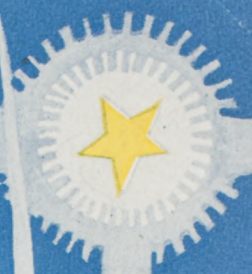
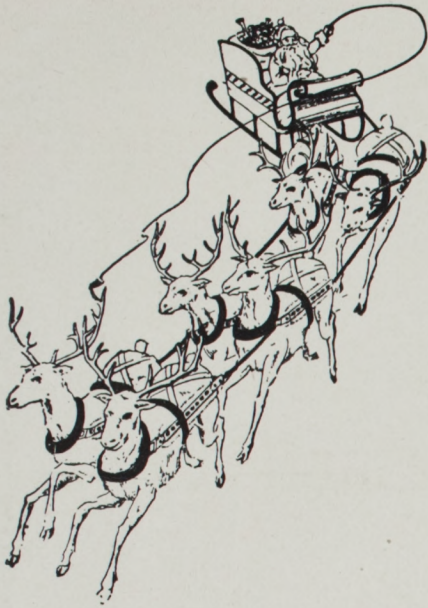


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The Editors Observe Some Christmas Customs

DO you know why Santa Claus is supposed to come down the chimney at Christmas time, instead of making a more dignified entrance, through the window, for instance? This myth developed from the early English custom of sweeping down the chimneys at New Year's so good luck might enter in. Santa Claus, with a bagful of toys, would surely be good luck for any little boy or girl.



Shoes Won't Stretch

In Germany the patron saint of little children is the Christkinlein from which we get the jolly name of Kriss Kringle. But to the Dutch we owe our thrilling custom of hanging up the Christmas stocking. To us the early Dutch settlers brought the habit of placing before the fireplace all the wooden shoes in the family, to be filled by the good San Nicholas, as he rode around the world seeking good little boys and girls. Young America soon improved upon the shoe idea by substituting the stocking. Shoes won't stretch, you know!



Christmas Trees From Germany

Likewise from Germany came the custom of decorating a fir tree with candles and gifts. When the Germans occupied Paris in the memorable winter of 1870, they cele-

brated Christmas with their glowing trees, which so impressed the light-loving French, they likewise adopted this custom, improving upon it to the extent of planting the entire tree, roots and all, in a tub.



The Yule Log Still Burns

Burning the Yule log at Christmas is a survival of that ancient winter celebration on December 25, when great logs were burned in the open, in honor of the god Juul. In feudal times the burning of the Yule log was accompanied by the singing of Yuletide songs, and was one of the most joyous of festivities.



Festivals From Italy & Spain

The practice of placing a great community Christmas tree in our parks, decorating it with colored lights and a great star, while crowds gather about and sing Christmas carols, is taken from the street festivals of Italy and Spain.



Exchanging Gifts

Giving gifts to the poor at Christmas originated with the folk-tale that among the beggars who come to the doors at Christmas time is the Christ Child in disguise, and whatsoever of hospitality is given to the poor at this time, is in reality hospitality to Christ.



Why December 25th?

However, December 25, as many popularly understand it, does not represent the actual birthday of Christ, but is rather a date selected by the early monks to represent it.

Different theologians in an attempt to find the accurate day, have assigned it to almost every month of the calendar.

336 A.D. is the first record of December 25 being the day for the Christmas celebration. Just why that particular day was chosen is unknown. But in most countries now this date represents the Christmas holiday, though the whole twelve days, extending to January 6, are celebrated in different countries with varying religious ceremonials.

So, let's not forget that it is the birthday of Christ that we commemorate on Christmas. In fact, the word "Christmas" originated from "Christes Messes", or "Christ's Mass", a religious ceremony celebrating the birth of Christ.



So It Was - -

And the angel said unto them,
Fear not; for, behold, I bring you
good tidings of great joy, which shall
be to all people.

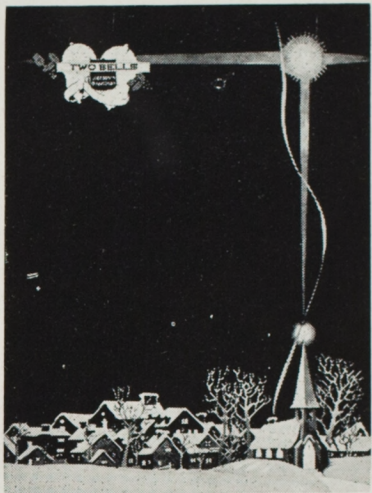
For unto you is born this day in
the city of David a Saviour, which
is Christ the Lord.

And this shall be a sign unto you:
Ye shall find the babe wrapped in
swaddling clothes, lying in a manger.

And suddenly there was with the
angel a multitude of the heavenly
host praising God, and saying,

Glory to God in the highest, and
on earth peace, good will toward
men.

St. Luke II.



Peace On Earth Good Will Toward Men

AS THIS Christmas Season brings to close another year, it leads one to take inventory of the many pleasant incidents and happy circumstances that have added to the pleasure of the day-to-day job. It leads to thoughts of old friends and new. It brings reflections of the trying war years through which we have come with a better understanding of the other fellow's problems.

Let us all pause and consider the wealth of blessings we have received. Let us offer thanks to God this Christmas for the return of our loved ones. Let us bow our heads in reverence to the memory of those who paid the supreme sacrifice for peace, giving their very lives so that we might keep ours.

At this time, more than ever before, let us pray for lasting peace on earth and good will toward men.

To you and yours, I wish a very Merry Christmas and a Happy New Year.

President and General Manager



1

THE Transportation Department, one of the larger departments in the company, recently moved its offices from the main building to Division Four. The new quarters are painted in soft green tones with sound-proof ceilings, and the large windows and translucent glass partitions offer excellent lighting. The attractive reception room is paneled in dark hardwood.

The Transportation Department is made up of a group of fine people working with one interest in mind, and that is to give the people of Los Angeles safe, courteous service whenever they go places with the Los Angeles Transit Lines.

(1) Mr. M. Edwin Wright, General Superintendent of Transportation, is shown at his desk. Mr. Wright came to the company from Lincoln, Nebraska, where he had charge of operations for the Lincoln City Lines. He brings a transportation background which dates back to his eleventh birthday when he took a job as a clean-up boy in the pits of the Fort Smith Light and Traction Company. Incidentally, at that time, his father was Superintendent of Transportation for that company.

3



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2

(2) Al Brehm, Mr. Wright's secretary, claims the distinction of having been the first stenographer employed at the Coach Division.

(3) George F. Goehler, Superintendent of Schedules and Statistics, and his attractive secretary, Miss LeOna Tulppa. All schedules and statistical material pertaining to the Transportation Department come under Goehler's supervision. In all matters, he acts in the capacity of consultant to Mr. Wright.

(4) L. T. ("Curly") Walker is a newcomer to Los Angeles, but not a newcomer to the transportation business. Walker is assisting in streamlining the Divisions.

(5) Mrs. Edna Showalter the attractive receptionist who added to the beauty of the reception office which is paneled in hardwood with attractive benches, fluorescent lighting and modernistic furnishings.

(6) Chief Supervisor A. H. Warren in charge of all watchmen, and flagmen, as well as the supervisory staff. The attractive young lady taking dictation is Mrs. Bertha Latham, secretary to Mr. Warren.

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Transportation In A New Setting

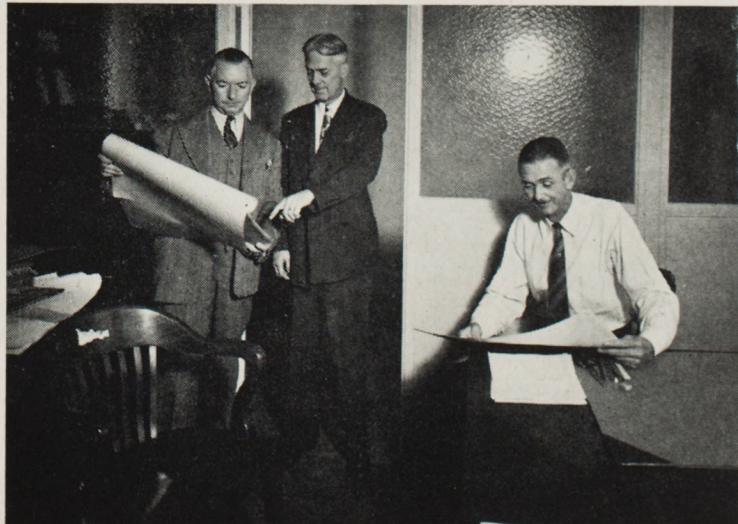
(7) Mrs. Irene Newman, schedule typist, and twin sister of LeOna Tulppa, C. H. Freestone, schedule analyst, J. B. Hayner and F. A. Nordyke, schedule clerks.

(8) Schedule makers get together. J. L. Donnelly is talking over a traffic problem with Guy Wheelock, Supervisor of Schedules, while B. L. Hartsell studies a schedule just completed. Mr. Wheelock is in charge of all the actual schedule building for both rails and coaches.

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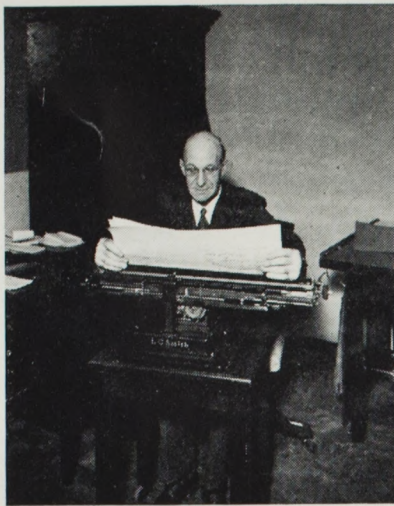


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10) C. F. Egan, left, and Guy Campbell are busy dabbling into the intricacies of the Christmas schedules. Mr. Egan was Supervisor of Schedules at one time, but due to ill health, he had to give up that position.

(11) The man who types the division schedules from which the operators figure their runs is Reginald White.

(12) This picture shows a new addition to the schedule department, a Vari-Typer machine. It is operated by Mrs. Ida Mae Willing. In front is Floyd Darling, an instructor officially, but he has been helping with the commendations and complaints temporarily. Dave Coburn, who is a schedule analyst and has charge of the checkers, was working at the Los Angeles Motor Coach Lines when the photographer was shooting pictures.

(13) Miss Fern Preston, timekeeper for all the monthly salaried employees in the Transportation Department, takes some notes from Sam Taylor, special agent, and E. E. Loop, Supervisor of Traffic (right). Loop works in close cooperation with the city and has charge of taking care of curbs and pavements and any city property affecting transportation. J. L. Drummond, Chief Special Agent, was on vacation when the picture was taken.

13



Above, Wilfred Lippiatt, General Passenger Agent, has charge of all tickets, passes and transfers. Mr. Lippiatt is also responsible for the distribution of school tickets for all schools throughout the city, and has charge of all tariffs and rates. He reports directly to Mr. Wright. Under Lippiatt's supervision are Miss Eva Murray and P. V. Mann (below). Mr. Mann has the pleasure of returning lost articles to anxious patrons. In this photo he hands over a considerable amount of money which was found on a streetcar.



PRESERVATION OF THE LINE

By M. EDWIN WRIGHT

This is the third in our series of articles presented to acquaint you with the Company and its officials and to offer better and easier ways of doing the job. M. Edwin Wright, General Superintendent of Transportation, gives you a line on schedule science in the following article.



STRICT adherence to the operating of schedules on the lines has much to do with the success of transportation.

The main objective of every schedule maker is to build a schedule which will place no hardships upon the men who must operate under it. Not only must the schedule maker be a past master of the slide rule, a mathematician par excellence, and an authority on speeds and mileage, but he must also have the ability to add the human element into every computation he makes.

When a fast operator is out on the line, he cannot speed up a schedule by running ahead of his prescribed speed, so if schedules were made for the fast operator, the slow ones could hardly be expected to make them. Likewise, if the slow operator were used as a pattern, the faster ones would be handicapped with too much time on their hands. So schedules are calculated, measured and built for the average operator.

