

"In the Spring a Young Man's Fancy . . ."



Public Relations - Our Job

By L. A. REEVES

This is the fourth in a series of editorials by company executives designed to point out better and easier ways of doing the job. In the following article, L. A. Reeves discusses public relations.

TOO many people have tried to define "public relations" by using grandiose verbiage . . . two dollar words. Consequently, the business of public relations is regarded as a strange, complicated profession, and its directors are looked upon as people who do mysterious things.

But, public relations is neither mysterious nor complicated. Before going any further, let us see what Webster has to say about the word "public" and the word "relations". "Public" basically means people; while "relations", Webster tells us, is dealings. There it is, as simple as that: dealings with people.

Never a day goes by but that each of us as individuals has some contact with other individuals. It is true that some of us do not have as many business contacts with the public as do trainmen and coach operators, for example. But none of us lives to himself alone. We all have contacts of one kind or another: with relatives, neighbors, trades people, civic organizations, clubs, with acquaintances we meet in church, on the bus or streetcar—all of whom we meet both on and off the job.

With each contact an impression is made, either favorable or unfavorable. So, public relations is fundamentally good manners.

As a person, each of us desires to impress favorably. Likewise, as an industry, all of us collectively value high regard.

Therefore, the result of good manners—or public relations—is twofold: Our friendly and courteous actions win friends for ourself as well as for our company. Public relations for the Los Angeles Transit Lines is the combined good efforts of all of us.

You may ask then, "What part does advertising and publicity play in creating good public relations?" It is just another medium of forming our friendly contacts. Let us say, for example, like writing a letter. For an impression of good manners is formed just as surely from our writing as from our personal contacts. So it is, also, with advertising and publicity.

The Los Angeles Transit Lines advertises in newspapers and trade publications in order to attract patronage and to make you and your company more favorably known. Naturally, all of us wish to live up to the good impression formed through this factor of public relations. We, the employees, want to back up what the company says about us and itself. Remember, we are important parts of the company. The public will not believe the company's advertising very long if we publicize, for instance, that our employees are courteous and efficient when some of them may be discourteous and inefficient.

I have heard some of our employes say, "People *want* the service we provide. We furnish good transportation at a lower fare than do many other companies. Is it therefore really so necessary for us to spend so much time cultivating friends for the company?" My answer to that is: Just ask any person who holds an elective office. He spends much of his time making friends, for he knows that the more friends he has the surer he is of reelection. But there is one important difference between a transportation worker and an office holder. The latter is up for election only every two, four, or six years. He, in many instances, concentrates on winning votes at those times only. But you and your company are "up for election" every single minute of every day the whole year around. For, every minute someone is deciding whether to use our service or to drive his private automobile. Upon the results of these decisions and others like it, depends the success of our jobs.

Here is a yardstick to apply to any contemplated course of action in furthering good will: If it will offend, irritate, annoy or displease, it isn't good public relations.

But always remember in your efforts to win friends and please people, never overstep the bounds of dignity, truth or good taste.

This, then, is public relations boiled down to the simplest terms—no two dollar words. *Sincerity and good manners win friends.*

No article of this length can do more than deal with the simplest fundamentals of a subject as broad as public relations, nor can it point out all the ways in which clerks, trainmen, coach operators, accountants, elevator operators, dispatchers and all others, who go to make up our vast organization, can contribute to good public relations. Nonetheless, an understanding of public relations will help us in the years ahead when competition from other forms of transportation becomes keen. This knowledge must then be translated into the action of everyday practice.

In the years ahead, good public relations will be more important than ever before in eliminating misunderstandings, winning friends and making it possible for all of us individually, 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.

Let us practice good public relations—that's our job—yours and mine. Let's make our slogan, "Safety, Courtesy, and Service" mean what it says. Let's go places with the Los Angeles Transit Lines .



Transit-formation

THE transformation that the Los Angeles Transit Lines has undergone the past year can really be called Transit-formation. Cars and coaches have received a beauty treatment which is the talk of the town. The buildings and the offices have been streamlined and beautified too. A notable job of transit-formation was done at the garage.

This streamlining of the garages and storage yards, now known as Division Two, was an undertaking which took nearly six months to complete. Over two thousand gallons of paint was used to brighten up every building. Garage ceilings were painted a bright aluminum, the walls a coach white with a base of green, and all floors were done in terra cotta red, even the floors of the pits.

Tons and tons of asphalt were rolled smooth to pave every inch of the storage yards. New benches and a new lead sink were added to the battery room. The offices were redecorated in the company colors, and most important of all, the old brick wall, which hid the garage activities from the eyes of passers-by, was torn down and eighteen hundred feet of wire fencing put up in its place.

W. L. Craven, Superintendent of Automotive Equipment, who has charge of the garages, introduced two more features in this making-over process. First, the simplification

of movement. Second, cleanliness.

The simplification or assembly line movement was accomplished by moving the service station from the center entrance on Sixteenth Street to the west end of the storage yard. From this entrance, all coaches move forward—always forward—from the gas pumps, through the washer, to the garage, paint shop, or their proper place in the storage yard.

The reverse gear is used only to spot the coaches in their respective storage places. Doors have been cut in the Fifteenth Street side of the garages so that coaches can roll right off the pits without backing up. This simplification of movement has already saved hundreds of man hours.

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Above: Three transit pilots march before a formation of coaches down center of main yard.
Below: Before and after picture taken from the same spot. Picture at left was made in 1940.





(1)



(2)

As for cleanliness, the grease has gone from the floors and pits, and all mechanics wear gleaming white coveralls with "Los Angeles Transit Lines" embroidered on the back.

On these pages are some photographs of the Home Base of our transitliner fleet together with the Guardians of the Fleet.

(1) Chief guardian of the transitliner fleet is W. L. "Red" Craven, Superintendent of Automotive Equipment. It is said of Craven that he has been in the coach business so long that high octane gasoline and Diesel fuel run through his veins. "Red" started maintenance work in the days before they had pits. He has driven buses and he has operated his own bus business. "Red" came to the Los Angeles Transit Lines from Jacksonville, Florida, where he had charge of the Motor Transit Company, a National City Lines property. He also worked as a maintenance supervisor throughout Mississippi and Alabama on their smaller

properties.

(2) Although the offices are in the same place, above the garage, the surroundings have been redecorated and a new tile floor covering has been laid. Shown here is part of the office force. From left to right, they are W. Erhardt, Tom Casey, Marjorie Coleman, Dorothy Nelson, Jaunita Mangrum.

(3) Theresa Ryan is secretary to Mr. Craven. Miss Ryan came to the Los Angeles Transit Lines from the Hawaiian Pineapple Company in San Francisco.



(3)

(4 & 5) Typical of the transitformation are these before and after shots. The picture at the left shows the old filling station, and the one at the right shows the new de luxe super service station. Over one half million square feet of concrete were poured to pave the service station and the floor of the adjoining electric washer. The coaches need make only one stop for lubrication oil, gear oil, Diesel fuel, gasoline or water. The underground capacity for fuel storage includes two 10,000 gallon tanks for Diesel fuel, one 10,000 gallon tank for gasoline and one 8,000 gallon tank for lubricating oil. Gasoline and Diesel fuel are pumped to six

service hoses on the three islands. The pumps can deliver 150 gallons per minute. The gear oil is furnished by an air pump operating from a 50-gallon drum, and the lubricating oil is also pumped from underground to the service cabinets.

(6) Looking east over the three inspection pits. This demonstrates the fingertip availability of all servicing facilities. Frank Lopez makes repairs to a coach while George Borngrebe reaches for one of the hoses on the new service reels. There are six reels in all. Two of them supply gear oil, water and lube oil for in-



(4)



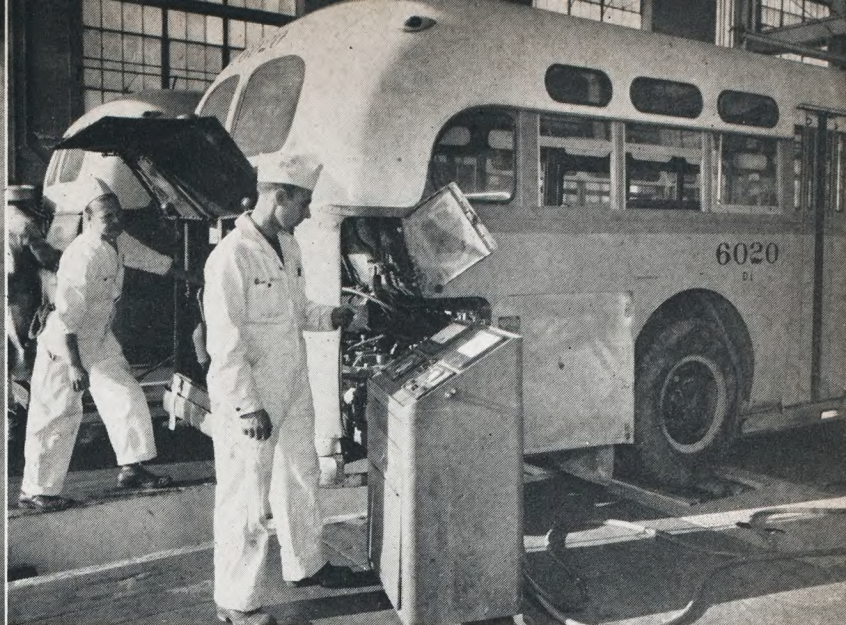
(5)



(6)



(7)



(8)

per day can be painted. Of course, the main painting is done at the South Park Shops.

(8) The most modern improvement in the garage is the Dynamometer. Charley Hardy, left, and Martin Fraley are testing a coach on this machine which is capable of giving actual road tests as if the coach were loaded to its fullest capacity and climbing the steepest grade.

(9) The new inspection pits with the Flush Side Benjamin Standard wall lighting are no longer like the dungeons of old. The walls of the pits are painted a coach top white and the floors are terra cotta red. The pipe at the right of the pit furnishes oil and lubricating grease to the hoses which are within arm's reach, making the necessary servicing a simple operation.

(10) Charles Bauma operates the test bench. This bench can be rolled from one spot to another, and contains a voltage regulator, gas analyzer, devices for checking revolutions per minute, taking vacuum reading, oil

pressure, turbine pressure, testing batteries, as well as the necessary tools. Upon close observation, you'll notice it also contains pin-ups on the door.

(11 & 12) Here are two shots showing a beauty taking a bath. The top picture shows the old way when the cleaners operated a spray to wash part of the coach, and below is the modern washer which is activated when the coach passes an electric eye. The coach is washed as it is driven through the revolving brushes.



(9)

spection pits. Notice the shiny floors and the glistening aluminum containers for old waste and grease.

