accounting department: "This tour showed me for the first time how buses are maintained."

Joseph Debelak, tabulating supervisor, accounting department: "Splendid idea—good morale builder. Showed employes that the management is thinking of them."

Pauline Nisbet, tab operator, accounting department: ". . . wonderful. It enabled me to see more reasons for what I'm doing . . . It was a fine thing for employe relations."

Gayl Ayres, secretary to general attorney: "A very, very fine thing. I think everyone appreciated learning

how other departments work. I also noticed on the tour how congenial employes seemed to be together."

Mary Stevenson, clerk, claim department: "Really terrific. You wouldn't think anything like that would appeal to women, but the people who guided the tour seemed so purposeful and enthusiastic that visitors got that way, too. What impressed me was the beauty of it all. The installations are so pretty and well kept. . . . The luncheon was fine. It gives one a good feeling to think that the management thought enough of us to give us a luncheon and tour so that we could learn more about our operations."

Margaret Atchley, secretary to chief special agent: "I enjoyed it very much, especially Mr. Haugh's speech. It was nice to meet, for the first time, people I talk to over the phone every day."

George Mutton, baggage and express clerk, 6th and Los Angeles Streets: "I've worked in the baggage room here for over 15 years, and this was the first time I was ever at Macy Street."

Geraldine Hibberd, kardex operator, purchasing department: "Wonderful.—Hope we have another next year to the places we missed this time: Van Nuys, Ocean Park, Long Beach, etc.—I get all these requisitions from people in the outlying divisions, and it's nice to see the people who make them out."

James V. Hayes, typist clerk, schedule bureau: "It was fabulous. I didn't realize how big we are until I took the tour."

New Bus Stops

DOWNTOWN LOS ANGELES got a "new look" in bus stop designations on Tuesday, September 11, on Hill Street, with the debut of new rectangular bus route signs and destination directories.

The new stop signs, designed to take confusion out of motor coach travel, were installed at all north-bound stops between First and Eight Streets, inclusive.

Clearly indicating route numbers and route descriptions of all Metro lines using Hill Street, the new signs replaced Metro's familiar triangle signs as part of a long-range program to make travel easier about the Metro system.

The new stop designations also made their appearance on Olive, Spring and Main Streets. Some 33 installations have been made in the downtown area.

Outside the downtown area and throughout the company's service area in Los Angeles, Orange, Riverside and San Bernardino counties, the familiar triangle signs will continue to be used. However, they are being painted green, the Metro color, to distinguish them from those of Los Angeles Transit Lines.

The company's program also calls for the installation of new destination and route number signs on all motor coach vehicles to identify bus routes more clearly for all passengers. As fast as they can be converted, Metro coaches will display the simplified designations.



NEW LOOK in bus stop signs being pointed out by Metro's Jean Bové, left, and Barbara La Kamp. Designed to be more informative to travelers, these signs have been placed on Metro lines in downtown Los Angeles. Signs show route numbers, destinations.

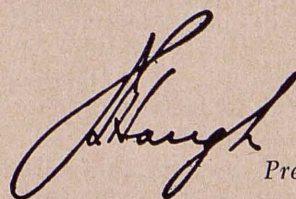
Appreciation From President Haugh

I have received many congratulations, both oral and written, from employes in connection with Metro's third birthday. My appreciation for these expressions is so great that my impulse is to send individual acknowledgments to each employe for such gracious and thoughtful words.

So many people have written, however, that it would be difficult to answer each one individually. I hope, therefore, that they will perceive in this general acknowledgment in the METRO COACH NEWS my spirit of undiminished appreciation and consider it as a personal letter.

Your felicitations are likewise a source of great encouragement to me, indicating your understanding of the problems of transit in the Los Angeles area, and your fine loyalty to our Metro organization and enthusiasm for its success.

Thank you very much.


President

New Venture in Transit Service

Metro "Flyer" Trips Scheduled to Start November 19 Between Hollywood Bowl Parking Lot and Downtown Los Angeles

SOMETHING NEW in transportation for Los Angeles is a park-ride plan, including fast and frequent peak-hour Metro service, scheduled to go into effect November 19 between the Hollywood Bowl parking lot and downtown Los Angeles via Hollywood Freeway.

Although many people have for years parked their cars in fringe areas, such as Sierra Vista, and boarded a bus into town, never before has a formal park-ride plan been instituted by advance consultation and full-scale cooperation between Metro, city, county, and state authorities.

The present park-ride plan is under the joint sponsorship of the Los Angeles County Board of Supervisors, Metro, the County Department of Parks and Recreation, and the Los Angeles City Police and Traffic Departments.

The project calls for keeping the Hollywood Bowl parking lot open to the public during daylight hours Mondays through Fridays, and for special Metro "Fly-

er" service between the parking lot and downtown Los Angeles from 7 to 8:30 a.m. inbound, and 4:20 to 5:50 p.m. outbound. Commutation books, containing five parking and ten one-way transit tickets, will be sold by parking attendants at a price of \$2.80—for use on "Flyer" buses only. Or people may, if they wish, pay a cash parking fee of 15¢ for the day and board a "Flyer," or a Line 93 coach, on payment of a cash, or token-and-cash, fare.

Transfers will not be issued or accepted on "Flyer" service, nor will "Flyer" tickets be honored on Line 93 coaches.

The "Flyer" route is to be via Odin Street, Hollywood Freeway, Temple Street, and Hill Street to Eighth Street, with running time of 25 minutes inbound and 27 minutes outbound. Passengers will be picked up or discharged at all stops on Hill Street from Temple to Eighth, inclusive, but not on the freeway.

Buses will be distinguished by a green-and-white "PARK-RIDE FLYER" pennant on each front corner near the head sign.

Visitor Describes Transit in Israel

THE FUTURE of mass transportation throughout the world for city and intercity travel lies with modern bus service rather than with fixed rail lines, an Israeli transportation expert who recently studied Metro operations predicted.

Eliahu Ehrenfest, traffic superintendent for "Egged"—A Tel-Aviv bus cooperative—attributed this future to the need for greater flexibility in serving shifting populations.

"In every country I've visited the trend is away from rail. Deluxe style motor coaches are taking over instead," he stated.

Touring the United States under the Point Four Program, Ehrenfest has been studying American transit operations from New York to California. He spent two days touring terminal and maintenance facilities of Metropolitan Coach Lines in Los Angeles.

According to Ehrenfest, there's much in the way of American know-how to take back to Israel.

"During my visit to California I've been particularly impressed with the new air suspension type

buses now being used by Metro and Pacific Greyhound Lines," he said.

In Israel there are more than 20 different types of buses used. The company purchases only the engine and chassis, then builds a plywood body on each, he explained.

He contrasted Israel with its 2,-

000,000 population to Los Angeles with approximately the same number.

Egged operates 1100 buses over 10,500 route miles all over Israel. Buses carry 11,000,000 passengers a month. "So there's no decline or lack of patronage like that you have in Los Angeles."

There are only 20 automobiles to 100 persons in Israel. In spite of the fact that Egged fares are six cents in the city of Haifa and are regulated by the ministry of transportation, the chief competitor is the jitney cab, Ehrenfest pointed out.

In the crisis with the Arab states bus service is maintained. On some routes the bus driver is armed and on others a military escort is provided. In the past eight years, 10 passengers and three drivers have been killed by Arabs lying in ambush, he declared.

Contrasting Egged with privately-owned American companies he's visited, Ehrenfest described it as a cooperative owned by 2,200 people, who are also drivers and mechanics. In addition there are 800 who are not shareholders.



He rode

20

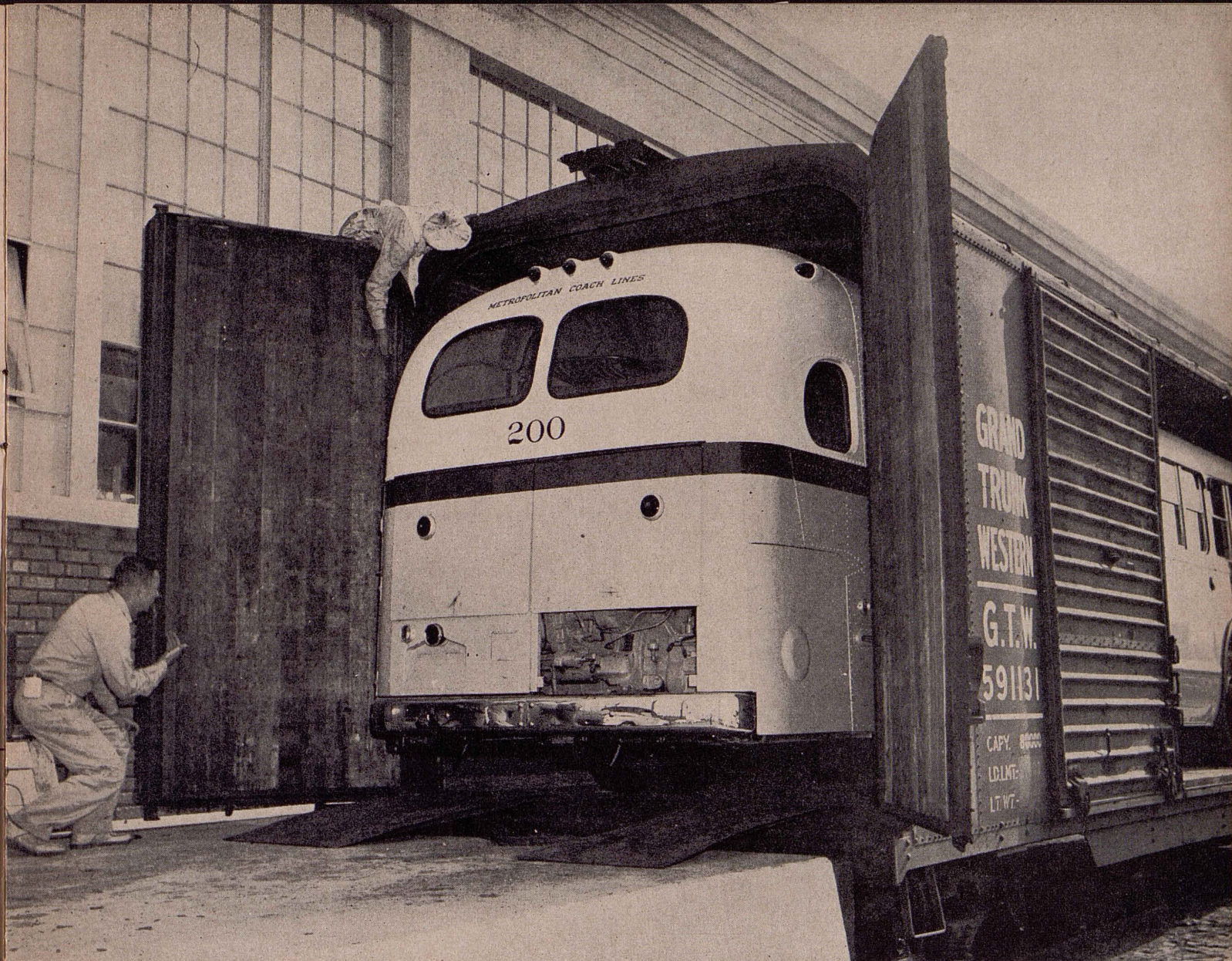
miles

Many a man rode 20 miles to vote just a few years ago. Now it's only blocks to the polls. But the reward for voting is as big as ever: a *voice in governing the greatest country in the world.*

GET READY, by being registered.

GET SET, by knowing what you're voting for. Then—GO VOTE!

Published as a public service in cooperation with The Advertising Council



FIRST OF THREE new coaches with reclining seats is backed out of box car as Gus Gundersen, left, general foreman, paint and

body shop, and a helper watch clearances. Numbered 200, 201, and 202, the three coaches are for charter work and long runs.

23 New Coaches Arrive

BY THE TIME you read this story, it is probable that 23 new air-suspension coaches will have been received from General Motors by box car from Detroit.

Three new 41-passenger coaches for use in long runs and for charter service were received September 6 at the Southern Pacific auto dock, 748 South Alameda Street, Los Angeles. Numbered 200, 201, and 202, they are featured by adjustable reclining seats with zippered seat and back covers removable for washing.

The upholstery is of cool green Geneva fabric that "breathes." The high-backed seats have soft headrests that make leaning back a real pleasure. There are also arm rests for each seat — one on the aisle side, and another built into the side of the coach, underneath the window.

Ventilation is provided by three fans in the roof that draw air from the outside. The engine draws air from inside the coach. Windows have two sashes, both

with tinted glass. The top sash moves up and down; the lower sash remains stationary.