We cannot look upon the schedules from an individual viewpoint because the preservation of the line is not an individual job. Keeping it running smoothly is the job of all the operators working as a unit. Perhaps one operator may have an occasionally heavy trip or one that is short of running time. Those situations sometimes cannot be changed without affecting the rest of the line.

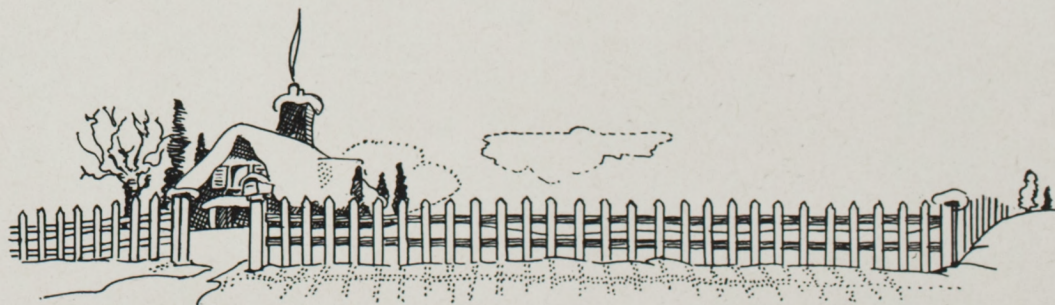
The best illustration of a line schedule is that of a picket fence. The pickets are the cars or coaches; and

the space between, the headways, and the gate, the terminal. When one picket is moved from the fence, it automatically leaves a space twice the size, plus the width of the picket. In order to fill the hole in the fence we must either add a new picket or move all the pickets so that the additional space is distributed the length of the fence.

Now, imagine how that fence would look if every picket had the ability to move for itself without someone to control it. Within an hour, you'd have all the pickets bunched up at the gate.

On our picket fences the schedule makers arrange the pickets, measuring carefully the space between and hope that they stay in place. When one is removed, through some mishap, or through carelessness, the line supervisor rearranges the pickets and distributes the additional space as quickly as possible. You've seen them do it many times, holding a car back, setting up another, turning back the next car, diverting the third, etc., etc., until the headways are again the same, until every picket in the fence is in its proper place.

I have dealt primarily with the intricacies of schedule making, but every man out on the line, whether he be supervisor, inspector, loader, mechanic or operator plays a vital part in keeping the cars and coaches rolling so that we can go places with the Los Angeles Transit Lines.



Season's Greetings



Mrs. A. H. Setterberg, President of the Women's Club, and Mrs. O. G. McDermith, Chairman of the Open House Committee, as they appeared on the platform accepting the clubrooms from B. M. Larrick.

OPEN HOUSE

Ladies of the Los Angeles Transit Lines and two hundred guests dedicate the new club rooms to many years of happy social activities.



AN Open House party, which gave a send-off to the new home of the Los Angeles Transit Lines' Women's Club, was held on November 24.

Two hundred guests dropped in to enjoy the party. Mrs. Setterberg, President of the Women's Club, in behalf of the club ladies, accepted the rooms which were dedicated by B. M. Larrick, Operating Manager. Mr. Larrick, introduced by Mrs. O. G. McDermith, chairman of the Open House Committee, spoke briefly, expressing the hope that the ladies would get as much pleasure out of using the facilities as the company did in having the rooms redecorated.

Upon arrival, the guests were cordially greeted by Mesdames C. F. Thun,

E. D. Mitchell, J. F. Carlin, A. C. Stover, J. T. Watts, L. B. Meek, B. Timbs, J. F. McCormick, A. H. Setterberg, H. E. Gasink, E. V. Athenous, and O. G. McDermith, who comprised the reception line. Each of the ladies present was presented with a lovely carnation.

Two beautiful bouquets were sent from the Company, one of red roses and white chrysanthemums, and the other of Talisman roses and chrysanthemums. These flowers, combined with the soft piano music played by

Miss Mildred Crawford, made a lovely setting for an enjoyable evening.

Refreshments were served buffet style, and tea and coffee were poured for the guests by Mesdames B. M. Larrick, M. Edwin Wright, F. E. Blasey, J. A. Bodley, J. F. McCormick, and L. B. Meek. Mrs. A. S. Ashworth and her committee, Mesdames N. E. Mackay, C. H. Lewis, William Slade, and G. Hooper, are to be highly complimented on their fine refreshments.

The kitchen is equipped complete

Left: This jovial group chatting over their coffee are (left) Eric Lundeen, Mrs. Frank Blasey, Joe McNeil, B. M. Larrick, Frank Blasey. Center: Mrs. B. M. Larrick pours coffee for a guest. Seated behind Mrs. Larrick are Mesdames J. T. Watts, George Goehler and M. Edwin Wright. Right: M. Edwin Wright pitches in to assist Mrs. N. E. Mackay with the dish washing. Mrs. W. Slade is the lady at the left with Mrs. Sam Ashworth in the foreground.





Trust Barney to get that extra piece of cake. Here he is in the kitchen with Mrs. Slade.



Greeting the guests as they entered the new spacious clubrooms were these lovely ladies who formed the reception committee. In the front row, reading from left to right, they are: Mesdames E. V. Athenous, O. G. McDermith, H. E. Gasink, B. Timbs, C. F. Thun, A. C. Stover, J. T. Watts, A. H. Setterberg. Back row, left to right: Mesdames J. F. McCormick, E. D. Mitchell, and L. B. Meek.

with refrigerator, stove, sink, steam tables, dishes and other necessary kitchen items. Adjoining the kitchen is a dining room. Off to the side of the dining room is a well lighted sewing room for the Red Cross workers. The club room itself is spacious and has a large stage where the drama group will present its plays.

The women will be pleased to have any lady in the Transit family join them. They meet the first and third

Thursdays of the month. Their delicious dime luncheon is served at 12:00 followed by the meeting and program at 1:15.

Red Cross workers meet every Tuesday from 10 to 3:00. Mrs. E. V. Athenous, Chairman, will be happy to have new members. Contact her at HO. 7605.

As this issue goes to press, the ladies are preparing for their Annual Christmas Welfare Party on December 15, an event which is the talk

of the Company.

Mrs. B. E. Timbs is the chairman for the party. Mrs. J. F. McCormick and her drama group are to present a play entitled "Aunt Bessie's Quilting Party." To be included in the evening's events is the Handicraft Exhibit with prizes. There is to be \$25.00 in door prizes. Fun galore will be had at the Country Store and the Ring Toss booth will offer much merriment. The proceeds from the party will be given to employees who, because of unfortunate circumstances, are in need of a little extra money.

The first meeting of the new year will be held on January 3, with the regular Dime Luncheon being served at 12. After the business meeting there will be an open forum.

On January 17, following the Dime Luncheon and business meeting, Judge Georgia Bullock will address the ladies.

Why not join the Club now, ladies? Get in with an active group. Contact Mrs. J. F. Carlin, membership chairman, at AX. 2-4679.

Below: (Left) Pouring coffee for Jeff Hudson is Mrs. Frank Blasey. In the background watching are Dan Hanley, left, and C. H. Lewis behind him. The trio in the corner are Shelby T. Brown, C. F. Thun and Mrs. L. B. Meek. (Right) Mr. J. T. Watts signs his name to the guest register which was in charge of Mrs. J. F. Carlin, seated.



Season's Greetings

SAFETY HAS A NEW HOME



C. A. Tengblad, Safety Engineer.

THE Safety Department, under the direction of C. A. Tengblad, recently moved into their new quarters at Division Four. Their offices occupy the same floor as the new Transportation Department, and are decorated in the same colors of soft green and white.

This department has expanded considerably since the most recent safety campaign has been underway. A staff of safety instructors is now added to the personnel. Their job is to aid the operator by giving pointers on proper operation and to study conditions out on the lines, such as broken or damaged equipment and highway hazards. They report directly to Mr. Tengblad, and

though their pictures have not as yet been taken, we want you to know who they are and what divisions they sponsor. L. J. Morris is the safety instructor for the lines operating out of Division One, E. N. Jackson, Sixteenth Street; D. W. Ryan, Division Three; J. C. Wood, Division Four, and C. C. Templin, Division Five.

Remember, these safety instructors are not riding the vehicles to report the men. Their job is to report unsafe conditions, to find accident hazards and to help eliminate them. Talk to these instructors, tell them your problems and your ideas. Maybe you know something about safety that they would like to know.

Mrs. Rose Hardy seated at desk, George Low studies the accident map and Mrs. Geneva Eimer. Mrs. Eimer is secretary to Mr. Tengblad.



Louis Robertson watches intently as Joe Prutsman plays a strange game. The game is the reenactment of an accident using miniature cars and coaches on a miniature street.



Safety, Courtesy & Service Dept.

Here is proof that the Transit pilots are giving their best in Safety, Courtesy and Service this Christmas season as always.

Here's A Driver Going Places

I HAVE been riding the Highland Park bus from 57th and Figueroa to the General Hospital for the past ten years, and of all the men who drive on that line I think the one who is most outstanding is No. 261 (*A. V. Smith, Coach Division*). Many times, not only myself but others have spoken of his courtesy. A lot of folks at the hospital are old and crippled and slow, and to these he gives extra care.

This man is a careful and efficient driver. He really fulfills your slogan "Let's Go Places" efficiently and courteously.

He was driving bus 6509 Sunday, and at 11:30 a.m. he stopped to pick me up so that I wouldn't be late to church. I appreciate such kindness.

L. D. Johnson,

Traffic Unsnarled

I SHOULD like to comment on the intelligence and initiative shown by driver 264 (*V. C. Schnapp, Coach Division*).

At Washington and Soto, last Tuesday, there was a tremendous scuffle caused, I believe, by the signals failing to operate. People were yelling, horns were blowing and things were getting worse by the minute until our driver took over. He got out in the street, issued orders, directed traffic, and kept his head. When we got rolling again, I anticipated "break neck" speed, as I know the drivers have a time schedule to meet, but my fears were unfounded as he kept a steady, even pace.

I asked him his number when I left as I thought he deserved a little appreciation, and thought his superiors should know of this incident.

Marie Brunelle,
1325 Shatto St.

Anxiety Flew Out The Window

LAST Monday, I got off a "7" car at Fourth and Spring Streets. I walked west to Broadway and suddenly remembered that I had left my package on the car. I quickly retraced my steps and boarded the next "7" car going north and asked operator (*H. B. Moorman, Division 5*), if it were possible to get the package which I had left on the "7" car a few minutes before. Operator Moorman said, "Sure, lady." When we arrived at the end of the line, the "7" car I was on first was headed south. Operator Moorman hailed Operator Wells (*C. C. Wells, Division 5*) and he obligingly stopped his car. "Got a package?" called out Mr. Moorman. "Sure have," answered Wells. "Fine," said Mr. Moorman, "hand it over. Lady's waiting for it."

My package was handed through the window while my anxiety flew out, thanks to two fine operators.

Mrs. Fred Eckelmeyer

From A Football Player

REPORTED by phone: Mr. Jack McCord, former football star and Big Ten official, called to tell us of the remarkable and efficient manner in which one of our operators on Seventh Street (*G. W. Hall, Division 1*) handles his passengers.

No matter how crowded the car or how grouchy the passenger, Mr. Hall always has a pleasant remark or answer. His passengers always move back, making room for one more.

It is with pleasure that Mr. McCord wishes "the best" for George Hall and the Los Angeles Transit Lines, who are doing a great job under extremely adverse conditions.

COMMENDATION SCOREBOARD

L.A.M.C.	14
Sixteenth Street Coach	10
Division 4	9
Division 3	7
Division 5	7
Division 1	2
TOTAL	49

Creates Atmosphere of Good Fellowship

JUST a word of praise.

One of the finest bus drivers on your lines, both in courtesy and ability to drive, goes past Wilshire and Harvard at about 5:10 p.m. every afternoon on a Santa Monica limited bus. (*E. F. Morgan, L.A.M.C. Lines*).

I do not know him and have no personal interest in him except that it is a pleasure to ride with anyone who is so pleasing and polite to each passenger, offering a "Thank you" and a smile for each fare received.

He takes care of his bus as perfectly as an orderly, well run home, and somehow creates an atmosphere of good fellowship to all those riding with him.