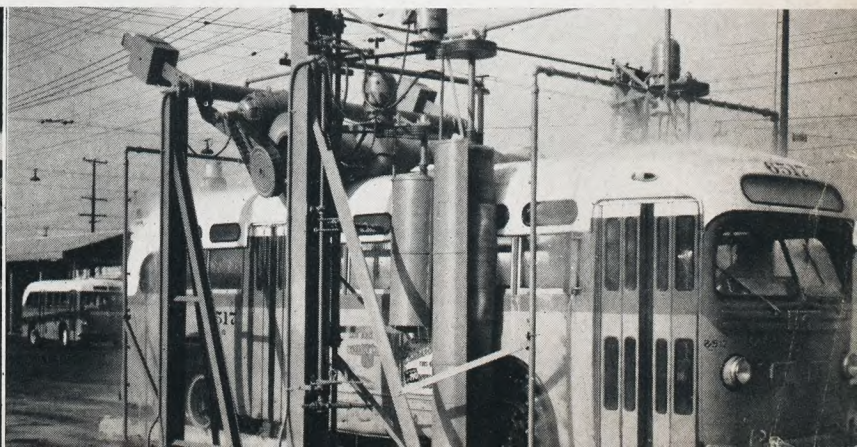
(7) The Los Angeles Transit Lines built the first dust-proof paint booth for coaches in the city. The above picture shows W. J. Murphy, left, putting on a decal, and Henry Hutchins touching up the coach. Foreman E. N. Wetzler adjusts the spray pressure. In this booth, one coach

(10)

(12)



(11)



Develop That



Dear Ladies,

Why not look as though you had just come out of a beauty parlor every time you step out your front door? Wouldn't you like your friends to admire the sleekness of your hair-do and the neatness of your nails? They will, if you develop that professional touch. "Practice makes perfect" so they say. Then practice these timely tips until you have become a skilled beautician.

Helen

HERE are a few simple ideas that will help you to develop the professional touch; Comb your hair smooth and begin your curl rolling. Large sections of hair produce large, loose curls; small sections, tiny, tight curls. Each strand of hair used for a curl must be cleanly separated from the rest of the hair and should be uniform in size to produce a uniform effect in a finished coiffure. The curl should be rolled with the hair ends in the center so that the finished curl has the shape of a tiny cinnamon roll. Each curl should be pinned in its own square, not on top of hair that you must pick up to form another curl. Pin curl carefully so as not to spoil its roundness. Now, place a net or scarf over your head to keep the pins from falling out as your hair dries. Brush out your curls and arrange your hair.



By following the instructions with pictures below, you can fix either of these two hair dos. Left: Comb hair back from face on each side to center back where ends are turned under in two long twists. Right: Roll both sides to center of neck line. Pin securely and hold while combing ends under.

The first step towards a beautiful coiffure is a shampoo once a week. Work hair into rich, creamy suds. Rub off excess moisture with lint-free towel.

Comb hair free of all tangles. Make center part and comb into sections for curls. Most women prefer to leave the hair around the face until the last.

Roll from end of strand toward scalp. Make four rolls of curls on sides and two in back. Press in front wave, and put the extra pieces into curls.



Professional Touch



As a complement to your professional looking hair do, you will, by all means, want a professional looking manicure. Set aside a particular time each week for this purpose, and remember these tips from the Revlon laboratories, manufacturers of nail polish, who have made a science of manicuring.

When applying polish, keep your hands steady by resting your arms, from elbow down, on table. Spread out fingers on hand to be done. Do right hand first as it is the more difficult. A hairline on the tip of the nail is a good safeguard against chipping. In applying two coats of enamel, wipe off hairline with each application. You may wrinkle the first layer if you try to remove a hairline from the two coatings at once. Allow twenty minutes for polish to set. Avoid intense heat near your hands as it will keep polish soft. Also, a strong draft, like an

(Continued on Page 22)

(5)

Clean the cuticles with cuticle remover before applying polish. Then apply cuticle oil after the enamel has dried.



(1)

Moisten ball of cotton with remover and hold firm on nail for a few seconds. Draw away from cuticle to tip of nail.



(2)

Hold a towel between fingers and massage around each fingernail in a rotary motion. This helps to keep cuticles soft.



(3)

Apply a thin coat of Adheron in a few strokes to provide a smooth surface and promote longer wear of the nail enamel.



(4)

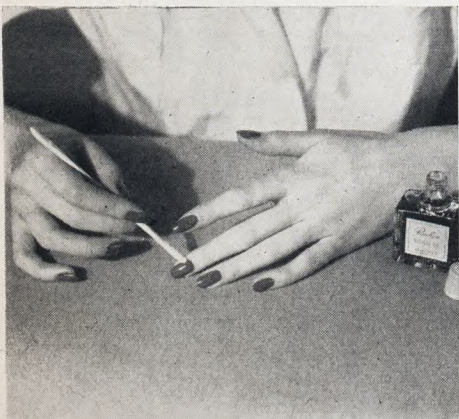
After Adheron dries, apply a light coat of enamel, then a heavier coat. Wipe off a thin hairline on tip of nail.

(6)

To give your hands a soft, smooth finish, apply hand cream. Use at intervals to keep hands looking lovely at all times.

(7)

Buff lightly in one direction to stimulate circulation. If you buff your nails after applying polish, wait twenty-four hours.



DOWN MEMORY LANE DEPT.

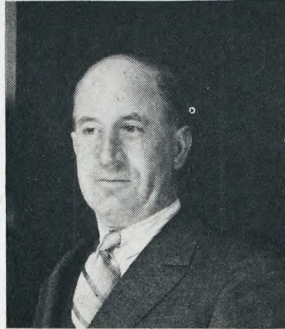
Old Division Two Officially Closed

OLD Division Two, sometimes referred to as the "Ghost Division" was finally closed. "Doc" Robey, who was Assistant Foreman when Division Two opened in 1904, came out of his retirement last month to officially close this colorful division.

"Doc" became foreman of Division Two in 1907, and when it was disbanded in 1932, he remained on the property and assisted the General Superintendent of Car Houses. He had a little office of his own which was near the instruction room. This instruction room was known as "Billy Brown's University".

Where Robey acquired the title "Doc", we do not know, but legend has it that he was once a veterinarian. Legend also claims that few men at Division Two ever went on the sick list for fear the "Doc" might treat them. "In those days," says one oldtimer, "we didn't mind workin' like horses, but we hated to be treated like them."

Recently, the Sixteenth Street Division was renamed Division Two. This is a coincidence, for the first coach route ever operated by this company officially pulled out of the first Division Two. This line was known as the San Pedro line, and three buses composed the fleet. They were kept in a small garage on Sixteenth Street, but were manned by trainmen from Two. This small gar-



TRADE MARKS OF OLD DIVISION TWO "Doc" Robey who opened and closed the pages of Division Two's colorful history; and Bus 102, one of the first three which operated out of Division Two.

age has grown into a modern garage and storage yards which cover over six acres.

Division Two has been officially closed, and "Doc" has gone back to his rocking chair (he still has a horse, however, to take care of). But Division Two will not be forgotten and the name of Robey is still on the pay roll, for Art Robey, Doc's son, is employed in the sheet metal shops at South Park.

A Family Affair For Eighty Years

PETER Christian Peterson started making it a family affair back in 1891 when he took a job with the Agricultural Main Street Railway. He carried horses first, then drove horse cars. When the lines were electrified, he became a conductor. Henry Huntington con-

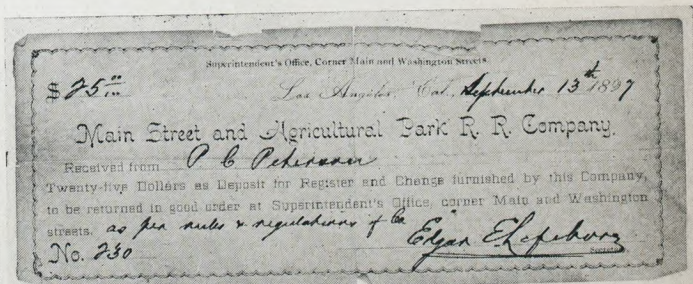
solidated all the small companies about 1910, and Peter came along with the purchase of the Agricultural Main Street Railway. He stayed until 1935, after serving for forty-five years with the company.

Intent on keeping the Peterson clan transportation-minded and keeping the company Peterson-minded, Peter's son joined our service on September 2, 1912. That son, Christian John, now works at Division Five and is still going strong.

The daughter of Christian, and granddaughter of Peter, has worked two years as a conductorette at Division Five. Her name is Mrs. Kathleen Ruth Schulte. The total length of time served by this family is eighty years. We hope these grand people can carry on this family affair far into the future.

TROLLEY PILOTS OF THE NINETIES

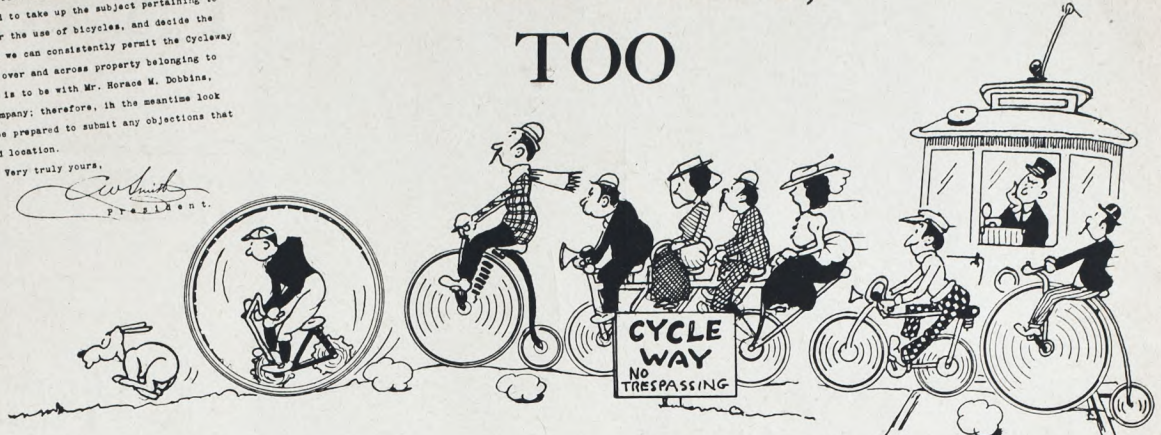
Peter C. Peterson, left, in the early days of his long transportation career. Center, Ernie Dye, who later became Superintendent of Transportation, and L. C. Cleveland, right. The picture was taken in 1897 at the Agricultural Park terminus. The deposit slip, below, was issued to Mr. Peterson in exchange of \$25.00 for a register and change.



PASADENA AND LOS ANGELES ELECTRIC RAILWAY COMPANY
 OFFICE OF President.
 PASADENA, CAL. November 20, 1897.

