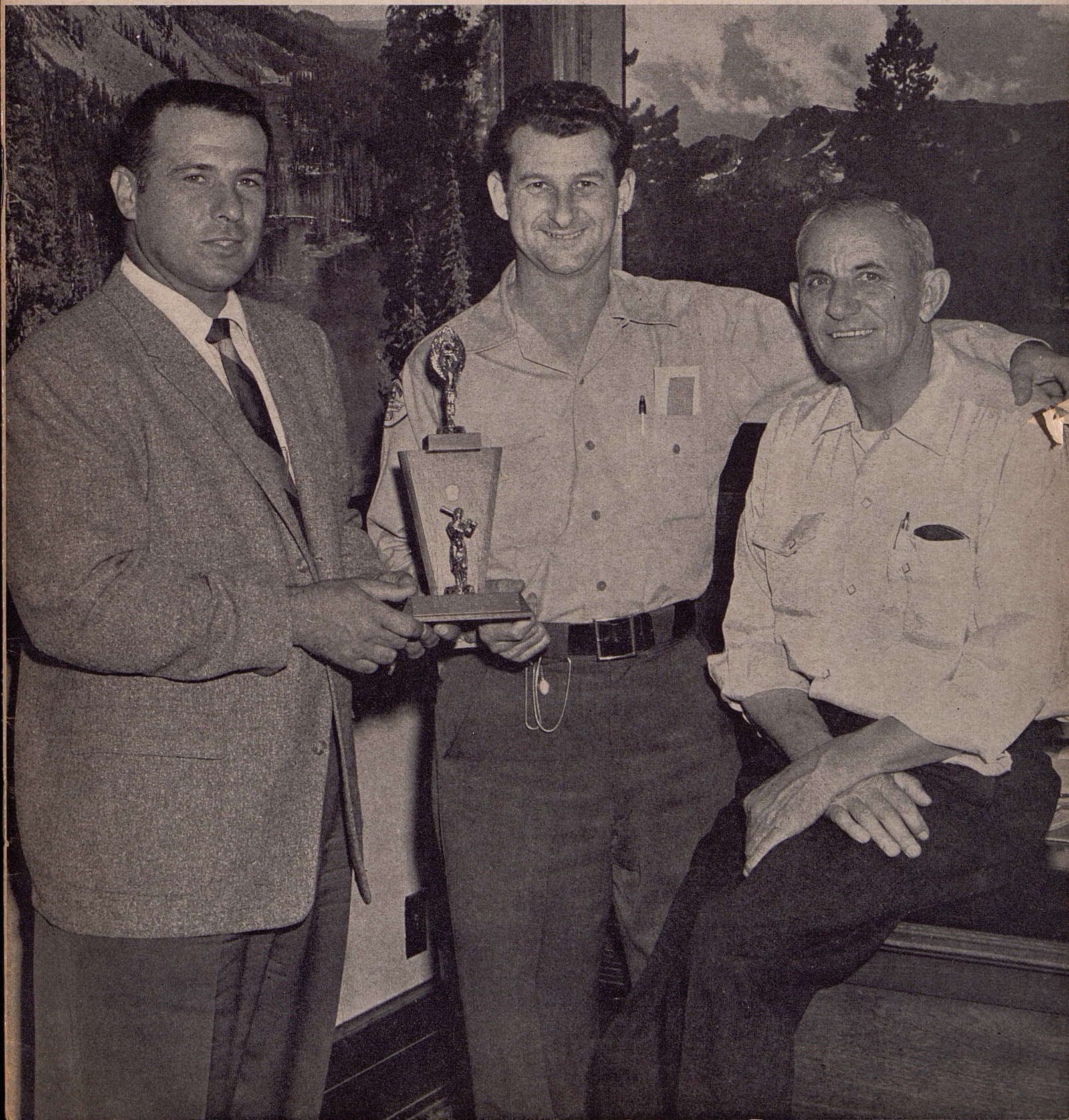


# METRO COACH *News*



OCTOBER, 1957

Telephone TRinity 2792



# METRO COACH News

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## OUR COVER

GOOD SPORTSMANSHIP TROPHY being presented to Manager C. F. Haines, center, on behalf of his Ocean Park softball team, by Earl Imbler, director of municipal sports in the Los Angeles City Department of Parks and Recreation. Softball League Chairman James E. Hurst looks on approvingly. The presentation was made at the City Hall on September 30, on behalf of the Department.

"I'm prouder of winning this trophy than I'd be if we had won the championship," said Haines, to whom the award came as a complete surprise.

According to the sports director, Ocean Park placed third in Metro league play. The award was decided by totaling up the points for good conduct given each team after each game by the umpires, five being the highest possible score per game. Ocean Park had the highest total of the season.

Mr. Imbler made the presentation in the absence on vacation of the executive secretary of Los Angeles Municipal Softball Association, Tom Murphy, who "helped us tremendously with problems of organizing our league and finding us diamonds to play on," in the words of Mr. Hurst.

## CORRESPONDENTS

William E. Druebert.....	Van Nuys Division
S. F. Dispennette.....	Glendale 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
Martha Falbaum.....	Ocean Park Division
"The Scribbler".....	Accounting Department
Glenn E. Serres.....	El Monte Division
J. R. Thompson.....	West Hollywood Division

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

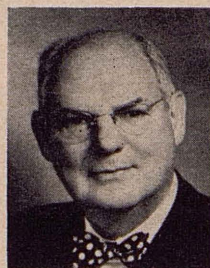
Telephone: TRinity 2792

Deadline for December Issue: November 29



## A Look at the Record On Our 4th Anniversary: October 1, 1957

I VIEW WITH MUCH PRIDE the progress which the wholehearted cooperation of all employes has made possible since Metropolitan Coach Lines became a company four years ago, on October 1, 1953.



J. L. HAUGH

At that time, we undertook a \$15,000,000 program of modernization of equipment, facilities, and service which is now more than half completed. We have spent so far \$8,400,000 for capital improvements, including \$6,700,000 for 288 new air-suspension coaches, and \$1,700,000 for new garage and storage facilities and

operators' quarters at Van Nuys, El Monte, and West Hollywood, plus extensive betterments and additions at Macy Street general shops.

In a period marked by rapid population growth, we have made many service improvements. Outstanding among these have been the replacement of rail by motor coach service on the Hollywood and Glendale lines, the integration of San Fernando Valley service (made possible through the purchase of Asbury), the extension of eight lines in the Valley, establishment of express service on the Hollywood, San Bernardino, and Santa Ana Freeways, and other service improvements in the San Bernardino-Riverside, Hollywood, Brentwood, and Westwood areas.

We plan, with your continued cooperation, to pursue our development policy. Proof of this is that negotiations are now under way for the purchase of 60 new motor coaches, at a total cost of \$1,635,000. They will be the finest of their kind available when received.

Let's keep on pulling together to make our fifth year the best in Metro history! Let's continue to build a strong and vigorous organization that will provide ever better transportation service for the people of Southern California!

J. L. HAUGH

President



**FITS WELL**—Cap signifying Metro President J. L. Haugh's election to the presidency of the American Transit Association is placed on his head by retiring President Paul O. Dittmar at the annual ATA convention in Montreal, Canada, on September 25.

THE HIGHEST HONOR that the American Transit Association can bestow upon a member it bestowed upon Metro President J. L. Haugh on September 25 at Montreal, Canada, when he was installed as ATA president.

Over a thousand transit executives, assembled at the 75th annual ATA convention from all over North America, applauded as Mr. Haugh received the gavel, token of his new high office, from his predecessor, Paul O. Dittmar, president of South Suburban Safeway Lines, of Harvey, Illinois. Mr. Dittmar also ceremoniously "crowned" him with an operator's cap bearing the words "President, ATA."

In his acceptance speech, Mr. Haugh emphasized the importance of a vigorous and progressive public relations and sales promotion program by transit companies throughout the nation to assure the future success of the transit industry. He stressed the importance of the motor coach operator in carrying out

this program.

"In talking about public transportation in our public relations and promotion efforts, I cannot stress too emphatically the role of the motor coach operator in helping to create the desired climate. He is transit's Number One goodwill ambassador, and, to a very large degree, the attitude of passengers is greatly influenced by his conduct. His courtesy and helpfulness go a long way toward making it pleasant for all of the riders, and give the rider a feeling of importance."

In commenting on the honor that has come to Mr. Haugh, Vice-President and General Manager R. F. MacNally had this to say:

"We are all delighted that Mr. Haugh has won this new high office. It is a distinction for all of us who are associated with Metropolitan Coach Lines that our leader has achieved such national eminence.

"I might also add that the spot-

## J. L. HAUGH BECOMES ATA PRESIDENT

light of publicity is now directed at our company, and in this light our actions are especially conspicuous. I'm sure that all of us realize this fact and will continue to do all within our power to help set the example for the entire transit industry."

Great as is this new honor, it comes as only one of many which Mr. Haugh has won in his distinguished transportation career. He was ATA vice-president and chairman of the committee on bus design last year, and continues in the latter capacity.

In addition to being Metro and Asbury president, he is president of the San Diego Transit System, the San Diego and Coronado Ferries, and Western Transit Systems, Inc. He is chairman of the board and past president of the California Transit Association; a former president of the Key System and of Pacific City Lines, in the Oakland area; and for 13 years was vice-president of the Union Pacific Railroad.

His honors in civic work are also extensive: He was at one time president of the Omaha (Nebraska) Chamber of Commerce and head of both the Community Chest and Christmas Seal drives in that city. In San Diego, he has been a director of the San Diego Hospital Association; chairman of the Great Southwest Tunnel Project to put a tunnel under the mountains from San Diego to the Imperial Valley; a member of the board of directors of the San Diego Chamber of Commerce; and a moving force in religious and other projects in that city. In Los Angeles, he is a director of the All-Year Club, a director of the Los Angeles Metropolitan Traffic Association, and a member of the Rotary International, the Jonathan Club, and the Transportation Club.

Mr. Haugh began his transportation career as rodman for the Big Four Railroad.

**Read Mr. Haugh's acceptance speech — see next page.**

# POSITIVE AND PRO

(Complete text of address prepared by President Jesse L. Haugh in acceptance of the office of president, American Transit Association, at the 75th Annual Convention, Montreal, Canada, September 25, 1957.)

MR. CHAIRMAN, LADIES AND GENTLEMEN:

Tonight the American Transit Association has bestowed upon me a very great and singular honor. In becoming your president, I am grateful for the privilege and opportunity it affords me to serve you and the transit industry. What's more, it fills me with a great deal of pride to be associated with such a distinguished group of transportation people whose stature is so well recognized in both the United States and Canada.

We of the transit industry have gathered in this beautiful and historic city of Montreal for the purpose of discussing our most pressing problems in an endeavor to reach some common and helpful solutions. For Canadians and Americans this isn't unusual. It is just another instance of the cooperation and traditional friendship that for nearly two centuries has existed between our countries.

During the past three days, we have discussed the transit industry in the United States and Canada. We find our problems are mutual, and there is the sober realization that Canadian and American transit has a job to do—a real job ahead—to gain the rightful place for our industry. The future of the transit industry concerns everyone here. This is the challenge before us. How we meet that challenge is important. Let's be positive and progressive in our attack in this field of action.

## TRANSIT FUNDAMENTAL

In his book, *The City Fights Back*, the author, Mr. Hal Burton, describes public transit as the "rarest diamond cities possess." The connotation is that transit is fundamental to our way of life, so that the problems of the industry are the problems of the citizens. Our problems are their problems, and their problems are our problems, and when public transit suffers, public welfare suffers.

With this as the premise, then, let's evaluate our position objectively, and let the chips fall where they may.

Transportation is an old industry, and as a result many of us live on precedent and see the business principally from the viewpoint of the excellency attained in the important fields of operation and maintenance.

Every one of the Association's divisions has progressed exceedingly well with its programs and attained unusually splendid results, and it is important that all of this work be continued vigorously.

In addition, I do wish to suggest spe-

cifically that a vigorous, well-planned and intelligent public relations and sales promotion program must be applied to keep abreast of the changing times. This, applied to a broad front, I believe, constitutes the best possible foundation for the future of the transit industry.

We have a job to do in "building a better mousetrap," as the adage goes, with emphasis on our public relations and the sale and merchandising of our product. In order to appeal to intelligent people, discriminating people, whose tastes have been conditioned by progress achieved in other fields, it is necessary to keep up with their changing needs.

Also let it be remembered that nothing can fail if it has the support of public opinion. Without it, nothing can succeed.

## SELL AT LOCAL LEVEL

In talking about public relations for the transit industry, I cannot stress too emphatically the role of management of every operating company in approaching the task before us. Selling transit to citizens has to be done at the grass roots level in cities and towns throughout the United States and Canada. Therefore, the burden is on you, Mr. Transit Operator. Each of you has this responsibility of merchandising the product in your own city.

The public relations division of the ATA has a most important role to play in all our efforts. Through this division our efforts will be largely coordinated, and guided into the proper channels to achieve the maximum effect on the common long-range program. In short, the public relations division is our clearing house for the dissemination of information, and has a vital function to perform at a national level—namely, that of maintaining a united front.

A great deal already has been accomplished in this direction on both the local and national levels. In the field of sales promotion the job is a never-ending one, employing the intensive and extensive use of all the tools and media of publicity and advertising to bring our product to the attention of the public.

