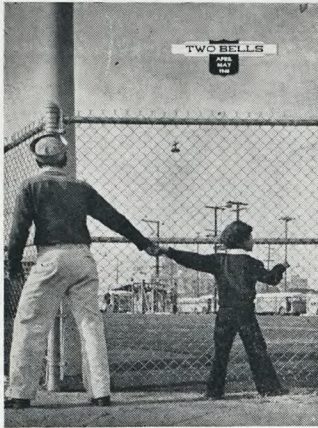


TWO BELLS

APRIL
MAY
1946



ROLLING AGAIN



A THRILL OF A LIFETIME

• These two lads peer through the fence at Sixteenth Street as the coaches "gas up" and roll onto the streets after suspended operations. Below: Broadway without transportation, and Division 4 showing the transitliners relaxing for 25 days.



WHEN the first "P" car rolled down Broadway after a work stoppage of twenty-five days, people on the corner cheered. Traffic cops held their hands aloft giving the o. k. sign to Inspector M. J. Storer who piloted the vehicle. Autoists honked as they passed . . . newsboys shouted and pointed . . . photographers from all the papers and news services took picture after picture inside the car and out.

Although it was just another P.C.C. which Angelenos had seen over and over, that first car down Broadway got a royal welcome. Folks were happy to see it roll, to hear the clang of the bell. They were tired of walking, sick of hitching rides, and *who can blame them?*

The effects of the lack of transportation to this great city should have taught a lesson to each and every one of us. This work stoppage should bring home to each the knowledge of his personal importance in the everyday life of the city, and the responsibilities which he carries along with that importance.

Ours is a responsible job. The life of the community cannot flow smoothly without transportation . . . men and women cannot travel to their jobs . . . to visit with their loved ones in hospitals . . . to the stores . . . to their doctors . . . their dentists . . . when the cars and coaches fail to roll. People from every walk of life depend upon us.

Let us consider what this stoppage has cost us. Let's pass over the financial expenditures—the costs which ate such a hole in our savings, the huge costs to those who finance this business, and the monetary loss to business and industry of the city. But, let's take a good look at what it cost us in friendship . . . in public relations.

Whether we wish to acknowledge the fact or not, the friendship of our patrons is our greatest asset. No matter in which department we operate, we depend upon the goodwill of the public for our existence. The relations

(Continued on Page 27)



SIX MILLION IN 'SIXTY

WITHIN the last century El Pueblo de Nuestra Senora la Reina de los Angeles (the City of Our Lady, the Queen of the Angels) has grown from a sleepy Mexican village of a few thousand to the fourth largest metropolis in the United States. From a spot on the map having but one industry, the production of hides, the Pueblo has become first in many industries, and industry still looks upon the city with plans for the future.

Los Angeles is today the world's largest motion picture production center, the largest sportswear manufacturing center, the greatest in aircraft production, the largest educational center on the Pacific coast, second largest for the production of tires and tubes and for automobile assembly, third largest for petroleum refining and food processing, and fourth largest in dollar volume of apparel and furniture manufacture.

The Pueblo has also grown from a few streets which emanated around the Plaza to a city having over five thousand streets and occupying an area of 451.78 square miles. Within this area one-half the population of Los Angeles County resides.

And the Pueblo still grows. Experts recently predicted an estimated population of 6,000,000 in 1960,

an increase of 4,150,000 in the next fourteen years. Why do experts predict such an increase? What will bring this number to our city? The answer is simple. More and more Los Angeles is becoming a greater potential market for such countries as China, Russia, Japan, the West Indies, Australia and the west coast of South America who depend on us for goods and industrial items. Three-fourths of the world's population is at the doorstep of Los Angeles, and from this city merchandise will funnel to all these shores which are washed by the Pacific Ocean. Industry will follow the movement of goods, and with it people to work in those industries. Six million in 1960 may not be too great an estimate. There may come a day when our pueblo will be the largest city in the world, the center which may serve every country on the globe.

Transportation is the backbone of any metropolis, and naturally, as Los Angeles grows, so must urban transportation grow with it. The plans must be far-sighted and suitable . . . suitable for six million, if necessary.

This month's issue of TWO BELLS is devoted to a review of modernization improvements which have been underway for the past fifteen months. The system has been streamlined for efficiency and redesigned for expansion. The Los Angeles Transit Lines is going places with the City.

FACTS ABOUT LOS ANGELES



which reflect the need for an expanding transit system

THE following facts may be considered significant in viewing your Company's future operations. Statistical data was obtained from the Los Angeles Chamber of Commerce and recognized research bureaus. All "estimated figures" are based on a projection of long term trends and are not colored by abnormal war activities.

Population



Los Angeles is now America's fourth city, and is the fastest growing metropolitan area in the United States. Population grew from 102,470 in 1900 to 1,504,277 in 1940. The official figure for 1945 is 1,805,687 for the City.

Income



Income rose from \$1,984,000,000 in 1939 to \$5,443,000,000 in 1944. 1945 showed a further gain, reaching approximately \$5,500,000,000. The peacetime level, based on normal trends, is estimated at \$3,783,274,000.

Building Permits



The value of new construction during 1939 was \$74,790,441, dropping to \$50,779,723 in 1944. In 1945, however, the figure rose to \$85,212,656. Los Angeles will require 240,000 dwelling units by 1950, and 105,000 are needed now.

Retail Sales



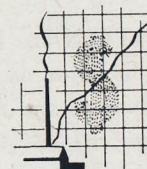
Retail sales in 1945 were almost double those in 1939, amounting to approximately \$2,542,000,000. Although a drop-off is expected in the future, the peacetime level is estimated at \$2,238,000,000, which is \$923,503,000 higher than in 1939.

Bank Debits



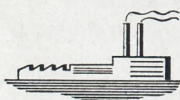
Bank debits in Los Angeles City are expected to attain a peacetime level of \$15,178,571,000, or 50% higher than the 1939 figure of \$10,014,725,007. During the war period, bank debits amounted to \$22,326,365,236 in 1944 and reached approximately \$26,000,000,000 in 1945.

Industrial Payrolls



The industrial payrolls of Los Angeles County rose from \$166,630,467 in 1939 to \$1,125,000,000 in 1944. Cancellation of war contracts lowered this figure in 1945 to approximately \$812,000,000. Industrial payrolls are estimated at \$460,000,000 in the first normal peacetime year.

Industrial Reconversion



Growth of Pacific Coast markets has stimulated the reconversion of Los Angeles war industries. At the close of 1945 over 80% of those industries planning to make peacetime consumer goods were ready for production.

New Industries



12,709 new jobs were created in 1945 by 226 new industries in the Los Angeles area, totaling a capital investment of \$34,742,000. This investment is eight times the new business capital invested in 1939, with the number of new industries doubled in number.

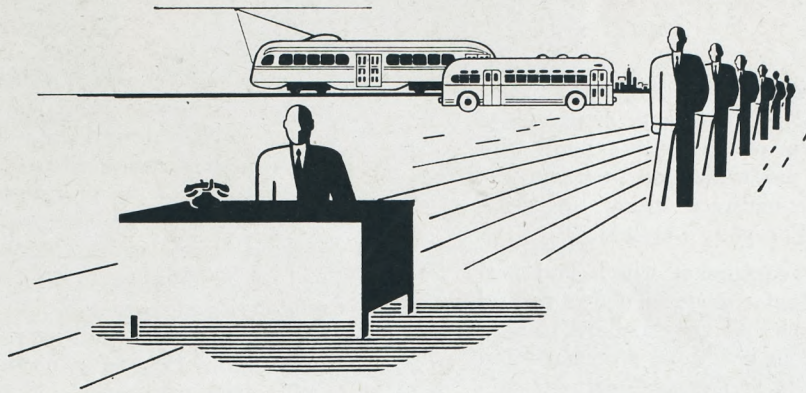
A CHALLENGE AND AN OPPORTUNITY

It has been estimated that Los Angeles will have a population of six million in 1960. The rapid growth of the city will constantly provoke many new transit problems. But the Company looks to the future with confidence, for with sound management, progressive policies, and full cooperation of all employes, we can surmount these problems as they arise.

Let's go places with Los Angeles.



WHAT IT TAKES TO MOVE NEARLY 1,000,000 PEOPLE A DAY



Operating a transit company in a major metropolitan area calls for a highly diversified and efficient organization. Some idea of the scope of our operations is indicated by the following facts. It calls for complete integration of men, machines and methods.

- During 1945, over 305,000,000 riders were served by the Los Angeles Transit Lines.
- Approximately 1,000 vehicles are required to serve the transit needs of Los Angeles. Of these, 300 are motor coaches and 700 are streetcars.
- The official employe family consists of 4581 men and women. This amount includes 503 with the Los Angeles Motor Coach Lines. 153 are employed in the main office, located in the Company's own 10 story building at 11th and Broadway. The transportation offices lists 234 members. There are 1702 trainmen and 433 coach operators. 866 are listed under the Mechanical department, 239 in the Way and Structures and Line departments, and 54 in the Purchasing department. There are 99 flagmen and 298 on pension and voluntary retirement rolls.
- The Los Angeles Transit Lines system covers 221 miles of 1-way rail routes and 119 miles of 1-way coach routes.
- In this vast network, we operate 25 rail and 28 coach lines. The longest is the "5" line, being 21.8 miles long, and the shortest is Gage Street shuttle which covers a distance of ½ mile.
- In serving the public, our streetcars and motor coaches complete an average of over 13,000 trips each day.
- Daily assignments to trainmen and coach operators are given by work runs. There are 1218 rail work runs and 433 for coaches.
- The average vehicle speed for the system, which includes making stops to load and unload passengers, is 10.3 miles per hour.
- Throughout the system, there are 3,500 car

stops to allow riders to board and alight from vehicles. There is an average of 5½ stops to each mile of single track.

- Over 300,000 transfers and tickets are picked up each day from passengers who use more than one line to reach their destinations.
- 1,240,333 inner and outer zone weekly passes were purchased by riders at a cost of \$1.25 per pass in 1945. In addition, 1,278,001 joint weekly passes were purchased for \$1.50 each. The latter passes are good on the Los Angeles Transit Lines, the Pacific Electric Railway, and the Los Angeles Motor Coach Lines.
- School children are transported at special rates depending upon distance traveled. Two tickets are available—one at 3½ cents and the other at 6 cents. In 1945, over 4,227,000 school tickets were turned in as fares to the Los Angeles Transit Lines.
- The system comprises 5 divisions, each strategically located at a point where various lines originate. Each division has a superintendent, a clerical force, cashiers, and a corps of mechanics for emergency repairs. Two similar divisions are required for the Los Angeles Motor Coach Lines, which are owned jointly by the Los Angeles Transit Lines and the Pacific Electric Railway.
- The Company's main office is located in its own 10-story building at Eleventh and Broadway.
- Transportation offices are located at 962 West Twelfth Place.
- The Company operates a 24-hour telephone information service and a radio station for emergencies.

GETTING IN STEP WITH TOMORROW

. . . with system improvements



EARLY in 1945, your Company realized that this growing city demanded a transit system which could expand with the city. A modernization program was initiated to embrace every operating unit in the Company's system.

Older equipment which had performed gallant war service was retired when deliveries of new modern transitliners were made. Many streetcars and coaches began to receive a series of rejuvenation and beauty treatments. At the moment, a number of H-4 type cars are being rebuilt and modernized with skirts added to give a streamline effect and bars placed at the entrance doors to facilitate passenger loading.

All equipment will eventually wear the colors of the Los Angeles Transit Lines. The entire fleet of coaches and nearly 100 streetcars have been painted.

Offices, shops, garages and sub-stations were not overlooked. In applying the 6,500 gallons of paint required to cover approximately 60 acres of building surfaces, 718 paint brushes were worn out. To further dramatize the scope of this project, it is comparable to painting one billboard every mile for 8,000 miles. To insure permanence, paint materials were specially ground to match our specifications. In all instances, interiors were finished in tones conducive to better lighting and working conditions.

All machinery on the system was painted, too. Paint was used not only to give a uniform appearance but as a protection against oxidation.

Cyclone fencing was installed around all shops, garages, car houses and sub-stations as a protective measure and to permit the public to observe the Company's modernization efforts.

As part of the progressive program, throughout the system each department and its activities were analyzed. Some were eliminated . . . others streamlined. Efficiency was the keynote, and today, from a functional standpoint, work flows in a straight line with a minimum of bottlenecks and duplicated effort.