GRANDPA WANTED FREEWAYS, TOO

Mr. G. J. Kuhrtz, Chief Engineer,
 Pasadena & Los Angeles Electric Railway Co.
 Dear Sir:
 Please be at this office at three o'clock on Monday afternoon next, when it is proposed to take up the subject pertaining to the cycleway road and path for the use of bicycles, and decide the question as to whether or not we can consistently permit the Cycleway Company to locate their line over and across property belonging to this Company. This meeting is to be with Mr. Horace M. Dobbins, president of the Cycleway Company; therefore, in the meantime look over the proposed line, to be prepared to submit any objections that you may have to the proposed location.
 Very truly yours,
 W. Whiteside
 President.



PERHAPS you think that the freeway or parkway idea is new—that it is a modern traffic improvement. If you do, you're wrong. The plan for special roads or paths for the use of one type vehicle is old, and for proof we point to the above letter. The letter, dated November 20, 1897, was written by the president of the Pasadena and Los Angeles Electric Railway to his chief engineer asking him to appear at a meeting regarding a proposed cycleway to run over and across property belonging to the company. This letter was unearthed by Walter Whiteside of the Electrical Department during a recent clean-up campaign at Sixteenth Street. (Pardon us, Division Two.)

a sport. In those days, the automobile and the motorcycle were mechanical mysteries—things to scare horses with, and our grandfathers questioned their reliability.

Cycling clubs sprang up everywhere. Sunday cyclists traveled by the hundreds from one point of Los Angeles to another over various cycleways. Companies were formed to operate them, and, of course, sometimes they followed the lines of least resistance and built their "freeways for cycles" along the railway's right-of-ways because a path had already been laid out by the track builders. Perhaps it was one of those companies to whom the above letter refers.

But the cycleway was not the only problem the bicycle brought to transit companies. The cycle became competition, much as the private automobile is today. This was preva-

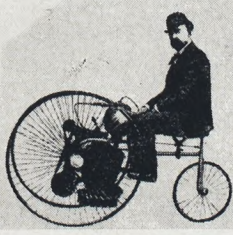
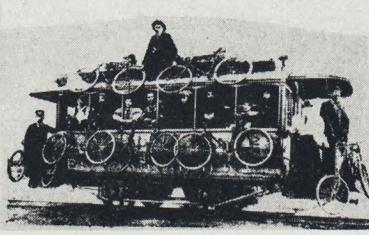
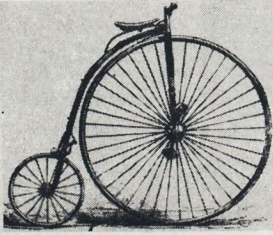
lent, not only in Los Angeles, but everywhere. We quote from an item in the Street Railway Journal, dated July, 1897:

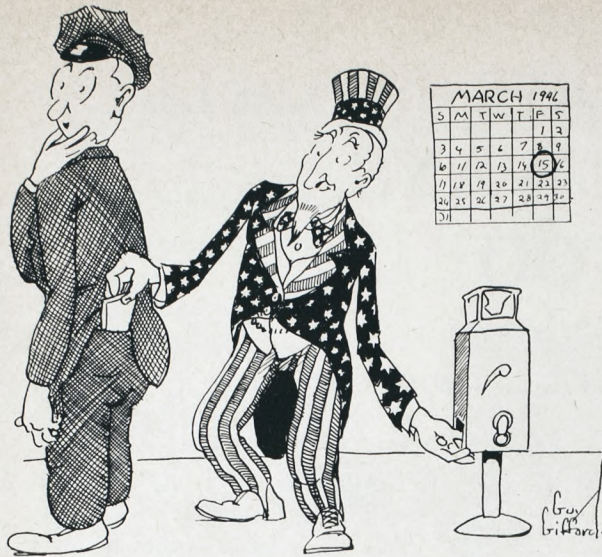
"The Second Avenue Traction Company, of Pittsburgh, Pa., has put into service a number of bicycle cars. The furore for bicycling is very pronounced in Pittsburgh, and the railway company properly thought it a good plan to cater to the wheelmen and thus recover part of the income which has been lost to street railway companies through the use of bicycles. . . . The bicycle cars have been transformed from the ordinary closed trail cars of the company by removing the seats from one side and putting in racks for holding the bicycles. The charge for carrying a bicycle and its owner is fifteen cents."

(Continued on Page 12)

NIGHTMARES OF THE NINETIES

The old time transit pilots had traffic problems, too. Below are a few of the many types of bicycles which were popular in the 90's. From left to right: The "Sociable." This bicycle built for two was fine until one of the couple decided to alight. The "Ordinary" was quite popular as long as the sport was reserved for tall men, but when "Shorty" started to adopt the fad, this model faded and the tricycle took its place. The "Cycle Car." Streetcar with hooks on its side for carrying bicycles to and from the country. The first "Motorcycle" operated by steam. The boiler was covered with asbestos soaked in Benzine or another inflammable liquid. When lighted, the steam pressure raised to 60 pounds or more. Obviously, the operator had to stay a safe distance away while the boiler was set afire. The queerest bicycle of all was known as Harper's Unicycle. The cyclists traveled inside the wheel, which was definitely dangerous in case of a three-point landing.





LET'S TALK TAXES

Written exclusively for Two Bells by Harry C. Westover, Collector of Internal Revenue.

Hands In Your Pockets

A LONG about this time of the year every one of us suddenly becomes conscious of the fact that Uncle Sam has his hands in our pockets and is about to extract, painlessly or otherwise, a goodly chunk of income tax. As a matter of fact, Uncle Sam has had his hands in our pockets every day of the year even though we become more aware of him around March.

This March 15, when your taxes are due for 1945, the job of filing your returns and paying the bill should be a lot easier than it has ever been in the past. Most of us have had a sizeable part of our taxes paid through deductions from our paychecks. A number of us have filed estimated tax returns if we have income which was not subject to tax withholdings. In any event, we arrive at March 15 with most of our taxes paid and with merely the final accounting to undertake.

Good News

It is good news, then, that this year's tax return is so much like last year's that it would take the sharp eye of an expert to detect any difference. It is also good news that employes may still use their withholding receipts as tax returns and have the Collector's Office figure their taxes for them.

In other words, you are required to do once more this March 15 what you did last March 15, and anybody who got his tax return filed properly

last year should have no trouble this year.

Like Running a Street Car

I imagine the job of running a street car or a bus is not a very lot different from collecting taxes. You meet all kinds of people. Not long ago a very nice elderly lady presented herself at our cashier's window and laid a twenty-five cent piece on the counter. The cashier asked what

it was for, and the lady declared: "Well, I understand you can pay your tax in quarters and this is my first quarter." She is a sister to the woman who was sure that the "U" car would take her only one block away from the "W" car.

The best advice that your tax collector could give to any employe of the Los Angeles Transit Lines is this: Spend the night figuring your tax, then get yourself down, on your first day off, to the nearest revenue office (yes, there is one near you) as long before March 15 as you can possibly make it.

Income Tax Experts To Advise

PERSONNEL Director W. A. Baker has made arrangements with the Bureau of Internal Revenue for a representative to be at each division to assist and advise everyone in preparing his income tax return for last year.

Mr. L. V. Mirrigan of the Bureau of Internal Revenue cooperated wholeheartedly with Bill in working out a schedule, and it is hoped that everyone will take advantage of this service.

Following is the schedule:

February 11, 12 and 13:

Division 1
Division 2
Division 3
Division 4
Garage
South Park
Virgil Division

February 12, 13 and, if necessary, 14:

Division 5
Vineyard Division

Christmas All Over Again

Those of you who did any shopping at all during the Christmas holidays will remember the mad mobs. I assure you that the revenue office will be no picnic and that the crowds between March 1 and March 15 will make the Christmas rush seem like a gentle, orderly procession.

Why You Must File A Return

The question I am asked most often is this: Why do I have to file a tax return if I've had pay check deductions all year long?

To begin with, let me say that your Uncle Sam is no genius. There is no way in the world to concoct a system whereby everyone's tax will be paid right on the hammer as he goes along. Chances are you and I will file returns and there will be a difference, one way or the other, of ten to fifteen dollars. Our withhold-

ings will either be lower or higher than our actual tax by approximately that amount. So the tax return is definitely needed if for no other reason than that of accuracy.

There is, however, another consideration. Our status may have changed during the year. Perhaps, a dependent died, or a child was born, or we were married or divorced, as the case may be. Each of these changes affects the amount of tax we owe. Still another reason, and a very compelling one I must admit, is that in order to obtain a refund of withholding, a return is absolutely necessary. It is at once a tax return and a claim for refund.

And finally, the most important reason of all is the one which states that if you made as much as \$500 last year, no matter what the source, you *must* file a tax return. I tell you this because, after all, I don't make the laws. I am only here to enforce them.

Veteran's Club Installs New Officers

By LARRY STATEN, *Adjutant*

ON January 19, the Veteran's Club installed its new officers.

Post 13, Canadian Legion of Inglewood, was the installing team. The new officers are C. W. Hannon, Commander; W. R. Sparks, 1st Vice Commander; R. L. Heaton, 2nd Vice Commander; G. K. Tolle, Adjutant; B. D. Billings, Finance Officer; C. J. Jackson, Chaplain; F. J. Sterten, Sergeant-At-Arms.

We took in twenty new members, all of whom have returned from the armed forces. All veterans of this war are eligible to join our membership. Our club is now over the rough spot, and we can look forward to a very successful year. Yes, let's go places with the Los Angeles Transit Lines, and with the Los Angeles Transit Lines Veteran's Club.

Our next regular meeting will be on February 12 at 8:30 p.m., Patriotic Hall, 18th and Figueroa. Come on down, all you ex-G.I.'s and see for yourself just what our club is like and enjoy some fun with us.

SOCIAL LIGHTS



LEGION AWARDS AT BERENDO JUNIOR HIGH SCHOOL

Twice a year the Los Angeles Transit Lines Post of the American Legion presents awards for outstanding achievements to the graduating class of Berendo Junior High School. This gesture has brought thrills to many youngsters and many commendations for the Legionnaires. The following won the awards this semester: Seated, left to right, Hugo Velasquez and Joan Burnham, Certificates of Merit; George Travis, 3rd Award; Robert Shumaker, 2nd Award; Barbara Williams, Special Certificate; Lorraine Devirian and Glenn Crawford, American Legion Awards; Shirley Coates, 2nd Award; Juanita Norwood, 3rd Award; Jean Sharpe and Leslie Wilson, Certificates of Merit. Standing, from left to right, Mesdames Betty Roche, Jo Lethen, Voda Byers; Messrs. Paul Devine, Ed Jarvis, Mrs. Betty Leasman, R. H. Manning; Mesdames Mae and Maxine Carson.

American Legion To Have Drill Team

By ED ROCHE

OUR Post and Auxiliary's Executive Committees met at the home of Comrade and Mrs. R. H. Manning on January 10 and transacted routine business. Comrade Davis made a motion that we form a Drill Team for the initiation of new members and for the installation of officers. The motion was seconded and adopted. After the meeting adjourned, pie and coffee were served.

