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*Franklin  
Delano  
Roosevelt*

*Thirty Second President of the United States*



## *In Memoriam*

Franklin Delano Roosevelt, Thirty-second President of the United States, is gone. His hand is stilled in death and he now rests on a peaceful hillside overlooking his beloved Hyde Park estate.

Like a million other Americans, he was a casualty of this war, giving his life that men might live on in freedom. That he should have passed away at this moment in history when his cherished ambitions were so close to realization, is tragic.

Franklin Delano Roosevelt was born January 30, 1882, at the same Hyde Park estate where he now sleeps. He attended Harvard where he became the editor of the Harvard paper, "Crimson." Upon graduation he entered public life by choice, with the full intention of making it his career. That he fulfilled that intention is evidenced by his record.

His first venture as a public servant came in 1910 when he was elected to the New York Senate. Under Woodrow Wilson he served as Assistant Secretary of the Navy, and in 1928 was elected Governor of New York State. He served two terms in this capacity and during his second term was nominated as Democratic candidate for the office of President of the United States.

Franklin Delano Roosevelt was the only man in history to be elected to that high office four times. His twelve years as President were momentous and turbulent. Under his presidency, the United States struggled through the depression. Under his presidency, the United States recoiled from the shock of Pearl Harbor to the point of imminent victory in Europe and a flowing tide of successes against Japan.

His part in the planning of this Nation's and the United Nation's war against fascism was a major one. But the burden he bore was too great. He died a casualty of war.

Never in the history of the world has such tribute been given to a man as has been paid our late President. With the exception of our enemies, all nations went into mourning. Eulogies were given by men and women from all walks of life. Those with oratorical prowess spoke long and eloquently, extolling his virtues, and those of simple verbiage said softly, "He was a great man."

Yes, Franklin Delano Roosevelt is gone. He died in the service of his country.

May he rest in peace.



# They're here!



All dressed up in their new colors of white, bright green and yellow, the first thirty-seven coaches roll into service, bringing proof of better and more modern transportation for Los Angeles.



FOR awhile it seemed that fate didn't want Los Angeles to have new coaches, for when they rolled off the assembly line at the factory in Cleveland, an embargo was placed upon all freight—all flat cars were requisitioned to carry tanks, guns and implements of war. No one knew when the few coaches which had been shipped by freight would actually arrive in Los Angeles.

The Fitzgerald brothers promptly rounded up nine of their best men in Chicago, sent them to Cleveland posthaste, and a convoy of eight coaches were driven across country to this very strategic area. The balance of the thirty-seven coaches came later by rail when the embargo was lifted, and are now being rushed into service as fast as they receive their new paint jobs. Twenty-two are to operate out of the Sixteenth Street Coach Division and the balance of fifteen will be sent to the Los Angeles Motor Coach Lines.

In charge of the convoy was Russell E. Lundberg. His tale of the trip across country is truly colorful. He says that the coaches were driven at a top speed of forty miles per hour and that they were driven every day beginning at five in the morning and they stopped at sundown. Mr. Lundberg tells us that when the convoy would pull into a gas station, the excitement ran high as most of the stations had been selling only four or five gallons of their product



at a time, and to have eight big coaches pull in and pump them dry was something out of the ordinary.

In most of the towns through which they passed, the local coach drivers would congregate around the new coaches, trying out the buzzers, and the steering wheels and gear shift as drivers are wont to do. Their expressions were many, such as, "Why can't we have these?" or "Boy, I'd like to drive a coach like that!"

When the coaches would stop at night, Mr. Lundberg would drive one around the town trying to find

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Top: Lineup of coaches with their drivers the night they arrived from Cleveland. Upper right: Mr. and Mrs. Russell Lundberg and Mr. and Mrs. Ralph Dodds leave the coach in which they traveled across country. Mr. Lundberg, a member of the maintenance supervisory staff of the National City Lines, had charge of the convoy. Mr. Dodds, General Passenger Agent of the Southern Limited, one of the properties operated by the National City Lines, drove one of the coaches. Center right: R. E. Sanchez of the South Park Shops puts the decal of the Los Angeles Transit Lines insignia on the first coach to be painted in the new colors.





# IT ISN'T

## If You Don't *GET* It!

**Y**OU and I are now receiving a part of the profits that jingle jangle through the fare boxes as an incentive bonus. It's our personal business to make sure that every single fare is paid. It's to our advantage to make our incentive bonus permanent, and the simple way to accomplish this is to keep the profits rolling in.

Perhaps you, personally, never miss a fare, but fares are being missed. The total amount of the loss has been approximately established. We operate over 20,000 trips daily, and according to calculations made on a percentage basis, the staggering figure of

around \$1500.00 never enters the fare box. How would you like to have that amount added to your check?

**Fares are being** missed — not one on every trip, for on some trips there are none, and on some there are many. It all depends upon the man or woman doing the collecting.

Ever since old Dobbin plodded ahead of a horse car up Main Street, there have been fare evasive passengers. When the conductor in the old days gathered nickels as he squeezed through the car, there were those who looked away, unconcernedly, as he passed. He became a stu-

dent of human nature. He could tell at a glance just who had paid.

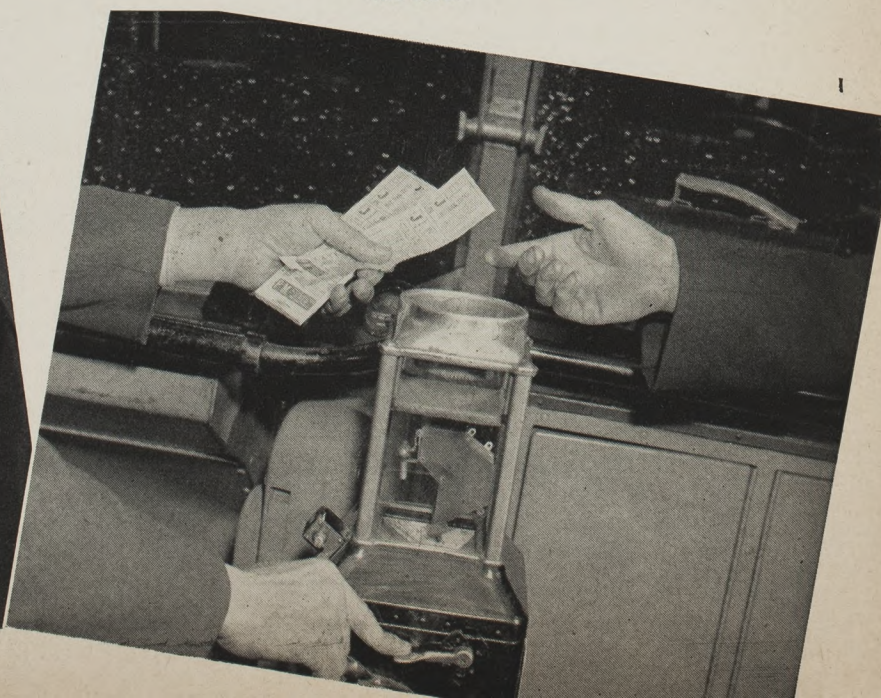
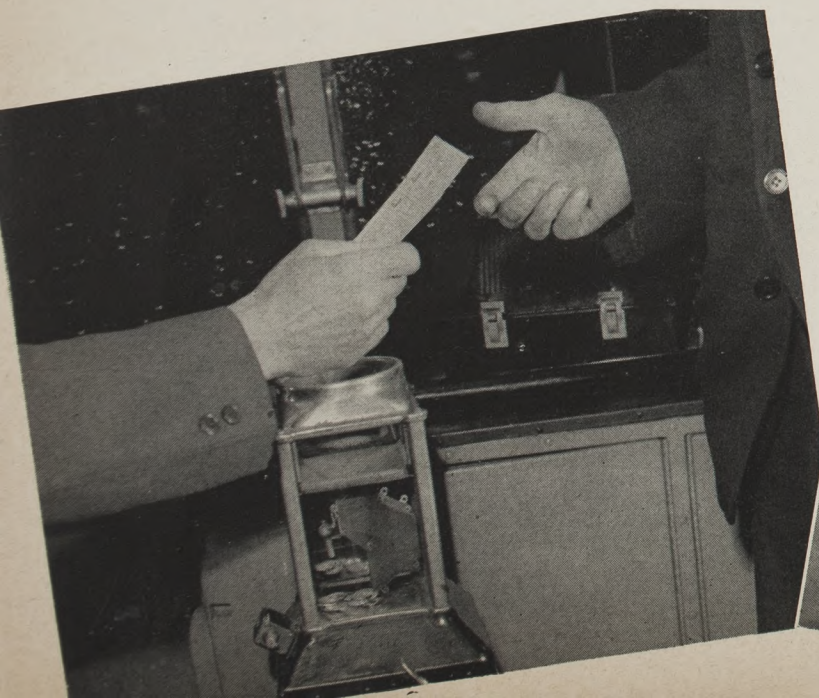
**Many ideas down** through the years have been adopted to stop fare chiseling. At one time a transfer was devised showing pictures of people, three men and three ladies. Each wore a different type hat, and the conductor punched the picture which resembled most the passenger paying a fare.

**We're all familiar** with most fare evasion tricks: the palmed coin (see right top of opposite page), the pass which has been cut in half, furnishing transportation for two people, the passenger who

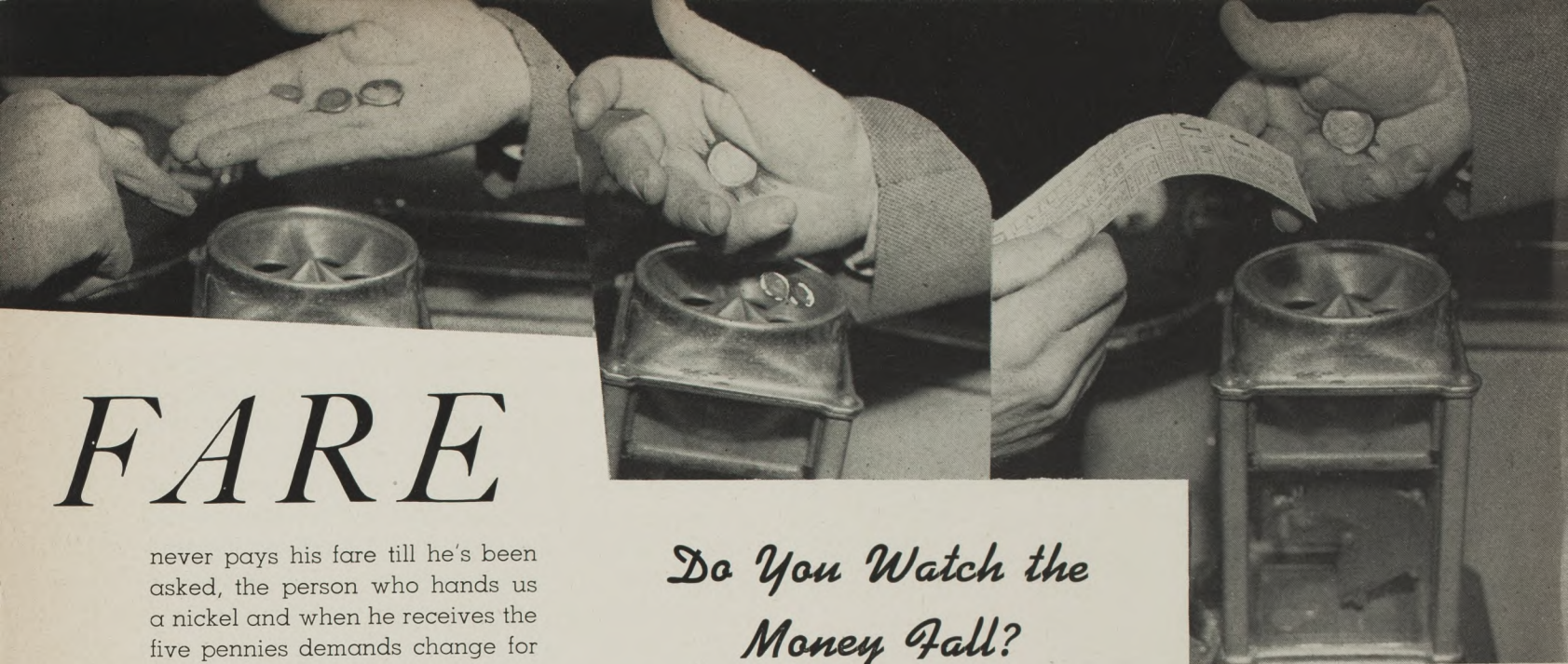
## *There's a Wrong Way and a Right Way*

The wrong way is to leave coins on the inspection plate and hand out transfers promiscuously.

