

TWO BELLS

JULY
AUGUST
1946



EDITORS OBSERVE



THE gentleman gracing our cover this month is John Corsen of Division three, top man on the seniority list. Here are two reasons for his pleased expression. He had just received the first Los Angeles Transit Lines badge to be issued on the property, and his cap number has been changed to the numeral "1". This is a distinction befitting his seniority status.

To our knowledge this is the first time that badge No. 1 has been issued to the trainman with the greatest number of years to his credit. Heretofore a cap number was just a cap number—the numeral "1" was but an identification.

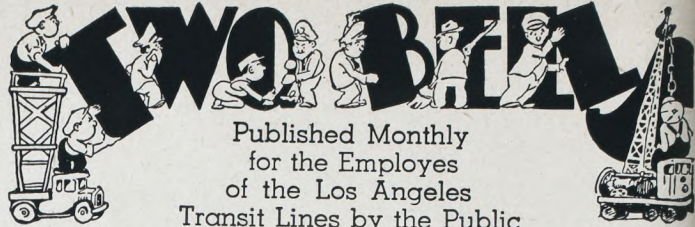
John Corsen started with the company back in 1900, and has seen many different types of badges. He recalls the old "duck bill" cap days, when the word "motorman" or "conductor" graced the headgear. He wore the blues with brass buttons and gold braid—everything was gold braid, even the numbers. He remembers when the present cap numbers—one for each side of the cap—came into being. He tells of the uniform inspectors, whose job it was to see that all numbers were kept bright and readable—especially readable.

Though the new badges were designed and ordered some time ago, they were not delivered from the factory until recently, at which time M. Edwin Wright, General Superintendent of Transportation, held formal presentation ceremonies in his office. Three badges were issued; one to John Corsen and two others "just for luck." These two were numbers "7" and "11." A. Marsical of Division Five exchanged his old No. 7 for a new "7" and Clyde Bitters of Division Two did the same with No. "11".

The balance of the badges will be distributed to the men by their superintendents some time this month. "These badges," said Wright, "are badges of merit. They are emblems of importance, for they show that the wearer is a member of a proud profession and that he is associated with an organization which his going places.

"Keep 'em shining, fellows."

M. Edwin Wright presents lucky badges to Clyde Bitters, left, and A. Mariscal.



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

Vol. 27

No. 4

JULY-AUGUST, 1946

EDITORIAL STAFF SUPERVISION

L. A. Reeves.....Assistant to General Manager

EDITOR

Guy Gifford

WOMEN'S EDITOR

Helen Fraser

ASSOCIATE EDITORS

Leo L. LeasmanAmerican Legion
Mrs. O. G. McDermithWomen's Club
Johnnie BoyceOnce Overs From One
L. B. MeekThe 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. UlrichVirgil Venom
H. K. ConacherCar House Highlights
Walter WhitesideShort Circuits
Bernie HelblingSour Grapes from Vineyard
Willis Fraser.....Diesel Delvings
Tom Smalley.....Blow-bys

Member Southern California
Industrial Editors Association

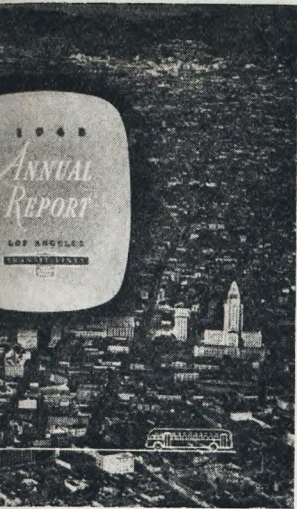
LOS ANGELES



Editors Meet

THE annual TWO BELLS staff dinner and editorial conference was held on July 17, at the Jonathan Club. All editors and associate editors attended, with the exception of Harold Conacher who sent Wheeler Ellis of Division 4 as his proxy. Also in attendance were Miss M. E. Hastings and Harold Davis of the Public Relations Department, L. A. Reeves, Assistant to General Manager, and W. A. Baker, Personnel Director. A special folder was provided listing the various subjects of the magazine to be discussed. On the back of the folder was printed the menu, which included steaks two inches thick. These steaks proved an excellent fortifier for the conference which followed the dinner.

We might add that the conference was a huge success.



HIGHEST MERIT AWARD

First Annual Report Published by the Los Angeles Transit Lines Wins Coveted Award

THE Annual Report to the stockholders of the Los Angeles Transit Lines has achieved a "Highest Merit Award" citation from the "Financial World." The coveted award is a handsome citation and was designed by the noted artist, Lester Tichy. It was received by W. Ralph Fitzgerald, President of the Los Angeles Transit Lines.

Accompanying the "Highest Merit Award" was the following letter from Weston Smith, Vice President of "Financial World" and Director of the "Annual Survey of Annual Reports":

"Dear Mr. Fitzgerald:

"Congratulations! It is my pleasure to advise you that the 1945 annual report of your corporation achieved a "Merit Award" citation in this year's Annual Survey of Annual Reports.

"As your annual report has received a 'Modern Rating,' it has qualified for consideration by the Independent Board of Judges in the coming selection of a 'Best of Industry' award—the results of the final judging will be announced in early October.

"Please accept this certificate as a small token of recognition and appreciation for the excellence of your stockholder annual report, as judged

Left: Cover of 1945 Annual Report to stockholders.

Right: Reproduction of the award given by the "Financial World".

from the standpoint of content, format and typography.

"Cordially yours,
(Signed) "Weston Smith."

The awards for annual reporting by industries can be likened to the Motion Picture Academy Awards. They are presented each year to those reports deemed outstanding by competent judges. An "Industry Oscar" is given to the company producing the report judged "Best in Industry."

This year marked the Sixth Annual Survey conducted by "Financial World." Over 3,000 illustrated booklets, brochures and folders—each offered as an annual report—were entered for consideration. In addition, there were many entries from Canada, Latin America, Alaska, Hawaii, England, Europe, and Australia.

From this huge mass of printed matter, 1,500 reports were selected for the yearly contest. All were judged on the basis of editorial, financial and statistical content, with



a rating totaling sixty per cent. The format, typography and illustrations account for forty per cent. Those achieving 90 per cent or better in the total points were classified as "Modern."

Our report was published in three colors—black, green and yellow. It was illustrated with approximately 80 pictures, all depicting the many improvements accomplished during the year 1945. Many facts and pictures published in our report were reprinted in the last issue of TWO BELLS.

The cover was an aerial view of Los Angeles, showing the City Hall in the foreground. On the first page were the hallowed names of our own employees who made the supreme sacrifice during the recent war.

Facts about Los Angeles, the franchise story and "What It Takes to Move a Million People" were features of the report. Preventative Maintenance, System Improvements, and Assembly Line Methods were published on other pages. The safety program, employe, and public relations were also covered.

Traps!



THE war is not so far in the distant past that we have forgotten the booby traps—those fiendish bombs left by the retreating Nazis to blow up in the faces of our advancing soldiers. The booby trap was the most devilish of our enemies' weapons. No souvenir was safe to pick up, for it might detonate a hidden bomb. Invasions followed the lead of engineers, who played mine detectors over the beaches and highways. Yet even with all these precautions, the booby traps claimed hundreds of Allied lives.

Yes, the war is finished but the booby traps are still with us. The booby traps in this case are the accident traps of the home front. In many instances these traps are just as deadly as were the mines of the battlefields.

What Is An Accident Trap

An accident trap is a point on a street or highway where the lack of controls or the movement of a combination of vehicles makes that particular point hazardous to the driver of a car or coach. There are thousands of such traps, due to the complexities of the intersections, blind corners, five-way intersections, angular parking, electric switches, lack of stop signs, down grades, and narrow streets.

Bad Combinations

We must watch continually for the combination of vehicles on the streets and learn just what action will take place. For instance, we are all familiar with the safety zone combination where some six or eight automobiles are stopped at a signal ahead. They are lined one behind the other at the right of the zone.

The space ahead of the streetcar is devoid of automobiles. Another vehicle is moving just ahead and to the right of the streetcar. Every trolley pilot knows from experience that the driver of this vehicle will, nine times out of ten, swing onto the car tracks into this vacant lane instead of pulling up behind the lane of autos; which, of course, he has the right to do.

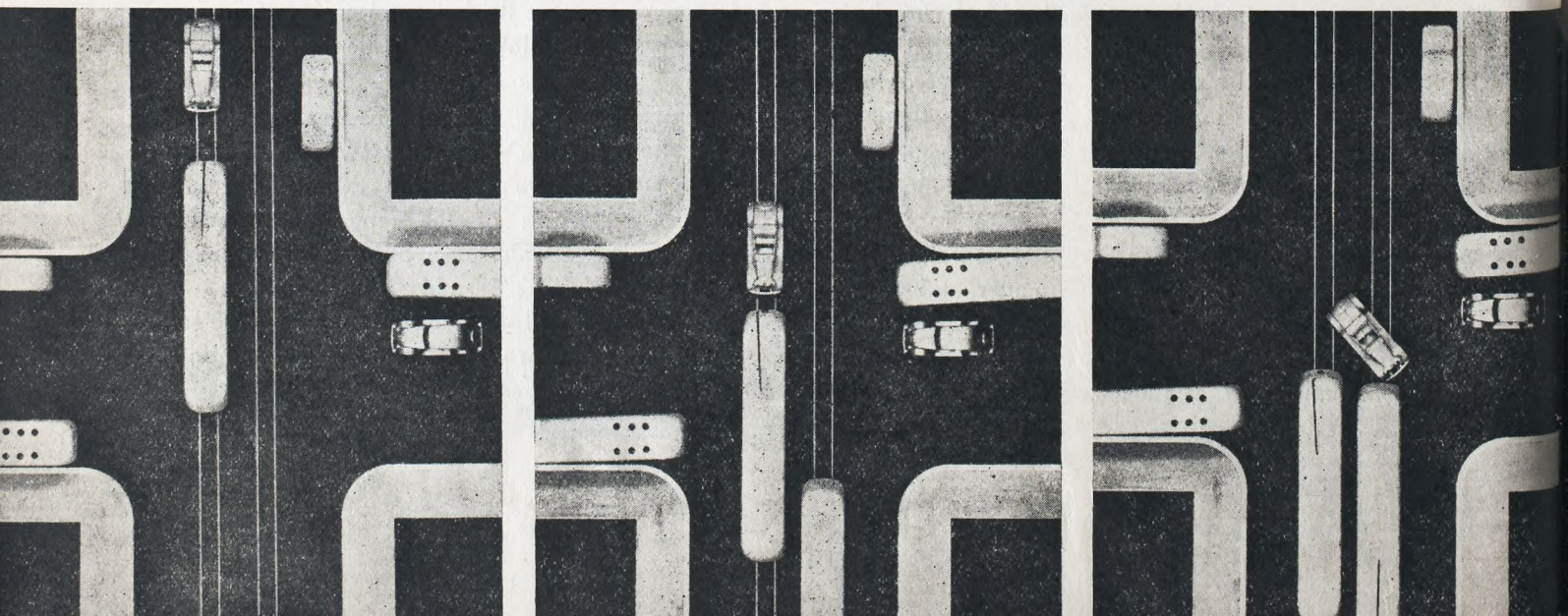
What causes the accident in this trap? It's simple: The operator of the streetcar has taken enough air in applying the brakes to stop exactly at the crosswalk, some 70 feet away. When the auto pulls into this lane, it occupies 14 of these precious 70 feet—14 feet which the streetcar operator intended to use. *And that is a lot of footage when you've reached your maximum brakeage.*

The Peek-a-boo Trap

Left: A normal intersection. Two streetcars are approaching each other.