What approach shall we take in public relations and sales promotion for the transit industry? What steps can be taken in our communities? These questions are fundamental to the problem at hand and their answers should be prefaced with the premise that companies, like individuals, are judged by their good citizenship. The transit company in any community is a citizen of that community with rights,

duties and responsibilities. Service is our only stock in trade, and has to be geared to the travel needs of the citizenry. Therefore, our public relations must "accentuate the positive and eliminate the negative" elements that prevent us from being good citizens.

Our job is to move people with speed and efficiency in comfort and convenience, yet we are handicapped by the dilemma of traffic congestion in downtown areas. It is imperative then for the transit industry to provide community leadership in seeking solutions to this problem. Our job is to impress our citizens with the realization that greater use of public transportation is the only solution, that the time is ripe to make a change and give transit its rightful place in transporting people, which can be done with so many more people per vehicle, and subsequently relieve downtown congestion.

## SHARE IN CITY PLANNING

As transit managers, we must recognize the responsibility of representing our passengers, and take an active role in city planning. We are in a position now to mobilize the people who will demand from public officials their rightful share of the city streets. When public opinion helps to free the industry from the shackles of outmoded traffic planning and political interference, only then will we be able to move people in the way they wish to be moved. All this reminds me of a quotation I saw not so long ago: "The feeble tremble before opinion; the foolish defy it; the wise judge it; and the skillful direct it."

Winning support for the transit industry has many facets, and all of them are concerned with a common denominator, what Paul O. Dittmar so aptly has des-

## Herald-Express Editorializes

SUMMARIZING the speech contained on these pages was a long editorial in the Los Angeles Evening Herald and Express for September 22. The editorial began:

"Because most people realize one of the biggest problems in the continued development of such large metropolitan areas as Los Angeles is the providing of swifter and more comfortable transportation of the millions of people who do not use private automobiles, the words of Jesse L. Haugh should be of special interest.

"The probability that the Metropolitan Transit Authority may take over the operation of the local transit lines in the near future should heighten that interest, because public operation will be faced with similar problems."

The editorial continued with a brief summary of the address of Mr. Haugh.

# PROGRESSIVE TRANSIT

cribed as "social acceptance." Class distinction between those who do and those who don't use public transportation is breaking down. And in our merchandising goal, every opportunity must be utilized to develop this favorable trend.

Recently a survey of 600 leading advertising executives in the United States, conducted by *Tide* magazine, indicates that commuting to work is not the tiring thing it's often made out to be. The consensus of this group is that commuting is a blessing—the one time in a hectic day when a man can think creatively without constant interruptions. In other words, commuting gives the passengers, including executives, a chance to think up ideas, plan their day's work, organize their projects, and catch up on their reading or knitting.

Passenger acceptance also comes about with the ability of the transit industry to measure up to the tastes of people in a modern age. Although steady improvement in motor coach design has come about over the years, it hasn't been able to keep pace on a level comparable to other services.

## MORE EYE APPEAL IN COACHES

Now, we are going ahead to accomplish the desired results. New coach designs with greater eye appeal and riding comfort are now on the planning boards of transit operators and coach manufacturers so that we can merchandise public transportation in keeping with new artistic concepts.

The accent today is on improved eye appeal for coach interiors; for seats, ceilings, sidewalls and flooring—including new color schemes for entrances and even for fare boxes. In addition, there must be comfort, and ways are being sought to provide more comfortable seats, easier steps for boarding and alighting, improved ventilation and air-conditioning.

Still in the planning and experimental stage, however, is modernization of exterior design. In the near future we an-

ticipate that equipment of a completely new design will become available. Progress in the development of more pleasing coach design, both interior and exterior, will continue to challenge the imagination of transit operators and engineers in the United States and Canada. I'm happy to say that periodic reports indicate that this forward thinking and planning is required by the times.

It is more important than ever to keep the transit fleets modern by annual replacements of the old outmoded coaches with new ones, as well as by making improvements to those coaches that are still to be operated for a number of years. Today, especially with the lower maintenance and fuel costs to be achieved, with the income tax saving to be gained, and with the improvement in passenger volume that can be attained with modern vehicles, we cannot afford not to realize the advantages of acquiring new equipment.

## OPERATOR ALL-IMPORTANT

In talking about public transit in our public relations and promotion efforts, I cannot stress too emphatically the role of the motor coach operator in helping to create the desired climate. He is transit's number one good-will ambassador, and, to a very large degree, the attitude of passengers is greatly influenced by his conduct. His courtesy and helpfulness go a long way toward making it pleasant for all of the riders, and give the rider a feeling of importance. Even with the newest coach design, the safest and most comfortable equipment, frequent schedules and fast running time, transit operations can only be considered proficient when operators measure up to their full responsibility. This is a vital part of an effective public relations program.

The fact is, with a congenial and comfortable atmosphere, the passenger will have an opportunity to use his travel time beneficially, as I pointed out before in connection with the *Tide* survey. All in all, then, these elements should combine to give the transit vehicle a new acceptability for people in all economic brackets.

## MUST PUBLICIZE SERVICE

We in the transit industry cannot cease trying to make service improvements. Even to do these things is not enough. We have to SAY that we are doing these things. We must talk about our product repetitiously in every medium suitable for the purpose. For the fact is, selling transit is no different from selling soaps or coffee. Peoples' lives today are so complex, so bombarded with demands on their attention, that they are prone to take action only in connection with those things which register most strongly on their consciousness.

With the use of car cards, take-one folders, direct mail, radio, television,

and newspapers, we have an opportunity to educate our passengers. We can explain to them what the company is doing in the way of meeting their needs and desires, and acquaint them with our particular problems, giving them directions as to how to make their influence felt where it is most needed.

## READ "PASSENGER TRANSPORT"

*Passenger Transport*, containing important news of the transit industry, published weekly, is one of the finest media of public relations that we have, and I recommend that each operator secure enough subscriptions to this so that his staff is well supplied, and that he take additional subscriptions for important interested people in the community, as well as people in public authority who have to do with transit and traffic.

Up to now I have dwelt largely upon the duties and responsibilities of the transit companies as citizens of their communities. Now I'd like to talk about the rights that also are due them as citizens. The facts are that transit has been pushed around and deprived of its rightful place in transporting people. Transit has had to play second fiddle to the private automobile, which has been given unusual attention in such matters as extensive use of street space for parking, publicly-owned garages and parking lots that have been established in downtown areas—all of which tend to bring more automobiles downtown and to further congest the streets.

## TRANSIT HAS RIGHT TO STREETS

Now is the time to make a change and give transit its rightful share of the streets. Today, coaches are prohibited from giving fast service by being forced to compete for space—yet in most large cities, 40 to 60 per cent of all the people arriving and departing from the downtown area do so in public transit vehicles, and by reason of their large capacity, only 3 or 4 per cent of the total vehicles are passenger transit coaches.

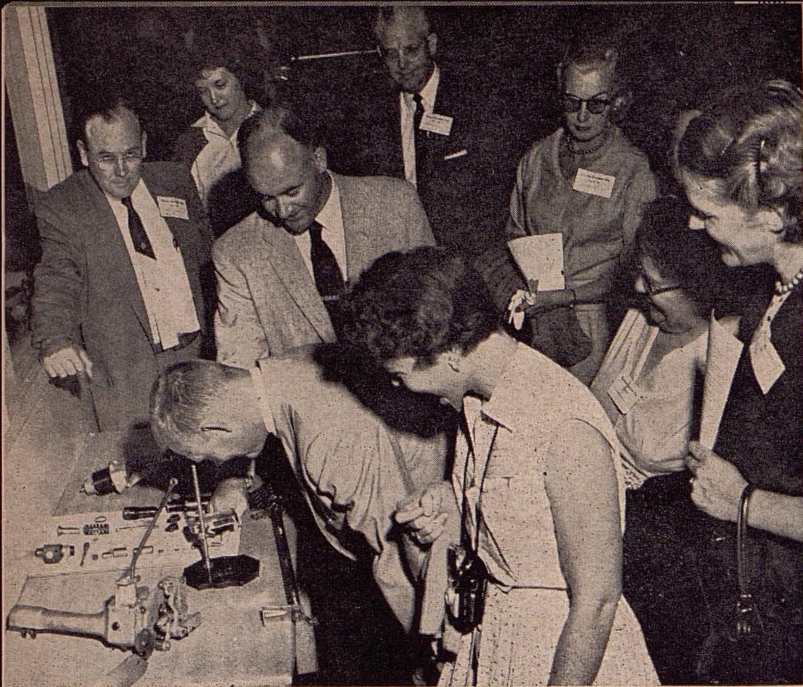
With community support, there is much that can be done in getting special lanes for coaches, and getting the traffic pattern changed to promote increased speed for coaches as well as for the automobiles. It is to the great advantage of all vehicular traffic, then, for public authorities to do all in their power to facilitate the movement of transit vehicles.

We must get over to the consciousness of the authorities of our various Province, State and City governments the essential value of transit. We must seek the cooperation of all departments of government having to do with street planning and usage and impress upon them the importance of improvements that can and should be made by recognizing the Number One place of transit in moving people within and between cities.

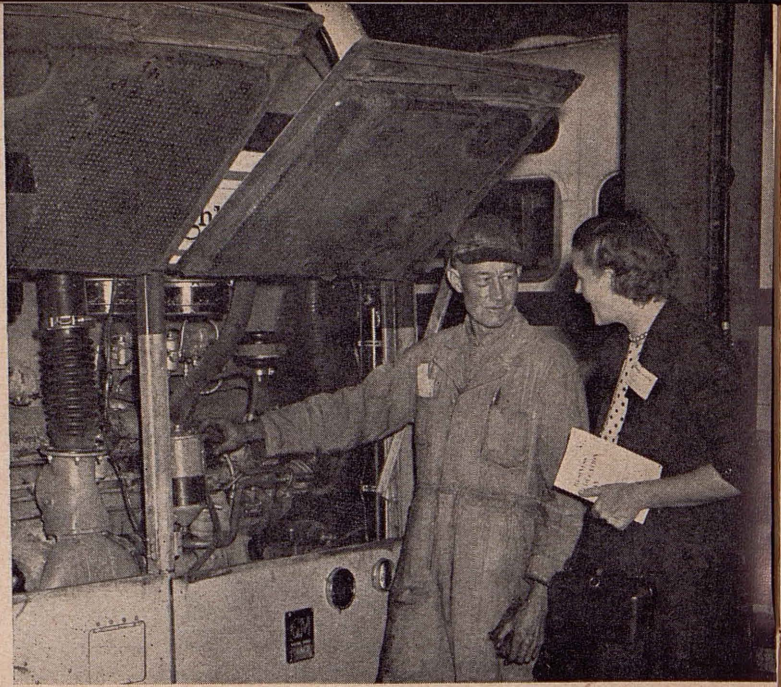
## To ATA Committee

THE FIRST Pacific Coast representative ever to serve in this capacity, Public Relations Director *R. O. Christiansen* was elected to the public relations administrative committee of the American Transit Association, when Association representatives met in convention at Montreal, Canada, September 23-25.

The functions of this committee are international in scope.



**BURBANK TEACHERS TOUR MACY**—At left, a display of injector parts at Macy unit overhaul shop is shown to a group by General Foreman George Wells, third from left; while in photo at



right, Mechanic John Ehl points out to Mrs. Novella Nicholson, director of secondary schools in Burbank, the intricacies of a motor coach engine. Mrs. Nicholson was extremely interested.

## Burbank Teachers Visit Metro

THE MAGNITUDE of Metro operations proved, as always in the case of those outside the transit field, to be a source of astonishment to 15 senior high school teachers who chose to visit Metro on Thursday, September 12, date of Business-Education Day in Burbank. The event, first of its kind to be held in that city, was sponsored by the Burbank Unified School District and a number of Burbank business firms.

The purpose of B-E Day is to increase teachers' understanding of the American economic system, as well as to increase understanding by businessmen of the policies, problems, methods, and thinking of the American system of public education.

In this first Burbank B-E Day venture, only the 180 senior high

school teachers of Burbank took part. All met their host firms in the cafetorium of David Starr Jordan Junior High School for coffee and cake at 8:15 a.m., followed by addresses of welcome and explanation of the program by school and chamber officials; and a talk on the American economic system by *Dr. Laurence de Rycke*, professor of economics, Occidental College.

In a 600-class coach driven by Operator *Earl Lees*, the teachers, under the guidance of Public Relations Director *R. O. Christiansen*, were taken to Macy Garage, where General Foremen *Clarence Hatzer* and *George Wells* divided them into two groups for a half-hour tour of facilities.

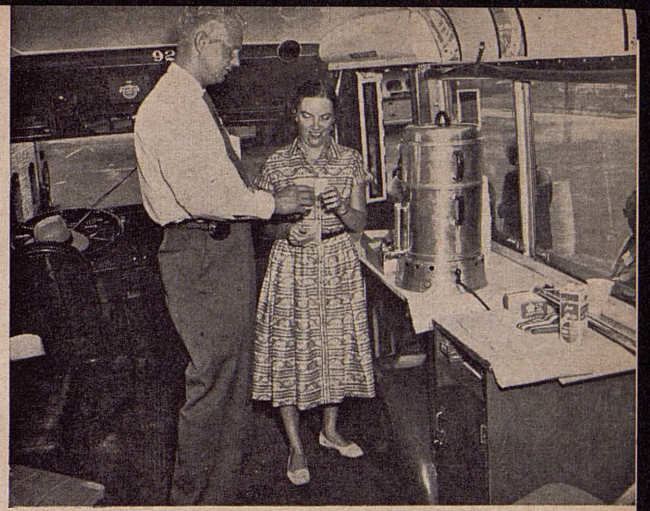
**AT BREAKFAST** in cafetorium of David Starr Jordan Junior High School, group of Burbank teachers who chose to visit Metro applaud keynote address on American system of free enterprise by *Dr. Laurence de Rycke*, professor of economics at Occidental College. At left is Metro's Director of Public Relations *R. O. Christiansen*, tour emcee.