The Post and Auxiliary's ninth birthday was celebrated at the January 15 meeting, when the Auxiliary presented the Post with a birthday cake. The meeting proved very successful, as the formation of a Drill Team was approved. Membership Chairman "Bob" Manning announced that our present membership is 182, with more applications coming in every day. Newly elected 2nd Vice

Commander James D. Manning and Assistant Sergeant-at-Arms Henry L. Foss were inducted into their respective positions. Both are World War II veterans.

Comrades, Chairmen Francis E. Davis, Bart Billings, E. B. Logdson and Jack Giovani are arranging some entertainment which is to be presented at an early date. Don't miss it.

American Legion Auxiliary Appeals For New Members

By LONA DAVIS

ESTHER WICKHAM, Child Welfare Chairman, in her appeal to all women eligible to join the Auxiliary, said, "Among the innocent victims of the war, we must count the American children who have been deprived of a father's care and support. We cannot have the government write them a check and forget them. They need more than

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the meager compensation they receive. They need interest and help extended to them on a personal level by a powerful organization devoted to their welfare. This the Auxiliary has been able to do for the unfortunate children of World War I and will continue to do for those of World War II, with the help of the women of World War II families."

Our meeting on January 15 brought the official visit of our District President, Voda Byers. It was the Post and Unit's ninth birthday, and, true to our custom, we presented the Post with a birthday cake.

The Auxiliary send their best wishes to the members who are ill, and hope that they will soon be back with us.

Retired Employees Association

By P. C. McNAUGHTON, *Secretary*

OUR regular monthly meeting on December 13 was held at 1:30. We were entertained with vocal numbers by Miss Betty McAllister, Mrs. Irene Van Horn, Miss Wetherford, with Miss Valda Beck at the violin and Phillip Landsberg at the trumpet, accompanied by Miss Patricia Baker. The entertainers were from the Neighborhood School in Boyle Heights. The director of the school, Miss Odell, told how the school was helping the young people, with limited finances, attain a musical education.

At our January meeting, we enjoyed the singing of Madame Rahma, pupil of Professor Landino, Miss Beverly Hamilton, Katherine Pew, and Mrs. Carol Yerkes. Mrs. Yerkes also told many funny stories. Our own Mrs. Lillian Macgowan was the accompanist for all the singers.

The date of our next meeting is February 14 at 1:30 in the Division Three Auditorium. All lazy day careerists are urged to attend.

MODERN PROVERB

Virtues are learned at mother's knee; vices at other joints.

New Women's Club President Takes Over

By MRS. O. G. McDERMITH

IT WAS with regret that the Executive Board accepted the resignation of our president, Mrs. A. H. Setterberg, who will not be able to attend the meetings on account of a business venture. We wish her every success. Mrs. M. S. Thomas, First Vice President, will preside as president for the remainder of the term, and Mrs. J. F. McCormick will take Mrs. Thomas' position.

The meetings of January 3 and 17 were very interesting. On January 3, after the dime luncheon, the club members had an open forum and on January 17, Miss Anderson of the Southern California Gas Company presented colored pictures on home entertaining.

As this column goes to press, preparations are being made for our February 7 meeting. Your scribe will be hostess and will be assisted by Mrs. A. C. Stover and Mrs. H. E. Gasink. Dr. Florence Keller will give a talk on "A Trip Through the Orient."

On February 21, following the dime luncheon, a patriotic play will be presented under the direction of Mrs. J. F. McCormick.

At our March 7 meeting, Judge Georgia Bullock will give an interesting talk at 2 p.m. The dime luncheon, of course, will be served at 12.

The men are invited to the St. Patrick's Card Party on March 16. Bridge, Bunco, Five Hundred and Pinochle will be played, and prizes will be given for the highest scores. Light refreshments will follow the evening's fun. So, ladies, make a date with your husbands for March 16.

The Red Cross Auxiliary is in need of more workers. You do not have to be a member of the club to help in this important work. The ladies meet every Tuesday from 10 to 3 in the clubrooms, and have a good time visiting while they work. Bring your own lunch, and tea and coffee will be furnished by the club.

Grandpa Wanted Freeways, Too

(Continued from Page 9)

While the bicycle inventors were busy contriving tricycles, unicycles and steam cycles, the transit companies were inventing means of carrying bicycles on the cars. Another item from the Street Railway Journal of 1896 reads: "The use of bicycles has become so general that the transportation of wheels on steam roads has already received a great deal of careful attention and numberless devices have been suggested for this purpose. Electric railways in general have undoubtedly suffered from the present bicycle craze, and it seems that if some profit could be made from wheelmen, it would certainly be a just retribution."

The bicycle was invented by the Michaux boys of France in 1868, and strange as it seems, their bicycle is similar to the one used today, even though many varied forms were later

invented. Our grandfathers rode large wheels and small wheels, even inside the wheels. They pushed along a two wheel contraption which had a bar as a foot rest—the granddad of the scooter. This invention was advertised as having more advantages than the ordinary cycle for three reasons: (1) It would not deteriorate as quickly. (2) Greater utility from a hygienic standpoint, as walking is more healthful than riding. (3) Less chance of serious accident as a person could let go of the machine at any moment.

The way of the cycleway is not gone, for there are many places in the city today where one may rent a bicycle and peddle over special paths. But the cycle craze of the nineties is but a memory, an interesting chapter in the history of transportation.

KEGLER'S KORNER

TWO-THIRDS of the way home, the hardwood hurlers continue to beat out a steady rhythm on the alleys, as the Bowling League goes into the twenty-first of the thirty-week series.

THE FIVE SPOTTERS still lead all divisions with a total of 64 games won and only 12 lost. "Andy" Anderson, President of the Bowling League, manages to bowl in the vicinity of 165, although one night when the pressure was really on, a 214 game for Andy somehow managed to sneak into the records.

"Butch" Buchen of the TWO UP's must have devoted considerable time in actual research on Atomic energy, then decided to experiment. How else can you explain the fact that he rolls in the neighborhood of 138 and carries a 24 handicap yet captured the Season High Individual Game with Handicap for five consecutive weeks with a score of 270 in the 2nd Division.

In the 4th Division, the BIG FIVE continues to push the STEW BUMS for first place and it is rumored they both vowed to take first place or nothing. Terry Amorelli and her DIVISION THREE QUEENS hold the fort for the ladies in this division, as they are the only ladies' team in this division. Terry claims

she will break a 150 before the season ends even if she has to resort to the use of a shotgun to knock the pins over.

D. Spence and the PIN QUINS figure their team as a dark horse in this home stretch race and are jockeying around for a real get-away, always keeping a sharp eye on that thousand dollar prize money.

H. Rozendal established his unquestionable right to really be called an "ALLEY CAT" when he bowled seven consecutive strikes to capture the Season High Individual Game with Handicap in Division 3, with a score of 264.

In the ladies' corner, Jo Grace of the POSSIBLE 300, holds high game with a score of 221, followed closely by Mable Carlson of the GREMLINS with a game of 193.

We are happy to have Judy Walters, captain of the HONEY CHILLUN team, back in the groove on Thursday nights. Judy has been absent due to a severe attack of the flu. Just to uphold the spirit of the team, however, June Trumpower rolled four straight strikes to tie her previous high game of 171. What would you call those four strikes, a turkey and a third?

Who's the best looking gal on the TROLLEY BELLE'S team and why is she?

INCREASES IN THE CENSUS

THE Transit Lines census has increased to the extent of six. . . . At South Park, Chris Schodt was so proud of his newborn, Ronald Chris, that he left a big box of cigars in the Body Shop with a card reading: "Help yourself, boys. It's a boy" . . . Supervisor A. E. McGown struts around like a peacock since Patricia Diane made him a daddy. . . . Mr. and Mrs. Charley Pennings of Virgil, and their latest addition, Patrick Charles, are all doing nicely now, even though it took

Papa a little while to recover from the good news. . . . Switchman O. N. Lee of Division Four has chest expansion trouble since the birth of his daughter, Barbara Jean. . . . Division Five boasts of two new papas. David Paton's namesake weighed nine and a half pounds, and Dave says the boy is the spittin' image of his old man. . . . F. J. Sterton's new pride and joy is Gay Lou.

Congratulations, proud parents, and happy days ahead for you and your little ones.

Leo Nowak of the PENCIL PUSHERS was heard to remark as follows "What with doing mental gymnastics on the job every day and physical gymnastics at the bowling alley each Thursday night, I'm going to be down to a mere 270 pounds." Just a shadow of yourself, eh Leo?

The Team Captain's meeting held Tuesday night, January 29, was very well represented by a complete cross section of the Bowling League. At that time it was voted by the majority present to have the Bowling League sanctioned by the American Bowling Congress.

The outstanding social success of the winter season, was the First Annual Dance, sponsored by the Bowling League and held in the Fiesta Room of the Cabrillo Hotel. Jack Stewart and his seven piece band ran close to Tommy Dorsey's organization in the opinion of all who attended. Not only did they put everyone in that mellow mood with their sweet and low music, but also managed to "swing it" much to the delight of the younger set.

She's A Funny Game

Dedicated to all our Thursday Nighters
Bowling she's a funny game—
I no see where she get her name,
Or why they calla these da pin
What falla down wit crash an din.
I see a guy what trow da ball
Da alley down, wat look like hall,
And den he say he gotta strike,
He hitta avery pin alike.
Da nex' guy wat is up to bat
Do same ting but call it tap.
If two or three are lef' up dere,
Dey try to shoot 'em down for spare.
Dey use no stick to hit da ball,
It makes no sense to me at all.
One man cry he gotta split
I look at pants but see no rip.
An one time ball she go in gutter
O me, O my, what he done sputter.
An why for man wat sit on chair
An ringa da bell when guy not fair.
I see no man get hit for foul
But justa same he let out howl
Now I like cherry nice and red
But he got cherry an near fall dead.
Dey can's foola me with dere ole game
I know dat railroad meant for train,
And sweeper keep da city clean,
Hook for fishing in da stream.
Turkey he's like goose or pork,
Brooklyn, he are in New York.
Railroad, cherry, split, or tap.
She's crazy game—wat played by sap.

—The Craftsman

Grounds for Safety



A. E. Vejar, Superintendent of Division One, presents V. W. Gore with his coffee maker purchased with 278 safety points. C. A. Tengblad, Safety Engineer, donates a pound of coffee.

FIRST man to make a purchase with safety points was V. W. Gore of Division One. Gore, who received 700 points at the end of the first quarter of the "Merchandise For Safety" program, asked his division superintendent, A. E. Vejar, for a purchase order. "I need a new coffee maker," he stated. "The old coffee pot has gone to pot. No matter what kind of coffee we use, it still comes out with an ink flavor."

