

**TRAFFIC
COURTESY
IS
TRAFFIC
CAUTION**

TWO BELLS
March
1946

Give THE OTHER DRIVER A BREAK!
LOS ANGELES
TRANSIT LINES

EDITORS OBSERVE

WELL, here we are in the month of March and once again we celebrate it by signing our income tax forms. We edited Two Bells and figured out our income taxes at the same time, so if there are any mistakes in Two Bells, be sympathetic. You can appreciate what we've gone through. Speaking of taxes, we know an executive who was reprimanded by a government official for not making out a return. He received a terrific salary and the government had never heard from him. When asked why he had no tax return, he explained that he understood an income tax form was to be made out by every person in the United States who earned over \$500 a year. He claimed that he could prove he never *earned* that amount, although he received much more.

Most notable event of the month was the last trip of our Lockheed chartered coach service on March 1. Mr. Goehler, Mr. Corbett, schedule makers and supervisors rode this "good bye" trip on the line which had been in operation since April, 1942. George Goehler gives us some interesting highlights on the famous Lockheed service: "In the early part of the war, before the effect of the draft was felt too much, we had four coaches leaving the Lockheed plants at 7:30 in the morning. These carried workers from the graveyard shift. The first coach always became quickly loaded with those employees who had been just waiting for the gong to dismiss them. The second coach was usually filled with women, many of them mothers hurrying home to see their children before they left for school. The third coach carried youngsters—for the most part a bunch of high school and college kids getting their first taste of big money—and liking it. They would come stringing along to the bus with hot dogs and cokes in their hands and barely any evidence of sleepiness. This was one of the happiest groups that rode the Lockheed service and was always the favorite of the drivers. But, within a year they disappeared. Most of the fellows were drafted. What happened to the girls is still a mystery. The fourth coach was for the stragglers. It was the most quiet of the lot because by the time these passengers reached the coach, they could do nothing but sleep. In fact, the drivers had to be on the alert to awaken the passengers when it was time for them to get off . . ."

We think the best story of the month is the one about the efficiency expert who passed on and was accorded a very magnificent funeral. The pallbearers were carrying the casket down the steps of the church when suddenly the lid popped open and the dead efficiency expert sat upright to exclaim, "If you put this casket on wheels you could lay off four men." This leads us to repeat the old epitaph which was used on the grave stone of an army mule. It went like this: Here lies Maggie, the toughest mule in the Army. In her time she kicked two colonels, four majors, ten captains, 24 lieutenants, 42 sergeants, 486 privates and one hand grenade.

This month our back page carries the last of the "devil" series. It has been suggested that we do a series showing what happens to the good operators when they arrive in heaven. If you like this idea and feel that you have saintly characteristics, call the Two Bells office and we'll line you up to play the angel.

—if you play a harp.



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EDITORIAL STAFF SUPERVISION

L. A. Reeves Assistant to General Manager

EDITOR

Guy Gifford

WOMEN'S EDITOR

Helen Fraser

SPECIAL FEATURES

J. C. Yarbrough Double Entry System
Harold Davis Keglers Korner

ASSOCIATE EDITORS

Mrs. Lona Davis American Legion Auxiliary
Mrs. O. G. McDermith Women's Club
P. C. McNaughton Retired Employes Ass'n.
Harold Nelson Masonic Club
Leo Leasman American Legion
D. B. Kohl Once Overs From One
L. B. Meek The Hillbilly Boys
R. H. Grettenberg Streamliners
E. J. Roche Roche Reports from Five
C. H. Hardy Garage Oil
Billy Pinder South Park Diary
W. C. Ulrich Virgil Venom
H. K. Conacher Car House Highlights
Walter Whiteside Short Circuits
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Willis Fraser Diesel Delvings
Tom Smalley Blow-bys

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LOS ANGELES



Your RED CROSS Must Carry On

The Red Cross never hesitates to offer aid when called upon—in peace as in war. In cases of disaster such as floods, earthquakes, and fires, it is always on the job.

We have been called upon to donate to the 1946 Fund Campaign. If you haven't given, GIVE NOW. GIVE GENEROUSLY.



A shot of the police camera man on tower wagon lining up his cameras on the star of the show.

OUR cover this month is titled "Camera, Action" and it depicts some scenes at Jefferson and Vermont where action was the keynote and safety, the star.

The Los Angeles Police Department, through its Traffic Educational Bureau, is taking great strides in making the populace of this city safety conscious, and we, the Los Angeles Transit Lines, are cooperating with them. We have aided in preparing radio programs for their popular Traffic Tribunal show. The first of these featured Agnes Catronis of Division Three in an interview on handling streetcars. The second starred actor Charlie Ruggles in a skit entitled "Roadside Manners" written by the Police Department in collaboration with us.

Many stories have been published in Weekly Topics in collaboration with the Police Department. During the "Don't Let Death Take Your Holiday" campaign we posted dash cards on our cars and coaches calling the attention of the shoppers and the holiday makers to the need for carefulness. So successful was the campaign during Christmas time that on New Year's day no one was killed on the highways of this city.

Since New Year's the death rate has been increasing every day, due perhaps either to the increase in automobile drivers or to the fact that automobiles are wearing out, brakes are slack, and drivers are still operating them as though they were

COP-ERATION

- a new word

new cars. There has been a 33.3% increase in deaths for the first two months of 1946, as against the first two months of 1945. There has been a 25.1% increase in injuries to motorists, and a 17% increase in injuries to pedestrians. Day by day the traffic situation becomes more appalling. Already, 182 people have lost their lives through traffic accidents within this city and 4,093 persons have been injured, many of them maimed for the rest of their lives.

Traffic Education has recently launched a series of short trailers which are currently being shown in 140 theaters throughout the metropolitan area to teach the people how to be safe pedestrians and safe drivers. Because so many passengers of cars and coaches suffer mishaps after leaving the safety zone to walk to the curb, the new film (to be released April 1) has to do with the crosswalk hazard. This is the picture which was being made at Jefferson and Vermont when the cover shots were taken. The trailer shows a gentleman leaving the center entrance doors of PCC car No. 3100 and walk-

ing directly to the curb. He is nearly hit by a speeding automobile. Then a group of people leave by the center entrance doors and demonstrate the proper way to cross from the safety zone to the curb. They walk from the car doors toward the camera and when they reach the crosswalk, they look to see if they have the right of way, then cross safely in front of traffic.

The police cannot curb all accidents. It is up to the individuals who operate cars and who walk the streets, and we as professional drivers who are paid because we know our business are looked upon to lead the way in safety.

But there is more we can do. Each and every transit pilot should cooperate with the police. By operating defensively, by obeying all signals, by remembering the motto "Traffic Courtesy is Traffic Caution," and by giving the other drivers a break, we can aid the police in this fight to save lives. By cautioning our passengers to watch their step when they leave the car, we might save a life.

Safety Engineer C. A. Tengblad of the Los Angeles Transit Lines and Robert T. Gilmore, Jr., of Police Traffic Educational Unit broadcasting potent pointers on defensive driving over Station KFI.





Why Accounting?

By J. C. YARBROUGH

This is the fifth in a series of editorials by company executives designed to point out better and easier ways of doing the job. In the following article, J. C. Yarbrough, Comptroller, describes accounting methods.

THE health of any business rests largely upon the capital used and the way in which it is managed. Accounting records are kept as a means of controlling the activities of the business.

Modern business today maintains accounting records by the use of the double entry system. The purpose of such a system of records is to express the equation:

Assets=Liabilities + Proprietorship.

The *assets* are what the company owns; the *liabilities* are what it owes. The *proprietorship* is what the stockholders have invested in the business, plus accumulated earnings. When proper records are kept, the equation is always maintained, that is to say that the records are kept in balance.

Each business transaction, regardless of size expressed in dollars and cents, affects this equation by adding to and/or subtracting from the assets, the liabilities, or the proprietorship.

By expanding this simple equation into as many accounts for each of the principles as is necessary, it establishes the accounting system under which any business operates. In a regulated public utility, such as our transportation company, this expansion is provided in a manual of accounts prescribed by the California Railroad Commission.

Asset accounts are provided to cover cash, accounts receivable, material and supplies, prepaid taxes and insurance, and the company's investment in lands, buildings and equipment.

The liabilities consist of accounts

and wages payable, accrued interest, taxes and depreciation, the company's funded debt, etc.

The proprietorship accounts include capital stock and surplus. A series of revenue and expense accounts are provided, the net of which over any period of time, is carried forward to the surplus account.

It is the duty of the accounting department to see that each transaction is properly classified and recorded in the prescribed account. Various systems, methods and procedures for internal control are established to insure such compliance. From these basic records, the company's financial statements are made and interpreted.

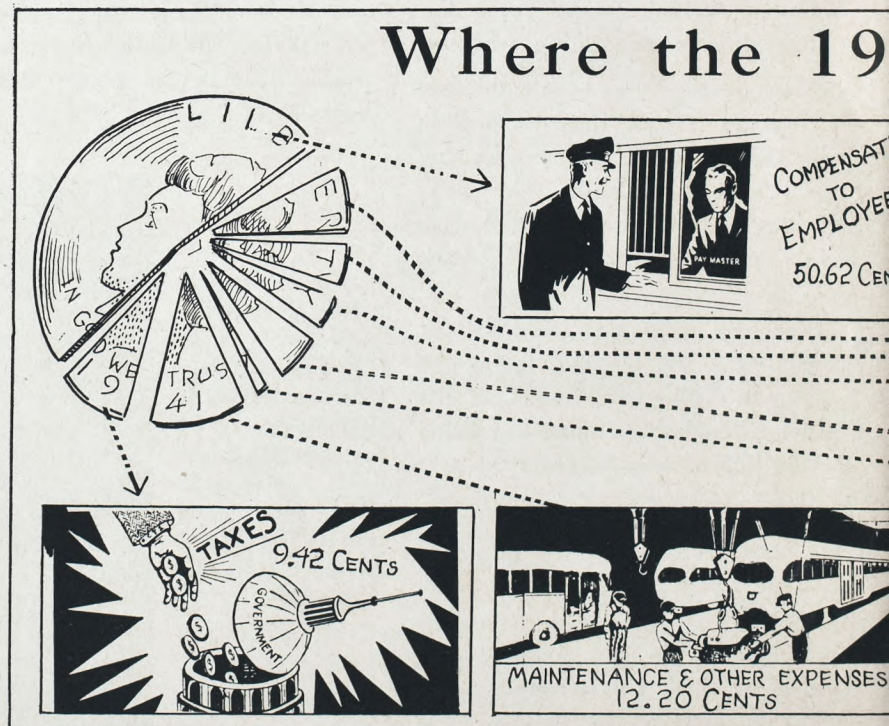
In addition, certain rules and regulations prescribed by the various governmental authorities, must be complied with. For example, we have rules and regulations governing in-

come tax withholding at source, un-employment and social security taxes, franchises, income taxes and many others.