Meeting in the safety-conference coach, the teachers then heard talks by Vice-President and General Manager *R. F. MacNally* on Metro's plan of operation; by Superintendent of Equipment *R. W. Anderson* on maintenance; and by Superintendent of Transportation *John D. Puffer* on operator training.

The group then returned in the 600-class coach to Jordan Junior High for luncheon and farewells.

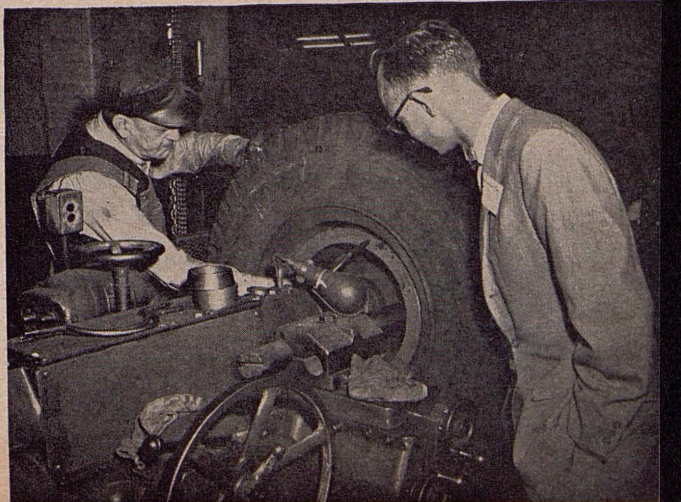
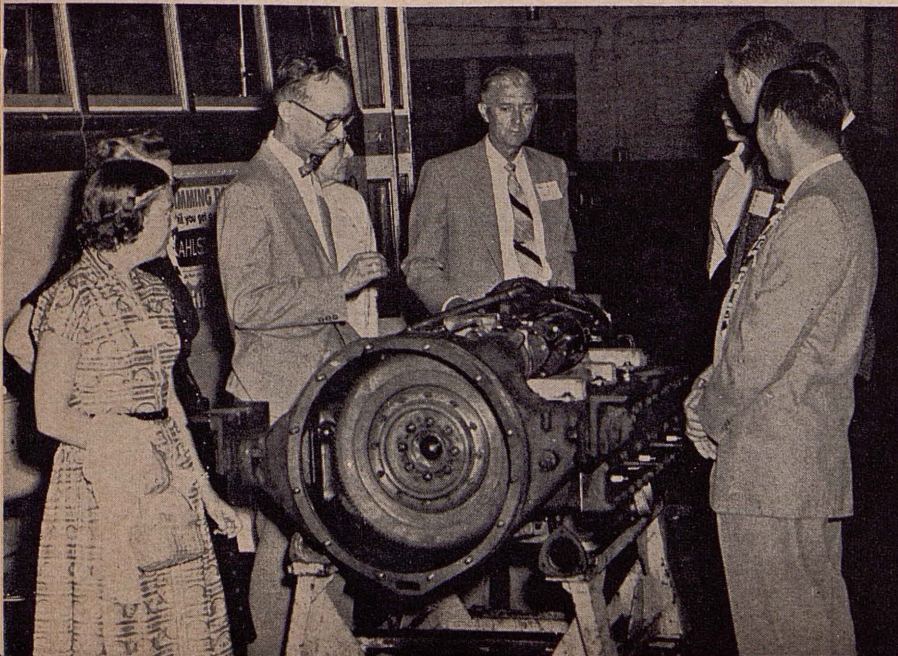
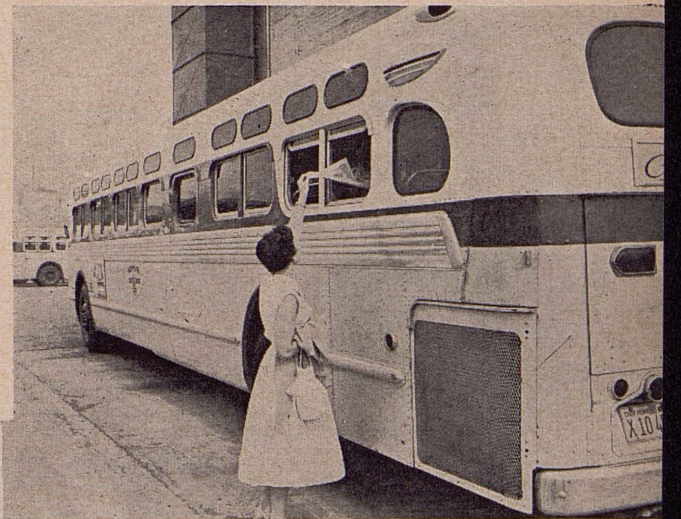
"Many of your guests [the 15 teachers] made written comments—all of which were favorable to your company," wrote *Charles V. Ecclestone, Jr.* chairman, Business-Education Committee, to Mr. Christiansen some weeks after the event.

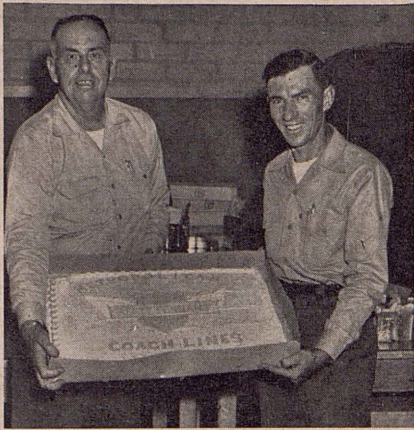




## BURBANK B-E DAY

(1) In the safety-conference coach, Vice-President and General Manager R. F. MacNally, flanked by Mr. Christiansen and Supervisor Ray Matzenbacher, explains Metro operations with aid of a system map, as teachers drink mid-morning coffee and listen. (2) Mr. Matzenbacher serves coffee to Miss Gladys Lee, teacher of physical education at John Burroughs High School. (3) Superintendent of Equipment R. W. Anderson describes the maintenance program. (4) Force of draft created by big vacuum cleaner at Macy is tested by Miss Perdita Horn, teacher of speech and drama at Burbank High School. (5) Leonard Fass, teacher of English at Burroughs, watches as Mechanic Dick Young machines a front brake drum. (6) General Foreman Clarence Hatzler, center, shows a diesel engine to a group of the teachers.





CAKE decorated like safety pennant is shown by W. K. Barham, outgoing Dieseleer president, and R. J. Miller, new head.

## FIFTH SAFETY WIN FOR EL MONTE

FOR the fifth time out of 12 starts since the first three-month period began on August 1, 1954, El Monte-Riverside Division operators won the safety pennant contest for the three-month period ending July 31, 1957. In doing so, they drove over 1½ million miles — equal to 60 trips around the earth, or three round trips to the moon!

Moreover, the men hung up the best record any division has so far achieved in any of the contests — an avoidable accident frequency of .103 for each 10,000 miles of operation — and thus surpassed the former record of .117 set by Glendale for the period ending October 31, 1956.

**AMONG THOSE PRESENT**—From left, kneeling: R. L. Denmark (Sr. & Jr.), H. J. Farley, J. F. Edmondson, E. W. Barnett. Four at left rear: Marvin Chesler, H. M. Edwards, L. H. Hunter, G. R. Walker. Others, from left: Supervisor D. L. Davidson; Operators M. A. Martel, J. D. Ayers, J. R. Payne, O. V. Selig, R. W. Brann, Basil Bolton, J. R. Englert; Assistant Superintendent Jack Stewart; Operators R. J. Miller, J. L. Patterson; Assistant Chief Supervisor C. H. Cooper; Operators F. H. Graham, Joseph Heaney, D. F. Bradley, L. B. Bower, G. L. Fry, O. J. Wheeler; Supervisor J. W. Sampson; Operator A. M. Brouwer, and Supervisor L. E. May. El Monte-Riverside men total about 200.



**FOUR TIMES AROUND THE WORLD**—or 2/5 of the distance from earth to moon—is the distance El Monte Division passengers could travel in June, July, and August without fear of an avoidable accident. Holding the five-times-won-by-El Monte safety pennant beside the globe are, from left, Robert J. Miller, newly-elected Dieseleer president; E. J. Scott, special guest, manager of the El Monte Chamber of Commerce; D. B. Van Fleet, El Monte division foreman; President J. L. Haugh; Dieseleer VP Joe R. Englert.

So pleased with the fine record set by El Monte was the El Monte Chamber of Commerce that its board of directors passed a resolution commending the division and sent copies to all news media in the area. The resolution was signed by Edward J. Scott, manager of the Chamber.

Attended by President J. L. Haugh and other Metro executives,

the presentation ceremony, at which Long Beach relinquished the pennant to the new winner, was held September 6 at the El Monte Division headquarters. Robert J. Miller, new president of the Dieseleers, was on hand to accept the flag on behalf of El Monte men.

Mr. Scott also was present as a special guest.

El Monte Division Foreman D. B. Van Fleet traveled to Riverside that afternoon to congratulate its operators for the important part their excellent operation played in setting the new record.

## SAFETY STANDINGS

12th Division Safety Contest  
May, June, July, 1957

Division	Mileage	Av. Accident Frequency Per 10,000 Mi.	No. of Wins in 12 Contests
El Monte	1,558,942	.103*	5
Glendale	513,637	.194	2
Ocean Park	840,460	.200	1
Long Beach	1,077,531	.230	2
6th & Main	1,195,677	.259	0
Van Nuys	923,465	.313	2
West Hollywood	886,587	.406	0

\*Best record of any division in any of the 12 contests; surpasses previous record of .117 held by Glendale for period ending Oct. 31, 1956.







1



2

## EL MONTE-RIVERSIDE PENNANT PARTIES

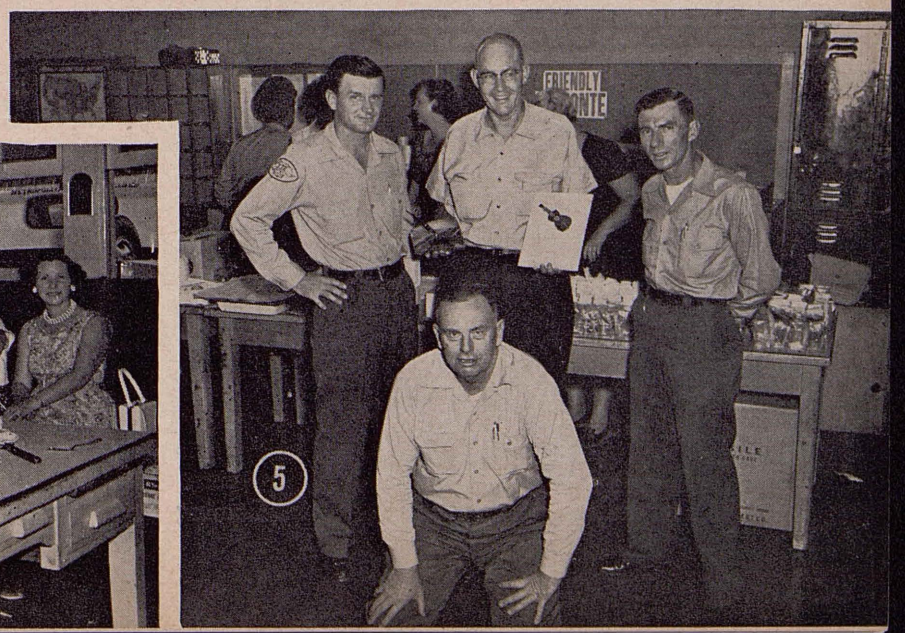
(1) Humorous colloquy between Dieseleer President, Bob Miller (holding folded pennant) and Division Foreman D. B. Van Fleet draws smiles from listeners. (2) To Joanne Englert, left, and her little sister, Debbie, the pennant-winning meant good things to eat and drink, as their mother Mrs. J. R. Englert, wife of Operator Joe Englert, helps them to refreshments. (3) Prexy Miller helps serve in chow line at El Monte. (4) At Riverside, a goodly group was on hand to celebrate the occasion. Standing, from left, are Superintendent of Equipment R. W. Anderson; Vice-President and General Manager R. F. MacNally; Operators Tommy Randall and Eddie Combs; Maintenance Workers William Bennett and Jim Witt (leader); Mr. Van Fleet; Supervisor F. J. ("Ted") Cook; Operators R. A. McClelland and Leroy La Hue; and three McClelland children: Margaret Alice, Beverly, and Robert. Behind little Beverly is a neighbor's child. Seated, from left, are Operator Otto Gardner, Mechanic Henry Vial, and Operators Walter Collette and E. A. ("Swede") Anderson. (5) At El Monte, R. F. Slocum holds up desk pen set and card given him as a "going-away" gift. He is taking leave to study for the ministry. (6) Back at Riverside, some of the mothers and children who attended the pennant-presentation ceremonies. Grown-ups, seated, from left, are Mmes. Walter Collette, Ted Cook (wife of supervisor), Leroy La Hue, Joe Evans, E. A. Anderson, Harvey Reeves, Tommy Randall. McClelland children. (see picture No. 4) and friend are standing.