The right way is to flip the coins from the inspection plate and hand the transfer to the passenger after he has paid his fare.







# FARE

never pays his fare till he's been asked, the person who hands us a nickel and when he receives the five pennies demands change for his "quarter," and many, many others.

**Yes, we meet** these fare evaders day after day, but did you ever stop to think that often it is we who make them that way?

**Most people are** inherently honest. For instance, a man boards the car with his money in his hand and waits patiently for the operator to take his fare. The operator of the car or coach is busy, or perhaps talking, so the man figures that he had better grab a seat. He holds the money in his hand waiting until he thinks the operator is ready to make change. If the operator ignores him, he may pay his fare as he leaves the car. The second time he is ignored he will forget to pay it, leaving by the rear, and the third time he has formed the habit of holding

## Do You Watch the Money Fall?

back his fare. This passenger then becomes an habitual evader. He keeps looking for a lax conductor. He can tell when the car pulls up to the safety zone and the doors are thrown open, just what type of an operator with whom he has to deal.

**After much practice** this evasive passenger becomes very adept. He squeezes by the rest of the passengers, always with his hand partially up. He watches the conductor closely and moves slyly to his seat, always ready to pay his fare when he is called upon to do so. Sometimes the passenger begins to make a game of it. He doesn't think it is dishonest to beat the huge car company, and he devises tricks. He'll hold a nickel and two pennies in his hand, drop the

two pennies and ask for a transfer.

**With the cars** and coaches crowded to the hilt, we must expect some evasions, but an alert conductor or operator, who knows human nature and knows his business, can get most of the fares. It is not necessary for him to look at each person and ask him for his money. By being impersonal when saying, "Fares, please", the evasive passenger feels guilty when he hears it. He feels as though it is directed at him personally, and he generally steps back to the fare box, which he has just passed, and deposits his coins.

**The operator should** always try to get the fare from the first passenger boarding, to hand out trans-

*(Continued on Page 20)*

## A "Fare Evader" in the Making

Passenger on crowded car has fifty cents ready for conductor to change, but the conductor is busy.



Passenger begins to feel that the conductor isn't interested in the fare.



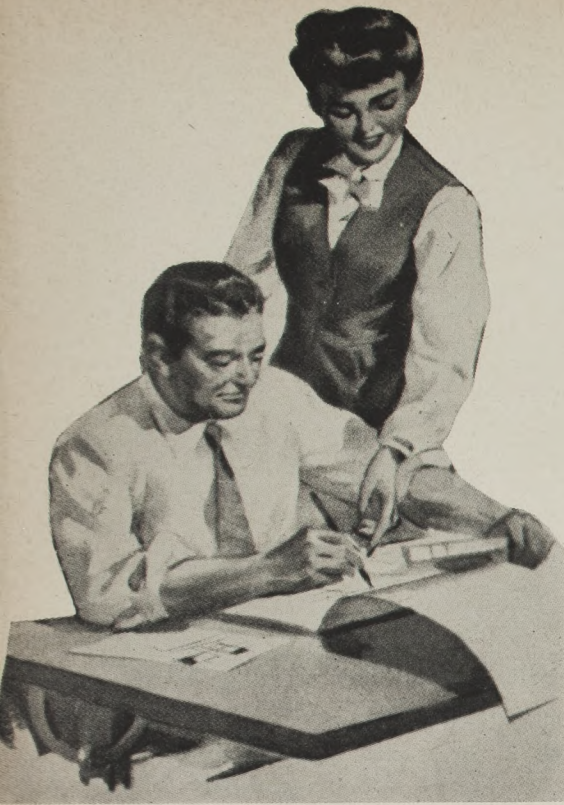
Passenger is ahead seven cents as he leaves the conductor's station.





# Dear Ladies

## PLAN Tomorrow's



**Y**OUR war bonds will build your dream home of tomorrow—the dream home in which the kitchen will be the main feature. Kitchen planning specialists are designing kitchens to give you convenience, comfort and color, for the heart of the home is the kitchen—the most lived in room in the house. Besides cooking and eating, the kitchen is used for entertaining, planning menus, and other tasks.

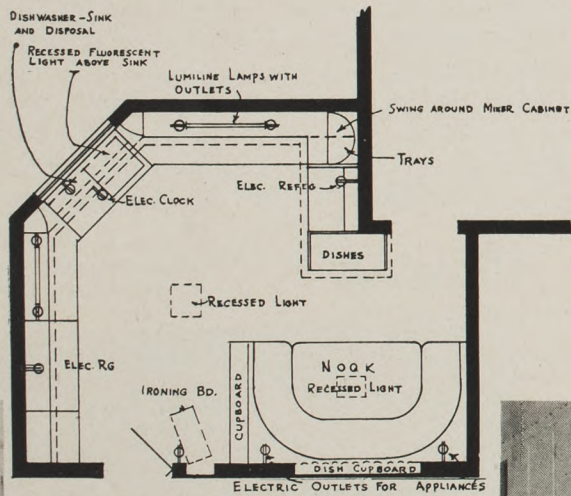
Whatever type of kitchen you plan, consider your three work centers—the refrigerator, the sink and

the range. Picture the work centers as you would an assembly line in a factory. The food is first put in the refrigerator after it is brought through the service porch. From there it moves to the sink for cleaning and preparation, and then to the range or finishing point. The most ideal arrangement would be to build the sink between the refrigerator and range, making a triangle so that you'll save steps.

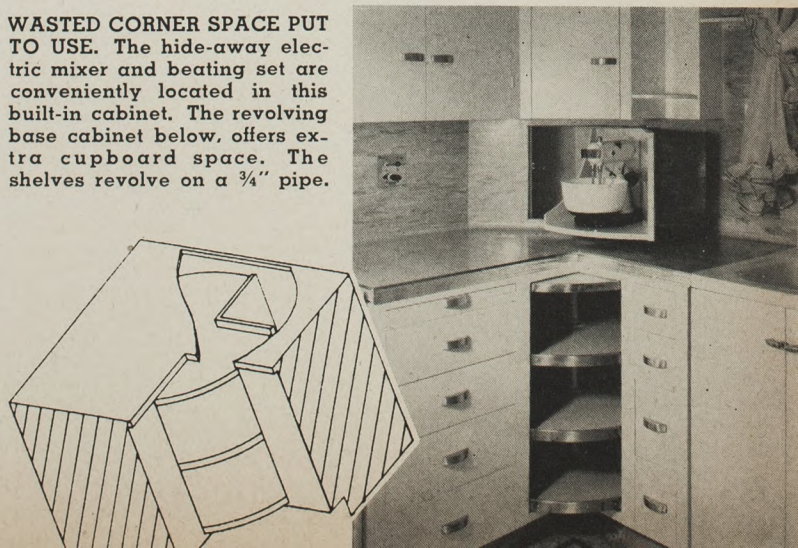
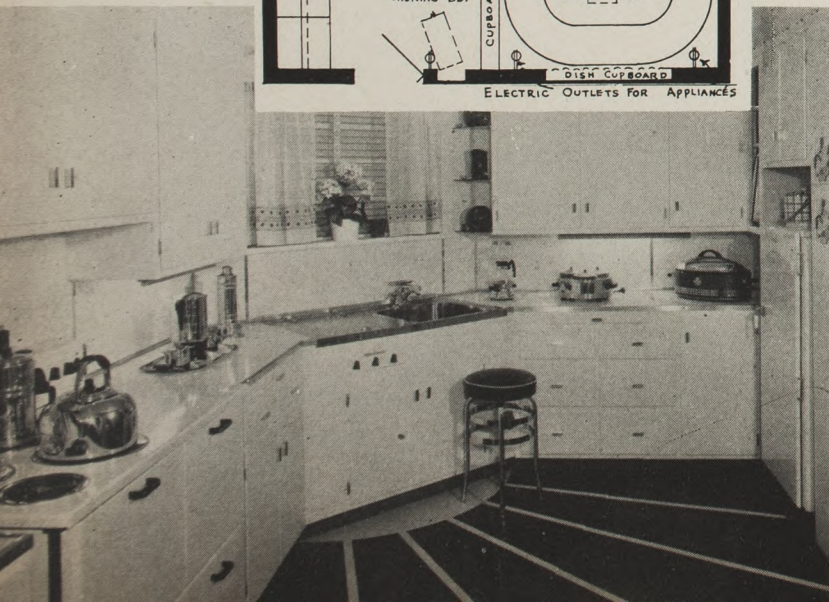
You can include your mixing center along the assembly line. Plan to have it between your refrigerator and sink as the items used in making pies, cakes, desserts, salads and casserole dishes most always require refrigeration. A handy cupboard above or near the refrigerator should be planned for staple goods and equipment used in preparing foods. Adequate lighting and wall sockets for your electric mixer are essential, too. The working space or the counter should be near the sink, with a stool to provide relaxation.

The center part of your assembly line is the sink, or preparation center, and that particular part of the kitchen should be carefully planned. For instance, you should have an automatic dishwasher, and above all, a garbage disposal next to it so that the peelings from vegetables and fruits may be disposed of quickly. To save steps, everyday dishes and glassware may be conveniently stored in a cabinet over or under the sink.

The cooking center, or finishing point of the assembly line, should naturally be near to the breakfast nook or dining room so that hot foods need to be carried only a short distance. Be sure to include a light above your stove and plan for plenty of storage compartments. You'll need them for pots and pans and cooking utensils, also for supplies used while preparing meals. And a small vertical compartment should be built next to the range for serving trays so that you'll save steps when car-



**WASTED CORNER SPACE PUT TO USE.** The hide-away electric mixer and beating set are conveniently located in this built-in cabinet. The revolving base cabinet below, offers extra cupboard space. The shelves revolve on a  $\frac{3}{4}$ " pipe.





# Kitchen TODAY

rying foods to the table. Include a ventilating fan above this cooking center, to take away smoke and disagreeable odors. You may wish to add additional low cost conveniences around this center. For instance, an electric hot plate shelf built directly above range can be used as a food warmer. This wonderful innovation will present "ohs" and "ahs" from your friends and neighbors. And if your kitchen dreams have reached an advanced stage, you'll plan a vertical sliding door in back of the hot plate shelf so that from the dining room all you need to do is to raise this vertical door and take the food from the hot plate and set it on the table. Just think of the steps you would save!