Center: Note auto following closely behind one streetcar. Does the operator on the other streetcar see him?

Right: He didn't. The auto made a left turn and the trap is sprung.



Booby Traps! The city is filled with them! There are as many traps as there are streets and intersections.

The trolley pilot who recognizes this trap, who slows down when he first notes this particular accident combination laid out at the intersection, doesn't place himself in a booby trap from which there is no escape.

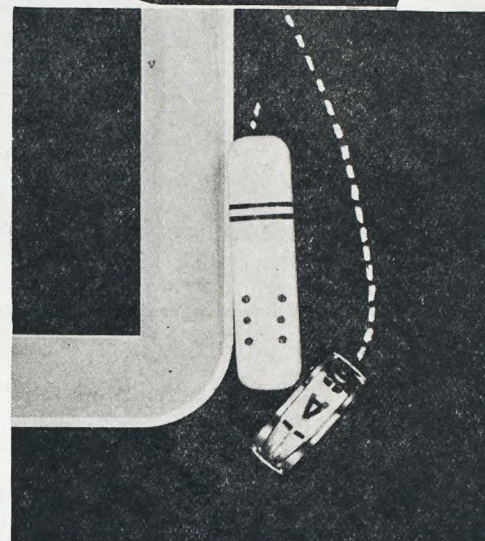
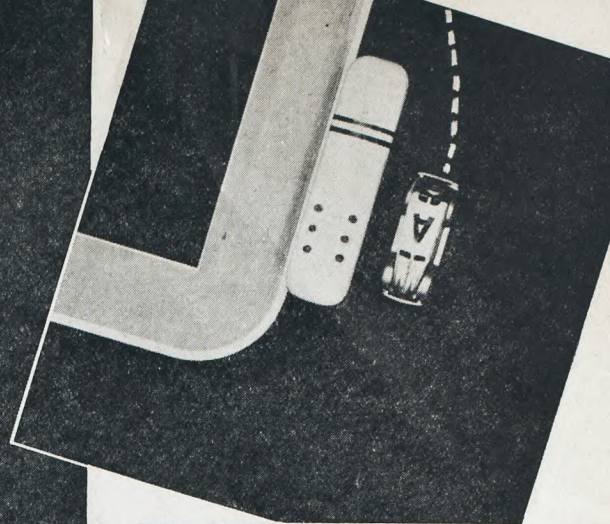
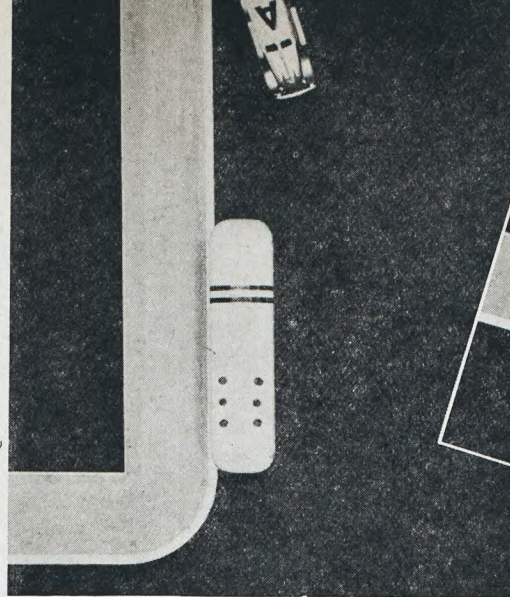
Familiar Booby Traps

Of the thousands of natural accident traps, there are five which are known to most every operator. They are: Olympic and Broadway, First and Broadway, Sunset and Broadway, Seventh and San Pedro, and Second and Figueroa.

Olympic and Broadway is a five point intersection. Signals on Broadway allow travel from both Broadway and Broadway Place. At this point the green light is a danger signal.

Due to the cars turning at First and Broadway, this intersection is a familiar accident trap—as many operators have discovered to their sorrow. Extreme caution is necessary at all times.

The down grade through the tunnel makes Sunset and Broadway a natural trap. Down grades any-



Left End Run Trap

Picture upper left: Note auto "A" sees coach parked at loading zone. Perhaps the coach has missed a signal and auto "A" is in a hurry.

Upper right: He proceeds to pass around coach.

Lower right: Coach operator pulls out without glancing in mirror. The trap is sprung. An accident is the result.

where should be handled carefully.

The overhang of Pacific Electric trains at Seventh and San Pedro makes this trap one of which to stay clear. Operators must always stop back of the markers and never proceed until it is safe.

Second and Figueroa is also a potential trap for coach operators, due to the fact that many autoists make a right turn in front of the coach from center or near center lane. Because these autoists are disobeying

a rule of traffic, it gives us no right to hit them. It's as foolhardy as getting shot by a holdup man just because the law is on your side.

What Traps Are On Your Line

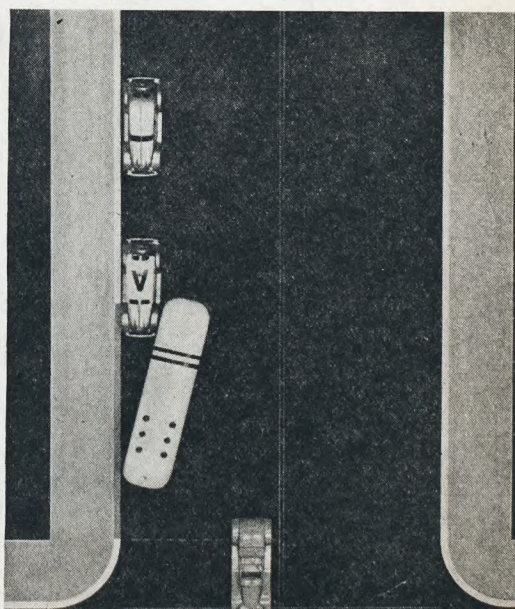
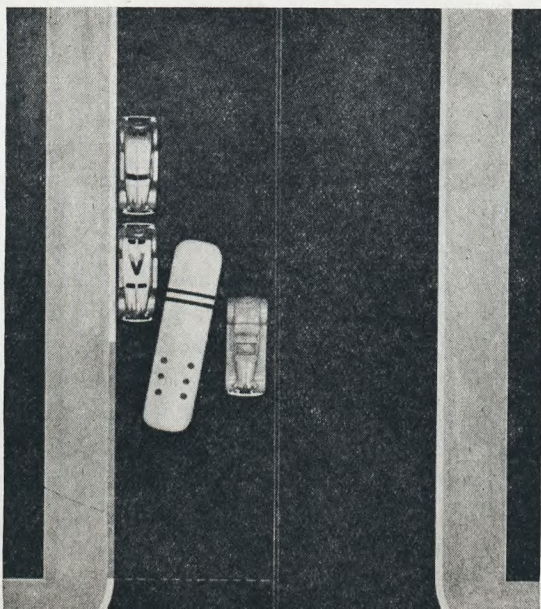
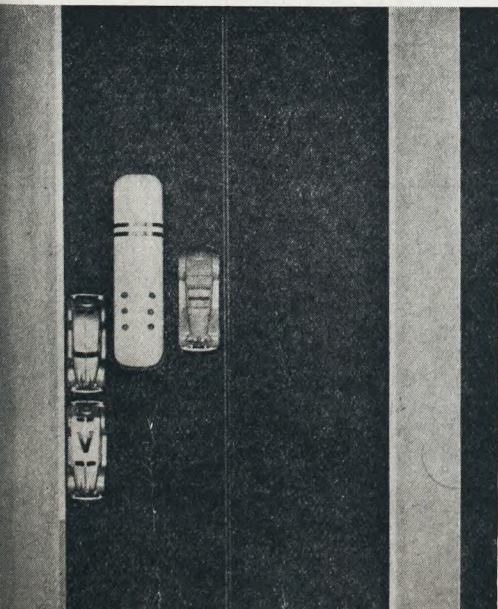
Have you ever gone over your line mentally and listed the natural accidents? (Continued on Page 7)

The Squeeze Play Trap

Left: Coach rolling normally along street up to coach stop.

Center: Coach cuts in front of auto "A," assuming auto will stay put.

Right: But auto "A" did not stay put. He pulled up at the same moment, and an accident resulted from this trap.



THE LAST RIDE



Art Warren, Chief Supervisor, shakes hands with A. R. Wilmeth, operator of first coach to roll on the No. 11 line.



Old car No. 90 pulls up to Seventh and Hill Streets for the last time. The lads jamming the front are railfans.

THE last ride on the "A" line will probably never make the history books as did the ride of Paul Revere or Custer's Last Stand. But, nevertheless, it was an epochal occasion. It marked the end of the old "A" line. It marked the passing of the sowbellies on Hill Street. It brought a new form of transportation to the people on West Adams and East Temple.

Car No. 90 was the last sowbelly to make the trip. As it pulled up to Seventh and Hill for the 4:00 o'clock line up, it was packed to the bell cords with Railfans—boosters of electrical transportation. The Rail-

Railfan Wayne Melching was last to leave No. 90 at the end of the line. He bids "goodbye" to Conductor Charlie Akers.



fans had ridden since early evening. The car was decked out in flags which they had procured and a red flare acted as a tail light. The motorman needed no help in hammering the gong and he was encouraged at every electric switch and crossover with comments by the boosters.

A photographer lined up his camera and the boys crowded to the front to get into the picture. An inebriate wobbled off the curb, stumbled up the steps of the streetcar, threw a handful of change into the farebox and deposited himself in a seat. As the car pulled away, he muttered, "I hope thish car goes to Shunset and Vine." One of the patrons replied, "No, you're supposed to take a P. E. car." The inebriate snorted, "Thish ish Hill Street, isn't it? I wash told to get a car on Hill Street. Mind your own business." With that he went off to sleep.

Car No. 90 officially ended the life of the "A" line at 5:02 A.M., Conversion Day, June 30, when it met and discharged its passengers onto the first coach, Train Run 3, to pull out at Temple and Hill. Some of the Railfans rushed from the old car to ride the new vehicle and right in the middle wobbled the bewildered inebriate. He boarded the coach with the excited fans and asked the

driver, "Dush thish bus go to Hill Street? I want to start all over again!"

Car No. 90 rumbled off to the barns where it was lovingly put away to bed by motorman D. F. Hutton and conductor Charlie Akers.