3



4



5



6



**COURTESY TEMPERATURE HIGH AT LONG BEACH**—Operator V. C. Prettyman, president of the Long Beach Division Fair-Mor Club, makes speech of acceptance on behalf of operators as he receives the courtesy trophy from President J. L. Haugh, left. Division foreman Roland Krafft looks on. It was Long Beach's second win.

TWO FOR THREE is the batting record of the Long Beach Division in the courtesy contests. With a complaint ratio of .16 for each 100,000 passengers handled—by far the lowest ratio yet recorded—Long Beach took the trophy away from West Hollywood for the three-months period ending June 30, thus coming in a winner in two out of the three contests held so far.

Long Beach won the first contest with a ratio of .35, and placed second (.42) to West Hollywood (.40) in the second contest.

V. C. Prettyman, president of the Long Beach Division's Fair-Mor Club, accepted the trophy from President J. L. Haugh at a presentation ceremony held at the Long Beach Division headquarters on August 16. A goodly crowd of operators, their families, and company executives attended the affair.

The customary coffee and refreshments were served to all who came from 11 a.m. on throughout the afternoon.

Coming in a strong second to

# Courtesy Trophy Back To Long Beach

Long Beach was El Monte, with a .28 complaint ratio which was, next to that of Long Beach, the best record to date in any of the contests.

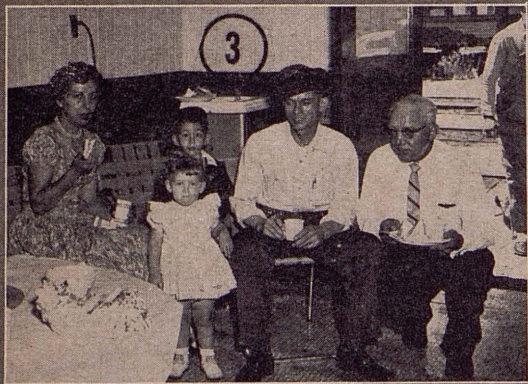
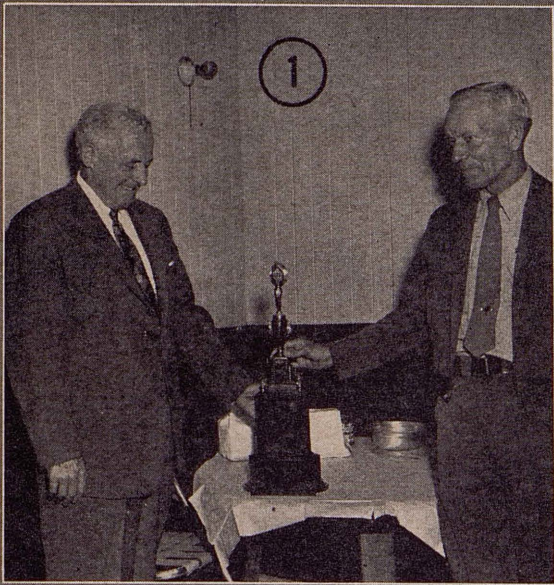
Interestingly enough, since the courtesy contests started, the average ratio for all divisions has shown a sharp reduction in complaints, as follows:

Contest ending	Complaints	Ratio
Dec. 31, 1956	206	1.08
Mar. 31, 1957	166	.98
June 30, 1957	88	.47

## COURTESY STANDINGS

April, May, June, 1957 (Third Contest)

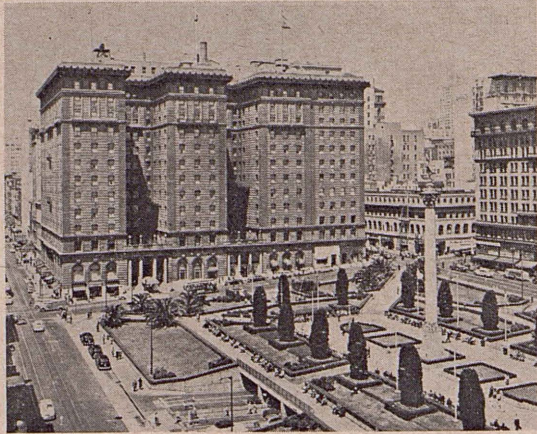
	Passengers Handled	Complaints 3 Mo. Per.	Ratio Per 100,000 Psgs.
Long Beach	2,487,065	4	.16
El Monte	2,460,693	7	.28
West Hollywood	4,145,607	14	.33
Van Nuys	2,118,758	12	.55
Sixth & Main	3,800,364	23	.60
Glendale	1,341,777	8	.60
Ocean Park	2,159,525	20	.91
	18,513,789	88	.47



## CELEBRATION AT LONG BEACH

(1) Vice-President and General Manager R. F. MacNally, left, and Mr. Prettyman admire the courtesy trophy in the Long Beach operators' room. (2) Refreshments. The lad in the foreground is Tony, whose mother, wife of Operator W. J. Oliver, is shown helping a guest to some food. (3) Assistant Superintendent Jack Stewart, right, visits with Mrs. Oliver, her son, Tony, her daughter, Robin, and Operator Elbert N. Beazley. (4) President Haugh shakes hands with Mattie Laakson, of Fairbanks rail maintenance, who, along with other maintenance workers, enjoyed the luncheon. Between Mr. Haugh and Mattie is John De Vries. In foreground, with head turned away, is Ludvig Weltn. Other two at right are Tom Garelli and Margaret Ferguson. (5) Lunching from left are Mr. Stewart, Auditor E. H. Uecker, Mr. MacNally, Chief Special Agent Joe Shafer, and OP Division Foreman Al Tieman.





Free week-end at the St. Francis . . . . . via Western Air Lines.

# Win Free Week-End in San Francisco!

All-Expense-Paid Week-End for Two at the St. Francis  
With Free Transportation by Western Air Lines,  
To Winner of This Year's Community Chest Slogan Contest!

**ANY METRO EMPLOYEE IS ELIGIBLE!**

YOU MAY AS WELL BE the lucky winner of a week-end for two at the plush St. Francis Hotel, with transportation to and from San Francisco provided by Western Air Lines. Or you may win any one of some 40 other valuable prizes donated by public-spirited firms in Los Angeles.

Just add 25 (or fewer) words to finish the following sentence: "I support the Community Chest through MECCA because . . ." Use either the tear-off blank below or your own paper.

Send in as many entries as you wish, but each must be on a separate sheet with your name, position, department, and home address. Legibility, sincerity, and clearness of meaning are important.

All entries must be in the hands of the Editor, METRO COACH NEWS, 617 PE Building, by 4:30 p.m., Monday, December 2. The best 10 will be forwarded to the Community Chest for final judging in competition with entries from other local firms.

CUT OUT

## ENTRY BLANK

I SUPPORT THE COMMUNITY CHEST THROUGH MECCA BECAUSE: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name \_\_\_\_\_ Position \_\_\_\_\_ Dept. \_\_\_\_\_

Home Address \_\_\_\_\_



CONGRATULATIONS on Metro's fourth anniversary are offered to President J. L. Haugh (front row, left center) by the executive staff (plus four fair hostesses who served refreshments) \*

on October 1 as Vice-President and General Manager R. F. MacNally (on Mr. Haugh's left) presents him with a pocket secretary, collective staff gift, in remembrance of the occasion.

\*The visible hostesses are, left to right, Secretaries Jean Bove, public relations; Ellouise Nauman, executive; and Jean McGill, public relations. Hidden behind Mr. Arnott is the other hostess, Margaret Koopman. The staff: Front row, from left: C. M. Woodbury, Jr., assistant general claim agent; W. C. Scholl, manager of personnel; J. P. Wagner, news editor; F. H. Markley, assistant superintendent of

equipment; J. L. Pujol, assistant auditor; Messrs. Haugh and MacNally; J. H. Lyons, attorney; J. T. Johnston, chief supervisor of transportation, instruction, and safety; Thomas Arnott, manager of operations, Asbury Rapid Transit System; R. L. Haugh, secretary-treasurer. Others, from left: C. C. Beery, attorney; Dale Harlan, traffic manager; R. O. Christiansen, director of public relations; W. K. Greiner, general attorney;

J. D. Puffer, superintendent of transportation; E. H. Uecker, auditor; W. S. Hutchins, special agent; J. S. Wilkens, personnel assistant; R. J. Voss, chief claim investigator; Jack Stewart, assistant superintendent of transportation; Joseph Shafer, chief special agent; Miss Koopman; R. W. Anderson, superintendent of equipment (hidden behind Mr. R. L. Haugh); L. S. Jones, superintendent of schedules.

## State Benefits Increased

INCREASES all along the line in benefits from California State unemployment insurance, disability insurance, and workmen's compensation were provided by the 1957 State Legislature, in its revisions of the Unemployment Insurance and Disability Codes and the Labor Code.

A summary of the major changes follows. They became effective on September 11, 1957, unless another date is shown.

### UNEMPLOYMENT INSURANCE

*Maximum Weekly Benefits* — Increased from \$33 to \$40. (Base period earnings required for maximum benefits increased from \$840 to \$1,120.)

*Disqualifications* — In case of voluntary quits and discharges for misconduct, a flat penalty of five weeks is provided. (Formerly a minimum of two weeks.)

### DISABILITY INSURANCE

*Maximum Weekly Benefits* — Increased from \$40 to \$50.

*Hospital Benefits* — Increased from \$10 per day for 12 days to \$12 per day for 20 days.

*Tax Base* — Increased from \$3,000 to \$3,600. (Base for withholding 1% from employe's pay.)

*Effective Date* — The above Disability Insurance changes do not become effective until January 1, 1958.

### WORKMEN'S COMPENSATION

*Temporary Disabilities* — Weekly maximum benefit increased from \$40 to \$50.

*Permanent Disabilities* — Weekly maximum increased from \$35 to \$40.

*Maximum Death Benefits* — In case of totally dependent surviving widow with dependent child — increased from \$12,500 to \$15,000.

*All Other Cases of Total Dependency* — Maximum benefits increased from \$10,000 to \$12,000.

*Partial Dependency* — Maximum benefits increased from \$10,000 to \$12,000.

## Operators — All Districts

*J. U. Aguirre:* A resident of Los Angeles for 30 years said he has never observed a more cooperative operator than Mr. Aguirre. He stated that Mr. Aguirre always operates his coach in a very efficient manner; is courteous to everyone, regardless of race, color, or age; calls all stops, not too loudly but in a plain clear voice that can be heard throughout the coach; and "he ought to be a superintendent."

*Louis Baca:* A pleasure to ride with after a hard day's work in town.

*J. D. Bauer:* Commended, along with operators *R. W. Brown* and *J. E. Martin*, for promptness and courtesy on a Hollywood Bowl charter motor coach excursion for the Soroptimist International of the Miracle Mile, Los Angeles.

*J. N. Bellone:* Boy of 13 called to commend him for being so courteous to children. "He never grumbles when he has to make change," and is very nice to tourists.

*L. V. Blackmore:* Courteous and efficient.

*O. M. Blanks:* Courteous, thoughtful and efficient; "a pleasure to ride with."

*C. F. Bloodgood* (two commendations: (1) Unusually helpful to a woman passenger on several occasions. (2) A letter was received from a member of a group who had chartered our coaches to Doheny State Beach and San Juan Capistrano. Woman stated that everyone was delighted with his kindness and careful driving and that he helped make their trip very enjoyable.

*R. D. Brannen:* Passenger stated in great detail how much she and many other people of Ontario enjoy riding with him because he is so courteous and efficient.

*E. R. Brown:* Very courteous and efficient, and also very alert, for he avoided what might have been a serious accident.

*R. C. Brown:* Courteous and efficient.

*R. G. Brown:* (See *J. D. Bauer.*)

*W. E. Burris:* Courteous and efficient.

*Edward Cernin:* An asset to the company.

*H. S. Christie:* Passenger expressed his appreciation because Mr. Christie returned a lost diary to passenger's home so that the gentleman did not have to come to town for it. "Surely here is an out-

standing example of service and consideration on the part of a man employed by the Metropolitan Coach Lines, which I ride so often and where I find the men so agreeable," wrote the happy recipient of Mr. Christie's kindness.

*R. R. Clark:* Passenger expressed appreciation because Mr. Clark waited for her as she was running to board his coach.

*M. B. Fox:* Letter received from Mrs. Day, Girl Scout leader of Troop 3, Venice, who wanted to commend him on behalf of herself and the troop of girls for a pleasant and enjoyable trip to Disneyland.

*H. A. Goforth:* Courteous and efficient.

*W. O. Gray:* Kind to a woman

when she became ill on his coach.

*J. W. Holland:* Courteous and efficient; "in every way" one of the best operators with whom the commender has ever ridden.

*H. C. Hunten:* Courteous and helpful to everyone; passenger "marvelled" at his patience and kindness.

*J. J. Jones:* "Did everything he could" to assist a male passenger who became ill on his coach.

*Joseph Heaney:* Courteous and efficient; patient in handling passengers.

*C. M. Hicks:* UCLA student wrote that he is courteous and extremely friendly and that he seems to take a personal interest in his work and

# COMMENTS

## Asbury Man Outstanding

September 7th, 1957

Dear Sir:

I am writing this to commend one of your drivers on what I consider to be outstanding performance of his duties.