Because he was the first transit pilot on the Los Angeles Transit Lines to use a safety purchase order, Mr. C. A. Tengblad, Safety Engineer, donated a pound of hard-to-find coffee to go with Gore's purchase.

Asked how he built up such a marvelous record, he stated, "I drive about half a block ahead of my street-car. I anticipate what other drivers will do before they know it themselves. When I started on the job twenty-five years ago I realized that the easiest way to do the job is the safe way, that the best way to stay out of trouble is to stay away from it. Naturally, the most trouble in our business can come from contact with automobiles, so I stay back away from them. It works."

Rocking Chair Rookies

SINCE the last issue of Two Bells, eighteen members joined the Lazy Days Society, retiring to a life of pleasant fishing and happy loafing.

The oldtimer having the most seniority is C. R. Meador, flagman-watchman, who has been with the company for 43 years and 1 month. He is now relaxing at 116 East 59 Place.

The following retired men, listed according to their seniority, can be found loafing at the addresses opposite their names. They would be happy to have you visit them.

J. W. Reynolds, Division 3, Operating, 40 years, 11 months. 2627 Jeffries Ave.

J. M. Spearing, Foreman, South Park, 40 years, 6 months. 1143 So. Sherbourne Drive.

I. J. Booth, Sub-Station Helper, Power Dept., 39 years, 9 months. 4033 So. Hobart Blvd.

L. L. Wimberly, Supt. of Transportation, 34 years, 9 months. 816 W. 110th St.

W. P. Hazen, Stationary Engineer, Mechanical Department, 34 years, 9 months. 5439 Tenth Ave.

E. C. Fleming, Supervisor, Way

& Structures Dept., 34 years, 8 months. 1051 W. 107th St.

G. F. Treneer, Clerk, Division 3, Mechanical, 33 years, 2 months. 2079 Wollam St.

James Bradley, Car House Foreman, 33 years. 5219 Oakdale Ave., Rt. 1, Canoga Park.

W. E. DeMuth, Transfer Clerk, Division 5, 29 years, 6 months. 5414 Tenth Ave.

G. J. Prakesl, Division 5, Mechanical, 27 years, 1 month. 11223 Freeman Ave., Inglewood.

C. Hendriks, Division 3, Operating, 26 years, 3 months. 5937 Echo St.

R. B. Warner, Watchman, 25 years, 7 months. 1320 W. 78th St.

J. R. Trottier, Flagman-Watchman, 22 years, 6 months. 1075 Riverside Drive.

G. V. Jameson, Leader, Way & Structures Dept., 22 years, 3 months. 1120 Camulos Ave.

A. W. Gardner, Carpenter, L.A. M.C. Lines, 22 years, 2 months. 5026 Live Oak St., Bell.

H. Forsberg, Master Mechanic, L.A.M.C. Lines, 21 years, 11 months. 2654 E. Olive St., Walnut Park.

S. L. Davis, Lineman, Line Dept., 20 years, 3 months. 526 Vineland Ave., Baldwin Park.

L.A.T.L. Masonic Club

By HAROLD NELSON

NOTICE the new name? We used to be known as the Square and Compass Club.

The annual business meeting was held on December 15 at the Elede Cafe. Following the delicious chicken dinner, there was a short business meeting, including the election of officers for 1946. Our new president is R. C. "Dick" Hoyle of Division Five; J. M. Hawley, Division Four, is Vice President in charge of entertainment and refreshments; Clarence Fischer of the Auditing Department was reelected Secretary; I was reelected Treasurer; Myron Taylor, Division Five, is Marshal, and A. G. Rex was reelected Chaplain.

Short Circuits

By WALTER WHITESIDE

ABOUT all that made news around this department in the past month is the variety in the weather, which has taken its toll of flu victims.

We are very happy to welcome Melzer Graham back on the job. Mel had been off for seven long months, and he was certainly one happy guy the morning he returned.

The boys on the crew of the automatic substation look rather sporty riding around in their newly painted and repaired truck.

We are looking for plenty of activity at Westlake and Plaza substations in the near future when the spare equipment, now located at Vernon Yard, is moved to these locations.

The Line Department was out in full force at Slauson and Crenshaw the day the truck with its steel girders pulled down both trolley wires and the telephone line.

We received a nice letter from Ira Booth the other day. Ira was nearing his fortieth year with the company when he was put on the pension roll. If any of you fellows are in the neighborhood of 4033 Hobart Boulevard, stop in and say "hello" to Ira. He will be glad to see you.

A general invitation has been extended, and it still stands, for you fellows to come out any Thursday night and root for the Eager Beavers bowling team. However, we feel justified in excluding Francis Allie and Phil Klingelsmith who, in the past, had caused a very degrading effect on the team. In plain English, they are a "jinx".

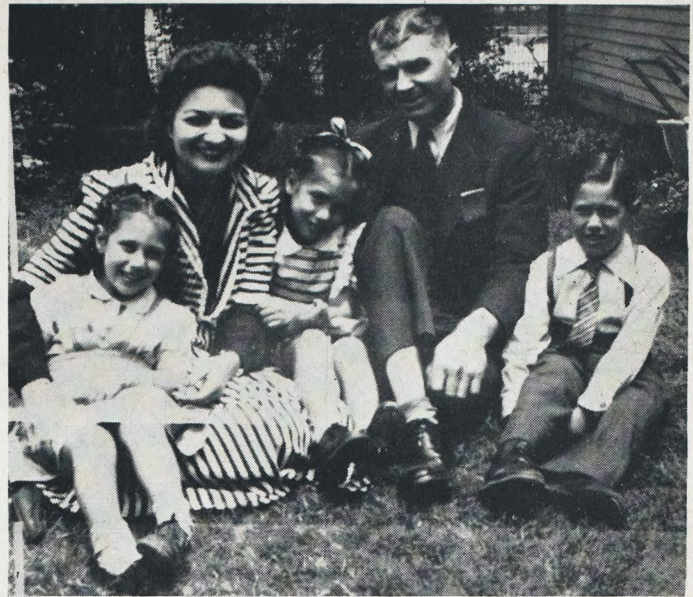
Appreciation

GRATEFUL for the kindness and sympathy extended to them during their recent bereavements, the company received acknowledgements of thanks from Mrs. S. E. Merriweather, the Service family and Mr. R. J. Orphan and family.



MEET THE SMITH FAMILY

A few of the many Smiths, Faye Louise, Mrs. Claudette Smith, Pauline, M. J. Smith, Junior, himself, of Division One, and Gilbert.



Garage Oil

By C. H. HARDY

FRED YENOUR was appointed Superintendent of the garages at Division Three. He was a splendid shop steward and lead man for several years. Upon his arrival to work one morning, soon after he received word of his transfer, he was confronted by a gathering of men. At first he feared he was facing a mutiny or sit down strike. However, one of the boys made a short speech, and Fred was then presented with a fine pen and pencil set as a farewell token from those who have enjoyed working with him.

Carl Hoffman thought that he had his imitation uppers and lowers nicely broken in when Christmas arrived with its severe tests. He attacked a turkey leg with such voracity that he completely wrecked his uppers.

We were sorry to hear of the death of Frank Blocher, who passed away shortly after a paralytic stroke. Blocher had served quite a term with Uncle Sam's air force in Luzon before the war. At the outbreak of World War II he left us to re-enlist in the Army, and saw tough fighting in North Africa, Italy and France, without mishap. He had not yet returned to his job at the Garage when stricken.

Herb "Uncle Bulgy" Smith has practically decided to hang a large

can opener on the outside of his car. One day he locked the car with the keys on the inside. He didn't seem to mind until he discovered, at noon time, that his lunch was also on the inside.

W. A. Poorman also has returned after extensive service in the South Pacific aboard a destroyer. His last trip was from Nagasaki, or what is left of it. Anyone wishing first hand information on the atomic bomb might contact Poorman. Back from the same area as Poorman is C. B. "Tex" Lawson. He, too served on a destroyer and took part in several landings in the Philippines.

Those new white coats worn by the supervisory force are not immune to grease. This fact was proved by Superintendent Jim Buchan who was on the receiving end when a new grease pump "backfired" while being installed.

Soloman Ayala, who served in the Navy during the early part of the war, recalls an interesting incident which occurred when he was on Guadalcanal. Food was not too plentiful for our boys, and the Japs were practically starving. One ingenious Jap, clad in dungarees, sneaked in and stood in the American "chow" line unnoticed. He received a generous helping and went off behind a tree to eat it. It was only when his appetite drove him back for a second helping that he was nabbed.

Streamliners

By BOB GRETTEBERG

WE welcome back an old friend, Bob Gretteberg. Bob has recently returned from doing his stint for Uncle Sam and has taken up his duties at Division Four where he left off.

We thank A. C. Zakor who did such a marvelous job of reporting the news and who was forced to give up the reporting business because of the hours which he now works.—Editor.

It has been a long, long time since I have had the privilege of reporting the doings around Division Four. The interval of three years and several months in the U. S. Navy was educational and worthwhile, but just the same I am grateful to be back at my old job and glad to have the chance to be your scribe again. I want to take this opportunity to say "hello" to all my friends and to say that every effort will be made to make this column newsworthy and interesting.

We received a letter from Operator U. E. Dunn, one of the old-timers who has been on the sick list and who has been recuperating in Arizona for almost a year. Dunn had very encouraging news to the effect that he expects his doctor to give him a clean bill of health very soon, and just as soon as that happens—"California, Here I Come!"

It was reported a few days ago that one of our best operators, "Rookie" D. D. Rhoads, pulled in ahead of schedule. He was aided by the emergency truck. It seems that somehow and somewhere he managed to get the air hose broken to his P.C.C., or at least the hose developed an air leak. Are the curves on the "J" line sharp enough to cause failure of this nature? Ask Rookie!

Division Four looks more and more like it used to before the war. Many of the fellows are back. Jim McKevitt (Morning Clerk) has been released from the U. S. Navy, and he, too, is pleased to be a civilian

again. Jim spent his last year in the Navy aboard a PTR near Kodiak, and when anyone asks him how he likes California, he just smiles and asks them if they have ever spent any time in Alaska at its worst!

At the time of writing, a letter arrived from Captain (Bill) Cooper (former Clerk). He wrote from Vienna saying that he, too, will soon be back among us. He said he was anxious to return to the division and get on the job again. When he arrives, it will really seem like pre-war days.

G. A. Reiley, one of the newer operators at the division, originated a pull-out route on Line "J" the other day. Instead of the usual course, he took the round-about route by going east on Eleventh to Broadway, north on Broadway to Second, east on Second to Spring, and came back south on Spring to Seventh and east on Seventh. Then he took his regular route to Huntington Park. He was so embarrassed when he realized the extra mileage involved that his face is still red.