The history of transportation on the "A" line began in 1876 when J. W. Potts made application for a horsecar franchise on West Temple from Spring Street to the western city limits—approximately Belmont Street today. In 1886 the first cable line in the city, known as the Temple Street Cable Railway Company, was inaugurated. The promoter reported in advertising to sell stock in this venture that, ". . . We have carefully checked prospective business for the line and can expect 1,400 riders daily . . ." The trial trip was made on June 23, which is interesting, inasmuch as the line ended in the same month, sixty years later.

In those early days, Sunday traffic was the heaviest and it is reported that all day Sundays there was a crowd waiting at the Spring Street terminal to board the cable car just for the ride. Henry Huntington electrified the Temple Street line in 1899. The West Adams Street end of the line is, of course, of a later date.

Introducing . . .

Cone T. Bass

AT their last meeting, the Board of Directors of the Los Angeles Transit Lines elected Cone T. Bass Vice President and General Manager. He also holds the position of General Manager of the Long Beach City Lines and the Long Beach Motor Bus Company.

Bass was born on November 6, 1901, in Texas. He is married and has one daughter, Barbara Ann, who will be fourteen in September. Though a native of the Lone Star state, Bass is settling down in sunny California and has purchased a home on Edgemoor Drive.

In the past, he played a good game of golf, but due to an operation in January of this year, he cannot participate in strenuous exercise. At the

present time, he concentrates on playing a good game of Gin Rummy.

Mr. Bass has spent most of his life in the automotive industry, having served some twenty years in various capacities with the Mack International Motor Truck Corporation. From 1937 to 1940, he was in charge of bus sales and service in Texas and Oklahoma. The two following years he had charge of the eleven states west of the Mississippi River. He later became District Manager at St. Louis, Missouri. The last position he held with the Mack Company was Manager of the Bus Department for the midwestern section of the United States, covering an area of nineteen states.

He joined the National City Lines



late in 1944 and served as Manager of Operations for a group of nine transit properties, extending from Oklahoma to Florida.

More About Traps

dent traps? No? Why not do it now?

Start from the terminal. Let's see, more than likely there will be a trap as you pull from the curb (if you operate a coach) or swing over on the right hand track (if you pilot a streetcar). Picture each alley, signal, and parking lot along the line. Count them. Add every block of narrow street, for narrow streets are the "sideswipe traps". Don't forget the entrances and exits to private right-of-ways. But, most dangerous are the electric switches. That's right, every switch presents a trap. Double switches are doubly dangerous. If there are streets on your line where angle parking is permitted, the streets are booby traps of the worst kind, for angle parked cars have a habit of backing quickly out into the streets. Go over and over the line until you have memorized every trap. Your wife may think you're "trap happy" but it's no crime to count traps instead of sheep when you go to sleep each night.

(Continued from Page 5)

In fact, it's a good idea.

How Many Can You Add?

Here is a list of some natural accident traps in various parts of the city, together with the reasons why these spots are dangerous. See how many you can add to the list and then try to keep out of the traps.

Pico and Broadway—On-coming traffic furnishes the head on collision trap.

Pico and Figueroa—That double electric switch is confusing. Don't let it trap you.

54th and Figueroa—There's no boulevard stop on Figueroa, and you can't dodge fast traffic with a streetcar.

Pico between Grand and Figueroa—Narrow street, known as "sideswipe alley." Watch the cars along the curb ahead and be prepared if they pull out.

Spring Street, First to Ninth—Known as "parking lot lane." Watch for left turns in and out of auto parks.

Seventh and Central—Head on elec-

tric switches. Need we say more? *Market Street, Inglewood*—Angle parking. Know those angles!

Florence Avenue, Central to Long Beach—More angle parking. More angles!

Olympic and Hill—Oncoming P. E. cars. When you pull out of this terminal onto the tracks, be sure you're safe.

Avalon and Jefferson—A five point intersection with a three cycle signal. When it says "GO", they come at you two ways.

Macy and Main—Steep hill. Don't slide.

Slauson and Pacific—Keep your eyes peeled for pedestrians running for the "J" car.

Sierra and Borel—Wye turn. Don't back into pedestrians.

Palm Place Loop—Lots of vehicles and pedestrians going in many directions.

Let's all remember—a green light sometimes means Danger. The guy coming against the red may be color blind. Let's read the road ahead. Learn the vehicle combinations, and what the other driver will do.

From the Designers' Sketch Pads



Jules of California—Definitely new! Side drape, circular line skirt and deep armholes designed for comfort as well as style.



Max Kopp—Make way for the tunic! It will blow in with the first September breeze. It's decidedly dramatic and sophisticated. Note the touch of lace on the sleeves.



Gaines—Jet bugle bead trimmed pockets highlight this tailored, yet dressy, suit with deep armholes and slim, split front skirt.

Dear Ladies:

California is fast becoming the fashion center of the West. The sketches on these pages show what our State's leading designers have created for fall. TWO BELLS thanks the "California Stylist" magazine, the Broadway Department Store and Hollywood Premiere for this preview.

Helen



Irene Saltern—Peplums for fall. Bright green felt leaves add the autumn touch to this rayon classic.

Nan Parker—You'll receive encores in the flatteringly feminine date dress with side peplum and smooth, even lines.

Dorothy O'Hara—The epitome of style. Note the new rounded hipline, front draped skirt and deep armholes.

Dorothy O'Hara brushes a draped effect into this new sleek silhouette



FASHION artists referred to the old family album for their ideas on fall styles. The gowns that Mother wore in the early '20's promise to be the highlights of the coming season.

Take the skirts, for instance. They're longer with some hemlines uneven. The small waist and the rounded hipline are very much in vogue. Some skirts actually boast bustles. Others feature gatherings, shirrings and are caught up with bows and flowers.

(Continued on Page 13)

ANOTHER "FIRST" FOR LOS ANGELES

Angelenos Rode the First Trackless Trolley Operated in the United States

LOS Angeles has had many "firsts," but we had no idea that this city was the first to operate trackless trolleys. When recent plans were announced by us to operate these vehicles on streets in downtown Los Angeles, many of the local citizenry remarked, "Now we are beginning to get someplace with modern transportation."

But old timers inform us that people were actually "getting places" on trackless trolleys more than thirty years ago. It seems that one Charles Spencer Mann, while glancing through a magazine one day, saw a photograph of a trackless trolley used in Switzerland. He immediately tore the picture from the magazine, took it to a mechanic and barked, "I want you to build two of those contraptions for me!"

In the yellowed pages of the Electric Railway Journal, dated October 8, 1910, we found an article regarding this form of transportation. We quote: "Commercial service was inaugurated September 11, 1910, on the only trackless trolley line now operated in the United States. The line is built in Laurel Canyon, near Hollywood, which is a suburb of Los Angeles, and it serves to connect "Bungalow Town", a new settlement 1½ miles up the canyon, with the Los Angeles Pacific Railroad at the mouth of the canyon.

"The roadway is a winding path, cut out of the side of the mountain to an average width of 25 ft. It has a high bank on one side of the road and a mountain brook on the other. The average grade is about 8 per cent



Upper Picture (Herald photo) showing two of the first 15 trackless trolleys which arrived at the South Park Shops. They are being inspected by L. E. Dye and Norman Lane, while Tommy Roche is busy putting up the trolleys.

Lower Right (Times photo): First trackless trolley in the United States, which operated in Laurel Canyon near Hollywood.

Lower Left (Herald photo): Norman Lane demonstrates the simplicity of operation.

and the maximum grade is 12 per cent.

"The motor equipment per bus consists of two 15-hp. series motors, which drive the wheels through sprocket chains. The controller does not differ materially from the regular railroad type. The weight of the car is about 3000 lbs. and its carrying capacity 16 passengers. The maximum speed under favorable conditions is about 25 m.p.h. and on the 12 per cent grade about 8 m.p.h.

"The cost of a bus completely equipped is about \$2,500. Mr. Mann states that this figure is rather high owing to the novelty of the vehicle and local causes such as a strike." (The present vehicle of this type costs around \$17,000.00.)

Once, on the Fourth of July, more than 2000 persons took the 10 cent trackless trolley ride. Stanley Steam-er busses replaced them in 1915.

Is it is, or is it ain't?

No one, as yet, seems to be sure whether this vehicle is a streetcar or a motor coach. In fact, that has been a moot question over the years. We quote from the Street Railway Journal dated April 18, 1903: "We are awaiting with no little interest the initial American experiments along this line (trackless trolleys) which have been for some time promised . . . Is it an electric car or an automobile? . . . Suppose now, that they succeed in lobbying through a given Legislature a permit for 25 miles an hour over country roads. Does it follow that a trackless trolley car has a similar degree of liberty or is the fact that it runs on a route which is known to the public enough to classify it as a street car, bound by whatever speed limit is enforced for that class of service? In route it is a street car, in some other properties an automobile."

In cooperation with the Transportation and Traffic Committee of the city of Los Angeles to remedy downtown traffic congestion, the trackless trolleys are being brought to Los Angeles to serve the one way traffic proposed for Fifth and Sixth Streets and for Eighth and Ninth Streets. The vehicle derives its power from overhead wires and is able to swing 14 feet on either side. Incidentally, this distance has been shortened a foot from the early days, for the trolley in Laurel Canyon had a radius of 15 feet.

Facts About The Fare Increase

THE California State Railroad Commission, after application by the Los Angeles Transit Lines, granted your company an increase in fares which become effective August 20.

When the application to increase and adjust fares was presented, Mr. W. Ralph Fitzgerald appeared before the Railroad Commission and said in part:

"The present management of the Los Angeles Transit Lines would prefer not to ask for increased fares if there were any other way by which adequate service could be rendered and if we at the same time could go forward with our program of giving the people of Los Angeles the kind of transportation they should have.

"This management has always believed in good service at the lowest possible fares. We still believe in that.

Sharp Increase in Operating Costs

"The necessity for this increase arises from a sharp increase in operating costs resulting from recent increases in wages and prices for materials. Wage increases became effective with the new labor contract starting May 1, 1946. Increases in the price of materials have already resulted from recent increases in labor rates to the coal and steel industries, as well as the automotive manufacturing industry.

"The cost of labor is a large part of the total cost of our service. In 1945 labor costs represented 55% of our total operating expense.

"The wage level under the previous labor contract was not high enough under present conditions for this company to attract the type of employe which it feels is necessary to the present conduct of its business and the proper handling of the public of the City of Los Angeles.

"The increase in our labor cost, together with the increase in the cost of materials and supplies, has at one stroke wiped out all profits from operations and placed us in a position where we will be operating at a loss.

"As a result of these increases in costs, each additional mile of service that we operate only increases our losses.

Old Equipment Junked

"A little over a year ago when the present management was installed, we knew that the proper kind of service was not being rendered and that the equipment being used was in many respects in a deplorable condition. This was largely due to wartime shortages and restrictions.

"We knew that we as a newcomer, would be called upon to develop ways and means of making immediate improvements and we set out with that in view.