Unfortunately, I did not think to ask this gentleman his name, but perhaps the following information will help you identify him:



W. H. WRIGHT

It was on the trip leaving Pasadena at 5:24 p.m., Friday, September 6, and the number of the bus as I recall was No. 110.\*

My wife and I had been visiting friends in Pasadena and were taking the bus to the S. P. station in Glendale. We were late in arriving at the bus stop, but this driver stopped and waited for us and even got out of his seat to assist us with our luggage. He was most pleasant and courteous in directing us on how to reach the railroad station in Glendale. We could not help noticing his friendliness and courtesy to everyone boarding the bus. During the trip to Glendale he stopped and got out of the bus to help two small children across a busy intersection.

In these days of oftentimes curt manners in the transportation people, it is rare indeed to see a person like him. His obvious interest in his job and in the people who ride with him do more to further good public relations than any amount of money spent on advertising. I hope you will show this gentleman this letter.

\*Records show the operator to have been W. H. Wright.—Ed.

Very truly yours,

D. P. CHANDLER,  
2824 Baylor St.,  
Bakersfield, California.

# DATIONS

passengers' welfare.

*G. L. Keely:* Very pleasant and helpful; makes a special effort to help and direct passengers to their destinations.

*H. R. Kerley* (two commendations: (1) Courteous, kind, efficient. (2) Always on schedule; courteous and efficient.

*J. W. Kipp:* Exceptional courtesy and consideration to his passengers.

*W. L. Lee:* Courteous and pleasant.

*G. H. Lemaster:* Commended for waiting for a passenger and for safe and efficient handling of the coach.

*R. R. Lepins:* Commended for operating the coach so well through Hollywood Bowl traffic and also for handling several "out of hand" passengers very effectively.

*J. E. Martin:* (See *J. D. Bauer.*)

*W. G. McBain:* Courteous and considerate to all his passengers.

*C. F. Miller:* Passenger lost her sweater on his coach and was very appreciative because Mr. Miller was of great assistance in seeing that it was returned to her.

*F. C. Mohawk:* Courteous, kind, and accommodating to passengers.

*J. D. Morrison:* Cheerful, pleasant, courteous and efficient.

*C. W. Neel:* Commended for his

consideration and kindness to an elderly lady. He made sure the woman got on the right coach after leaving his.

*E. A. O'Connor:* Courteous and efficient.

*A. C. Panzariello:* Commended for returning a wallet that a lady had left on his coach. What impressed her was the spirit in which it was returned. She also stated that he is pleasant and courteous.

*E. J. Pena:* Courteous and efficient; unusually patient in handling passengers.

*F. A. Peters:* Courteous and efficient.

*N. A. Plantamura* (two commendations): (1) Commended for his capability and alertness in avoiding what might have been a serious accident. (2) Courteous and efficient; very considerate and helpful to elderly people and visitors to the city. Gets a vote for "Driver of the Month."

*James Price:* Letter (from one of a group who had chartered our coaches to Doheny State Beach and San Juan Capistrano) states that everyone was delighted with his kindness, especially toward elderly ladies when they came off the bus.

*O. C. Pruess:* Commended for his driving ability and mental alertness

in coping with all emergencies while driving a chartered coach for a choir to Carlsbad, California.

*Louis Rappa:* Commended because he took particular interest to see that his passengers reached their proper destinations.

*E. F. Rogers:* Letter written on behalf of Echo Park neighbors commends his fine and excellent operation of his coach, combining capability with courtesy; nominates him as "driver of the month."

*J. M. Rogers:* Courteous and considerate.

*M. D. Rogers:* Courteous and patient in handling passengers delayed on the morning of September 4 when coach developed mechanical trouble. Went so far as to inform some employers of the delay to their workers.

*J. J. Shamblin:* Commended for kindness.

*C. J. Shaw:* Letter from an out-of-town visitor commends him for his constant friendliness and courteous attitude.

*L. B. Smith:* Very courteous and efficient; very pleasant and patient with young children as well as adults.

*W. R. Starkey:* Passenger left her wallet at home and he willingly, without hesitation, gave her two tokens and offered to lend her lunch money. (She returned the tokens in her letter of commendation to the company.)

*M. D. Tafoya:* Courteous and efficient.

*C. P. Trower:* Pleasant and courteous; other passengers speak well of him, too.

*H. J. Winnett:* Fine and excellent operation of coach, combining capability with courtesy.

*H. C. Woodie:* Noting that an apparently waiting passenger did not see his coach coming, Mr. Woodie stopped and waited for her, so that it would not be necessary for her to wait for the next coach, which would have been some time in arriving.

*T. J. Zito:* "Always courteous and answers all question with a smile. He is an operator who makes riding a bus to work a pleasure," wrote and attorney.

## Other Commendations

*Henry Vanden Brink,* division clerk, Van Nuys Division, returned a card case and Hotel Statler credit card to a gentleman who left it on a Van Nuys Coach.

## ... "Always A Bus From Here After"

Aug. 8, 1957

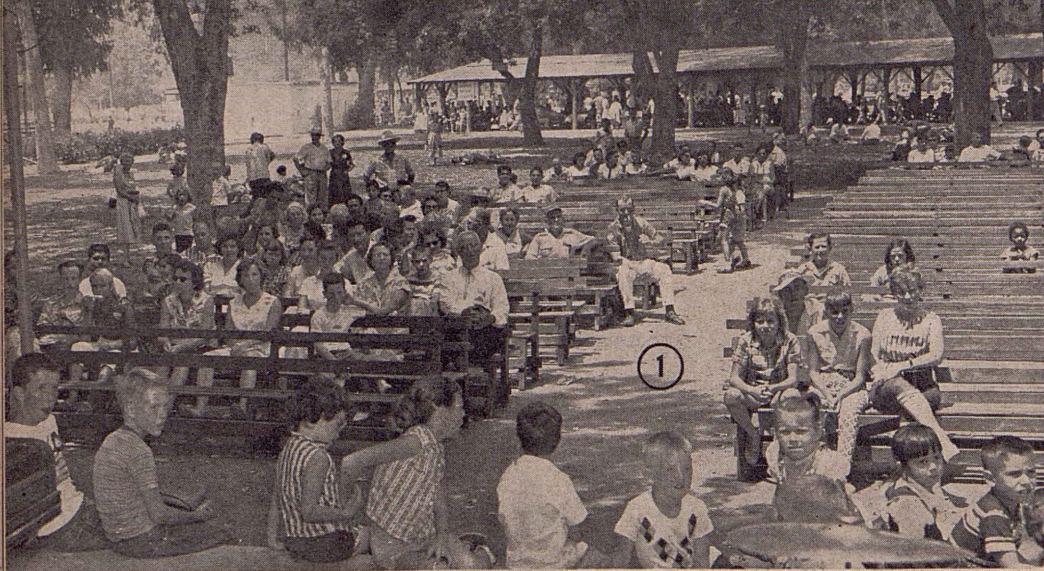
Manager  
Asbury Rapid Transit  
and  
Metropolitan System

For 27 years I have not been on any kind of a coach or bus — using my own car for everything — but due to traffic I decided to use the bus from Pasadena to Hollywood and another day from Pasadena to Los Angeles (Oak Knoll). To my surprise and delight I found both trips a change which pleased me very much. The coaches [have] WIDE SEATS — new, clean, cool, and really thoroughly delightful. No dread of parking a car — no being crowded into narrow seats & too close to strangers, etc. — all this has kept me off a bus for years — but no more. It will always be a bus from here after.

[Signed by a passenger living in Altadena]

# Employees' Picnic

AUGUST 11 BROOKSIDE PARK



## People

(1) The shady, well-equipped picnic grounds, with picnic tables under cover. (2) Operator John Starz and family. Clockwise from John are Janice, 10; mother, Irma; Arlene, 11; Valerie, 14½. (3) Division Clerk and Mrs. L. N. Velzy, left, enjoy talking with the family of Car Repairer G. M. Boswell. (4) Timekeeper Martha Falbaum, right, hands out pop and ice cream tickets to intending picnickers. (5) Mrs. Jerome Rondell, wife of operator, and their 8th child, Virginia Lee, born June 28, 1956. (6) Mechanic Kenneth L. Perry (right) and family.

From left: daughters Arleta and Kennette; son, Tyrone; mother, Doris. (7) Assistant Research Engineer A. K. Hartman and Timekeeper Della DeVol, left, sell tickets to the picnic. (8) Operator and Mrs. M. R. Riggs, standing, left, and their family. Others standing are Mr. and Mrs. Ira Tatman. Kneeling, from left: John Tatman, son of the Ira Tatman; James Riggs, Macy auto machinist, son of M. R.; James, Jr., 10 months; Mrs. Jane Riggs, wife of James and daughter of the Ira Tatmans. M. R. Riggs has 40 years as a motor coach operator, and has been 19 years on the Emery Park line. (9) On behalf of El Monte Dieseleers, R. F. Slocum, center, presents a cake and plaque to (then) Dieseleer President and Mrs. William K. Barham on happy occasion of their 32nd wedding anniversary.





## Entertainment-Games

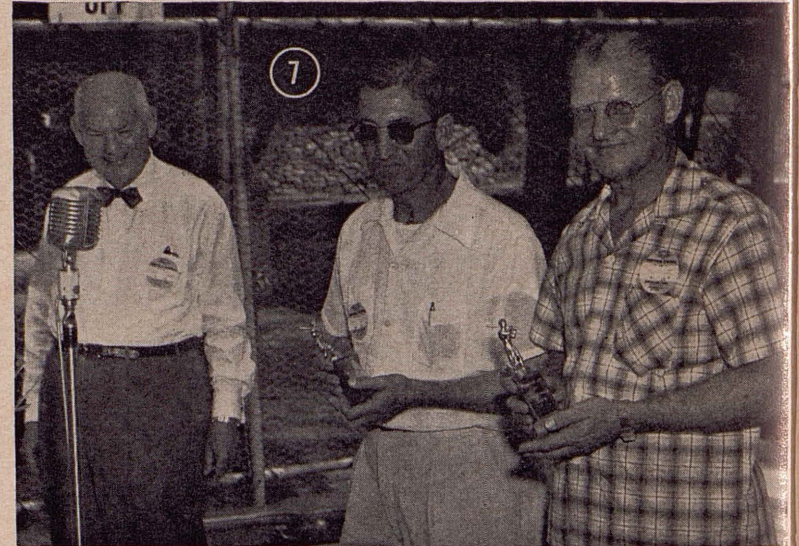
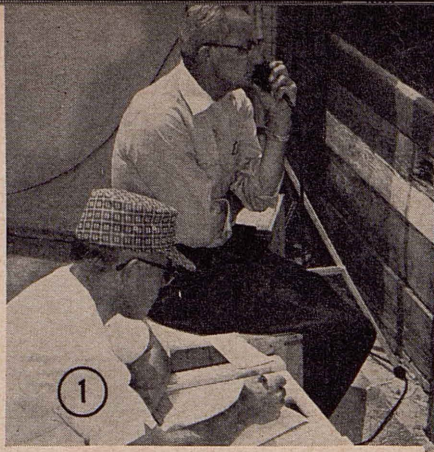
(1) Vic Laseter (trumpet) and his band played from bandstand all during picnic. (2) Songs by the Transportaires, directed by Annette Ness, added festivity and were much appreciated. (3) Ken Parker, Jr., wins foot race for kids six and under. (4) Operator Glenn Serres, who ran games, organizes contest to see who can finish off first a plateful of soda crackers without using hands. (5) Alan McGilvray, 10, son of Operator John McG., gets prize for winning foot race for boys 7-10 from Mrs. Helen Barham, who helped plan and run the games. (6) Sack race for men draws attention from the feminine contingent. From left are an unidentified contestant and Operators C. F. Alexander and F. H. Richart. (7), (8) Metro execs joined in a bubble-gum contest, in which Chief Special Agent Joe Shafer (7) and Superintendent of Equipment R. W. Anderson (8) were shining examples. Mr. Anderson won. (9) Emcee for the day was El Monte's F. H. Richart, left, shown introducing Picnic Chairman Norman D. Thompson to the crowd around the bandstand. Thompson holds his bandaged Chihuahua.