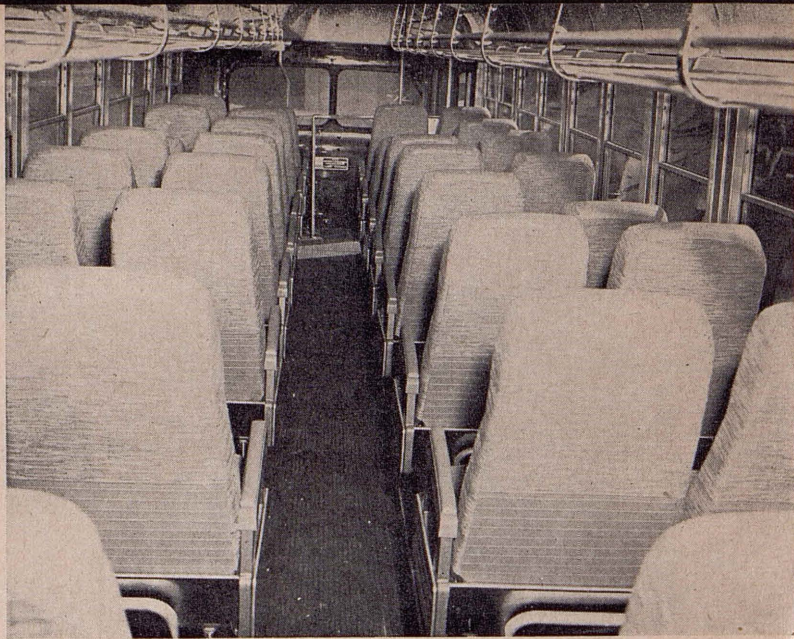
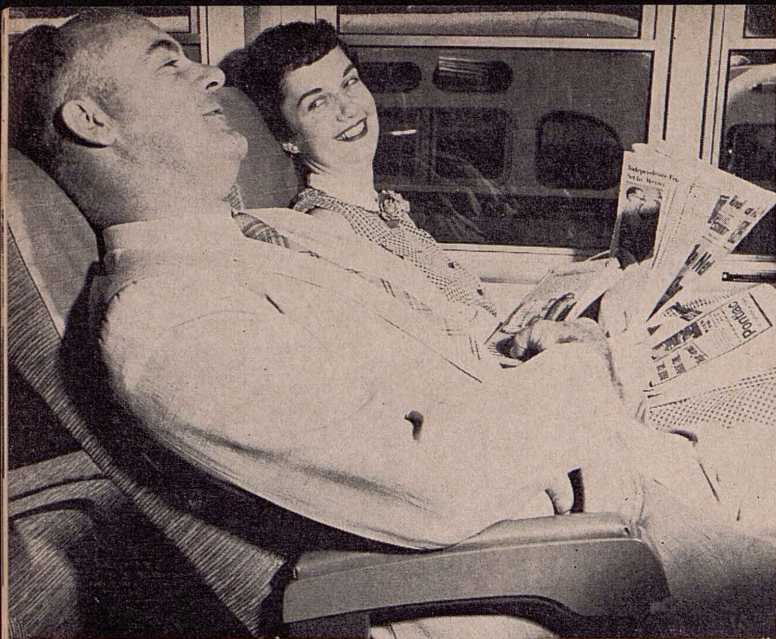
In addition to main lights over the aisle, two reading lights, controllable by the passenger, are placed over each seat.

Roomy baggage and parcel racks are located above the seats, and additional baggage space is made possible underneath the bus by mounting the seats on the floors several inches above the level of the center aisle.

The coach is of conventional size for its type of intercity service, being 35' long and 96" wide.

As for handling: "They handle even easier than the 250's," said Operator *R. M. Welborn*, one of the very first to drive the new 200's. "Both steering and shifting are easier."

The other 20 coaches, which will be numbered 600-619, inclusive, are of the same general type and size as the 500-class buses now in use on local and



RECLINING SEATS in Coach 200 (interior at right) are demonstrated by George Wells and Pat Goggins, of maintenance dept.

suburban service. However, there will be some improvements in engine efficiency which will make the buses more economical to operate and even less of a factor in the smog picture than present coaches.

Improvements are as follows, according to Superintendent of Equipment R. W. Anderson:

1. A dual exhaust system reduces back pressure by half, thereby improving combustion and raising engine efficiency.

2. The air blower, which delivers air to the cylinders, is driven at a lower rate of speed, and thus diverts less power from the engine.

3. A fire ring added to the top edge of the pistons protects the top compression ring from heat and carbon deposits, a fact which lengthens the time between overhauls.

4. The figure-eight cylinder liner ports have been increased in height, in order to provide more time for

air intake and "scavenging" (eliminating burned gasses from the cylinder). This increases engine efficiency.

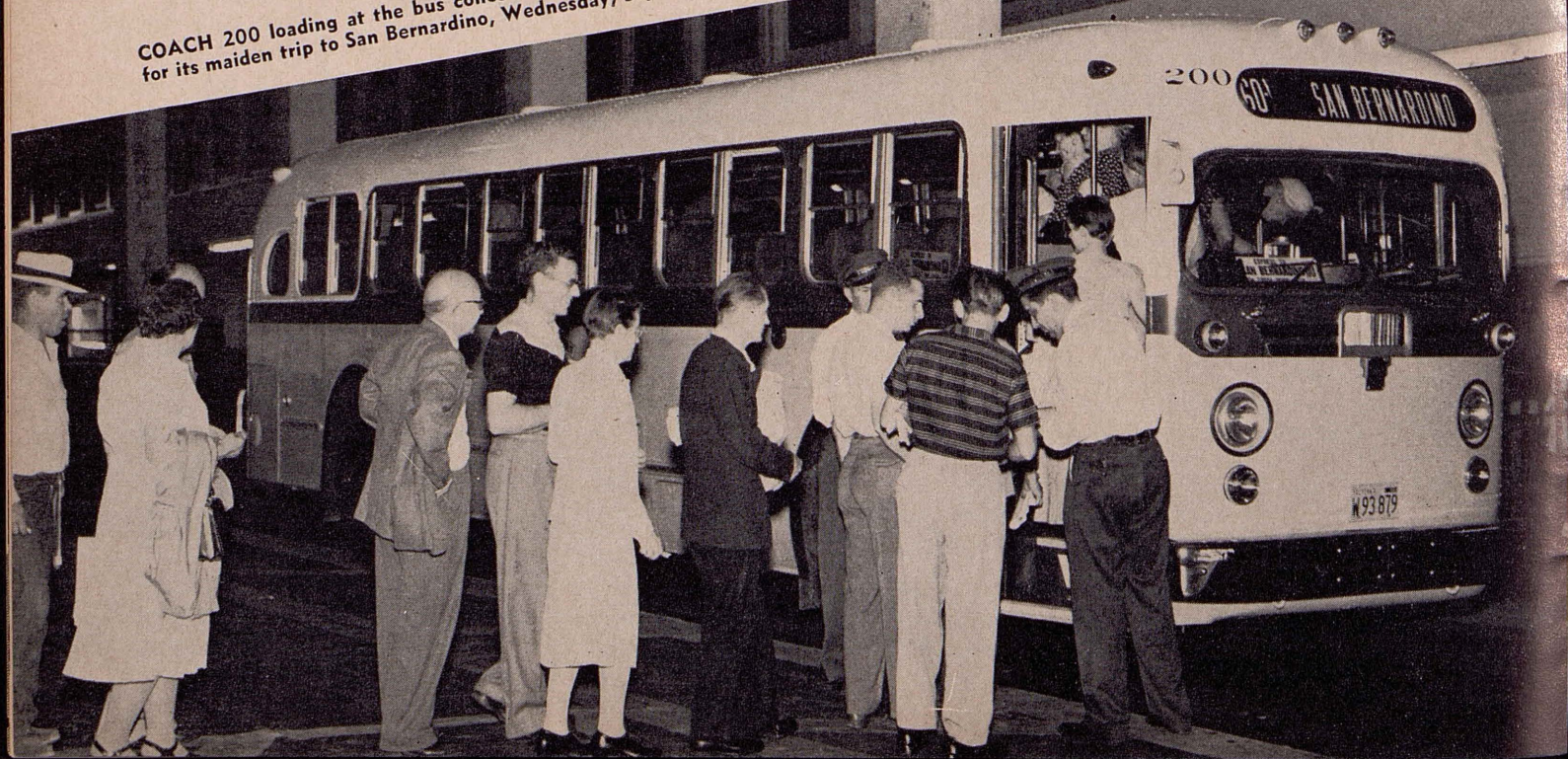
5. A new eight-hole injector tip has replaced the present six-hole tip, in order to effect more complete burning by better atomizing the fuel and creating higher injection pressure. Better injection is one of the most important steps to more complete fuel combustion and hence to reduction in exhaust gases.

The 600-class coaches are scheduled for use on the Los Angeles-Bellflower line, if and when the bus-for-rail application now before the Public Utilities Commission is granted.

The 23 new coaches bring the total of coaches purchased since Metro began operations to 288.

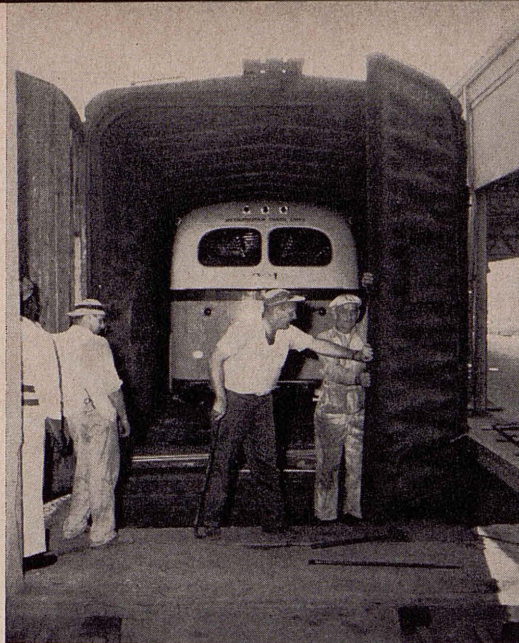
COACH 200 loading at the bus concourse at 6th and Main Sts. for its maiden trip to San Bernardino, Wednesday, September 19,

on the 2:15 p.m. schedule. Operator N. W. Neville, right, is checking tickets; Service Director Joseph Bukowski beyond door.