Then, too, other procedures are established for the benefit of you, the employe, such as: Deductions for E.B.F., insurance, uniforms, union dues, etc.

The biggest daily job of the accounting department is to audit the revenue turned in by the trainmen. The necessity for such procedure is established because of the large number of overs and shorts written every day due to inaccurate turn-ins of the trainmen. Each trip sheet is your bookkeeping record. When you keep your sheet correctly, it balances. The burdens of the accounting department could be greatly relieved if every employe would do, correctly, all paper work required of him.

So, check your figures.



Keepers Of The Books

BOOKS, books, books. So many and so big that in some corners of the auditing department you can hardly see the keepers of the books—the men and women who enter figures and keep the many statistical records of the company.

This department functions under the capable direction of Jess C. Yarbrough, Comptroller.

Some of the statistics compiled in the auditing department include the classes and amounts of fares per line, per car mile, transfers and tickets which are added, balanced and weighed. Weekly passes sold, amount of revenue derived from their sale and the amount of people using these passes are put in the books. The amounts of gasoline, oil and Diesel fuel which the coaches consume fill some of them. Statistics regarding base and peak periods of passenger traffic are compiled by this department and furnished to various regulatory bodies.



(1)

(1) Earle J. Wilson, Auditor, has direct charge over all bookkeeping, auditing, etc. Taking dictation from Wilson is Mrs. Mary Clayton, secretary. Although this young lady is tiny, her job is big.



(2)

(2) Mrs. Jessie Hart is a typist-clerk. Though she handles secretarial work, her main job is to type the huge financial reports on a mammoth machine.

Not only are the company's many taxes, statistics and bills handled here, but the employes' payrolls and payroll deductions are also figured.

On this and the following pages are the members of the auditing department.

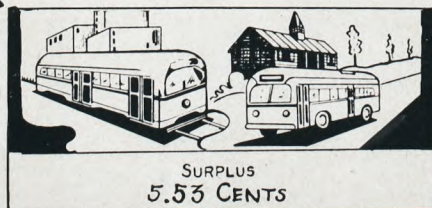
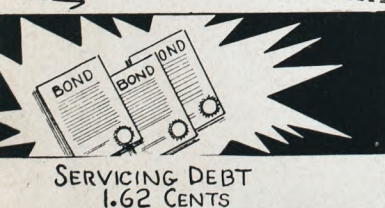
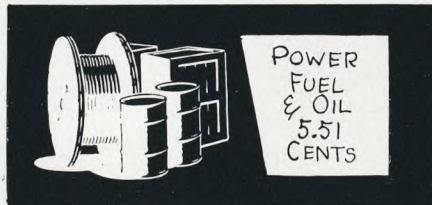
(3) T. E. Myers has charge of the registering department. Operators' reports and turn-ins, such as passes, etc. are tabulated and audited. Myers looks over the shoulder of Clarence Fischer who makes up the daily revenue reports. The young lady on the right is Mrs. Frances Wilson. At the front desk are Edna Jester, left, Virginia Smith and Mildred McClelland. (Turn to picture 11 on the following page for the remainder of Myers' staff.)

(Turn page)

(3)



ollar Went





(4)

Keepers of the Books (continued)



(5)

(4) Head voucher clerk, S. C. Haygood, handles the payments of the company's bills. Thousands of vouchers are checked each month by his capable assistants who are from left to right, Mrs. Louise Shaw, Mae Bass and Mary Lou Johnson.

(5) Head bookkeeper C. P. (Nick) Carter, left, Herbert E. Gaskill, Clyde Fly and Earle Brooks.

(6) Payroll records for some 4000 employes are kept by Julius Blum and Nina Pryor.

(7) Although the busy mimeograph and addressograph room deals with figures only so far as the number of copies to be mimeographed or addressed are concerned, it comes under the Auditing Department's supervision. Gladys McKay, left, and Doris Parvin manipulate the machines.

(8) Wilfred Raridon is nearly hidden behind the earning records. He keeps the record of income tax withheld at source.

(9) Entering their offices through the reception room are Gladys Lasch, left, of the registering department, and Jennie Levett of the voucher department. Lloyd Gebhardt greets them at the door.

(10) The check writing department is responsible for turning out approximately 8000 payroll checks each month. Evelyn Saleen operates the first machine while Mae King looks on. Mary Spaeth operates the second machine, and Hilda Sonnenberg, the third.

(11) More who work for Ted Myers in the registering department are, from left to right, Bonnie Andrews,



(6)

(7)



(8)



(9)



(10)



(11)



(11)



(12)



(13)

Helena Fulton, Mildred Kasper. Right row: Elizabeth McCallister, Lillie Hon, Marjorie Wood, William (Bill) Gould and Margaret Jetes.

(12) Dan Hanley, the company's mail man, sorts his 10 o'clock stack, while Fred Jewett operates the new mailing machine. This machine dampens and seals the envelopes, prints the denomination of the stamp and registers the cost.

(13) Lawrence Grimm, cost clerk, and Mae MacLeod, who helps him. Mae is well known for her Scottish dancing.

(14) Tabulating department. Left, Norma Weiss, head tabulating clerk, June Holmquist and Pearl Robbins.

(15) Hortense Monroe operates one of the huge tabulating machines.

(16) Girls temporarily employed to count millions of transfers and tickets are, from left to right, Virginia Cooper and Joyce Snyder; second row, Erma Lehrman and Ethel Naismith; third row, Alice Zimmerman; fourth row, Myra Melliush and Florence Cain; fifth row, Beatrice Potter and Lela Starr. Standing are Ted Myers and Mrs. Hon who are in charge of these temporary employes.

(17) Comptometer department. From left to right, Mrs. Vera Rawson, Mrs. Margaret Stringham, Mrs. Marguerite Matheny, head comptometer operator, Lois Leukow, Mrs. Marie Wiederholdt. Front row: Mrs. Cleo Douglas, Helen Sonnenberg and Esther Davis.

(14)



(15)



(16)

(17)





No, this isn't *Ciro's* on a Saturday night, but part of the merry makers attending the Bowling League dance.

“STANDING Room Only”—that's the sign they hung out early in the evening, when the Bowling League held its First Annual dance at the Cabrillo Hotel. Bearing strong witness to the success of the event are the many comments and requests for another dance, which are heard throughout the company. With only a short intermission to break the continuous round of dancing, the festivities were practically on a non-stop basis for the entire evening. Jack Stewart and his seven piece band certainly are to be complimented for a full evening of rhythm, playing music to suit everyone's taste from waltzes to jitter-bug. B. G. Ruiz, Division One, gave forth with the vocals and in all

fairness to Sinatra, we might warn him that competition is close at hand.

With but 7 weeks to go before the final playoff for the grand prize money, here is a list of the leading teams in each division with their nearest rival. What will the next 7 weeks bring?

Team	Games Won	Games Lost
Division No. 1		
Audit Atoms.....	71	21
The Gremlins.....	67	25
Division No. 2		
Five Spotters.....	72	20
South Park Aces.....	68	24
Division No. 3		
Terriers.....	66	26
Eagle Eyes.....	57	35
Division No. 4		

American Legion Makes Plans for 27th Birthday

By LEO L. LEASMAN

THE twenty-seventh birthday of the American Legion will soon be here. At the next meeting of L.A.T.L. Post 541, plans will be made for the celebration of this birthday, as this is an outstanding event for the American Legion and its Auxiliary. Our grand organization has gone a long way since its inception twenty-six years ago, and many fine things are planned for the veterans of World War II.

The National Convention will be held in San Francisco this year for a period of one week with all the trimmings that go with an affair of this kind. At the present time, prospects are very favorable and we are

all hoping that the Department convention will be held here in our own Los Angeles.

Many of our members are ill and on the sick list, and I know they would be glad to either see you in person or hear from you. If you desire to know the names and addresses of any one on the sick list, call RI 2007 and this information will be gladly given to you.

At Sawtelle Leon Bean is getting along as well as can be expected. I spent a very happy hour with Comrade Bean on February 14. Ural Dunn is home from Arizona and would be more than glad to see or hear from you. Bart Billings is get-

Keglers Korner

By HAROLD DAVIS

250 hardwood hurlers go down the home stretch for the prize money.

Stew Bumbs.....	67	21
Little Scouts.....	56	32
Division No. 5		
Turkey Outs.....	56	32
Square Shooters.....	53	35

Deep Sea Fishing

Plans are now in the formulating stage for a L.A.T.L. "Rod and Reel" Club. Through the efforts of Wesley Savoy of South Park Shops, arrangements are being made to charter a private boat for week end fishing trips. A charge for this private boat has not been determined yet, but if enough members of the company are interested, we may be able to obtain a very reasonable rate.

Everyone will be invited to these outings, so if you would be interested, drop a note to Harold Davis in room 601 L.A.T.L. Building or call Station 295. We would like to have your reaction to this suggestion.

ting along fairly well, however, his improvement is rather slow. Comrade R. H. (Bob) Manning is up north at Whitmore Springs, Route 3, Bishop, California. Drop him a line fellows and let him know we are thinking of him. Bill Christmas at San Fernando must undergo another operation.

American Legion Auxiliary Celebrates Americanism Month

By LONA DAVIS

SUBMARINE Unit, Cab-Hut Unit and L.A.T.L. Unit gave a party on Monday, March 4, at the N. P. Hospital at Sawtelle. Also scheduled for the month of March, the Auxiliary will serve at the U.S.O. Canteen on Main Street.

Fighting Fire

IN actual combat, adequate fire fighting skill and equipment are credited, by the U. S. Navy, with saving hundreds of human lives and untold millions of dollars in equipment and material.

The aircraft carrier USS FRANKLIN bears witness to this high praise. She returned to the United States, under her own power, after Japanese suicide planes crashed into her decks and started huge fires that raged for two consecutive days.