Rosemarie Barnett



Quick Thinker

SATURDAY, at about 6:15 p.m., I was going north on La Brea near Olympic Boulevard. The quick thinking and good driving of the bus driver averted what might have been a serious accident.

I should like you to thank him for me and the other passengers. His number was 779 (*F. G. Poppleton, L.A.M.C. Lines*). This alertness can be really appreciated in these days when there are so many reckless drivers.

Mrs. M. Braunstein
5843½ Ernest Ave.

These Received Orchids

- R. J. Delorto—averted serious accident.
- H. C. Ferguson—alert.
- I. Gasparro—unfailing courtesy.
- J. W. Kasheer—helpful.
- E. C. Merritt—courteous.
- J. C. Wood—thoughtful.
- S. H. Brody—efficient.
- D. L. Bucher—kind and courteous.
- C. A. Evans—knows his business.
- H. L. Foss—kind.
- W. J. Fuller—honest and efficient.
- R. Granillo—safe and smooth operator.
- E. G. Humberger—patient and considerate.
- R. D. Johnson—thoughtful.
- J. L. Williams—radiates cheer.
- F. C. Buhles—courteous.
- G. H. Drinkwater—efficient.
- M. I. Jones—efficient.
- L. S. Lawler—kind.
- J. M. Sayles—efficient young lady.
- L. C. Cordes—careful and courteous.
- C. W. Hill—helpful advice given.
- C. E. Holcomb—thoughtful.
- H. Kelly—honest.
- A. Auger—safe operator.
- P. R. Krueger—efficient.

(Continued on Page 28)

Season's Greetings



Holiday Hospitality



Dear Ladies:

You will want to have a snack ready for your holiday guests, something easy to make and ready to serve. Here are some tasty dainties that will even make the mouth of Santa Claus water.

Helen

1 Potato Fondant

1 small potato peeled and steamed
2 tablespoons soft butter
Sifted powdered sugar (about 1 lb.)
Flavoring and Vegetable Coloring
Nut meats

Rice potato and add sugar until it can be handled. Work in soft butter and flavorings. Knead well. Put away in covered jar to ripen overnight. Knead once more, working in nuts and colorings. Shape as desired.

1 Bonbons

Shape potato fondant into balls about size of marbles. Roll some in chocolate decoettes and other in finely chopped pistachio nuts. Place on shallow pan, lined with waxed paper. Set aside to ripen and dry.

1 Stuffed Prunes

Flavor potato fondant with grated orange rind. Soak, drain and pit prunes. Fill with fondant. Roll in granulated sugar.

1 Stuffed Cherries

Make cuts in candied cherries and fill with fondant.

1 Christmas Favors

Nosegays of holly leaves, red berries and white carnations make attractive favors.

* * *

2 Applesauce Cake

1 cup brown sugar
½ cup shortening
1 cup thick, unsweetened apple sauce
1 egg
1 teaspoon cinnamon
½ teaspoon nutmeg
¼ teaspoon cloves
¼ teaspoon allspice
½ teaspoon salt
1½ cups flour
2 teaspoons baking powder
½ cup chopped walnuts
½ teaspoon soda

Cream shortening and sugar. Add applesauce and beaten egg. Sift and measure flour, sift several times with other dry ingredients. Add nuts and combine the mixtures, mixing them thoroughly. Bake in loaf pan or in two layers in moderate oven. Loaf at 350 degrees, 375 for layers.

3 Orange Date Nut Loaf

2 cups flour
½ teaspoon salt
3 teaspoons baking powder
½ cup butter or margarine
1 cup sugar
2 eggs
1 teaspoon grated orange rind
2 tablespoons lemon juice
¾ cup milk
½ cup chopped walnuts
½ cup chopped dates

Sift flour and measure. Sift three times with the salt and baking powder. Cream margarine or butter. Add sugar gradually, creaming until smooth. Beat in eggs one at a time. Add orange rind. Add flour mixture alternately with lemon juice and milk, beginning and ending with flour, beating until smooth after each addition. Add chopped nuts and dates. Turn onto well greased loaf pan and bake in moderate oven (350 degrees) for one hour or until done. Makes one loaf about 9 x 4½ x 2½.



3



4

Courtesy Southern California Gas Co.

4 Appetizers

Delight your holiday guests with these: a polished California grapefruit bristling with cheese apples, frosted olives, stuffed gherkins, cervelat half-moons and varied shaped crackers spread with mixtures of minced clam with cheam cheese or avocado with garlic salt.

5 Sunkist Orange Marmalade Pudding

- ½ cup suet, chopped fine
- 2 cups dry bread crumbs
- 1 cup orange marmalade
- 1 egg
- ¼ cup Sunkist orange juice
- 1 teaspoon soda

Beat egg. Add suet and crumbs. Add soda to marmalade and stir just enough to blend. Combine. Pour into buttered upper part of double boiler. Cover and cook over boiling water 3½ hours. Replenish water as it boils away. Serve hot with Christmas Candle Light Sauce. May also be steamed in covered molds or cans.

Christmas Candle Light Sauce

- 2½ tablespoons cornstarch
- ½ cup sugar
- ½ cup corn syrup
- 2 teaspoons grated lemon peel
- 2 cups cold water
- ¼ cup lemon juice
- 4 tablespoons butter or margarine
- Sprinkling nutmeg
- Sprinkling salt

Mix cornstarch, sugar, syrup, peel and water. Boil 5 minutes. Remove from heat. Add remaining ingredients. An egg beaten into cooked sauce improves the texture and flavor.

6 Christmas Shortbread

Wash one cup butter in cold water until waxy. Add ½ cup sifted powdered sugar gradually; mix well.

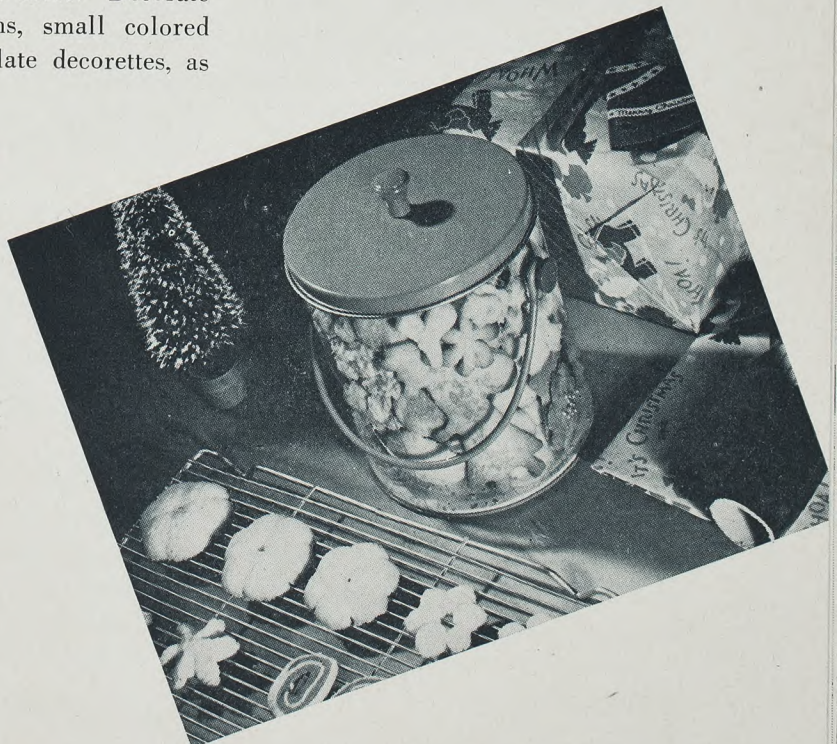
To 2¼ cups sifted enriched flour add ½ teaspoon baking powder and ¼ teaspoon salt. Add to first mixture.

Turn on to floured pastry board or canvas; roll ¼ inch thick. Shape with floured cutters in symbolic Christmas shapes, or trace around cardboard pattern. Place on cookie sheets lightly greased with shortening. Bake in moderate oven (350 degrees F) 25 to 30 minutes, or until delicately browned.

Frost with Vanilla Frosting made by mixing ½ cup sifted powdered sugar with 2 teaspoons water and ½ teaspoon vanilla. Color as desired with pure vegetable color. Decorate with silver dragons, small colored candles and chocolate decoettes, as desired.



6



5

Courtesy Sunkist.

From GI's to Civvies

YE Editor hears a lot of strange tales from our returning servicemen. But one of the quaintest stories we have run across in the past few months is related by Charles J. Morrissey, Division One, just returned from service in the U. S. Navy.

In the vast reaches of the North Pacific ocean, about 1800 miles northwest of Honolulu, lies a group of low coral atolls commonly called Midway Islands. So named, it is said, from being midway between Asia and America. Morrissey had the rather dubious pleasure of spending nine months on one of the Midway Islands, which, to quote him, "isn't what I call it." However, the affectionate names he used are unprintable, particularly when the kiddies are around.

The islands (or sand splits) are approximately three to ten feet above sea level and are known as the landing fields for the Gooney Birds. Now everyone knows what a goon is, but who ever heard of a gooney?

After a few short months on the island, Morrissey claims not only did the Goonies make him loonie, but the little dickens left their mark on him, so that now instead of counting sheep at night he counts the goonies coming in for a landing.

Like a sailor, the Gooney bird spends the greater part of his life at sea roaming the ocean, from which he obtains his food. They come ashore only during the breeding season. They are experts in gliding and when fairly on the wing, can glide for great distances with little or no effort. When on dry land, a clear open space and a run of fifty or sixty feet with favorable direction of wind are necessary before they can "take-off". Conversely, when landing, a clear space is also necessary and as the bird nears the ground it extends its feet wide, creating the impression of a miniature airplane in flight. Unlike man, however, the

Gooney evidently has not mastered the fine art of making a three point landing, for it is a common sight to see one Gooney after another topple over as its feet almost touch the ground.

On Midway, the Gooney has the right-of-way, for they are armed with a strong, sharp, hooked bill and always willing to "mix it up a little" with malice aforethought to all concerned.

The "dance" for which the Goonies are famous takes place while the birds are ashore, and often starts when one bird apparently walking aimlessly along, comes near a group of birds sitting about. As it approaches, one of the group comes forward, raises his bill high and emits a loud shriek, the approaching bird doing likewise. Then begin the fancy gyrations, which are a cross between a fencing match, the minuet and the rhumba. Picture that, if possible, and consider yourself as having made a visit to Midway.

The woman situation on Midway being an absolute negative item, Charlie claims he named one particularly cute Gooney "Ethel", just so he wouldn't forget how his wife's name sounded.

The rest of the boys who have returned from service, went right out on the job, so we heard none of their adventurous tales. However, we're mighty happy to welcome back the following:

DIVISION 1

John C. Boyce
Phelps C. Boyce
Walter A. Guthrie
Harold H. Wobbrock
Charles M. Smith (Mech. Dept.)

DIVISION 3

Lloyd A. Breckbill
Eugene C. Haskell
Kenneth S. Stephens
Marvin M. Howe (Mech. Dept.)

DIVISION 4

David J. Edmondson
Theodore B. Erckert
Dennis M. Spence
Salvador A. Romo (Mech. Dept.)

DIVISION 5

Henry A. Bates
Robert L. Heaton
Samuel A. Morrow
John B. Ryan
William R. Sparks
James L. Pratt (Mech. Dept.)