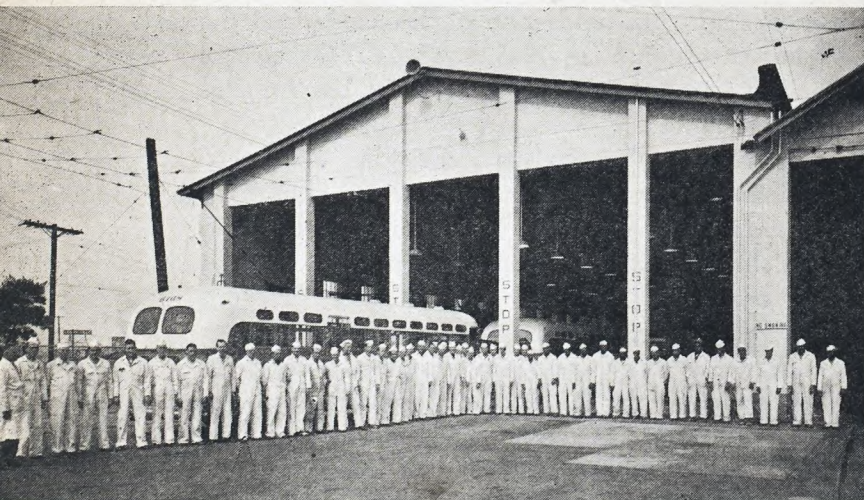
Car houses have been reconverted to become combination car house and coach garages. Division Three was the first to house both types of equipment, and Division Five will soon be ready to do the same.

Electric washers were installed at the Garages and at Division Three to speed the cleaning of coaches.

Of primary importance is the new short wave radio communicating system, Company owned and operated. Station KITF is located on top of the Los Angeles Transit Lines building in downtown Los Angeles. KITF is on the air 24 hours a day. From this nerve center dispatchers are in constant two-way communication with 22 mobile units. As accidents, traffic tie-ups, and equipment failures are reported, mobile units are notified immediately and instructions are issued to meet each emergency.

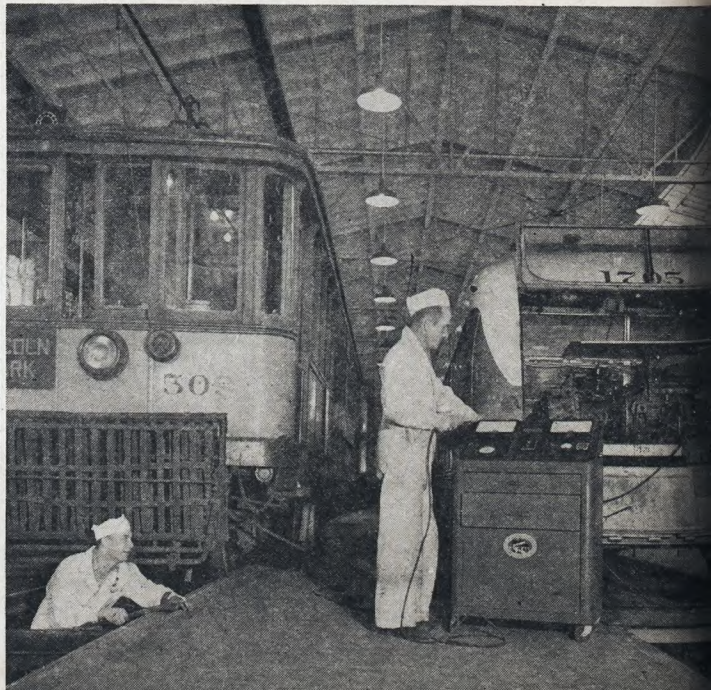
Finally, a survey was initiated to acquire all information necessary for the object of rerouting certain lines, converting streetcar lines to coach operation and eliminating traffic bottlenecks.

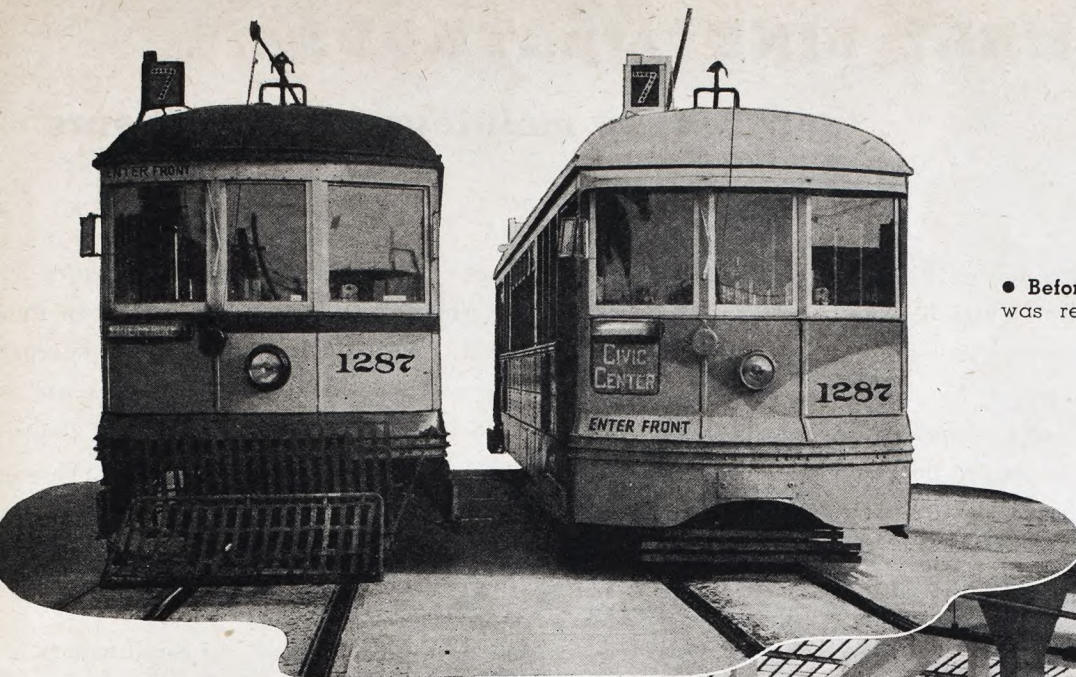
The task of streamlining goes on, for it is the aim of the Company to give Los Angeles the finest transit system in the world.



• Men in white line up before the new combination garage and car house at Division 3.

• Right: Side by side, a streetcar and coach in the Division 3 Coach Clinic. The fellow in the pit with the puzzled expression is Philip Lathrop. Edward Graham, center, and Martin Taylor test a coach with the new Dynamometer.

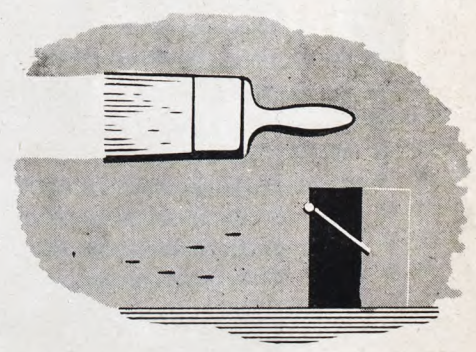
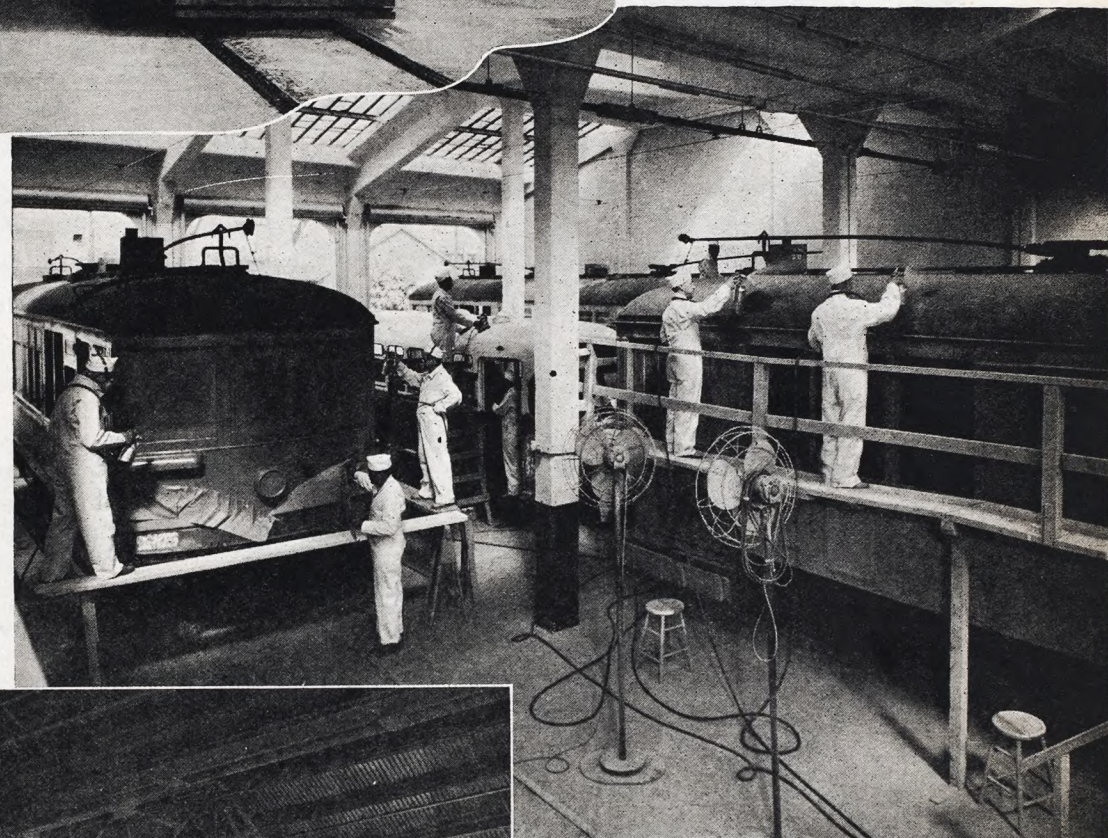




● Before and after car No. 1287 was rebuilt and modernized.

● Busy painters are rapidly completing Company's redecorating program. Shown here from left to right are Frank Herman, Bert Thomas, Ed Johnston, Guy Brownlow, Dave Buckner, Ernest Thompson, Eugene Wilson, Rosario Giacalone.

● New colors of green, yellow and white being sprayed on coach by Henry Hutchins, left, and Carelton Smith in the Sixteenth Street Garage paint shop.



ASSEMBLY LINE METHODS

. . . reduce maintenance man hours

THE Los Angeles Transit Lines has applied assembly line methods to expedite the movement of vehicles and machines and to lessen the task of overhauling motor equipment for both streetcars and coaches. In simple terms, assembly line methods consist of having the necessary time and labor-saving devices so placed that equipment entering a shop or garage with disabled motors is progressively repaired. When the car or coach reaches the exit door, it is ready to drive out on its own power.

Most mechanics favor assembly line methods because they are allowed to work on the particular job at which they are most adept. This tends to make their work easier and lighter. In other words, ignition men work on ignition parts, Diesel blower men repair

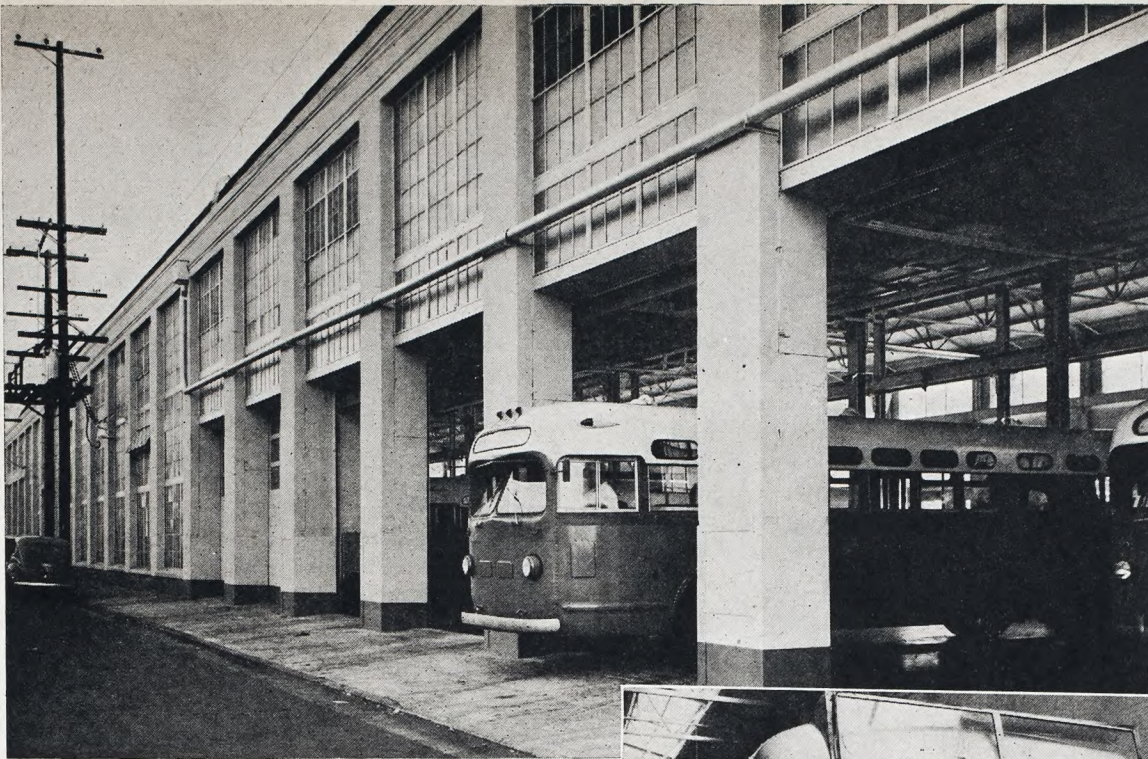
the blowers, carburetor men, the carburetors, etc. Mechanics who have a knack for working on transmissions and larger parts become specialists in repairing and assembling the motors. Employees are encouraged to look for the most efficient way of doing the job and to suggest better ways of doing it. Through the adaptation of these new ideas in maintenance, the task of keeping the transitliners rolling becomes easier.