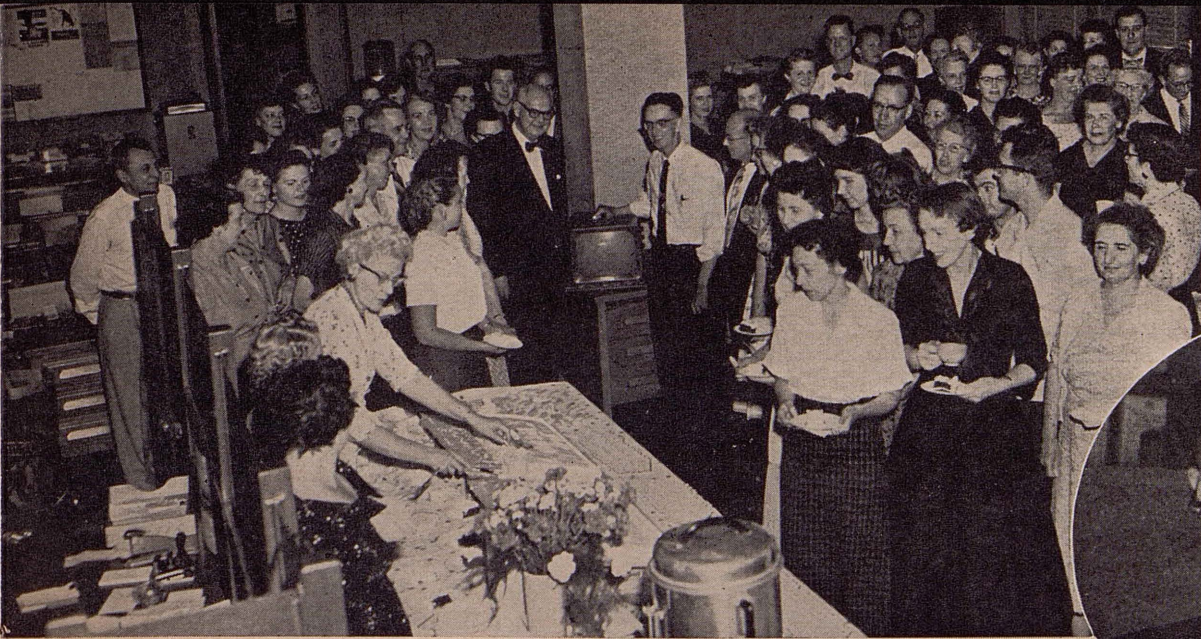
(More pictures on next page)

# EMPLOYEE PICNIC

## Softball & Food



(1) All-Star softball game being announced by League Manager James E. Hurst, with the assistance of scorekeeper Wimpy Comstock. All-Stars played a pick-up team because an unusual degree of illness at West Hollywood Division made it impossible for the champion Mainliners to get off that day. (2) W. S. Hawkins, of pick-up team, gets a hit. (3) The All-Stars. Front row, left to right: Kenneth Perry, Macy Garage; R. E. Raines, G. G. Smith, Glendale; Charles Christopher, El Monte; C. F. Haines and T. E. Pruett, Ocean Park. Back row, from left: C. W. ("Junior") Alexander and F. S. ("Pancho") Ruiz, El Monte; Jack Gerhardt, supervisor; C. C. Lindberg and E. F. Gilligan, Ocean Park. (4) Pick-up team. Front row, left to right: Carlos Holguin and Andrew Jackson, Macy Garage; G. R. Walker, El Monte; A. B. Bogartz, West Hollywood; R. J. Monday, Ocean Park. Back row, from left: W. S. Hawkins, service director; F. A. Griggs and Dick Veeh, Van Nuys; E. R. Clark, El Monte. (5) Among those watching the ball game were the Glenn Serres family. Right to left are Glenn's son, David; his friend, Sue Tange; daughter, Susie; father, Glenn; mother, Mina; son, Dennis, 10. (6) Picnic Chairman Norman D. Thompson, doubling as cook, opens a couple of big cans of olives. (7) President J. L. Haugh, left, presents individual trophies to West Hollywood Division Foreman Benny Kimball, center, and the only team member present, Jason D. Feller, on behalf of the Mainliners, champions of the Metro softball league for 1957. Twelve such trophies went to the Mainliners, in addition to the perpetual roving trophy. (8) At the soft drink stand, where 125 gallons of cold drinks were dispensed at the picnic. (9) Helping serve food: G. F. Long, Long Beach; unidentified; W. K. Barham, El Monte, cook; Fred Strom, West Hollywood; unidentified girl. Many others also helped out.



**FAREWELL PARTY** for Hugh Chesnutt (circle) was held in the accounting department offices as he retired from service September 30. He is shown grasping a portable television set presented to him by President J. L. Haugh (also beside TV set) on behalf of friends who contributed to gift. Farewell cakes and coffee were served to all.

## THREE OLD-TIMERS RETIRE

### Hugh D. Chesnutt

"THE SECRET of happiness is giving. The only real wealth is health."

These are the firm convictions of the accounting department's *Hugh D. Chesnutt*, who retired September 30—and these convictions are based upon his own experience.

With a work span that began in 1908, Mr. Chesnutt was at one time general agent for the Wells Fargo Express Co.; traffic manager and later Pacific Northwest representative for the Japan Cotton Trading Co. of Texas; and a broker in his own paint and varnish business in Los Angeles. Like thousands of others, he "went broke" during the depression and lost his paint and varnish business.

He came to PE in 1942 as clerk in the mechanical department at the West Hollywood car house, shifted to timekeeper in the timekeeping bureau in 1943, and continued in this capacity until 1953, when he

was forced by illness to take sick leave for 20 months. He came to Metro as sorter in 1955.

"I love work, and therefore try to do my best in any job, no matter how humble," he sums up.

A Mason since 1924, he has his 32nd degree and is a Knight Templar. He also has his 25-year pin as a member of the BRC.

A bachelor, Mr. Chesnutt looks forward to his new-found leisure as a greater opportunity to help others.

### Charles W. Knight

ONE of the original drivers for Pacific Electric when that company instituted motor coach service in Pasadena in 1923, Operator *Charles W. Knight* stepped off his last run on the Pasadena-Oak Knoll line August 31, after a total of 46 years of railroad and transit service.

Pasadena commuters will miss the familiar figure of their good friend Charlie, whose hair turned white during his many years of almost exclusively serving riders of

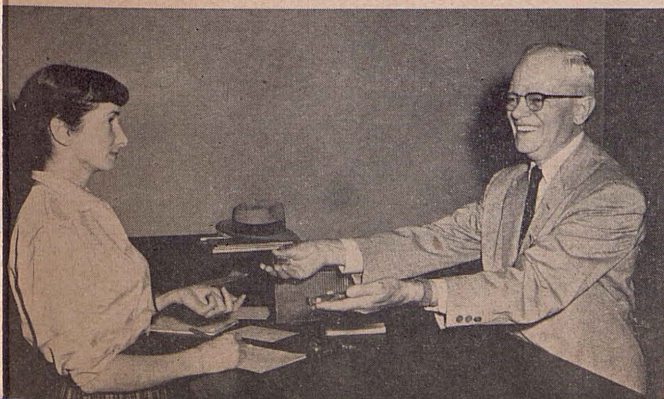
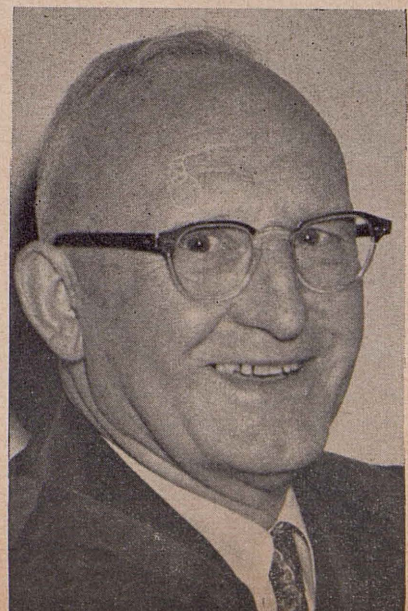
the Pasadena-Los Angeles rail and motor coach lines.

Charlie is proud of his record—who wouldn't be?—of no missouts in his entire 46 years of transportation service—which includes 10 years with the Northern Ohio Traction Co. at Akron.

A 32nd degree Scottish Rite Mason, he belongs to San Pasquale Lodge No. 452 in Pasadena, and has also been a member of the PE Masonic Club.

Of his plans for the future, he says, "I'm just going to let nature take its course. If my wife and I wake up some morning and feel like taking off for somewhere, we will!"

**CHARLES W. KNIGHT**



**NICHOLAS VON RIESEN**, Long Beach operator, makes his final turn-in of punch, keys, badge, etc., to Personnel Clerk Mary Rifi. It was his last day of work (September 17) after service with PE and Metro since 1942. He had reached retirement age.

# VARIETY LINES

## Chief Surgeon Urges Asian Flu Shots

IMMUNIZATION of Hospital Association members against Asian influenza at no cost to themselves is under way to the extent that supplies of the necessary vaccine become available, according to Business Manager *George Perry*, of the Association. The shots are being given in the main office, 924 PE Building, only.

"I strongly recommend that all employees take advantage of the vaccine," urges *Dr. E. C. Heringman*, chief surgeon, Hospital Association. "The U.S. Public Health Service states that it is effective in about 70% of the cases. Inoculation may prevent your losing several days of work.

"Reactions are very few. Where there is a reaction, it is neither severe nor incapacitating," the chief surgeon added.

As of October 21, about 400 had received full immunization, Mr. Perry states. A new series of inoculations was to begin about October 22 and continue at the rate of about 40 a day.

"Supplies of serum in quantity

sufficient to immunize about 350 people have been coming in about every 10 days." Mr. Perry says. "Of course, there is no guarantee that deliveries will continue with any regularity.

"To receive your injections, you must make an appointment with the Hospital Association," Mr. Perry advises. "Employees only are being immunized by the Association. Family members should make arrangements in their local communities."

Two injections are given in each case. The second is given two weeks after the first. Where it would work a hardship for an employee to make two trips, however, one large injection may be elected instead of the two smaller ones.

"It is asked that such election be exercised with discretion," Dr. Heringman requests, "as two small shots will furnish immunity to the individual, and most important, permit a great many more of our fellow-workers to receive immediate inoculations from our present scanty store of vaccine."



**"NO UNPLEASANTNESS"**—Chief Information Clerk Catherine Haldeman gets her second "flu" shot at the Hospital Association from Registered Nurse Mary Lynne Baker and exclaimed afterwards, "I have never felt so well as since I had my flu shots.—I had no unpleasantness—nothing!—I never even felt it!" Her feeling typified many.

Address P.O. Box 2064

"PLEASE ADVISE your correspondents that U. S. mail sent to Metropolitan Coach Lines should now be addressed to P. O. Box 2064, Terminal Annex, Los Angeles 54," urges Secretary-Treasurer *Richard L. Haugh*.

"We have recently had difficulty with the delivery of mail addressed to Metropolitan Coach Lines showing the mailing address of 610 South Main Street. This latter address is insufficient and may cause an appreciable delay or even loss of mail," Mr. Haugh added.

The proper address is:

Metropolitan Coach Lines  
P. O. Box 2064, Terminal Annex  
Los Angeles 54, California

## In Highway Emergency

TO REPORT an *actual existing traffic emergency* occurring in unincorporated territory *anywhere in California*, ask the telephone operator for ZENith 1-2000, advise the California Highway Patrol.

This is a toll call for which charges will be paid by the CHP.

But do *not* call this number if you wish to have any questions answered, for none will be, states the CHP. In the Los Angeles area, if you wish to question the Patrol, call NOrmandy 3-2213.

This information is for the benefit of all motorists.

(It in no way changes the current prescribed method whereby operators report accidents in which Metro is concerned.)

## Society Note

THE CHARTER ASSIGNMENT being carried out by three Metro operators for the Hollywood Bowl "Viennese Night" got their names and photos into the society columns of the Los Angeles Mirror-News last August 26.

*James May*, *Dave Nicholson*, and *Charles Carson*, the operators so spotlighted, were photographed together and asked by the Mirror's *Wanda Henderson*, author of the "Confetti" column, "what they would be doing with their Saturday night if they weren't chauffeuring Valley Carriage Clubbers. 'Happen to have a good telephone number? ... 'Oh boy!' ... Home, I suppose' ... in that order."

## WELCOME, NEW EMPLOYEES!

### Accounting Department:

MAIL AND FILE CLERK: Alvin Lorain Patterson.

IBM TAB OPERATOR: Lewis E. Ipsen.

### Maintenance Department:

AUTO REPAIRERS: Paul R. Cloutier, William Croix, Calvin Arthur Lay, James F. Smith, John D. Worth.

CLEANER-OPERATORS: Pearson McClen- don, Bobbie M. Sims\*, Henry A. Sims, Kenneth M. Sims\*, Ben Spencer, Jr.

MACHINIST: Robert G. Lefevre.

MACHINIST HELPERS: Ernest L. Olm- stead, Jerry L. Stamps.

SHEET METAL WORKERS: Joseph A. Perotto, William M. Simpson.

SPRAY PAINTER: John DePompa.

### Traffic Department:

CLERK-TYPISTS: Thomas Bushman Harris, Everett Leonard\*\*.

### Special Agents Department:

GUARD: Thomas O. Barnard.

SECRETARY: Trevor E. Walter.

### Transportation Department:

JANITORS: Willie H. Brown, Steve A. Ragland.

RED CAP: Ferdinand Monette.

TICKET CLERKS: Joan V. Masteralo, Stanley M. Strom.

OPERATORS: Joseph W. Blundell, Raymond A. Brown, Raymond H. Burmeister, Martin J. Cappello, James R. Campbell, Francis T. Clancy, Robert W. Cooper, George T. Davis, James Devine, William S. Dobrzykowski, Floyd J. Dunn, Billy B. Estes, Justin L. Gill, Norman W. Hand, Donald Dean Jewell, Jackson James Jones, Arthur Klingensmith, Jr., Thomas Lafayette Lisle, David L. Livingston, Joseph E. Macis, James Edward Martin, Walter Frederick Mulvihill, Clyde J. McKinish, Howard P. Notley, William P. O'Brien, Jr., Bernard Mallory Parsley, Johnnie H. Phillips, Warren J. Pierce, David L. Plant, Lawrence Price, Elmer Purtyman, Charles E. Ravens, Francis O. Rider, Ralph Risola, Thomas H. Robblee, N. Wayne Roisum, Wray Kenneth Russ, Erwin R. Sack, Dale Robert Saul, Gerald Joseph Seguin, Albert Eugene Summers, David L. Townsend, Robert Shipley Turner, Robert Lloyd Urmson, Louis E. Ventura, Orrin Elliott Walker, Byrom O. Wickman, Reginald P. Willing, Albert R. Yates.

\*Returned from military service.

\*\*Inadvertently omitted in previous issue.