16TH STREET COACH

Eastin B. Boone
John C. Brewer
Raymond J. Gere
Homer C. Myers
John T. Pool, Jr.
Walter W. Scrimmes
Louis J. Seely
Herbert E. Stith
William L. Turner
Ellis R. Woodford
Walter A. Young

16TH STREET GARAGE

Howard M. Froby
Jess A. Gutierrez

SOUTH PARK SHOPS

Victor E. Bishop
Edgar C. Johnson
John N. Ogden
Irvin J. Osborne, Jr.
Bert Thomas

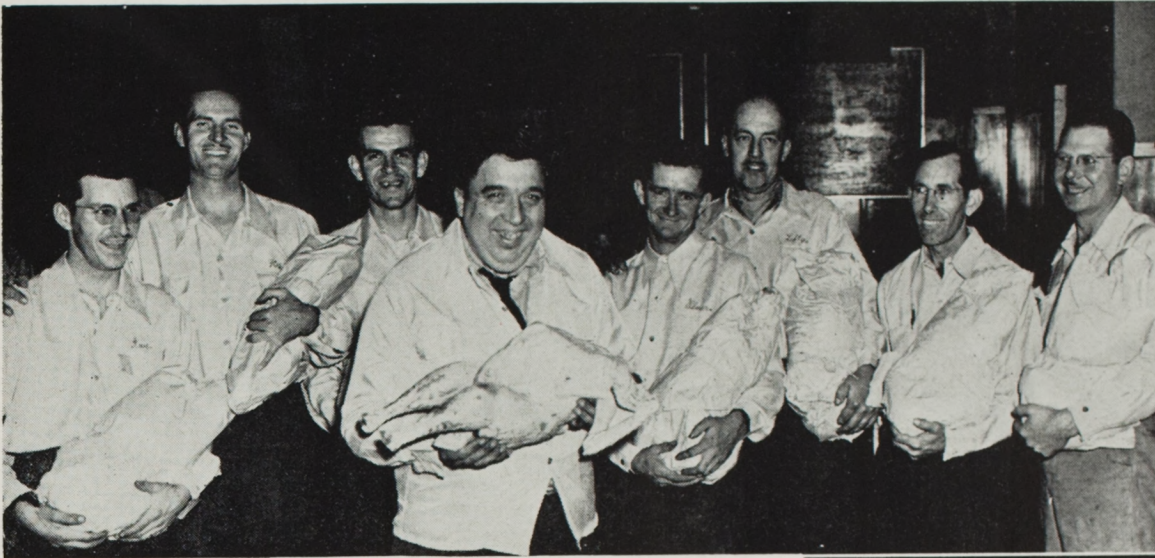
PURCHASING DEPT.

Emil A. McCurdy

L.A.M.C. LINES

O. D. Boysal
Herbert E. Eaheart
Peyton G. Greet
Harold E. Ivie
Edgar D. Palmer
Robert S. Webb
Clarence F. Wolfe

A TURKEY FOR A TURKEY



Take it easy boys, there's plenty for everyone. The smiles of the keggers shown above indicate they have the situation well in hand. From left to right they are: R. Millard, Turkey Outs; W. Blair, 16th Street Special; M. Mariscal, Joe Woe's; B. Briggs, Spare Five; Lefty Hellman, Five Spotters; A. McClure, Strikers; A. Pyles of South Park Rollers. The little man in the middle sans wrapping on the bird is Briggs, Coach Division, who happened to be pacing with the Joe Woe's that night. Right: David "Butch" Dupree, son of Sid Dupree, Sec'y.-Treasurer of Bowling League, holds the festive bird. A. Pyles of South Park is the meanie hanging onto the drumsticks.



Form Counts—Mildred Kasper of the Trolley Bells team was first to win a turkey by rolling three strikes in a row.

THURSDAY evening, November 15, turned out to be a "howling" occasion for the 250 members of the L.A.T.L. bowling league. On that night, thirteen lucky members of the league each won a turkey by rolling the ball down the alley straight and true, to make three strikes in a row.

The success of this novel contest is attested to by the favorable comment still being heard hither and yon. To the best of our knowledge this is the first time a "Turkey for a Turkey" Contest has been attempted in an industrial league, such as ours.

Mildred Kasper of the Trolley Bells team was one of the first to bowl her turkey, which all goes to prove that a consistent near 300 bowler doesn't always get the bird. This season, we understand, is Mildred's first attempt.

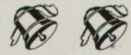
Bowling still continues every Thursday night, and you non-players who might wish to bowl are urged to attend so that you can pace in the teams where players fail to appear. You also have a chance of becoming a member of a team, thereby being eligible to divide the prize money at the end of the season.

So heed the call of the hardwood!

Here are the names of the winners. (Who says 13 is unlucky?):

Ira Aikens, Pencil Pushers; Mildred Kasper, Trolley Bells; L. Hellman, Five Spotters; A. McClure, Strikers; W. Blair, 16th Street Specials; F. Wilson, The Sharp Shooters; H. McDaniels, Spark Plugs; M. Mariscal, Joe Woe's; A. Pyles, South Park Rollers; B. Briggs, Spare Five; Mathis of the Kettle Pushers; R. Millard, Turkey Outs; Jo Grace, Possible 300's.

Season's Greetings



Coffee Time Front table, left to right, Marian Lytle, Adabeth Holcombe, Jesse Hart, Mary Clayton. In background from left to right: June Trumppower, Nina Miller, May MacLeod, Marion McGee, Sally Kintner (on lounge), Jean Joyce (in front of window), Betty Severns, Nancy Gillespie, Betty Erickson, Norma Iverson. Table at right, facing camera, from left to right, Dorothy Williams, Mary Williams, Helen Hughes. Backs to camera, Virginia Rees (left) and Alice Fraser.



Insert: Ruth Holt (left) and Opal Barber, who are in charge of the lounge and lunchroom, prepare for the twelve o'clock rush.



Ladies' Lounge

ON November 19, the new ladies' lounge, Room 721 of the Los Angeles Transit Lines Building, was christened amid pleased smiles from all ladies present. Opal Barber and her sister, Ruth Holt, were especially pleased with the new surroundings, as well as with the large electric refrigerator and the two new coffee urns.

Opal and Ruth are in charge of the lunch room, Opal having been with the Company since 1937, when the first ladies' lounge was instituted. The other sister, Goldie, assists when either of the two girls are absent.

The lounge is open to every lady in the building from 8:00 in the morning until 5:30 in the evening. Coffee, tea, and hot chocolate are served from 11:00 A.M. to 2:30 P.M.

A Token Sees A Lot Of Life

(Reprinted from the KEYNOTER)

I AM a full fare token. I was born in Chicago, Illinois, and after being cleaned and polished was shipped to the Los Angeles Transit Lines along with thousands of others like me.

I was bright and shiny when I arrived, but if I look a little dull now it's because I've led such an active life. I've really been around!

But to put first things first. I arrived in Los Angeles in a sack along with 49,999 of my brothers. There were other sacks of us, too. After I had been properly accounted for by the Treasury Department, I was sent out to one of the Divisions in another sack with 9,999 of my brothers. There a receiver took care of me until one of the transit pilots asked to take me out and start me in circulation. The clerk gave me to him

with 199 others and my active life began.

I didn't ride on that transitliner very long because an elderly housewife bought me and four of my family for 35 cents. She dropped me in a fare box and my life became a dizzy whirl.

No sooner had I landed in the fare box than I started going 'round and 'round and finally dropped to the bottom. The operator took me out and placed me in his money changer along with lots of other tokens, some old, some young.

I didn't stay there long. People were getting on the car, handing the pilot thirty-five cents. Each time this happened five of us would get flipped out of his changer and handed to the passenger who would drop one

(Continued on Page 27)

American Legion Auxiliary

By MRS. LONA DAVIS

THE December meetings of the fourth and the eighteenth were happy endings to a successful year. On the fourth the Unit and Post enjoyed the showing of a motion picture, and on the eighteenth, members and friends had an excellent time at the Christmas party, where merriment reigned supreme.

In keeping with the spirit of Christmas, the Unit gave a very special gift to the Cottage for Women at Sawtelle, as well as \$15.00 to the "Gift to a Yank." The Post had the Christmas spirit, too, and gave \$75.00 to the same fund.

We know that there are many young ladies who are eligible to join the Auxiliary and we shall be very happy to have them in our ranks. Mrs. R. H. Manning, Membership Chairman, will be glad to give further details. Call her at RO. 0687.

American Legion

OUR Post is making rapid strides in advancement, the membership increasing by leaps and bounds. With the termination of hostilities, the strain of war has relaxed and far greater interest is being shown by all members in the various phases of the American Legion program. Bigger and better things are in store.

The meeting held on December 4 was well attended. The Post and Unit saw an interesting movie, at the conclusion of which each held its respective business meeting. Refreshments were served thereafter, bringing the evening to a successful finish.

The Children's Christmas Party, which was sponsored jointly by the Unit and the Post, was held on December 18. Words cannot adequately express the success of this affair, for what is a better witness to the final windup than the happy shouts and joyous laughter of the youngsters. To make the event complete, deli-

The New Legion Colors



Left to right: Ray Clapsaddle, 17th District Commander; Mrs. Ed Roche, Junior Past President; M. Edwin Wright; W. W. Jones, Commander; Bob Snyder, Department Commander; Mrs. Edna Heartt, Department President and Mrs. Voda Byers, 17th District President. The ladies in uniform are members of the 17th District Ritual Team under command of Captain Eleanor Hart (front left).

cacies in the yuletide mode were served at the conclusion of the party.

As we go to press, may we take this opportunity to extend, from the Post and Unit, our best wishes for a Merry Christmas and a Happy New Year to each and everyone.

Los Angeles Transit Lines Veterans Club

By LARRY STATEN

A business meeting was held on the night of Dec. 11, at Patriotic Hall, at which time the officers for the year 1946 were elected.

Our regular meeting will be held on January 8 at 8:30 p.m. at Patriotic Hall for members and ex-servicemen who are employes of the Los Angeles Transit Lines or the Los Angeles Motor Coach Lines. All servicemen are eligible for membership. Comrades, we invite you to come to one of our meetings and see for yourself just what our club is and what it is doing. Meetings are held on the second Tuesday of each month,

unless otherwise stated. Watch the bulletin board for notices.

Installation of the new officers for 1946 will be held at Patriotic Hall, 1816 South Figueroa, at 8:30 p.m., January 19. This is an open meeting and all employes and their friends are invited to come and witness this very colorful event. After the meeting, a light lunch will be served in the dining room by the members of the Auxiliary.

Retired Employees Association

By P. C. McNAUGHTON, Secretary

FIRST, we want to express our thanks to the Company for making our new headquarters available to us.

Our regular monthly meeting was held on November 8, in the new auditorium at Division 3. Mr. Utt was our guest and gave a most interesting talk.

It was voted upon, unanimously, that the present officers act in the same capacities for another year. It

(Continued on Page 18)

Season's Greetings

Increases In The Census

PAPA Stork recently visited some of our families and left a very welcome package. The Frank R. Abrosos's (Sixteenth Street Garage) planned a full wardrobe in pink as they thought their little one would be a girl, but Papa Stork had other ideas. The boy was named Frank R. Abrosos, Junior, and was left at the Stork's Nest in Inglewood. . . . Two of Division One's operators were so overcome by the fact that they were actually daddies that they forgot to let TWO BELLS know. Both are back to normal now, and Operator and Mrs. J. L. Gaines inform us that they are the proud parents of James Edward, who was placed on the family tree September 28. . . . The missus and Operator J. L. Buckley are pleased to report their new addition, who arrived on September 24, is a little girl bearing the name "Josephine Elizabeth." . . . Ben

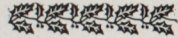


SHE COULD HAVE COME BY CARRIER PIGEON

The stork had a soft job when he delivered Anita Sue Shaw. Anita weighed 2 lbs., 11 oz. at birth. This tiny mite is the daughter of F. J. Shaw, Electrical Repair, South Park.

Lozano was seen bright and early the other morning giving out cigars in Department 20 (South Park). The reason: a 7 lb. 4 oz. baby boy, Ben Frederic Lozano.

Congratulations, mammas and button poppers. Happy days to you and the little ones.



The Hillbilly Boys

By L. B. MEEK

To you "My Gang:"

May I extend to you and yours a very Merry Christmas and a Happy Successful New Year. As we accept the greatest of all gifts, peace and victory, let us not forget those who made it possible.

To you "My Gang", for your unfailing cooperation. You are doing a swell job; I'm proud of you.

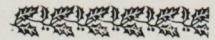
J. A. Bodley,

HERE comes Christmas! And with all those streetcars and coaches in Bodley's hair, I expect Saint Nick will get a request for a nice bright scooter for Jim to ride to work. . . . Speaking of coaches, we have them in the yard, around the yard, against the fence, and everywhere else. They surely got the place paved in a hurry, even if they did chase us out into the street to park. . . . The new coach washer is a honey. Some of the fellows already are anticipating the cool showers they will get this summer. . . . This year we have a lot of the boys spending their first Christmas at home for some time. We are mighty glad to have them

Superintendent, Division Three. back with us again. The latest arrivals have been: Wayne Gardner, Kenneth Stephens, Howard Deane, A. T. Heinz, and H. G. Shipp. Most of these boys are "W" line men, and are the fellows over there glad to see them! . . . J. P. O'Brien has taken over the secretarial duties at this division, and with the added work since the coaches arrived, he has to keep a pail of water handy to cool the typewriter. He says if buying a pair of skates and learning to write with his teeth will help, he'll try that, too. . . . A hearty welcome back to H. R.