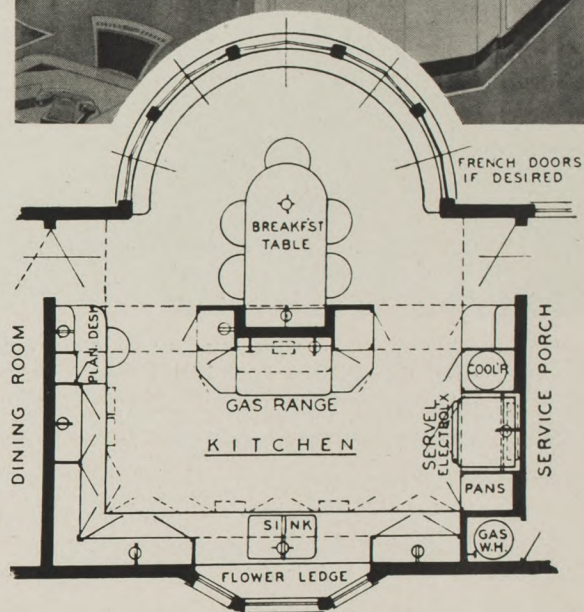
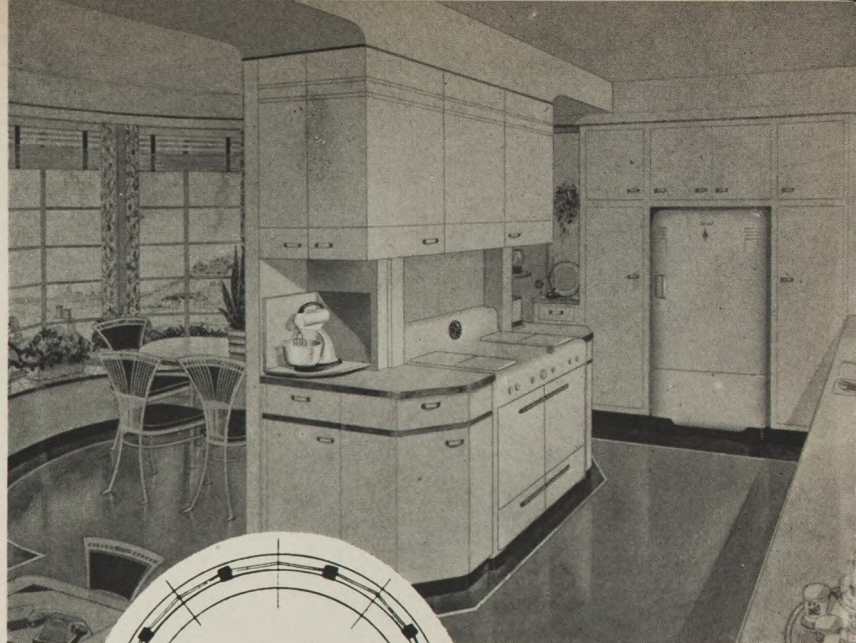
Another added convenience is a planning desk located somewhere along your assembly line. It can be built between the refrigerator and service porch, or off in one corner. Build a mirror above the desk so that you can do last minute primping before your guests arrive. Add several little pigeon holes for recipe files, account books, scratch pads, and such.

Kitchen counselors claim that color is taking a more prominent place in the postwar kitchen. And why shouldn't kitchens be colorful when so many hours are spent there? Plan harmonious color schemes and use your own good taste in selecting furniture, curtains, linoleum, pottery, glassware and other items to match.

So, remember the three "C's" when planning your dream kitchen—convenience, comfort and color. And don't hesitate to call upon competent kitchen planning specialists for help. Two excellent kitchen planning departments are those associated with the Southern California Gas Company and the Department of Water and Power. Let them know your needs.

## Helen

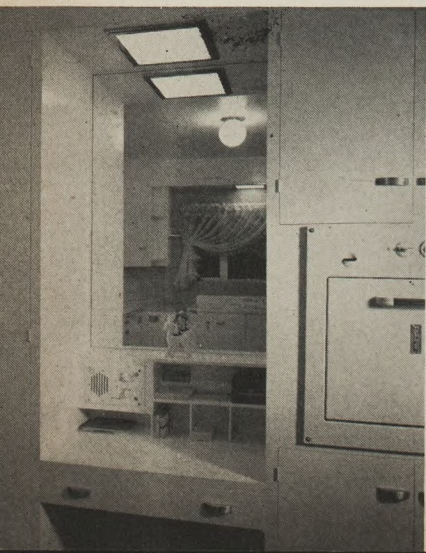
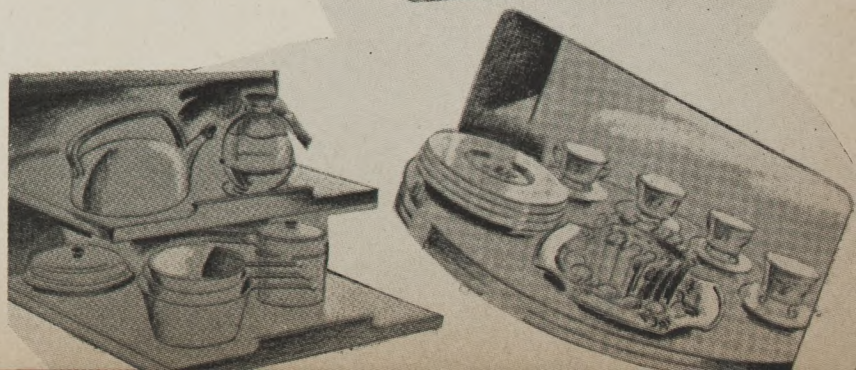
**INTER-COMMUNICATING SYSTEM SAVES STEPS.** The very clever device at the left, which looks like a radio, permits you to communicate with front door callers. Note large mirror and planning desk. Good lighting arrangement makes planning menus, keeping accounts and primping a pleasure in the modern kitchen.



**Below: SLIDING SHELF IN UPPER CUPBOARD TO HOLD RECIPE BOOK AT MIXING CENTER.** The board on which recipe book rests is built on hinges so that when the shelf slides out the board comes up and rests against the wall. This clever idea is made from two pieces of plywood.

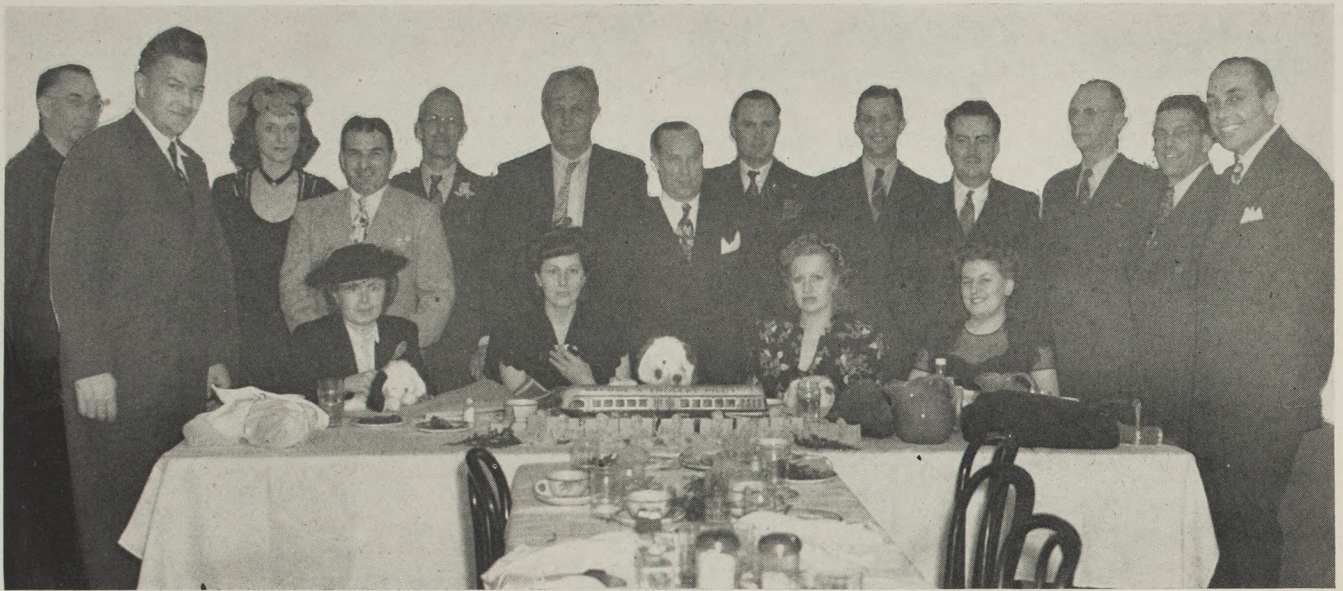
**Lower left: TRAYS FOR POTS AND PANS THAT SLIDE OUT LIKE DRAWERS.** Install these in cupboard next to range. The drawers slide out one above the other on grooves. The trays are provided with stops at the back of cupboard to prevent them from coming out too far.

**Lower right: REVOLVING COUNTER TOP TO SWING DISHES FROM KITCHEN TO DINING ROOM.** Cut an opening in the wall next to range. Counter top pivots on a spindle attached to the underside of top. Attach rollers to the opening underneath counter top to equalize the weight of prepared foods on the table. When counter isn't being used, you may add an attractive flower arrangement.





## SCRIBES HOBNOB AT NIKABOB



From left to right, standing: D. B. Kohl, Division One; A. L. Davis, Mechanical Divisions; Mary E. Hastings, secretary to Mr. Reeves; Billy Pinder, South Park Shops; L. F. Sparks, Vernon Yard; Guy Gifford, Editor; L. A. Reeves, Director of Public Service; Walter Whiteside, Electrical Department; Bill Ulrich, Virgil; A. C. Zakor, Division Four; E. J. Roche, Division Five; C. P. Hunt, Vineyard; R. O. Bennett, Sixteenth Street. Seated: Emogene Rippert, Sixteenth Street Garage; Helen Fraser, Women's Editor; Jennie Bevis, Building Scribe; Betty Warren, secretary to Mr. Gifford.

Those well-fed faces smiling at you in the above picture represent your TWO BELLS staff at a dinner meeting held at the Nikabob Cafe, April 3. All fourteen scribes, with the exception of L. B. Meek of Division Three and E. N. Bliss of the Special Agent's office, were present.

After an excellent dinner, the meeting was called to order by L. A. Reeves, Director of Public Service, who congratulated the scribes on their past good work and cooperation and asked for

their continued support. He stated that informality would be the keynote of the evening and the meeting was open for discussion.

The scribes discussed TWO BELLS and all agreed that the magazine was tops in its field. Many suggestions were forthcoming. News articles on employes' hobbies, pictures of employes' families, feature stories on various members of the Company, and how to obtain news were a few of the items taken up by the com-

pany. The hope for the possible revival, when conditions permit, of the sports programs, dances, picnics, etc., throughout the Company was expressed. Everyone agreed that such programs furnish excellent story material.

After photographs were taken by the waiter (with the aid of A. L. Davis and his camera), the meeting adjourned and the guests departed, full of steak and enthusiasm and all in favor of making such a dinner an annual affair—at least.

### FROM THE CRADLE COMMAND

Back into active duty on March 3, Sergeant Stork made a mission over the home of the **R. M. Ells** (Division One) to leave little **Minda Lee**, who weighed nine pounds, one ounce. Later reports reveal that Papa Ells couldn't stand the ordeal of becoming a father, and consequently, was off sick for a week to recuperate. . . . While at the Ells', an emergency call crossed the wires for the stork to fly back to North Dakota that day to deliver a little baby girl called **Catherine Loa** to **Mrs. Ernest Belote**, a former conductorette at Division Five. **Father Ernest** operates a "U" line owl. Pass the cigars, Ernest. . . . On his return to

the City of the Angels, the busy bird landed at the home of the **Lewis Robison's** of Division Five, on March 9, and introduced little **Gail Victoria**, weighing seven pounds, eleven ounces. . . . Ten days later the sergeant was sighted flying over the home of **Mr. and Mrs. Grant Braaten**, Division One, where he left a nine and one-half pound bundle labeled **Jeanette Elaine**. The missus and Jeanette are fine, but Daddy is still a little nervous. . . . The fifth and last mission before TWO BELLS goes to press found Sergeant Stork stopping at the **Roy I. Lawson's** of the L.A.M.C. Lines to deliver **Virginia Mae** on April 10. . . .

### CHARLEY AEN TAKES BRIDE

Captain Cupid had been keeping secret the fact that handsome **Charley Aen** of the Schedule Department had been an eligible bachelor till April 6, when the Captain aimed his little arrow into the hearts of Charley and his bride, **Bernice Peterson**. For the scene of their wedding, the happy pair chose the Mission Inn at Riverside. Afterwards, they honeymooned at Needles and Palm Springs. When Charley returned to work the following Tuesday, his fellow workers in the Transportation Department presented him with a lovely gift.



## WOMEN'S CLUB

By Mrs. C. F. Thun

The Club celebrated its eighth birthday March 15. Past presidents who were with us are Mesdames L. B. Meek, E. J. Miller, and J. F. McCormick. Mrs. S. Ashworth was in charge of the delicious luncheon, where small, individual birthday cakes with tiny candles carried out the theme of the occasion. The program which followed was one of the most interesting we have ever had. It was entitled "Panel of Americans" and was given by five girl students of U.C.L.A.'s University of Religious Conference. An American, a Mexican American, a Negro American, a Chinese American and a Jewish American were represented. They discussed public schools and social, economic and religious problems of their respective races.

