Santa Fe Wins Intrastate Bus Fight

RAIL-BUS SERVICE IS COORDINATED

The State Railroad Commission Monday granted Santa Fe Transportation company, a California corporation, wholly owned subsidiary of the Atchison, Topeka and Santa Fe Railway company, right to operate buses intrastate in California.

The case, most bitterly fought and long drawn out in Commission history, opened in October, 1935, when Santa Fe filed applications to engage in point to point bus operations, principally through territory served by its rails.

The applications developed a new method for complete coordination of Santa Fe rail and bus service, synchronized and integrated; one rate, interchangeable rail-coach and bus tickets; optional routing rail or bus or in combination to common points; stop over privileges; joint use of all facilities; a sharp reduction in rail-coach fares.

Point at Issue

The installation of modern diesel powered streamliners on fast schedules San Francisco bay to Bakersfield via San Joaquin valley coordinated with bus to Los Angeles on an initial 9 hour-35 minutes over-all running time San Francisco to Los Angeles on a $6 fare base, became integral parts of the proposal.

Hearings required 148 trial days, developed a transcript of 17,205 pages approximately five million words, 584 witnesses testified, 855 exhibits were introduced. The case was finally submitted to the Commission December 31, 1937, more than six months following close of hearings being required by contestants to complete and file briefs and digests of testimony.

Initially the case involved the point of public convenience and necessity for the service, Santa Fe contending the applications were in such interests. Protestants, Southern Pacific, Motor Transit, Pacific Electric and Pacific Greyhound holding they rendered sufficient service, the proposals were not in public interest.

Fleet of Streamliners

Santa Fe is the only system under single ownership operating between California and Chicago, operating approximately 13,350 miles of railway between San Francisco, Los Angeles and San Diego on the Pacific Coast and Chicago in the east, with lines extending to the Gulf of Mexico.

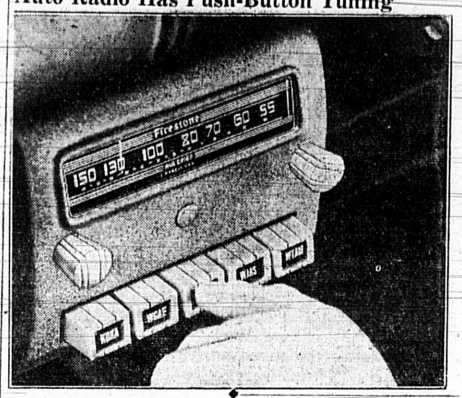
Today Santa Fe operates the largest fleet of streamlined light weight steel, air conditioned passengers trains in the world—13—to which will be added the new streamliners proposed for service in the San Joaquin valley.

Fares on the new service to start this summer will be at the rate of one and one-half cents a mile. Bus lines will closely parallel the Santa Fe's rail service in the state and passengers will be permitted to take part of their trip via bus or rail, unlimited stopovers, and resume their trip on either bus or railway.

MOTHER AND DAUGHTERS BANQUET

Mothers and daughters will enjoy a potluck dinner at the Central Evangelical guild hall at 6:30 p. m. Friday evening, May 6. The affair is sponsored as an annual affair by the Women's Missionary Society, who invite mothers and daughters to make reservations early.

Auto Radio Has Push-Button Tuning



There is no means of mechanical or electrical control that is quite so simple and easily operated as the ordinary push-button device, declares Don Miller, manager of the local Firestone Auto Supply & Service Store, as he describes Firestone's revolutionary new auto radio with push-button tuning. This new radio, latest addition to the Air Chief line, has just been put on display at the Firestone store and is already attracting the attention of hundreds of car owners. "It is just as simple to pre-select and tune in a station on this new radio as it is to snap an electric light switch or ring a door bell," Miller says. "Just push the button. There's your station tuned to the spot of best reception. The complete job is done in an eyeflash and a three-year-old child can operate the tuning controls just as well as a grown person. It requires no manual manipulation after the control button clicks."

Congress Race Is Wide Open

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Among some of the more early entrants in the field of conjecture if not of open candidacy are: Assemblyman Fred Reaves, Dr. F. McLean Campbell, San Pedro, who announced his intentions several weeks ago; James J. Boyle, state assemblyman, who asserts he has friends urging him to run for Congress but he has not made a decision as yet; Mrs. Colden and her daughter, Abbie Bel Colden, who was active secretary to the late Congressman for the past five years, are not removed from possibility.

Lomita already has a candidate in the race in the person of Lee Monroe, realtor; L. A. Councilman Franklin P. Buyer is being mentioned and so are Lee Geyer, stormy petrel of Gardena's teaching profession; Clifton Hix, San Pedro attorney; Richard R. Kilroy, writer; Postmaster Leon L. Dwight of San Pedro; John Rawls, former state assemblyman; Tony Entenza and others.

Torrance has several possibilities but none are known to be active in the traditional gesture of "sounding out one's friends" so no local names can yet be mentioned.

Funeral Friday for Rep. Colden

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souri where he had taught school and was editor of several country newspapers, engaged in real estate and contracting business. He became president of the San Pedro Chamber of Commerce and while serving in that capacity was appointed to the Harbor commission. Shortly afterwards he entered politics by winning the first place on the Los Angeles city council to be held by a San Pedran. He served two terms from 1925 to 1929 and was president of the city planning commission and a member of the playground commission.