Sherbert, who found that six months in Texas was all he could stand after having been in California for two years. He says the Lone Ranger can have it. . . . P. G. Roberts just took a trip to the Lone Star State, too, but it was for a much different reason. He was visiting his sick father who, we are glad to report, is much better. . . . Mary Howell was called to Missouri on a similar trip. We hope for the best, Mary. . . . Around and around we go. It looks like we'll just about get the new operators broken in from the last shake up in time to work new runs on another shake up, if the rumors are correct about the changes to be made at this division. . . . We are happy to report that Foreman Robert Reid is improving. However, he would be very happy to have a phone call or a visit from any one of you. . . . Secretary Rhoda Walden, who has been at the division for many years, is going to retire to the life of a housewife. Good-bye, and good luck, Rhoda. We'll miss you. . . . O. G. Thompson, one of our oldtimers, has retired because of his health. He has a nice place in the country and a few chickens to look after, which should keep him busy. . . . To the new men we'd like to say, "Pleased to meetcha and thanks for joining our family." We are certainly glad to hear that we now have enough operators to get most of the two man cars out nearly every day.



Retired Men

(Continued from Page 17)

was also agreed that the name of our organization be changed to the "Retired Employes Association" since there are a number of women employes who are now on the retired list.

Our very excellent program consisted of vocal selections by Professor Landino, Miss Doer, and Theresa Saehlenou. Miss Mary Connell offered numbers on the violin and readings were given by Mrs. Mayme Nicklett.

Roche Reports From Five

By E. J. ROCHE

Fellow Employes:

We are now nearing the close of another eventful year which brings us to the season of Peace and Goodwill to all. There have been many trying times during the year, but you men and women of Division Five have risen to the occasion in a very creditable manner. I wish to extend to you my sincere appreciation for the excellent service you have rendered and take this opportunity of wishing you and your families a very Merry Christmas and a Bright and Prosperous New Year.

F. L. Ervin

Superintendent, Division Five.

FIRST, I'd like to wish everyone a Merry Christmas and a happy New Year. Thanks, too, for all the newsy items you've furnished for this column.

This month we'd like to congratulate Conductorette Lois O. Hanson, who has been promoted to the position of Assistant Stenographer.

W. P. Casey and Mrs. Casey are anxiously looking forward to the early Honorable Discharge of their son, Frank A. Casey, Seaman 2/c U.S.N. Ken Sloane and Mrs. Sloane welcomed home their son-in-law, First Lieutenant William H. Ivins, U.S.A.F., who rendered distinguished service to the Air Force. C. J. Petersen and Mrs. Petersen are hoping for the Honorable Discharge of their son, Russel C. Petersen, for Christmas. Russel is a corporal in the 821st Tank Destroyer Battalion and has served in England, France, Holland, Belgium (Battle of the Bulge) and Germany. Mr. and Mrs. Petersen's son-in-law, Staff Sergeant James A. White, Radio Operator on a C-47 in Italy and Germany, has already received his Honorable Discharge. Jack Allday and Mrs. Allday are happy to welcome home their son, Harold E. Allday, Motor Machinist's Mate 1/c, U.S.N., who received his Honorable Discharge after 3 years and 3 months service. Their other son, Fred S., Seaman 1/c, U.S.N., now on a carrier in the Atlantic, is expected home soon.

Blair A. and Mrs. Richard are happy to announce the recovery of their son, Donald, 7, from a very serious illness. Otto Schoff is happy

to be back on duty after a long illness. Harold I. Billings is another of our lads who is very glad to again be well enough to pilot his car. C. W. Eiserman, a veteran of World War I, is also off the sick list and able to help handle the Christmas rush. Conductorettes R. G. Hall and Lula Gaskins, and Transipilots S. B. Smith, W. C. Skinnell, Fred Buehles, G. R. Dennis, H. Dinning, H. B. Marques, Fred Denee, S. Scheinert, Henry Estep, Bill Richards, L. A. White are on the sick list; we wish them a speedy recovery.

V. M. Muckenthaler, one of our loyal oldtimers, is very proud of the fine turkeys he raises on his rancho out San Gabriel way.

J. Coward, J. W. Ray, W. G. Dugger, C. Fisher, E. U. Butcher, A. E. Miller, A. G. H. Trager, W. Huntoon, K. Poppe, T. H. Carey are some of the oldtimers who are doing a continuous first class job.

Inspector Charlie Templin is anticipating a sojourn of duck hunting at an early date and says he hopes to bring us a brace of wild ducks. We hope so, too. Not long ago, George Seale made us a similar promise; now, every time George sees us coming, he makes his "7" car take a crossover, an electric switch, or some other form of a trolley pilot's "duck".



Sign in Rooming House:

Please Clean Tub

After Bathing

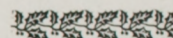
Landlady

Season's Greetings



RECEIVES HIGH HONOR

First Lieutenant A. K. Smith, son of Instructor S. G. Smith, is shown receiving the Bronze Star for Meritorious Service. Lt. Smith also received six citations for outstanding valor above the line of duty. He has served with both the 101st Airborne Division and the 28th



Virgil Venom

By BILL ULRICH

WELL, here it is almost Christmas time, and we hope all you operators have been good little boys and girls, so that Santa Claus won't have to put ashes in your stockings. We, at Virgil, wish everyone everywhere a most joyous Christmas holiday and the happiest of New Years.

Our dispatchers are asking for just one present from St. Nick: enough dependable operators to make their burden a bit lighter. Let's all make a New Year's resolution (and keep it) to give the other employes a fair "shake" as the saying goes.

Strange things and strange faces are making their appearance at Virgil. Big Frank Myers (?) was observed working the Sunset line and brother he was really working. Those 3300's are a bit different than a diesel, eh Frank?

Al Jacques reports that Sunset would be a mighty good line to work if he didn't have to haul the school kids and all the other people. It

Turn Page

seems as if quite a few of the boys agree with him.

There were more Virgil men given the bird recently, and they all liked it. "Dewey", the mechanical wizard and fowl rancher de-luxe, distributed his birds and believe me, I've never tasted better turkey anywhere.

Otto Draffke, the "olive king" of the mechanical department, is planning to build a house as soon as materials are available.

Hubert Dennis, mechanical department, is going to be giving some puppies away very shortly. They are part bull and part fox terrier. Here's your chance to make some kiddie happy. Put your order in early.

W. W. Wilson bought a lot on which he hopes to build a home soon. His neighbors on each side are Bill (The Mayor) Terry and Lloyd Ewing. It seems someone had been carrying trash on Wilson's lot and the day he went out to look over his newly obtained real estate, he saw Mr. Ewing helping him out by removing said refuse. Lloyd always has been helpful.

George Erhardt, the man who goes around dropping manhole covers on his toes, is now building a workshop on his property at home. We should all go over and see him when he holds open house.

Joe Potts is the new "info" man seen around Pershing Square. He works there from noon to 9 P.M.

Louie Baca pulls the old game of trying to get his son to take his medicine. As is to be expected, it ends up with Lou having to take it to show the boy how easy it is. Cheer up, Louie, wait till you have six or seven kids.

John Dayen is now rated as Expert by his fellow workers. If you don't believe it, look on the back of his coveralls—in big letters is the word EXPERT.

A. G. Sullivan is the crossword puzzle fiend of the year. Every time you see him in the trainroom you can bet your life he will be in the

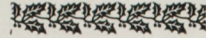
Fellow Employes:

After four years of war the expression "Merry Christmas and a Happy New Year" really takes on its rightful meaning. May I extend to you all the good wishes that it implies.

And speaking of thankfulness, may I tell you at this time how much I appreciate your splendid cooperation and untiring assistance.

F. C. Patton,

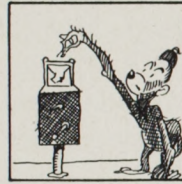
Manager Los Angeles Motor Coach Lines.



midst of trying to solve a tough one.

November 22 was N.A. day at L.A.M.C. For a full twenty-four hours there was not an accident reported. It can and should be done more often. Let's do it!

Seymour Barasch turned the Vermont line into a turmoil the other P.M. It seems that an organ grinder boarded his coach with a monkey. The man paid his fare and started for his seat. Barasch tapped him on the shoulder and said, "You'll have to pay for the boy." And by golly, the guy paid off.



Bonnie Kraus has changed from Virgil general office to the Vineyard division. Good luck, Bonnie, we all miss you. Helen J. Pearsall is taking Bonnie's place in the general office as departmental clerk.

Clinton Bull, formerly of the famed Kosher Klipper, was sighted gnashing gears on the Vermont line.

Vineyard paving is finally finished. The boys are all smiles now that they can bid in their favorite coaches. This means Virgil will be able to take the rest of the 3900's over to Vineyard, making more space in our garage.

Flash! Flash! If you see Lloyd Degregorio driving around in a daze, think nothing of it. His wife presented him with a son on November 27. As yet no name has been chosen for the 7½ pound offspring; how-

ever, as soon as his name is chosen we will pass it on to you.

Virgil bowlers are holding down second place. They are in need of a couple of "300" bowlers. If you can qualify, contact Dale Schultz.

Bernie Helbling suffered a leg injury playing basketball early in the season. He recovered and played a few minutes a short while ago only to have his other leg go bad on him. He will be lost for the rest of the season. Hope you are okay soon, Bernie.

Our basketball team is showing signs of improvement even though we have won only one game in five starts. If you want to see your team in action watch bulletin for dates and times of our games.

AND THE BRIDE WORE WHITE!
Gertrude Anne, lovely daughter of Supervisor Jack Carlin and Mrs. Carlin, shown with her groom, Corporal Carl Ebert, Jr., U. S. Marine Corp.



Fluid Drive

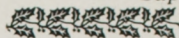
By R. O. BENNETT

To All Employes of Coach Division:

I wish to take this opportunity to thank all members of the Coach Division for their fine cooperation. To you and yours a Merry Christmas and a Happy New Year.

Ray Corbett,

Superintendent, Coach Division.



EVERYONE is pleased with the appointment of Ray Corbett as our new Division Superintendent. Ray is very popular with the fellows and he understands the coach business inside and out. We wish him the best of luck and know everyone will give him full support.

"Pat" McKay was heard boasting about the nice run he had with only a short Saturday from 5 a.m. until 9 a.m., with Saturday and Sunday afternoons off. "Pat" was certainly surprised Saturday morning when trying to check out at 5:00 a.m. and was told his run was from 5 p.m. until 9:30 p.m. Just a slight error of 12 hours, "Pat", so don't feel so bad.

Ulmer is home from a restful vacation spent at the Grand Canyon. He says there were some nice squaws there, but his wife would not let him bring one home.



Some of the boys won turkeys at the Bowling meet in the "Turkey for a Turkey" contest just before Thanksgiving, but as I didn't get that certain invitation out to dinner, I won't mention their names. So there!

Coach Operator Charles E. Tatum passed away on November 12 due to a long illness. We wish to express our sincere sympathy to Mrs. Tatum and to A. G. Hickey, who lost his father on the same day.

After attending a Supervisors meeting, held in Mr. Wright's office, I've come to the conclusion that our officials are doing their best to give us better conditions. Let's give them our full cooperation. Mr. Craven, the gentleman who now heads the Me-

chanical Department, wishes everyone to write all defects on the mechanic cards and he will see that adjustments are made. But, if you don't write 'em he can't right 'em, simple, eh?

We have missed many of the old familiar faces lately and upon inquiring we find they are working out of Division Three—that little cottage up in the Highland Park Hills. We should have some good yodelers from "them thar hills" by the time next shake-up rolls around.