The St. Patrick's Day card party went over with a bang. Proceeds for the servicemen's doughnut fund amounted to \$39.00. Bridge prizes were won by Mrs. E. D. Mitchell and Mrs. Monroe. J. H. Allday and L. Brizius were the winners at Five Hundred. Bunco prizewinners were Gordon Meek and Harold Dewey. Mrs. C. S. Wise prepared the prizes in a novel manner by attaching one silver dollar to a St. Patrick's Day card for first prize and a streetcar token was attached to a St. Patrick's Day card for consolation prize. Extra large servings of apple pie and coffee climaxed a wonderful evening.

## EMPLOYEES EMERITUS

By P. C. McNaughton

The meeting of March 8 was enjoyed by all. Songs of yesteryear were sung by Mrs. Leonard Wehar, and Mr. Jacob Zuber brought the Fairchild Brothers who showed films of their hunting expeditions in the Hudson Bay country, where they hunt every year. The scenes of that region were beautiful. The movies included scenes of duck and geese shooting on the many lakes in the heart of the mountains. Many of the birds killed are shipped in perfect refrigeration to all parts of the United States. We cannot praise the Fairchild Brothers too much for this marvelous and educational entertainment and we owe our thanks to Mr. Zuber for bringing them to us.

We should like to see what you old timers look like, so why not come to our next meeting on May 10?

## CELEBRATES EIGHTH BIRTHDAY



Guests and members of the L.A.T.L. Women's Club enjoyed the luncheon and program on March 15 which earmarked the Club's eighth birthday. The picture above shows Mrs. A. H. Setterberg, President, ready to cut the cake. Past Presidents, who were present, standing from left to right, are Mesdames J. F. McCormick, L. B. Meek and E. J. Miller. Inspector F. E. Darling of Division Four, and Mrs. Eva Yoeman, Secretary of the Instruction Department, cast an anxious eye on the cake. Next to Mrs. Yoeman, but not caught by the photographer, was Superintendent J. A. Madigan.

## CHAIRBORNE COMMAND

Some of our fellow workers have been casting a longing eye toward their armchairs of late, and since the last issue of TWO BELLS, we find that four of them have started to put these armchairs to use.

The first one was Samuel Turner, mechanic, at the Sixteenth Street Ga-

rage. Sam came to the Company in 1912 as a chauffeur at the Sixteenth Street Garage, and in 1921 was transferred to a mechanic. If you drive out near 2137 Redondo Boulevard, Los Angeles, you'll find him taking life easy.

George V. Lendy, car repairer, Division Four, said good-bye to the boys on March 11. George's first job with the Company was that of a motorman at Division Five in 1923. George is living in Oregon, and in case any of you are up that way, his address is General Delivery, Crawfordsville, Oregon.

After spending over twenty-one years as a Division Five motorman, Louis Charles Hescocck left the division for inactive duty around home. He is enjoying his leisure time at 4209 West 111 Street, Inglewood.

William H. King, foreman in the Way and Structures Department, became a lazy day careerist on April 13. Bill has been with us since 1914 and has held the above-mentioned position since that time. He resides at 6609 Benson Street, Huntington Park.

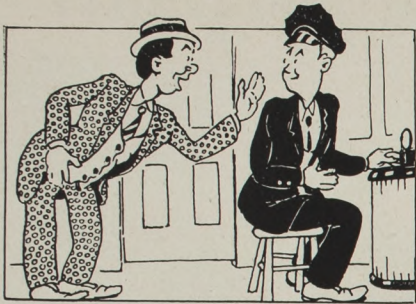
Happy and healthful days ahead fellows, and don't forget your old pals. Drop in to see us when you can take time out.



## CUPID VISITS SOUTH PARK

Geneva Matherly, of Mr. H. E. Jordan's office, South Park Shops, and Howard Eimer, also of South Park, slipped away quietly last month to Inglewood and became Mr. and Mrs. Their many friends throughout the Company wish them success and continued happiness.





# PAT-ON-THE-BACK DEPARTMENT

The commendations reached a high mark during March. It seems as though the employes as a whole are doing their best to give safe, courteous service.

**Division Five** led the field for courtesy with eight commendations.

Patrons are writing poems again. One was written to **J. A. Wear** by Lewis Barney Fretz of Gardena, California. Mr. Fretz states that he has not witnessed for many, many moons the type of chivalry which Mr. Wear dispenses. The ease and accuracy with which he performs outside tasks above and beyond the call of duty gave Mr. Fretz the urge to wax poetic. "Courtesy," he states, "is an asset not to be despised in any enterprise, whether social or commercial."

The Weekly Topics editor received a letter from Margaret Feher of 210 West 57 Street, also commending **Mr. Wear**. She suggests a little write-up be placed in Weekly Topics to inform all the people about his ability to handle the public.

**Renee B. Theriault** gets a pat on the back from Fleming Smith, 4069 South Figueroa, who says it is remarkable how this conductorette can pack her car full and make the people move forward in such a nice way.

**R. M. Walton** receives an orchid from L. P. Johnson for the manner in which he waited for an elderly lady to board the car and the politeness with which he changed her \$5.00 bill, bringing the change to her after she found a seat.

Mrs. S. E. Davids writes a nice letter commending **J. W. La Gue**. She says that this operator is unique. He operates his car without any jerks or quick stops, which makes the ride so smooth that it is noticeable to all the passengers.

**Conductorette Ardell Loomis**, upon noticing a young fellow with a white cane, came forward, took him by the arm, and helped him from the streetcar, through the traffic to the sidewalk. After finding which way he wished to go, she started him on the right track and then returned to her post. The commendation was sent by Reverend John R. Brosnan, 3535 Whitehouse Place.

An orchid from Kenneth Burr of 636 West 102 Street is passed on to **J. Hodges** for the manner in which he helped an elderly lady get off his car.

**J. W. Ray** was commended because of the manner in which he handled an "F" car, as well as the cordiality with which he greeted the people and gave out information to all who asked. Mrs. Grace Edwards of 156 West 32 Street wants Mr. Ray to know that his efforts are appreciated by the public.

**Division Four** was also represented in the letter department:

**G. H. Kunz**, on the "3" car, receives a pat on the back from Lenore L. Winter, 4155 So. Harvard Boulevard. "He even took the time," she states, "to warn the people who crowded near the doors that those doors swing in, so that no one would be hit when he opened them . . . When he asked the people to move to the rear, he did it in a conversational tone and it was surprising how many cooperated with him." Miss Winter suggests that the Company make it possible for Knuz to train other operators to perform their duties in the same perfect manner in which he does.

**H. C. Baker**, piloting a "J" car, pleased Mrs. Jeanne Smith, 8411 Elizabeth Avenue, South Gate, so much that she penned a long letter in his behalf. "Because of his helpfulness and friendliness, the confusion of a very crowded car was quickly eliminated," she tells us. "It's this operator's attitude and the manner in which he handles the people which is quite a contrast to similar situations when another operator's impatience or his eagerness to make a signal resulted in tense situations and much unpleasantness."

The part-time conductorette and assistant clerk of this Division, **Laura Allen**, received an orchid from Mrs. Helen M. Semnacher. What pleased Mrs. Semnacher was the fact that Miss Allen called the streets and transfer points in a very clear voice and she offered her own stool to a man who had crutches.

A very short note from E. C. Davidson, 1282½ Queen Anne Place, reports the quiet, capable and courteous service of **G. K. Welch**, a pilot on the Pico line.

Mrs. B. J. Darnelle, 749 Maltman Avenue, suggests a bouquet for **John Haddow** for his tact and good humor under difficult conditions while working on an "A" car.

**H. S. Holcomb** of the "3" line was commended for being kind, considerate and even tempered. Dr. R. E. Adair, of 463 So. Lake Street, says that Mr. Holcomb leaves nothing undone to make his passengers enjoy their rides.

From the White Memorial Hospital, Miss Luella Stewart states that such an operator as **L. O. Eide** is certainly very rare in these trying times. She was attracted by his courtesy and kind actions to everyone on a very crowded "P" car.

From **Division Three** comes commendation for these:

**Doris F. Richards**, working the "A" line, made a friend in Mrs. H. Spencer of 105 So. Commonwealth Avenue. Mrs. Spencer stated very emphatically, "I think this young lady is the neatest and nicest looking girl I have ever seen working on a streetcar."

Another conductorette, **Agnes L. Davidson**, while operating an "O" car during a rain storm, made a friend for life when she stopped directly opposite a passenger, who was not in the proper place, to allow her to board without running through the mud puddles. The passenger was Mrs. Ruby La Vieur, 3823 So. Broadway Place.

**T. G. Cumberland** was commended by Miss Maude Sperry, 2231 Hauser Boulevard, for doing a most efficient job one afternoon on the Adams line. Miss Sperry stated, "I have never seen a man who could untangle transfer problems, very carefully explain to the transferee just where to get off, where to get on, which way would be cheaper, and at the same time take care of the people alighting as did this gentleman, No. 3302. Please convey to him my most sincere admiration for his cheery, happy, efficient manner of handling that difficult traffic job."

**Sixteenth Street** got its share of bouquets, too:

**B. Dabloff** and **H. L. Bill** were both commended by Mrs. L. R. Johnson of 519 Kendall Avenue. On a Saturday morning Mrs. Johnson, while on her way



to church, left her Bible on a coach driven by Dabloff. After she had boarded another coach, she told the driver, H. L. Bill, of the incident, and he explained that they would meet Mr. Dabloff on the way back to Highland Park in a very few minutes. He stopped his coach, signalled to the other driver, and Mrs. Johnson was able to retrieve her Bible.

Mrs. Cora Stephenson of the Beverly Hills High School had a similar experience when she left some opera glasses on a coach. Upon discovering her loss at the operetta, she left hurriedly and contacted another coach driver, **D. R. Hall**, who informed her that she could probably find her glasses on the return trip at Fairfax on the coach in which she came. At Fairfax, the coach driver, **M. T. Hudak**, upon proper identification, very courteously gave Mrs. her glasses.

Mr. and Mrs. R. L. Rice send thanks to the Los Angeles Transit Lines and a pat on the back to coach driver No. 483, **C. E. Pratt**. They say that because of him and his courtesy, using the coaches is grand.

The best letter of all, we believe, was one which was signed by twelve employes of the Plastic and Rubber Products Company, 2100 Hyde Park Boulevard, who state, "Regarding Operator 102, **C. S. Rowland**: We, the undersigned, are tendering this letter in protest of transferring Operator 102 from the Van Ness bus line."

**Los Angeles Motor Coach Lines** also received some commendations:

Mrs. Charlotte Langley of 1020 So. Burlington Avenue pats **H. Fagin** on the back because of his sense of humor which is always bubbling over. She states, "When I first rode with him many months ago, I said to myself, 'This will never last in these trying times,' but it certainly has lasted."

Mrs. Frank Babcock, an elderly crippled lady, of 12619 Hortense Street, North Hollywood, had several words of praise for **R. D. Crandall**. She stated that he was kind and courteous to all.

Operator 820, **K. H. Weyse**, was commended by Miss Agnes Lenz of 1882 West 23rd Street, who wanted Mr. Wyse to know how much she appreciated the nice way in which he asked two men not to smoke on the coach.

**Harry Walters** received this nice comment from Mrs. Betty Hammel of Manhattan Beach, "He is a peach of a fellow and a very good driver."

Mrs. J. R. Myers pats Operator **C. H. Bull** on the back with these words, "He was very pleasant, courteous and handled the extra large crowd with tact and had everyone happy."

## FIGHTING SNYDERS



The above picture shows father and sons back in 1942 when they were together. Now, while Papa Bill Snyder stays at home winning the battle of Division Five, his four sons and son-in-law are busy winning battles for Uncle Sam. From left to right are Philip, Glenn, "W. H." himself, Bill and Frank. The eldest son, Philip Sheridan, is the Northern California Manager of the California Truck Company and directs hundreds of trucks for important government war work. Lt. (j.g.) Richard Glenn is Welfare and Recreation Officer at a naval convalescent hospital. Ensign William Burk "Billy" Snyder is in command of his own vessel which, at the present time, patrols the Panama waters. Ensign Franklin Boyd Snyder recently received his pilot's wings from the Naval Air School at Corpus Christi, Texas. One of Mr. Snyder's sons-in-law, William A. Walsmith, is with the Marines in Guadalcanal, and the other son-in-law, L. D. Peticolas, is a veteran of World War I.