Safety, too, has entered into the fine art of fire-fighting, for it is only with complete confidence in the equipment necessary to combat fires that one's natural tendency—fear of fire—is overcome.

In our particular field, adequate preparation must be made for unforeseen contingencies, particularly at the various garages and shops where highly inflammable materials, such as gasoline, oils and paints, are handled daily. Under the direction of C. A. Tengblad, Safety Engineer, a program of instruction and tests has been inaugurated at these various departments in the safe, proper use of all types of fire fighting equipment.

In addition to the old standby for combating flames—the standard fire hose which hung on a wall and connected to an outlet of a water hydrant—there is now being installed, on various properties throughout the company, new chemical types of extinguishers suitable to combat any type of fire.

It is common knowledge now, that certain types of fires can only safely be extinguished with certain chemical agents. But, in the ensuing excitement which any fire brings, common sense and knowledge are apt to fly out the window.

For instance, electrical fires such as might occur in a switchboard or in the motor housing of a coach must be put out with a non-conductor



Let Us Spray

Mr. Holmes, of the Snowden Chemical Company, demonstrates the proper way to extinguish a spreading gasoline fire. He is using a new type of extinguisher, which contains a new powdered chemical to smother any type of blaze—oil, wood or electrical. In addition, it is non-poisonous to human beings. This new type extinguisher will be installed on our new large coaches when they are delivered.

of electricity, such as carbon-dioxide or the new powdered chemical agent. To use water on a fire of this type is only tempting fate by risking instant death by electrocution or, causing additional short circuits which will spread the fire further.

The demonstrations and lectures, currently under way, are designed to acquaint each and every individual with the various uses and capabilities of all types of extinguishers so that in the event fire should break out, it may be quenched with a minimum of damage and in complete safety to those who are at the scene of action.

Transit Lines Alumni Get Together

By P. C. McNAUGHTON, *Secretary*

THE February meeting of the Retired Employees Association was held on the fourteenth. We were entertained by several talented people. Miss Jacobs, Miss Williams and Miss Ila K. Guilinger offered vocal selections. Miss Guilinger also read several poems of her and her mother's writing.

Some of our members who have been ill are E. L. Stevens, past Master Mechanic, Harry Russell, William Weimer, and William Miller. We hope these boys will be feeling much better and will be able to attend our meetings again very soon.

Women's Club Celebrates Its Birthday

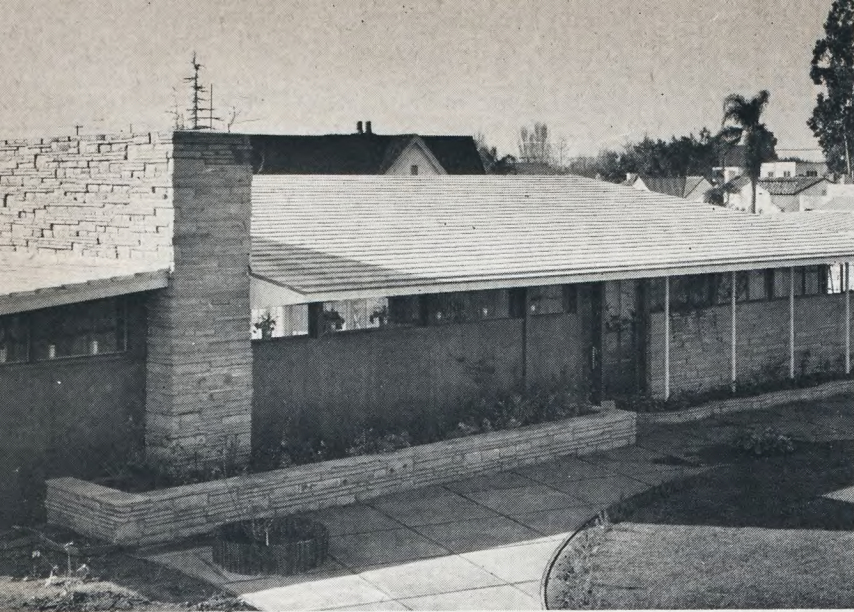
By MRS. O. G. McDERMITH

THURSDAY, March 21, will be a gala day for the Los Angeles Transit Lines Women's Club, for on that day they will celebrate their ninth birthday. A party is planned with Mrs. C. F. Thun acting as hostess of the 12:00 o'clock luncheon. Featured on the luncheon will be a large birthday cake.

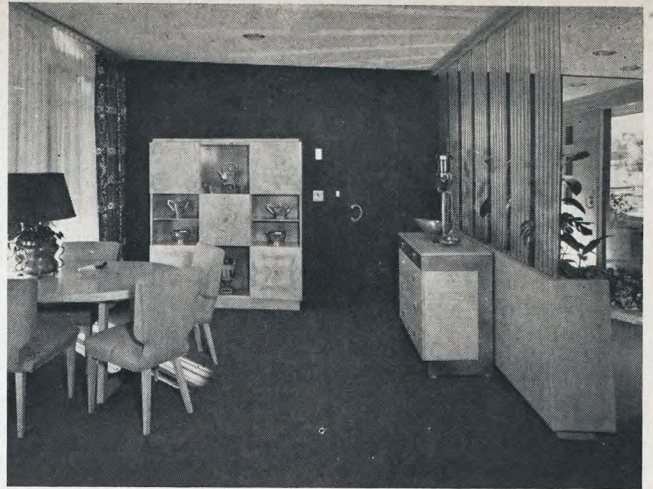
At the conclusion of the luncheon Mrs. M. S. Thomas, President, will preside at a short business meeting. Following this short business meeting, the Dennis Players will present a comedy entitled "The Women's Culture Club of Hickville, U.S.A." All past presidents of the Women's Club are invited and are urged to be present at this meeting.

Mrs. A. C. Stover was hostess at the noon luncheon on March 7. After the luncheon, a business meeting was called to order, at which time an election committee was appointed. At 2 P.M. Judge Georgia Bullock gave an interesting talk.

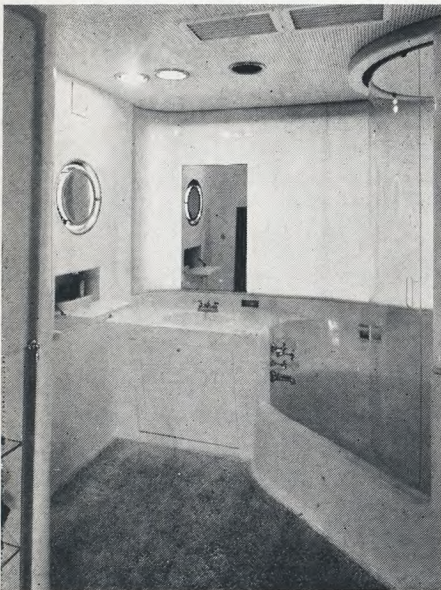
The Los Angeles Transit Lines Women's Club is organized for the wives and mothers of Transit Lines employees. Any woman who would care to participate in the various activities of this club is welcome to attend these regular meetings and become a member.



This is the path that leads into the house that science built. The chimney and stonework are of flagstone and wallstone. Walls are of California Redwood plywood. High windows were built for privacy. To the right of picture is the garage which has an overhead aluminum door. Inside is a small metal box which operates the door.



Just inside the front door is the entry hall which is separated from dinette and living room by a structural translucent corrugated glass partition. Plants grow between the wide glass strips. The bleached "U" shape table, with a drop-leaf, fits directly against picture windows looking out into the patio. Breakfast and dining chest are of bleached acacia wood. The exciting red carpet gives zest to the green flowered drapes and white starched sheer rayon marquise curtains. Large glass doors lead into patio to left of table.



The master bath. A new type circular mirror, with tubular lighting around the outside, magnifies the face when shaving. Beneath mirror is an electric toothbrush and an electric shaver which operate on spring cords and recede into the wall. Directly above lavatory are two lamps—one for procuring a suntan and the other for drying milady's hair. A hamper for soiled linen is enclosed under lavatory. To dry milady's hose are infrared lamps enclosed in a concealed compartment.

Dear Ladies

This is the House

Now on exhibition at Wilshire and Highland is the "Post War House". This masterpiece of architectural research brings many modern innovations to home builders. The builder, Fritz B. Burns, sent his research experts all over the United

Left—Extra sized bed with arm rests which recede into headboard. Commode on left of bed contains a master switch controlling all lights in the house. Also attached to commode is a radio receiver, inter-communication instrument and telephone. Storage space is provided in the walls with sectional drawers and compartments to accommodate all types of wearing apparel.

Below: Inside the master bedroom looking out onto the patio through long windows. The mirrored dressing table is 11 feet long. When top of make-up compartment is lifted into position, circular tubes light automatically.





The delightful living room is an eye opener. Lighted bookcases compose 34 feet of shelves for books and record albums. Individual armless chairs and sectional settees, extending the entire length of the wall, may be moved around the room at will. To the left of the fireplace is the radio, record changer and home recorder, and to the right of fireplace a television set and screen. The greenery is glorified with fluorescent lights from above. The furnishings give added interest in both bright and subdued tones.



Food preparation center modelled by Gloria Warren, singing star. Visible are the rear burner gas range, the hydraulic dishwasher and garbage disposal, built-in refrigerator on right side with pull-out drawers. Plastic cupboard doors slide up. Notice revolving shelves for pots and pans on both sides of sink.

at Science Built

States seeking their most advanced products. These new techniques and materials were coordinated into this dream home.

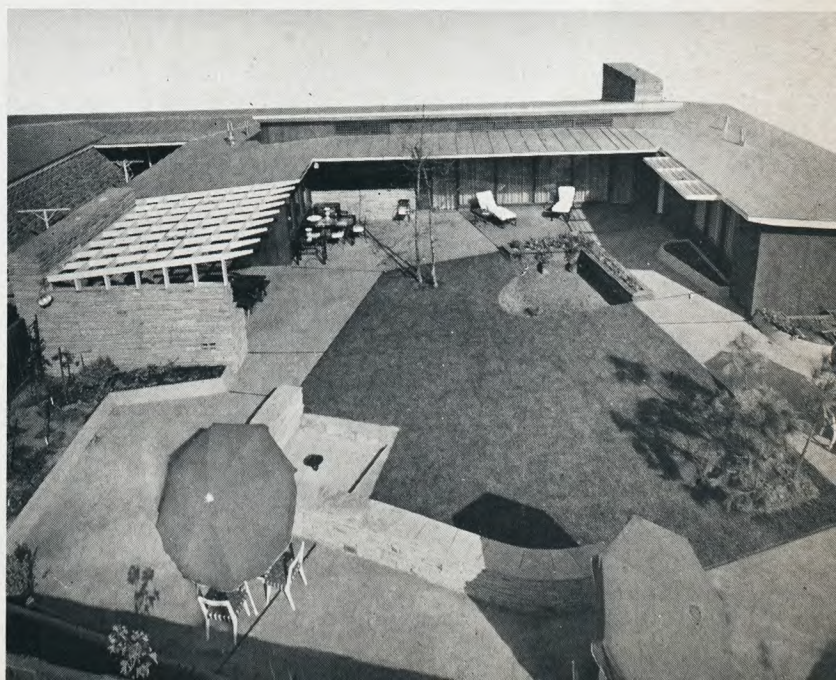
Look on page 22 for more about this delightful dwelling.