Miss Arnesen, the stenographer at Four, has some excellent New Year's resolutions. One is to "keep her glamour up to par" just in case any eligible bachelors come around. Also, she boasted a bowling score of 170 recently and has resolved to improve on that. (I hope she doesn't read this or she will want my scalp.)

A few weeks after you read this, Operator P. W. Heller will be a "papa". We extend our best wishes to the prospective parents.

This division wound up the year 1945 with a record of which everyone is proud. The last Sunday in the year was a "no accident" day. This perfect record will set a high standard for 1946, and Mr. Madigan, our superintendent, has every hope and faith in our division having a markedly low accident record for this year. If we are able to have a "low" accident year, it will be something of an accomplishment, as approximately 70% of the men have been employed by the company during these last three war years.

Car House Highlights

By H. K. CONACHER

CAR HOUSE ONE

FOREMAN E. C. MUSE has acquired a brand new hobby—polishing cuspidors. Anyone interested, please contact Mr. J. T. Watts for references.

C. F. Belarde, who was injured on November 2 while helping with the moving program at South Park, is improving steadily and hopes to be back on the job soon.

Betty Welch, who was injured in an auto accident last December, is now at home doing nicely.

Lee Sherrill reports that while on a recent fishing trip at Lake Henshaw, he accidentally went swimming. He says that his foot slipped. Gee, Lee missed a chance of saying that he hooked one so big that it pulled him in the water!

T. T. Clarke, former Foreman of Car House Three and now retired, paid us a visit not long ago.

CAR HOUSE THREE

The new Blackhall coach washer has been installed and is doing a very good job.

L. W. Ferguson, Group Leader of the Third Shift, resigned to join the Los Angeles Police Department. We all join in wishing him the best of luck.

CAR HOUSE FOUR

The old flu bug bit Foreman Wheeler Ellis, Clerk Joe Campbell and several other boys. Being good men, they wouldn't stay down and are back to work, going strong.

Eric Dahlholm has been repairing so many P.C.C. cars that the Stores Department moved a large part of their stock of P.C.C. body parts, racks and all, to Division Four so that the public may continue to "go places".

The "Streamliners", bowling team of Division 4 Mechanical, may not be at the top of the League in total number of pins, but they definitely talk the best game. They make a lot of noise (but not from pins dropping) and are well towards the top

in sportsmanship. They have a lot of fun and enjoy bowling with a swell bunch of guys.

During the holiday season, four Navy fathers at this division enjoyed the visits of their sons. H. Westcomb's boy flew in from Connecticut, where he landed upon his return from Japan. The son of F. Long flew in from Florida, where he has been serving aboard an A.P.A. C. C. Parker's boy stopped off on his way to his new assignment, which will be on board a battleship. The son of R. Hayes came down from Livermore Naval Air Base.

Bill Manley left the division for a venture in the restaurant business. All the boys wish him luck in finding butter. If he finds butter he'll have customers. If he has customers, he'll have success.

There are several new men at this division, most of them being recently released by Uncle Sam. Welcome, boys. We hope you will like it here.

What's in a name? Well, we have a Long and a Short, a Fast and a Quick, and a Brown and a White. Don't know that the names make much difference, but they are amusing.

CAR HOUSE FIVE

Foreman G. P. Macqualter was home with a bad cold for a few days, but is back on the job again.

P. Granahan, who was recently appointed Relief Assistant Foreman, started out with a bang on his new job.

We welcome home the following men who have been released from the armed forces and are back on the job: Tom Hubbard, Jr., H. Lair and C. H. Jackson.

A Man-Sized Job

Safety is everybody's business!

The other fellow's accident can be tough on you as well as on him. And others may suffer from your carelessness.

Laughing off safety precautions doesn't prove that you are brave. It just shows that you don't care much about *anyone's* safety.

Sour Grapes From Vineyard

By C. P. HUNT

SOME day, when the history of transportation is written, a modern Dickens will detail a transportation shake-up with flowing adjectives. He will describe the operators milling about in the train-room, the clerk shouting for bids like an auctioneer at a tobacco sale, the operators arguing because someone else bid the run of their choice, and the newcomers on the extra board standing on the side lines taking in this glorious occasion and dreaming of the day when they, too, can take part in it. The shake-up is as much a part of transportation as the cars and coaches, the punches and the changers. It is the traditional "get together", a long hoped for day when men can bid upon the runs of their dreams, for every coach operator thinks that the other fellow's run is easier than the one he works. It's like the old adage that the grass is greener in the other fellow's yard. True to tradition, this year's shake-up proved as interesting as any previous one. The seniority list had been posted and the date and time of the bidding had been publicised. Everything was in readiness when Uncle Sam decided to demobilize. There was a terrific digging in the files and hopeful dreams of the operators were dimmed, for no less than fourteen returnees came in to bid runs. All of us are happy to have them back, even though some operators did not get the runs they wished. It was a surprise when Willie Stearns bid the Sunset line again. A large number of old hands bid Fairfax, while some of the Fairfax specialists chose runs on Western, and Yours Truly took Wilshire. One never knows, does one?

Most of the boys who were loaned to Uncle Sam are back, and there are only a few, thank heaven, who have retired to their eternal home. We will never forget those gold stars on our flag, for they represent our



TWINS AND BIG SISTER

Donald and Mary, two year old twins, are a little shy, while sister Susan Elizabeth smiles assuringly. These are three good reasons why Kenny of Virgil Coach and Mrs. Rohrer are proud parents.



buddies. One who recently passed away was George K. Knight. He had been confined to the government hospital near here after contracting an incurable tropical disease on the Pacific Islands. George worked the Sunset line before the war. He is remembered for his fine knowledge of rhythm. He was a one man band and could imitate any kind of a musical instrument. All of us at Motor Coach miss George and express our sincere condolences to his wife and family.

I should like to take this chance to say "Welcome home" to the following: B. H. Blunn, A. J. Howard, R. L. Teeter, H. M. Cline, R. M. Minto, H. R. Champion, M. M. Lassner, E. J. DeLacerdo, H. A. Douglas, J. I. Pierson, W. S. Goodale, V. L. Simmons, W. M. Worth, E. B. Seymour, E. L. Donald, R. W. Pitt, R. A. Matzenbacker and R. W. Faucett.

Bowling matches are still in progress, or are they? But it is not progress, in my estimation, when the Vineyard Division allows the Virgil Division to take the lead. Perhaps a little more support from the Vineyard rooting section might help. The same goes for the basket ball games.

Virgil Venom

By BILL ULRICH

I FOUND out how you can burn a fellow up in a hurry, and you don't have to say one word either. Just drive off in his assigned coach. How's about it, Ken?

Gil Gilliland, that genial and ever smiling evening dispatcher, has been taking lessons in the art of genuine monkeyshines. His son, Bill, presented him with a Leyte monkey. Gil claims that the little fella is a lot of fun.

Looks like the old poet, Willie Stearns, is back on the Sunset line for good. He spent a rugged three months over on Wilshire. See where "Speed Merchant" Allison is giving Sunset a whirl, too.

If you want to be thrown off a coach with finesse, just look up Sid Margolin. He has had training for just such an event. Sid recently tossed Lou Costello off his coach. But it was only for a picture when Sid played the part of a movie extra.

Conversation overheard on a coach—One woman said to the other, "Is your cold any better today?" The other woman replied, "I tried everything that everybody told me to try. My cold isn't any better, but I'm very happy that I'm still alive."

The supervisors are awaiting the zero hour, at which time they will make their initial appearance in their new uniforms. Can't you just see a lot of G.I.'s giving the boys a smart salute as they pass by?

Flash! Flash! Supervisor George Boos evidently thinks a car will run for weeks on end without adding petrol. A few nights ago, he was observed by Secret Operator XYZ hoofing it down the boulevard after his tank ran dry.

Charley (One Punch) Dunbar has been flooded with requests from fight managers to be put under contract. Bill Terry also wants to take Charley under his wing. Says Bill, "Charley's right hand has more power than an atomic bomb, and under my guidance he could become world's champ." Dave Canning also has put



PLEASED TO MEET YOU
Introducing the Baca family, Mrs. Jennie Baca, Operator Louis Baca, L.A.M.C. Lines, and little Patricia Dolores. The youngest Baca, Larry, was not around when the picture was taken.

in his bid, I'm told.

The coffee and sandwiches served Christmas Eve by the management certainly went over big. As this scribe entered the trainroom, every face had a sandwich in it. We hope that the Christmas party will make an appearance again this year.

W. H. Wilson informs us that he intends to build a high fence around his home to keep out varmints like Feller, Hendricks and Ewing.

Some resolutions overheard in the trainroom—Bill O'Grady, the stogie smoking pedal pusher, resolves not to miss out more than twice a week. Ed Ramey will be glad to hear that. Jack Selle promises not to run sharp on Frank Wilson, if he gets the chance. "Roy" Rogers resolves to keep saving her pennies so that some day she can purchase a ranch. Catherine Ames resolves to keep her sunny disposition. "Jackie" Marshall resolves not to remember 1945.

Dave Costley came back to Virgil after beating out his brains on Vine Street. He is now on Vermont. Ray Brown is also on Vermont after bidding adieu to Sunset.

Kenny Rohrer is now carrying the "mail" on Western Avenue, and so is Tommy Thompson.

Jack Stewart, better known as the "resin renegade", is the new "come and see me" man. Jack replaces E. B. Lodgsdon, who has more important duties which take up his time.

The Virgil bowling team, under Captain Dale Schultz, have nestled into first place, six games in front of the field. The team consists of Schultz, with a 154 average, Tom Lowry, 165, Chuck Werno, 154, Ralph Rangle, 146, and Billy Goodale, bringing up the rear, with a mighty 95 average. Keep up the good work, men.

Bernie "Legs" Helbling's basketball team showed a reversal of form when they won their last two starts. This gives the Motor Coach boys high hopes of winning the league which they have just entered. Let's have some support for these fellows because they will be playing the Pacific Electric's wonder team in the near future. Games are played at Fairfax every Thursday night. Watch bulletin board for schedule of games. The team is made up of such stars as Carl Smith, Francis Nobles, Ray Cormier, Helbling, Weaver, Ladhoff, Erhardt, Weinbrecht, Mosely and Yours Truly.

You have all heard of the term "Straight as a crow flies". Well, the Hyperion line was not laid out by the flight of a drunken crow. Here is a true story. One dark night a new driver on the Vermont line got off his course. An alert supervisor (rumored to have been Bob Woodrow) immediately went on the chase. The operator started picking up people at every turn. Woody, sensing a good thing, made a map of the trip being careful to put each and every turn on the map. When the coach arrived at Hollywood Junction, Bob gave the driver a pat on the back and put him on his own route again. Shortly after, the Hyperion line was originated and it has been going strong ever since.