Speaking of mountains, Hagan has struck gold up in the Sunland Hills. If you haven't filed a claim, Hagan, I advise you to do so right away because you know as well as I, someone is liable to trespass on your property.

It seems no matter how A. G. Gribbling has his watch adjusted, it always works in his favor. Ask "Grib" about the time Al Grant set his watch for him.

Mr. Dawkins, all of us have wondered for some time how you could work Beverly and still have such a refreshing look after finishing your run. We know now, for that long lay-over after returning from Lockheed, would make anyone feel rested. Some of these drivers just can't keep their mouths shut, can they?

In case you didn't know, L. K. Walker, I thought you'd like to know that the nice looking redhead who gets on at Heliotrope Drive is spoken for. Please quit howling out the bus window, you wolf, my neighbors sleep late.

Harold L. McDaniel, Motor Coach Division, was married to Miss Daisy Miller on October 23, at the Wedding Manor on Pico and Arlington. Congratulations are in order.

Garage Oil

By C. H. HARDY

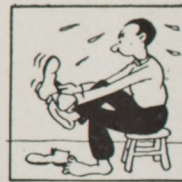
MISS Marjorie Coleman, attractive Victory Loan Drive captain in the office, scored 100% in her department. Our thanks go to those who subscribed for additional Bonds and also to those who have faithfully maintained their large Bond payroll deductions.

George Anders, whose name became a typographical scramble in our last issue, returned from Utah with plenty of deer meat. He also brought back the kind of moustache that could only be the result of being snowbound those four days. George is now at the new Division Three garage. Paul "Pappy" Wood took his vacation before going to Three. His leave was spent hunting quail.

Bob Lingford and Al Bladel gave their beautiful new store teeth a terrific workout on Thanksgiving day. They're now known as the two "choppers". That friendly new smile belongs to Thomas Perkins, newcomer to the office force. Mr. Perkins retired, after 21 years of service in Uncle Sam's submarine service.

We were puzzled to see someone "snowshoeing" across the property the other morning.

It proved to be Roscoe Kirkwood floundering about in his first pair of new work shoes in ten years, according to



his own figures. According to reports, Roscoe is quite an early bird. It seems that he gets up at 3 A.M. to see if any of his chickens have fallen from their roosts.

When Herb "Uncle Bulgy" Smith was being measured for the new white coveralls recently, some of his pals tried to have the salesman print "Sells-Floto Circus Big Top" across the wide area of material necessary for his fit. Incidentally, those new white coveralls are something! They

Turn Page

Season's Greetings

certainly add to the scenery around the garage.

As this was going to press LeLon E. Nelson, son of Mrs. Dorothy Nelson, expected to leave for overseas service with the United States Army.

We understand that Bob Hinze, young "old-timer" from this department, is on his way home from the South Pacific aboard an aircraft carrier.

Messrs. W. L. Craven, J. Buchan and your Scribe wish you and your families a Very Merry Christmas and a Happy and Prosperous New Year.

Streamliners

By A. C. ZAKOR

IN keeping with the Yuletide season, I would like to take this opportunity to thank all the gang at Division Four for their past cooperation and contributions to this column and fondly hope the coming year will find their continued support stronger and stronger. To each and everyone a fond and sincere wish for a Merry Christmas and all the happiness in the world in the New Year to come.

Captain "Willie" Cooper has once again written a few lines. At present, he is with the American Occupation Army in Austria. From the tone of his letter he anticipates being transferred from the little town where he is now stationed to the fair city of Vienna. We can clearly picture "Willie" sailing down the Danube River, all the while enjoying the soft strains of the Blue Danube Waltz played as only the Viennese can play it.

Jim McKevitt, now a Chief Petty Officer in Uncle Sam's Navy, has

To All Employes of Four:

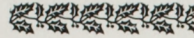
The past year has been a trying one, but you men of Division Four have done a splendid job, and I assure you that I am deeply grateful to you for the fine cooperation you have shown.

The members of the Office Force join me in extending to you, and every member of your family, our best wishes for a very Merry Christmas, and the best of luck for the coming year.

Thanks again,

J. A. Madigan,

Superintendent, Division Four.



been up in the Alaskan country for quite a spell. However, he is looking forward to being with us once again in the near future.

O. L. Wike married one of our clerks a little while back. Now he has decided to leave trolley piloting to the younger generation and retire. He claims now he can take up gardening in a serious way and make a real home for his wife.

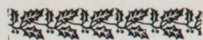
Ted Ekert dropped in to see us recently, stating that he will be back to work in a few more days.

Ted Latham has been advanced to Assistant Superintendent. Congratulations, Ted.

Your scribe has been on his vacation and is still reminiscing about the swell trip to Canada. Perhaps the most outstanding incident noted on the entire trip was the fact that automobiles do not drive on the street car tracks! What a headache remover that would be if Southern California followed suit.

Cal Mead is the first to call school trip cars "Kiddie Kars". Watch out for the Kiddies, Cal.

Editor's note: Our favorite scribe at Four has been away on vacation, hence the lack of newsy items which usually fill his column. Next month, we are sure he will more than make up for his light column this month.



To All Employes of Car House Four:

There are no words to express my gratitude of your standing service and cooperation during the past year. So I will just wish you and your family a Very Merry Christmas and a Happy and Prosperous New Year.

Wheeler Ellis,

Foreman, Division Four Mechanical

Car House Highlights

By HAROLD K. CONACHER

CAR House One reports the good news that some of the boys are back from military service. C. M. Smith, after spending 39 months with the Navy in the South Pacific, has returned to the job. M. W. Creayer is also home again and hopes to be back at work very soon. He spent 14 months with the Army in France and Germany. . . . Color comes to Car House One—and we're not talking about the new paint job. Casey Martin came to work one morning with a very colorful left eye. He claims he bumped into a door. Why doesn't someone get a new refrain for that old song? . . . Jack Marsden finally got his 1928 Oldsmobile out of storage and is giving it a working over. He started right at the top, too, by putting on a new top and getting ready for the rains.

The boys at Car House Three who came to work on Thanksgiving morning saw a sight to behold—a long parade of green, white and yellow transitliners coming down the street and into the yards. Old Number 170, the emergency truck, was part of the show and was all dolled up in the new colors, too. Welcome to our division, transitliners! . . . We're sorry to hear that H. L. Ogden's father is seriously ill. Ogden left for Missouri to be with him. . . . D. Roseman has our sincere sympathy in the loss of his brother, who died suddenly in Iowa. Roseman has gone East to be at the funeral.

Car House Four is bragging about

To the Personnel of Railway Equipment Dept. and South Park Shops:

We are reaching the end of 1945, which has been another extraordinarily strenuous year due to the abnormal condition caused by the war. I want to express my sincere appreciation to the loyal employes of this department. As we enter the holiday season, our thoughts and prayers go out to you and your family. To each and every one of you a Merry Christmas and a Happy New Year.

J. T. Watts,
Superintendent of Railway Equipment.



another grandfather. Foreman W. F. Ellis has another grandson to add to his list. Congratulations, Ellis. . . . Ensign Frank Raymond, son of Frank Long, has just finished a cruise with the Navy and is expected home by Christmas. . . . R. H. Wescombe, too, is expecting his son, who is in the submarine service, home by Christmas. He received word from him that he had left Tokyo and was on his way to the States. . . .

At Car House Five the boys are saying good-bye to A. H. Graham, Assistant Foreman, who has just retired. He was in the service of the Company from September 28, 1904,

SMILE PRETTY!

Janet Marie, age 21 months, turns on the personality for the camera. Janet is the daughter of Fred and Mrs. Happel of Division One.



until November 16, 1945. We wish him a well-earned rest. . . . Jim Inman, Foreman second shift, is happy that his two sons are home again. He is looking forward to a real Christmas this year.



South Park Diary

By BILLY PINDER

THERE have been a number of changes at South Park. The north side of 54th Street has been sold and the General Offices and departments have moved over to the south side. You wouldn't know the old place. A modern up-to-date office building has been erected on 55th Street. The color scheme is perfect. The offices are air conditioned throughout, and we now have every convenience with which to work. The Unit Overhaul section is now located at the east end of the Shops. The Machine Shop and Electrical Repair Department are next to the Body Shop. The "C" Inspection and Truck Shop is at the west end of the Body Shop. Everyone is acquainted with their new surroundings by now, and plenty happy with the change.

The Monthly Programme for the boys last month was highlighted by two members: Nick Santoro, who plays mighty good accordion, and John DiMaggio, who does equally well on the guitar. Now we can truly make music.

A special bulletin will be posted when the Unit Overhaul Barber Shoppe will reopen, so watch all bulletins for the grand opening, but we'd advise not to wait too long for a haircut.

Here is news from the Body Shop. "Duke" Billings had a terrible time coming to work one morning. "Duke" ran through a STOP sign, and claims he was given a merry chase by two or three boys of the law. Tough luck, Duke.

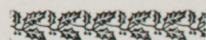
We're certainly happy to introduce the new men and women now working in the Stores Department: R. D. Shultz, E. W. Bailey, James R. Craft, Mildred Davey, Dorothy Greenwood and Frances Isreal.

Confidentially, we hear that Art Gerrard and Sam Myers went to see Santa. Sam wants a box of all-day suckers, and Art wants some licorice sticks. (Wait till Christmas, boys).



Mr. Austin Kilgore, our new ethereal weather prophet, has consulted the stars, and predicts the Christmas holiday will be clear and bright, but to be on the safe side, recommends an umbrella.

Best Wishes for a Very Merry Christmas and a Happy New Year.



To All The Gang:

With the close of another year, I wish to express my appreciation to all the employes at Car House 5 for your splendid and fine work. I extend to all of you and your families my Best Wishes for a Merry Christmas and a Happy New Year.

G. P. Macqualter

Foreman Car House Five.

Season's Greetings

Once Overs From One

By D. B. KOHL

Fellow Employes:

I wish to thank you men of Division One for your fine cooperation in getting the cars out during the time we were so short of manpower. May you and your family enjoy a very Merry Christmas and a Prosperous and Happy New Year.

A. E. Vejar,

Superintendent, Division One.

THE way the boys are returning from the service, it looks like demobilization is hitting on all cylinders. In fact, we could call this past month "Home Coming Month for Veterans" as we welcome back the following: J. W. Cesak, G. P. Bennett, P. C. Boyce, J. C. Boyce, H. H. Wobbrock, W. A. Guthrie, and C. J. Morrissey. We are mighty glad to see the "old timers" coming back, for they are boys that can really deliver the goods.

The old shine benches in the train room have been straightened up and dusted off. Once more they are being occupied, and it occasionally happens that we will go so far as to ask a man if he wants off provided, of course, that he works a tripper for us.



Wedding bells rang out for two of our boys. On September 2, A. Alexander took the marital vows with Erma Jean Brown. Operator C. M. Royle said "I do" with Marie F. Frazier on October 9. Best wishes, newly-weds.

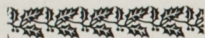
E. C. Hickey, formerly our transfer clerk and now retired, pays us a visit now and then to let everyone know he still remembers the gang.

Charlie Farrah, our messenger, has been retired and is busy working in the garden of his new home.

This week finds a new addition to our office force. Mr. Livingston and Mrs. Walters from the auditing department have been transferred to this division where they will con-

tinue their timekeeping work.

In closing, I wish to thank all of you, my friends and co-workers, for the support you have given me in keeping this column going, and for the pictures, snapshots and miscellaneous material. To every one of you a Merry Christmas and a Happy New Year.



Sour Grapes From Vineyard

By C. P. HUNT

ABOUT the slowest thing in the world, that I can think of off hand, is the time it takes for pay day to roll around. But on the other hand, the fastest thing in the world, to me, is the way each succeeding Christmas and New Years comes and goes. This rapidity of time is exceeded only by the deadline dates for each issue of TWO BELLS. That date always pops up just at the wrong time, so I'll lay aside my letter to Santa Claus temporarily, and ferret out a bit of news here and there.

We learn that "Hermit" Mueller, of the schedule department, is going to pay the "knife wielders" a visit. That is a tough break, particularly at this time of the year. I certainly can

To My Employes:

May I take this opportunity to express my thanks and appreciation for the splendid cooperation I received from each and every one of you.