Helen

Right—The house was built around the patio garden. Notice flat roofing which consists of panels formed by moulding sheets of bright Alcoa aluminum around pieces of Celotex insulation board. The broad eaves keep out the sun's hot rays. Just outside the master bedroom window is the sunken garden (upper right). The barbecue, at left, has a pergola overhead. Water basin (lower left) may be used as a fishpond.

Below: The barbecue is a regular kitchen with its sink, refrigerator, charcoal broiler, grill, oven and flagstone hearth.

North of the food preparation center is the small built-in table. Both the electric mixer and sewing machine swing on handy shelves which recede into the walls. Notice vertical shelves for gadgets. The electric laundry at the right consists of washer, dryer and mangle. Next to the mangle is a vegetable container and a frozen food cabinet. On the east end of kitchen (not shown) is the housewives desk.





Fan Mail For

Honest Bearfield receives praise

JUST a little note to tell you of the consideration and courtesy shown us by one of your motormen.

He was the motorman on Car No. 1367 that was coming south on Western Avenue, and he was at Third and Western at 9:51 p. m., Friday, January 11 (*B. Bearfield, Division 1*).

It seemed that my sister-in-law dropped a little box containing an identification bracelet that belonged to my son, Bob. This motorman found the box and called our house. He told us when he would be at Third and Western so that we could pick up the bracelet. We endeavored to show our appreciation in a material way, but under no circumstances would he accept anything but our thanks, saying that it was Company rules to turn in lost articles, and he was just doing his duty.

W. C. Reordan.

Orchids to H. A. Douglas . . .

IF Emily Post thought it proper to award orchids to the masculine sex, I'd give one or more to one of your drivers.

During the drive from Los Angeles to Hollywood, this driver (*H. A. Douglas, L.A.M.C.*) had two outstanding passengers. Both passengers were blind and were accompanied by their devoted police dogs.

The driver of your bus was very efficient and courteous, and in a friendly voice warned every new passenger to please be careful of the two dogs, not to feed them (as one woman tried to do) and not to step on them.

Words are insufficient to express the friendliness felt by all those in the front part of your coach, due to the personality of your driver. I do wish you could have witnessed this scene as it was indeed touching.

E. G.,
North Hollywood



Visitor finds Drucker helpful . . .

IAM a visitor in Los Angeles, and it has often been difficult for me to find streets and places here. Often, the bus driver or streetcar motorman do not call streets plainly enough for me to understand them.

Bus driver 879 (*R. C. Drucker, L.A.M.C.*) not only called the streets loudly enough and clearly enough to be heard in the rear of the bus, but he was very courteous and was never too rushed or too busy to give specific directions to all who asked for it, and he did this in a friendly, smiling way. I am certain he has given a great deal of good will for your Company.

Mrs. Kathryn Cash,
27 Spring St.,
Salinas, Calif.

The transit industry, like the public has chosen their Ingrid Bergman receive many fan letters for the S

Howard says, "Hold On" . . .

IWAS riding on the "P" car line and the operator (*G. D. Howard, Div. 4*) was very courteous and polite. As we were rounding the curb at Pico and Broadway he warned all the passengers to hold on so that no one would be hurt.

Osmer Hale.

A pleasure to ride with Mullif . . .

IMAGINE my joy and surprise this morning when I experienced a happy ride downtown on the Beverly bus. The driver, No. 8 (*E. L. Mullif, Div. 2*) was kindly, helpful and was gifted with a splendid sense of humor.

Why can't we have more like him?
Mrs. Blossom,
314 North Larchmont

Too bad we do not have the space to publish all the letters. The next best thing we can do is to let you know who received them and why they were commended.

DIVISION 1:

- L. E. Atkins—perfect courtesy.
- G. W. Hall—outstanding deed.
- P. McGroarty—nice gentleman.
- J. J. Jones—gentleman to all.
- C. A. Miller—act of chivalry.
- E. L. Tree—helpful and courteous.
- J. E. Ward—considerate.

DIVISION 2:

- R. W. Acres—efficient, courteous.
- A. W. Atwood—very kind.
- E. W. Cotterly—wonderful to everyone.
- N. B. Israel—polite and considerate.
- K. E. McDonald—thoughtful and courteous.
- L. J. Seely—kind to elderly lady.

DIVISION 3:

- H. C. Ferguson—courteous.
- *I. Gasparro—outstanding in safety and comfort of passengers.
- F. W. Hendershot—courteous, patient, kind.
- H. Howard—kind and gentle.
- A. E. Langley—knows what she is doing.
- F. J. Matzner—courteous and patient.
- R. G. Monahan—numerous courtesies.
- H. C. Zimmerman—courteous.

DIVISION 4:

- *W. A. Bujack—kind act.
- E. F. Cassaday—duties are exemplary.
- *L. C. Willerton—polite and efficient.
- M. Feldhorn—helpful.
- H. L. Foss—genuine interest in job.
- H. G. Hall, Jr.—fine gentleman.

Transit Stars

try, always plays to the public. Among our operators just as the public likes Gable's. These transit stars re- operation they perform.

Hensley is all out for safety . . .

LAST Thursday evening I was on a "5" car from Vernon and Crenshaw Boulevard to Broadway at Eighth Street. Sitting in the front of the car, I observed the motorman, and not since the shortage of man power, have I ever seen a motorman so careful. He did not appear tense or nervous, just watchful, and it was such a confident sensation, one of safety.

Mrs. George Henry.

Take a tip from cautious Erna . . .

IF an employe of your Company can save a life through devotion to duty and a high degree of intelligence, you will no doubt agree that such an employe has performed a great service to patron and Com-



pany.

Conductorette No. 614 (*Erna L. Scheller, Division 5*) whom I had never seen before, prevented a man from jumping off her streetcar into the path of an automobile which was speeding at about sixty miles per hour within a foot or two of her car.

Had you witnessed the action, you would appreciate, as I did, that had it not been for No. 614's alertness that man, in all probability, would have been killed.

With this scene fresh upon my mind, I could not help noticing how very courteous and considerate she was to all her passengers during the rather long trip from Leonis and Downy to First and Vermont.

R. Van Deventer Paterson,
3535 Whitehouse Place

E. D. Meldrim — jolly and good natured.

R. T. Melton—courteous and cheerful.

T. C. Rolfe—patient and courteous.

DIVISION 5:

*L. Brussman — pleasure to ride with.

H. A. Chaudoir—safe operator.

P. D. Forrester—safe operator.

J. J. Gregory—very courteous.

G. G. Humphrey—nice to public.

J. G. Jeffcoat — pleasure to ride with.

J. W. Jeffus—courteous.

G. Morrison—kind act.

*E. B. Neufischer — courteous to everyone.

K. E. Sloan—honest and courteous.

J. A. Vreeken — paid passenger's fare.

**J. A. Wear—fine service.

L.A.M.C. LINES:

G. Bernstein—kind favor.

V. Calli—treats everyone with respect.

T. E. Chastain—smooth operation.

W. F. Conroy — helped elderly lady.

W. S. Goodale—cheerful, courteous and efficient.

T. R. Hughes—can handle difficult situations.

D. C. Johnson—kind, efficient and cheerful.

F. K. Lilley—a gentleman.

D. R. Mathias—courteous and well mannered.

J. T. Moseley—cooperative and efficient.

D. L. Mosley—cool and calm.

V. A. Paradise — skillful and patient.

J. B. Yarnell—returned purse.

**Extra commendation.*



Beyond the Call of Duty . . .

TODAY, at 12:55 p. m. on Main Street at about Tenth or Twelfth Street, I observed an elderly woman approximately sixty or sixty-five years old boarding the car. She had a transfer which she handed to the motorman whose number was 910 (*C. W. Hannon, Division 5*). She asked for a ticket to include some district beyond Manchester Boulevard. This motorman, in a very polite and courteous manner, explained to the lady that her transfer was not good beyond Manchester and she began to argue that that was the only thing handed to her, and she demanded transportation beyond Manchester.

The motorman, in a very kind and gentlemanly manner, told the lady that he would rather pay her fare than to argue with her regarding the validity of her transfer. He therefore reached into his pocket and handed the lady a dime which she deposited in the coin box. There was nothing more said.

W. C. Caldwell,
430 W. 52nd Place

Wise is Wise in Patron's Eye . . .

YOU are to be congratulated on having an operator like No. 2784 on the "J" line (*F. W. Wise, Division 4.*) I rode with him from Seventh and Grand to Santa Fe and Vernon, and we were crowded in as no respectable sardine would ever think of being crowded. Your operator never once got cross or impatient with anyone, and was so pleasant and courteous. It was a pleasure to ride, even in such a crowded car. He was, in my opinion, an exceptionally careful operator, even waiting for a dog to make up his mind as to where he was going when he crossed the street.

Mrs. Helen H. Emery,
5030 Brighton Avenue



NEW VENTURE AHEAD FOR THESE TWO

Embarking upon a restful career are these two members from the Industrial Relations Department, Bertha P. Crowley, left, and James R. Goff.

Blow-bys

By TOM SMALLEY

IN introducing this new column to our readers, we would like to present Thomas G. Smalley, who has been chosen scribe for Unit Overhaul, Department 20, at South Park Shops. Smalley has had some previous experience along this line, while writing for the Aircraft Warning Service in Banning, California.

Under the banner of "Blow-bys" Department 20 will now receive full coverage so that the goings-on will be well preserved for posterity.—Ed.

Eddie Serabis is back on the job again after a bout with a bad cold. Eddie says that those double acting clutches had his resistance so low that he was a pushover for the cold bug.