"At the time we assumed the management of the Los Angeles Transit Lines, there was in use a considerable amount of old equipment which we considered not safe for good operation. We immediately started repainting all the serviceable cars and coaches. We have sold or junked approximately 200 old type wooden bodied streetcars which will no longer harass the people of the city by their presence upon the streets. We have likewise sold or junked approximately 169 buses which were entirely worn out or were obsolete. By the disposition of these worn out pieces of equipment, we have been able to make more efficient use of the serviceable equipment which remains.

Shops Renovated

"A program of reorganization of our shop and garages was instituted to insure better inspection and better maintenance on a more economical basis. The first shop reorganiza-

tion was the 16th Street motor coach garage. Assembly line methods were installed where before there had been almost an absence of method. Next came our South Park Shops where the heavy repair work was done to motor coaches and streetcar equipment. And then the various Divisions from which the cars and coaches operate.

"A new bus garage was added to our Division No. 3, which had previously been used only for a streetcar barn.

"At the present time we are remodeling our Division No. 5 to be able to handle additional service in the south part of the city."

Expansion Must Be Permitted

In simple language, W. Ralph Fitzgerald told the Commission of the increases in material and labor costs which made necessary this fare boost. He stressed the fact that Los Angeles was growing and a growing city demands an expanding transit system. He pointed out that a transit company cannot make expansions unless the fare structure allows it. He touched upon the fact that the population distribution in the City of Los Angeles was not comparable to other cities and that the revenue for transit operations to outlying districts was less by comparison. On some lines he said that the receipts per mile did not allow for increased service to the extent that it should be increased.

He talked of the obligation to the City of Los Angeles in furnishing new equipment, and we quote:

"In our franchise negotiations with the City of Los Angeles we committed ourselves to acquire over the next 5 to 10 years approximately \$10,000,000 worth of new equipment. Considering the 237 motor coaches received since the first of last year, and the trolley coaches, streetcars

(Continued on Page 20)

OUR SOCIAL SIDE . .

Women's Club

THE Red Cross Unit is meeting every Tuesday in the clubrooms during the summer. Mrs. W. Trabue was recently appointed to head this group, and she would like very much to have more ladies participate in this worth while work.

Summer activities included a picnic at MacArthur Park on August 1 for the ladies and their families.

On August 8 the new officers met to complete plans for the coming year. Lunch was served by Mrs. C. H. Lewis and Mrs. M. S. Thomas.

New Press Chairman is Mrs. C. M. Neal, and Mrs. V. W. Gore is taking over the Ways and Means Committee. Mrs. J. F. McCormick was appointed Parliamentarian.

Small booklets containing the by-laws are now being given to all club members.

You ladies who are not club members are cordially invited to meet with us in the clubrooms at Division 3, Avenue 28 and Idell. The regular meetings have been suspended during the summer, but we should like to have you come to our Red Cross meetings on Tuesdays.

American Legion Auxiliary

By LONA DAVIS

AT our first meeting in July we had election of officers. These newly elected officers were installed in a Joint Installation with the Post on July 16 by the 17th District Drill Team, with Irene Burgoon acting as Installing Officer. New officers are: Bedur Jones, President; Mary La Barre, 1st Vice Pres.; Margaret Sparks, 2nd Vice Pres.; Lona Davis, Sec.; Mae Carson, Treas.; Betty Roche, Chaplain; Bettie Leasman, Historian; Esther Wickham, Sgt-At-Arms; Maxine Carson, Marshall; Betty Albright, Past Pres.; Ann Crowley, Janice Billings and Julia Logsdon, Executive Women. We were honored by having with us Voda Byers, 17th District Pres.; Sadie Shay, County Council Pres.; and representatives of the Los Angeles Transit Lines.

Our unit won second place for membership in the 17th District.

Let's start now to bring in more members so that we can take first place next year. We invite all eligible ladies (wives, mothers and daughters) to our meetings the first and third Tuesdays in Patriotic Hall.



JUST MARRIED

Pauline, daughter of J. T. Edminston, Division 3, and Donald, son of C. H. Lewis, Division 4, recently took the matrimonial vows. Donald served overseas for three years.

"Transit Lenses" Hold First Meeting

ON July 26, fourteen camera enthusiasts met and organized the Los Angeles Transit Lines Camera Club to be known as "Transit Lenses".

Meetings of this new organization are to be held the second and fourth Fridays of each month, the place and time to be announced later by bulletin. Beginners in the art of photography are invited to join, even if they have no cameras.

Photography contests will be divided into two classes—amateurs and professionals. Awards will be established for both. The first print display will be held on August 23 at the regular meeting. The subject of the pictures is to be "Keeping Cool". You may photograph anything from swimming to beverages. So line up a row of ice cubes and bring in your print. Competition will be based upon composition and ideas only, and quality will not be considered until all members have the necessary essentials and the use of a dark room.

For information, contact any of the following charter members: John Curtis, Research Dept., Netty Kowald and Sally Kentner, Industrial Relations Dept., Al Carmichael, Fred Shaw and Paul Gualtieri, South Park Shops, George Anders, Division 3, Archie Auslender, Division 4, Conrad Sorkness, Division 2, Roy Finley, Los Angeles Motor Coach Lines, or call the Two Bells office, Station 293.





S. J. NOCK HONORED

Upon his retirement, S. J. Nock, Secretary-Treasurer, was given a testimonial dinner at Perino's. W. R. Fitzgerald, President, presented Nock with a gold watch on the back of which is an engraved inscription commemorating his 25 years of faithful service. Those seated around the table from left to right: A. S. Genn, Henry Pauschert, Joseph G. Gorman, W. A. Baker, M. E. Utt, F. P. Snyder, T. G. Duvall, J. T. Watts, J. C. Yarbrough, B. M. Larrick, L. A. Reeves, S. J. Nock, W. Ralph Fitzgerald, T. Allan Box, Jr., E. C. Ellwanger, T. E. Myers, R. C. Ashworth, Dr. Gerald F. Smith, J. W. Murray, S. C. Haygood, H. E. Gaskill, E. J. Wilson, A. H. Charlton, E. P. Brooks.

Dear Ladies

(Continued from Page 9)

High, wild and fancy sleeves with high and low puffs bring memories to Mother. Designers are dreaming up several variations of these early '20 sleeves and have created lantern effects, deep armholes, high drapes and push-ups.

And the things the designers are doing to the pockets! There are pouff pockets, deep, flat pockets and double pockets, which add the peplum effect.

Necklines, too, are being changed on the drawing boards. A long, pointed-over-the-shoulder madonna neckline adds grace to daytime dresses. For evening dresses, the designers are going to the other extreme with necklines taking a big swoop downward. Emphasis is placed on femininity by tricks of lace, maline, net and ties.

Soft drapery and drapery effects are the most notable features. Not only for dresses, but also for hats. And the hats! The designers really dug into the trunk for these. They fit snugly, revealing the hairline. Many hats are draped on the right side with plummage or bows which fit close to the cheek. Ask Mother about these "swing to the right" bonnets.

Autumn shades are cactus coral, soft greens, deep turquoise, rust, gray and beige.

So there you are, daughters. Bet you had no idea that you would be wearing the styles Mother wore when she married Dad.

Cupid Reports

THE little fellow with the arrows spent most of his time, recently, at the Los Angeles Motor Coach Lines. At Virgil he pierced the hearts of two "eligibles." Bob Selbo, the singing Sunset speed merchant, was married to Miss Billie Anders. . . . Cupid was waiting for Vince Content to be released from the Navy before he made him a happily married man. Now, Vince goes around telling us what a lucky fellow he is. That makes for a really happy marriage, Vince. Keep it up. . . . Over at Vineyard the god of love found Carl Greet a susceptible victim to his little arrows. Carl and Nettie Coleby were married at Las Vegas, Nevada, where they spent a three day honeymoon. . . . Sixteenth Street Garage was another of Cupid's targets. Howard Froby was married to Miss Ella Lillian Penick of Kansas City, Missouri.

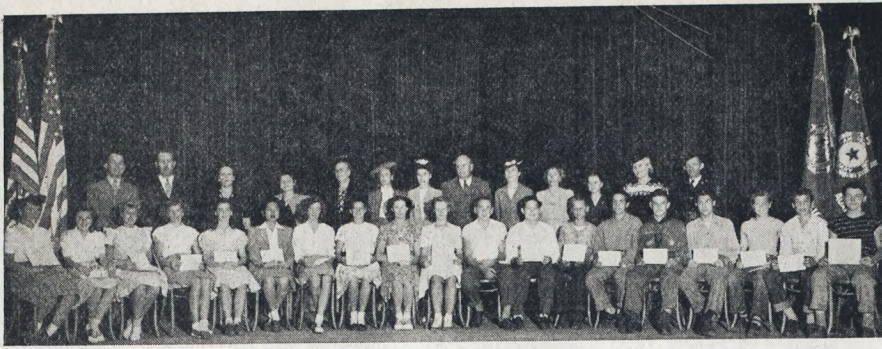
The Last Ride

(Continued from Page 6)

The history of the sowbelly or center entrance car is interesting. Back in 1912, over all the nation the population was insisting upon cars with lower platforms. The ladies were finding it difficult to climb up the steps of the vehicles. Orders were issued to endeavor to build a center entrance car. This was done and the first experimental vehicle of that type was given a tryout November 7, 1912, and was put into regular service in January, 1913.

Yes, the "A" line is gone and in its place coach line No. 11 provides a better and slightly faster service—actually four minutes faster each trip. But the patrons insist that you can now get to town *twice* as quickly. Some 72 coaches have replaced the 48 cars, which is approximately 1,000 more seats. The terminals have been extended at both ends to bring better service to those areas. In general, the men who have transferred to operate coaches are enjoying the job.

Though there was little fanfare, the last ride was a ride to remember.



HONOR STUDENTS

W. A. Baker, Personnel Director, L.A.T.L., was guest at semi-annual presentation of school awards to the honor students of Berendo Junior High School by the American Legion Post of the L.A.T.L.

The award winners are seated in the front row. In the back row, from left to right, are Mr. Brown, Board of Education, W. A. Baker, Mesdames Betty Albright, Mary Ann Herring, Sadie Shay, Lona Davis, Thomas, Ellis A. Jarvis, Principal Berendo, Mesdames Betty Roche, Mae Carson Crowley, Bettie Leasman, Leo L. Leasman.

American Legion

By LEO L. LEASMAN

ANOTHER successful Legion year came to a close under Commander Jones. We now have a membership of 220. Let's double that this year.

On July 2, the following officers were elected: E. B. Logsdon, Commander; W. R. Sparks, 1st Vice Commander; H. L. Jackson, Jr., 2nd Vice Commander; F. Tolle, Adjutant; F. Harley, Finance Officer; R. L. Teeter, Chaplain; Dorothy Weaver, Historian; Tom Lowrey, Sergeant

at Arms; H. Foss, Asst. Sergeant at Arms; L. L. Leasman, Judge Advocate; Goodale, Billings, Birchell, Executive Committee. These officers were installed by Bill Hart with the assistance of the 17th District Drill Team under Captain Hart. Refreshments were served after the installation.