Roche Reports From Five

By E. J. ROCHE

PETE C. FOLEY, former yeoman for the Navy, is back with us after nearly four years in the Pacific, where he engaged in many battles. He was on an attack transport carrying troops into the landing during the tough Okinawa campaign when the transport was "kamikazed". There were some casualties among the troops and severe damage to the ship; however, three of the eleven Jap suicide planes were shot down and the others were chased away.

D. W. Daniels also returns from the Navy after having traveled all over the globe for the past four years. Dan wears the Silver Life Saving Medal for rescuing a wounded plane pilot who had crashed at sea after performance of his mission.

Edith Swanson is smiling because her Navy husband, Charles, is home. Charles Swanson saw combat in five major battles in the Pacific area.

Captain J. K. Stein of the Army's Military Police, and formerly of Division Five, had four months training in languages and Military Government at Stanford University and was sent to Seoul, Korea, where he is now stationed.

We'd like to say "welcome home" to these other returnees who are now piloting transitliners—W. C. Christiansen, P. J. W. Caughron, E. H. Wendt, C. E. Brown, D. I. Jenkins, H. D. Baker and Ralph E. Huddleston.

Mr. and Mrs. C. C. Cupp are happy that their son, Billy, seaman, first class, has completely recovered from a severe attack of pneumonia. Billy is training for radar at the Great Lakes Naval Training School.

Dave Hambly had the pleasure of entertaining his nephew, Ensign Walter H. Hambly, during the holiday season.

Dave Laird reports that his son James, of the United States Tank Corps, is now at Camp Philip Morris near Le Havre, France.

J. R. Moore accidentally ran a splinter into his right hand, causing



LITTLE SWEETHEART

Beverly Ann, who is five and a half years of age, is the daughter of Line Instructor James F. Riley, Division Five.



infection. Moore was off duty with a very sore arm for some time but now is back on his run.

G. R. Dennis of the Division Five "Sharks" bowling team had the misfortune recently of slipping and injuring himself so severely that he had to have his torso in a plaster cast. G. R. is now well and back on the job.

N. L. Goddard had a sudden heart attack while on his car and had to be taken to the California Hospital. His many friends are glad to know that he is improving. Operatorette Billy Pinkard is also in the California Hospital recuperating from a siege of illness. We all wish Billy an early recovery.

Others on the sick list include Al Brumet, Frank La Rue, Howard Gant, W. C. "Slim" Burnett, F. V. Chanslor, S. L. Foose, F. V. Dennee, H. A. Burke, C. E. Blum, H. M. Hunter and L. "Buster" Strain. We hope that when this issue comes out, all these transit pilots will be completely recovered.

We think it is about time that someone gave a pat on the back to the inspectors and the assistant inspectors who did such a fine job during the war emergency and who are still out there pitching, working day in and day out to make perfect

operators out of every transit pilot. At the present time, the inspectors in charge of the line instructors are giving additional breaking-in training to the fellows who took the job of a conductor or motorman on one line and have worked in that capacity ever since. It is the aim to make all men one man car operators, and we are told by Dan Healy that all new trainees are broken in as full fledged one man car operators before they are assigned to any division. Of course, each division has its own particular inspectors, and everyone will agree that these inspectors are well liked by the newcomers. We want personally to give a pat on the back to our inspectors—Alfred E. Crosby, M. J. Storer, R. M. Walton, George Hatch and M. L. Davis. We must not forget Mickie Ryan who is at the present time assigned to the Safety Bureau and rides the cars to assist the operators in making the job safe.

L. W. Beck, C. Doerflinger, C. A. Mootz, E. N. Winer, H. G. Rolph, F. Lyle, H. "Red" Cannon, W. A. Bird, Myron Taylor, and M. H. Snyder are more of the oldtimers who, after giving their utmost during the war, are still going strong. Like two year olds, in fact.

Division Five's Pay Roll Department is under the direction of Charles S. Lashbrook with Marian Leech and "Izzie" Leibowitz assisting him. The boys and girls are now paid every two weeks, pay day falling on Tuesdays. The gang likes the new set-up as it is easier to figure their time. Pay days come more often, and there isn't anything more pleasant than pay days which are close together.

It's surprising how many people making working for the L.A.T.L. a family affair. We have fathers and sons, fathers and daughters, and brothers working together. The latest combination is uncle and nephew. They are Bill Maupin, popular supervisor at Vernon and Vermont, and his nephew, W. P. Maupin, who is now breaking in.

Union Election

THE Union officials elected to serve for the next two year term are D. D. McClurg, President; William J. McCrae, Vice President; Hank Mann, Secretary-Treasurer; R. C. Haslam, Business Representative of the Mechanical Department; R. G. Shannon, Business Representative of the Coach Department; F. J. Donnelly, Business Representative of the Rail Department; J. P. Scott, Executive Board Member from the Los Angeles Motor Coach Lines Mechanical Department.

Once Overs From One

By D. B. KOHL

THE list posted on the bulletin board showing the number of points awarded each man for safe operation during the first quarter of the Safety Contest is the chief item of interest around the division these days. The list includes the months of October, November and December of last year. The highest possible score is 800 points, but we will have to be content with 700, as our division did not take first place in the least number of unreported accidents. The operators who have 700 points are beginning to look over the prize list to see what they can get for their points. Fellows, let's go after that 100 point bonus for having the least number of unreported accidents for this quarter.

We welcome back the following returning servicemen who are now transit pilots: W. T. Rouse, J. T. Johnson, C. A. Velderrain, R. Witt, J. C. Thompson, R. T. Hancock, and Abe Rosenstein, the switchman. Rosenstein is back to his old tricks again, trying to figure out how to make a little money on the side. His latest is urging the instructors to pull their cars into the division and pay fifty cents parking charges.

Operator C. C. Zumberg was called to New York on account of the illness of his mother.

Operator V. L. McKnight spent his vacation in Topeka, Kansas, visiting with relatives.



PAPA'S PIN-UP

And mamma's too! Marcia Lynn, who looks like her daddy and acts like her mother, is the reason why Nancy Gillespie of the Industrial Relations Department always wears a smile.



Shavings From The Shops

By BILLY PINDER

JOE SPEARING, foreman of the Body Shop, retired after forty years of service. He was presented with a beautiful Bulova wrist watch from the employees at South Park. Good luck, Joe, and don't forget to visit us in your spare time.

N. H. Greenwood of the Stores Office made quite a hit on the last Shop program when he called the square dances. He had everybody going round and round. We learned that he is a professional square dance caller and has donated much of his time entertaining the armed services. You can hear him at the U.S.O., Harvard Playground and the Do-ce-do Club in Hollywood.

When someone asked Austin Kilgore, our new weather prophet, what the weather would be like this month, the person was told without any hesitation, "Unsettled". And we can depend on that.

We welcome Elizabeth Malinawski and Betty J. Free to the Stores Office.

"Tommy", the Shops' mascot cat, disappeared and didn't leave a forwarding address. Tommy had been around the Shops for years, and had

been quite a well known figure.

Did you know that we have some very interesting people here at South Park? Superintendent J. T. Watts has a hobby of painting and tinting pictures, and his work is par excellence. . . . Bob Wallace of the Body Shop Office is an amateur astrologer. He built a large eight-inch Newtonian telescope and can tell you about any star in the heavens. He keeps it in his garage and would be happy to have those interested drop by any evening and he will guarantee that you will see stars. . . . Jack Knight, also of the Body Shop, is an ordained minister and may be heard any Sunday evening at one of the Four Square Gospel churches. . . . John Cook, Foreman of the Air Department, was an engineer for sixteen years with the Union Pacific Railroad, and can give you any information you want to know about the running of trains and how they work. . . . Herbert Turner of Mr. Watts' office has been the first aid man at South Park for many years and is sometimes called "Doc". Turner's medical knowledge together with his humor and calm, gentle manner, always makes the patient feel much better. . . . Earl Scholes of the Stores Department is a deputy sheriff. Watch your step, fellows!

We're happy to welcome back Shelby Brown, Al Oliveri and Ben Ulmen who have returned to their jobs after serving with Uncle Sam.

Scoop for South Park! The Shops make headlines these days, for while excavating some dirt to make pits for the Unit Overhaul in Section 1, some of the workmen uncovered a skeleton of a horse, and the remnants of an old-time buggy that was stylish in the 80's. While looking at the salvaged remains, you could imagine yourself back in the good old days with pi-an-ees playing, and the harsh words of "Don't draw, stranger, I have you covered," followed by the timely arrival of Bronco Bill, who saved the day. I tell ye, pardner, there's thrills galore at these here Shops.

Fluid Drive

By R. O. BENNETT

IN THIS column we bid adieu to old Sixteenth Street Coach Division, for the name of our place of business has been changed to Division Two. We understand that the trainmen and coach operators will have the same seniority list instead of having separate lists. But we are still pedal pushers at heart.

Now that the holidays are over and we have recuperated, we can settle down to another year of toil. It will be easier than in the past for sharp shooters like Gribbling, Griffith, Hickey and Feb have made New Year's resolutions which will give their followers an even chance.

The hobby of coin collecting, which was started by Yours Truly over two years ago, has really spread around. H. Rustali, Mazura, Titmus and several others can be seen going over thousands of pennies daily. "Rusty" even bought a \$50.00 bag of pennies from the cashier. Speaking of hobbies, we can't forget R. H. Smith's "Imogene". Imogene, by the way, is a 1928 Oldsmobile, minus the hydromatic drive. She just had her eighteenth birthday, and Smitty says that she is as good as the day she came out of the showroom. Willis "Tiny" Fraser has a very interesting collection of pictures, including some colored prints. He took them in his spare time while he was fighting the battle of Catalina Island.

Al "Fix It" Hickey layed off one Saturday to repair a toy music box. Figuring the time at \$1.03 an hour, he could have saved money by buying a new one.

Fellows, while looking over your old clothes for the clothing drive, don't forget to keep your eyes open for a pair of uniform pants for L. D. A. Wood in order for him to keep up with his social obligations in Hollywood. He claims he doesn't have the price for a new pair of trousers.



LOOK WHAT I GOT!

Little Jimmy Hickey was looking over his gifts from Santa when the photographer came along. Jimmy is the son of Operator A. G. Hickey of Division Two.



Cooke and Mazura got into an argument between two vehicles at Sixteenth and Maple and came out the losers. Both have been off work with broken ribs. This looks like a case of someone sabotaging my best bowler, in fact my only bowler one night. Cooke took on five members of the opposing team with no help, while the rest of us were on the sick list.

There were several new supervisor's shifts made at the start of the New Year. I took the station at Santa Fe and Oly. When the wind from the stockyards blows my way, it sure makes me homesick for old Kentucky.

If you haven't sampled a cup of Dispatcher Bill Eunson's coffee, you haven't missed anything. I understand that he is selling his leftover java for varnish remover. You could probably make better coffee with a new pot, or should you use less coffee, Bill?