Bill Van Dorn is now wearing his new specs. Bill claims that when he takes them off he gets dizzy. He's really asking for it, isn't he fellows?



I saw Frank Bertini giving Chuck Bauman some of that green folding stuff the other day. It would seem Frank underestimated Chuck's bowling ability by some few pins.

It is rumored around that Otto Schmokel was caught taking his shower before quitting time the other night—out on the wash rack, that is. Watch that stuff, Otto.

Tommy Watts is helping H. Hayes in the injector room—finding out what makes an injector inject.

There is positively no truth in the rumor that the boys are going to buy a pedometer to put on H. Porcher to see how far he walks every day.

Ted Ormiston is helping Jerry out on the blowers. Jerry says he is OK, but keeps forgetting to put the wind in them.

Harold Bills is recuperating from an operation performed at the California Hospital and expects to be back on the job in the near future.

Lazy Days Careerists

SPRING comes along and paints a pretty picture for our easy chair "eligibles," so off they start on their lazy days careers.

A. G. Rex of Division 5 has been around the property over 41 years. He is relaxing now at 3878 Harvard Boulevard.

L. Rasmussen, who is going on his 27th year with the Company, starts enjoying life out in Huntington Park at 2912 East Hope Street.

Bertha P. Crowley of the Industrial Relations Department spent 24 years with us. She is just about ready to do her spring cleaning at 528 North Mansfield Avenue.

A. D. Arnold, who has been clerking in the South Park offices, joined us over 23 years ago. Arnold lives at 9027 Baring Cross Street, but most of his leisure time will be spent around the fishing piers and barges.

G. L. Herter of Division 3, a 21 year man, left his post for a good rest at 3728 Roderick Road.

F. O. Hebert, traffic loader, after 21 years, joined the lazy days careerists, and is enjoying his new venture at 325 Newland Street.

C. B. Hunter of Division 1, another 21 year man, is relaxing at 6615 Specht Street, Bell.

The friendly visitor of the sick, James R. Goff, of the Industrial Relations Department, lives at 118 West 90th Street. Jim says that he likes to mingle with people, so now that he has some leisure time, he plans to see more of his children and grandchildren, to whom he is very devoted. Jim is also looking forward to the homecoming of one of his sons, who is in the armed forces.

L.A.T.L. Masonic Club

By H. F. NELSON

HERE is something that will interest all you members, your wives and friends. As we go to press, the Club is planning a dinner and entertainment for March 9, 7 p. m., at St. Paul's Lutheran Church (Club Room), Euclid and Eagle, which is one block south of 4th and Euclid. This is going to be a good dinner and some fine entertainment has been lined up. If you will look back a few years, you can remember some of the good times we've had at these family night affairs. Each member will be sent two tickets through the Company mail, and if more are desired they can be obtained from Dick Hoyle at Division 5 and Jim Hawley, at Division 4.

Diesel Delvings

By WILLIS FRASER

R. O. BENNETT, who had been your scribe for the Division Two "Fluid Drive" column, is now supervising at Santa Fe and Olympic which prohibits him from peeking through the keyholes of Division Two's personnel. Bennett's successor, Willis Fraser, to whom we give a hearty welcome, fought the battle of Catalina where he was stationed with the Maritime Commission. If you want to know what Willis looks like, get out last September's Two Bells and look on page 15—Editor.

I have accepted, with "more than one species of jitters," the job of pinch-hitting for the great R. O. "Body Builder" Bennett, who has kept this column very much alive with zest and humor these past several years. Realizing the accomplishments of the aforementioned "gentleman" (and that he is), I shall try in my own limited manner to carry on with the column, which in the past has been so aptly written.

Ever hear of "Wrong Way" King, who was sent to Seventh and Los Angeles Streets from Whittier and Simmons (out of service) winding up in Montebello? Attention, Mr. King: Montebello bus line, but definitely, has the franchise.

L. B. Sheehan, traffic loader at Second and Hill, went for an unexpected ride last week. Helping a few more passengers through the rear door, Sheehan was shoved in. The door closed, and he was carried through the Second Street tunnel before the operator was aware that Sheehan was aboard. Nothing like being a stow-away, huh?



It has been rumored that Wally Young is on vacation. However, he

was seen laboring away with a set of trippers. Fine thing. What kind of a vacation do you call that?

R. H. "Atlas" Smith has been a shut-in these past several days. We are sorry to hear that, Smitty, and hope you are recuperating in good shape. The cause of his illness seems to have originated from that unexpected marathon.

D. G. Pontius, recently discharged from the armed forces, was seen breaking in on the Beverly Boulevard line once again. We really do forget a great deal, don't we, Dan?

We wish to express our sincere sympathy to J. T. Outlaw and family, whose father passed away on February 17. Also, to "Lefty" Hellman, whose wife died very suddenly after a brief illness.

In closing this month's column, may we remind you to keep an ear open for a bit of "newsy" news, and pass it on to your scribe. We'll see that it receives more than its share of publicity. After all, the pedal pushers must stick together.

Garage Oil

By C. H. HARDY

HUGO "BOB" HINZE is back with us after extensive service in the Sea Bees which included 18 months on Manus Island in the Admiralty group. Bob was an "old timer" in the Garage before the war.

Miss Marjorie Coleman is now filling the position of timekeeper vacated by the resignation of Mrs. Nelson.

Herb "Bulgy" Smith feels that he is a victim of circumstances. It seems that his day off is also wash day at home, and everyone knows what that means. Every other off-day happens to be pay day and everyone knows what that means. Even his 13th wedding anniversary fell on a Sunday, his day to work.



We understand that George Borngrebe is shopping around for a soft pillow on which to lay his bowling



"Sometimes I feel as tho I'm in a rut."

arm during rest periods.

We extend our deepest sympathy to Superintendent Jim Buchan, whose father passed away recently.

We were visited by Doyle Rishel, general foreman in this Department for several years and now serving in a similar capacity in Sacramento. Accompanying him was his son, Forrest, who served in the Air Force and has now returned to work with Firestone at Division 3.

WORK SAFELY! YOUR FAMILY EXPECTS YOU HOME TONIGHT!

Car House Highlights

By H. K. CONACHER

CAR HOUSE NO. 1:

JIMMY DOOVAS has been very busy these past few months building a restaurant at the east end of the "R" car line. He is now on his vacation, getting his new business started. Jimmy is mechanically inclined. Not only will you find tasty hamburgers and good doughnuts at the Loop Cafe, but you will also find innovations in mechanical contrivances. For instance, he has built a round table so that the waitresses can put the dishes on the table which automatically swings into the dishwasher's hands.

Al Wutherick is spending his vacation looking for a spot to build a new home.

LeRoy Burr's son is home again after spending three years and four months in the Navy.

Mrs. W. B. Malone had the misfortune to fall in the pit and fracture her shoulder. We all join in wishing her a speedy recovery.

CAR AND COACH MECHANICAL AT 3

Al Hamburg, who has been on sick leave, is back on the job feeling much better.

It must be spring in "them thar hills"! Martin "Effus" Taylor is getting his rods and reels in shape for some extensive deep sea fishing with the optimistic plans of canning the surplus. Paul "Pappy" Wood



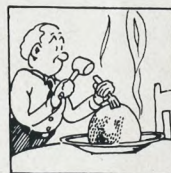
"HELLO" PARTNER

Five-year-old Gary Sperry is all set to ride out in the wilds. Gary's mom and pop are Mr. and Mrs. R. Sperry. Pop works at Virgil.

heaves a sigh every time the "Mojave Limited" steams out of the nearby railroad yards. Our deer hunters are so enthusiastic that they see scores of imaginary deer on the nearby Elysian Park skyline.

Fred Parker, our painter, is lost since he was evicted from his paint shack.

We understand that George Anders is now affectionately known to his friends as "Puddin' Head" Anders. It has been reported that he has a standing order for pudding at local eating places.



Several handy portable tool tables have appeared on the garage floor. Most of them have been fabricated in home workshops. Louis Boyer has turned out a masterpiece from angle iron bed rails and about half of a kitchen stove. Guy "Ace" Penny has also made a sturdy vehicle from bed rails. In fact, Penny makes anything from garden gates to rabbit pens from old bed rails and other discarded materials. "Wonderful Day" Jackson has fashioned a rubber tired tool wagon that resembles a midget surgical ward transport. However, it has a bad starboard list — things are never quite the same after being run over

by a coach. George Anders has purchased a fine large tool cabinet and has it well stocked.

Phil Lathrop has returned to us after spending almost forty-four months with the 25th Infantry Division in the South Pacific. He was on Guadalcanal for some time and also took part in several initial landings on Luzon. Part of his leave was spent in New Zealand, where he enjoyed the fine hospitality of the people.

Also, very modest and reluctant to speak of his part in the European campaign is our efficient storekeeper, Emil McCurdy, who was a staff sergeant in the engineers. We did, however, get a few details from "Mac" who was in from the start to the finish. He was in the terrific Belgian Bulge and took part in the demolition of bridges at Liege. He also led the first American band to play in France and played for De Gaulle's reception in Paris. It was under his leadership that the first American band was started in England, playing for Stimson's visit in 1942. George Bidwell, his partner in the storeroom, has plenty of reason to remember World War I, but as they both say, "La guerre est fini!" or "It's all over now, let's forget it."

CAR HOUSE NO. 4

A well-guarded secret has finally leaked out. It can now be told that our genial Abe Rodriguez, of the second shift, was married to a certain Ramona, December 6, 1945. May their romance continue to be as wonderful as that of her renowned namesake.

Joe Campbell demonstrated his love for horses one Saturday recently when he was observed buying a sack or two of barley for a couple of underfed horses at Santa Anita. Well, Joe says they must have been underfed or they could surely have run a little faster.

Harry Wescombe had a novel experience one morning recently when upon arriving at his street, way up

in Sunland (they do say you can see the Bay Bridge from his front porch on a clear day,) he found his way blocked by, of all things, one of our street cars on its way to becoming a home for some lucky persons.

Speaking of experiences, our foreman, Wheeler Ellis, also had one which he didn't seem to fully appreciate. It seems that a copper insisted that Wheeler contribute a small donation towards the payment of the mortgage on the City Hall, and all because there seemed to be a slight argument about whether red is green or green is red. Anyway, Wheeler didn't see anything but RED for several days.