Both National and Department Conventions will be held in San Francisco this year.

The Last Terminal

WE sincerely regret that through a printing error, the notice of the passing of Lucian Leonard was not published in the last issue of TWO BELLS. Leonard passed away on March 23. He was born in Lewis, Iowa, in 1900, and came to us as a coach operator at Division 2 in 1934.

On June 9, Vernon T. Basye, mechanic at Division 4, passed away. Vernon was born in Jewell City, Kansas, in 1907, and joined the company in October of 1945.

Two employes of the Special Roll reached their final resting place, Louis P. Johnson on June 17, and George L. Herter on June 24. John

son was born in Texas in 1871. He became a member of the Transportation Department in 1911 and was placed on the Special Roll in 1943. Born in Louisville, Kentucky, in 1882, Herter joined the company in 1925 and retired the first of this year.

Mrs. S. J. Nock, wife of S. J. Nock, now retired, passed away on July 4, after a long illness.

Earl McCollum, father of Gladys Iiams, Chief Telephone Operator and Information Operator, passed away due to a cerebral hemorrhage on July 24.

To the loved ones of the bereaved, the company extends its sincere condolences.

DIVISION

Diesel Delvings

By WILLIS M. FRASER

MORE news of interest for our ever expanding organization. As of July 14, we can boast of another line operating out of our division; namely Line No. 63, the South Gate Coach Line. This promises to be a "gravy train" if one can judge by the way the drivers are going for it.

Former motorman Adam Parker is a new convert to coaches and is now working the new "11" line.

Vacations are naturally the big item of interest . . . Mr. and Mrs. "The Body" Bennett just returned from a two week sojourn to San Moritz . . . Jim Zimmerman and family recently enjoyed a trip to Yosemite . . . Charlie Beck is in those thar' mountains, someplace . . . The Carlson's have just returned with a Catalina tan . . . Other vacationers are R. S. Bowie, A. Dalby, R. H. Grove, Tex Harlin, L. A. Morton, Moon Mullins, Frank Masterson. We'll hear about their trips the rest of the year.

Picked up at random around the division . . . Art Gribbling is picking up all individuals on Beverly Boulevard (a new watch might help) . . . Al Rohrbeck has, but definitely, lost interest on Van Ness, (wonder why?) . . . Moon Mullins and Ben Towsley are running on time—on time, that is . . . Bob Bowers enjoys checking passes and hates passing checkers . . . R. O. Bennett is looking for J. Comford at Olympic and Hill while J. C. sits at the Santa Monica terminal . . . E. Hobbs is collecting another fare from the "Mayor of South Gate" by rejecting transfer offered . . . Lloyd Walker, with a summer tan, is all decked out in a new police uniform at Hollywood Park (getting rich, Lloyd?) . . . Dick Schram is,

DOINGS

from all reports, an excellent golfer. However, he still buys golf balls by the dozens . . . O. S. Flinn and family enjoyed Patty's half year anniversary on July 16 . . . Last but not least, it is understood that L. D. A. Wood is undergoing an unfaillable treatment for regrowth of the hair. Jimmy Cook, and Robbie Robinson are anxiously awaiting La Marr's outgrowth of perhaps—peach fuzz.



Hillbilly Boys

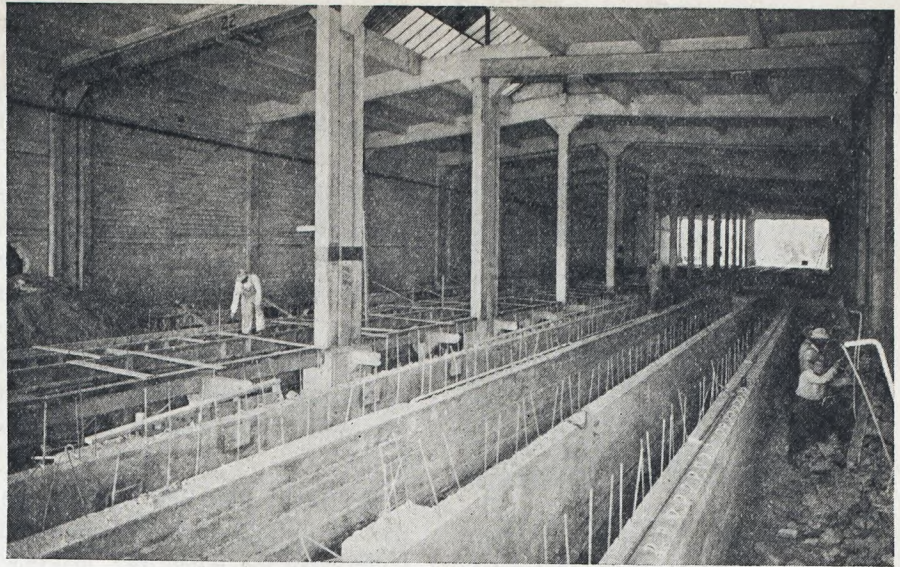
By L. B. MEEK

THE System Shake-Up is history, and Division 3 is putting all its cars and coaches on the road. It certainly is a grand feeling to see a full schedule working again. Here's hoping we can keep it up. The boys who bid in on the new No. 11 line seem to be getting quite a kick out of their experiences.

The Credit Union is being moved upstairs, and I understand we will soon have an instruction room in one section of the main trainmen's room.

Vacation days are with us and the boys are really going places this year. O. G. McDermith is getting ready to see how hot it is in the Midwest. Jo Grace, one of our popular conductorettes, says that a coach run on the No. 2 Belmont line is like a vacation. She claims it is equal to a trip in the mountains, for the run takes you up hill and down dale with new scenery over each hilltop.

The oldtimers have discovered that the "5" line isn't the gravy train they had expected when they checked the schedules. "Chief" Meyers says it's



The east bay at Division 5 showing new pits in the making. This division is being remodeled to accommodate both coaches and streetcars.

Division Renovations

THREE of our divisions have been receiving considerable renovations the last few months. Finished is Division 4, where carpenters have been busy making over the instruction department. The basement has been partitioned into a number of offices with a door built to permit access from the outside of the building.

At the present time, Division 5 is still in the midst of being rebuilt. The east bay of the car house is being converted for coach maintenance. Coaches are due to roll in about Sep-

tember 15, so the carpenters, concrete men and plumbers are working like mad to get the place in order. The office building is also being redone. A new entrance has been opened on Fifty-fourth Street. Superintendent Irwin's office will be directly to the left of the entrance, the foreman and clerk's office will occupy the west side of the building, and the cashier's office is being enlarged on the east side.

This rebuilding will more than likely complete the changes which began fifteen months ago.

the hottest thing he has been on since he backed into the old wood stove on the Iowa homestead fifty years ago.

The team of Auger and Head, who became a tradition on the "A" line, were left homeless by the conversion from cars to coaches. They did the next best thing and bid a run on the "5" line; however, they say that they sure do feel silly working as students after twenty-five years with the company.

John San Marco is a mighty proud dad for his son, Joseph, who is with the Navy, participated in the operations crossroads, or the bombing of Bikini. He was a member of the crew that took the first American troops

into Tokio at the end of the war. He owns eight campaign ribbons and seventeen battle stars.

Cash Receiver Cliff Boring is celebrating his twentieth year with the company. Congratulations, Cliff!

Mrs. Mary A. Jermy Retires

After 20 years of service, Mrs. Jermy, secretary and technician to Dr. Gerald F. Smith, Medical Director of the Los Angeles Transit Lines, has retired.

Mrs. Jermy leaves a host of friends in the company who wish her a world of happiness in her new home at Long Beach, where she will assume the full time job as housewife.



LIKE FATHER, LIKE SON
R. K. Kissick and son, Jerry. Kissick, who was with the Coast Guard for four years, is now secretary to S. M. Lanham, General Consultant and Traffic Manager.

Sour Grapes From Vineyard

By BERNIE HELBLING

THE boys at Vineyard intend to win the Safety League Contest, which began July 1. The new captains who were elected for the various lines are Harold Ivie, Line 82, Charlie Ballenger, Line 84, Cappy Hendricks, Line 85, Robbie Robinson, Line 89, Dave Sporeman, Line 90. For the period ending June 30, the Fairfax Avenue line won first place with Western Avenue a close second, and Crenshaw-Vine-LaBrea third by just a small margin. Al Tieman, Division Superintendent, says that the way to win this contest is to watch the man ahead of you at all times. Look for new slogans on safe operation posted on the bulletin board from time to time, boys, and drive carefully.

Kenny Funk, Vineyard clerk, was trying to help Cashier Moon Mullins during the rush hour the other day. First, he ran a bag of nickels over; and while counting out a thousand nickels by hand, he ran the quarter bag over. While carrying the quarters, which amounted to \$500.00, from the machine to the counting table, he dropped them and spent the next two hours picking them up. Mullins thinks it was a put-up job.



A passenger boarded Aaron Olk's coach at Fifth and Hill and rode all the way to Santa Monica before he realized he wanted a Sunset bus to Hollywood.

Imagine Ted Roberts' surprise when after returning from a theatre, he found his automobile had been stolen. It was a 1941 Chevrolet Club coupe. He and his wife have been riding streetcars and coaches ever since, and he says he's really going places with the Transit Lines these days.

Joe Lewis likes his work so well that he pulled out of the garage an hour early the other day, making a full round trip to Rimpau and back to Olympic Boulevard before a starter told him about his mistake. He had to make the complete round again as scheduled.

Bob Bloodgood has a waitress (Ann's the name) at Melrose and La Brea who brings coffee and doughnuts out to the coach every morning at 6:15. We don't believe Bob is a "Don Juan". We think the young lady is getting in form for a job at a drive-in.



Ed Ramey, graveyard dispatcher, just returned from a four weeks' vacation to Kansas City.

Harry Walters wants to know if anyone has a dog house to rent. He says that not only has his rent been raised 60%, but that he is going to be evicted in a month. Harry is taking the case to court. Lots of luck, Harry.

Charlie Wise, the Vineyard handicapper, offers this tip to horse racing fans: "Add the horse's weight to the best speed in a previous race, subtract the age of the jockey, multiply by the month in which you were born. Divide the whole by the number of teeth in a horse's mouth, add your wife's age, at her most recent 35th birthday. This will give you a figure. Take the figure, write it over and over on the program. Then tear the program into little bits. By this time the betting windows will be

closed and you'll come out ahead at the track."

MECHANICAL DEPARTMENT

Ivan Crittenden, lubrication engineer, is on the mend after being critically ill with a ruptured appendix.

Warren Mathews, who has been back East for a year, has returned to work on the second shift.

Gus Miers is going away on a vacation. Things will be rather dull while he is away, so hurry back, Gus.

Car House Highlights

By H. K. CONACHER

CAR HOUSE ONE

ED Muse went to New York on his vacation to visit his daughter. Ed Swanson is taking his place while he is away.