I wish to extend sincere greetings to you and your families over the holidays, and I look forward to an even closer relationship with each one of you in the coming year.

Al Tieman,

Plant Superintendent, Vineyard Division.

think of lots better places to spend the holidays.

One of the nicest things we have heard is that "E.B." Logsdon, our road supervisor, is looking forward to having his son home for the holiday season. His son has been absent for a long time in the service of Uncle Sam. "Bob" Crandall, of the Sunset line, a noted song writer, is also looking forward to just such a reunion during the forthcoming festive season. We feel very happy for these people. We just wish everyone with loved ones in the service could be as fortunate.

The finest crop of whiskers ever seen on the property, and brother, that crop really is a dandy, belongs to none other than Forte, Jun-



ior. Man Mountain Dean would surely be envious of this cultivation. The real cause of this beautiful crop, however, is a bad case of Impetigo.

The lot at Vineyard is paved throughout, and before the rainy season sets in, too. The parking lot for our cars has also been filled and leveled off. These are the things which really hit the spot with the gang.

If, in your meanderings around town doing your Christmas shopping, you should happen to notice Supervisor Miller looking over the toy trains, while a little fellow tugs at Miller's coat tail exclaiming "Daddy, buy me that," don't be surprised. Miller definitely says he's no relation. The little fellow's name is Gilli-



Our Own Hobby Lobby



Tom Eddy, Division One, is shown with his own personal hobby, in which he indulges once a year. Tom's home at 3510 Eagle Street, is a mecca for hundreds of people throughout the city who thrill to the novel and interesting Christmas scenes.

Eddy starts about three or four months in advance of the holiday season each year making plans for the forthcoming display. In addition to the scene of the town of Bethlehem, shown above, he always incorporates a current subject of interest. One of the most outstanding was a model California Mining Camp, complete with mine trains, ore dump and little stamp mill.

land, the night dispatcher for Motor Coach.

The little story to follow is about a coachette from Vineyard and should answer a great many questions. She is D. Smith, No. 566, and well may she be proud when she relates, "I'm all settled now in my new home, and I made all the money for it driving a coach on Wilshire." On top of that, she has two small children to feed, clothe and house. We think old "Santa" should deliver her the electric refrigerator she hopes to be able to obtain soon.

We have learned, also, that Wilson of Vineyard is about to start construction on his new home in Burbank.

We send our "Get-well-quick" re-

spects and best wishes to Supervisor Bamberlain. He has been confined to his home for a month or better, which is a mighty long time in any man's land.

Have you ever heard this remark? "If I owned this blankety blank coach, I would take the thing and drive it off the end of the pier." True, it has been rumored, that at times it looked as if just that would happen, the way some people ap-

To The Boys on the Road:

Truly this Christmas is one that will live in our memory forever. It is a day of great rejoicing, for our fighting men are fast returning to their familiar places.

We of the Supervisorial Force wish you and yours a very Merry Christmas and a Happy New Year.

*E. B. Logsdon,
Road Supervisor, Los Angeles Motor Coach Lines.*

proach the terminal at Second and Colorado. However, now you have a chance to do just that little thing, for in a used car lot near 6th and Figueroa sits coach 3708, with a price tag that reads \$750.00 cash.

Some of us remember the double deck coach No. 722. Here is the happy ending to a story of this old timer. The coach was purchased for the small sum of fifty dollars. The seats were then removed and sold for more than the purchase price of the coach. Out near the beach old No. 722 rests on a concrete foundation and to it has been added a bedroom, dressing room and bath. At the front where the engine and hood formerly reposed is a fireplace. The inside has been paneled in redwood; however, the old car card advertisements remain. The top has been renovated into a sundeck and connects to a glass enclosed room—just in case the gentle breezes blow too cool. The happy owner of this beach home is none other than Thelma Brunette.

In closing, may I extend my thanks once again to you for the interest you have shown in this column and in supporting it with news articles and photographs in the years past. In addition, may I add my sincere wish for you and yours for a very Merry Christmas and a Happy and Prosperous New Year.

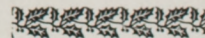
Transit Proverbs

Curse not the mechanic when the bus faileth, for he, too, has his troubles.

Politeness may be old fashioned, yet it payeth big dividends even in this day.

He who leaveth the end of the line ahead of schedule may arrive on time but loseth as a friend the operator of the coach following.

Happy is the operator who smileth in the faces of grouchy passengers.



Season's Greetings

Electrical

By WALTER WHITESIDE

JUST to be different this month, we shall start off by offering each and everyone our very best wishes for a Merry Christmas and a Happy New Year.

Here at the yard things are humming right along. Everything is being painted, which improves the appearance of things no end. Isn't it funny what a little coat of paint can do to change things around, making them brighter and boosting your spirits. In the offices, new Venetian blinds have been installed and we are now patiently waiting for the new lights. You just won't recognize the place.

Keeping up with the changes, we also note that Billy Yandell seems to be walking about two feet off the ground, literally if not actually speaking. On consulting my private swami and the crystal ball, we find that Billy recently remarried his ex-wife. Congratulations are extended to you and your wife, Bill, from all your many friends in the company.

The number one man of the Power Department, Ira Booth, was placed on the pension roll on November 24. Ira has worked in the Power Department since February 12, 1906. Many happy wishes are extended to you Ira, during your lazy days ahead.

Hamilton Freburger had the misfortune to fall and break his wrist the other evening while wiping off the machine at Soto Substation.

Daniel Graham, the new janitor here at the yard, is doing a fine job.

The Ralph Parkers suffered a tough break the other day. Mrs. Parker had the pocket of her coat slit and eighty-five dollars removed.

With the resumption of the Figueroa Coach Line, it was necessary to reinstall the coach stop signs. As the job was a rush order it necessitated Bob Gilliland and his crew working overtime in order to complete the installation prior to the inauguration of service. And there,

No, This Isn't Santa Claus and His Reindeer!



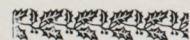
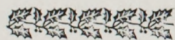
BACK from his annual trek to the Mozula River country in Montana comes Barney Larrick filled with wondrous tales of his hunting adventures. He tells of seeing herds of elk with antlers twelve feet long. He tells of following this prince of the animal kingdom through pine and underbrush, over rocks and ridges, mountains and hillocks far from civilization.

How many elk Barney personally shot, we do not know. Sometimes he says "four", sometimes "one", and sometimes he says, "What's an elk?" But we know that Barney is well informed on the subject of elks, for we overheard him tell this story on himself:

"One day while attempting to keep out of reach of a monstrous elk, I spotted a tree toward which I rapidly headed. To my bewilderment, the tree turned out to be another elk with even larger antlers. I looked at the elk; the elk looked at me. We both stood in amazement. So being betwixt and between I quickly flipped a coin; it came up "tails", and promptly I squeezed into a rabbit hole."

Now we think that's going a long way just to get an elk's tooth, when Barney could have won the same in a crap game with a civilian elk.

You might tell your children that if Santa Claus is without reindeer this Christmas, it isn't his fault. Barney beat him to Montana.



my friends, hangs a tale. Now Bob is a nice guy, but he doesn't read the papers, or perhaps he doesn't believe in Santa Claus. It seems that Bob's knowledge of the pre-Christmas parade on Thanksgiving eve was practically nil. Bob was working away, thinking all the time that the traffic situation certainly was terrific, but then maybe people were just looking for a turkey—or something. Upon arriving at 7th and Flower Streets, Bob yanked a sign off the truck, and with his crew was getting ready to set the sign, when one of the many many cops stationed around stopped him and wanted to know, in the purest of King's English, "What in the —— he was

doing?" Always equal to the occasion, Bob said he was told to set a bus stop sign there and that's what he intended doing. Within a few seconds about eight strong armed minions of the law drove up and surrounded him. Not to be outdone, Bob casually remarked, "If you don't want me to set the sign just say so, don't call out the whole force."

In this, the last issue of TWO BELLS for the year 1945, may I thank all of the gang for helping to keep this column newsy and on the beam. In the forthcoming year it is hoped we will continue along the same lines with a bigger and better column.

Five and a Half Centuries in Transportation!

FIVE and a half centuries is a long span of life; a span which has just been completed by sixteen members of the Los Angeles Transit Lines family. This astounding combined total number of 544 $\frac{3}{4}$ years service is equal to the period of time in which one of our giant redwoods could have been planted, matured and cut into sufficient lumber to temporarily relieve the present day housing shortage.

Led by William (Bill) Russell Cavett's record of sixty one years and two months active service, the individual periods range down to the youngster of the bunch, J. G. Knapp with twenty and a half years. Here are a few of the things which have happened since Bill joined the company back in 1884:

This country was engaged in three wars, the Spanish-American and two World Wars.

Radium was discovered.

Mrs. O'Leary's cow decided to 'kick high' and started the Chicago Fire.

San Francisco was partially destroyed by an earthquake.

The Wright Brothers made the first airplane flight at Kitty Hawk, N. C.

The nation has enjoyed innumerable World Fairs.

And last, but not least, the Brooklyn Dodgers almost won a World Series.

In the order of their length of service we are pleased to introduce these sixteen members, who are the latest to join the Chairborne Command:

W. R. Cavett, Inspector of Operating Equipment—62 years, 2 months.

L. K. Scudder, Flagman, Transportation Department—47 years, 2 months.

F. F. Mennerick, Watchman, Transportation Department—42 years, 7 months.

A. H. Graham, Assistant Car House Foreman, Division 5—41 years, 2 months.

A. K. Miller, Flagman, Transportation Department—41 years.

T. T. Clarke, Foreman, Division 3 Mechanical Department—39 years, 1 month.

C. L. Farrah, Division One—38 years, 11 months.

C. E. Pelsue, Chief Dispatcher, Transportation Department—35 years, 2 months.

E. P. McGurk, Supervisor of Employment—32 years, 4 months.

C. A. Rogers, Division Four—26 years.

H. D. Ramer, Dispatcher, Transportation Department—25 years, 3 months.

F. L. Leadbetter, Division Three—23 years, 9 months.

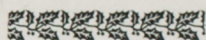
J. A. Brown, Stores Helper, Stores Department—23 years, 8 months.

W. B. Mott, Superintendent, Meter & Mileage Department—22 years, 11 months.

Mrs. E. S. Rees, Clerk-Stenographer, Executive Offices—21 years, 1 month.

J. G. Knapp, Substation Operator Power Department—20 years, 6 months.

We salute these employes for valued service and sincerely offer our best wishes for a long and happy sojourn during their lazy days to come.



A Token Sees a Lot of Life

(Continued from Page 16)

of us back into the fare box for another dizzy whirl.

Finally the day ended and the transit pilot turned all of us tokens in at the division office and the receiver put us away for the night. A few hours rest for some of us and then the process started all over again. One day I ride a street car and perhaps tomorrow I travel on a motor coach.

This has been going on for several years and I am getting old. I have lost my shiny lustre, and my lettering is wearing a bit, but I still manage to get around.

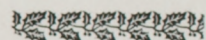
I have led a busy and eventful life. I've been fare for thousands of people; business men en route to and from their offices, housewives on shopping trips, soldiers on their way to see their girls, sailors reporting to their ships after liberty, war workers on their way to build ships, and on

and on without end.

Most of my life has been spent in Metropolitan Los Angeles and vicinity, but once I remained in the pocket of a sailor who took me home with him to a far distant city. He dropped me in a strange fare box with strange tokens. When I was turned in at that office, they sent me back to the Los Angeles Transit Lines. The Treasury Department sent the distant city the money to redeem me and I was happy to be home. I don't like running around with strange tokens!

There's no monotony in my life. I've been in the homes of rich and poor, the happy and the sad. I've even been in jail, and I've often been to church.

They say "variety is the spice of life" and if that's true, then my life has been full of spice. I'm hoping I won't wear out too soon and be retired, because I want to stick around and see what happens!



"I think I figured out why the Button Off Laundry bought our second-hand tower wagon!"



Season's Greetings



C. R. Beck, Coach Division, models the new uniform.

ALL DRESSED UP AND GOING PLACES

YES, sir! The fashions of Forty Six for the transit pilot are certainly something to write home about!