Cliff Parker has joined the hordes of people looking for a place to live. And to him it is no laughing matter. He has already worn out one set of tires and his patience and usual happy disposition are soon going to be worn to the retreading stage, too. Don't lose faith, Cliff, there are thousands in the same predicament.

"Tom" Whitaker, forelady, is back on the job again, after a siege of the "ole flu."

It seems the "Great Lover" of the month is one Hallberg, of the third shift, who is seriously considering taking unto himself a bride. And it is said one Harry Wescombe has been very busy coaching our young Lothario in all the finer methods, systems, etc., of being a successful bridegroom.

CAR HOUSE NO. 5

H. C. Thomas is back on the job after having been off due to an injured hand.

I. T. Span and E. R. Banks are back on the job after a few days off due to sickness.

H. Lair has something to look forward to next year—vacation time. He was number one on the list for 1946.

We understand that Mr. and Mrs. B. T. Logan are looking forward to a blessed event. Best of luck to you both.



ALL CLEANED UP

Linda Lee just had her bath and feels very happy about it. She is the darling of the Lee R. Gregory family. Lee hails from Division 5.

The Hillbilly Boys

By L. B. MEEK

THE month of March seems to belong to the Irish. Maybe it is because of St. Patrick's Day and the spring fever that goes with it. At any rate, the Irish are due their day, for it is mirth that seems to bring us the most pleasure in this world, and the Irish are noted for their sense of humor. However, C. H. Dryer claims it takes more than a sense of humor to appreciate the experience he had at Seventh and Broadway the other day right in the peak of the rush hour. It seems that a man stepped to the door of his transitliner and asked Dryer where to get a number 7 car. Dryer pointed to Spring Street. So the man got on the car, walked up to the doors on the opposite side and asked to get out. When Dryer asked him where he was going, he said, "To Spring Street. Can't I go through this way?"



The old homestead here in the hills is beginning to look a lot different now with that unsightly board fence removed along the Avenue 28 side.

What a difference that one small change has made.

It appears that most of the fellows are letting their safety points pile up and then planning to splurge to realize the most of them. So far, we haven't heard of anyone making a purchase at this Division.

Reports From Five

By ED ROCHE

ZELDO CLARK made a flying trip to Santa Paula to see her little son, Bobby Wayne, age 4½, who is with his grandparents.

Lois Hanson is another who decided to make a flying visit, going to Marysville, California, to see her son, Michael. Unfortunately, Michael is separated from his mother because of ill health. Lois's other son, David, age 7, accompanied her on the trip.

Fay Ellard has been transferred to the Transportation Department as receptionist.

In the "hurry and get well" department we have B. J. "Big Boy" Coode, who recently sprained an ankle quite severely, but is now back on the job. Billie Pinkard is also back on the job once again after a severe illness. Nice to see you back, Billie. Joe Wear, who suffered a severe attack of the flu during the recent holidays, returned to work. During a brief spell of bad weather, Joe suffered a serious relapse and had to rejoin the sick list. His countless platform and passenger friends are now glad to see Joe finally well and back on his usual run. "Izzie" Liebowitz of our Pay Roll Department is ill and spending a few weeks on the desert. We all hope to see him back at Five real soon. Welcher A. Ulrich, our "Ace" all-around expert, is helping in the Pay Roll Department. Faith Steckel also gave a bit of assistance briefly during February.

"Red" Sorenson was "burning the wind" up North Broadway on his motorcycle the other day. Red was so hot to make a check-in that his exhaust pipe and muffler melted off.

Supervisor Jack Carlin's son-in-law, Carl Ebert, Jr., is now at Division Two and Carl is so pleased that his Marine Corp buddy, Jack Tedrow, has also joined the L.A.T.L. Charley Freeman's niece, Mrs. Martha R. Graham, has also decided to come into the outfit. That's what we call really keeping it in the family.

Art Tengblad made a gain and Alf Crosby suffered a loss when Inspector Charley C. Templin was transferred to the Safety Bureau.

The "Sheriff of Temple City," Inspector J. C. Woods, is now at Five.



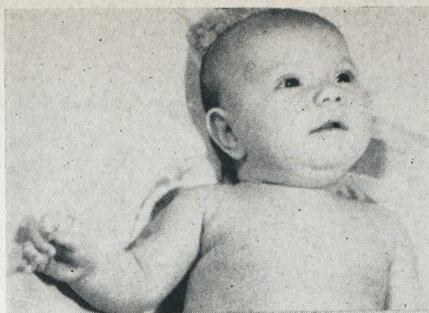
The following old-timers are doing a fine job in keeping up with the younger blood in this post-war world: W. H. Wicker, F. McQuish, D. A. DeGuire, O. Schoff, G. Laird, F. H. Duncan, H. A. Chaudoir, T. E. Boydston.

Henry Estep has been transferred to the Supervisory Department as Flagman-Watchman.

Asked for a news item about himself or his family, Mike Perlin said: "All I can give you is this: I am working my run steady, every day—helping the people to go places."

Bart D. Billings, who received the Purple Heart for wounds received with the Army in the Normandy campaign, has resumed his place with the company after discharge from that branch of the armed forces. Returning home the other night with his family in the car, Bart's engine conked out and while trying to push the stalled car to the curb, another automobile hit Bart and broke his leg in four places. After several weeks in the California Hospital, Bart is at home (5719 Second Avenue) while his leg knits. Visitors are welcome.

Our Safety Contest is still in its swaddling clothes, but whether bought with cash or safety points, good articles are not cheap. Here are a few of the boys and girls and what they intend to buy with their



HI, DADDY

At ten weeks, Gwendolyn Ruth is telling her daddy, Operator E. M. Kerns of Division One, what she wants with his safety points.

accumulated points: Evelyn Hitt, a portable radio; C. A. Mootz, auto accessories; Myron Taylor, a portable radio; S. D. Clark, some leather goods; Audrey Lytle, a Silex coffee maker; G. C. Michaels, one of the new Sunbeam Mixmasters; C. W. Hannon, auto accessories.

John B. Pinelli, who served in the first World War, is proud of his two sons, T/Sgt. Joseph J. Pinelli, of the Army Signal Corps, who served at General MacArthur's Headquarters from start to finish of World War II, and Charles G. Pinelli, Machinist's Mate third class of the Navy Amphibious Corps. Charles was at both Iwo Jima and Okinawa during the invasions.

Relief men C. W. Hannon, just released from Naval Service, and O. E. Fish, have joined the switchmen's staff at Division Five, lending a hand to some of the oldtimers, such as Jake Sawyer, Charley Worley, Ralph Wilson and Ray Lovelace.

The glad hand is extended in a welcome back salute to the following who have rejoined our organization after service in the armed forces: the Morrow brothers, S. A. and H. W.; M. M. Bates; B. W. Brown; G. F. Edmonds; G. C. Bemis; W. T. Sapp, and Laverne H. Walkey.

In closing then, may we also extend a hearty welcome to the following new members of the L.A.T.L. family: C. W. Goodwin, A. H. Sweetman, J. E. Hobgood, J. E. Callender, L. W. Dietzel, A. O. Sparks and R. A. Swartz.

Streamliners

By R. H. GRETTEBERG

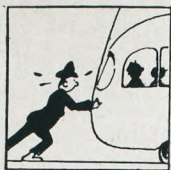
DURING the last week in February, Division 4 was the scene of much hubbub and activity as we had that well known general shake-up. There is always a great deal of interest at such a time. The fellows who have returned since our last shake-up are: Operators W. L. DeGeere, C. L. Allison, H. C. Niels, G. D. Howard, P. Ennis, F. Meyette, R. W. Birchell, D. M. Spence, W. M. Stevenson and Z. T. Monroe. Welcome back, fellows.

Superintendent Jim Madigan can tell you that thieves will stop at nothing these days. Recently Jim left his car on the street in front of his house all night. His garage was filled with furniture and he was in the throes of moving, so the car was left out just that once. In the morning, all efforts to start the unwilling motor were of no avail. Jim tried everything, and still the car gave no sign of life. Luckily for Jim a passer-by was more mechanically minded than he. The man who stopped and assisted him in inspecting the engine discovered, and told Jim, that the carburetor and the fuel line were gone.

Operator E. W. Martin, who had OK'd on the "N" line and who was breaking in on the "J" line got his lines mixed the other day. He pulled out on an "N" tripper, to the Union Station by way of: Figueroa, east 5th Street, Central Avenue, west on 7th to Spring, then north on Spring to his terminal. He arrived sixteen minutes late after completing his extra unassigned mileage.

A. C. Waggoner (Lefty) is bringing back an English bride! Waggoner wrote to Supervisor R. G. Stevers, who is a former switchman of Division 4, and said that he was still in the U. S. Army Air Force, but would be leaving England within a month or so. He intends to bring his English bride with him to the good old U. S. Also, he is very anxious to get back in the saddle at the Division.

Operator J. B. Wilde had great difficulty keeping on schedule one day recently only to find later that he had made two full round trips with only two of his motors cutting in. After this when his car lacks power, he'll know that it is motor trouble and cut in the other two.



At the time of writing Helebrant had definite plans to take a trip to Las Vegas to become married, and when you read this he and his bride will probably have set up housekeeping. Cupid did rather well this time as the wedding date for March 2 was to be a double one.

Bob Carroll, pilot on the A line and one of the real old timers with the company, turned up on the sick list and from all reports may be off for some little time. We extend to him the good wishes for an early recovery.

P. W. Heller had been hugging the telephone for several days until it finally rang, and over the wires came the word that he was the daddy of a nine pound baby boy called Paul Arnold Heller. Although this is Heller's third, he was still nervous.

Once Overs From One

By D. B. KOHL

WELL fellows, here it is—the new schedules and general choice you have been waiting for. By the time you read this, everyone will have tried out his new run, and probably be looking around to see if he can trade for something else. Anyway, it is said that variety is the spice of life.

The life of a street car man is not a dull one by any means. He has a chance to change his hours along with the different seasons, and when he gets tired of the scenery and people on one line, he just switches over to another one. Yes sir, Lucky People.



GIDDAYAP!

Little Gary, 20-month-old son of Mrs. Evelyn Hitt, Division 5, thinks he is going places, too. Evelyn says that Gary will be a first class transit pilot when he grows up.

If you read the last issue of "TWO BELLS", which of course you did, you noticed V. W. Gore's picture where he received, from Mr. Vejar, a perculator and a pound of coffee, purchased with his safety points. Gore says this was just like receiving a gift from Santa Claus without working for it. For operating safely is not work, it's a pleasure besides being profitable.