Maintenance of streetcar and coach motors is a major project in the transit industry. It is one of the largest items listed under operating expenses, so modern treatment in all maintenance departments not only eases the tasks of the workers, but saves in maintenance costs.

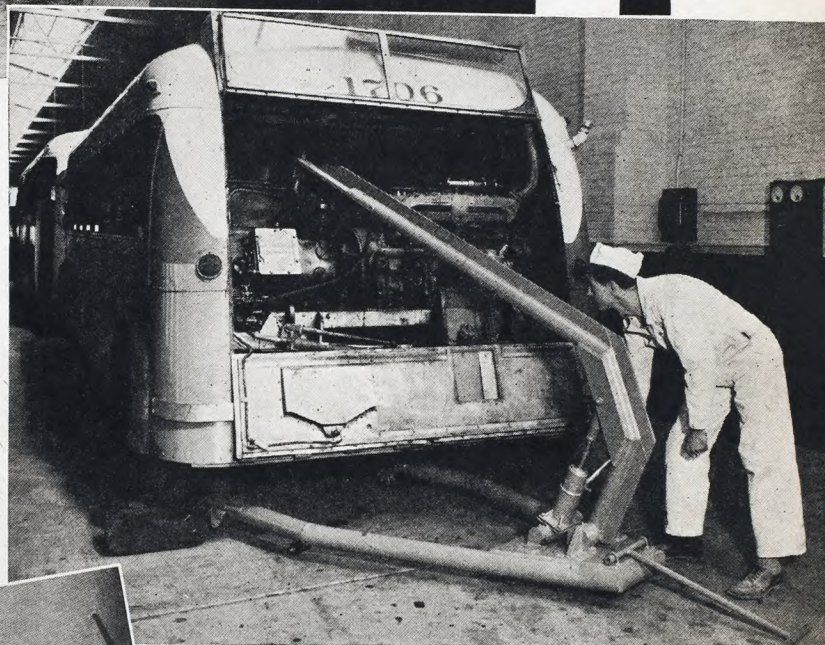
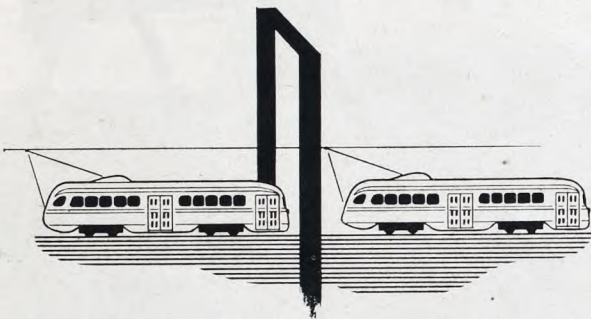
● **Steam cleaning** is the first step in motor overhaul or coach inspection. Shown here are John Halloman, left, and Robert B. Malone, of South Park, giving a motor a sizzling bath.

● **Assembly line** methods in action. Dismantled motor is placed in these special racks when the steam cleaners are through. The racks progress from the extreme left to the right.



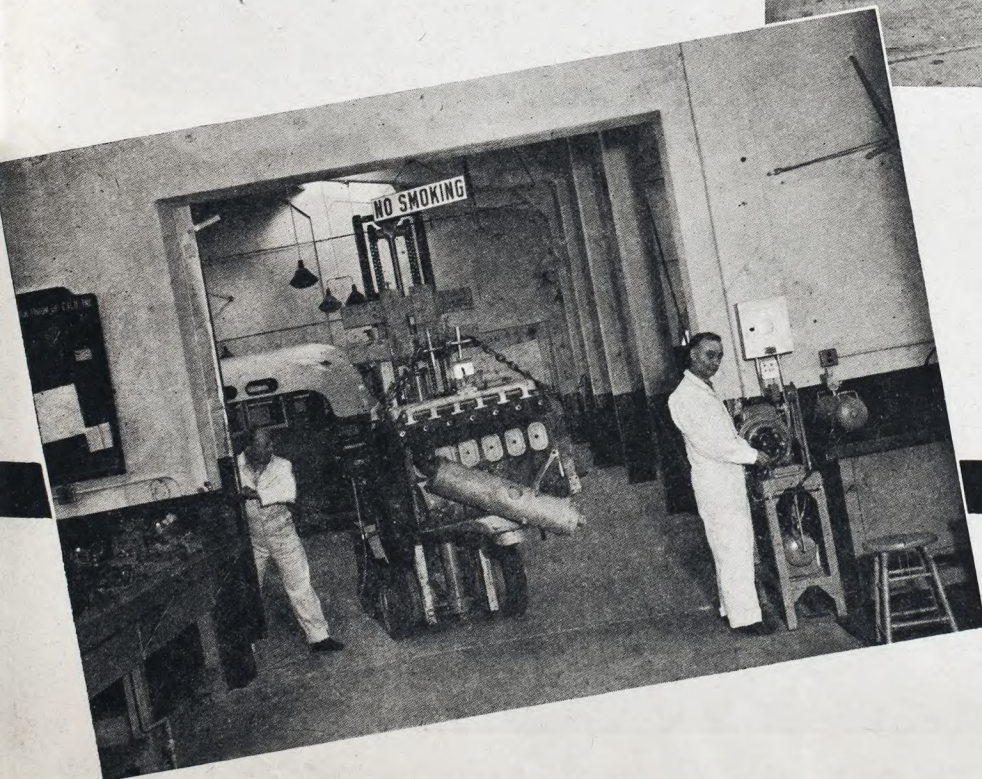


● **Ready to go** back into active service, a coach leaves the garage through exit doors which have been cut to allow assembly line movement of vehicles. No coach must be backed off the pits to allow another coach to back out.



● **The ease** with which the overhauled motor is set in a coach is shown by Paul R. Davis of Division 3. The hydraulic arm does the heavy work.

● **Clark Lift** rolls motor from the unit overhaul department to the installation section. Tom Smalley opens the fireproof door. At the right is Merlin E. Johnson.



SPECIALISTS

. . . experts in efficiency

DESPITE their outward appearance of ruggedness, streetcars and motor coaches contain many delicate parts and instruments. Installing and servicing these "nerve centers" requires specialists who are highly skilled and have a special aptitude for precision work. On them rests the responsibility of maintaining the sensitive units in perfect working order. It can be said that their work is a major factor in maintaining the operating efficiency of rolling stock.

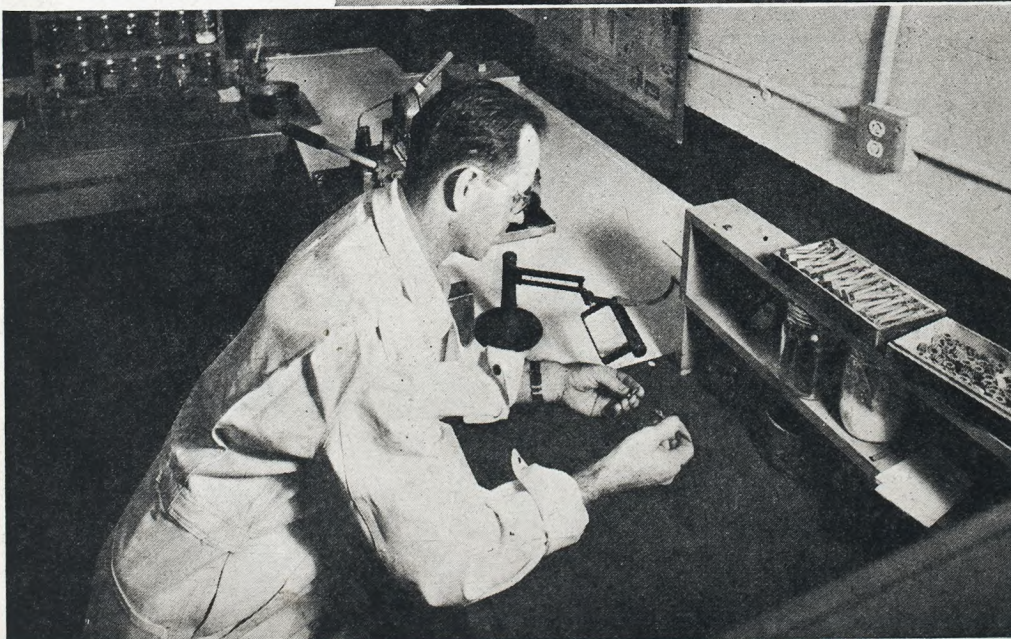
Other groups of specialists are known as trouble shooters and technical expeditors. These highly trained experts are the men who are constantly devising new methods and techniques for performing technical jobs faster, easier and more economically. They have created many of the ingenious machines and instruments

which have added to the efficiency of the Company's mechanical operations.

Besides the trouble shooters, we have trouble preventers—men trained in preventative maintenance techniques go over our vehicles every so many miles, checking every single part. These experts know from experience what trouble looks like before it happens. Preventative maintenance has reduced road calls on this property by 75% in the last year.

In view of the vital work of these experts in efficiency, technical shops are equipped with the latest tools and test instruments and many of their working surroundings have the appearance of mechanical research laboratories.

• **Second savers in clearing** service delays are drivers of these radio equipped emergency trucks. Truly, these specialists are experts in efficiency. They have the "know-how" and the experience to find the trouble of an ailing transitliner, whether it be trolley pole or track brake.



• **The heart of the Diesel coach** is the injector. Tiny microscopic holes become clogged. The injector is cleaned in a dust proof room and submerged in oil until needed on a coach. Harold Hayes, specialist, makes the repairs through a magnifying glass.

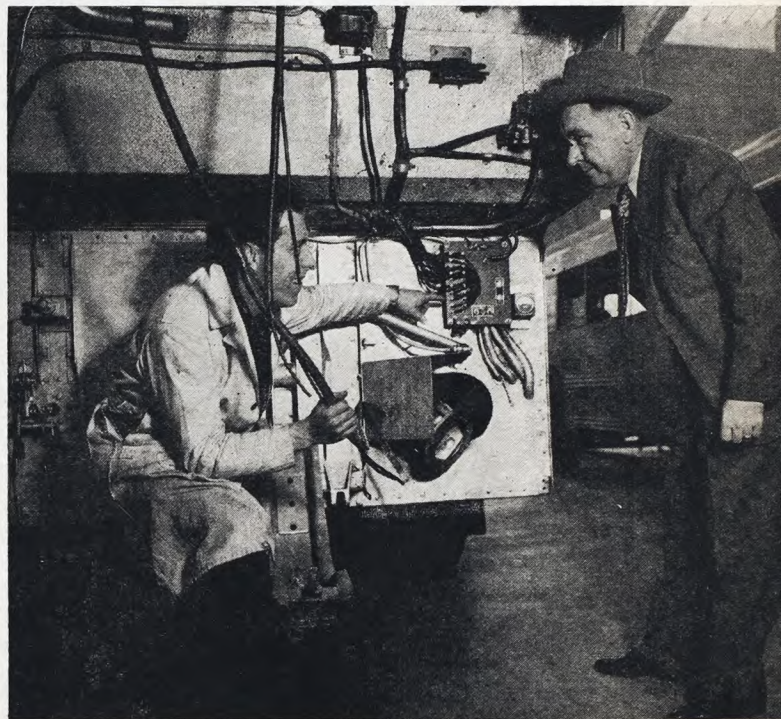


● **Regular inspection** at 16th Street. These mechanics go over coaches which pull in for inspection. Note the tubular suction ducts which carry the exhaust fumes from the muffler of the coach into the open air, making the Garage a fume-free work shop.

● **Efficient methods** plus technical experts increase speed of small unit overhauls. From left to right, experts are Claud L. Nickels, Thomas Crouch, George A. Smith, Thomas M. Weller and Oscar Miller. (Upper right).