From head to toe, the coach operators and trainmen will soon be up-to-date in snappy uniforms designed expressly for the Los Angeles Transit Lines. Gone is the heavy, railroad type, multi-pocket coat. In its place the pilot will wear a battle jacket of black whipcord, patterned after Army uniforms and having two large, stitched-on pockets which should carry everything the operator needs.

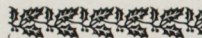
The streamlined, eight pointed cap is light in weight and made of a gray whipcord. The trousers, too, are fashioned of gray whipcord and have large, roomy pockets and simulated pleats.

A black mackinaw, hip length, may be purchased by men who wish something warmer for winter wear.

The shirt is gray, and a black tie completes the regulation uniform.

Woolen mills advise us that the goods will be available soon after the first of the year.

Then, we'll be going places *in style*.



The Last Terminal

CHARLES E. TATUM passed away on November 10. Charles was born in Virginia in 1903, and joined our ranks as a coach operator at Sixteenth Street in 1928, where he was serving at the time of his death.

James Hines, 58, died November 22. He had been with us since 1922 when he was employed by the mechanical department.

Charles A. Ferkel, retired, passed away November 3 at the age of 78. Ferkel came to us in 1895 as a motorman at Division 3, and was later transferred to a watchman at Division 4. In 1923 he became a member of the Special Roll.

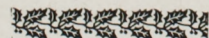
Samuel E. Merriweather, who had been retired since 1941, reached his final resting place on November 17. Merriweather was born in Illinois in 1880, and came to the Company in 1909 as a conductor at Division 2.

A few years later he transferred to Division 5.

William S. Service, another retired employe, died December 4. He joined the company in 1898 and worked both as a motorman and as a switchman. Service was retired in 1933.

Mrs. William S. Tupman, whose husband is retired, passed away November 7.

The company and friends extend their heartfelt sympathy to the bereaved in their great loss.



Appreciation

We were very sorry to hear of the death of Mrs. William Stuart Tupman, and extend our deepest sympathy to Bill. He and Alice K. Tupman express their thanks to the company through this column for the kindness extended to them at their time of bereavement.

More Commendations

(Continued from Page 11)

- *W. L. Lampley—pleasant and efficient.
- A. L. McClure—unfailing politeness.
- V. C. Schnapp—highly efficient.
- S. Ullo—good driver.
- L. A. Belyea—helped crippled man.
- W. Carter—courteous.
- S. A. Collins—kind and tactful.
- L. C. Ewing—calm and safe driver.
- G. H. Lynch—considerate.
- D. Mellman—helped blind man.
- F. G. Poppleton—passengers' dream.
- A. Portoluri—honest and pleasant.
- A. Q. Powell—good driver and pleasant.
- W. O. Reivitt—avoided accident.
- Ann G. Schulz—cheerful and careful.
- *M. W. Spruiell—courteous and patient.

*Extra Commendation.

ACCORDING to the encyclopedia "the object of maps is to accurately exhibit to the eye, by suitable methods of representation, the relative position of points, lines and other objects situated on the surface of the earth." Now far be it from us to attempt to bandy words with such a volume of knowledge as the encyclopedia, but that seems to be a very long winded way of saying "here is how you can get from one point of interest to another with safety and courtesy in Los Angeles and environs."

Maps, like people, change as time goes on, and the route map of the Los Angeles Transit Lines is no different in this respect. While looking through some papers the other day, we happened to run across several of the older issues which, we think, tell an interesting story of this transition.

The first official route map, to the best of our knowledge, was printed in 1935. It was in two colors, having a green background with the routes of the company cars and coaches shown in yellow, and those of the Los Angeles Motor Coach Company represented in green. The cover of the map carried the picture of an operator flanked by an artist's idea of the then future PCC car and the latest designed motor coach. A unique feature of this map was an aerial view of the downtown business district upon which were superimposed the routes of our cars and coaches. When this issue was printed, the new Union Station at Aliso and Alameda Streets had not been built, and the old Central Station at Fifth and Central Avenue and the Santa Fe Station at Second and Santa Fe were shown on the reverse side of this and the subsequent issue of the map.

A picture of the PCC No. 3001, the first of its type delivered to the company, graced the front of the second edition of our official route map, published in June of 1938. Between the printing of the first map and this issue, a number of changes had been made in the routing of the cars and coaches, enabling us to give better service to more people. These changes and corrections were incorporated into the new map, together with a short synopsis of Points of Interest throughout the city.

In 1942, the third issue came off the press, with a face lifting job on its cover and a few more points of

New Faces For Going Places!



Time changes everything as witnessed by the difference between our first map (left) published in 1935 and the latest issue (right) now being printed.

interest added for the information and guidance of tourists. The face lifting job, in this particular case, consisted of a multi-colored cover showing the cars and coaches, with a picture of the City Hall in the background.

Keeping in the spirit of wartime America, our cover for the fourth edition of the route map showed a background of shipbuilding, aircraft and the industrial might of Southern California, flanked by a PCC car and coach. This issue was dedicated to victory, the general trend of thought being "to deliver the people who deliver the goods." Tours were sidetracked and more complete information on headways, routing, and owl service was given. Due to the influx of newcomers to this community, this issue proved to be extremely popular and was reprinted twice.

Once again the presses are rolling. A new map is in the making. Brilliant red and orange colored back-

ground serves to offset in every detail the yellow, green and white transitliner gracing the cover of this, our latest issue. It carries the motif "Go Places with the Los Angeles Transit Lines." In the background are cartoons of the various phases of sports, all of which are conveniently served in their respective seasons by our service. On the reverse side is a large map of the Los Angeles Transit Lines system, with all car and coach lines clearly marked in colors. Also contained in this issue is an enlargement of the downtown area showing our various routes together with added tourist information. This new map will be off the press about January 15.

Our maps tell the story of progress in their own inimitable way. During this era we have gone from peace to war and back to peace again. Our record during the past few years bears witness that we not only can, but do, transport the average Mr. Citizen of Los Angeles with safety, courtesy and service.

BIG AND LITTLE SISTERS JICHA

Mary Alice Jicha and Rita Ann Jicha, age 10, both lovely daughters of Frank and Mrs. Jicha. Frank operates out of Division Five.



Riding the Road to Recovery

E. E. Bramlette, transit pilot at Division One, has recently recovered from a serious stomach ailment. As proof that the hospital couldn't cut his sense of humor he dashed off the following article during his convalescent period.

“AFTER two weeks on a hospital cot, I feel the same as the sailor who had spent two weeks on a raft in the open sea. The only difference between my predicament and the sailor's is that he could fish. I didn't dare think about fishing because it made me hungry. . . . Frankly, I should have a Congressional Medal of Honor for these two weeks on a hospital rack, sometimes referred to as a 'bed.' But you can't call a contraption that can be wound up into several different shapes and forms a 'bed'. . . . I spent those two weeks without food or water and I was garbed in a dish towel and a piece of string which was palmed off as a nightgown. I would have felt more dressed in a piece of Kleenex. The nightgown is simply three holes in a sack and is tied in the back at the neck for one reason only; that is to keep it from crawling both ways.

“I was taken into the infirmary on the ruse of having an X-ray. I don't really think they intended to take an X-ray. They got me so thin they didn't need one to see what I looked like inside. Anyone can see with the naked eye. I'm as sheer as silk. I have become a leaf in my wife's diary. I was supposed to have stomach ulcers, but after the stringent diet, they X-rayed and couldn't find my stomach. The first three days without eating or drink-

ing weren't so bad. I mean they weren't any worse than they would be on a man who smoked two packs of cigarettes every day for twenty years, and all of a sudden found himself on a desert island sitting on a case of tobacco and being out of matches. After a diet of fingernails for four days, I spotted a sparrow on the window. He kept strutting back and forth across the sill as cocky as a banty rooster. The longer he strutted the plumper he looked. By noon, he assumed the size of a turkey. That was when I evolved my first plan to get food. Gad, how I drooled. I talked one of the nurses into scattering a few bread crumbs on the sill. That wasn't hard to do for I believe she thought it was the final request of a dying man. Pulling out one of the needles which was still in my arm, I fastened a makeshift spear on the end of a clothes hanger. Crawling to the window, I took up watch and waited for my fine feathered friend to return. I sat there five minutes, ten minutes, and I couldn't wait any longer—I gobbled down the crumbs.

“On the fifth day they brought food known as a barium cocktail. For the uninitiated, the barium is a concoction of cement which refuses to mix, crushed chalk and powdered adobe. It looks like malted milk. For flavoring they use ink. You get a quart diluted with fifteen drops

of milk. I didn't know why they put in the milk unless it was just for the hell of it. Then they watch you as you drink, not to make sure you drink it, because you are hungry enough to drink anything, but no doctor or nurse has been able to understand how a man can get it down. You are sent back to bed and told not to eat or drink a thing for twenty-four hours. As if you could! The barium is hardened in your throat and your stomach has a pavement smoother than Wilshire Boulevard. At night they gave me three spoonfuls of water which was a bribe to drink a glass of dye (x-rays are taken in technicolor these days). The dye tasted like a Mickey Finn brewed by the Witch of Endor, and is supposed to color your kidneys. It discolors your whole future living. I can still taste it. Then they told me to lie still after drinking the dye or I would get deathly sick. What a laugh! I was so weak that Ann Sheridan could have walked in and they would have had to find my pulse with radar, if they could find me.

“The sixth day I got three meals per day, but not as humans are supposed to get them. I got them through a darned needle jabbed into my veins. It is known as intravenous feeding. In other words, they don't trust your stomach, so they feed your blood stream. They park a fifty gallon bottle on a stand at the foot of your bed, and the stuff seeps through a tube and goes into your arm at thirty-five drops per hour. Your arm feels like K. O. Koverly is leaping up and down on it. Every two or three hours a nurse comes in, looks at the jug to see if you are getting any of the fluid, then looks at you and says, 'You can go to sleep if you want to,' and then walks out. Sleep! You can't sleep if you try. Anyway, I'm back on my feet and back on the job. All kidding aside, I'm thankful that I work for a company which has a medical plan enabling me to go to the doctor with my belly aches.”

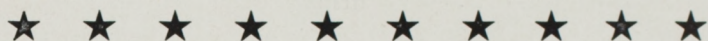




L.A.T.L. Service Flag.....	339
Returned Veterans	252
L.A.M.C. Lines Service Flag	86
Returned Veterans	47

November Rookies

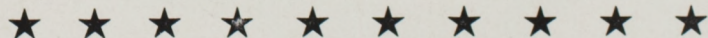
Robley T. McNaneyOpr., 16th St.
 Richard E. NurssMot., Div. 5



In Memoriam

The Star of Bethlehem will shine forever upon the graves of those who bear these names. That eternal blessing they have earned, for like the Prince of Peace, they gave their lives to make men free.

- | | |
|-----------------------|---------------------|
| ★ H. F. Osborne | ★ Antonio Hernandez |
| ★ J. H. Baldridge | ★ W. C. Thorman |
| ★ L. M. Kelsey | ★ L. D. Canatsey |
| ★ L. G. Hume | ★ L. M. Lininger |
| ★ Z. A. Barrows | ★ R. F. Chestnut |
| ★ George L. Barron | ★ Thomas E. Nolan |
| ★ Charles L. Brogan | ★ George W. Honts |
| ★ Guy Barnett | ★ T. E. Languille |
| ★ George Ernest Keith | ★ Earl R. George |
| ★ Thomas F. Hoyne | ★ John Van Mourik |
| ★ W. P. Cody | ★ Paul S. Lewis |
- ★ James Aitken



"9" Line Goes One Man

On Monday morning, December 19, the "9" line began a one man operating line. It is the lightest of all major lines and is comparable to the "8" line in passenger traffic. It operates out of two divisions. There are 13 cars from Division Five and 15 cars from Division Three. The change-over from two to one man operation was authorized some two years ago and was put off for various reasons during the war emergency.



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M. Edwin WrightPreservation of the Line

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We take this opportunity to thank all our friends who have so kindly helped in making this magazine what it is today. We also wish to thank our many readers who have commended so favorably upon our efforts during the past year.

A very Merry Christmas and a Happy New Year to all.

TWO BELLS Staff

This year

1946



*Let's
Go Places - with the*

LOS ANGELES

TRANSIT LINES
SAFETY
COURTESY
SERVICE