Hot water heaters have been installed for the trainmen, which surely is appreciated, especially on these cold mornings.

Pete Brezniak has returned to duty from the navy and is all set to choose a run on the "B" line in the coming shake-up.

T. L. Lockridge is leaving for a visit with relatives in Texas on his vacation. He says that they don't have street cars where he all is going. No Suh!

This division is sporting a new bulletin board, big enough to hold all bulletins. There are notices on this board that are of the most importance to you men, so keep your eye on this spot.

Good News! Mrs. Schramm is expecting Dick home, very shortly.

South Park Diary

By BILLY PINDER

ART ROBEY, of the Sheet Metal Department contributed some clothing to the War Relief Clothing Drive. About a month or so later, he received a letter from Holland. Art finally managed to find someone who could read Dutch and on having the letter translated, he found it was from a young couple in Holland, who had discovered his name and address in one of the coat pockets, thanking him for the clothing.

Felipe Carrillo, of the Electrical Repair Department is surely happy these days, as he has received his naturalization papers and is now an American citizen.

Meet some interesting people at South Park: Marian MacKenzie, from Mr. J. T. Watts' office, has a little rabbit farm. She is raising Angoras for wool production and other types for fryers. . . . Al Carmichael, of the Upholstering Department, is a photographer par excellence, and will take groups or single pictures at your request. . . . Austin F. Kilgore, Foreman of the Body Shop, has a hobby of collecting old buttons. Not only is this a unique hobby, but Austin's collection is quite extensive. . . . Frank Pauley has a hobby of collecting porcelain dogs. Wonder if he has trouble trying to house break them? . . . Adrian "Sunny" Sundeen, of the Electrical Department is an expert radio repair man. Repairs completed while you wait seems to be his motto.

Joe Spearing dropped in to say hello the other day. He is looking fine.

We were all shocked to hear of the death of Frank Miller, Electrical Repair Department. While enroute to work one morning, Frank was hit by an automobile and instantly killed. Our sincere condolences are extended to Mrs. Miller and daughter Barbara.

Bill Atkinson claims he has the largest feet in the Shops. Just to back up his statement, Bill wears shoes size 16. Any comments?



The Sheet Metal Department's favorite son of old Erin is Joe Beggan. Being typically Irish, Joe says he is going to celebrate St. Patrick's day for sure, and, furthermore, nothing but four leaf clovers grow in his lawn.

Charlie Matthews is recuperating after a very serious operation. Our best wishes for a speedy recovery.

Queer sayings by some of the employees at the Shops:

"Do what you can, with what you have, where you are."—A. F. Kilgore.

"When in doubt, don't."—Jeannie Woolley.

"This is a queer old world; water runs down hill, ducks have web feet, dogs bark at strangers and very few of us get out of it alive."—Charlie Hatch.

Sour Grapes From Vineyard

C. P. HUNT is off duty on leave of absence, and we understand he is building a room on his home. Whether he expects an addition or whether he accidentally got hold of some lumber we don't know, but we wish him happy house building.

Several of the boys at Vineyard got in a huddle and picked up the bits of news where Hunt left off. It's certainly nice to have friends.—Editor.

Well, with line extensions forthcoming on the LaBrea and Fairfax lines, basketball players anticipating a league championship, bowlers looking for their first half payoff, and the 1946 sports program on the doubtful side, Vineyard employees this month are marking time.

Motor Coach's "hoop quint" is rolling along merrily atop Hollywood's Thursday night basketball league, needing four more wins at press time to sew up the title and qualify for city championships at

City College for the second consecutive year.

Sparkplugging the maple cavorters from Vineyard were Carl Smith, Francis Nobles and Ray Cormier, operators; Jerry Ladhoff and Galen Tipps, mechanics, but a quartet of Virgil boys had lots to do with LAMC's standing. They include Bill Ulrich, Bernie Helbling, George Erhardt and Gus Weinbrecht.

Helbling, long time Vineyard clerk, swapped clerk assignments in a shift which sent Joe Fagan from Virgil to Vineyard, and now owes his allegiance to the Santa Monica division.

Johnny Hope finally got his 1945 bowling championship trophy. Also, the 1944 softball winners, "Smith's Shamrocks," as well as the 1945 winners, "Jesse Jobe's Mechanics," got their trophies rather belatedly. Hope gets to keep his a year; the other two are permanent.

A number of the boys are regular patrons of Strub's Strip, out Santa Anita way. However, sports interest among others, centers in the second half of the bowling league play, which is expected to get under way shortly.

Management had its news, too, with Henry Forsberg's retirement and H. L. (Hank) Thompson's advancement to superintendent of equipment. Manager F. C. Patton returned last month from an annual jaunt to Detroit for the meeting of the Society of Automotive Engineers.

Three Vineyard operators are on extended sick leave, Nate Schiff, Max Cohen and Bill Stange.

Sad news came for other operators recently. Robert Lank, Carl Charlton and Lucille Jennings were extended the sympathies of fellow employees following the death of their fathers. Charlton's father was killed in a Tulsa, Oklahoma, automobile accident, and he went back for funeral services.

There must be other news running around loose, but being on temporary leave, our noses for news haven't done as much sniffing as usual. Will try to have it all next issue.



"See, Joe, how easy it is to move the mob to the rear by starting up with a jerk!"

Short Circuits

By WALTER WHITESIDE

ALONG with the many duties of operating a substation or being power supervisors, Raymond Churchill and George Willson found time the other night to assist Jack Manning, magazine photographer.

This Week Magazine, which appears weekly in the Times newspaper and 450 other newspapers throughout the nation, is preparing a story on Carmen Venegas, Electronics Engineer with the General Electric Company.

So, when you view this layout with Central Sub equipment and Transit Lines banners in the background, just remember that Raymond and George tacked up the banners and held the flash bulbs.

During the past few weeks things have surely been humming around Vernon Yards. Paul Tupper and his gang moved a lot of old equipment from the warehouse and stored it in the basement of Plaza Substation. When they got through cleaning house they found themselves out in the open. After years and years in one spot, they were forced to find new quarters, namely, 16th Street.

The line gang had to make arrangements for a new pole yard which they did, very neatly, at Division One.

Duke Cochran is getting all hopped up about the opening of baseball season.

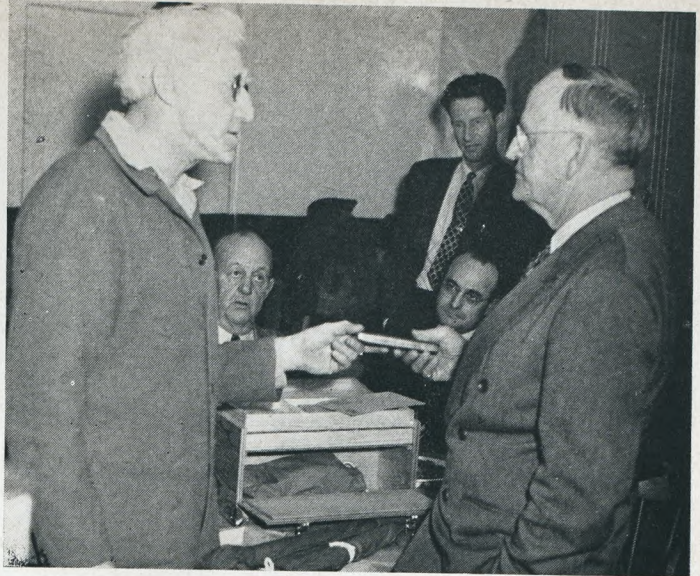
We can't let an issue pass without mention of the Eager Beavers Bowling team. At this time, the team is tied for fourth place with not much chance of gaining on the others. We believe we are too Eagerish and not enough Beaverish.

Appreciation

MRS. FRANK J. MILLER and family, the family of Percy Prewitt, Edward Baker, and Paul R. Davis and children sent acknowledgements of thanks to the company for the sympathy and kindness offered to them in their recent bereavements.

VINEYARD'S MASTER MECHANIC RETIRES

When H. F. Fosberg retired recently, the boys presented him with fishing equipment, a check and an autograph book. Here we see Tom Mulligan giving Mr. Fosberg the autograph book signed by all the boys. Looking on, from left to right, are G. P. Dickerman, H. L. Thompson, who succeeded Mr. Fosberg and D. D. Canning.



Virgil Venom

By BILL ULRICH

WELCOME home, Harry Douglas, Lowell Minto and Vince Calli, who served Uncle Sam in the past conflict. These three are glad to be home and we are certainly happy they are back with us. Sunset is surely in for a bad time with the ever smiling Calli jollyng his passengers with this phrase "Standing room in the balcony only."

Billy Goodale was breaking in a student recently, and with the student running a little late, Bill thought he might take over and give the student a rest. He took the wheel and when



POSED PRETTY

Patricia Ann and James Clifford are quite a team. So says Howard J. Drohen and wife, the proud parents. Howard works at Division 5.

he arrived downtown, an elderly lady came up and complimented him on his driving saying "You're as good a driver as some of the old timers!"

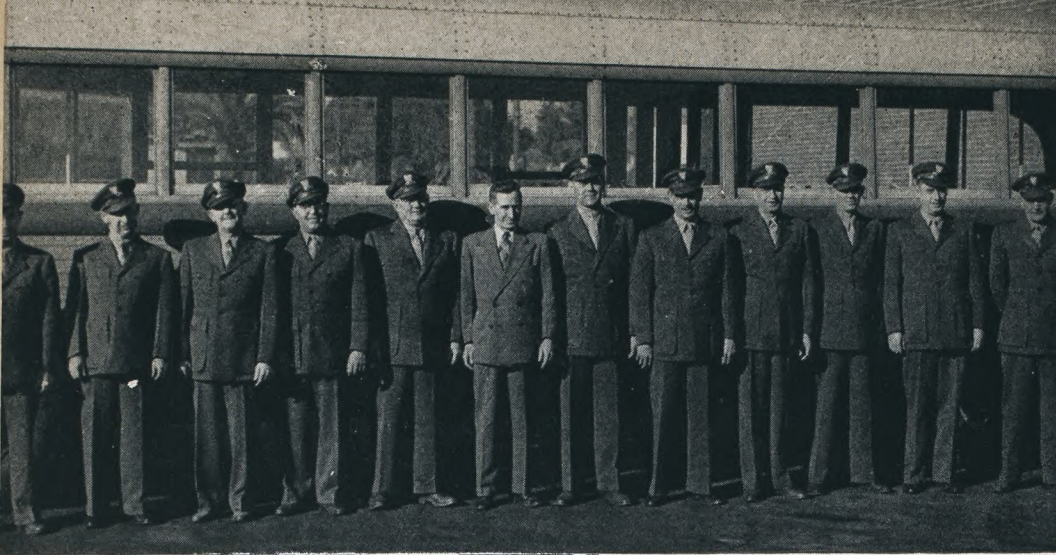
Bob Selbo also ran into some trouble out on the line. A woman came up and congratulated him on the fine book of poetry he had published. Unfortunately, the poor lady must have been having a bit of "eye trouble" 'cause she mistook Bob for none other than "William the Great" Stearns, the Sunset "poem peddler."