1. BUS ARRIVES in end-opening box car at SP auto dock, 748 S. Alameda. First job is unseal car doors.

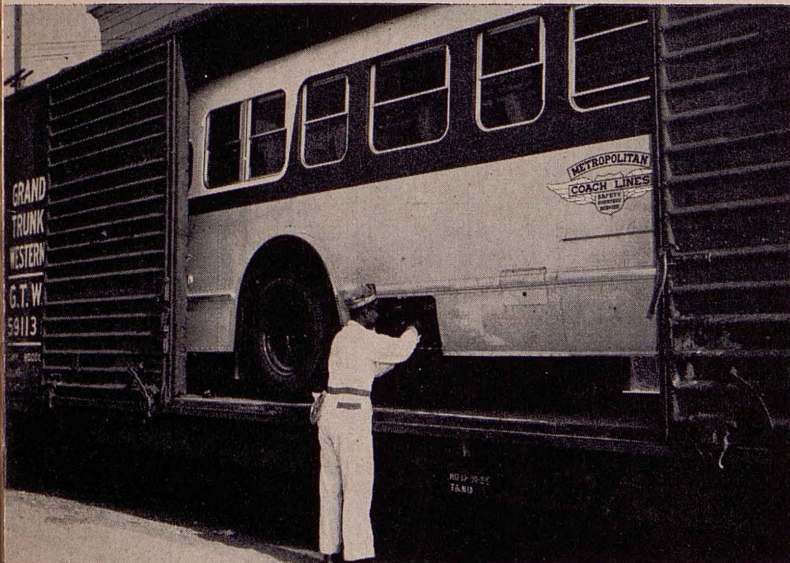


2. BOX CAR DOORS are opened by (from left) Milton Spencer, John Nardiello, Norman Radi, Ed Axenty.

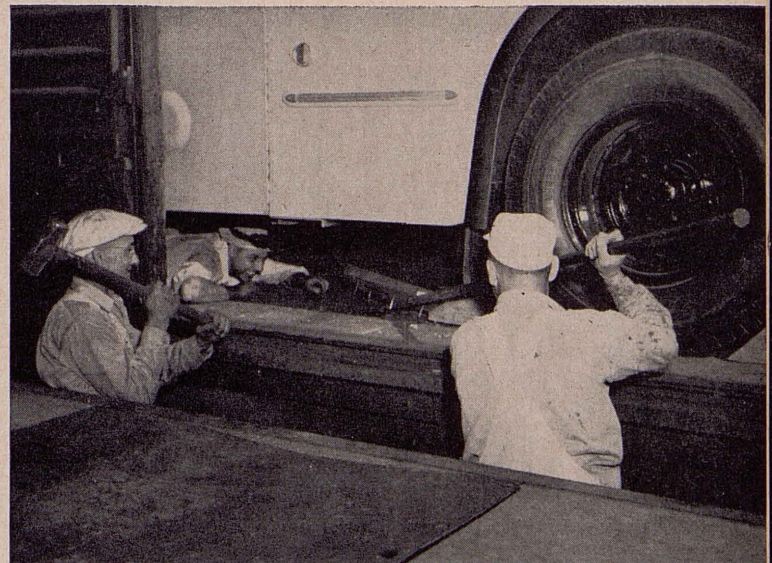


3. PRIMING of bus engine checked by Spencer, right, and Foreman Gundersen, supervising unloading.

HOW THEY WERE UNLOADED

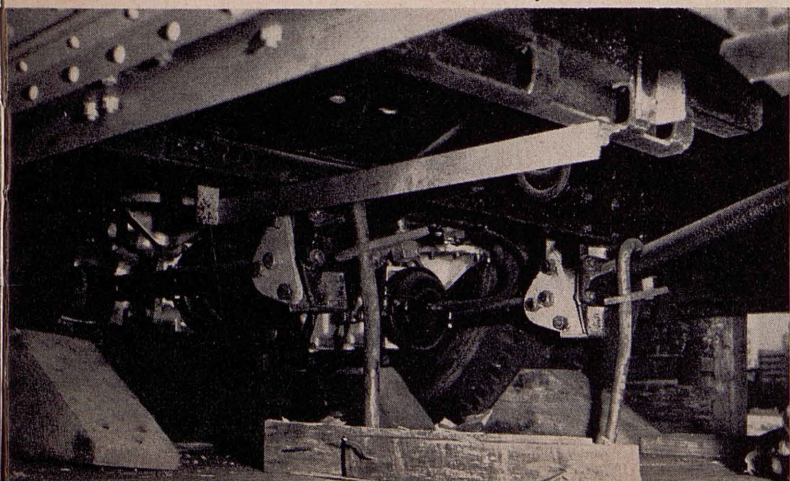


4. BATTERIES—already in the bus—are connected by Spencer, so that the bus may move out of box car under its own power.



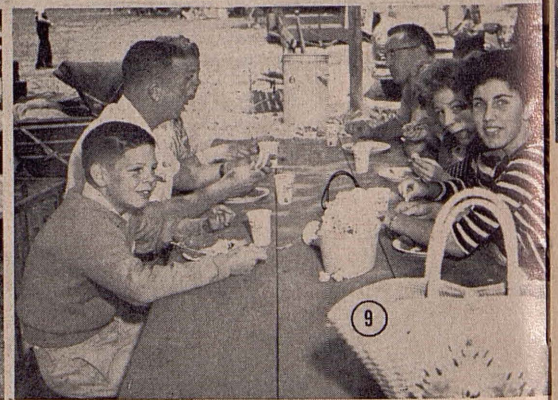
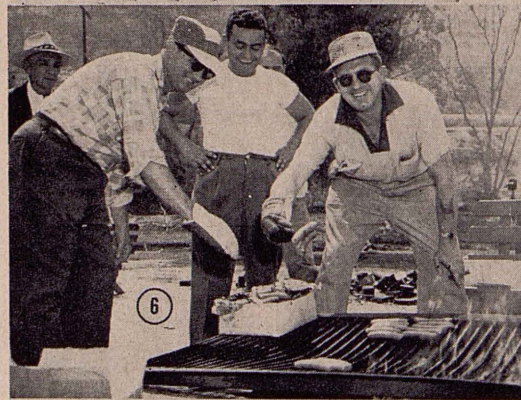
5. HEAVY SHIPPING BLOCKS removed from around wheels of bus by (from left) Ed Axenty, John Nardiello, George Reinert.

6. VIEW underneath bus to show 1" iron bars bent around radius rods and bolted to car floor to keep bus immovable.



7. CUTTING TORCH is applied by Ed Axenty to the iron rods. With blocks and braces removed, bus backs out of box car.





1500 Attend Employee Picnic

LARGEST BY FAR of any social affair yet held by Metro employes was the system picnic held at Griffith Park on Sunday, September 2. Committee Chairman *Norman D. Thompson* and his picnic committee estimated attendance at about 1500, including employes, their families, and friends.

The long food line started moving at noon, and when all the counts were in, it was found that the crowd had disposed of about 232 lbs of ham, 1200 hot dogs, six cases of baked beans, 400 lbs of salad, 100 loaves of bread, 55 gallons of coffee, 54 cases of soda pop, 100 dozen bars, cups, and cones of ice cream, and an infinite number of paper napkins, plates, spoons, etc.

"We ran out of pop and ice cream and could have used more," said Thompson, "but we had to guess at the amount of food and drink needed because so many people bought their tickets at the last minute."

A highlight of the picnic was the hotly contested softball game between Ocean Park, the first division champs, and El

(1), (2) Some of the estimated 1500 people who attended the picnic wait for food. (3) Pat Eckert (nee Lautenschlager) serves pepsi and orange drinks to all comers. (4) Long Beach Operator Dale Hamilton and family. (5) Picnic supplies. (6) Cooking hot dogs for the crowd are West Hollywood Operators Ken Rogers (left), Jesse Medeiros, and Dick Potts. (7) Serving ice cream — 100 dozen bars disappeared in 10 minutes. (8) From left, Glendale Operators L. E. May, S. F. Dispennette, and their families. (9) From left, Randy Ewing (son of Roy, buyer), Paint and Body Shop Foreman Gus Gundersen, Mrs. G., Gus's brother-in-law Edward Light and family, with a neighbor friend, Marion Lepree, nearest camera.



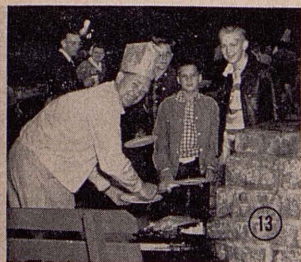
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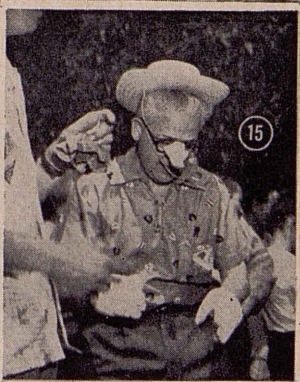
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(10) Supervisors and their families had an early breakfast. (11) President J. L. Haugh, center, plays the "big wheel" game. (12) The Hungry Five played German band music. At left is the only Metro member, El Monte Operator Jim Costello. (13) Supervisor R. J. Bierman fries potatoes for supervisors' breakfast, while Don (left) and Gary Johnston, sons of J. T., and Bobby Bierman stand hungrily close. (14) Feminine contingent of the Jason D. Feller family. Guess which one is Mamma?—It's the shortest one! (15) Public Relations Director R. O. Christiansen (with nose) plays the "big wheel" game. (16) Vocalists—all but one are the Sims brothers. The one: John Ellis, standing at left. The Simses: standing from left, Bobbie (cleaner), Henry, Kenneth (cleaner-operator), Martin (mechanic); kneeling, James and John. (17) Bill Barham (center) and Marion Snowden have confab over tickets which both were selling. El Monte Division Foreman D. B. Van Fleet at left; then Mrs. Barham; and J. W. Alexander at right. (18) Glendale Operator R. L. Barth and family. (19) Counting the take after the picnic. Chairman N. D. Thompson in center background. (20) Committeeman E. A. O'Connor (cap), of Long Beach, selling tickets to H. L. Miller (hat).

Monte, winners of the second division. The game—and the system championship—was won by Ocean Park, under Manager Leonard Herman.

Trophy Presented

Presentation of the perpetual trophy was made by Rodney P. Rush, manager of last year's winners from West Hollywood.

There were also games and prizes for young and old.

Other entertainment was provided by the Sims brothers — a vocal ensemble of seven (see photo) which includes three Metro employes. A German band calling themselves the "Happy Five" (pictured) also furnished some lively music for the occasion.

G. W. ("Lucky") Lautenschlager, Long Beach operator, took many candid photographs, of which the pictures on these pages are but a few.

President J. L. Haugh and Vice-President and General Manager R. F. MacNally headed the list of Metro executives who came out and made merry with their families at the big event.

"I'll bet Mr. Haugh talked with every family at the picnic," remarked "Lucky." — "He really had himself a ball!" (As the photographer for the occasion, Mr. Lautenschlager had a good chance to notice.)

(Continued on next page)



CHAMPIONSHIP SOFTBALL TROPHY being presented to Ocean Park Manager Leonard G. Herman by Rodney P. Rush, manager of last year's winners of West Hollywood Division. Other members of the Ocean Park champs look on happily. The game was only just over. Small fry are same as in team picture except for Kevin Broderick, right.

In addition, there were innumerable others who helped in various ways, according to Chairman Thompson, such as by serving, helping with games, setting up tables, cleaning up afterward. Among them were *Jesse and Mrs. Medeiros, Rodney Rush, K. C. Steinert, L. E. May, R. M. Potts, P. E. Holmes, J. D. Feller, Ken and Mrs. Rogers, Bill and Mrs. Barham, Frank Richart, Richard Miller, Mrs. Norman Thompson, B. C. Lamb, S. F. Dispennette, the entire Bob Melton family, H. L. Hobson*—“and there may have been others I missed in the crowd,” said the chairman. “If there are, I want to thank them right now.”

Thompson Re-elected

For his fine work, Mr. Thompson was unanimously re-elected to serve in the same capacity for next year's picnic.

Praise for the conduct of the picnic came from an unexpected source—Mrs. Jael Lopez, a member of the Women's Christian Temperance Union and the Latin-American Anti-Alcoholic League. Said Mrs. Lopez:

“We wish to express our appreciation of the way in which the Metro picnic was conducted at Griffith Park without the serving of alcoholic beverages.”

Employe Picnic

(Continued from Preceding Page)

Picnic Committee Thanked

The highly successful efforts of the picnic committee, under Mr. Thompson's leadership, to sell tickets and manage the affair were ap-

plauded by all. Committeemen included *Joe Broderick, Ocean Park; Robert Cecena, Macy Garage; E. A. O'Connor, Long Beach; Leo St. Onge, Sixth and Main; Bob Slocum, El Monte; and Dick Veeh, Van Nuys.*

RUNNER-UP — The Dieseleers of El Monte. Left to right, in front row: J. E. Hurst (manager), C. W. Alexander, E. R. Clark, Myron Pruett (bat boy), D. F. Bradley, and H. R. Harrington, Back row; J. R. Englert, F. S. Ruiz, E. R. Schaffer, G. R. Walker, and M. J. Pruett. “We'll win next year,” they say.

CHAMPS — The mighty men of Ocean Park. Left to right, in back row: A. C. Tieman, R. D. Pearce, G. R. Andrade, C. F. Haines, J. P. Broderick; middle row: C. F. Bloodgood, L. G. Herman, C. C. Lindberg, T. E. Pruett, Leo Fanchin; boys in front: Charles Bloodgood, David Andrade, Randy Herman.





MARILYN MONROE is a name that attracts a lot of interest on the part of men and a lot of jealous side glances on the part of women. That's one reason why this story starts with it.

The other reason is that Marilyn stars in a 20th Century-Fox film which Metro helped to promote—"Bus Stop." (Incidentally, Marilyn is fine in this excellent and fast-paced picture, but let's not sell *Don Murray* short in his enthusiastic portrayal of the high-spirited but unsophisticated young cowboy.)

In the photos above—some of which were used in publicity for the film—you see, among other things, Metro Coach No. 400 with pictures of Miss Monroe on all four sides—and on the roof!

In the top photo you see President *J. L. Haugh*, Los Angeles City Councilman *Harold Harby*, and 20th Century-Fox Actress *Virginia Leith* looking up at a

picture of La Monroe perched atop a Metro bus stop sign. The motion picture studio placed 5,000 of them on our bus stop signs. If you didn't get to see any of them, it was because they didn't stay up long. "Art collectors," as the studio figured they would, grabbed them in a hurry—but not before their publicity mission had been accomplished.

In the lowest picture you see Miss Leith apparently playing ring-around-the-rosy, using a bus stop as the pivot, with Operator *G. R. Davis*, who drove the coach for pictures at the City Hall. Both seem to be enjoying themselves, anyhow.

The benefit to Metro of the promotion, aside from the publicity for the Metro name, was that advertising for the movie stated that tokens would be given to those who bought an admission ticket at the Grauman box office and presented a valid transfer.