### VETERANS CLUB

By E. J. Roche

The Club is sorry to announce the death of Comrade First Vice-Commander **Lloyd T. Campbell** who passed away on March 18. Commander **T. L. Hutchings** and Comrades **Larry Staten**, **Dick Hoyle**, **Jack Carlin**, **Charley Detrick** and **Ed Roche** represented the Club at the funeral, with Mrs. **Elena Detrick** and Mrs. **Lillian Carlin** representing the Auxiliary. Our heartfelt sympathy is extended to the bereaved widow and family.

Comrade **Ed Moxley**, veteran of the Spanish-American war and World War I, returned home recently from the Veterans' Hospital at Sawtelle. Glad you're feeling better, Ed.

Commander **Hutchings** is making plans for a year of much activity, and Grand Master **Larry Staten** of the Order of the Sword says the "goat" is in fine condition and rarin' to go. Come out to the next meeting, May 8, at 8:15 in Patriotic Hall.

### NOTICE

Any employes who wish to purchase pictures published in **TWO BELLS** may come to Room 601. Prints run 50c plus tax in an 8x10 size.

### THE LAST TERMINAL

**Lloyd T. Campbell**, conductor at Division Five, passed away on March 18. Mr. Campbell had been with us over twenty-five years. He was born in Kansas on January 26, 1888, and came to Division Five in 1919, where he stayed during his years of service.

**Arthur F. Cole**, of the Special Roll, passed away on April 1. He was born in Grand Rapids, Michigan, in 1871, and came to the Company in 1904 as a motorman at Division One. Mr. Cole was transferred to a flagman and watchman in 1930 and became a member of the Special Roll in October of last year.

Deepest sympathy is extended to the loved ones of these two members who gave the Company so many years of faithful service.

### APPRECIATION

Grateful for the sympathy and kindness extended to them during their recent bereavements, the Company received acknowledgements of appreciation from the following: **Mrs. Elsie MacDonald**, **Mrs. Victoria Bowly**, **Mrs. L. T. Campbell** and family, and **Lucille Cole Nielsen** and **Harold V. Cole**.





L. F. Beeson operates his changer by turning the crank (1) which revolves the flat wheel (2) causing the coins to go uphill and fall in slots (3). They drop in long changer barrels (4) that are ready for use.

We published a picture of R. A. Johnson in TWO BELLS some months ago showing his money sorter, a rotating wheel affair which dropped separate coins into their respective trays. At the time, we stated that he was thinking of fitting the money machine right on to a changer.

Later we discovered that another Pico genius, L. F. Beeson, has built and uses a money sorter with just such an arrangement. The principle is the same as was detailed before, the difference

being that it deposits the coins in the changer.

Beeson tells us that although his sorter simplifies the loading of Pico cars, the perfect invention would be an attachment to fit on the operator's shoulders with steel arms which would reach out, octopus fashion, for transfers, assist heavily burdened ladies at the Third Street Market, and operate changer, buttons, etc.

Perhaps one of our Pico pilots will figure it out. We're not surprised at anything they do.

**ONCE OVERS FROM ONE**

By D. B. Kohl

We were certainly happy to see some of the oldtimers marching back to the division after marching with Uncle Sam's fighting forces. F. T. McClendon and W. C. Snoddy returned from the Navy, and G. W. Hargrove was released from the Army. . . . Frank Danna, who has been in the South Pacific for twenty-eight months, says in a recent letter that he has a souvenir for us which he hopes to deliver in person very shortly. He also says that he will help "push 'em back" over there if we will "keep 'em rolling" over here. Good idea, Frank. . . . One of the boys who worked for us while on furlough,

S. L. Jensen, writes that he is in the Philippines and is seeing some real action, but what he desires most is to be back with the Transit Lines. Hope it won't be long, Serel. . . . Some of the Company officials spoke to the boys recently about safety and how to reduce accidents. The meeting was well attended. . . . Now that baseball has started, some of you men will want to see the games at Wrigley Field. All you fellows have to do is to apply to the foreman, who will see that you can go out there every day on the front end of an "S" car! . . . Mrs. Edna Benzink, our assistant clerk on the afternoon shift, was called East on account of the illness of her uncle.

**VIRGIL VENOM**

By Bill Ulrich

Let's see, let's start the column with the new gag that's going the rounds: All of you no doubt have heard about the bus driver who went to his draft board seeking a deferment on the grounds of "poor eyesight". He even took his wife along as proof. (I'm leaving town tonight, wives.) . . . Haven't heard from Charlie Kenley for awhile but I'm sure he's as contented over on Silverlake as are his chickens when he tucks them in at night. . . . Johnny Liles and Earl Wheeler agree on one thing. They contend, "What is the use of riding on the Griffith Park merry-go-round when you can get the same effect by riding the Vermont Bus?" . . . Speaking of merry-go-rounds, Ray Brown, the "Sunset Slowpoke", left his lunch in the greasy spoon the other day. He discovered his error and went back for it. Then he decided to have another cup of java while he was there—and I'll be darned if he didn't walk away without his lunch a second time. . . . W. H.

**"I PLEDGE ALLEGIANCE TO THE NAVY"**

Little Paul Brancevic, five year old son of S. B. Brancevic, Division One, gives his best salute to the photographer because Paul wishes to send the picture to his big brother who is somewhere in the South Pacific.

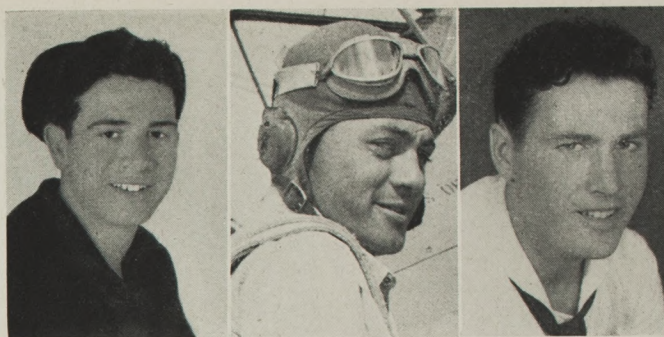




Wilson says he'll be the happiest boy with Motor Coach the day the mechanics (Shorty Bradbury, I believe, is the villain) open the governors so that they'll do fifteen m.p.h. . . . Willie Stearns, not to be outdone by Al Tieman (who laid the egg last month), recently came into the trainroom carrying a zipper bag. He got everyone's attention, then said, "Watch carefully!" After saying the magician's prayer, he reached into the bag and pulled out a very worn rag doll. Al Potter, who was standing nearby, was very disappointed. He was expecting to see Betty Grable, at least. What we really need is a magician who can pull some additional bus drivers out of a hat. . . . Harry Hunter and Billy Yasbek are getting in shape for the coming ping-pong tournament by trying to blast each other out of the trainroom with their terrific volleys. Look out for your laurels, King Lilley. . . . It took a "rookie" to show C. P. Hunt where the reverse is on a 3200 type coach, which just goes to prove that you learn something new every day. (The Vineyard boys asked me to print the story.) . . . Shake-up time has again arrived and the reason for

**BUTCH**

This handsome boy with a big grin is Owen "Butch" Cary who gets his good disposition from his dad, Operator A. A. Cary of Division One.



**LIKE FATHER, LIKE SONS**

W. E. Utterback of Division One is a veteran of World War I, having served with the 91st Division. He is very proud of his sons who have followed in his footsteps. Glenn, on the left, enlisted in the Navy in 1942 and is now a seaman, first-class. He has seen action in the South Pacific and has been there a year and four months. Everett, center, is married and has a wife who is with the air WAC's, and she is now overseas. Bill is too young to enlist in the Navy, so he joined the Merchant Marines. He said that if he were too young to fight, the least he could do was to take supplies to those who are older. He is somewhere in the South Pacific.

the smile on your scribe's face is that he finally shook himself free of run 8302. Following Bob Crandall and Willie Stearns was too soft. . . . Jake Jacobson and Jerry Rondell report all's quiet on the Hyperion line front. . . . Once again the call goes out to you fellas and gals for pictures of your young 'uns. I've asked Kenny Rhorer for a picture of the twins and his girl but no soap. Same goes for Herb Hargrave (the employment wizard) minus the twins. . . . Bonnie Kraus likes her new home in the general office. When do we have a house warming, Bonnie? . . .

The Blood Bank saves Stearns! "Speedy" was in a hurry a few weeks back and ran a signal. Cop saw; cop conquered. Stearns appeared before the judge and pleaded guilty. The judge looked at Willie, noticed the blood donor's pin, and asked how many times he had given. Willie told him. The judge then said, "That is all." So, Willyum got off without a fine or a sentence because he gave his time and blood to the Red Cross. We won't guarantee the same thing will happen to you—but you'll never regret it if you'll give, too. See Herb Hargrave to make an appointment.

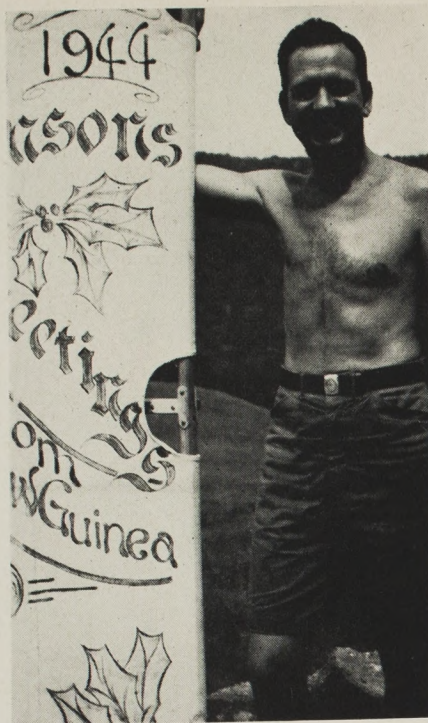
**HILLBILLY BOYS**

By L. B. Meek

Spring is in the air. And they say that in the spring a young man's fancy lightly turns to thoughts of love—which naturally reminds us of our lovely young ladies who worked the "5" line throughout the winter, day in and day out. Cold and rain hold no fear for these girls. Nearly every day you could see Virgie Wooden, Helen Bertch, Leona Weber, Hazel Smith, Caroline Schaub, Mary Howell, or Bessie Mitchell. Thanks, girls. And we mustn't forget to compliment the operators who do the job all by themselves: Agnes Catronis, Ann Langley, Eunice Huston, Jennie Blazek, Marie Hale, and Joyce Bruce. They really keep 'em rolling. . . . We continue to add welcome names to the extra board, and when I say "welcome", I really mean it. And we can use a lot more, so get busy and send your friends down to 1056 South Broadway. . . . B. W. Bently recently spent a very enjoyable week with his sons, Bill and Bob, who were home on leave. It was the first time Bob had seen his brother for two and one-half years—that's a long time for Bill to be riding around under the



Pacific in a submarine. Both these brave boys are in the submarine service. . . . Victory garden time is here again. It is surprising how much fun you can have with a little patch of ground. It gives many of us a chance to get the benefit of the sunshine, together with a form of mental relaxation which is greatly needed. Watching the progress of your carrots and peas gets your mind off traffic and schedules. L. H. Walton's garden paid his taxes last year—he was awarded two War Bond prizes for his work. Why don't you get out your spade and get to work? . . . Our Division Meetings were well attended. No doubt we have become rather careless in observing many of the rules, so let's be more particular in our actions, and we'll get along better. . . . With the rain over, you'll see some of the fellows starting their vacations. They don't talk about going to the mountains or to the beach any more, though. Now it's yard work, a little painting, repairing, or some other odd job around the place. It will be a good day when we can again trek off to the quietness of a national park for a week or two. . . . Our afternoon cash receiver, D. C. Boring, has had his spell of flu. It took a week to get it under control, but he is now back at work. We've been lucky this year. Our sick list has been smaller and less serious than usual. . . . The "work horse" of our Division has been in fine fettle lately. The flu used to bother him a bit in the winter but not this year. It may be has has changed his way of living. I wouldn't have his job for all the strawberries in Arkansas. How he keeps his sense of humor is beyond me, but he's always ready with a joke or a wisecrack. Yes, Robert Reid can ask a favor of most men and get it. And he'll return it whenever possible. He gets along all right.