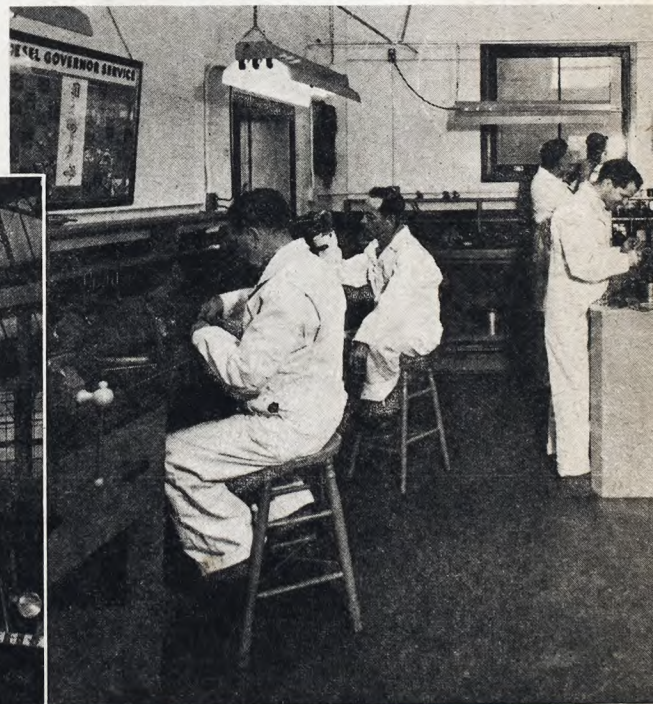
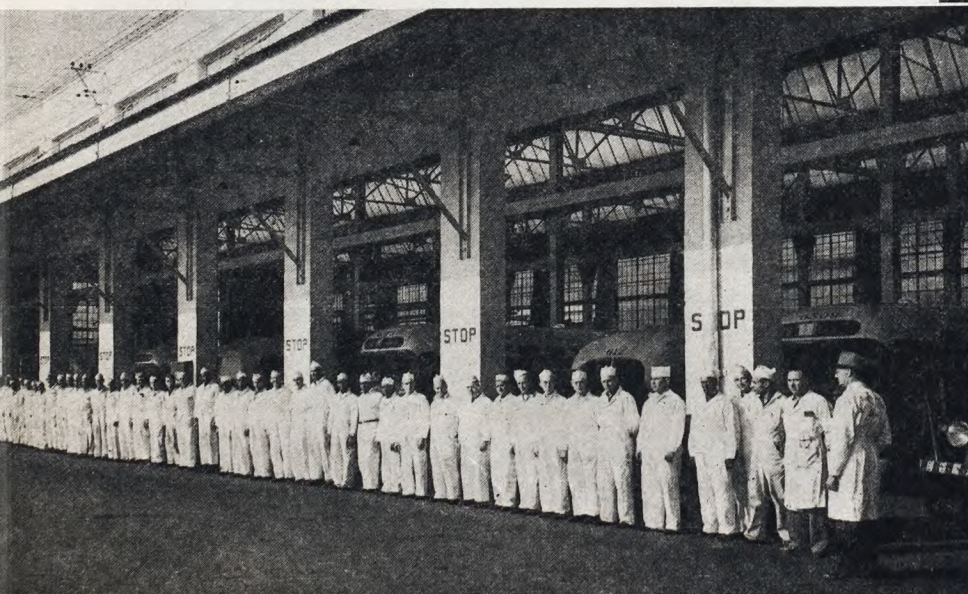


● **Road performance** is increased by this special wiring developed by our mechanics for Diesel coaches. Walter Powell points out the simplicity of the feature to Barney Larrick.



● **Line-up of specialists** at the 16th Street Garage. Jim Buchan, General Superintendent, is the fellow at the extreme right.

● **Right: These specialists**, left to right, Robert Frampton, Harold Hayes, Antonio Nunes and Wilford Martineau, repair delicate motor parts.



PUBLIC RELATIONS

. . . builds and holds goodwill



PUBLIC opinion research indicates that an extremely high percentage of our patrons think well of the Company's service and operating policies.

men and women of the Company—the trainmen and operators—who meet with the public each day. Upon their shoulders rests the success of the Company, for their responsibility is to give our customers safe, courteous service.

To be sure, the war years greatly increased the number of riders at a time when there was a shortage of operators and equipment. However, for the most part, the public was sympathetic to our problems and accepted adverse conditions with good grace.

Also, through the use of all available media—radio, newspapers, magazines, car cards, Weekly Topics—we dramatically tell our story, outlining true facts and suggesting ways to ease the transit problems.

An uninterrupted program of public relations is partially responsible for this public understanding.

In the years ahead, good public relations will be more important than ever before in eliminating misunderstandings, winning friends and making it possible for transportation companies throughout America—and for business generally—to perform the traditional function of supplying jobs and producing the world's highest standard of living.

Good public relations begins with the contact

● Route maps of our system showing riding public how to "Go Places with the Los Angeles Transit Lines."

● We reach the majority through the use of newspaper advertising. An uninterrupted program of institutional advertising in both the community and metropolitan papers acquaints the public with our transit system.

Recognition has been given by the American Transit Association for these ads.

• Dash cards on outside of vehicles depict Company slogans and service betterments.

The "Go Places" slogan, which you have seen on the out and inside car cards, recently received recognition in both "Bus Transportation" and "Western Advertising" magazines.

• Weekly Passes totaling 50,000 also tell our story.



• Right: "News Lines from the Transit Lines" by popular news commentator, Van Des Autels of station KFAC. This program is broadcast daily except Sunday at 9:30 A.M.



• Below: Car cards placed inside cars and coaches carry institutional copy.

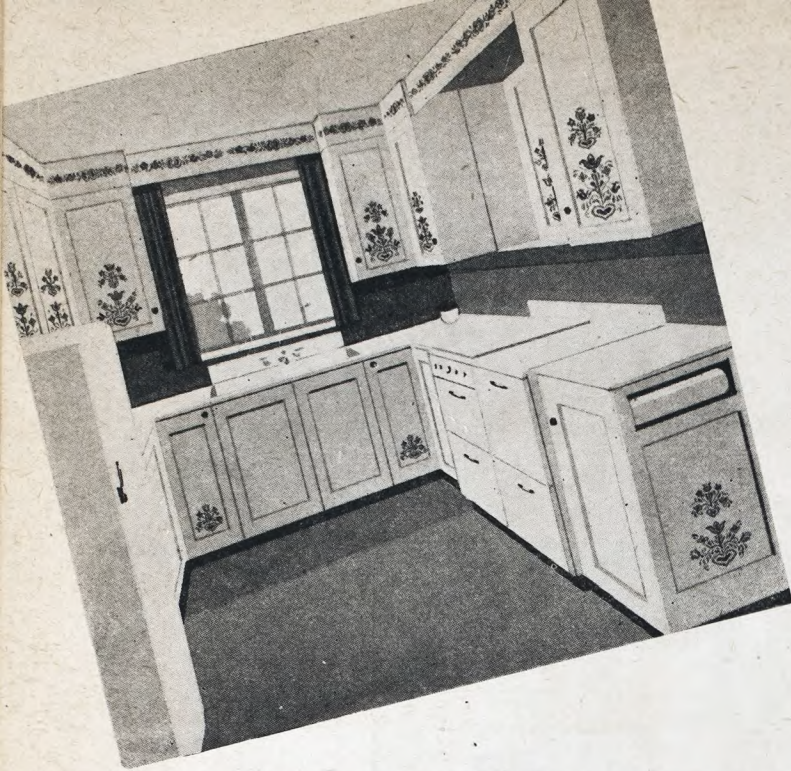
• 100,000 Weekly Topics placed on cars and coaches carry Company messages to riding public.



YOUR publicity department is now concentrating on a campaign to encourage Los Angeles citizens to see their own city. Suggested "10 to 4 Tours" are published and broadcast over our radio newscast. Car cards and dash signs will publicize the tours, and it is hoped that the transit pilots will urge their patrons to take a "10 to 4 tour" of the town—to . . .

Go Places with the

LOS ANGELES TRANSIT LINES



Interest and color come into the kitchen when it receives a set of decals.



Dear Ladies

DECK O U

Your home will simply sparkle when you decorate with decals. They're inexpensive and easy to apply, and what life and color they add! Just try them out and see for yourself.

Helen

“DECAL”, you know, is short for “decalcomania”. Decalcomania originated in France—“de” meaning from, “calquer” meaning to trace and “mania” meaning a strong desire or craze. Back in 1850, the French women had a “mania” for sticking transfers on furniture, china, and even on Easter eggs. The decals they used were similar to the ones now sold to school children in America for a penny.

Down through the years, decals have become a universal fad, and during the recent war they were of great commercial importance. One decal company made the huge white stars and bars used on the sides of B-29's.

No home need suffer from the lack of artistic touch, for decals are so inexpensive that any pocketbook can afford them. They are so easy to apply, and so much fun that once you start, you will want to put them on everything.

Have you ever wondered how a decal is constructed? It has an opaque white back built up of four layers of special paint, then comes

the design printed in four colors. Over the whole design and projecting about 1/8-inch beyond is a tough protective film of clear lacquer which makes the design washable. In fact, it can even be scrubbed with strong soap.

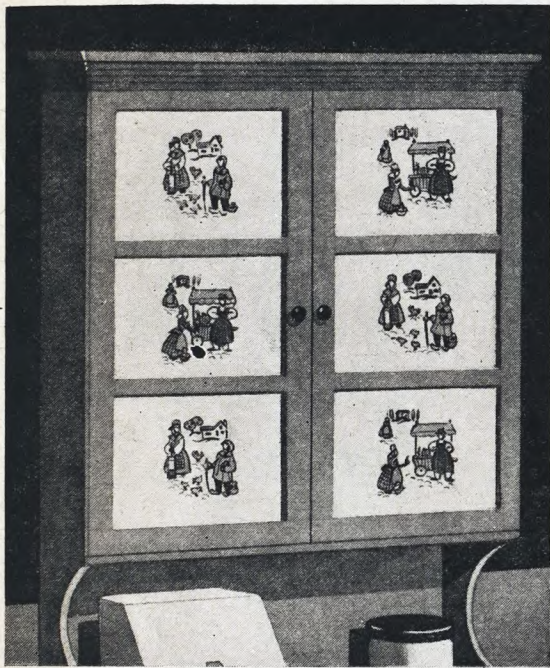
Decals can be applied to wood, metal, glass or any hard, smooth, washable surface, and they can be put on any wall finish except calimine.

It's wise to experiment with the arrangement of decals before applying. A small transfer in the center of large cabinet doors or walls will make them look monotonous, while larger decals with plenty of space between them will enliven your room. So, before applying, hold the dry decal at the very edge with a bit of Scotch tape or a pin. Then stand back and check the effect of the entire room with all the decals in a tentative position. When you are sure of the effect desired, wet the decals and apply. This only takes a few minutes.

Tiled bathroom walls will be enhanced if decorated with nautical decals, or, if you prefer, with swans

Left: **Everything** in the kitchen can have that added touch of color and life, even the platter, pitcher and glasses, etc.

Dresser sets with delicate rose decals add beauty to your bedroom.



Colorful Dutch characters make kitchen cabinets seem actually alive.



TH DECALS

and frogs. Complete your bathroom furnishings in the same design of smaller sizes.

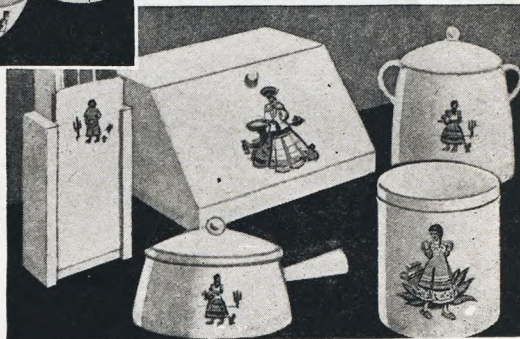
Add the real juvenile look to the nursery or children's room with little animals or characters from the nursery rhymes. These will delight the kiddies. Perhaps they can apply some transfers themselves. They'll take extra pride in designing something with their own hands. Pails for toys, carts, wastepaper baskets and plaques for walls are a few of the items they can decorate. An attractive room will give many hours of real pleasure to the tiny tots.

You housewives spend most of your time in the kitchen, of course, so why not make it a pleasant place to work? Little borders around the walls with matching decals on the cupboard doors and cabinets table and chairs will beautify your kitchen no end. Add some of the same designs to your dishes, canister sets, pitchers and glasses, nest of bowls, trays and other kitchen utensils or what-nots.

If you have any old furniture stored away in the attic, why not dig it out and have the carpenter of the house remodel it. May as well



Pottery, canister set, bread box, cookie jar and knife box—all these become assets to the kitchen when dressed up with cheerful decals.

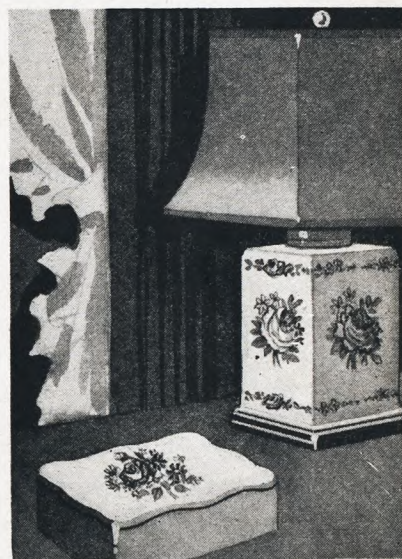


make it a family affair. If it's an old radio cabinet, have Dad cut it down to a writing desk for your kitchen, a cabinet for your dishes or for the youngster's playthings. Cover it with some paint and decorate with decals to harmonize with the room for which it has been chosen.