"The real achievements in life must be paid for — and usually in advance." — *Joanne Griffith, eighth grade student at Walter F. Dexter School, Whittier, addressing audience at graduation ceremonies for her class last June 19.*



**BABY SHOWER ON TRAIN**—Operator W. C. Clements, expectant father, gets armfuls of gifts from his passengers on a Bellflower train. Facing camera at left rear is one of the instigators of the affair, Mrs. Elmer B. (Marge) Stowe, wife of instructor.

### Baby Shower for Clements

A BABY SHOWER was given Long Beach Division Operator *William C. Clements* by his passengers on the rail schedule leaving Bellflower at 6:51 a.m. last August 23.

"I wondered why I was getting so many people this morning," smiled Clements, as passengers loaded his surprised arms with gifts wrapped in traditional blue and pink.

### NEW ARRIVAL

THEIR FIRST CHILD in 12 years of marriage, *Glenn Williams*, a 9-pound, 14-ounce boy, was born to Operator and Mrs. W. C. Clements on September 27 at St. Francis Hospital, Lynwood.



FATHER CLEMENTS

### Author! Author!

A CHECK for \$100 reached News Editor *John P. Wagner* from The Reader's Digest in mid-September for a contribution he made to the Digest's "Life in These United States." The item appears on page 76 of the October issue.

"The envelope containing the check lay on my desk for several days before I opened it," chuckled John. "I thought it was just some advertisement! I had sent in the item two months before."

Among the ring-leaders in the affair were *Instructor and Mrs. Elmer Stowe* (she is the former Marge Zimmer who worked for some time as a secretary in the public relations department) and PE's *Jack and Evelyn Wright*. There were also *Mrs. Ralph W. Nixdorf, Mrs. M. A. Tillman, Fred Carrozzo, Nell Davis, Patti Barak, Caroline Query, David Glancy, Emadell Meines, Dolores Broekema, and Marguerite Aunkel.*

# VARIETY LINES

## Krafft L. B. Forum Head

ROLAND W. KRAFFT, Long Beach Division Foreman, and Metro representative since January, 1956, at the Long Beach Chamber of Commerce, has been elected program chairman for three months of the Chamber's Breakfast Forum, and will take over his duties effective January 1, 1958.



R. W. Krafft

He will preside over the breakfast meetings held each Wednesday morning at 7:15 a.m. at the Wilton Hotel, Long Beach.

The Breakfast Forum is open to all members of the Long Beach Chamber, and the weekly attendance is about 60-100, according to Roland.

Mr. Krafft paid tribute to the transportation department's speak-

er's forum for supervisory personnel in connection with his election to office in the Breakfast Forum.

"I'm sure the training I've had there helped me to win the Breakfast Forum election," he said. "It's given me confidence when speaking, and a greater ability to think on my feet. The speakers' forum has been a wonderful thing for all of us."

## \$10,000 to Chest

A GIFT of \$10,000 to the Community Chest was voted by MECCA at its administrative committee meeting held on September 12.

The money is to be allocated to the various Chests in the Southern California area in proportion to the number of MECCA members living in the Chest area concerned.

The Los Angeles Chest will receive \$9,363.48; the San Bernardino Chest, \$263.36; the Orange County Federation of Community Chests, \$260.42; and the Riverside County Chest, \$112.74.

The committee also voted \$500

## MECCA Has a Heart

GOOD NEWS for heart patients is the experimentation in vascular surgery now being carried on by Dr.



Dr. Heringman

*E. Craig Heringman*, chief surgeon, Hospital Association, with the help of \$500 allotted to his work by MECCA through its contributions to the Los Angeles County Heart Association.

Writing to MECCA (joint Metro-PE employees voluntary fund for charity) under date of September 3, Dr. Heringman said:

"I would like to inform you that the fund granted by Mecca through the Los Angeles County Heart Association to Dr. [T.B.] Massell and myself for research in vascular surgery is now being utilized. Work has been started in the Animal Research Laboratory of Cedars of Lebanon Hospital and we hope that the information that will be developed will add greatly to our knowledge in this field. I would like to thank you, for Dr. Massell and myself, for your kindness in setting up this grant.

"The work that we have done in the Animal Laboratory has paid great dividends in the care of our employes. We recently had a very successful case: one of our engineers has a plastic aorta that is functioning well. By working with animals we become cognizant of many of the problems that can occur in this type of surgery, and thus have been able to help our people better through the information that we have obtained. I know that the contributors to MECCA would be proud if they knew how their small monthly contributions are helping us to do a better job for our employes."

to the Muscular Dystrophy Association.

A letter of thanks to MECCA by *Dr. E. Craig Heringman*, chief surgeon, Hospital Association, was read at this meeting. For details, see "MECCA Has a Heart" (above).



**CAKE FOR DRAKE**—Employees of the payroll accounts bureau surprised their boss, Supervising Accountant Ual L. Drake (seated), with an early morning cake in celebration of his 57th birthday last August 16. From left are Mary Ellen Peterson, Sylvia Martino, Helen McDougall, and Phyllis Bonner. All are timekeepers except Sylvia, who is Mr. Drake's steno-clerk. Several other employes were also "in" on the birthday cake.

## Blood Bank Gains 32 Pints

THE TRAFFIC DEPARTMENT, with 11 donors, led all other departments as Metro employes gave a total of 33 pints of blood to the Hospital Association Blood bank through the Red Cross Bloodmobile set up in the PE building last August 20.

The transportation department, with eight donors, was the second largest group.

Five employes offered their blood but were temporarily rejected by the Red Cross after the routine tests.

The complete list of donors is as follows:

*Transportation*—Harold E. Anunson, Lonnie A. Campbell, A. Gary Evans\*, Eileen M. Halpin, DeVerne L. Ladhoff, Curtis Martin\*, John D. Puffer, John W. Vasconcellos.

*Traffic* — Jeanne A. Day, Douglas M. Johnson, John M. Larrabee, Albert Latvala, Everett Leonard, Rosalie P. Nevarez, Mark D. Swerdfeger, Murphy Swindell, James H. Taylor, Dewey K. Wallace, John A. Lee\*.

*Accounting* — Frank M. Carr, Anita L. Fitz, Sylvia E. Martino, Verna Lee Oldendorph.

*Claim* — Carl W. Berenschot, Paul A. Kari, Robert J. Voss.

*Public Relations* — Jean A. McGill, W. Warren Silliman, John P. Wagner.

*Special Agents* — William R. Chambers, Joseph Shafer.

*Personnel* — John S. Wilkens\*.

*Purchasing* — Earl M. Stanley.

\*Temporarily rejected.

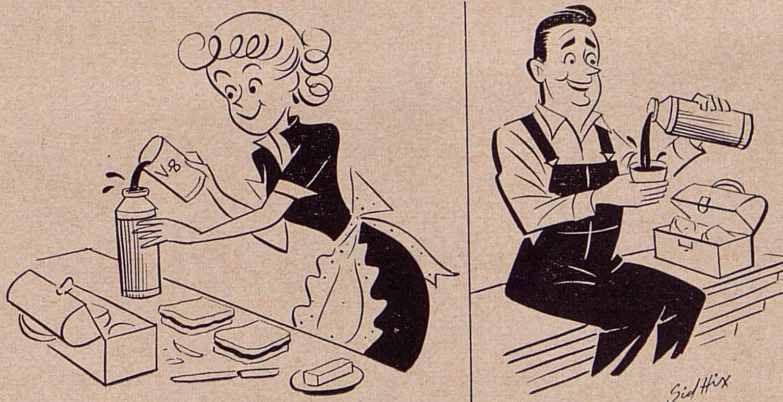
## "Scared but Not Panicky"

"I WAS SCARED, but I wasn't panicky," declared Operator W. E. Books after a psychopathic woman passenger had threatened him with a gun during several miles of his Venice Boulevard run to Culver City on Friday, October 18, during morning peak hour.

"I could have got the gun—I had 10½ years of training in the army—but I didn't want to take any chances on somebody getting shot. A squad car passed me at West Boulevard, but I didn't signal it because she might have shot the officers when they came in the door. They might not have been prepared.

"Yes, I had several compliments on the way I handled the incident," said Mr. Books.

## Vary The Lunch-Box Drinks



ONE OF THE MOST EFFECTIVE WAYS to make lunch-box meals more attractive often is overlooked. Whoever packs the lunch may do a fine job of varying the types of sandwiches, but not be equally imaginative in providing a variety of beverages from day to day.

Suit the beverage in the vacuum bottle to the type of sandwiches you make, if lunch packing is your responsibility. Alternate hot and cold beverages.

Your kitchen calendar can be a lunch drink check-list for the whole week. A suggested schedule would be: Monday, coffee; Tuesday, chilled V-8; Wednesday, hot tea; Thursday, cold chocolate milk; and Friday, milk.

Since most people who take their lunch to work are constant users of the lunch box, anything that can be done to break the monotony of plain and zestless sandwiches will add to their interest and enjoyment of the meal.

Something out of the ordinary, such as figs or dates, makes a delicious dessert. And the anticipation of such surprises adds to mealtime pleasure.

Try varying the wrapping material for the sandwiches and dessert. One day use wax paper; the next day aluminum foil; and the third day, plastic wrapping material.

If it is near a holiday, wrap the sandwiches and dessert in holiday paper napkins.

## Schedules Carry Bond Ads

IN COOPERATION with the U. S. Treasury Department, Metro began on August 15 to carry U. S. savings bonds messages in its time tables; particularly messages concerning the merits of the pay-roll savings plan for bond purchases. Sizes of the ads run from a third to a full time-table size page. The program will continue indefinitely.

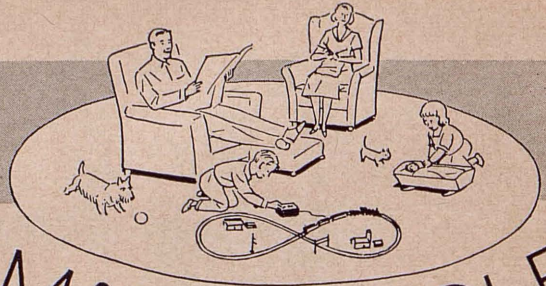
As a result of this public service (Metro runs the ads free of charge

to the government), Manager of Personnel W. C. Scholl has received a letter of appreciation from George E. Grieb, state director U. S. Savings Bonds Division:

"... an example of public-spirited cooperation over and above the regularly maintained pay-roll savings plan," wrote Mr. Grieb.

(Metro, as all know, maintains the latter plan for the benefit of employes who wish to buy U. S. savings bonds by pay-roll deduction.)

# WITHIN OUR FAMILY CIRCLE



## GENERAL CLAIMS DEPARTMENT

By PAUL A. KARI

CLAIM AGENTS climaxed the summer season when they threw a beach party at Huntington Beach State Park on September 28. Enjoying swimming, ball-playing and refreshments were Agents *Bill Berke, Jim Cragin, Paul Kari, Mike Marchante, Charlie Schwertfeger*, Assistant General Claims Agent *Charles Woodbury*, Chief Investigator *Bob Voss*, and their wives and families.

Office Supervisor *Carl Berenschot* proudly announces the birth of a strapping son of 8 pounds, 13 ounces to his wife, *Aubrey*, on September 20 at Cottage Hospital, Fullerton. *Mark Thomas* is the lad's name and he joins his brother *Ronnie*, aged 9 at the Berenschots' Fullerton home.

We hope to have Claims Adjuster *Don Hough* back with us and in the thick of things, after surgery at the Santa Fe Hospital.

Claim Agent *Paul Zook* has been receiving congratulations since his marriage to the former *Helen Wright*, of Pasadena. Paul and Helen were married at the First Methodist Church in Las Vegas, on September 15. The happy couple honeymooned for a week and are now at home at 407 N. Raymond, Pasadena.

## AULD LANG SYNE

(News of the Senior Employees Fellowship)

By F. B. EGGEMAN

ON SEPTEMBER 17, two hundred twenty-seven members of the Senior Employees Fellowship were entertained at the annual luncheon in the Alexandria Hotel, Los Angeles.

The ever jovial *Sylvania Haines*, accordionist, played old-time fav-



**F. W. HALL with his prize-winning sports car and trophy.—All that's missing is the pretty girl who presented it. (See Auld Lang Syne column for more details.)**

orite songs and many of those present joined in a song-fest.

It was a big day for the retired employees. They had an opportunity to meet old-time fellow-workers and there was considerable handshaking as they reminisced with old friends of the days of Auld Lang Syne, and listened to *Jack Birmingham*, master of ceremonies, as he introduced guest speakers.

Approximately 100 past and present Metropolitan Coach Lines and Pacific Electric employees and their families picnicked and fellowshiped together on September 29 at Washington Park, Pasadena.

There was never a dull moment, and ample food was provided for every one. Many said, "Let's do it again some time" and gave three cheers for *Bill and Belva Hall*, who made all the arrangements.

Pasadena Operator & Mrs. *F. W. Hall (Bill & Belva)* attended the Fifth Annual California Sports Car Club event (Concours d'Elegance) held at Santa Barbara on Labor Day. Bill entered his car, a French Citroen DS19, and won first prize in the \$3,000 to \$5,000 class. A beautiful gold cup (pictured herewith) was awarded Bill by a lovely lady.

## TRAIN TALES

From the Long Beach Division

By J. H. HOOVER

THAT OLD SAYING about taking the good with the bad has taken its toll in the Long Beach Division since the last issue of this magazine. Let us take the bad first and follow it with the good and hope that it leaves us in a better frame of mind.