ELMONTE WINS AGAIN
SAFETY AWARD
2ND TIME RUNNING
Friday Aug 24TH
12³⁰ P.M. Refreshments



DIVISION FOREMEN from competing divisions congratulate D. B. Van Fleet, center, foreman at El Monte, winner of the safety pennant. From left are Glenn Banta, of West Hollywood; Kenneth E. Parker, of Glendale; Mr. Van Fleet; Earl Jardell, of Van Nuys; and A. L. Tieman, of Ocean Park. R. W. Krafft, of Long Beach, offered congratulations earlier but had to leave before picture.

BUTTONS off the shirts of El Monte Division operators were flying every which way last August 24, when the green-and-gold safety pennant rose for the third time over their headquarters.

It was also their second win in a row. The contest was for the three months ending July 31. The El Monte score was .135 avoidable accidents per 10,000 miles of operation.

In second place was Long Beach, with .189. Long Beach thus held on to a place it had gained in the previous contest.

Presentation of the pennant by President J. L. Haugh was followed by refreshments of sandwiches, coffee, cake, and soft drinks by the Dieseleers, with their wives, the

Dieseldears, serving.

Greatest *improvement* over the previous period was made by West Hollywood, however. Operators at that division improved their acci-

dent frequency ratio by .082 — the next greatest improvement being shown by Long Beach, with a reduction in accident frequency of .043 per 10,000 miles.

SAFETY STANDINGS

May, June, July, 1956

| Division | Avoidable Accidents per 10,000 miles | Miles Operated | Miles Operated Per Avoidable Accident |
|----------------|--------------------------------------|----------------|---------------------------------------|
| El Monte | .135 | 1,564,904 | 74,519 |
| Long Beach | .189 | 1,068,572 | 53,429 |
| West Hollywood | .297 | 876,432 | 33,709 |
| Glendale | .299 | 532,479 | 33,280 |
| Ocean Park | .305 | 848,545 | 32,636 |
| Van Nuys | .344 | 875,625 | 29,188 |

HAPPY CROWD at El Monte gathers for picture with pennant won second time in a row. Holding left corner of flag is William K. Barham, Dieseleers president; holding right corner is D. B. Van Fleet, El Monte division foreman.



HELPING SERVE were, from left, Ann Steinert, Elisabeth Cammack, Audrey Clark, and Helen Barham—all wives of operators. Note inscription on large cake at left—and sandwich "makin's."

LUNCH LINE forms at left.

VARIETY LINES

Singing Group at Work

A NEW VERSION of the old favorite, "I've been Workin' on de Railroad," is but one of the many songs now being studied by The Transportaires every Tuesday night from 5 to 7 p.m. in the PE Theater, in anticipation of future concerts now on schedule including one October 25 for the Southeast Traffic Club's "Railroad Night," at the Huntington Park Elks Club.

Currently eight Metro employees belong to the choral organization—which also includes men and women from PE and SP. The eight include *Grace Boldt*, *Odessa Carter*, *Elna Harper* (secretary), *Alec Hartman*, *Al Latvala* (vice-president), *Pauline Nisbet*, *Marion Snowden*, and *Louis N. Velzy*.

"We're looking for new members," says Vice-President Latvala, "and would like very much to have more from the ranks of Metro employees. Now is the time to join,

so that you can get in on the ground floor of rehearsals for programs now scheduled—and especially for the Christmas music everyone loves to hear."

Christmas programs at the Sixth and Main Station, the Union Station, and the Santa Fe Hospital have been traditional with The Transportaires for several years.

"'Twas the Night Before Christmas"—a poem made even more delightful by Fred Waring's arrangement—will be one of the Christmas numbers.

The group is already at work, too, on several pieces for the annual Business and Industry Choral Festival on March 2, sponsored by the Los Angeles Bureau of Music at East Los Angeles Junior College.

Director of The Transportaires is *Annette Ness*. "She's fine—and has a long experience of choral directing behind her," says Al Latvala.



THREE GEORGES — Grandfather George W. ("Lucky") Lautenschlager, Long Beach operator (in cap), breaks in son George W., Jr., as a Metro operator while George III imbibes Metro atmosphere.

By George!

ENGLAND had her George the Third—but by that time the earlier Georges were only names in the history books.

Metro also has *her* George the Third, but the other two Georges are still mighty lively and both working as operators.

Long Beach Operator *George W. ("Lucky") Lautenschlager* recently helped break in his son, *George W., Jr.*, as a Metro operator. And Junior brought along *George W. the Third*—who lacks a bit more than 20½ years of voting age—to liven things up for the photographer—who, we believe, was one of the Mesdames Lautenschlager.

Only thing is, we understand that, in point of fact, Lucky is really a Junior himself, which would make *George, Jr.*, *George III* (or would it be *George II?*), and *George III*, *George IV* (or is *George III* correct, maybe, if *George III* is really *George II?*).

It's hard to figure out.—Let George do it!

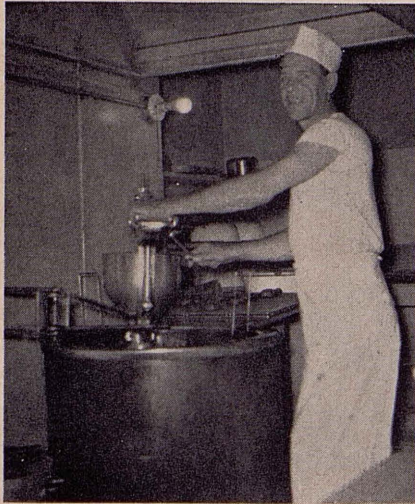
Fair Lady

"I WAS AFRAID the operator might get into trouble if he was short a ticket," said the passenger, *Mrs. Victoria Devlin*, of Santa Monica, as she turned in to the company the return portion of a round-trip (\$2.22) ticket she had bought to the Pomona Fair.

"You see, he didn't collect it from me when he came around on our way back to Los Angeles, and I didn't notice because I was prob-



TRANSPORTAIRES OFFICERS, 1956-57 — Director *Annette Ness* sits at the piano surrounded by officers of the employe choral group. From left are *Ed Waterhouse*, president; *Thelma Clemens*, librarian; *Elna Harper*, secretary; *Al Latvala*, vice-president; *Winnie Fenn*, assistant librarian; *Bill Maynard*, assistant librarian; *Odessa Carter*, treasurer; *Grace Clark*, assistant secretary; *Jack Ryland*, manager; and *Helen Everett*, pianist. Director *Ness* plans much interesting new music.



IN NEW ROLE — Former West Operator W. V. Rathbone busy making doughnuts for a living at his shop in Eugene, Oregon.

From Tires to Donuts

FORCED TO LEAVE Southern California—and Metro service—because of his wife's health, former operator W. V. ("Basil") Rathbone, of West Hollywood Division is making good with a doughnut shop he purchased in Eugene, Oregon, according to Assistant Superintendent Jack Stewart.

Mr. Stewart dropped in on the Rathbones during his August vacation trip up through Oregon.

"Although he had only had the shop six weeks or so, at the time, he was capitalizing on every opportunity to get ahead," reports Mr. Stewart. "He sells to the college and the hospital, and recently got a lot of free radio advertising by delivering doughnuts to an all-night disc jockey who had been complaining about always being out of doughnuts.

"At the fair recently held in Eugene, Basil was able, through good contacts, to get a booth directly inside the main entrance. — He's also a member of the chamber of commerce, and an active church member," Mr. Stewart continued.

The Rathbones have two teenage children.

ably too busy taking to my companion.

"— And besides, I don't want anything that isn't mine," she added. "I run a bath house, where people leave so many things and never claim them that I don't need any more unclaimed items to add to my collection."

"Reduce Taxes" — Haugh

THE TRANSIT INDUSTRY in Southern California is overly taxed and minutely regulated by city and state, President J. L. Haugh declared in a talk before the Los Angeles Kiwanis Club in late August.

He called for joint cooperation of business, government, and the general public to help improve the situation.

Every form of tax paid by other businesses is paid by transit, he pointed out, and, in addition, transit also pays to the city a franchise tax of 2½% of all fares assignable to city travel; to the state, 3% of all fares in unincorporated areas, plus weight and license fees on every motor coach, plus state and federal taxes of 9¢ a gallon on gasoline and 10¢ on diesel fuel.

A substantial reduction in these taxes would, he said, enable transit to spend more for modernization and service improvements and reduce costs, thus permitting lower fares than would otherwise be needed.

He decried the long time taken by regulatory bodies to reach a decision on applications for service and fare changes.

"Today, nearly everything we do in the way of improvements requires prior approval of boards and commissions — and such approvals are only granted after long and exhaustive hearings which take

Timetable Ad Pays Off

THE 83S TIMETABLE AD for Adele Long Studios (piano) is paying off.

According to Miss Long, the teacher, a man came in during the time of the recent Legion convention waving a Metro timetable and wanting to learn piano by ear.

"I thought he was probably a vacationing Legionnaire who would be here for only a few days —not long enough to learn the piano—so I tried to discourage him by telling him of the expense involved," she said.

"Money is no object," he replied, promptly handing me the money for the lessons.

"But how long will you be here?" I asked.

"Two weeks and then I'm going to London, Zurich, and Paris."

"But I can't teach you piano in two weeks!" I exclaimed.

"Oh, well, your course will be an incentive to come back," he replied, handing me his card. — It showed him to be chairman of the board of a large Australian firm which has world-wide connections.

"He has had one lesson so far, but says he'll be in for another on his way from Europe to Australia!"

months before anything can be done. These procedures can and should be shortened," he said.

METROPOLITAN COACH LINES
610 SOUTH MAIN STREET
LOS ANGELES 14, CALIFORNIA
TRINITY 2792

NEW LETTERHEAD now in stock for all departments has map of Metro lines in light green with names of towns in soft gray. Letterheads are, of course, on 8½" by 11" paper. Photo is reduced by nearly one-half.

MORE

VARIETY LINES

L. A. Chamber Moves

CONGRATULATIONS are in order from Metro employes to the Los Angeles Chamber of Commerce, which moved into beautiful new million-dollar quarters at 404 South Bixel Street in September.

"Metro employes have a right to take pride in the Los Angeles Chamber," says President *J. L. Haugh*, "for its far-sighted sponsorship through the years of developments which have proved vital to the growth of Los Angeles and Southern California.

Instructor Weds

INSTRUCTOR *Elmer B. Stowe* and former Public Relations Secretary *Marge Zimmer* were wed in a double-ring ceremony on October 12, at Las Vegas, Nevada.

The happy couple are making their home in Lynwood.

Mrs. Stowe, now a voucher clerk in the Pacific Electric operating department, intends to keep on working for at least a while.

Popular and well known in both Metro and PE circles, Elmer and Marge were honored at several parties and received many beautiful wedding gifts from friends and co-workers in both companies.

Grandpa Hill

A GRANDFATHER for the second time is Operator *F. M. Hill*, of the Garfield Avenue line. On August 16, his son and daughter-in-law, *Mr. and Mrs. Francis E. Hill*, presented him with a granddaughter, *Lisa Kaye*, at Wichita Falls, Texas. Francis is stationed near there at Sheppard Air Force Base, as a trumpet player in the band.

A Helping Hand

A THANK-YOU NOTE enclosing a dollar came to *Elna Harper*, of the personnel department, the day after she had lent the money to a total stranger in distress.

The stranger, *Miss Charlene A. Bennett*, had lost her purse somewhere in downtown Los Angeles, had been directed to the SP personnel office for instructions as to how she might find a friend who worked for the SP, and had wandered by mistake into Metro's personnel office.

Upon hearing her story, Mrs. Harper (who spends much of her spare time lending a helping hand at the Red Cross) insisted on her taking a dollar.

"I thought it was easier to lend her a dollar myself than to help her find a friend whose place of work she didn't know," said Elna.

"Vote YES on 'D'"

"PLEASE vote 'yes' November 6 on County Question 'D,'" urges *Dr. E. C. Heringman*, chief surgeon, Hospital Association. "The question calls for the separation of the coroner's office from that of the public administrator, and specifies that the coroner be a physician who is an expert pathologist.

"This move would give Los Angeles County residents greater protection in case of accidental death or death occurring under suspicious circumstances. It would allow further development of a modern scientific approach to the investigation of suspected homicides. In no other city of comparable size are the two offices combined," the doctor said.



CHAMP AT FOUR — Marilyn Dornbos, granddaughter of Long Beach Operator *D. D. Campbell*, won second place in Southern California roller skating championships, fourth in state competition, both last May. The Southern California contest was held at Moonlight Rollaway in Garden Grove; the state meet at Melody Roller Bowl, Watsonville, in "Tiny Tots" meet.