Old buffets and dressers, when renovated, painted and decorated, make charming kitchen cupboards or chests for your linens.

Castaway coffee pots, jugs and pottery can be painted and decorated with decals. They will be as unique as anything you could find from here to China.

If you don't already have "decalomania," why not become susceptible to it and start your decorating today? Transfer your home into a place of beauty and charm.



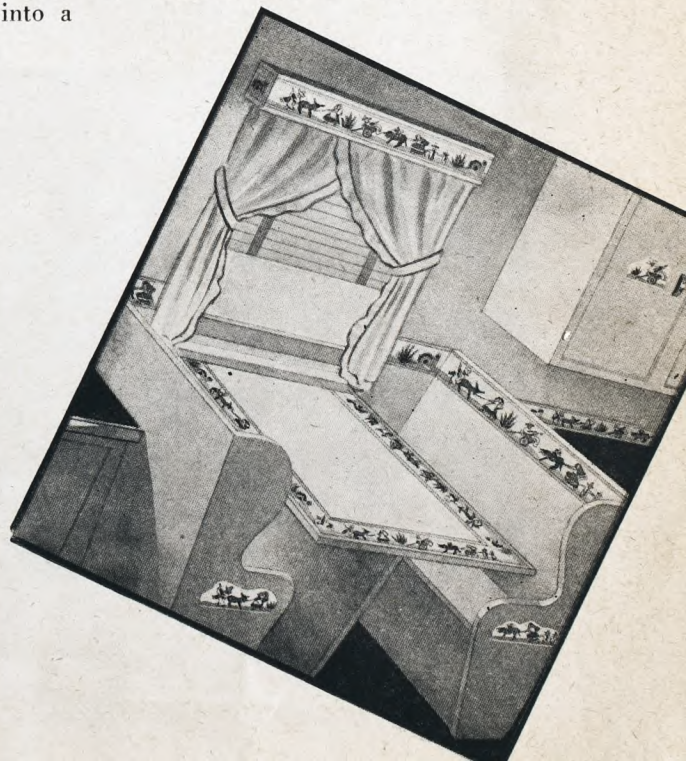
See what can be done for a lamp and cigarette box in dainty rosebuds.

Drawings, courtesy of Meyercord

Right: "Old rocking chair's got them," after first receiving a paint job. Note the matching decals on the steps.

Right: This breakfast nook is made festive with gay Spanish characters.

Below: Bathroom accessories may be brightened with appropriate decals. You can even repeat the same design on the walls.



THE SCIENCE OF SAFETY

. . . an ounce of prevention

A CAMPAIGN to reduce accidents is a major project carried on every day of the year.

Recently, a safety committee was established for the purpose of accident hazard prevention in the shops. This committee, composed of one representative from each division and garage, studies the conditions of the maintenance properties. They look for hazards, loose tools and pools of grease. They go over fire fighting equipment, check to see that proper safe guards are in place on all machinery and report unsafe conditions.

On their first tour of the property, June 6, this committee made 71 recommendations to the Safety Department. These tours will be made every month.

There is also a committee of three at South Park who make such inspections. These, likewise, will be made every month.

Meetings between committeemen and the Safety Department will be held monthly for the purpose of reviewing conditions observed.

As of March 31, transit pilots have been awarded a total of 1,820,674 merchandise points in the Safety Contest. The prize value of these points, collectively, would be equal to a home with a swimming pool, a good airplane, or a fishing boat. Separately, they will purchase thousands of items for those men who, through safe operation, have earned them.

For the year 1945, 490 pilots operated without a chargeable accident. There were 77 from One, 95 from Two, 88 from Three, 80 from Four and 150 from Five. Those 490 employes operated approximately 14,000,000 safe miles. They deserve the highest of commendation for their part in practicing the Science of Safety.

Transit pilots are not the only employes who are offered prizes for safety. A new "Man Hour Safety Contest" for all maintenance groups, including the office force in the maintenance departments, began April 7. Points are payable in twelve week periods. There are four groups which are split up into teams. The

winning team of each group is judged by the amount of safe man hours worked during the twelve week period. All accidents are marks against the record of the team and subtract from the total man hours.

The Science of Safety has truly become a major study on this property. Through research three things have been discovered. One, that a small percentage of employes has the greatest percentage of accidents. This means that each division's safety inspector can concentrate on teaching safety to this minority group. Second, that most accidents are caused through the failure of the operators to recognize known accident traps. An accident trap is a condition on a coach or trolley line which tends to cause accidents. Operators are to be taught to look for and know these accident traps, such as blind corners, blind curves, five-point intersections, etc. Slides are being prepared and pictures are being taken to stress the importance of using care whenever the vehicle is driven into or through accident traps. The third and most important factor which this study has brought forth is the fact that most accidents are due to the operator's emotions—trouble at home, financial difficulties, sometimes illness upon which the man concentrates most of the time, making him prone to accidents. Men hurrying to catch up on schedules so that they can have a little extra layover at the end of the line are also prone to accidents.

The Safety Department can reconstruct accident traps and teach the small percentage of men responsible for the greatest percentage of accidents to become safe operators, but they cannot control the emotions of the operators. That is a science which the operators must study and practice themselves.

SAFETY SCIENTISTS

• **First get-together** of the Maintenance Departments' safety committee. From left to right are Phil Lathrop, Div. 3; Andy Duncan, Div. 4; R. M. Ells, Div. 1; Tommy Haw, 16h Street; R. W. James, Div. 5; C. A. Tengblad, Safety Engineer of the Los Angeles Transit Lines.



INTRODUCING . . .

Stanley M. Lanham

STANLEY M. LANHAM who was Assistant Chief Engineer for the Department of Public Utilities and Transportation of the City of Los Angeles, resigned to join the Los Angeles Transit Lines. He was appointed General Consultant and Traffic Manager on April 30.

Mr. Lanham has a broad scope of traffic and transportation experience. In 1939 he took a most active part in the survey of traffic and transportation facilities in the Los Angeles metropolitan area. This survey culminated in the recommendations of the Los Angeles Engineering Board—recommendations urging improvement of public transportation facilities as well as promulgating the express highway or freeway program to which so much attention is now being given. During the war, he served as Chief Engineer and General Manager of the Department of Public Utilities and Transport-

ation while Colonel Bean was on military duty. Also, during that time, he served as Transportation Administrator in this area for the Federal Office of Defense Transportation. These duties carried the responsibility of building many programs designed to permit maximum utilization of available transportation facilities and manpower. They include the staggered hour and share-the-ride programs which did so much to alleviate the transit problems.

In accepting the appointment, Mr. Lanham stated, "Having participated in the most recent Transportation and Traffic Clinic, I feel that this new appointment will enable me to carry forth many of the plans presented at that time. Too, I feel that I will be better able to serve the city and the people in my new assignment, for the Los Angeles Transit Lines has already evidenced a progressive attitude and a firm



intention to modernize its transportation system."

Lanham's immediate attention is devoted to those steps which can be taken to make use of the freeways in providing more rapid transportation service, changes in routings and methods of operation so as to facilitate the program of one-way traffic streets which have been recommended for the downtown area. He also has charge of the Research Department, replacing H. A. Perryman who retired after approximately twenty-three years. Mr. Perryman was employed as a statistician in 1922. In 1935 he was made Superintendent of Traffic and Statistics and in 1936 Director of Research, the position he held until his retirement.

Joseph G. Gorman

JOSEPH G. GORMAN was elected Secretary and Treasurer of the Los Angeles Transit Lines by the Board of Directors at their special meeting held June 4. Mr. Gorman brings to

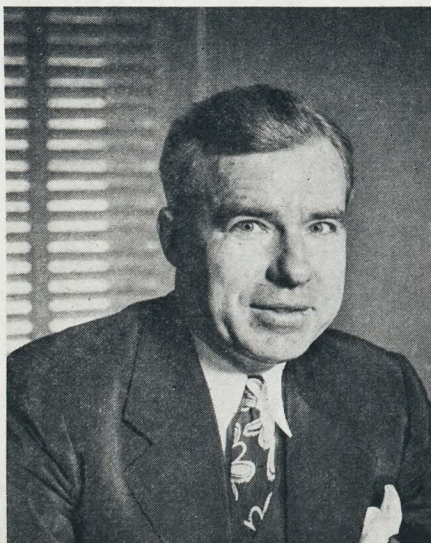
the Los Angeles Transit Lines some 21 years of corporate and banking law experience. He is a member of long standing with the American Bar Association and has recently become a member of the California Bar Association.

He was born on a farm April 26, 1903, in Raccoon Grove, Mill County, Illinois. After graduating from high school he majored in a pre-law course at the University of Notre Dame. From Notre Dame he continued his law studies at the Georgetown University in Washington, D. C., receiving his diploma in 1924. He is a member of the Delta Chi Fraternity and is a member of the Kiwanis Club of San Marino.

Gorman resides at 113 South Hudson, Pasadena. He is married and

has three children, two girls and one boy. The oldest child, Phyllis, is 13, Anne is 9 and Joseph Gregory Junior is 6. On his little farm in back of his house Mr. Gorman has 23 Rhode Island reds, and is looking for a pup for his kiddies. He is a very good bowler and a fair golfer.

Gorman replaces S. J. Nock who has retired to his garden in Santa Anita Oaks. Nock began his career with the company on July 7, 1921 as general bookkeeper. On July 15, 1928, he was made Auditor, and on July 17, 1934 he was appointed Secretary-Treasurer. Mr. Nock is married and has one daughter, Mrs. Don Soule, and a granddaughter, Lynn.





● **Our back cover** is a montage of the five winning teams in the first winter tournament of the Bowling League. Reading from left to right are:

Upper Left: "Stew Bums"—Jack Stewart, H. Steyer, N. Peacock, E. Thornton. J. Pitts was absent when picture was taken.

Upper Right: "Jokers"—R. D. Mann, A. Gorman, F. Bacus, H. C. Ferguson, W. O. Yunker.

Center: "Terriers," the Grand Championship team—C. Bauman, H. Beebe, H. Archer, W. Laffey, H. Shaeffer.

Center Left: "Five Spotters"—R. Gray, F. Lampley, Andy Anderson, A. Grode, "Lefty" Hellman.

Center Right: "Audit Atoms"—R. Peterson, Ray Roberts, H. Morrissey, C. Fly, C. Fischer.

Lower: Action is the keynote and excitement reigns supreme as the spectators cheer their favorite teams on to victory in the play-off. Note the players' shirts of gold-colored rayon with the Los Angeles Transit Lines' insignia emblazoned on the back in green.

● **Bonnie Andrews** touches the girls' championship trophy just for good luck while Manager Harold Davis keeps a firm hold. Sid Dupree, with back to camera, enjoys Bonnie's interest.

THE PLAY-OFF

Over \$5000.00 in cash prizes, twenty-eight gold trophies and five surprize trophies went to the winners of the Los Angeles Transit Lines Ten Pin Derby in exciting play-off of winter bowling season.

WITH smiles unlimited, the "Terriers" from South Park Shops, captained by H. Archer, walked off with the honors as "Grand Champion" bowling team of L.A.T.L. in the wind-up of the winter season bowling tournament. Accompanying the honor, a surprize award, consisting of a custom ground bowling ball, was presented to each member of the team.

Due to suspended operations, the awarding of the trophies to the "Terriers" was held off until Friday, June 12, at which time they were presented by L. A. Reeves, Assistant to the General Manager, in the offices of J. T. Watts, Superintendent of Railway Equipment.

In addition to the prize for the "Grand Champion" play-off, each member of the winning team for each division was awarded a handsome

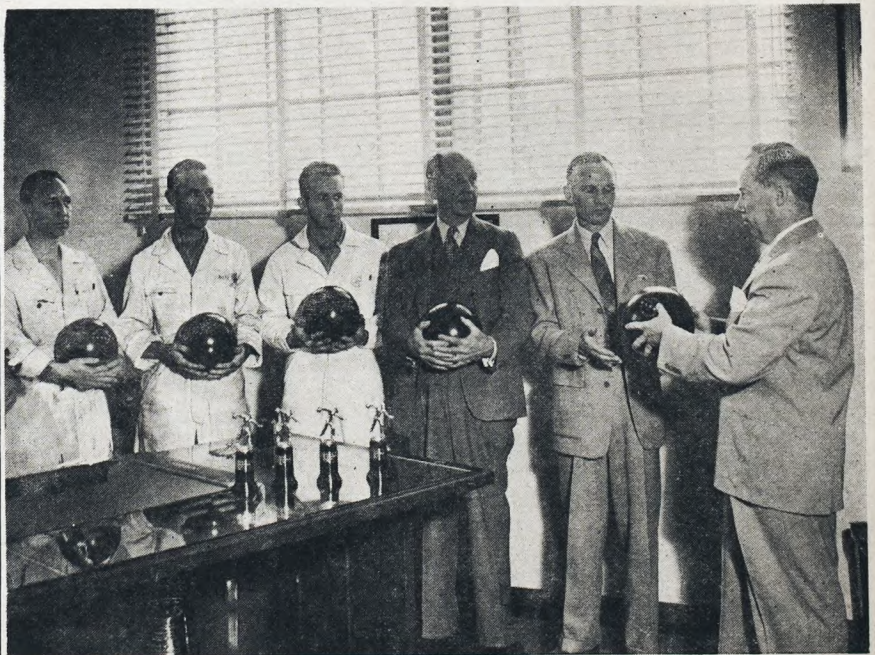
gold trophy engraved with his name and the name of his team.