**BELATED CHRISTMAS GREETINGS**  
From somewhere in the Philippines came this Christmas card from Jimmie Shulz of Division Five. Jimmie is standing beside a wing of a Zero plane on which the lettering has been painted. He tells us that he was in the Lingayen Gulf invasion which practically disembowled Luzon. He says that when looking over the side of the ship towards the shore, the air was so smoky from gunfire that you would have thought it was a midwinter smudge in a California orange grove.

### SHORT CIRCUITS

By Walter Whiteside

The Two Bells deadline has arrived and I find that I have very few items to report. How about some of you fellows jotting down any notes of interest and sending them along to me? I'd really appreciate it. . . . In the last issue I reported that George Hinkey and Roger LaVoire received their "1-A". At the present time both have passed their physicals. Will they be accepted into the Army? Will they turn down the invitation if they are accepted? Tune in next month at this same time for further developments in this thrilling drama. . . . Also in the last issue we noted that Eddie Caldares received a commendation for being "considerate while operating a streetcar." This prob-

ably explains the letter he dictated to Jessie Howell in great secrecy a while back. . . . At this writing Elmer Tharp is getting along fine after his appendix operation. He will probably be back on the job before this issue comes off the press. . . . Harry McTaggart found out the hard way that you aren't supposed to drive your bus through a crossing zone when there are people in it. . . . Bill Lane is confined to the hospital but is holding his own. Hurry up and get well, Bill. . . . As for the rest of our sick list, Joe Marshall is still off and so is S. L. Davis. . . . Walter Roark returned to duty the other day after being off a few weeks. He's looking as well as ever. . . . Another returnee is Eugene J. Barney who has been off several months. We can safely say he was very glad to be back on the job. . . . Start saving those gas coupons, fellows. May vacation time will soon be here.

### SIXTEENTH STREET EXHAUST

By Emogene Rippert

Major Milton McNally, former third shift foreman, has been in England thirty-one months. We are proud to announce that he received the Bronze Star. Incidentally, Mac and Wilson Turner, another former third shift foreman, recently met in Old England. . . . The Garage seems to be full of geniuses. Just last month four of our men received the \$5.00 award given by the Company for ideas which are put into use. Charles Hardy found that a small door cut in the side of a coach makes work on Diesel air tank check valves more accessible. Wally Weberg started a file which keeps track of the defects of "B.O." coaches until the time they are completely overhauled and ready for service. A device for repairing bearing failures was suggested by John Sturm. This device saves many



man hours. Joe Covington invented an appliance which replaces frozen bearings the minute a coach breaks down. The coach can then be towed into the garage for necessary repairs. This appliance also saves many man hours and doesn't require a special crew to go out on the road to do several hours' work. . . . Ed Sullivan is in the hospital at Sawtelle and would welcome a visit from the boys. . . . Our superintendent of automotive equipment is proud to announce that a daughter was born on March 10, to his daughter-in-law. Congratulations, Grandfather Lindsey. . . . Verla Sievert Wall severed her connections with the Los Angeles Transit Lines to join her husband. He is stationed at the Marine Base in Santa Barbara. . . . Laura Tullar not only belongs to the Gallon Club, but has type "O" blood. Some of the Garage donors went to the Blood Bank on February 9, and we read later in the paper that the type "O" blood donated on that date was used twenty-one days later at Iwo Jima. The article read in part, "Whole blood donated by Los Angeles residents just 21 days ago meant the difference between life and death for wounded Marines on Iwo Jima today. . . . The Marines want to have their thanks passed on to the donors." . . . Sam Turner recently graduated from the California Hospital and would be pleased to have any of the boys call on him at home. . . . Chief Clerk J. H. McCornack and Third Shift Foreman F. A. Bruner have been digging pieces out of the cement floor in the Garage and polishing them to enter in the Lapidary Exhibition which is to be held in the Los Angeles County Museum on May 12 and 13. These two stone cutters are working hard on the greatest gem exhibition in Los Angeles.



#### CAMPUS QUEEN

The beautiful twenty-two year old blonde daughter of Harry Van Den Burg, Mechanical Operating Instructor at Sixteenth Street and formerly with the main office garage, was selected to reign as "campus queen" at the California Polytechnic College in San Luis Obispo.

#### YARD BIRDS

By L. F. Sparks

Burl Lee Rodefer's troubles doubled up on him last month, as troubles do. He was injured by some railroad ties which fell out of a car door and while he was still laid up in the cast his mother passed away. The Maintenance Department offers sincere condolences, "Roty", and here's hoping you'll soon be back on the job. . . . Surveyor Harold Copp underwent a serious operation recently. It turned out to be painful, too, when a nurse used shaving cream instead of ointment on a dressing. Harold says it didn't leave a burn but it did get hot. . . . Al Weberg, foreman of the repair gang, reversed roles with a Los Angeles traffic policeman recently. The officer was walking across the street in a deep study and was on the point of being run down by a streetcar when Al grabbed him and swung him to a safe place.

After getting a cup of coffee to steady his nerves the cop came back and apologized for being so absent minded and thanked Al profusely. . . . Still the war goes on with news coming in from the boys at the front. Ramon Diaz, son of welder Hilario Diaz, was awarded the Silver Star for gallantry in action on the Belgium front. The citation states that from January 23 to 25 he was credited with saving several lives and treating the wounded in a mine field. He is a member of the Medical Corps. The Japs and Germans ought to learn what it takes to make a brave and gallant soldier. Our American boys, of all races, have the necessary intestinal fortitude. . . . Jesse South, former track foreman, was in for a visit. Jesse is a C.P.O. in the Sea Bees and has been on duty in Hawaii and Guam. One of his first tasks ashore was to buy some new clothes, as his old ones were eaten up by mold. In fact, he had to borrow some clothes to be granted liberty. . . . Victory gardens are lagging way behind and it isn't all on account of the weather. Spring warmth is a little late this year but the approach of V. E. Day seems to have a bearing, too. So many of the fellows who had gardens before seem to think they won't need them this year. Come on, guys, the war will be only half won when Germany folds up. The Japs are a funny looking bunch but they're no pushovers in anybody's language. This war may last another two or three years with the mass production of foodstuffs growing smaller all the time. We really will need those peas and potatoes. . . . Former track supervisor Ed Fleming, now on the Special Roll, was in for a visit. He reports the fishing very poor, even with the splendid tackle given to him by the gang as a retirement present. It's too cold. . . .



## FAMILY REUNION



Two boys and a father, all in the Navy. When Lloyd H. Brugmann (center), former division clerk at Sixteenth Street, stopped at Pearl Harbor on his way to the South Pacific, he met his two sons and they spent a few hours together. The youngest, Boyd (left), age 22, has been in military service four years, having landed at Pearl Harbor two days before it was bombed. His campaign bar includes seven stars for seven naval battles, one Silver Star, the Presidential Citation and the Good Conduct bar. He was shot down in the bombing of Truk and was picked up by the submarine, Lang. His picture was in the May 29, 1944, issue of Life magazine. The oldest son, Lt. Lloyd L. Bush, is stationed at a Pearl Harbor sub base. At the present time, Lloyd and his son, Boyd, are both in the Philippines.

## OVER THE SYSTEM

With Ed I.Q.M. Bliss

Having always felt that I was slightly derelict in my duty in not having my copy ready for the Two Bells dead-line, it was somewhat of a relief to talk to Jennie Bevis and then to read Walter Whiteside's column and find out that they also are afflicted with "deadlineitis." There is only one cure for that ailment and that's work, so here goes.

I have been severely criticized. In the last issue I pointed out how many employes look like certain stars of the cinema. It appears now that I missed one of the best bets of the entire Company. From several different sources I am informed that Emery Wister McCargar of the Claim Department is an exact double for Clark Gable. Frankly, I can't see any resemblance but then of course I have never paid much attention to Mac's ears, so it is possible that there are some identifying features. After all, there must be some reason besides the manpower short-

age for the way the girls go for Mac.

For a few days it will be impossible to page Pointen at Division Five. He will be having his tonsils out. His name is certainly very appropriate. Being a clerk at that division, it is up to him to page many a person from the window and it so happens his first name is Page.

Supervisor Pat Stevers was observed treating the family at McDonnell's Figueroa. Either Pat was getting generous or he was a recent inhabitant of the old dog house and was using that method to effect a pardon. You should see his two beautiful children. Are they honeys! But then of course Pat and Mrs. Pat are a pretty good looking couple.

After many and many a year on Pico, Leo Leasman, Division Four, finally bid off and started working a run on the "A" line. He says that never again will they ever get him to work Pico. He feels that he has been on vacation ever since bidding it in.

## DIVISION FIVE V NOTES

By E. J. Roche

There are many new faces around the seagull roost. New-comers are certainly needed, and we extend a warm welcome to Conductorettes Katherine J. Liesinger, Joyce Nause, Thais Baier, Ida Mae Johnson, Willie Perkins, Jessie Lyons; Conductors H. A. Miller, L. M. Hastings, C. W. Easter; Motormen O. O. Messick, V. A. Hensel, J. J. Babcock, O. S. Allen, C. B. Love. . . . Conductorette Audrey Lytle and Operatorette Betty King have renewed their employment with us. Welcome back, lassies. . . . Operator-clerk G. C. Michaels had his pre-induction physical and passed "1-A". He is now "sweating on the top line," as we old soldiers say. . . . One of our new employes, B. H. Geller, was a corporal with the 27th Infantry before being released from the Army with an Honorable Discharge. Welcome, comrade. . . . J. W. Brockus was a happy man when he received 36 "C" gasoline tickets on March 16, but his spirits fell with a thud when he pulled into the Division that same

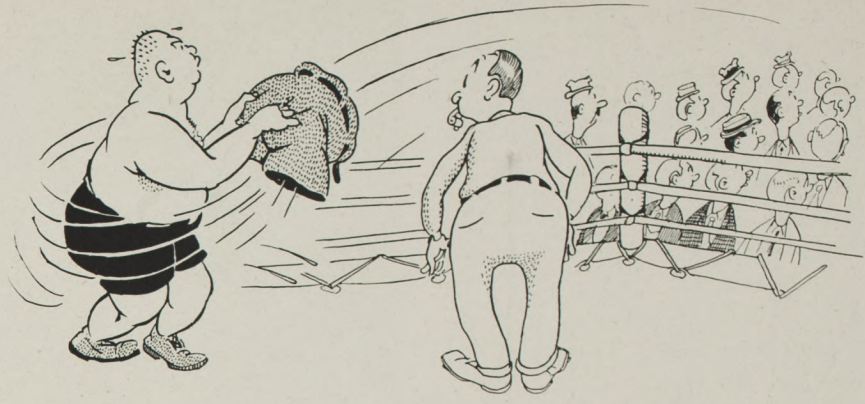
## FROM THE BATTLE OF CORPUS CHRISTI

Eugene Neufischer, formerly of Division Five, sends us his favorite picture. Gene writes that he fought the battle of San Diego, the battle of Corpus Christi and one at Shoemaker, California, and is now in the Pacific. He tells us that he is designing a service ribbon for the battle of Corpus Christi. It is two opposing cockroaches on a field of grey. The good looking young lady is Mrs. Gene Neufischer, who is also well known around Five.





evening and learned his car had been stolen. And it was parked right in front of Five! . . . Leo H. Smith transferred to the Way and Structures Department at Vernon Yard. We miss Leo around here but we know he will continue to give our Company A-1 service in his new job. . . . Early vacations were enjoyed by C. W. Eiserman and L. F. Mueller during Easter week. Bethel A. Berisch took her vacation at the same time but didn't enjoy it very much as she was ill. Too bad, Bethel. . . . While her husband is giving service overseas in the Navy, Betty Skinner is giving us fine all-round platform service. They can well be proud of each other. . . . The reason for the additional two inches on "Red" Cannon's chest is the fact that his son, Bud, has been promoted to sergeant in recognition of outstanding combat and paratroop service with the Signal Corps, 162nd Photographic Company. . . . Conductorette Billie McGuire was overjoyed recently when her son and daughter came home. They both brought their



**WAITING FOR A STREETCAR**

Somewhere in England Private Bart Billings, formerly of Division Five, relaxes as he waits for a tram. Bart tells a story of a G. I. who boarded one of the trams in a slightly inebriated condition. This G. I. chucked the cute conductorette under the chin and was immediately knocked helter skelter from the tram. Bart says the young lady surely must have been Irish for she packed a wicked left.



families and it was quite a reunion. Her son, N. J. McGuire, had a thirty-day leave from the Navy and her son-in-law, Carl, a Coast Guardsman, was on a ten-day leave after a tour of duty with Admiral "Bull" Nimitz. At the annual election of officers of the Division Five Federal Credit Union, the following were selected to serve: President, G. P. Macqualter; Vice-President, A. R. Wilmuth; Treasurer, H. I. Billings; Clerk, S. R. Hawkes; Representatives, F. J. Donnelly, C. S. Wells and N. L. Johnson. Credit Committee officers are Chairman, R. C. Hoyle; Clerk, R. W. James; Representative C. R. Fulton. Supervisory Committee officers are Chairman, V. E. Munyer; Clerk W. R. Gibson, Representative R. J. Paterson.