Social Security to Date

ALL EMPLOYES have received, or will receive very shortly, a pamphlet prepared by the U.S. Department of Health, Education, and Welfare, Social Security Administration, outlining the rights of disabled people under the Social Security Law as amended in 1956, and the 1956 amendments covering the change in benefits for women.

Should there be any questions pertaining to any specific section pamphlets, please contact Personnel Manager *W. C. Scholl* on extension 322.

Room Number, Please!

"ALTHOUGH it would be better to avoid having personal mail sent to your office address, where such delivery is necessary, please inform your correspondents to include the room number and the name of our company in the address," urges Superintendent *John D. Puffer*, who is in general charge of company mail.

He explained that congestion and delay are created in our mail room—as well as in the office of the building—by incompletely addressed personal mail.



FOOD FOR THOUGHT

WHAT does Thanksgiving mean to you? — More than food and football? It's a time to take your child on your knee and talk to him of things that really matter . . . a time to take your family to church or synagogue for prayer and thanksgiving. — There is time!

33 Give Blood

THIRTY-THREE Metro employes donated pints of their blood in the Metro-PE blood bank drive conducted by the Red Cross in the PE Building August 21, it was announced by Personnel Manager *W. C. Scholl*, who handled the drive on Metro property. Three prospective donors were rejected by Red Cross examiners.

The traffic department, with 12 donors, led the list of departments represented, both in total number and percentage of contributors.

"The company is very grateful to those whose spirit of helpfulness impelled them to contribute their blood," said President *J. L. Haugh*. "The blood bank is a very valuable benefit of our hospital association, inasmuch as any employe or member of his family may draw upon it without charge in an emergency except for administration."

Names of the donors are as follows:

Accounting:

Carole J. Dahleen. (Another employe was rejected.)

Transportation:

Lawrence E. Allen, Harold E. Anunson, Lonnie A. Campbell, Fred G. Cook, Arthur G. Evans, David P. Nelson, Oliver C. Pruess, John D. Puffer.

Executive:

Waldo K. Greiner.

Public Relations:

Jean McGill.

Maintenance:

Henry J. Eckart, Johnnie Guy, Andrew Jackson, Jr., Daniel J. Madrigal, Eugene F. Moreno, Talmage Odom. (Two other employes were rejected.)

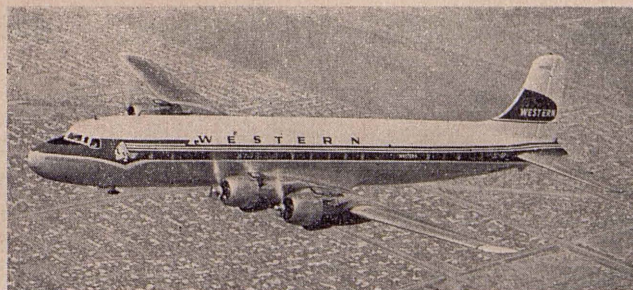
Claims:

Bernard B. Berke, Carl W. Berenschot, Robert J. Voss.

Traffic:

Salvatore C. Calorino, Rayford C. Chapman, Norman E. Christensen, Jeanne A. Day, Dale Harlan,

YOU MAY WIN A PRIZE!



Enter

WEEK-END ACCOMMODATIONS for two at the luxurious St. Francis Hotel in San Francisco with transportation via Western Airlines is offered the lucky winner in the 1956 Community Chest Slogan Contest.

The

Annual

Employes of Metro and other Southland firms may compete for this top prize — and a host of other awards — by donating a few minutes to explain why they support the Community Chest or other combined charity appeal. *Metro employes have won prizes in past years.*

Red

The Slogan Contest, jointly sponsored by the Community Chest and Southern California Industrial Editors Association, is open to everyone. And no special writing ability is necessary to win.

Feather

In addition to the top prize of a weekend in San Francisco, Los Angeles firms have donated U. S. Savings Bonds, merchandise orders, and merchandise for the next 30-or-so winners.

Slogan

How do you enter? It's easy. All you do is complete the following sentence clearly and simply in 25 words or less: "I support the Community Chest through MECCA because....."

Contest

That's all. Then send or bring your entry to the Editor, METRO COACH NEWS, 617 Pacific Electric Building, before the deadline of 4:30 p.m., Friday, November 30.

You may submit more than one entry, but, to be considered, each must be legibly written or typed, and each must contain your name, job title, and department.

Final judging will be completed by a committee selected by the Community Chest. Winners will be announced early next year.

It's easy. It's fun. It's another way to help provide a bigger YES to the Community Chest.

William S. Hawkins, John M. Larabee, Albert Latvala, Bernardo Madrid, Rosalie P. Nevarez, Philip F. Podrasky, Jonathan W. Robitaille.

"If for some reason you couldn't donate at the August 21 blood bank but would like to make a donation,

call me on PE extension 2961, and I can tell you when the Red Cross Bloodmobile will visit your locality," says *Carl Campbell*, chief clerk of the hospital association. "When you give, be sure to tell them to credit the donation to the Metro-PE blood bank."

"GOOD WILL TO MEN"

Operators, All Districts

Louis Baca: Courteous and efficient.

J. N. Bellone: Patron expressed appreciation because Mr. Bellone waited for him to catch the bus on many occasions.

G. F. Border (two commendations): (1) Gave information pleasantly and added to the enjoyment of a couple taking a trip from Michigan. (2) Woman appreciated his thoughtfulness in waiting for her as she was running to catch the bus.

B. C. Brazell: Courteous and efficient.

A. J. Burns: Courteous and efficient; appreciated for assistance rendered on numerous occasions.

F. W. Burk: Gave appreciated directions to a woman who was driving to Inglewood Airport.

M. S. Chapdelain: Commended for being so courteous and efficient, with particular mention of his kindness to a blind lady who was traveling with a seeing-eye dog.

R. C. Climer: Letter received from two passengers who expressed their appreciation for his assistance in seeing that they reached their proper destination.

D. L. Collins: Waited for a patron who was running to catch the bus. This passenger stated that he was also very courteous and helpful to all of the passengers who boarded his coach. She noticed how appreciative people were.

D. L. Correll: Friendly and pleasant to all passengers who were on the Catalina Special on August 9.

G. R. Davis (two commendations): (1) Commended for his courtesy and efficiency while operating a coach chartered for a tour of the Kaiser Steel Mills. (2) Chief of Police M. L. Peek and Juvenile Officer E. E. Siegrist of the City of Montebello expressed their appreciation for the fine job he and Operator *A. D. Hale* did in handling the junior police students on their trip to San Diego.

M. A. Engen (two commendations): (1) Commended for the manner in which he conducted himself while being berated by a woman passenger because he did not pull the coach into the loading zone at First and Hill, when it was impossible to do so because of parked automobiles. (2) Courteous, kind and helpful to all passengers.

J. D. Fisher: Appreciated for service rendered to a couple on July 6.

P. B. Greet: Courteous and efficient.

A. D. Hale: (See G. R. Davis.)

D. T. Hutton: Courteous and efficient.

J. C. Jordan: Commended by Mr. Ross E. Chappell, assistant general passenger traffic manager for the

High Compliment for Operator Brinker

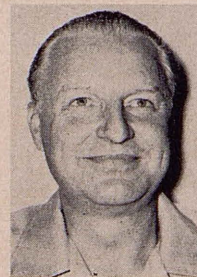
September 13, 1956

Metropolitan Coach Lines
610 South Main Street
Los Angeles, California

Att. Mr. R. O. Christiansen

Gentlemen:

I feel that it is unfair to go through life not acknowledging the people who help make life worth living.



B. B. Brinker

I have been a Los Angeles resident twenty years. I always go to business by bus. I find the drive too enervating, the parking too expensive when I take my car.

When you continue to use the public transportation lines for years you get used to a lot of generalities in human relationships — mostly not the uplifting ones, perhaps.

But, may I say that you have a driver on your Venice Coach that hits La Brea and Venice approximately 10 of eight each morning that is a gem. Today I asked him his name because I want you to know that no marble buildings, no expensive additions to your line can ever do

the good for your company that this man does every day in his quiet effectual pleasant manner. Approximately five of us transfer from the La Brea line to the Venice line at this intersection. He knows this. If he has already made the stop he will stop for a moment and gather us up one or two times a month. We love him for this and again may I commend you for hiring a man who tells me his name is:

MR. BRINKER*

Lucky you and lucky me. We wish there were more Mr. Brinkers in public service and that large utility companies had the good sense to hire them, as again I can only say they make life more worth the living.

Sincerely yours,

ALEXANDRA PIERCE
1825 South La Brea
Los Angeles, California

[*Operator Burton B. Brinker, of Ocean Park Division. — Ed.]

COMMENDATIONS

Atchison, Topeka & Santa Fe Ry. Co., for the very fine job done by Mr. Jordon while operating a Metro coach chartered by Santa Fe. He said Metro should be complimented for having such a fine employe.

C. W. Knight (two commendations): (1) Passenger expressed his appreciation for assistance rendered while traveling from Los Angeles to Pasadena. (2) Woman commended him because he never breaks any traffic rules — is extra careful of the passengers on his bus, as well as of pedestrians. "He is the type of man who will build up good will toward your company."

R. F. Lamb: A couple called the president's office to express their appreciation of his honesty in returning a \$10.00 bill which they gave him in error.

A. E. Landers: Appreciated for the accommodating manner in which he answered inquiries for information.

W. D. Leggett: Courteous and efficient.

James Marlo: Two frequent users of the Valley Boulevard local line commended him for his obliging personality and efficient operation.

H. B. McCollum: "A remarkable man . . . very courteous under very trying circumstances."

E. E. Meek: He waited for prospective customers running to catch his bus.

W. H. Menges: Courteous and efficient.

R. J. Monday (two letters): Courteous and efficient.

W. R. Morris: Gave careful attention to a passenger's transportation needs.

H. F. Myers: Courteous and efficient while operating a coach chartered by the North San Gabriel Cub Scouts.

C. W. Neel: Courteous and efficient and conducted himself in a manner warranting commendation during an altercation with a passenger.

E. A. O'Connor: Assistance rendered on many occasions.

R. F. Ostrander: Woman expressed her appreciation for his assistance in recovering her purse.

P. D. Proud: Polite manner and efficient operation.

O. C. Pruess: Courteous and efficient while operating a coach recently chartered by the freshmen students at St. Vincent's College of Nursing.

C. A. Rabun: Received a letter from one of our patrons saying that "it is always a pleasure to ride with you because you are always so pleasant and drive in such a careful and safe manner."

M. D. Rogers: Warmly praised by a crippled woman to whom he gave an emergency transfer to prevent her from unnecessary walking.

W. G. Schafer: Letter commending him for the clear and concise manner in which he calls streets.

R. B. Schaffer (two commendations): (1) For his conduct while being scolded unjustifiably by a woman passenger. (2) Assisted an elderly lady to alight from the bus and carried her suitcase across the street for her.

Paul Schapiro: Called stops in clear voice and made the trip a pleasant one.

W. L. Solomon: Courteous and efficient.

L. L. Spring (two commendations): Courteous and efficient.

W. K. Taylor (two commendations): (1) Courteous and efficient; (2) Accommodating in giving information and calling stops.

E. P. Thommes: For alert and skillful driving which enabled him to avoid an accident when an automobile dashed in front of the coach.

W. D. Thompson: Courteous and efficient.

J. E. Vasconcellos: Avoided what might have been a serious accident when an automobile suddenly crossed in front of the bus.

J. A. Warren: Courteous and efficient.

R. O. Young: Applauded by passengers when he returned to his bus after helping two small frightened children across the street.

Other Commendations:

Mrs. Florence Spaulding, Information Bureau: Woman called to commend her for the courteous and cooperative manner in which she answered her call for a great deal of information. "So helpful it was almost unbelievable."

**WELCOME,
NEW EMPLOYEES!**

Accounting Department

SORTER-CLERK: Amelia C. Strinz.

Maintenance Department

CLEANER-OPERATORS: Manuel L. Benavente, Richard G. Castenada, Alex Rocio, Kenneth M. Sims.

CLEANER: Bobbie M. Sims.

CAR REPAIRER: Henry E. Hammond.

SHEET METAL WORKER: Leon Marcelin, Jr.

Traffic Department

TYPIST-CLERKS: Patricia G. Blanks, James V. Hayes, Douglas Johnson.

Transportation Department

INFO. PBX OPERATOR: Marie F. Fulkman.

JANITORS: Alvin Jones, Bobbie E. Mast, Jonah H. Zackery.