Fred Thompson spent his vacation building himself a home on the desert at Yucca Village.

LeRoy Burr is working around his home on his vacation.

Walter Jackson must be getting ready to go places as he has had a new motor, a new rear end and four new tires added to his old radiator cap.

Charles Balarde had the misfortune to injure his hand while working on a drawbar.

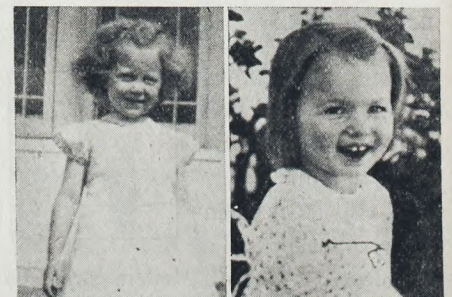
Larry Banuelos is back on the job after being away sick for several weeks.

CAR HOUSE THREE

Viola Lewis reports from the highlands that E. W. Smith, R. J. Smith,

DIVISION 5 BELLES

Donna Sue, left, belongs to T. M. Isbell, and Elizabeth, to James I. Glenn. Both little ladies are 3½ years of age.



G. Penny and D. C. Roseman are away on vacations.

We wish to welcome Marion McGhee, stenographer-clerk, to the Automotive gang.

Paul Woods has been advanced to Superintendent of Division 3 Mechanical, filling the vacancy left by Fred Yenour. Fred has gone to Long Beach.

CAR HOUSE FOUR

H. W. Schaeffer is recovering very nicely from an abdominal operation made necessary by an accident in which he was involved while going home from work.

I. J. McEntyre has joined the ranks of the retired employes and can now be found busying himself around home taking care of the flowers.

J. B. Campbell spent an enjoyable vacation visiting relatives at Catalina.

R. H. Wescombe entertained friends from Canada by showing them a few of our Southern California points of interest, including Hollywood.

Andy Duncan did such a nice job of painting the Chevy that it attracted the attention of V. Odell, and the "amount" of his interest caused Andy and Vic to make a deal. Result: Vic is now riding and Andy is walking.

Wheeler Ellis is boasting of bowling a 214 game. He bowled at a foreign alley and none of us was present. We understand that his game was around 114, but as he is the boss, we'll have to concede that he bowled 214. Ask Wheeler if he has paid "double or nothing," when it comes to traffic tickets.

Mr. and Mrs. Norman White and Mr. and Mrs. Paul Brown enjoyed the opera, "Carmen". They tell us that the guy with the flashlight who kept wandering around the hillside in back of the stage throughout the performance was the hit of the show. Every one wondered if he found it.

CAR HOUSE FIVE

T. G. Hubbard, Junior, has just

returned from a well earned vacation spent at Lake Henshaw, where he reports excellent fishing.

Pat Knight spent an enjoyable vacation at Catalina Island.

John Hardin has returned from a fishing trip in the High Sierras.

Harry Hunt has moved to his ranch, which he recently purchased in El Monte.

Jack V. Bames received word last week of the death of his father in Oklahoma. Please accept our deepest sympathy, Jack.

Introducing the new additions to our force: D. J. Rathburn, G. L. Curtis, R. B. Austin, E. H. Ramirez and J. R. Walker. Welcome, boys.

THE conversion from cars to coaches of the old "A" line, now known as Line No. 11, not only changed the picture of transportation in Los Angeles but it proved conclusively that you can teach an old dog new tricks. In fact, many old-timers with years of experience on the front of a streetcar have adapted themselves very quickly to coach operation. The system shake-up brought many new faces to Division 4. We heartily welcome these newcomers and know they will enjoy working here. Nine operatoresses are now working out of this division. Welcome, girls.

On July 15, and on that date only, you saw the face of Willie Cooper at the clerk's window. Willie returned after being in the Army overseas for four years. Then on the night of July 15, he received a teletype message from Washington requesting him to be in Baltimore on July 29 for overseas duty in the Army Intelligence Service. We're sorry that Willie couldn't stay with us, but we hope he and his wife will find happiness in their new location.

Line "J" operator, J. D. Hawthorne, who recently transferred from Division 1, entered his lovely 17 month old daughter, Lela Leaine,



FISH FOR DINNER

Patty Foster displays some perch caught at Crooked Lake in Saskatchewan, Canada, where she and her parents spent their vacation. Patty's father is H. H. Foster of Division 4.

Streamliners

By BOB GRETTEBERG

in a baby contest. He just received word that she has been chosen the Queen in her age bracket and is now entitled to the final screen test for motion pictures. We shall try to have the photo and the result of the showdown in the next issue. Lots of luck to Hawthorne.

Miss Betty Arneson, stenographer, is proud to announce that she is now an aunt.

Lawrence Scott, 17 year old son of H. L. Scott of this division, has just been elected Student Body President of the Francis Polytechnic High School. Lawrence became the first Negro youth ever elected president of that school. Incidentally, Papa Scott, himself, is a graduate of Redlands University.

J. M. McKevitt, clerk at Division 4, is now a full fledged member of the Pacer's Society. In fact, he has nine hours of pacing to his credit, all of which were spent at the hospital on July 18 before the announcement came that he was papa to Susan May. Congratulations, Mac.

Daffynitions

Conscience is what makes a feller tell his wife somethin' before somebody else does.





LOOK AT THAT GRIN

And why shouldn't he? Norman Lane of Department 20, South Park Shops, presents evidence of the good luck he had at Big Bear Lake.

Blow Bys

By TOM SMALLEY

IT looks like we need someone to direct traffic through the Shops when we have a fire. The other day the fire in the incinerator got out of control. It was burning very close to the new coaches, so Otto Schmokel gave the fire whistle a workout. Howard Eimer grabbed a fire extinguisher, and his take-off speed being too great, he went down with a thud. Red Lane and Byron Derry, in their efforts to answer the fire call, collided. Derry, being much the lighter of the two went sliding across the floor. He wasn't standing up as he slid, either. Half the firefighters were "out" before the fire.

What's this I hear about N. Lane moving into his new home and then having to use a sleeping bag?



Ralph Campbell is a busy man these days, spending his weekends getting a boat ready to take a vacation voyage. He is installing a new Plymouth engine and everything. From all reports Ralph does all right for himself as a fisherman.

I'll be in the dog house for this,

but here goes: During our recent mass vacation, Eddie Serabias drove his car into Los Angeles from San Gabriel, and having business to attend to at Ninth and Grand, Eddie decided to park on the eastside of town and take a streetcar to his destination. After waiting quite a while for a car, Eddie was told by an eastside resident that the L.A.T.L. workers were on strike. Was Ed's face red!

Walt Powell is back again after twenty-three days on the sick list. Seems as though Walter had a cracked vertebra. Babe Ellis, who was pinch hitting for Walt, was especially glad to see him back.

I don't know if that look on George Reese's face is caused from those early A.M. phone calls or is because he is being taught to assemble Diesel engines by the old master, John Keller. I guess that should square me with cousin John.

W. J. Alport is very busy these days running the small lathe, the boring bar and crankshaft grinder. Stick it out, Al. T. Watts will be back soon.

Mike Heman is about the best baseball prospect we have out of all the players in Department 20. Mike seems to be the only one able to hit those small window panes. His control is just out of this world.

Joe Pietroforte is all excited. He told me that he is going to take a trip to Chicago to see his son. Joe plans to go by train and come back by auto.

We are happy to report that Ore Porter's wife, who recently had an operation, is recovering very rapidly.

Chuck Bauman has been holding out on us, as he is quite a singer. He didn't know it, but one day he treated F. Bertine, Bob and myself to an impromptu rendition. Was he, I mean, were we surprised?

The coaches are beginning to roll in from Long Beach, and John Holloman and Bob Malone are working hard to clean them up to L.A.T.L. standards. They'll return to the city as bright, clean "City Liners".

Virgil Venom

By BILL ULRICH

TWO start this column, we say "hello" and "welcome" to our many new employes. We hope your stay with our company will be long and prosperous, and, too, if you have one of those days when everything seems to go wrong, just keep your chin up and smile—all right, grin—and remember that every driver has gone through the same kind of an ordeal and has still survived. So will you. We close this welcoming address with a new yell created by Holmes (not Bing) Crosby. It goes something like this: "You wanted to work, Just like your pa, Now you're a bus driver, rah, rah, rah" (raw, that is).

Lloyd De Gregorio packed his family into his car and took them to the town of Hayward. While visiting, he helped his dad do some farming. Lloyd received his schooling in Hayward.

Frank "F. P." Wilson reports that while in a cow pasture in Seattle, Washington, he was chased around the field about four times by a deer. "F. P." said he got tired running and shot the charging beast (?) in self defense. We here at Virgil are wondering if it weren't a



I'M SO HAPPY

Little Walter Gary is a happy little chappy since his daddy, Wally Weberg of the Sixteenth Street Garage, became a mechanical instructor.



cow he shot. Don't cows usually hang out in pastures?

Bill O'Grady certainly has his ups and downs. He recently saved a runaway coach from causing a lot of damage near Wilshire and Union Avenue. A few nights later he was running ten or twelve minutes late on Olympic Boulevard with a capacity load and his follower riding his tail. When Bill slowed down at Rimpau he saw his follower, so he started to pass the bus stop when an irate, prospective passenger, standing on the curb, threw a carton of potato salad at Bill's coach. All O'Grady could say the next day was "Good old windshield". Now, Bill's coach is known as the "Salon De Potato Salad".

Ray Brown spent his vacation at Twin Lakes. He went fishing but didn't catch a thing except a few mosquito bites. Ray is taking lessons now from Gil, our evening dispatcher, who threw the Virgil dispatchers office into a turmoil with his recent shannanagins. Gil went deep sea fishing and caught thirteen barracuda. That was just a few too many to store in his refrigerator, so he brought some to work and passed them out to his friends. Then his friends passed out. To this day there is still a faint odor of fish floating around the Virgil division.

Fred "Jake" Jacobsen is back on Hyperion again after "serving time" on Silverlake. George Hewitt tried unsuccessfully to dislodge Jake from his coach the other morning at 11:45. Since the new schedule has gone into effect, Jake gets relieved at 1:45 instead, much to Mr. Hewitt's embarrassment.

After reading the accident report about a woman damaging her hose, Abe Brenner quips: "Now, what in the world is she doing carrying a hose around on buses and streetcars?"

No doubt, Dick Sperry embarrassed a little boy's daddy the other day. After the dad dropped 20 or 30 pennies in the farebox, Dick



leaned over and asked the lad if his dad robbed his penny bank. The reply, "Heck, yes, he took all my money."

W. A. Thornton forgot to check out the other A.M. when he went out on the line. No one but Willie Stearns knew he was out there. It all turned out o.k. and the mystery was solved when Thornton finally checked in at 4:30 p.m. That's learning the hard way.

Dave Coburn, former L. A. Motor Coach schedule maker and now with L.A.T.L., dropped in a few days ago to say "hello". It's always good to see our old friends.