Mr. Colden was elected to Congress in 1932 and re-elected in '34 and '36. He was instrumental in securing P.W.A. allocations for the Torrance civic center buildings and was a consistent champion of any governmental projects to improve this district.

Postmaster's Tribute

Among these were many naval works and adequate coast defense measures. Friends here declare that he always worked for the people's interest and assert he, as a public official, did much to aid the growth and development of the Harbor district.

Postmaster Earl Conner, who received his appointment in 1933, soon after Congressman Colden was elected a member of the House of Representatives, said this week:

"I have lost a very great personal friend and a man whom I have always trusted for thoughtful counsel. The Congressman was one of the best friends Torrance ever had and he was always willing and eager to carry out the duties of that friendship. To Mrs. Colden and the children I extend my sincere condolence."

FORD IN FLEET

Gleaming in its black finish, with gold lettering on both sides, a new Ford radio-equipped sedan was delivered to the local police department for patrol use Saturday by Schultz and Peckham, local dealers. The net cost to the city was $738.55.

Racing Motorists Escape Arrest When Cop Forgets Equipment

What is the most embarrassing thing that can happen to a motor cop?

Motor Sergeant Ernest Ashton of the Torrance police department knows the answer and it comes from a face-reddening experience of last Sunday.

Patrolling Sepulveda boulevard from the Redondo Beach city line east, he observed two cars burning rubber in a spirited race. One was a Cadillac sedan, the other a new Ford. Ashton took out in pursuit of the racers and "clocked" them at 86 miles an hour before he could bring them to a halt.

Dismounting from his motorcycle, Ashton, in the manner of motor cops the country over, removed his gloves and reached in the leather receptacle back of his seat for his "book" of blank traffic citations.

It wasn't there.

Then he remembered he left that all-important book at the police station. By this time the drivers of the two cars, an elderly man in the Cadillac and a youngster in the Ford, were engaged in a dispute that was about to come to blows.

The oldster accused the youngster of provoking the race and arousing his sporting blood to the extent that he (the Cadillac-er) was about to get his first speed ticket in years and years. Cadillac said he was "blank-blanked if I was going to let a Ford pass me!" and Ford retaliated with "well, it looked like you wanted to give that crate of yours a work-out so I just accommodated you."

Just before the enraged motorists were about to exchange blows over their impending arrest, Ashton stepped between them, admitted he was without citations and advised them to go their way in peace and keep within the speed limits.

"But I looked everywhere for a hole to crawl into when they realized I could not write out tickets and began to snicker at the plight of a motor cop without his 'book.' I even think my badge turned red with embarrassment," Ashton confessed.

Patients Given Easter Favors by Jr. Red Cross

Patients confined at Torrance Memorial hospital were not denied any recognition of the Easter festival last Sunday.

A number of attractive, handmade favors were presented the institution by members of the Red Cross of this city and these decorated the trays carried to the patients for their luncheon.

City Engineer's Death Ends Fine Service Career

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trate to the center of the rich ore fields.

Later he made some 14 other trips back and forth to the gold district and when he finally left Alaska the only passage he could secure was aboard a windjammer whose captain was none too sure of his navigation abilities because of his fondness for rum. Buffeted by storms and bound by fog, the homeward journey to San Francisco's Golden Gate took 45 days.

His Achievements

As City Engineer of Torrance, Mr. Leonard was often consulted by Los Angeles city and county authorities and his rich experience was called in service a number of times by state engineers. Among his last works to benefit the city was the compilation of data that lead to a new scale of apportionments to county and cities of the state gasoline tax.

Shortly before he was forced to leave his office he had completed engineering work on a proposed re-zoning of the entire city. This is now awaiting final action by the city council.

The municipal park and playground, the civic center buildings, municipal water system and scores of other community improvements were planned by him or executed under his personal supervision. His keen engineering mind was constantly at work on civic projects and nothing was too small to escape his close attention to details.

Mayor William H. Tolson, speaking in behalf of the city council, said: "Mr. Leonard was our mainstay. His service as City Engineer was only equaled by his sterling character and honesty of purpose. All of us have lost a great citizen and a tireless worker for the city and my own feelings are those of a man whose best friend and closest adviser has gone away. We know now that we can never replace a man like Mr. Leonard."

In addition to his wife and daughter, Mr. Leonard is survived by a brother, Homer O. Leonard of Kansas City, Mo., and a niece, Jessie Fink of Greeley, Colo. Mrs. Thomas Ulrich was soloist at the funeral and cremation followed at Pacific Crest. The bier was banked with a great many floral offerings from friends and organizations which held the City Engineer in highest esteem.

The Misses Jane Johnston, Betty Stevenson, Mary Peckham, and Ruth Bankard of Redondo Beach, spent the week-end at Balboa.

Mrs. L. G. Barkdull and Miss Julia Quayle visited over week-end at Clearwater.

TWO MINOR TREMORS

Two slight earth tremors were felt here Tuesday but their force caused no damage. The first earth jiggle occurred shortly before 6 p. m., and the second one was between 9 and 10 o'clock.