OPERATORS: Frank L. Avila, George A. Bennett, Charles R. Betterton, Robert D. Brannen, Eugene Dennison, Robert B. Donlan, Preston J. Fant, Andrew J. Foley, Cyprien J. Gonzales, Patrick J. Guinan, John P. Henry, Michael Holmes, Leon R. Kirkland, August H. Knorr, George W. Lautenschlager, Jr., Donald L. LeDuc, Jack Lilienthal, Bernard Lynch, Francis D. Marion, John McCaughey, Rubin M. McClelland, Nicholas A. Plantamura, William M. Powell, Eugene C. Reagan, Bernard N. Rubin, Hughie C. Sanders, Isaac T. Sawyers, William C. Truesdell, Herbert J. Winnett, Richard E. Woodruff.

TRANSFERS

TO ASBURY FROM METRO (operators): William R. Patterson, Thomas K. Tezak, Virgil D. Wolven.

TO OPERATOR FROM CLERKS ROSTER: James H. Hoover.



— Photos by Operator G. W. Lautenschlager



FOUR MAINTENANCE EMPLOYEES are shown here who recently retired at Long Beach. They are Dirk C. F. Anraad, rail foreman; Charles Mitchell, garage foreman; Joseph W. Berdelli, car repairer; and Erminda R. ("Minnie") Sanchez, car cleaner. In left photo are, standing, Mr. Anraad, Ralph Yarborough, R. W. Anderson (superintendent of equipment), Mr. Mitchell, and Frank H. Markley (assistant superintendent of equipment); kneeling, T. K. Rossebo and J. H. ("Shorty") Hall (succeeding Mr. Mitchell). Above, Mr. Anraad, right, hands farewell gifts to Mrs. Reyes and Mr. Berdelli on behalf of co-workers.

MECHANICAL FOREMAN Dirk C. F. Anraad, 44 years with PE and Metro, heads in length of service the list of retirements reported since the last issue of the METRO COACH NEWS.

Born in Rotterdam, Holland, Mr. Anraad came to work for Pacific Electric in April, 1912, as a car repairer at Riverside. He served as a PE mechanical foreman for 32 years, and has been Metro's rail maintenance foreman since the company started in 1953.

In 1915 he married *Nellie Groenink*, and the couple have two grown daughters, *Beulah* and *Margaret*.

"Travel," said Dirk when asked his plans for the future. He also loves gardening and truck farming.

Four other maintenance employes also retired.

Car Repairer *Joseph Berdelli*, a native of Louisville, Kentucky, started to work at 15 as cabin boy on the river boats running between Cincinnati and Louisville. Later he shifted to towboats which pulled 30 to 40 barges of coal down the Mississippi between Pittsburgh and New Orleans. He got to be a cub pilot, at \$40 a month.

Joe came west with his wife, *Hazel Belle*, and their two small children in 1918 and got a job as car repairer at the PE shops in West Hollywood. For some years he worked as pipefitter on the diesel locomotives at Torrance, later going to Fairbanks until his retirement on July 27.

His last day of work having been August 30, Bachelor *Charles Mitchell*, retiring garage foreman at Long Beach, has

AU REVOIR,

FAREWELL CAKE for R. H. Nissley was cut at a party given by fellow-workers at Ocean Park Division honoring his retirement. Shown are Mr. and Mrs. Nissley.

— Photo by Operator C. L. Robbins

NO. 13 RETIRES — Pasadena Operator *J. H. Ream* (holding small package) receives gift of rod and reel from co-workers as he comes off last run on August 31, at Pasadena Garage. From left are *Charles Martin* (retired), *G. S. LeRoy*, *Mrs. C. B. Lewis*, *Mr. Ream* (Badge 13), *C. M. Hall*, *C. B. Lewis*, *Jack Ayers*, and *Mrs. J. H. Ream*.



plenty of time to fish and hunt, which he lists as his hobbies. Born in Scotland in 1891, he came to the United States, and, at the age of 22, began work for PE as a mechanic at Macy Street. He had 33 years of service.

Ermina Reyes Sanchez, better known as Minnie, retired last June as a car cleaner at Long Beach after 14 years of service. She came to help relieve the "manpower shortage during World War II—the only way I could help the war effort."

Cicero C. Brooks used to be called "The Old Indian" at Torrance—where he worked as carpenter for nine years—because his mother was a full-blooded Creek.

He retired as cleaner-operator at Macy Street August 31. His transportation career started in 1918 with the Union Pacific, but he has spent most of his life in the building trades as carpenter, and hopes to do some neighborhood carpenter work in his retirement. He also loves to grow flowers, "all around the house,"—where he lives with his wife, *Jeffrie*.

Other retirements are all from the transportation department.

James B. Davidson, who retired as an El Monte operator last July 31, came west to Nevada from Nova Scotia in the early 1900's when the gold and silver boom was on and drove a 10-mule team around the diggin's. Later he worked in the electrical industry.



Charles Walsh

Chester A. Wheeler

Cicero C. Brooks

George E. Rice

B. Davidson and *H. S. ("Red") Dowding* by the Dieseleers.

Tony is retiring to his five-acre ranch in Apple Valley, with his wife, *Leila*.

"I'm going to build me a cabin and fish—and fish—and fish," said El Monte Operator *Paul D. Henderson*, with a far-away look in his eyes as he retired. The cabin will be at Mercer Lake, 80 miles west of Eugene, Oregon. Wife *Esther* will go, too.

Mr. Henderson, whose lively conversation is full of quotable quotes, was born "in a sod shanty on the plains of Kansas" in 1885. He left carpenter work because he was "about to starve to death—it pays good while you're at it, but you're always looking for another job." He left landscape gardening when World War II came on for a job with PE because "I needed a job where I could get gas and rubber." His transit work: "Best job I ever had—only job I ever made any money at—and the officials have always been fair."

Although *Ralph H. Nissley* had but 12 years of service with PE and Metro—all of it as an Ocean Park operator—he had a long career with the Burlington—rising from depot helper to general yardmaster at Omaha—before he came west in 1944 for his health.

Ocean Park men gave him some luggage at a retirement party, and his wife, *Mary*, son *Donald*, and daughter *Maxine*, gave him a contour easy chair upholstered in leather.

"Down through the years the number 13 has always kept me lucky," said Operator *J. H. Ream*, who, wearing Badge 13, stepped off his last run at Pasadena Car House on August 31, after 37 years of service, all with PE and Metro.

"I hope it's as lucky for the next fellow as it has been for me," he added.

All of his service had been on Pasadena and San Gabriel Valley lines, and was all rail till he broke in on buses three years ago.

He plans to keep busy with cabinet making and trout fishing, and shares an interest in gardening with his wife, *Wilma*.

Write retired Operator *George E. Rice* at Box 94, Clear Lake, Highlands, California—that's his new home, 110 miles north of Oakland.

His long railroad and transit career started in 1912 with the Milwaukee (chief car inspector), continued with the Portland Electric (Vancouver) in 1916, and with PE in 1927. He worked for PE as motorman from 1927 to 1948, and was leader switchman in the Subway from then till 1953, winding up his career as a Glendale operator.

He's going to relax and take things easy in his new home.

Always a bus driver during his 13½ years of service with PE and Metro, *Charles Walsh* put in his last day on July 26 as an El Monte operator. He's retired to his home in Baldwin Park, where he plans to "take it easy for awhile," in the company of his wife, *Ethel*.

A man who served in the army fighting Pancho Villa in 1912 retired in August as a Metro operator—*Chester Arthur Wheeler*. A man of varied talents, he worked as an infantry instructor, a cook, a landscape gardener, and in other trades until he began transit work as conductor and motorman in Albuquerque and later (1944) with PE and Metro. He's always worked out of West Hollywood.

His wife, *Emma*, was president of the PE Women's Club, 1950-52.

At the age of 65, C. A. continues, as he has done for years, to take regular gymnastics to keep in condition. Other hobbies are collecting coins and antiques.

OLD-TIMERS!

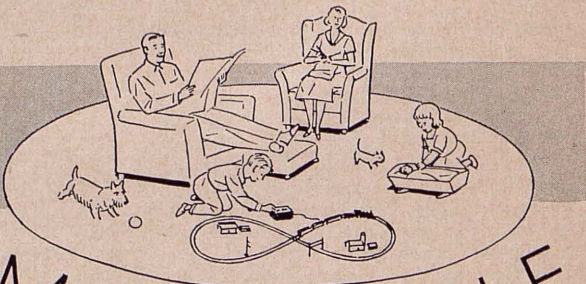
He plans to travel "to places I haven't had time to visit before."

A retirement party on his 65th birthday was held for *Anthony G. ("Tony") Harvey* by fellow operators at El Monte on Monday, September 10. Plaques (see photo) were given him, as well as to *J.*

RETIREMENT PLAQUES inscribed with the name of the recipient and the signatures of fellow-workers being presented to three retiring men at El Monte on behalf of the Dieseleers by

Superintendent of Transportation *John D. Puffer*, right. Recipients are, from left, *James B. Davidson*, *H. S. Dowding* and *A. G. Harvey*. Coffee and cake were served.





WITHIN OUR FAMILY CIRCLE

ACCOUNTING DEPARTMENT

By THE SCRIBBLER

REMEMBER THIS: "Don't quit looking for work after you've found a job." — *Changing Times*.

Those days are upon us when there should be a fall tang in the air, when summer vacations have faded into pleasant memories, and when the dead-leaf-raking-up job is in full swing. As far as the tang goes, it's there all right, but not the tang we've been led to expect. The falling leaves from the sycamores have provided a certain figure-slimming impetus that's been going on ever since the trees started leafing out in the spring, with the promise of continuing into the winter.

They say that history repeats itself — well, yes, but always on a higher spiral, and names, places and events can be varied, as witness: *Vacations* — *Phyllis Bonner* (didn't say where); *Helen McDougall* — Yellowstone; *Jack Beggerly* — a week of hunting, or shall we say going through the motions (?); *Verna Lee Oldendorph* — drove to Yakima, Lake Tahoe, Reno, Crater Lake and Lassen National Park, where she swapped her car for a horse and rode the range. Now THERE'S a gal who really filled in a return on who, what, and where! *Carolyn Pennington* — at home cleaning the house, and as if that were not enough, she cleaned her mother's; *Herta Hoffeins* moved; *Florence Cox* headed "way down east" to Maine; and last but not least, *Daddy Frank Carr* spent his vacation elbow deep in the detergent, scouring and scrubbing, pantsing and petting little 16-months-old *Jeff* while Mom *Vera* attended to the business of producing and bringing home brand new *Randy*, a miniature carbon copy of *Jeff*!

Congratulations, Mom and Dad. Frank says he'll never again discount the little woman's home work — well, they'll learn.

Alma Potter gave a lovely miscellaneous shower for *Martha Brown Heminger* at the Hollywood home of *Gladys Garrett* while her own home was in the last stages of remodeling. If *Martha* uses all the nice gifts she found stacked in the living room, she'll be a full-fledged housewife in no time.

Amelia Grenke is back on the job at the ticket stock desk after a nine-day stay in the Santa Fe Hospital.

Our deep sympathy goes to *Alice Stahlin* and her family in the passing of her father.

We should express our thanks and appreciation to all those who made the super picnic possible, and that includes the cleaner-uppers who always have to stay until the last dog is hung, and especially should we thank everyone concerned with the clock-like precision that marked the two days of the wonderfully enjoyable and instructive tours of the property — WHO SAYS we can't sell our company to the public?!

After bidding welcome to *Amelia Strinz*, that will be thirty.

General Claim Department

By PAUL A. KARI

CLAIM AGENT and Mrs. *James Cragin* have announced the birth of a new son, *Larry*, born on August 8 at Queen of Angels Hospital. *Larry* joins a sister and two brothers at the *Cragins'* Gardena home.

Dorothy Woods, claim department secretary, enjoyed a long-planned visit with her family and friends at her former home in Roanoke, Virginia, her first in six years. *Dorothy* made the round-trip by air, using American Airlines plushy "Royal Coachman" service, via Washington, D.C.

Mr. and Mrs. Bill Leonard and their seven-year-old son, *Bruce*, unlimbered the family automobile on the open road to Denver and Salt Lake City for a reunion with Mrs. Leonard's relatives in the Mountain States. Enroute, they enjoyed Sequoia and Yosemite, Bryce and Zion Canyons, Colorado Springs and Las Vegas, coasting home from the Nevada spa "still ahead of the game," according to *Bill*.

Las Vegas' neon lights also beckoned Claim Agent *Dick Dunlap* and his wife, *Eleanor*, for a four-day stay.