Fellows, I would appreciate it if, in the future, you would write out any news items you have and leave them in the office with Mabel Carlson. Big as they are, my ears don't always hear everything, and I know you boys know a lot of things that we should like to publish.

The Hillbilly Boys

By L. B. MEEK

AGROUND HOG is an animal which never suffers because of the housing shortage, for he can dig in the ground and build himself a house with his biceps. A ground hog hibernates all winter, and he officially opens spring by sticking his little nose out of an opening in the ground to see if it is safe enough to come out. If he goes back in his hole, it isn't spring yet, so don't do any romancing until you check with the ground hog.

February is the month for Valentines, but it does not mean that you can cut your trip sheet in the shape of a heart when you turn in, no matter how much you like the cash receiver. Speaking of Valentines, Foreman A. E. Allen would like one in the form of all the extra help he can use.

Jim Bodley has finally become a full fledged pedal pusher. The qualms he felt when he was first given supervision over eight bus lines has gone, and he can talk coaches with the best of them now. The eighty coach operators who came over with the coaches are now hillbillies, and have certainly made themselves at home in the trainroom.

The new washer was placed in front of the entrance door to the division, and a number of the boys walk between the huge brushes on their way to and from the division. This is a bad habit, and someday somebody is going through there carrying a trolley pole, or a piece of lumber, or some tool, and he will set off the electric eye which turns on the water and rotates the brushes. That we should like to see, because it is going to be a surprise party, par excellence.

The new lighting system which has been installed in the division should give the trainmen and coach operators an opportunity to figure their trip sheets correctly.

We'll close now by pointing out that one of the sure signs that the war is over is the return of candy bars to the candy machine.

Develop That Professional Touch

(Continued from Page 7)

electric fan, will make polish blister. Buffing nails is important. Besides giving them a shine, it strengthens them by stimulating circulation and providing a better surface for nail polish. Buff in one direction always as buffing back and forth creates a friction that is too heating to the nail. If you use Seal Fast, wait until your enamel is slick to the touch before applying. Wait 24 hours if possible as it takes that long for polish to set completely. When using Seal Fast, cover the whole nail, tip and all, and do it quickly. In between manicures touch up your nails, the tips particularly, with Seal Fast to prolong the finish and add to the luster. Narrow the shape of broad nails by leaving a fine hair-line on each side. Lengthen short

nails by covering completely, including moon. Never thin nail polish with remover. Use regular solvent. Polish remover and nail polish are not compatible mixtures. If you shake a bottle of nail polish just before using it, the polish becomes full of air bubbles which will make blisters on the nail. Wipe neck of nail polish bottle with some polish remover before closing so that the top can be screwed on absolutely tight. Keep polish brush clean and smooth by wiping it on a cloth after using, then swishing it around in a bottle of polish remover. This keeps enamel from caking on the brush.

Remember, practice these fingertips till your nails gleam from the professional touch.

Coaches On Vernon Avenue Shuttle Line

COACH service is now in operation on Vernon Avenue, substituting the No. 10 rail line. The first coach pulled out Sunday, January 27, at 5:30 a.m., bringing an additional crosstown service to the patrons in South Gate, Huntington Park and the Vernon area.

The line now runs from Vernon and Hoover to Vernon and Leimert. Patrons may transfer to the "V" line, then to the Vernon Avenue shuttle, and then either to the "5" line or the Crenshaw bus.

When patrons inquire about reaching areas which are served by this crosstown service, explain the routes and the fact that they may walk one block from Vernon and Leimert to Crenshaw if they wish to take the Crenshaw-Vine-La Brea coach.

The Last Terminal

CHARLES W. AGARD, Operator, Division Two, passed away December 12. Agard was born in Goldfield, Iowa, in 1899, and joined our ranks in 1933 as a coach operator.

Everett G. Swanson passed away on January 2. He had been with the company since 1917 when he was employed as a switchman at Division Two. In 1932 he was transferred to Division Three as a switchman and retained that position until the time of his death.

Colman C. Leslie, flagman, died on January 7. Leslie's first position with us was that of car repairer in 1911. In 1932 he was transferred to a watchman's position, and in 1942 became a flagman.

Bird B. Baker of the Special Roll reached his final resting place on January 9. Mr. Baker was born in Illinois in 1878, and came to Division One in January of 1905. In 1937 he transferred to Division Five, and in 1942 became a flagman. Last October, he was placed on the Special Roll.

Albert J. Bowen and Jacob M. Long of the Special Roll passed away on January 12. Mr. Bowen had been a member of the company over forty-one years, having come to Division Four in 1904. He was appointed Uniform Inspector in 1927. He went back to Division Four in 1939, and became a member of the Special Roll in 1941. Mr. Long was born in Wisconsin in 1861 and started at Division One in 1903. He was transferred to the Way and Structures Department in 1909 and was appointed flagman in 1928. In 1932 he became a member of the Special Roll.

William F. Cooper, retired, passed away at Lansing, Michigan, on January 7. Mr. Cooper was born in 1875 and came to us in 1919 as a motorman at Division Two. He transferred to Division Five in 1932 when Division Two was discontinued. In 1939, Mr. Cooper became a watchman and retired in 1942.

Albert Q. Powell, coach operator for the Los Angeles Motor Coach

Lines, died on January 17. Powell was born in Kansas in 1904 and came to the Motor Coach Lines in September of last year.

Mrs. Annie E. Nock, mother of S. J. Nock, Secretary of the company, passed away on January 18 at the age of eighty-one, after a serious illness of about a month. She was a resident of Pasadena.

Mrs. George L. Herter, whose husband works at Division Three, passed away last December 9. The notice just missed our last issue of Two Bells.

Mrs. R. J. Orphan passed away on December 27. Mr. Orphan is a flagman for the Transportation Department.

Mrs. John H. Simpson, wife of Flagman Simpson, reached her final resting place on December 30.

Mrs. Henry T. Warren, whose husband is a conductor at Division Three, passed away on January 18.

Sincere condolences from their many friends and fellow workers are offered to the bereaved.



EDITORS OBSERVE

CUPID took the cover picture for this issue of TWO BELLS. That's true! It was like this: Photo Flash Sorkness of Division Two had taken twenty negatives of his daughter Sharon and Michael Chambers. Little Michael

was supposed to be handing a valentine to Sharon rather bashfully, and she was to be delighted. But every pose was stiff. Sharon kept looking at the camera, and Michael was scared. Photo Flash loaded his camera for one last try, and stood waiting, wondering how to get a "natural." (Any camera enthusiast will tell you that out of the millions of photographs taken, very few can be termed as "naturals.") Then Cupid took a hand. The young man's fancy turned to thoughts of love; then again, mebbe it was Sharon's fancy. Anyway, Sorkness got his "natural" and TWO BELLS got a cover.

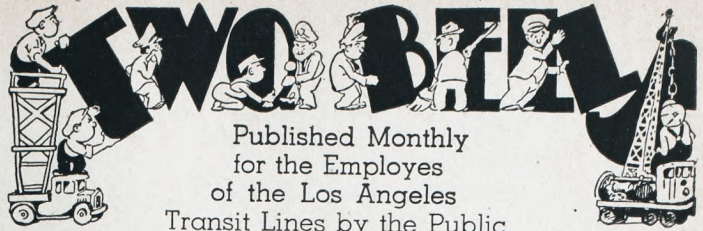
Speaking of Cupid, we still like the old one about the little fellow. Quote: The reason Cupid makes so many bad shots is because he's shooting at the heart and looking at the hosiery. Unquote.

Our back cover speaks eloquently for itself. The devil was portrayed by N. M. Babtkis, and the operator chasing the bus by H. J. MacDonald. The fellows around Division Two now refer to them as the "Pedal Pushers Drama Society." Incidentally, if you think of any discourteous acts which might be punishable in Hades, send them in.

We like the newest kiddie yarn: Little Willie asked rich Uncle Bill when he was going to play football. "Goodness," said Uncle Bill, I have no intention of playing football. Whatever possessed you to ask such a question?" Willie replied, "Well Pop says that I can have a pony as soon as you kick off!"

Editors don't often talk about editors; however, we feel that this is a good spot for the tale of one who ran a small town newspaper. It seems that someone sneaked in and stole every letter "s" from his composing room. The next day, he explained the loss to his readers as follows:

"Latht night thome thneaking thcoundrel thole into our compothing room and pilfered the cabineth of all etheth. Therefore we would like to take thith opportunity to apoloithe to our readerth for the general inthipid appearance of your paper. We would like altho to thtate that if at any time in the yearth to come we thhould thee thith dirty thnake in the grath about the premitheth it will be our complete and thorough thatithfaction to thhoot him full of holeth."



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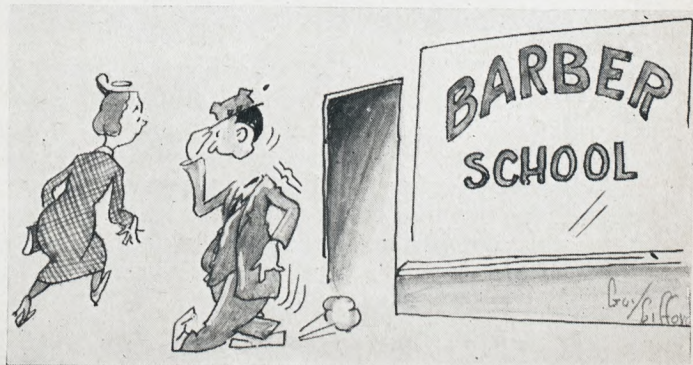
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LOS ANGELES

TRANSIT LINES



WHEN THE DEVIL'S IN THE DRIVER'S SEAT

This is the third in our series of satanic scenes picturing the punishments prescribed by Satan for discourteous operators.



OLD BEELZEBUB has planned a horrible future for the operator who never waits for running customers at the transfer points. Old Beelzebub doesn't prescribe the ordinary punishment for this inconsiderate operator. No sir! He doesn't get off with a few hundred thousand years of the hot foot treatment in the brimstone pits, nor is he given a shovel to heave coal into the burning furnaces. His whole life is spent chasing coaches that he never catches. A coach swirls up over the red hot coals and comes to a stop. The door opens invitingly. Inside there is shade and cool air. The operator makes a dash for it, waving his transfer frantically. Just as he reaches the door, the coach swirls off in a puff of smoke, and disappears. Another moves in to take its place and the same procedure is repeated.

And how old Beelzebub laughs! His roars fill every heated cavern in Hades. Of course, we don't know the devil's business, but we can guess where he conceived the idea for this novel punishment. He probably stood at a transfer point during one of his many journeys to earth and tried to persuade the operators to run away from passengers who were trying desperately to make connections from one vehicle to another.

So, don't run away from customers. The few extra seconds you spend at one transfer point might buy a million dollars worth of goodwill for you and your company.

Let's go places with Safety, Courtesy and Service.