That rumbling noise you hear and those vibrations you feel every day aren't caused by earthquakes. They're caused by the "Big Three" from the schedule department—Herb Mueller, Ernie Gorton and Howard Beardsley—on their way to "down" some java.

Surprise of the month—Sunset's tumble from Safety League champs to Safety League chumps all in one month! I've always maintained that Virgil has the best drivers, so come on Sunset, let's fly that championship banner for the coming month. You did it once, how about doing it again? Incidentally, Lonnie Dodge and the boys, who make the Kosher Klipper function, are the new champs. Congrats, boys. Regular drivers on that line are Captain Lonnie Dodge, Ray Dodge, Howard Harrington, A. E. Akers, Maxine McLean, John Boulton, J. N. Charleton, Jennings, E. E. Crandall and E. V. Farley.

J. J. DeLoughrey is the owner of that smiling face that drives the early morning bus on Sunset Boulevard. He must have heard that all good drivers are at Virgil.

Now that I have recovered, I'll let you all in on the excitement which happened on April 30. We received a new boarder at our house in the form of a 7 pounds 10 ounce bundle who was named Robert George Ulrich. He is just as rugged as they come. The kid's going to be a yell leader or sumpin' cause he gives his lungs an airing quite often.



HI YA, PARDNER

At four years, Robert Charles is quite a cowboy. Perhaps he takes after his daddy, John Hope, Assistant Superintendent of Vineyard.

Story of the month: Golfers (?) Bob Woodrow and Jack Stewart were on the fairway at Griffith Park. Stewart was driving and Woodrow was ten feet behind. Stu wound up and teed off, but for some reason or other the ball hit Woody on the leg. Woody claims, "You're not safe any place when Jack tees off." Stu says, "If I can't beat him, I'll cripple him."

VIRGIL GREASE MONKEYS

Night Foreman and Mrs. Dewey had their twenty-fifth wedding anniversary in July. Congratulations and all that sort of stuff.

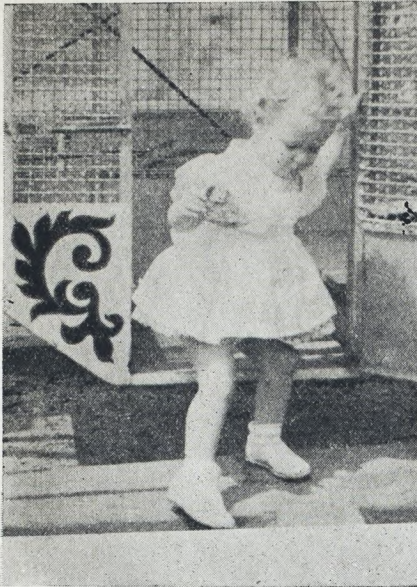
Who was the man that left Hollywood Park with a winning ticket in his pocket? The afore-mentioned bet on the last race and left before it was over.

Why don't you sleep some of your time off Maxwell, or is that new house you're building ever going to be finished?

L. E. Johnson and family are spending some of their vacation time in Mexico.

Ethel Wilson, car cleaner, is spending her two weeks off in Detroit.

Ray Smith travelled in his Model A to Big Bear and Lancaster.



WHAT A RIDE
Christine Narum just had a buggy ride. She is the granddaughter of Harold F. Nelson, Division 5's Assistant Superintendent.

Reports From Five

By E. J. ROCHE

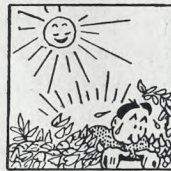
VACATIONS are the talk of the division: Jesse T. Hall went to San Francisco and took his nephew, James. . . . Mr. and Mrs. W. R. Gibson spent their vacation at Bass Lake. W. R. is an ardent fisherman, but could not fish. Why? The law said "No can do" . . . Mr. and Mrs. Edward J. Pecoud are touring in the North and are making Seattle their headquarters. . . . The Harold Nelsons recently spent a pleasant week at Las Vegas . . . Al Bristol is looking forward to fine fishing near Bishop . . . The Charles Lashbrook family just returned from a delightful trip to Sequoia . . . Mr. and Mrs. John Turvey set off for Oregon in their brand new Ford . . . T. M. Isbell's wife and daughter are visiting Mrs. Isbell's mother in Shreveport, La. . . . Myron Taylor's wife recently returned from a visit to her old home town, Marietta, Ohio. . . . Mr. and Mrs. Fred Mason enjoyed their vacation motoring and playing golf around our own scenic locality . . . Mr. and Mrs. Dick Hoyle are enjoying a local vacation, also. . . . Glenn Tolle flew back to his home town on a long deferred visit. . . . Mr. and

Mrs. J. M. Cook, their daughter and son-in-law have just returned from a vacation to Las Vegas.

Some Division Five families have been entertaining out-of-town guests: The Sam Morrums are enjoying the visit of Sam's sister-in-law . . . Margaret Wilson's cousin, from Missouri, is being considered for an appointment on the staff of Birmingham Veterans Hospital . . . Clarence Hannon's sister-in-law and her son were visiting in July.

Those on the sick list include F. H. Duncan, Jerry Cook, J. W. Ray, H. B. Marques, L. A. White, W. G. Dugger, A. E. Brewster, H. E. Holman, W. Lane and H. G. Rolph. The wife of J. I. Glenn is recovering from an operation, and Mrs. John Turvey is improving after having a serious infection in her foot. We wish all of these an early recovery. Back from leave are Al Brumet and Robert F. Webber.

C. W. Eiserman is proud of his lawn and his flowers and has invited us to take a sun bath in his garden .



We are sorry to report the death of Louise Brushman's husband, Arthur. We join her many friends in extending our heartfelt sympathy to Louise and her two children.

Harold Blair, one of our new men, was decorated with the Bronze Star for gallantry while serving with the 158th Infantry on New Guinea. Harold was also in New Britain, the Philippines and Japan.

We welcome C. E. Kelly, C. J. Jackson, G. L. Mattern and R. L. Hoy who have transferred from Division Four.

We are always glad to see former employes return. Those recently re-employed are R. T. Hopper, O. L. Chapman, J. E. Hobgood, V. L. McKee and R. A. Swartz. We also welcome these new trainmen: R. L. Haywood, J. Fisher, R. W. Childress, F. D. Steger, H. O. Rozelle, O. Venturelli, L. A. Ruiz, R. D. Matthews, H. E. Blair, J. W. Frueh, J. R. Ed-

wards, A. B. Terry, D. P. James, J. D. Waggoner, H. V. Ray, A. A. Davison, L. L. Crunk and T. R. Dougherty.

Harold I. Billings has made a remarkable success of our Credit Union. In June its receipts were \$18,296.79 and the disbursements, loans, etc., were \$14,221.15.

Edith Swanson, who bid in a run on the "F" line as a motormanette, has finished breaking in and is working with conductorette Darlene Hutchinson. Erna Scheller is breaking in on the "7" line and likes it fine.

T. W. Fry recently purchased a nice little rancho near Norwalk.

F. O. Roberts is now working as an inspector in the Instruction Department.

F. C. Sommers lost his wallet which contained \$2800.00. Three days later he received a postal card from a lady informing him that she had found the wallet and for him to call for it. He found everything intact, and the lady refused a reward.

Captain I. K. Stein of the Army, and formerly of this division, is now stationed in Korea.

Fare Increase

(Continued from Page 11)

and additional motor coaches now on order, our expenditures for this purpose will be in excess of \$10,000,000."

And here are some additional facts to remember: (1) The average ride in Los Angeles is about 5 miles. At the railroad rate of 3c per mile, this ride would total 15c. (2) Fares have never increased to the extent of other commodities. In 1910 a loaf of bread was 5c, wages were 25c per hour, butter 20c per pound, and the streetcar fare was 5c. (3) Future improvements for the city—the trolley coaches, the express service to outlying districts, transportation on freeways—can only be financed by capital from investments. Investors will not buy stock in a corporation which does not show a nominal return upon those investments.

Once Overs From One

By JOHNNY BOYCE

THE Master Choice is over now and everyone seems to have settled down to the run of his choice. Welcome to all the men and women who made Division One their new home, and best wishes to the boys who left for other divisions. Don't forget your old buddies. Drop around the old plantation occasionally, as you are always welcome.

I. H. Stewart bid a run on Indiana which is known as "The merry-ground that goes both ways". When I talked to him he was wishing he had more hands. Cheer up, Stewart, pretty soon you will get used to the dizzy feeling.



W. T. Rouse was around the other day. He has a run on Line No. 11, and reports that the boys seem to like the coaches o.k., and from the way the people pack in, they like 'em too.

W. H. Ayres, E. C. Naylor and B. G. Bennett also became coach converts.

S. D. Carpenter, one of the boys who chose to run a P.C.C. on the "J" line, reports that he likes this line very much.

D. B. Kohl is vacationing in Colorado and is planning to return via Carlsbad, New Mexico, to visit the caverns. He will probably enjoy this trip to a great extent. Personally, I think there is nothing to equal the caverns. While Kohl is away, E. E. Park (Pappy to you) is taking his place as Assistant Superintendent. "Pappy" requests that all the boys be very careful as he has to grade the accidents, and you boys do not want to overwork him, do you?

Chief Instructor R. E. Cleland is journeying to Minnesota, which he has anticipated for some time, and Storrs is taking his place. If there is any little thing you need to know about correct operation, tickets or transfers, Storrs is the gentleman who can tell you.

M. D. Livingston is spending some



FOUR RIDDLES

Raymond R. Riddle of Division 1 always has the answers for these four little Riddles. They are James, Juanita, Billy and Darrell.

of his vacation at Yosemite. While he is away, MacArthur is holding down the fort as Chief Timekeeper. If you are short in your pay by any chance, see Mac. He has broad shoulders, and you may cry on them at any time during working hours, but you must furnish your own towels.

Also on vacation are A. A. Johnson, H. S. Herbert, Frank Jones, V. W. Gore, J. C. Allison, T. W. Sprugeon, R. M. Kelly, J. E. Kenny, H. M. Farr and C. E. Moore. We have not been informed as yet as to the places being honored by their presence.

Trafficman P. J. Murray is planning to spend a week of his vacation fishing at Lake Henshaw. Good luck, P. K. Croppies have been taken out of that lake at least four inches long.

Into each life some rain must fall, but Miss Judy Walters thinks it is raining too much as she has to find an apartment immediately (Brother!). If anyone has any leads as to where an apartment is available, Miss Walters may be found in the time-keeping department.

I know that the new men are having quite a few problems during their first week on the cars, but O. W. Barber reports that he has been doing o.k. for six days, and he has had six different lines to work. He really gets around.

C. R. Beissel left his watch in the wash room the other day. When he went back five minutes later, there was no watch.

Garage Oil

By C. H. HARDY

WHILE many of our gang are spending quiet vacations at home, others are realizing that there is no limit on gas now. George Borngrebe drove east to Illinois and enjoyed his first real vacation trip in many years. John "Slim" Hill and his family have returned from a fine vacation in Idaho. John reports that the northern markets have piles of "that stuff" known to the ancients as butter. A glance at the wedding column shows that Howard Froby's vacation back East was actually his honeymoon. One way to this man's heart has been found. He tells about enjoying thick juicy steaks, too large for ordinary dinner plates, in Kansas City, Mo.