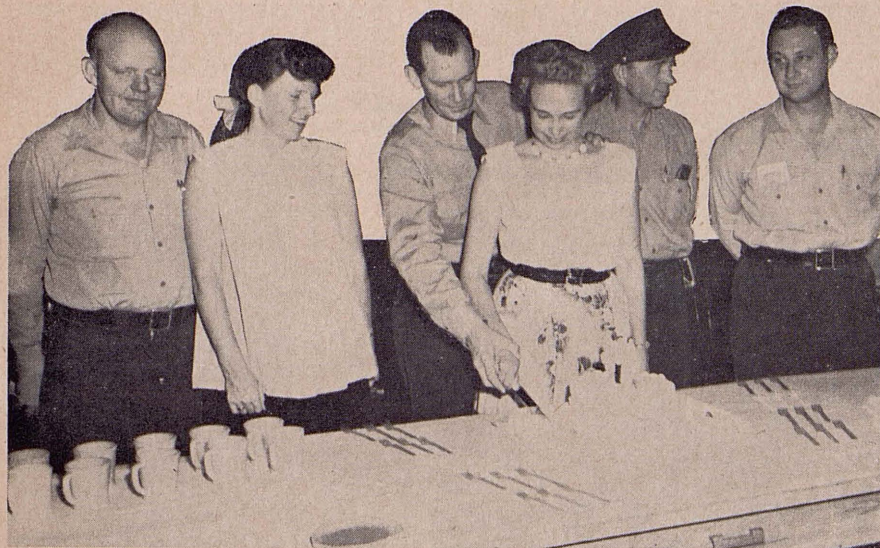
Auld Lang Syne

News of the Senior Employees Fellowship

By F. B. EGGEMAN

J. H. REAM, Pasadena Short Line operator who retired Friday, August 31, was invited the following day on an overnight trip by some friends who have a hide-away in the high desert country. Returning home unshaven and unkempt Sunday afternoon, he was greeted by a host of friends, who sprang a big surprise party on him with the assistance of the missus. Was he ever flabbergasted! All arrangements had been completed during his absence. Refreshments were served to about 60 people, including the wives of fellow-workers and a group of pensioners from Pacific Electric and Metro Coach Lines. Everybody had a good time.

A large delegation of Pacific Electric pensioners attended the annual Southern California picnic and safety rally of the Southern Pacific at Recreation Park, Long Beach on July 22. The Transportaires, a chorus which includes many Metro Coach personnel, was on the entertainment program for an estimated 7,000 employees and their families.



WEDDING CAKE — Operator and Mrs. L. E. Edmondson (she's Long Beach Time-keeper Pat Delagrave) cut the cake at a Long Beach Division party in honor of their recent marriage. From left: Mr. and Mrs. A. G. Kirkpatrick, the Edmondsons, G. W. ("Lucky") Lautenschlager, and G. E. Saunders. — Photo courtesy Mr. Lautenschlager.

TRAIN TALES
From The Long Beach
Division


By JAMES H. HOOVER

MANY THINGS have been happening at the Long Beach Division. One of the best was the marriage of Petra (Pat) Delagrave to Operator L. E. Edmondson. They were going to keep it a secret but how could they with all those men around? Now I'll bet you're thinking men can't keep a secret. Well, you're wrong! For almost a week, the men collected contributions right under the very noses of the newlyweds, without their finding out what was going on. A surprise party was arranged with a wedding cake and coffee for the couple. Then out came the gift and it nearly bowled "Pat" over. It was an electric rotisserie, large enough to hold a turkey. As they had just moved into their new home in Buena Park, they had just the place for it. Many of their friends came to the party, including former Division Clerk "Benny" Kimball, who is now radio dispatcher.


Conductor J. H. Stanford was in the Santa Fe Hospital and all the men hope for his quick recovery. (Especially the men on the extra board, who have to work his all-night assignment.)

Along with others, we would like to commend Motorman E. D.

For
Courtesy —
Personality —
Cooperation —
Long Beach Division
Proudly Presents:



**Donald L.
Anderson**



**Joseph
Navatil**

"THESE TWO OPERATORS are mighty fine representatives of Long Beach—and of Metro," declares Long Beach Division Foreman R. W. Krafft. "Mr. Navatil started his work in 1928; Mr. Anderson, 1943."

Whiteside for his alertness and ability in handling his train. Metro is especially proud of men like him, who do all in their power to save lives.

The division clerk position vacated by "Benny" Kimball, is now held by G. M. Morgensen. "Morgy" has made the supreme sacrifice, or so one would think from the way he talks, but we have to admit he is looking better since he changed jobs. Keep it up, "Morgy," you're doing fine.

The last words: Close shaves make you look fine, except when they're in heavy traffic.

Strollin' Through the Park

By C. L. ROBBINS

GLAD TO REPORT that E. E. Cooney is back at work after a long illness. He now works out of Sixth and Main.

All who work with Supervisor H. D. ("Bing") Crosby are sorry to hear of his accident and hope that he will soon be back with us. It gets lonesome out there on Venice Boulevard at night without him. He was in the Santa Fe Hospital at this writing (early in October).

Farewells were said to one of our good friends, R. H. ("Pappy") Nissley, at a division dance on Saturday night, September 29. He received a beautiful traveling case and a nice cake. — See the retirements page for pictures.

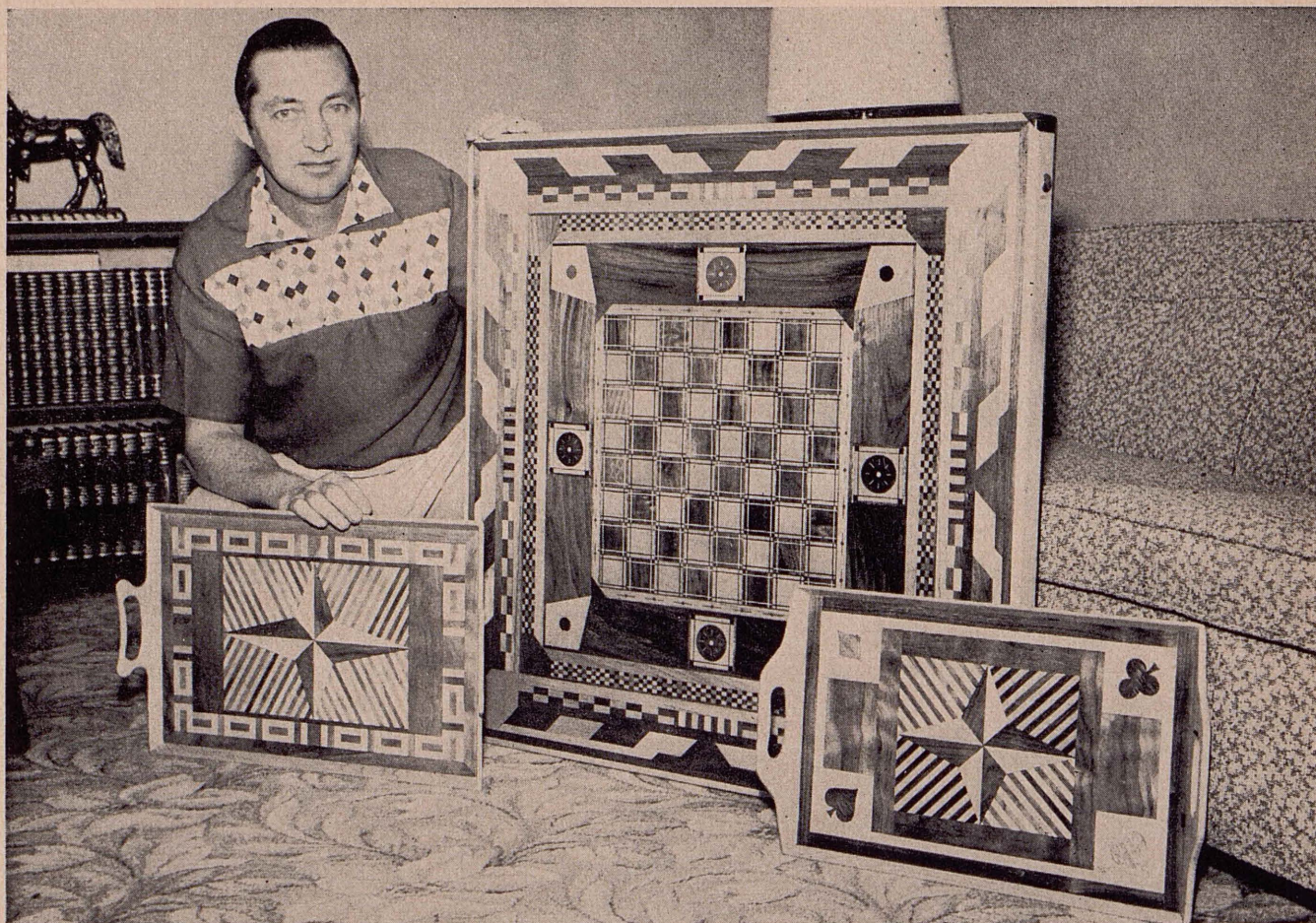
Elm Bark

By GLENN E. SERRES

AN ATTEMPT has been made every year to have a get-together party for the men who broke in together in a PE instruction department class of 1936. The latest reunion was on September 4, at the Villa Italian Cafe in San Gabriel.

Those who enjoyed the evening's food and fun were the P. J. Bevers and daughter, the J. W. Kipps, the J. L. Gilmores, and the G. V. Thompsons.

The group is split now as Bever and Thompson are now in PE freight.



ARTISTIC INLAID WOODS — Card table and two serving trays made by Operator D. G. Gould of Ocean Park.

Wood Inlays For Gould

Ocean Park Operator Creates Beautiful Furniture in Spare Time By Fitting Together Different Colors in Hardwoods

By RICHARD WRIGHT

OPERATOR *Delmar G. Gould* of the Ocean Park Division relaxes during splits by making furniture and other objects of inlaid wood in his garage workshop.

With a few tools and a stock of various woods, he has fabricated many beautiful pieces. Products of his spare-time labors, including a coffee table, end tables, trays, and picture frames, may be seen today in his home.

The homes of friends and relatives are also graced by many of the pieces which he has turned out. So far only one has been sold — a card table which he raffled off. "Mostly it's just for puttering," he says, explaining that he is not interested in showing a profit and wants only enough return to replenish his supplies.

The base on which he glues the hard-wood pieces which go into an inlay is ordinary quarter-inch plywood. The jig-saw puzzle-like pieces making up a finished design are cut from a variety of hardwoods

selected for their different colors. Among them are black walnut, maple, ash, mahogany and gum.

Many of his designs have originated with an interestingly shaped piece of wood which suggested a complete pattern. The final pattern of as small an object as a television tray may consist of more than 100 intricately fitted pieces of vari-colored hardwood. His card table contains over 2,000!

Three-eighths-inch wood is used for the inlay, but after sanding it is reduced to quarter-inch, giving a total thickness of one-half-inch to each finished object.

Most of Gould's tools are normal household tools, such as hammers and screwdrivers, to which he has added an eight-inch power saw, a jigsaw, a sander and a moto-tool.

The moto-tool is an interesting bit of machinery which looks somewhat like a dentist's drill. It has 28 different detachable heads, ranging from grinders to

cutters, all of which, rotating at very high speeds, are very useful for the precision work demanded in the shaping of fine inlays.

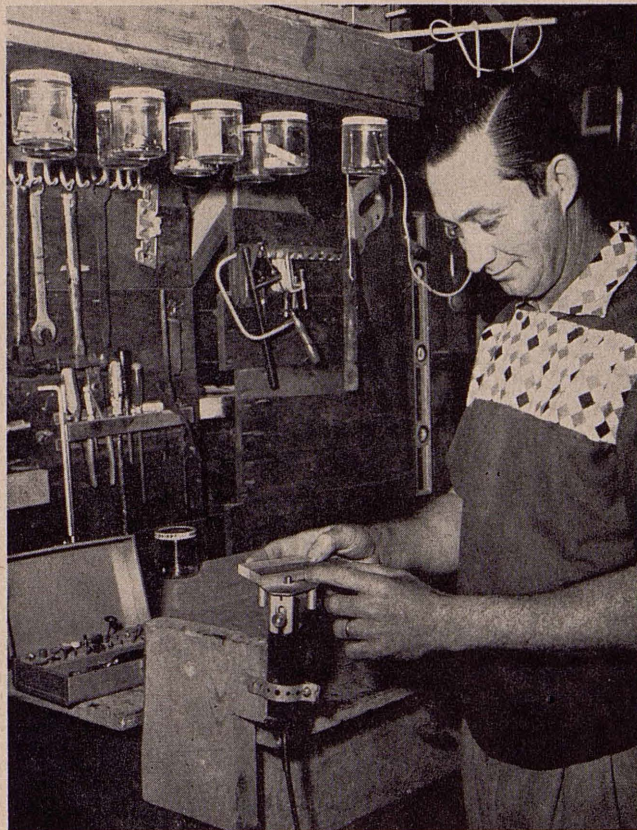
Although he has already placed a coffee table and a pair of end tables in his living-room, Gould has started work on a replacement set because he feels that he can produce a more artistic design. The new coffee table will be 24 by 48 inches. All three pieces in the set will have designs based on a four-pointed star, the first of which has already been made.