Prizes of more than \$5,000.00 in cash were distributed to the 250 lucky winners of the fifty teams. Checks were made out to the team captains and they in turn distributed the money to the team members. Every member of the bowling league won something, not to mention the good fellowship which each and everyone experienced throughout the season.

Consolation trophies were given to the Division 3 Queens, who, under the able direction of Terry Amorelli, managed to scrape up but 30 wins throughout the season. These presentations were silver bowling pins set on silver bases. Better luck next season kids!

Players are urged to keep their bowling shirts, for the winter season may be here before one knows it.

● **Surprise awards** were presented by L. A. Reeves, Assistant to General Manager, to the members of the "Terriers" team. They are, from left to right, H. L. Archer, W. T. Laffey, C. W. Bauman, D. C. Shaeffer, H. D. Beebe. L. A. Reeves holds ball at extreme right.



Women's Club

By MRS. O. G. McDERMITH

JUNE 6 was set aside for the new president to appoint her committee. The installation of officers for the ensuing year was also held, as well as the presentation of Red Cross pins to those members who have given so much of their time in service for others.

We were deeply grieved at the sudden passing of one of our faithful members, Mrs. A. E. Russell, and we offer our sympathy to Mrs. Mitchell whose mother recently passed away.

Our thanks to Mrs. Meek for her fine job with the U.S.O. Canteen at the Union Station, and to Mrs. Athenous for her three years as head of the Red Cross Auxiliary. Mrs. Athenous left recently for Montana where she plans to spend a month. We all hope she has a nice rest.

There will be no regular meetings during the summer; however, the Red Cross Auxiliary will meet as usual on Tuesdays from 10 to 3 in the women's clubroom. All interested are very welcome to meet with us.

DAN CUPID has been around with his bow and arrow piercing the hearts of our boys and girls. . . . The former Opal Barber, who serves the ladies in the Building their noonday beverages, was his first victim. She became Mrs. Perry Du Bose. . . . At Division One's Mechanical Department, he pierced the heart of Foreman Charles Milton Smith resulting in his marriage to Suzanne Margot Jacquemin. . . . At the same division he changed the names of two ladies. Miss Doretha Armstrong became Mrs. W. Billiard, and Miss Minnie Barton was wed to Ernest Battle. . . . Juanita Mangrum of Sixteenth Street Garage was another of Cupid's victims. The

HONORED

• For thousands of hours donated to the Red Cross since 1941, these ladies of the Women's Club Red Cross Auxiliary were awarded merit pins. From left to right they are Mesdames C. H. Lewis, Elisa Long, J. F. McCormick, M. S. Thomas, E. V. Athenous. Others who received pins but who were not present at time the picture was taken are Mesdames Winnie Ray, Alberta Clardy, Margaret Cook, Blanche Wise, Lavina Heineman, Hendricks and Seabert.



• On June 6, the above officers were installed. From left to right, front row, they are Mesdames J. F. Carlin, 3rd Vice Pres.; C. H. Lewis, Cor. Sec.; E. V. Athenous, Treas.; A. C. Stover and C. G. Ficklin, Dirs.; M. S. Thomas, Pres.; G. C. Parsons and S. Ashworth, Dirs.; N. E. Mackay, Fin. Sec.; J. T. Watts, proxy for C. F. Thun, Rec. Sec.; E. D. Mitchell, 1st Vice Pres. Past Presidents standing are Mesdames J. F. McCormick, to left of A. C. Stover; L. B. Meek, in arch, S. T. Brown, to left of G. C. Parsons.

Cupid Reports

groom is Clarke McKalip. . . . Division Five was host to the messenger of love quite often. Lois Hansen, Superintendent Frank Irvin's secretary, found romance at her office door where John Tibio, of the same division, often visited. . . . Dorothy Adams, a Five girl, returned from the WACs with her name changed to Mrs. Reed. . . . Harold A. Scholf (Division Five) and Miss Mary McNivin, accompanied by Operator and Mrs. Earl Sullivan, motored to Las Vegas to be married. . . . Valma E. Williams recently changed her name to Mrs. Earl Avery. Cupid's victim in the Mechanical Department at Five was Vernon J. Bame whose bride was the former Anna Elvyn

Denker. . . . Division Four was not shunned by Cupid, either. . . . He found three susceptible trolley pilots. . . . Robert B. Richardson was married to Margaret DeLa Rosa, Paul E. Sederquist took the marital vows with Leotha O. Massey in Las Vegas, and Nelson C. Harrison changed the name of Jenny Rose Parker. . . . From the Mechanical Department at Four, Dorothy Mae Daniels reports that she is now Mrs. Robert Pullins. . . . As a consequence of Cupid's visit at Division 2 Joe L. Farlis was married to Joyce I. Snyder. . . . Dorothy Mae Clark of Division 3 just changed her initials when she became Mrs. W. G. Clark on May 28. . . . Happy days ahead, newlyweds.

BEHIND THE SCENES

. . . at the divisions

Virgil Venom

By BILL ULRICH

L.A. M. C. recently lost two old timers. Bill Stange leaves scads of friends on Olympic after serving them for many a long year. He left on his doctor's orders. Good luck, Bill. We'll all miss your winning smile. Evacue No. 2 is none other than my old rival, C. P. Hunt, who has gone into the landscaping business. We certainly don't know what we will do without the Hunt humor. Motor Coach will miss these two men very much. "A good man nowadays is hard to find."

Ed Ramey took his annual trek to visit his mother in Kansas City. And he asked me to specify "Missouri".

The L.A.M.C. had a luncheon at Delaney's for the Safety League team captains. Al Jacques, captain of the winning team, the Sunset line, was presented with the banner.

Ray Matzenbacker left his changer in his bus at Fifth and Hill and when he came back it was gone, and so was the \$20.00 that was in it.

George and Mrs. Boos spent their two weeks at Arrowhead. They took their dog, Fatsie, along to keep them from getting lost. George reports that Fatsie treed a squirrel.

The Western Avenue line was thrown into a turmoil a while back, and two operators, namely George Connolly and Allan Kimmel, had crimson faces. Seems that they got their relief points crossed up. Connolly was to relieve northbound but headed south instead, while Kimmel made relief southbound instead of north. When George arrived at Hollywood he said to himself, "Believe I belong at 104th Street." When Kimmel arrived at 104th and looked at his schedule, he called the dispatcher and said, "I belong at Hollywood Boulevard." They were soon straightened out and everyone was happy once again.

All the Sunset boys are congratulating Dick Sperry on that well groomed moustache.

Johnson came into the trainroom in a hurry one day and said, "Give me a bus." Katherine Ames misunderstood him and promptly gave him a kiss. This action so stunned him that he never recovered, and the last I heard they were married. We here at Virgil hope they live happily ever after.



Louie Baca has returned to Sunset. When asked why he came back, his retort was, "The people on Wilshire are too ritzy."

Anne Landry, our switchboard gal, says she gets ahead by plugging along. (We're sorry).

D. Ladhoff was popping buttons off his vest a short while back when he was asked if Jerry were his brother. It seems Jerry is his son—in fact, "D" has a boy older than Jerry, named Donny.

John Ragonese was looking out the trainroom window the other night. When asked if it were still raining, he replied, "Only sporadically." This so confused Abe Brenner that he jumped to his feet and cried, "Good heavens! I thought it just rained water in California!"

We have a disillusioned man on the property. Sid Margolin went to see the movie "The Little Giant", which he helped make. He spent all one day throwing Costello out of his coach and when he saw that scene, all that was left was the rear of the coach disappearing in the distance. Ah, for the life of an actor.



"S'MATTER?
NEVER SEE A
MAN GET A
SHINE BEFORE?"

Carl Smith, formerly of Vineyard, recently bought a service station along with Al Goodman. Was he embarrassed when, on his way to play basketball one night, he ran out of gas.



George Erhardt's favorite song is "Doodle de Doo". When Bernie Helbling, the champ of the squeeze box, accompanies him, it's something to hear.

Bill Terry warned the drivers of the school trippers not to leave their changers in their coaches when they stepped out. One driver didn't heed the warning and the result was—no changer when he returned to his coach. Another warning comes from "Wild Bill" Stearns, who laid his changer down in the boys' "powder room" at La Brea and Sunset. Result—no changer. And while we are on the subject of Stearns, here's a ditty about Bill: Bill had a bill board. Bill also had a board bill. Bill's board bill bored Bill so Bill sold his bill board and paid his board bill. Then Bill's board bill no longer bored Bill.

The story of the month concerns a party the Guy Dosses gave, supposedly a turkey dinner. However, secret operator XYZ reports that during dinner a flash came over the radio that two large seagulls were missing in a flight over the region of San Gabriel. This tended to ruin the appetite of everyone except Guy. After dinner he introduced some new games (which he made up himself) in the parlor and one of the guests came away minus a shirt and muttering about the fact that "the house always wins".



Ralph Holmes of Mechanical Department dropped a brake drum on his toes to see if his reflexes were normal. Result—he was put out of commission for three days.

• **First Lady** of the P.C.C.'s. Billy Pinkard bid a run on Pico in the first general shake-up which was postponed after she had broken in on the line. But the recent system shake-up puts Billy on the line of her choice, and on the front end of a streamliner.



Hillbilly Boys

By L. B. MEEK

THERE comes a time in nearly everyone's life when he would just like to sit down and relax. Well, a good many of us just had 25 days.

The rodent family at Division 3 became quite tame during the "vacation." One day our foreman, Mr. Allan, bought a candy bar. He took a bite, but had to lay it down to answer the phone. When he returned he found a large mouse trying to carry the bar away.

Three of our boys are doing their bit to prepare new trainmen for service. Wayne Gardner, M. B. Cornelius and M. M. Wallace are now working practice cars for the Instruction Department.

A. Auger says that he is getting to be quite a housekeeper. Mrs. Auger had the misfortune of falling and breaking her hip.

We are all glad to hear that B. S. Head's wife is improving.

We have heard that John Kasbeer and C. M. Neal are improving nicely.

Garage Oil

By C. H. HARDY

ROBERT WICK is glad to be back from the Army and to live a quiet life again. He was with the Tank Destroyers and landed in Normandy on D plus 4 Day. He had many experiences, while going through France and Holland, which he will always remember. There was the time he was sent to start a stalled scout car and after ducking snipers' bullets for several hours, it was finally decided to tow the car to a less exposed area. On another occasion, he and his buddies exchanged shots at close quarters, in a wooded area, with over a hundred Heinies. It was a hot old time before the surviving Krauts gave up. In Holland, a maintenance station was established behind an empty school house. One day, without warning, a hedge-hopping enemy plane sprayed the surroundings with machine gun fire. Wick, who was caught in the open, thought his number was surely up.

Turn Page

Hearing weird cries and the flapping of wings in the night, H. Prey-jean was almost certain that a "spirit" was about to pounce upon him. He sought shelter in the storage garage until the winged monster knocked itself out on the light wires in the yard. It proved to be a stray Chinese pheasant. The nocturnal escapade proved to be too much for it, and it joined its "honorable ancestors". Preyjean has fully recovered his composure, but does not want a scare like that again.

According to his pals, W. Poorman tries to run his "old rusty derelicts of the road" without gas. Wonder what he will expect from the new car he has on order.

"Ex-Sarge" Howard Froby gives us this one as an episode in his Army Transportation career. An Army truck,



some distance from camp, was reported to have an air leak and Froby was dispatched to fix it. He checked all air equipment but could not trace the hissing sound. Finally, a large snake was found coiled around the drive line. A bugler was ordered to blow an oriental tune and charm the reptile from the shaft.

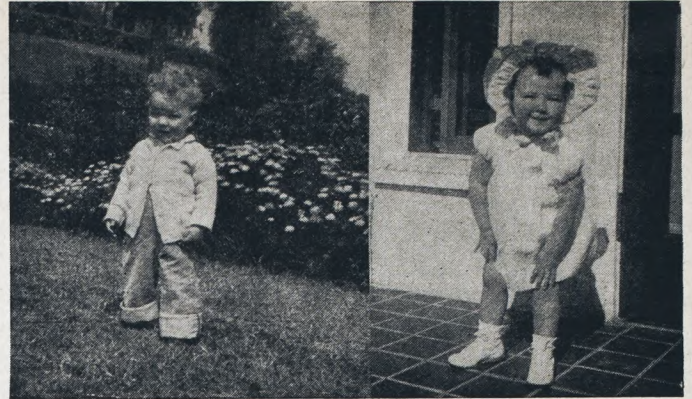
WIDE AWAKE

• **Frank Richard Abrosion, Junior**, takes after his dad who is a wide awake tune-up mechanic on the inspection crew at the Sixteenth Street Garage.