**LOOSE SCREWS**

By A. L. Davis

**Car House No. One**

Ray Haynes is busy with his tractor again, getting ready for his victory garden. Not satisfied with plowing up the back of his own lot, he has started working on the vacant lot next to his home. We are expecting big things from him this year. . . . L. L. Raski has transferred from Division One night shift to a daylight job at Division Four. . . . R. M. Ells and Grant Braaten are going about with their chests expanded because of the fact that

they both became fathers during March.

**Car House No. Three**

Between those April showers which came in March, A. Pabst spent a week of his vacation painting his house. . . . A. Brinson resigned to go back to his home in Ohio because of sickness in the family. . . . Several employes at this division are taking the opportunity of learning to become radio operators. They are diligently studying the forms, questionnaires, and information necessary to pass the examinations. There is even a rumor that a few are listening to Crosby records with the hope of developing "radio voices". Here's hoping "mike fright" never enters the picture when an emergency arises.

**Car House No. Four**

S. A. Romo was inducted into the Army March 29. Those Japs don't have a chance now. . . . Frank Long's son has just been promoted to the rank of ensign in the Navy. He made a special fast trip home by airplane to bring his proud parents the news. . . . N. Robinson purchased a car to drive to work and now he's worrying about gas stamps. Who isn't? . . . A. Rodriguez was on the sick list for several days, battling the flu germs. He just about has them licked now. . . . L. Battle is on two weeks' vacation. "Just resting," he tells us—



which is what vacations are for. . . . John Thewlis is resigning April 25, to return to his home in Canada. Good luck, John, and don't forget to come back.

#### Car House No. Five

Because of his family's death, L. F. Wallace resigned to work on a farm. . . . Troy Jones, former car cleaner foreman, dropped in for a short visit. Troy is working for the Union Pacific. . . . A. E. Strosky transferred to day work but, on account of sickness, has been unable to get his eyes adjusted to daylight. . . . H. N. Hunt is sporting a new set of store teeth. They look beautiful but have one drawback. He can't give the wolf call because he hasn't learned to whistle through the new china clippers. . . . W. W. Plummer and Jack C. Rose are back again, ready to go places with the Los Angeles Transit Lines after trying out other work. Maybe our job isn't so bad after all.

#### FLUID DRIVE

By R. O. Bennett

R. L. Griffith, B.M.1/C, who helped the Navy blast a path for landings on Tarawa, Saipan, Luzon, Leyte, and many other places in the last two years, dropped in to see us the other night, accompanied by his wife, Jackie. At the present, Grif is in the Naval Hospital in San Diego suffering from a bad case of battle fatigue, plus various injuries. We wish him a speedy recovery and hope he will be back with us soon. . . . L. M. Graves, Mo. M.M.2/C, wrote us a nice letter and asked to hear from some of you fellows. His address is USNR 564-63-75, CBD 1051, Hut 45, c/o Fleet Post Office, San Francisco. He is stationed somewhere in the Admiralty Islands. . . . J. D. Burns is back in the States again after seeing action in North Africa, Sicily, Italy, France, and



#### SHE IS A BIG GIRL NOW

Ready for her first day of school Barbara Gayle, age five, poses for her portrait. Barbara is the daughter of Operatoress Billie Pinkard of Division Five.

Belgium with the Air Force. He is shipping out again soon and hopes he's heading for Tokyo this time. . . . Our former division foreman, Glen Graham, who has been in the Navy for more than three years, has been shipped overseas. Glen was in a Naval Transportation Unit in Utah for some time. . . . We are glad to see Mr. Ballenger, our Superintendent of Motor Transportation, back to work after being on the sick list. He spent a week in the California Hospital. . . . We are also glad to know that Rex Johnson is still doing fine and that the braces have been removed from his jaw. Rex, you should be ready for that pinochle game any day now. Incidentally, he praises our insurance plan and the ability of the doctors who have been putting him back into shape. . . . The new coaches have brightened up the place considerably. Those white tops are really fancy. Let's see how long we can go without putting a scratch on one of these jobs.

#### SOUR GRAPES FROM VINEYARD

By C. P. Hunt

"Give them enough rope and they will hang themselves." Have you ever heard that, Ulrich? Last month in TWO BELLS, under the column VIRGIL VENOM, you took a great big swing at the Virgil operators and, not satisfied with that, included the "Hermit's Corner Room" (Schedule Dept.). You attempted to cover up with that line about "My secret operators informed me that there was nothing on the schedule about pull-out trips to Laurel Canyon turning off at Santa Monica." What Ernest Tibbett wants to know is how Ulrich instructs students in regard to pull-out trips. Tibbett just wants to remind Billy that a year ago there was a bulletin posted covering just such instruction. Maybe you need some new "secret operators", Willyum. . . . Looks like Uncle Sam will never finish reaching out for men in the service. B. R. Helbling, A. C. Glenn, George DeVoe, J. Stewart, F. H. Hughes, T. H. Allison, and H. S. Dennis have

#### KILLED IN ACTION

Sgt. Gordon F. Hatch, son of Charles Hatch of the Mechanical Engineer's office at South Park, was killed in action in the European theatre of war where he was serving with the medical section of the 352nd Infantry. To his wife, his two children, his brother and parents, Mr. and Mrs. Hatch, the Company offers its deepest sympathy.





all taken their physical examinations. Perhaps it will not be necessary for them to go any further. At any rate, we sincerely hope something will happen soon which will prevent their leaving. . . . Allison "Farmer" Thaine says that even if Uncle Sam grabs him, the farming project will go right on, for the LAMC farmers have some new recruits. They are Dick Bright, Jack Perdue, E. I. Strickland, Rex Skelton, "Slim" Banks, and N. Frichstat. Looks like they'll produce the goods—they're all good workers, and, incidentally, big eaters. . . . Just in case someone who reads this doesn't believe in signs, don't say no one warned you. The speed sign posted at the pumps at Vineyard is only a reminder of the law—but it has "teeth". The kind that bite, too. . . . Well, well, so Frank Epp has forsaken the open road for a career in the shops. You have to be a pretty lively fellow to keep up with the requirements of coach operation today. Just ask any one of the ladies and gentlemen out there behind the wheels—the ones who bring in that dough. . . . If you haven't been attending the bowling matches of late, you have been missing one of LAMC's main attractions. 'Tis rumored that "Wheaties" is attempting to sign up Will Burge on a new advertising program. He came up from a 135 average to a 254—topped the score sheet with a run of seven spares. That's good bowling. Why not come out and support your teams?

Here's the calendar of things to come in the field of sports: A horseshoe tournament is being planned. Anyone who can wield the cast iron shoes should contact Bob Shannon. Four pits will be constructed, two at Vineyard and two at Virgil. . . . The ping pong tourney is ready to go into action, too.

## BUILDING BLUES



By Jennie Bevis

The bride and bridegroom are Mr. and Mrs. William Ward, who were married November 25, of last year, in Taunton, Massachusetts, at the home of friends. Mrs. Ward, formerly Beverly Jean Yates, is a statistical clerk in the Research Department, and Bill is in the Navy, Fireman 2/C. Beverly is back at work now after taking a leave of absence to spend near her husband while he took PT boat training at Melville, Rhode Island. About March 14 Bill embarked from Shoemaker, California, to journey to his PT boat awaiting him somewhere overseas.

Ted Merritt of the Tax and Valuation Department was taken to the U. S. Regional Hospital in Pasadena for observation. When last we heard, his illness was thought to be the result of a tricky appendix. Ted started working here a year ago after receiving an honorable discharge from the Army.

We'll miss Faye Barger and Isabelle Anderlan. Faye's husband, after doing a long stint of active service in the Navy, has finally been given shore duty at Great Lakes, so Faye will join him there. Isabell's husband was also in the Navy. He has re-

ceived a medical discharge and they have returned to their former home in St. Louis.

The month of March brought its toll of sorrow when Mary Sullivan and Mae Bass each lost her mother.

Newcomers to the building are Peggy Heck and Mary Buckley. Peggy is operating one of the elevators, while Mary can be found in Mr. Utt's office assisting Virginia Rees. Lloyd Gebhart has returned to the Auditing Department, having been given a medical discharge from the Army.

We have many talented and clever people in the Company. Howard Taylor is an expert badminton player. R. M. Whitman is a champion skier and has guided beginners through the difficulties of the "Gelandesprung" and "Langlaufing". (Note to the type-setters: "Excuse, please!") But Nip's specialty is ski-jumping in which he was many times a prize-winner. Barbara Samm, of Mr. McGurk's office, is also an expert skier. Those beautiful suntans she gets over the weekends are really "snow-tans". John Walters is a camera fiend, having reached such a high degree of perfection pursuing his hobby that he has been asked to loan his work for exhibition.

Rumor has it that Betty Flette, fetching brunette receptionist in the Industrial Relations Department, and "Mac" McCargar of the Claim Department had their picture taken together. Could this mean anything special?

Mrs. Elsie McDonald, widow of Gladstone McDonald of the Auditing Department, wishes to thank all those who were so kind to her husband while he was ill. She writes that he appreciated the sympathy and encouragement expressed in cards, flowers and books as well as the personal visits from so many.





#### LEND ME YOUR EARS

Here's a young lady who needs six hundred ears; that is, if she ever decides to wear all her ear rings at one time. Violet Leach, popular elevator starter in the main building, has been collecting these ear adornments since she was in high school. She has nearly three hundred pairs of various sizes, shapes and colors. If any of you girls have ear rings tucked away in your dresser drawers that you don't plan to wear, why not give them to Violet so that she may enlarge her collection.

## IT ISN'T FARE IF YOU DON'T GET IT

(Continued from Page 5)

fers as each fare is paid, and, while doing this, to keep one eye on the passengers who are squeezing by the crowd around the fare box.

**When a pass** is presented, acknowledge it quickly by saying, "Pass". Say it loudly because it is important to you to get those passengers away from the fare box.

**Learn your transfers.** There are times when we don't have time to look at the date and the time punched, but by knowing your colors and at which points the various colors are presented, we can save a lot of transfer chiseling.

**Watch the babies,** too. If the boy looks as though he is old enough to smoke a cigar, be sure to ask for his fare. Some operators, because it takes a little additional effort, are not going after the fares of children who are six, seven and eight years old.

**Keep the inspection** plates on your fare box cleaned off, and then if the old expert should try to ride for two cents, you can present a case by pointing to the amount of money actually on the inspection plate of the fare box.

**One of the** most casual and most common fare evasion gags is the one used when a group of people board and one after another repeat, "He'll get my fare," pointing over his shoulder at those following. Or sometimes he says nothing, and walks into the car. A good trick is to ask every third passenger for his fare by saying, "Fare please, madam", or "Fare please, sir." If the person says, "He'll pay it," ask him, "Who?" As a general rule, he will point directly at some person. Sometimes he will sheepishly put his fare in the box. It is a common occurrence on certain lines for ten or fifteen people to board, each one

## SHAVINGS FROM THE SHOPS

By Billy Pinder

Corporal A. J. Pietroforte, son of Joe Pietroforte of the truck shop, made the headlines the other day in a big way when he married Elaine M. Green, daughter of Colonel and Mrs. J. M. Green, with Major H. M. Wolkins, Army Chaplain, officiating. The newspaper headlines read as follows: "Corporal Weds Colonels Daughter." . . . Jerry Cameron of the unit overhaul is having quite a time with his locker. It seems some of the boys are always hiding it. After the last episode Jerry found it in the shower. . . . Any time of the day that you happen to walk into the Stores Department office you will find "Bea" Findlater proudly op-

saying, "He'll get my fare," and when the last passenger gets on, the operator receives but seven cents, that passenger remarking with a shrug, "I never saw them before." And hunting those evasive passengers in a crowded car is certainly no easy trick.