When asked about his plans after completion of the present project he said, "Oh, I've got a lot of ideas, but it'll take years to do them — and I've got years to do them" — which is fortunate because he only spends two or three hours a day in the shop.

Although he has, in two years, become an expert with inlays, Gould disclaims any skill as a carpenter. He cheerfully shows off some of the carpentering he has done, which, while neat and utilitarian, is not endowed with the artistic sense indicated by the wide variety of inlays to be seen around his house.

His home is in a Venice subdivision where he lives with his wife, *Dorothy*, and their children, *Sharon*, 13, and *Larry*, 4.

Gould came on the line in October, 1953, and is now on the extra board at Ocean Park. He worked as a motorman on the south with Pacific Electric during the first year of World War II, after which he went into the merchant marine for the duration of the war.



GOULD AT WORK in his shop with his "moto-tool."

Van Nuys Division Highlites

By WILLIAM E. DRUEBERT

THE METRO VALLEY CLUB of the Van Nuys Division has had

a new installation of officers, as follows: . . . *Ray Arnold*, president; *Dusty Williams*, vice-president; *W. E. Druebert*, secretary; *D. H. Parker*, treasurer.

The new officers are planning for

more socials and closer fellowship in the future.

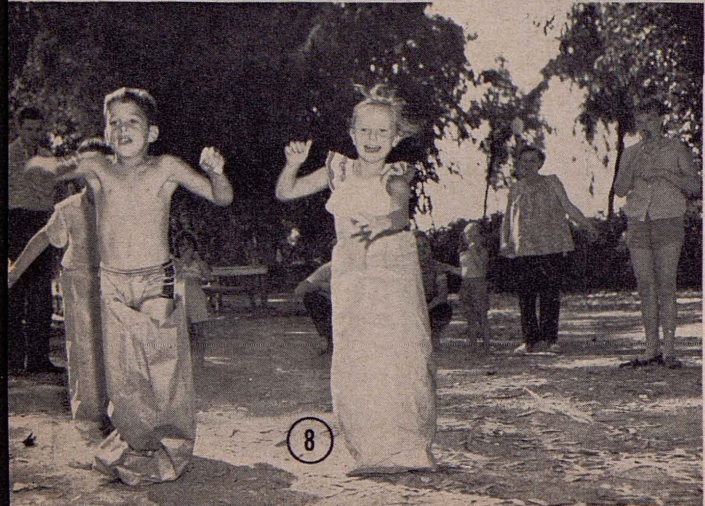
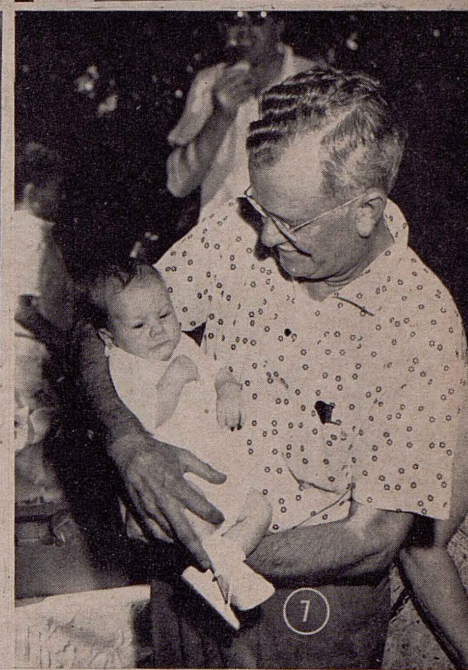
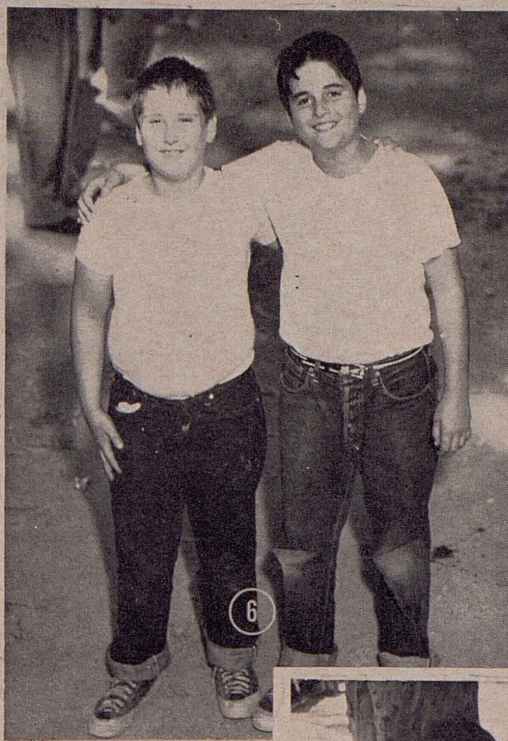
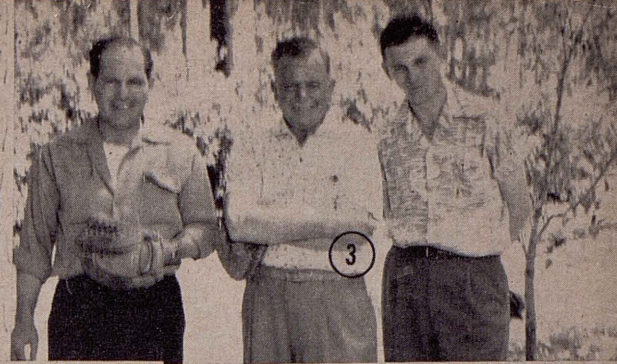
The entire Van Nuys Division wishes to extend whole-heartedly its deepest sympathy and hope for quick recoveries to *Roland S. Anderson's* (#783) wife, *Betty*, who was stricken with polio, and is now at Glendale Hospital; and *J. E. Ingram* (#999), who was involved in a serious accident and is now at the Santa Fe Hospital. Drop in and say hello.

The Van Nuys Division has had some mighty blessed events lately. Therefore we extend happiest congratulations to . . . *Mr. and Mrs. Arthur Venlet* on the birth of their son, *Allyn Druce*, nine pounds, three and a half ounces, on September 3, at West Valley Community Hospital; and to *Mr. and Mrs. W. E. Druebert* on the birth of their son, *Miles Richard*, seven pounds, five ounces, on September 17, at Glendale Hospital.



—Photo by Operator E. R. Rourke

OFFICERS IN HUDDLE — Newly elected Metro Valley Club officers at Van Nuys talking over plans for the year. From left: *E. F. ("Dusty") Williams*, vice-president; *William E. Druebert*, secretary; *D. H. Parker*, treasurer; and *R. E. Arnold*, president.



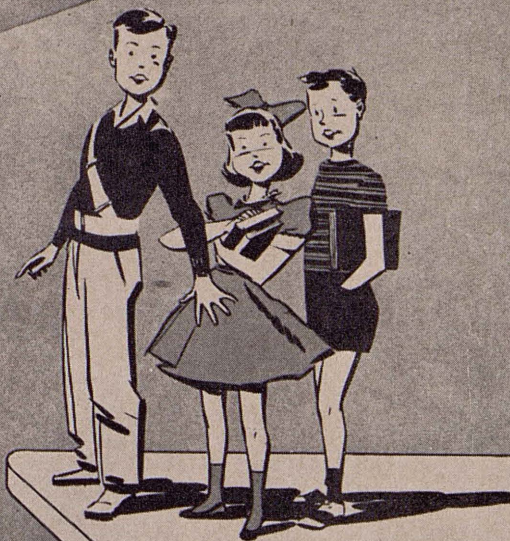
WEST HOLLYWOOD PICNIC

(1) Eat ice cream, then whistle: From left are Kenny & Steve Gravois, Bobby Rush, David & Sandy Rogers, Deborah Thompson, Sharon Keading, Gene Gaddy, and Austin Thompson. (2) Women's race: Elaine Fuller and Jean Patrick tied for first. (3) Three members of the picnic committee: J. T. Rappy (left), P. E. Holmes, R. P. Rush. (4) Readyng the lunch table are Bernice Christensen (left foreground), Jewel Rogers (facing camera), and Dorothy Panzariello (at right). (5) Dennis Connelly gets ready for a bite of his ice cream bar. (6) Eggcatching contest winners: Joe Margolin and Dennis Baker. (7) Oldest and youngest: P. E. Holmes (aged?) holds William McCraig, aged 7 weeks. (8) Gene Gaddy, left, won second in sack race. (9) Three families: the Gaddys, the Fellers, and the Patricks. — The picnic was held on August 5.



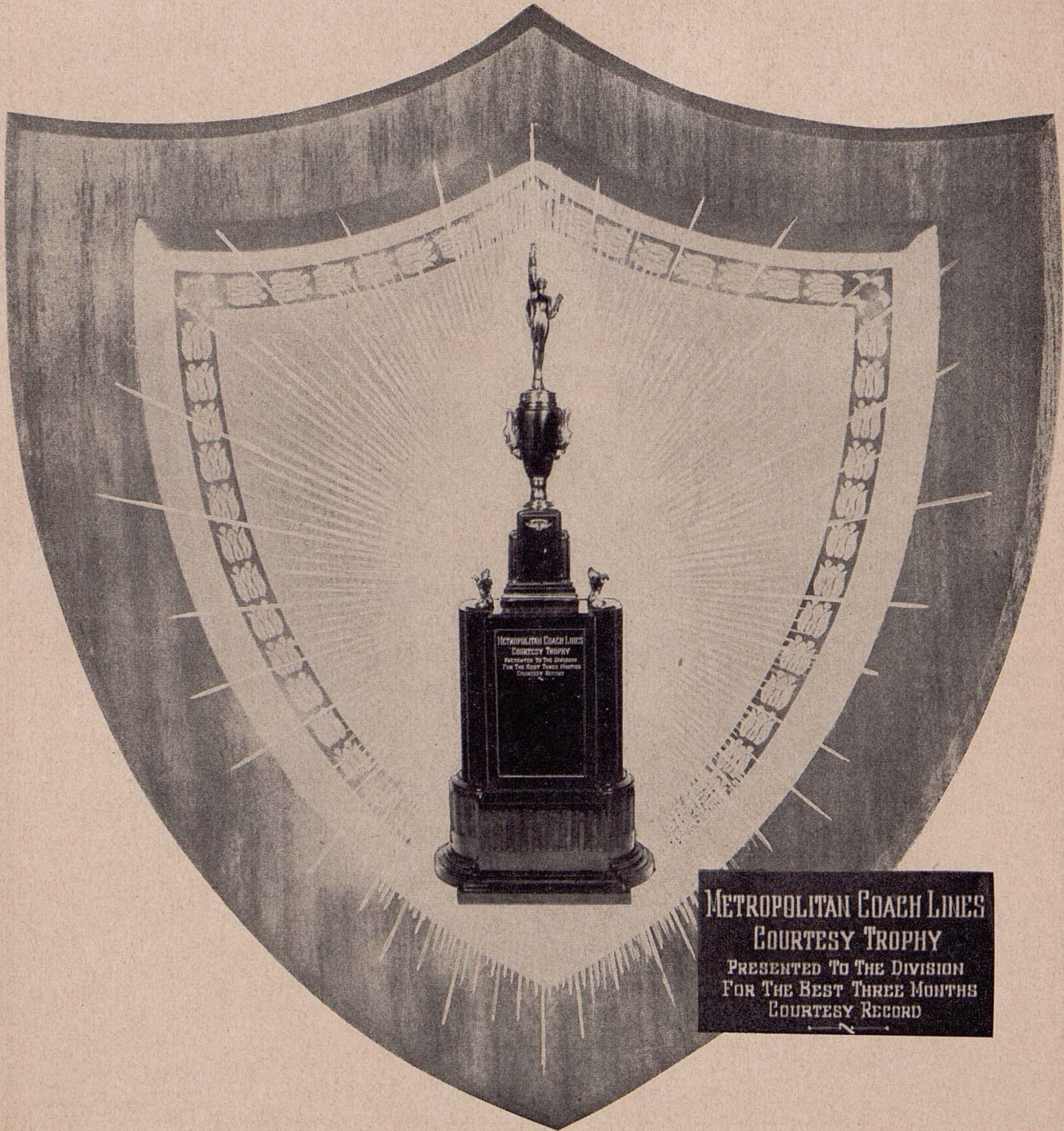
GUARDED or UNGUARDED

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