SO HIGH

• **Billy Junior**, left, is the one year old son of Blanche Blanchard of Division 3. Little Pamela Ann Thomas shows off her new bonnet. She is the niece of Jean Seely in the Office of the Building.



Stork Reports

SMALL additions have taken a big place in the hearts and homes of some of our members . . . C. E. Benton of Division 4 is a daddy for the fifth time . . . Grandpa Glenn Musselwhite of Division 5 reports the arrival of his first grandchild, Susan Ruth . . . The gurgling heard around the Don R. Park's home comes from little Ronald Eugene. Don works at Five . . . Five's Mechanical Department outdid the Operating Department when they announced the birth of Sandra Jean whose daddy is Charles H. Marlow, and Edwin R. Banks' additions of twin daughters, Sherrill Leann and Sharon Rosann . . . Division One's T. H. Farley,

Junior, and J. D. Hawthorne were two excited papas. Farley had a son, and J. D. had a daughter, Marsha Lee . . . Word from Division 2's census changes is that Norman Williams is papa to Susan Mary . . . The Way and Structures Department announced the addition of Alphonso to the Hilario Diaz family . . . Little Katherine Adele made her entry into the home of Mr. and Mrs. Arthur L. Marsh. Art is a substation helper . . . The Jerome F. Rondel's (papa works at Virgil) sent word that they have a little girl. They now have two girls and two boys. . . Congratulations, happy parents, and welcome, little ones.

The Last Terminal

FOUR members of the Special Roll passed away since the last issue of Two Bells. Louis O. Larson reached his final resting place on March 8.

Peter P. Schaap passed away on April 20 after having been with us over twenty-six years. Pete was a lineman, telephone lineman and lineman leader.

Ausencio Medina died on May 27. Medina was born in Mexico in 1878, and joined us in 1919 as a sub-foreman in the Way and Structures Department.

Samuel Ashworth, Towerman, passed away on April 17. Mr. Ashworth was born in England in 1886 and joined our Transportation Department in 1919

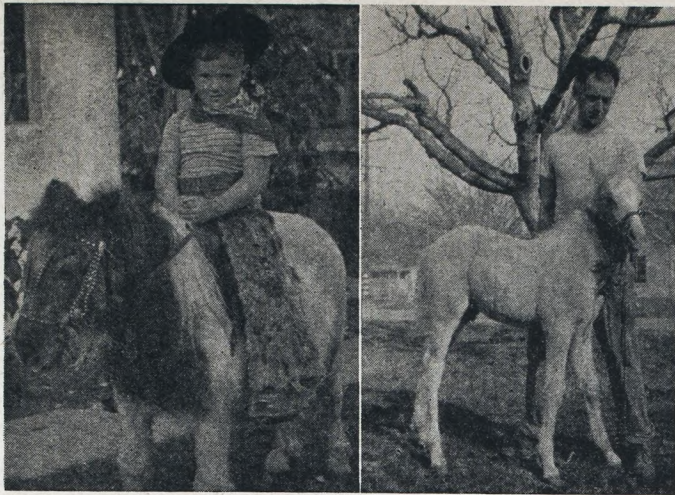
George P. Dickerman, supervisor, passed away on May 31. George was born in Minnesota in 1879. He came to the Los Angeles Motor Coach Company in 1923.

Emzy D. Jones, flagman, died on April 27. Jones had been with us since December of 1942 as a flagman.

Ada Williams, leader at Division 5, passed away on May 28. Mrs. Williams was born in Atlanta, Georgia, in 1886.

Mrs. Alfred E. Russell, wife of Motorman Russell of Division 3, died on April 8, and Mrs. Nicholas A. Matlock, whose husband is retired, passed away on May 3.

To the loved ones, we offer our deepest sympathy.



HOLLYWOOD PARK BOUND

• The jockey is Bob-by "Wild Bill" Sanford, son of S. J. Sanford, Division 1. The colt belongs to R. A. Gillis, also of Division 1.

South Park Diary

By BILLY PINDER

VACATIONS have begun early this year, and the boys are taking their vacations according to seniority. The Shops will not close down with only a skeleton crew as was done in the past. Jack Knight of the Body Shop was one of the first to take his vacation, which he spent around home. "No place like home," quotes Jack. Marian MacKenzie of the office spent her vacation taking a trip through Oregon. She says she is sold on it. (Look out for our Chamber of Commerce, Marian.)

The last shop program was a big success. "The Saiza Sisters," brought in by George Manrriquez, sang and danced to Mexican music. Little Miss Carmen stole the show with her Conga dance. We welcomed a new member to the orchestra, John Santoro, who featured the "Bum Song" with guitar accompaniment. After the show, Mr. C. A. Tengblad, Safety Engineer, gave a talk on safety and told of his new plan to cut down accidents. Let's cooperate 100%.

Larry Morford, painter, went into retirement in March, and the boys presented him with a Bible, an electric clock and a wallet. Larry wants to express his deep appreciation to the boys. He says he will be down to see us.

Joe Nickel of the Upholstery Room is as proud as a peacock these days. He has just become a grandad. Gus Prenger also became a grandad for the eleventh time. Try to beat him, Joe.

"The Keeper of the Keys" (not a movie title) is Howard Beebe of the Stores Office. He has keys for all occasions.

Charlie Matthews of the Electrical Repair Department, who is still on the sick list, came in to see us, but is still on the mend. Hurry and get well, Charlie. Joe Adams of the office returned to work after a long sickness. Glad to see you back, Joe.

[Turn Page

Blow-Bys

By TOM SMALLEY

FELLOWS, we in the Unit Overhaul have nothing to fear from earthquakes or atomic bombs, as our shop has been tested and found to be O.K. I witnessed the test supreme the other day. Walter (Tiny), Alport and Tom (Slim) Rocha, while walking rapidly in opposite directions and day dreaming at the same time, met with a great crash. The building shook and rumbled, then settled back on its foundation. Beyond a few cracks in the walls, no other damage was found.

Norm Lane is busier than ever lately (if possible) since he has had the paint shop added to his other responsibilities.

Harold (Flash) Hayes was studying the mysteries of the shaft "mike" when Mike Heman asked how many thousandths there are to an inch. Harold replied, "Gosh, I guess there must be millions of them!" Well, a silly question brings a silly answer. By the way, I wonder how many there are.

Clerk Derry is busy branding the 73 new Diesels which we recently received.

The men are all dressed up in their new coveralls. Each fellow has three pairs, two supplied by the Company and one which he buys

himself. The Company pays two-thirds of the laundry bill.

Joe Castro just returned from the Army as a Chevrolet expert. Just ask Joe if there is anything you want to know about a Chevy.

Tommy Watts won't explain how the left lenses of his glasses was broken. Maybe he was talking when he should have been listening.

From the looks of the red faces around the Shops, it seems that the California sunshine has caught up with the boys at last.

William W. Adair, who resigned to go to Texas, came back to work for us. He says he was "rained out" in that cattle country.

John Keller worked the valves and heads while Frank Bertini was on vacation. Due to the effort expended in procuring the converted steam boiler, John, too, needs a vacation.

Summer is here and almost all the boys are out playing ball. I see that Harvey Miller is using a new type of bat. It's square.

Eddie Thomas is the first hunter of the season to bag the limit. Seems like Eddie went to the grocery store the other night and came out with a bag filled with all of the "hard to get" items.

The office force has requested that you contact them if you know of any place where H. Dainton can purchase a new corn cob pipe.



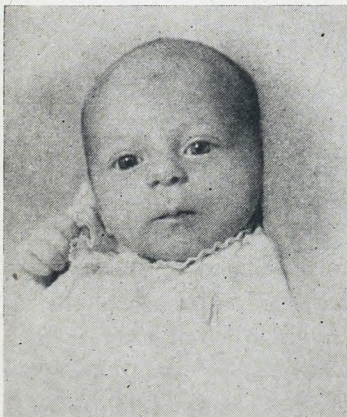
There seems to be room for an argument in the case of the champion checker player of the Shops. "I consider I am the 'champeen,'" said Ray Smith one day while eating lunch. "What's that?" exploded Dave Rinehart. "Why, I'll take you three straight, straight, that is."

Here are just a few employes at South Park and what they like to do most while off duty: Bert Miller says he likes to go bowling. . . . Tom Tripney spends his time on the links playing golf. . . . Art Robey likes to relax in his garden. . . . Louie Myers and Otto Schneider enjoy fishing. . . . Julie McClure of the office says she likes to relax and read a good book. . . . Jeanie Woolley and Emmy Bechtold, also of the office, like to jitterbug. . . . Lovel Campbell says, "Give me a couple of horseshoes and I'm happy. Nothing like a good horseshoe game." . . . Bill Reynolds, Purchasing Agent, says, "When I have a little time for myself, I like to be in the garden. Flowers are my hobby." . . . Art Gerrard likes to step out, but the wife says "No." . . . Georgia Gass of the Stores Office says, "I could just go on dancing forever."

Has anyone noticed Jack (Frank) Bickford's hat lately? He's right in style with the Company colors—white top with a green and yellow border.



We welcome to the gang: R. W. Gaydos, J. D. Allen, J. W. Holmes, Robert Newcomer, Glen Madison, Tony Figueroa, Ruth Rowley and Richard Venable.



CUTIES

• Left, Paul Marshall Dennis' Daddy J. A. works at Division 3. Paul Dean Crane has an uncle, Tom Smally, and a granddad, Harry Whittle, working for the Company.

Once Overs From One

By JOHNNIE BOYCE

D. B. Kohl bids you adieu as a Two Bells scribe and says that he is confined to his cell and doesn't get around much any more. His successor, Johnnie Boyce, recently returned to the Division after spending two years with the Navy. Johnnie was a chief parachute rigger on a carrier auxiliary service unit in the South Pacific. We welcome Johnnie to the staff. Ed.

FIRST of all, let me say that I want to do my best for you, so if anyone hears or knows of any item of general interest to the men of Division One, will he please contact me or drop a note in the mail box. I will see that it receives prompt attention.

Our old friend C. A. Wells is now taking it easy on his chicken ranch up North. I know that for a long time Charley wanted to get to his ranch and take it easy but he stayed on the job all during the war. We all wish Charley the best of everything and hope he really enjoys himself now.

V. J. Eulberg should be sporting a new Plymouth by the time you read this, as he is expecting delivery at any time. He hasn't as yet told me how he did it. Maybe some of you boys who would like to have a new car can get his secret.

That's all for this time, and don't forget to send in those news items.

Short Circuits

By WALTER WHITESIDE

LOOKING over the vacation list to date, we find that Frank Greene has completed a tour that included stopovers in Fresno and Stockton where he visited relatives.

Gene Laycox has all the boys drooling at the thought of his contemplated fishing expedition when he hopes to land a couple of salmon.

Ralph Parker and family returned from a grand vacation trip through San Francisco and north to Grant's Pass, but for some reason Ralph won't talk about the fishing.

We offer our sympathy to Jake Zuber whose sister, Mrs. Louise Eimers, passed away recently.

Harry McTaggart fell heir to a chance of obtaining a government lease on a piece of land located at Big Bear Lake. He is making elaborate plans for a restful retreat in that region.

Central Substation is certainly one classy looking place since it received a paint job. One of the painters nearly became a member of the casualty list when, climbing his ladder, he reached to grab the 15000 volt high line. Nels Lane saw him and yelled. The fellow was within inches of taking hold of the line and was thankful to Nels for his quick thinking.

Johnny Harris and Carl Heffington are housed at Vernon Yard in their new office.

American Legion And Auxiliary

By LONA DAVIS

ON June 14, the semi-annual school awards were presented to the honor students at Berendo Junior High School by the Post and Auxiliary.

The last meeting of the American Legion year was June 18 at 8 p.m., Patriotic Hall.

The first meeting of the new Legion year will be on July 2 when the election of officers will be held.

Reports From Five

By E. J. ROCHE

RALPH A. CONE has returned from the Army and is breaking in as a supervisor. F. E. Adolph and J. T. Strode are two more of our lads who have returned with gallant war records. Welcome home, fellows.

Tommy Owsian spent his vacation taking a trip to New York City where he helped to settle a family estate.

Did you know that Assistant Superintendent Harold Nelson has earned quite a reputation for making shrimp cocktails? In fact, his recipe was published in the Inglewood Daily News. Maybe you would like to try this cocktail, so here it is: 1 small bottle catsup (7 oz.), juice of one lemon, 1 large can shrimp (1 lb. fresh), 2 heaping tablespoons bottled horse-radish (4 level tablespoons), 3 drops Tabasco Sauce, 1 tablespoon Worcestershire Sauce. Mix together and serve thoroughly chilled in chilled cocktail glasses. A little chopped celery may be diced over the top. Mr. Nelson also knows how to prepare hashed brown potatoes, fried onions and charcoal broiled steaks on his outdoor barbecue. When you are in doubt as to what to fix for dinner, just ask Harold.