There is never a dull moment for Garage Clerk, Bobby Palmer. Several weeks ago, her daughter, Mrs. Betty Younger, gave birth to a son, Michael Lewis. (Mrs. Palmer at 33 believes she is the youngest grandmother in the Company.) A short time later her 14 year old son, Robert, was knocked from his bicycle by an auto and laid unconscious in the General Hospital for a month. Just as the boy was coming to, his sister, Mrs. Betty Younger, received such a severe sunburn at the beach that she was confined to the same hospital for eight days. Robert has returned home but has not fully recovered. Our sympa-



THE BAUMAN CREW

Chuck Bauman, mechanic at South Park, skipper of the Bauman Navy, presents his children Donald and Ronald, 6 years of age, and Shiela Ann, 3 years.

thies are extended to Mrs. Palmer. Hope her worries will soon be over.

Eugene Cobb and Al Young have returned from their annual rabbit hunting expedition. It is reported that Cobb brought back meat



for the table but that Young brought back only firewood. It seems that he left his glasses at home and shot the stumps in a large area around Lancaster.

We understand that Wilz has set a new all-time slow speed record for painting two rooms at home. You guessed it, he has established his own special rest periods.

Leonard Turk, who was with us in prewar days, is back in our department after much wartime travel. Early in the war he went to Iran by way of South Africa. His job there was to maintain the equipment used in getting a road through to the Russians. Later he came back by the same route and went up to Alaska where he was engaged in similar work. After several months he left for the island of Bahrein in the Persian Gulf, flying across North Africa. After the erection of an oil refinery on the island and a visit to Bombay, India, he returned to America via the Mediterranean and France just as the hostilities were ending in Europe.

Another well known young old-timer to return to the Garage is Frank Ralphs.

South Park Dairy

By BILLY PINDER

VACATIONS are in full swing. Linus Johnson had a wonderful time fishing at Cottonwood Creek. Herb Turner spent his vacation in his cabin at Lytle Creek, near Fontana. Herb says if anyone is interested in buying a nice roomy cabin to contact him. Some of the boys have gone to the mountains and some to the beach. We'll have more information about their experiences when they return.

"It's a frame up. They can't do this to me! I'll take it to the Supreme Court!", roared Charles Laffin. You can't blame Charlie for this outburst as he put in his order for a new Chevrolet last November and was told that he would receive it inside of three months. Now, they tell him it may be next year. Well, cheer up, Charlie, there is no shortage on shoes.

Bob Wallace went to the hospital for a serious operation. We hope you have a fast recovery, Bob.

Did you know that the Shops represent nearly all the Nations in the world as well as a number of the states in the Union? Joe Beggan was born in Ireland, Bill Smith in Scotland, Al Lohr in Mexico, Sammy Vaccarello in Italy, Ernie Frampton in England (pip, pip, old boy), Huey Long in Atlanta, G. A. (you all),

CONGRATULATIONS

Sandra, daughter of Maurice Wake, Division 3, recently graduated from the Nazarene Bible College of Pasadena.



Howard Beebe in Iowa, where the tall corn grows, (corn, that is), and Art Robey is our native son.

The Shops' official whistle blower, Frank Pauley, claims his watch hasn't lost or gained a minute in three years. What kind of a watch is it, Frank?

Here is a case of mistaken identity. Art Gerrard had quite an experience the other day while waiting for his wife to come out of the market. She wore a bright red coat. When Art saw a lady in a red coat come near his car, he grabbed her by the arm, muttering about how long she took, and started to walk away. The lady, who was not his wife, and who thought Art was her husband, walked away with him. After going a good one hundred yards, they came face to face. Art says his face turned the colors of the rainbow. After apologizing, they had a good laugh and finally got straightened out.

John "Tito" DiMaggio, our popular crooner, has gone into the garden game in a big way. He dug up all his available space and planted a vegetable garden. The results are now paying off—prize beets, beans, potatoes and carrots. Nice work, Tito.

John Santoro was returning home after an exciting night with some of the boys, and just as he was telling them not to make any noise so that he could get into the house quietly, he stepped out of the car into a garbage can. While trying to get his foot free, the dogs barked (not his), windows opened up and down the street and John received a very royal welcome.



Dave Lockerby was telling the boys that he bought some South American bananas the other day that tasted delicious and measured twelve inches. How about our California bananas, Dave?

Jim Roberts is the Shops' chief horticulturist. He can name you any

flower, and will give you valuable information regarding the care and growing of them. As evidence of his horticultural knowledge, Jim took the Blue Ribbon prize at a flower show recently.

Last month's Shop entertainment was one of the finest we have had for some time. Miss Mary Jo Furey made quite a hit with her accordian. Bill Foster, who returned from the armed service, sang "If I Had My Way" and received a big hand. Mr. C. A. Tengblad acted as M.C. and gave some first hand information on the safety program.

Newcomers to the Shops are: Dept. 12—H. J. Chiellon, S. J. Singer, Stewart Hubbard, A. Silvestro, R. M. Nichols, R. M. Lewis, R. A. Olascuga, W. Benton, James Blakley, William Gorman, Russel Lasher. Dept. 8—D. A. Bobbi, M. Moiseve, L. D. Campbell, A. R. Sims, C. Holland. Office—Elizabeth Barfield, Jessie Brusin, Carolyn Lockwood, Sheri Burns, Betty Dodge, Mary Kieffer, Pat Ochoa. Welcome, boys and girls.

Short Circuits

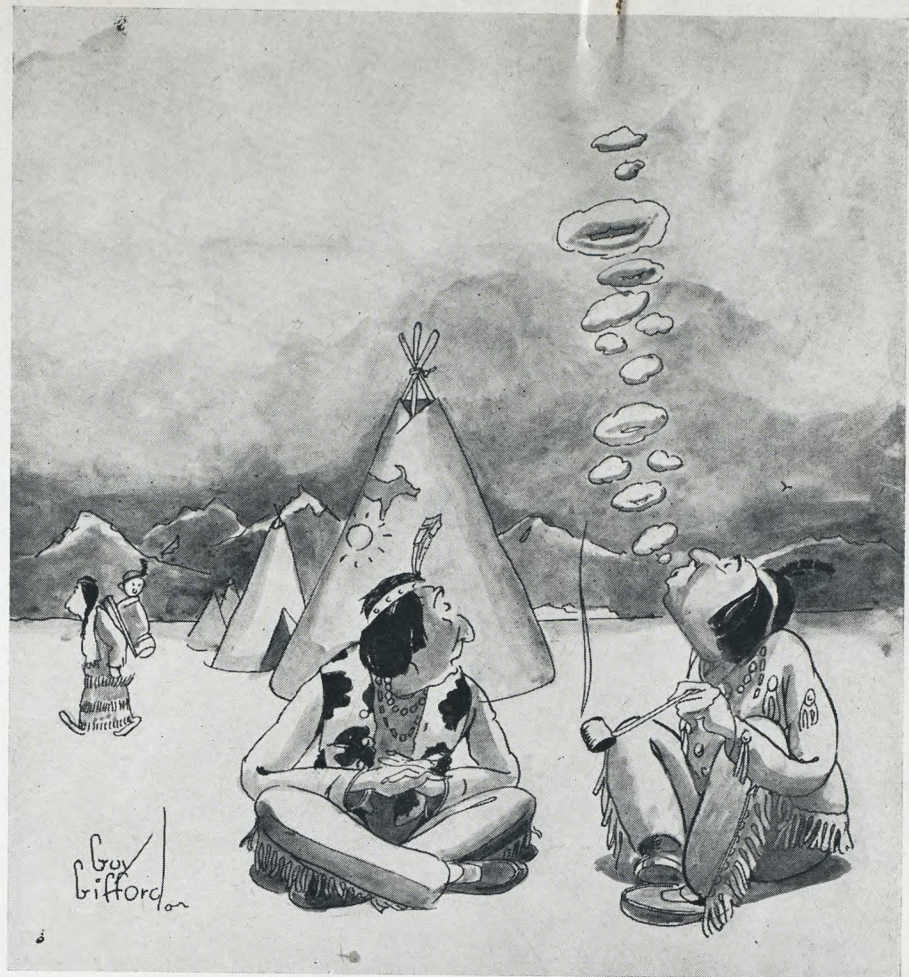
By WALTER WHITESIDE

WITH all this hot weather we can dream of lying around near the large breakers of the Blue Pacific or high up in the hills. Yes sir, this is the real vacation weather and the old feeling sure gets us.

Ralph Raper filled up the Pontiac and headed for the upper regions, stopping at such places as Sequoia, Yosemite and Lake Tahoe.

Al Crum has been making plans for years and years to visit the old homestead in the East. This year he headed in that direction and reports an enjoyable visit with his brother whom he hasn't seen in 25 years. It didn't take them long to get acquainted again. He also said he fulfilled another dream when he took in the Indianapolis Auto races on Memorial Day.

Joe Marshall took in the races during his vacation, too, but the races he attended took him. Those hay burners cost him plenty of fuel.



"YOU DON'T SAY!"

Louis Hein spent a couple of days in San Diego and also at Bellflower and Ft. McArthur visiting relatives.

Ed Stirtz reports a darn good time well spent in the wonderful State of Oregon. He tells us it is one of the nicest places to spend a vacation.

Wm. Banbury says that he re-explored Yosemite.

This house deal is getting to be quite a problem. Reg Walton spent his vacation working on one. He is building on part of his property and is doing all the work himself.

Charlie Fancher spent his vacation repainting and redecorating.

C.O. Brown just stayed home reading the ads and talking to real estate men in hopes of finding a bargain in a house.

We were sorry to hear that J. T. Williams' wife was under the weather, so J. T. spent his vacation looking after her.

We understand that Tom Hunter,

Carl Woelker, Mel Graham, James Rose, and C. McDonald enjoyed local trips while on their vacations.

Harry McTaggart loaded down the family chariot and headed for Nebraska to visit with his folks. He intended driving straight through.

Louis Hunter reports a swell trip as one of the representatives of the Union to the Convention in Chicago.

That cheerful voice you hear on the phone at night is none other than Ray Churchill, new power supervisor.

A Joke, Son

A backwoods woman, the soles of whose feet had been toughened by a lifetime of shoelessness, was standing in front of her cabin fireplace one day when her husband addressed her:

"You better move your foot a mite, maw; you're standing on a live coal."

Said she nonchalantly: "Which foot, paw?"

Presenting

THE TRACKLESS TROLLEY



Just arrived at the South Park proving ground.



Velour upholstered seats are the keynote of the interior.



Steers like a bus: accelerates like a P.C.C. car.



Believe it or not, we had 'em "way back when."
See page 10.

TWO BELLS

SEPTEMBER

1946