To each of several men who have been off sick for some time we wish a quick recovery. The first is Operator *O. D. Reedy*, who has worked the Long Beach — San Pedro line for years. We hear that he is better now though and is home. It might do him a lot of good to see some of you fellows; that is, if you dropped in on him sometime.

Operator *R. A. Brooks* too, hasn't been feeling up to par. — Keep going, "Pappy," we know you'll be back soon!

Most of you have heard about Operator *L. E. Edmondson's* eye injury. By the time you read this "Ed" will most likely be working again but as a clerk. *Pat*, bless her heart, has asked me to thank all of you for the kindness you have shown to both Ed and her during this trial. Darn it! Some of the worst things happen to the nicest people.

A big welcome back to Operator *W. J. Oliver*, after his long stay at the vet's hospital. It has been whispered around that he is going to run for the secretary position of Lodge 406. Good luck and here's hoping!

Wonder what Operator *D. L. Anderson* needed four extra days for on top of his vacation — guess he can't get his line out of the water.

Has the location of Disneyland been changed? Operator *L. B. Disney* has a bid run on the Long





**MERCURY ON THE RUN**—The ultimate in Metro cooperation is shown by Charter Operator A. P. Drazin during the Laguna Beach Festival of the Arts season. Here he is assuming a pose as "Mercury on the Run," at the instance of Betty Woodside,

president of the Railway Business Women's Association (RBWA), in anticipation of the "Live Pageant of the Masters" to which he is about to take these RBWA members from the Metro Coach Depot.—Hollywood talent scouts, please note!

Beach — San Pedro line so that makes it his land — or does it?

That *Charlie Large* is true to his name. Everything has to be big or the best. Just recently his two daughters presented him with a granddaughter each! So that explains the reason for the inflated shirt front.

The new FAIR-MOR Club is going great guns. We now have a refrigerator, due to the kindness of Supervisor *Ray Hightower*. Thanks a lot, Ray, from all of us.

By the time you read this there will be a new set of officers installed as the head of the club. The ballots will be sent out soon through the mail to all of those members who are on the charter list and it will be up to them to choose the member they think is best suited for the job. I would like to point out one thing: **THIS IS YOUR CLUB, SO VOTE!**

And now a word about the men in San Pedro. You men can have a TV set anytime you want it. All you have to do is prove that you are willing to put forth the effort that the men of Long Beach have shown. So it's up to you.

## RIVERVIEWS

By THE LONE STRANGER

IF YOU SHOULD SEE "Cy" Syres cruise up in a flashy sports car it will be in keeping with a sudden turn of events and "*Anita Rottweiler*". This latter, an intriguing bit of femininity, arrived recently via Royal Dutch Airlines, no less, from Berlin, Germany, a gift of "Cy's" daughter living in that city. Mrs. Syres isn't objecting, as Anita happens to be a dog, rare in this country, of the Rottweiler breed. Only other of its kind known here in the States is owned by a Hollywood celebrity. So we expect "Cy" to be squiring Anita back and forth to the movie colony before long.

Not to be outdone, "*Bobbie Banks*" brought (?) home a beautiful collie pup. He soon found the dog taking over the People house leaving Bobbie full occupancy of the Dog house. That eventuality presenting a delicate situation, the four-footed one left (by request) to find more suitable quarters!

May we extend our deepest sympathy to the family of *Walter Wylie*, relief clerk of the San Bern-

ardino station. His sudden passing recently saddened all who had known and worked with him.

*Ed Erickson*, we're happy to say, has recovered from the rib injury he suffered while tripping a light fandango in the bathtub. A bar of soap in such a place is no assurance of a successful Arthur Murray course!

*Eddie ("Ha Ha") Combs* extended all an invitation to visit the San Bernardino County fair at Victorville, where his son, *Buddy*, had entered his prize-winning Ayrshire calf in the competition with the Future Farmers of America exhibit of Redlands High School. Buddy's calf, *Valley Star*, has already brought home two ribbons from the Riverside County fair at Hemet: a first in senior calf and a sixth for showmanship. We're sure Buddy will be acquiring many more prize ribbons.

September was a very eventful month for the *LeRoy Cox* family. Father and son, *Thomas*, celebrated birthdays the 27th and 28th with a lovely party — the family came into possession of a beautiful new Plymouth car they are enjoying

vastly — and finally, most exciting and precious of all, was the arrival of a third grandson September 24 at 3:58 a.m., *Gary Wayne Greer*, weighing in at 7 pounds, 1 ounce. Congratulations to the proud parents and grandparents. LeRoy says now they are ready and waiting for a granddaughter!

Mechanic *E. C. (Rich) Richardson* reports a harrowing experience. On a recent payday, while marketing for vegetables in a local super, his wife momentarily "countered" her purse, containing Rich's endorsed paycheck. Almost instantly she realized that someone had made off with her property. Needless to say, the episode was very upsetting, but the necessary steps were taken to stop check payment. A friend (to whom the couple would like to express their sincere thanks) came to the rescue monetarily speaking. We are glad to report that in a short time the wrong was almost "righted" when the purse contents arrived in the mail—including the now famous paycheck!

It is almost a sure thing that *Hal Doig* bagged (?) the first deer of the season enroute home from his Montana vacation. The fleet-footed animal lost a perpendicular and his life when he tried to dash in front of Hal's car. Other results were a badly damaged vehicle and an "all shook up" Metro operator, but luckily nothing serious human-wise.

The *E. A. ("Swede") Anderson* family have completed a new swimming pool 20 feet by 14 feet, which promises many happy hours ahead for the entire family and their friends.

## WEST HOLLYWOOD

By J. R. THOMPSON

OPERATOR and Mrs. *P. E. Holmes* have returned from a vacation trip to Ohio, where they visited P. E.'s mother, who resides in Hanover, and Mrs. Holmes' brother, who resides in Bryan. Some time was also spent to Toledo and Newark, Ohio, as well as in Chicago, Illinois, and Salt Lake City, Utah.

Former Supervisor *D. C. Noggle* spent a few days in Los Angeles recently and honored us with his presence for awhile. He says he is enjoying the fresh air and care-free life of Northern California,

where he is now residing.

Mr. and Mrs. *J. D. Feller* are planning a trip in November to Spokane, Washington, where they will visit their son "Chuck" and his wife, the former *Joan Passey* of Hollywood. The young couple were married last July 28 while Chuck was on leave from the Air Force. Joan was a member of the 1957 graduating class of Hollywood High School.

We are sorry to have to report that *C. W. Bell* is laid up with injuries sustained in a motorcycle accident.

The recent vacation trip of Operator and Mrs. *G. H. Todd* to Penn. was an unhappy one for the young couple, for upon their arrival there, they discovered that the father of Mrs. Todd was seriously ill and expected to live for only a short time. It was necessary for G. H. to return home by himself, leaving his wife to help care for her father, who we regret to say, has since passed away.



By GLENN E. SERRES

Our heart-felt sympathy goes out to the *E. F. Arthurs* on the loss of their thirteen-year-old daughter, *Kathryn Anna*, who was killed August 21, 1957. While coasting down a hill on a bicycle, she applied the brakes, found they didn't hold and ran through an intersection into an automobile.

It is hard for men to express their feelings at a time like this. The El Monte men expressed themselves by contributing generously towards the funeral expense. *F. R. Glover* took up the donations.

El Monte men are going to miss *Robert F. ("Cable Car") Slocum*, who took leave, effective in September, to enter the Episcopal Church Divinity School of the Pacific at Berkeley. Bob plans to enter the ministry after completing a three-year theological course. A PE and Metro man since 1943, he also found time to attend college during this time, and received his bachelor's degree in liberal arts at Los Angeles State College in 1954.

"Hope the Dieseleers are surging on to new heights," writes Bob from Berkeley, to your correspondent.



AT LAKE GREGORY—Day's catch by Operator Glenn E. Serres and son, Dennis, while others reported no fish in the lake.

"This is written with the farewell present [a desk pen set] — very useful. Again give them [the donors] my thanks."

Space doesn't permit more than a passing reference to Bob's exploits as a railfan. Several railfan clubs joined in a farewell tribute to Bob in the shape of a tour of Metro rail lines on September 7, with *Slocum* as motorman. *Emery Marks*, treasurer, Pacific Electric Railroad Society, sent in a large picture of Bob at the controls of Combo Car 498 that day.

Bob would like to hear from his friends and gave me this address for those who would like to write him: Episcopal Divinity School of the Pacific, 2451 Ridge Road, Berkeley 9, California. If you are in the territory call THornwall 8-3282. According to Bob, the school has but 131 students, and about a dozen on the faculty.

Bob resides on the campus, which is about a block from the north end of the U. C. campus.

Contrary to would-be fishermen's reports current at the time of my vacation my 10-year-old son, *Dennis*, and I found plenty of fish in Lake Gregory, as the accompanying picture shows. We caught our limit (15 each) every day between 9:30 and 10:30 a.m., at the same time that others were telling the owners of Camp Switzerland, where we stayed, that there were no fish in the lake.

## BOWLING NEWS

By CHARLIE HILL

THE 1957-1958 SEASON, which is the 31st of our own bowling league, started on its way September 13 at the Bonnie Brae Bowl with 16 well-balanced teams, and if enthusiasm is any evidence, we have the promise of another good, competitive season ahead. Many of the old faces are with us again and there are some new ones, to all of whom a welcome is extended to the fold. Good sportsmanship has always been the motto of our league, as it should be with all bowlers who wish to enjoy the fun and companionship that the game of ten-pins affords, and I feel assured that our present 16 teams will follow through. Ours is the oldest continuously operating league in the Los Angeles Bowling Association, and the efficiency of our organization in handling Association matters has been a source of recognition by the Bowling Association.

At the annual meeting of the league, "Wimpy" Comstock was re-elected to the presidency and Charlie Hill was again named as first vice-president and scribe. Lucy Comstock is the newly elected second vice-president (nothing like having a good assistant close at hand), and Betty Maloney, who has so efficiently handled the secretary's job during the past three years will again handle that job in addition to taking care of the treasury.

The climax of the Summer Mixed League was a most extraordinary affair. Going into the last week, the Scalpers team was one point behind the leading Four Bums, and these two teams were scheduled to bowl each other on the closing night. The contest ended two to one in favor of the Scalpers, creating a tie for the championship, and that same night a play-off was staged, the Scalpers winning the play-off. However, lo and behold, the president received a telephone call during the wee morning hours following, telling him that a ten-pin error had been made in the handicap, which gave the third game of the first match to the Four Bums by four pins, giving them the championship and making the play-off unnecessary. Unfortunately the captains of the two teams had failed to check the score sheet

## In Memoriam



THOMAS A. HOPKINS

### Research Engineer

THOMAS A. HOPKINS, research engineer for Metro, passed away in Oakland on September 28, after a three-months illness. He was 73 years old.

A former supervising engineer with the State Public Utilities Commission, Mr. Hopkins came to Metropolitan Coach Lines in August, 1954, to handle the preparation of engineering and financial studies for proceedings before city and state regulatory agencies.

Born in Chicago, Illinois, he received his engineering degree from the University of Washington, and was a structural engineer with the Interstate Commerce Commission before going with the CPUC. He was also a consulting engineer in the San Francisco Bay area for many years.

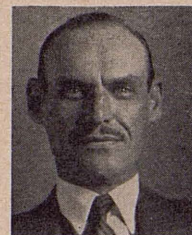
Hopkins is survived by his wife, Diane, of Oakland; and two children — a son and daughter, both of whom are married and live in Northern California.

before signing it.—Let this be a lesson to all of you captains, as that is a responsibility of the team captain.

Congratulations to the Four Bums team, consisting of "Tony" Brancato, "Vic" LaFrance, Kenny King, and Eddie Feltault, on having won a well-deserved Summer Mixed League championship.

### Ticket Clerk

RALSTON G. McGAW, 72, ticket clerk at the Metro Coach Depot, Los Angeles, died on August 23, shortly after he had filed for retirement. He had been on sick leave for almost a year.



R. G. McGAW

Born September 8, 1885, in Glencoe, Ontario, Canada, he entered PE service as a clerk at the Mt. Lowe Tavern in 1927. When the Tavern was destroyed by fire in 1936, he transferred to the passenger traffic department office, and shortly afterward to the city ticket office, where he worked at various times and at various points as parcel clerk, cash receiver, and ticket clerk.

A sister, Mrs. Loretta McNabb, of Glendale, survives him.

### Ticket Clerk

After a two-year illness, Ralph L. Williams, former ticket agent at Asbury Rapid Transit's San Fernando depot, died at his home on August 23. He was 55 years old.

A veteran transportation man since 1925, Mr. Williams was an Asbury motor coach operator from 1948 to 1955 and before that an operator for the Cincinnati Street Railway in Ohio.

Because of his illness, he became ticket agent in 1955. But for the past year he had been on sick leave.

Mr. Williams, who lived in Sherman Oaks, is survived by his wife and a daughter, Elaine, who is married and has two children.

### Ticket Clerk

WALTER F. WYLIE, ticket clerk at San Bernardino Station and an employe of Metro for only a few months, died on August 13. He is survived by his wife, Gladys, of 205 West 119th Street, Los Angeles.

Mr. Wylie was born in Providence, Rhode Island, July 14, 1913.

Return mailing address:  
Metropolitan Coach Lines, 617 PE Bldg.  
P.O. Box 2064, Terminal Annex  
Los Angeles 54, Calif.  
Return Postage Guaranteed  
Form 3547 requested



National Safety Council