Getting in practice for some heavy summer fishing are George Seale, C. C. Templin, Sherman Beale, Jesse Butler and Joe Gentry. On April 14, these boys went barracuda fishing on the barge "Spitfire" which operates out of Long Beach. They had fine luck. Sherman, who is an accomplished disciple of Isaac Walton, broke his pole landing a "whale" of a barracuda.

O. E. Wilson, now with the Supervisory Department, pays us an occasional visit. R. E. L. Peterson, Safety Bureau Satician, also came around on his usual quarterly visit. "Pete" is an old Five boy.



SMILES FROM DIVISION ONE

• These two Irish colleens, left, are Joan and Dolores Kelly, the prides of R. M. Kelly. The dimpled darling in the center is Betty Mae whose daddy is O. P. Turner. The two happy chappies, Johnny and Tommy Barr, are the grandsons of H. M. Lennen.

Henry A. Chaudoir's brother, First Lieutenant William Chaudoir, who is in Italy, sent Henry a twenty dollar bill and asked for cigarettes. The Italian Post Exchange is rationing cigarettes.

Lloyd L. Gere is proud of his two sons, Robert and James. Robert is in the Navy and served in the Pacific War area while James, who is only 21, is a captain of a large A.T.S. salvage boat in Tokyo Bay.

Al Bristol was called to Utica, New York, because of the serious illness of his mother. Al was with her for eight days before her passing. We join Al's many friends in expressing our sincere sympathy.

Streamliners

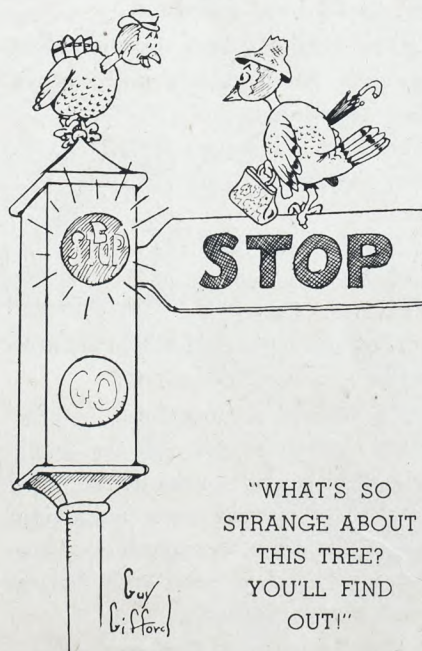
By BOB GRETENBERG

PPOINTS for safe operation are now beginning to net tangible results. Valuable merchandise is being purchased by the high point men.

Tim Burke of the "J" line is to be commended for his fine display of efficiency and assistance to his fellow men. Very recently an accident on the "J" line occurred and Tim was the first to arrive after the accident. He pulled up and helped the operator involved to clear the delay by securing witnesses while the operator was obtaining the driver's name and necessary information pertaining to the accident. That's the kind of co-operation we like to hear about.

Switchman Lefty Waggoner is now back on the job after more than four years in the Army Air Force, most of which were spent overseas. While he was stationed in England, Cupid decided that Lefty should have a lovely British bride. The happy pair have plans to settle here when the transportation problem for Lefty's bride is solved. We wish Lefty an early cablegram of good news from his wife.

U. E. Dunn is back on the job after almost a year's illness. We are all very happy that he has returned and glad he is looking so healthy and strong again.



Car House Highlights

By H. K. CONACHER

CAR HOUSE ONE

WERE glad to see Betty Welch back to work after having been off for four months due to injuries received in an automobile accident.

Larry Banuelos is home recovering from an appendix operation. We're sorry to hear that.

W. J. Lugo is sick. Hurry up and get well.

E. L. Swartz is spending his vacation pulling a run on the "D" line.

Grant Braaten bought himself a 1939 Pontiac sedan.

CAR HOUSE THREE

Oscar Lund was watching a fellow shoot pigeons and backed into the pit, fracturing several ribs. Too bad, Oscar. Hope you won't be taped up too long.

We understand that Mr. Burks spent all day trying to complete a deal on a new home he is buying. He finally had to give up and come to work.

Something new has been added. Now seen in the office of the Mechanical Department is a certain Vi Lewis.

Welcome, also, to Mr. Winkler, a new mechanic on the third shift.

CAR HOUSE FOUR

Now that the rains have come and gone, Andy Duncan has applied a new top to his "Chevy". Must be planning to keep the "big car" a couple of more winters.

Frank (Never Wrong) Long had a little argument with a traffic cop resulting in a \$5.00 donation to the City Hall.

Clyde Holland and Clarence Nokes, two of our oldtimers at this division, are being transferred to South Park.

H. W. Schaeffer is spending his vacation in Idaho, and W. O. Weiser in Tacoma, Washington.

CAR HOUSE FIVE

Zack Eastin is back on the job after being on sick leave for a month.

Foreman G. P. Macqualter spent a week end at Camp Pendleton, and

would have enjoyed his visit except for one thing—a sight-seeing tour in a jeep. He tells us that after three days a person can take his meals sitting down.

Mr. and Mrs. J. P. Granahan are expecting a blessed event in the near future.

We understand that R. W. James has turned his extra bedroom into a den. You can always use it for a "dog house", Jimmy.

The new additions to our gang are J. O. Thompkin, H. B. Jennings, H. W. Verrett and J. R. Sawdon, G. Curtis and V. Hildalgo. Glad to have you with us, boys.

The building changes for motor coach operation are well under way at this division, and we are looking forward to a very up-to-date maintenance system.

Diesel Delvings

By WILLIS M. FRASER

HERE 'tis summer and time for those long anticipated vacations. Just take your choice of the mountains, seaside, desert, or what have you. Lucky people, we Californians.

Congratulations are in order to Percy Snyder and Bob Acres. The former is starting to work as a supervisor, while the latter, as a dispatcher. Good luck, fellows.

Tex Harlan's been having dental trouble. The dentist found it imperative to remove the dentures to make way for the wisdom teeth.

"Tripper Al" Grant seems to like driving. Guess it sort of gets into a fellow's blood after so long a time, doesn't it?

"Good old summertime" is practically upon us, and with the changing of the seasons comes our anticipation of numerous new happenings along the line of expansion. Vacations go hand in hand with this extensive new program.

The Instruction Department is a

beehive of activity due to the system shakeup. Those to be commended for their efforts in the art of instruction are Vic Smith, Art Biederman, Art Grody, Otto Lane, Harvey Evans and Chuck Malin. These fellows are without any doubt performing a fine job.

While on the subject of commendation, it is fitting and proper to give recognition to the following men who have been in the service of our country and have just returned to our ranks: Eldon Borsten, Hoy "Pretty Boy" Bilyeu, LeRoy Cordes, Eldon Danzie, Lyle Lamshire, Raymond Lyle, Richard Muller, Dick Schramm and Bill Vanoy.

It's a fine thing for a man to report to work at 4:30 A.M. when he is actually expected to make relief at 12:45 P.M. That is the case with our experienced driver, H. G. O'Connell. Must be spring or love or something, suppose?

Sour Grapes From Vineyard

By BERNIE HELBLING

THE Los Angeles Motor Coach Lines has introduced a new idea in campaigning for safety among drivers. A "Play Ball Safety League" was formed on April 15. The "Safety League" will operate on a mileage basis for avoidable and unavoidable accidents, and safe driving certificates will be awarded to those with the highest standings.

S. A. (the Crooner) Collins has suggested that periscopes be installed on the Olympic coaches for all window shoppers.

We welcome back these fellows who've been doing a stint with Uncle Sam: I. D. Iverson, G. J. Sykes, Carl Greet, L. J. Parker, U. T. Strong, J. E. Eutsler, M. H. Swanson, D. J. Sporman, J. D. Chambers.





LAZY DAYS

• A quiet place was the dispatchers office for the first time in history. From left to right, Bill Morgan, Joe Hurlzeler and Clint Coxhead catch up on their pinochle technique since they are not bothered by the buzzing of the phones or the blaring of the radio.

Rolling Again

(Continued from Page 2)

between public and Company is personal, for the public looks upon the Company as a group of people . . . which it is.

This company is composed of a group who invest their savings—the stockholders—and a group who invest their talents—the workers. Both groups work toward making a substantial return on their investments—a return, incidentally, which is rigidly controlled by State and Civic regulatory bodies.

Now—how many friends have we lost and how can we win back their friendship? That is the problem of the moment, the problem of all the persons who go to make up the Company.

There is, naturally, some ill feeling against us, for people were inconvenienced, handicapped and imposed upon. Many have lost faith in us, and have found other means of transportation. We'll be a long time winning back their business. Others doubt us, doubt our ability to improve our service. It is up to us to erase that doubt by furnishing more equipment and giving better service.

New equipment is being purchased out of capital, out of money invested in the organization. Some 73 new Diesels stand ready to roll by the first on July onto the "A" line and the shuttles. Trolley coaches—a new adventure in transportation for Los Angeles—are on order, and more streetcars will be purchased in the near future. Better equipment will aid in giving better service, but the finest transit lines in the world can't make friends by itself.

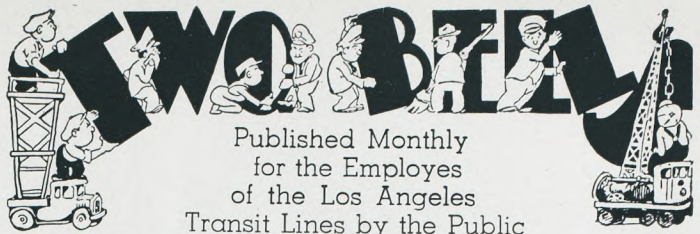
That's a personal job.

We must improve the personal service—be courteous, clean and neat—pass out more grins, recognize our responsibilities and live up to our importance.

This is not meant to be a sermon. It is a factual statement, for no matter how you figure it, the answer comes out the same. The guy who pays the fare is the one who pays our freight.

He's the guy we have to please.

Let's do it.



Published Monthly
for the Employees
of the Los Angeles
Transit Lines by the Public
Relations Department

Vol. 27

No. 3

APRIL-MAY-JUNE, 1946

EDITORIAL STAFF SUPERVISION

L. A. Reeves Assistant to General Manager

EDITOR

Guy Gifford

WOMEN'S EDITOR

Helen Fraser

ASSOCIATE EDITORS

- Mrs. Lona Davis American Legion Auxiliary
- Mrs. O. G. McDermith Women's Club
- Johnnie Boyce Once Overs From One
- L. B. Meek The Hillbilly Boys
- R. H. Grettenberg Streamliners
- E. J. Roche Roche Reports from Five
- C. H. Hardy Garage Oil
- Billy Pinder South Park Diary
- W. C. Ulrich Virgil Venom
- H. K. Conacher Car House Highlights
- Walter Whiteside Short Circuits
- Bernie Helbling Sour Grapes from Vineyard
- Willis Fraser Diesel Delvings
- Tom Smalley Blow-bys

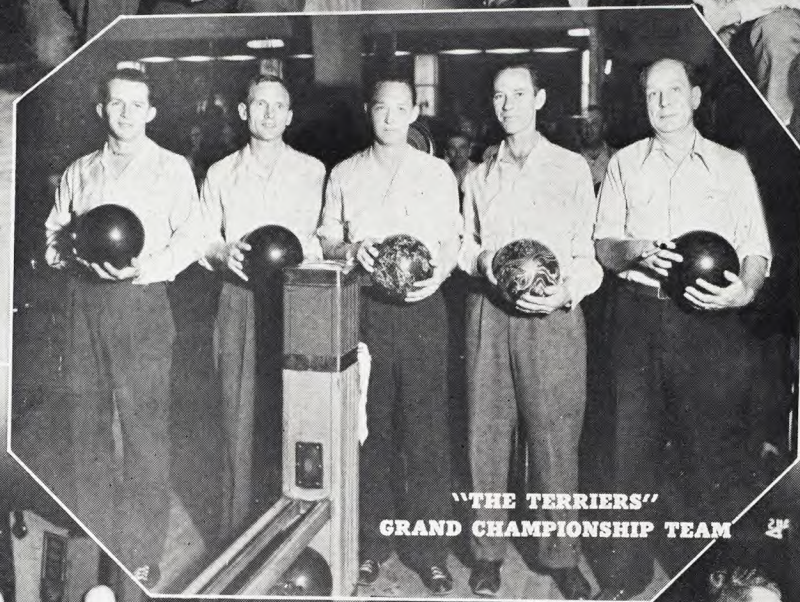
*Member Southern California
Industrial Editors Association*



"OKAY! OKAY! I'LL TAKE THE DAY OFF!!"
Thanks to Kojev—Seattle "Transit Talk."



THE PLAY-OFF



"THE TERRIERS"
GRAND CHAMPIONSHIP TEAM