**The livewire conductor,** who has the cooperation of his passengers and who encourages them to move away from the fare box, causing only a minimum of congestion, will more than likely collect every fare that is coming to us. But the operator, with a single track mind, who sees only one passenger at a time, or who is too interested in making his signal, is costing you and me money in our bonus receipts because the costs of operating this company come out of the money which is taken in.

**We'll all admit** that we are doing one of the toughest jobs on the home front under the most trying conditions, but remember, it's our share that we miss. So—let's keep grinding our bonus through the fare box.

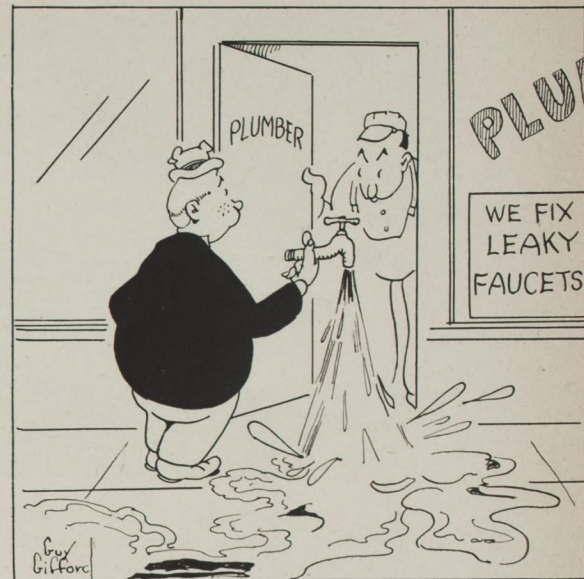


erating the new addressograph machine which the Company recently purchased. . . . Sam Myers is back after undergoing an appendectomy. The boys welcomed Sam with a floral wreath of lovely weeds and a two-by-four home made crutch. . . . News from the battlefronts: Wilf Oglesby, son of Ted Oglesby, paint shop foreman, had a narrow escape recently while fighting the Japs. Under heavy bombardment, Wilf's crew of three men knocked out three Jap tanks. The first two were knocked out and the third was stopped when it ran over their tank gun. The whole crew was severely wounded but they are progressing nicely now under hospital treatment. All were decorated for their gallant stand. . . . Howard Myers, brother of Sam and Louie Myers of the carpenter shop, was wounded recently while in the Pacific. . . . Dave Dent, Junior, son of Dave Dent of the drafting room was a visitor to the Shops lately. He enlisted in the Navy. . . . Arno Prenger, son of Gus Prenger of the carpenter shop, left recently for overseas duty. This is his second trip to that battle area. . . . We hear that Ray Weatherly asked Marshall Bradley, our (recognized) weather prophet, if it would be all right to plow his farm over the weekend. Marshall told him there would be no rain. The next day Ray was out to plow—but had to retire in a hurry on account of the deluge. . . . Someone told Bill Skinner of the carpenter shop how to make coca cola out of pure water. We hear Bill got his feet wet in the experiment. . . . Bill Laffey, of the Stores Department, is top man of the bowling club. Bill made eight strikes in a row the other night and was awarded a special lapel pin by the bowling club. His score was 254, which was tough on George Smith who was runner-up with 224.

## STREAMLINERS

By A. C. Zakor

Yes, sir! Spring has arrived with a bang! Which means we had copious amounts of thunder, lightning, wind, and rain. And now we have victory gardens. We talked to Inspector J. C. "Woody" Wood (also known as the sheriff of Temple City) and he is really farming this year. He already has potatoes coming up. But he is going to have competition right in his own office. Inspector D. D. (Dusty) Rhoades plans to give him a run for his money this year and with all the help Dusty has, Woody had better do his stuff! . . . S. L. Roose traded divisions with L. A. Card of Division Five, recently of Division Four. Looks like Mr. Card just couldn't take it at Division Five, for he didn't stay there very long. . . . Corporal Howard Renner, who has been overseas in the Mediterranean sector for over three years, dropped in to see the gang and to say "hello". Howard expects to go somewhere in the middle western states for a rest. . . . Chief Storekeeper C. W. Meyer is back with us again after four years of chasing about the Pacific Ocean on a destroyer. Welcome home, Clarence. . . . But, just to make things even, Uncle Sam called H. L. Walters into the Army. . . . U. E. Dunn went on the sick list February 26. At latest reports, he is convalescing in Arizona. . . . C. P. Rutledge went on the sick list January 23 but is feeling a lot better now. . . . Bronchial trouble has kept L. R.

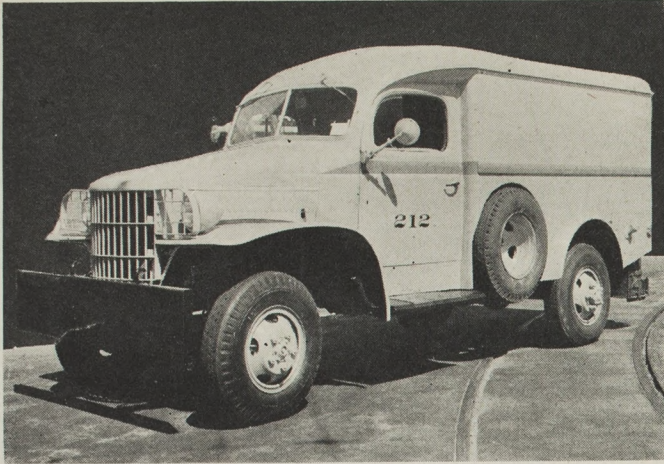


Thompson off duty since February 1. . . . I. E. Wineberg has been off with the flu since February 20, but is expected back soon. . . . Hurry and get well, fellows. We need you. . . . We hear that J. D. Ledford is back from the Navy and anxious to help keep 'em rolling. . . . L. R. Benesch has our sympathy as his father died recently in Washington. L. R. requested a ten-day leave to go to that city where he assisted with the funeral arrangements. . . . We read a letter from a former Pico trolley pilot, Private first class Earl D. Meldrim, who is somewhere in the Pacific. He has been in the Army since February, 1942. Here is a chance to make a trade if you are dissatisfied. He writes that he is willing to make a trade for any run, on any line, and turn over one-half of his pay checks to the Red Cross! Any takers?

BONUS COMPUTATION			
February, 1945			
$\left( \frac{\text{Wages per Vehicle Mile for Jan. 1941}}{\text{Revenue per Vehicle Mile for Jan. 1941}} \times \frac{\text{Current Revenue per Vehicle Mile}}{\text{Revenue per Vehicle Mile for Jan. 1941}} \right)$	-	$\left( \frac{\text{Current Wages per Vehicle Mile}}{\text{15% of Jan. 1941 Wages per Vehicle Mile}} \right)$	= Bonus per Hour
$\left( \frac{9.89}{18.33} \times \frac{56.09}{30.26} \right)$	-	$\left( \frac{13.72}{1.48} \right)$	= Bonus
	-	12.24	= 6.09 or 7 cts.



## Editor's Observe



### FROM "FIRST AID TO HUMANS" TO "FIRST AID TO COACHES"

Meet our new coach road service truck—the latest innovation to be added to the Los Angeles Transit Lines. A converted Army ambulance which has been released by the War Department because it is too small for a field ambulance, this service truck is proving to be a great time saver. It carries a complete supply of small equipment such as spare fare boxes, light globes, spark plugs, fan belts, all kinds of tools, oil for engines, and spare batteries. It is also to have a radio unit installed, and in case of any coach breakdown can be on the job in a period of minutes, thus precluding the necessity of the coach being taken out of service.

The men assigned to the truck are very familiar with all their duties, as well as with the coach lines. They are called "road service mechanics." These men really like the truck as it is more comfortable than the old type and it makes it possible for them to work in the rain, as they can walk around inside it. Another feature of the service truck is its front axle drive which enables it to pull itself out of a hole.

So far, only the one truck is in service, but it is hoped that more will be obtained in the near future.

OUR current cover is in memoriam to our late President, Franklin Delano Roosevelt, for whom all the civilized world has mourned. The greatest tribute that we can pay to his memory, and to the memories of the others who are casualties of war, is to get behind the new President. Harry S. Truman, our new President, has asked for our prayers for his job ahead is great and his load is heavy. Let us not fail him. . . . We wish to thank the members of Division Four who lent us their hands to make our feature story possible, "It Isn't Fare If You Don't Get It," on pages four and five. Thanks, also, to Calvert Meade, cashier, who took the part of the fare evading customer, and to M. E. Dupler for portraying the dopey conductor, which he most certainly isn't, and to T. C. Ice who did a marvelous job as the unconcerned passenger. . . . "Prodigal Sons," is being held over till next month because we've not had a chance to interview all the returning veterans as yet.

## They're Here

(Continued from Page 3)

sleeping accommodations for the gang. Sometimes they would take over a tourist court. In Terre Haute, Indiana, they had one room and one bath for the nine men. The biggest event of the trip happened at a little place fifteen miles outside of St. Louis where a man sold them three cartons of cigarettes. These, of course, were rationed to the fellows during the rest of the trip.

One flat tire was the only trouble they had with

the coaches during the entire trip. And, of course, when they rolled into Los Angeles, the whole convoy became lost and had quite a time finding the White Motor Company on South Alameda. When they finally pulled in, they were met by newspaper photographers.

No official word has been received at the moment as to the balance of the two hundred and thirty-seven coaches scheduled for Los Angeles; however, they will be delivered as soon as is humanly possible to help bring much needed transportation to this huge metropolis.

### L. A. TRANSIT LINES OPERATING RESULTS

	DEC. 1944 vs. DEC. 1943			JAN. 1945 vs. JAN. 1944			FEB. 1945 vs. FEB. 1944		
	1944	1943	Increase + Decrease— Over 1943	1945	1944	Increase + Decrease— Over 1944	1945	1944	Increase + Decrease— Over 1944
<b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, etc.)	1,885,936	1,688,016	+ 197,920	1,837,456	1,702,282	+ 135,174	1,685,693	1,622,450	+ 63,243
<b>Less:</b>									
<b>OPERATING EXPENSES</b> (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	1,425,671	1,335,190	+ 90,481	1,447,913	1,210,469	+ 237,444	1,376,143	1,237,499	+ 138,644
<b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Ins.)	546,759	229,853	+ 316,906	272,563	315,222	— 42,659	198,534	305,429	— 106,895
<b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trusted certificates.)	36,136	47,560	— 11,424	35,731	44,231	— 8,500	35,628	43,609	— 7,981
<b>Total Expenses</b>	2,008,566	1,612,603	+ 395,963	1,756,207	1,569,922	+ 186,285	1,610,305	1,586,537	+ 23,768
<b>Leaves Net Profit or Loss</b>	— 122,630	+ 75,413	— 198,043	+ 81,249	+ 132,360	— 51,111	+ 75,388	+ 35,913	+ 39,475









# Go Places with the LOS ANGELES TRANSIT LINES

**A** SPIRIT of new life, new energy, new vitality imbues our company. Transportation for Los Angeles—the city that deserves it—is in the dawn of a new era. New coaches already are rolling, their humming machinery singing a song of more and better equipment to come.

There are whisperings of new uniforms, new badges and new caps for the employees. There is talk of safety awards and athletic programs. A spirit of exuberance, fresh hope for our future, permeates every department of our organization.

With growth and expansion will come new openings for men with vision. New jobs will be created. New ideas will be advanced.

You get the feeling of exuberance in our new slogan, "Go Places With The Los

Angeles Transit Lines," which expresses downright optimism for our postwar future.

Tomorrow, when manpower is available, we shall seek new customers. The Company has promised the equipment to carry the passengers, but it is our job to hold them. It's up to us, the workers, to give them the kind of a ride they want—to give them service in a safe, courteous manner.

But it isn't necessary to wait until tomorrow to begin part of this program. Let's do it today. Let's make our customers' transportation so pleasant that they'll never leave us.

Director of Public Service  
Los Angeles Transit Lines