One of my undercover agents sent the following confidential report: Bob Woodrow, our humorous dispatcher, was observed buying five kid tickets for the merry-go-round at Griffith Park and believe it or not, he used the tickets all for himself. After the ride he decided to watch the animals being fed. Bob was rather close to the lion's cage when Mr. Lion let out his hungry roar. Woodrow became so frightened, in his haste to get out of those parts, he injured 5 women and caused a near stampede by his actions.



When Jack Stewart sees someone with a new hat or coat he queries "Where did you get it, at the Brown Derby?"

Bernie Helbling, a product of the Vineyard ping-pong palace, had to come up to Virgil to be taught the



MOTOR COACH SUPERVISORS GET NEW UNIFORMS

All decked out in their new uniforms are these supervisors of the Los Angeles Motor Coach Lines. From left to right, they are W. R. Terry, G. B. Dossey, T. E. Carpenter, H. H. Jackson, W. S. Miller, E. B. Logsdon, H. C. Beardsley, H. C. Bammerlin, D. L. Ladhoff, A. C. Fields, G. H. Boos, J. W. Stewart. Insert: Chief Supervisor E. B. Logsdon inspects the new uniform while W. R. Terry smiles proudly.

fine points of the game. Eh, Gil?

Charley Pennings bid the night relief on Vermont last shakeup. Just to get away from it all.

Holmes Crosby (Bings' 42nd cousin, he says) comes up with this remark, "A coach operator succeeds by always going ahead, leaving the callouses of his work behind him."

Ken Rohrer has turned his eyes to the sky. He recently bought a model airplane motor after building the plane. If anyone sees a plane flying wildly around the neighborhood, don't be alarmed. It will probably be Kenny doing a little blind flying.

John Ragonese had to go east but his departing words were "I'll be back."

The cafe downstairs has installed a new juke box. If by chance you go by the place and look in, and it looks like someone is taking a beating don't be alarmed. It will probably be Jack Kennedy inventing a new jitterbug step.

Our basketball team, after going through first half of our league undefeated, took one on the chin by the last place club who played superb ball to win the game. Come out and see us play Thursday nights.

Gus Weinbrecht changes from day

to swing shift in the mechanical department.

Well it happened. Operator XYZ, "undercover agent supreme," informs us that one Lou Methé ran into some difficulty on the Sunset line the other week. Lou pulled up to Beverly and Vermont and pushed the door valve. Nothing happened. Lou became frantic. Imagine being locked in your coach. He couldn't get out to phone or anything. Finally Jake Jacobsen came up and after much explaining and experiments the dispatcher was called. Traffic was backed up all the way to Wilshire Boulevard when Lou finally was able to open the doors. Do you know what his favorite song is now? It's "Don't Fence Me In."

Spring Brides

IT seems that spring brings thoughts of marriage to the ladies of the Los Angeles Transit Lines. . . . Two members at Division 5 recently changed their names, and we might add that one of the ladies married an operator of the same division. They are Hazel M. Hunter and Earl Sullivan. . . . The other lady that Cupid captured at Division 5 is Jean L. Burnstrum who became the wife of Joseph Lawhorn. . . .

More About the "Post War House"

(Continued from page 11)

The dwelling comprises seven rooms, all in one story; not one step up or down. It measures 115 feet across the front with 2250 square feet of floor space.

Besides the rooms illustrated on the preceding pages, there is the boys' bedroom, den, second bathroom, garage, green house and hobby shop.

Two types of Thermopane windows are used. One is the regular Thermopane which contains a dead air space between two identical panes of glass, providing insulating qualities, and the other is the heat absorbing Thermopane which retards the passage of radiant heat waves from the sun.

The house is completely air conditioned. Thermostats utilizing the Moduflow principles permit an even temperature at all times in the various rooms. A Westinghouse Precipitron collects dust and other foreign particles from the air by electronics, making the dusting of furniture only an occasional chore. Since all particles of pollen are also removed from the air, it is intended to conduct experiments to determine whether sufferers from hay fever and asthma will be relieved while in this house.

All ceilings are accoustically treated, some with accoustical plaster, and some with Acousti-Celotex perforated tiles of sound absorbing material (like that which is used on the ceilings of our own offices). Sound-proof, warp-proof sliding doors prevent music or conversation in the living room from reaching the bedrooms.

Fluorescent indirect lighting is used in the living room with Neon tubes of light in the bookcases. Continuous strips of tube lighting are employed in kitchen cabinets and linen closets, thus lighting all shelves. In the green house lights, and in the floodlights, lighting the outdoor of the house, a new type of bulb contains spectrum colors in the glass which

brings out rich, natural colors in all flowers and materials, and which produces, at night, an effect resembling technicolor. A new type of switch which works on relays permits the use of bell wire to the switches, eliminating costly conduit. A continuous electric outlet strip has been installed in the base boards permitting the plugging in of electrical appliances at any point in the rooms. The common lighting switch has been replaced by a plastic push plate switch containing a tiny bulb which glows at night.

Every room has radio reception. Loud speakers are located in the living room, master bedroom, second bedroom, kitchen and patio. Standard reception, Frequency Modulation, phonograph, or Muzak (music over telephone wires) may be dialed. All four types of programs can be received at the same time in the various rooms since each loud speaker has its own control unit. A television receiver is built in the living room. An automatic record changer is connected to the radio installation by relays and can be operated through the remote control system. A home recorder permits the recording of voices or radio programs, and can also be used as a loud speaker. An inter-communication system is provided inside of the house and out.

If space permitted, we could go on and on describing the countless innovations in this domicile. Everywhere you look, everywhere you step, you find that something new has been added. If you are thinking about building a home sometime in the future, the Post War House will answer any question and give you hundreds of ideas to employ in your future home.

Dear Ladies:

In the last issue of TWO BELLS, "Dear Ladies" became so engrossed in the technique of fixing hair-dos that the name of the people who furnished the pictures was left off. So we say "thanks" to Drene.

Helen.

"Not only has he solved the housing problem, Matt, but look how close he lives to his work!"



Guy Gifford.

The Last Terminal

AS WE go to press, we regret to report the passing of nine of our members and the wives of two members.

Percy Prewitt of Division 3 passed away on January 28 after working with us since 1928. He served first at Division 5.

Roy T. Gamble of Division 4 died on January 29. Roy was born in Brooklyn, Indiana, in 1887. In 1926, he joined our ranks at Division 1, and in 1932 he was transferred to Division 4.

Frank J. Miller of the South Park Shops passed away very tragically on February 4, when he was hit by an automobile. Frank was born in New York in 1888, and came to the company in 1926 in the Mechanical Department.

William A. Walker of Division 3 reached his final resting place on February 16. Walker had been with us since 1905 when he was employed at Division 1. In 1907 he went over to Division 3.

Thomas C. Eddy, watchman, passed away on February 17. Eddy was employed in the Mechanical De-

partment in 1914 and was appointed a watchman in 1930.

William A. Driggs of Division 4 passed away February 25 at the age of 62. Bill came to the company in 1911.

Agapito Garcia of the Way and Structures Department died on February 27. Garcia was born in Mexico in 1901 and came to the company in 1921.

David C. Ferris of the Special Roll reached his final resting place on March 1. Ferris was born in Alabama, and in 1921 joined our Mechanical Department. He was placed on the Special Roll in 1932.

Charles J. Groth, also of the Special Roll, passed away on March 4. Groth came to us in 1918 at Division 1, where he worked throughout his years of service. He was placed on the Special Roll in 1943.

Mrs. Paul R. Davis, whose husband is a mechanic at Division 3, passed away on February 2, and Mrs. Edward Baker passed away on February 12. Mr. Baker is a flagman.

Sincere sympathy is offered to the bereaved by their many friends and fellow workers.



Haramptsh
Grrumpshf
Avenooooo.

HELLZAPOPPIN' for the Mush-Mouthed

This is fourth in the "Devil's In The Driver's Seat" series—satanic scenes picturing the punishment prescribed by Satan for discourteous operators.

SOULS who travel across the river Styx and into the heat of Hades spend eternity paying in full for their earthly misdeeds. The spendthrift wallows in gold which he cannot spend, the drinker sits upon a cask of aged Scotch without a corkscrew, and the vain are given great beauty with no mirror to reflect it. Those who were discourteous to others on earth receive comparative punishment a thousand fold in Hades.

Take the case of the mush-mouthed operator who deliberately double talks or slurs his pronunciation when he calls streets. Perhaps he's just careless but there is a payoff in Hades for carelessness, too. Many patrons have been inconvenienced no end, taken to wrong destinations, delayed—all because the operator called every street as if he were chewing gum over a loud speaker. Beelzebub has kept track of these incidents. He has noted the strangers sitting on the edges of their seats, worry written on their faces as they listen carefully, hoping to get from the operator's mumble some inkling as to where they are.

And, of course, when that operator is cautioned, he retorts, "I'm told to call streets. I call 'em! Can I help it if people don' unnerstan English?"

Well, that operator has a horrible future ahead. For all eternity he will ride about Hades in a hot, bake-oven type coach. His orders are to find Shady Lane Avenue but he never does—not for all eternity!

Old Beelzebub himself calls every street. His voice reverberates like clapping thunder but nothing sounds like "Shady Lane Avenue." And when the condemned soul asks the devil where the street is, old Beelzebub snarls, "Can I help it if you don' unnerstanenglish?"

Diction is an important part of giving our patrons the service for which they pay. What sense is there in calling streets if no one understands you? Call streets as if every passenger were an out-of-towner. Call streets plainly.

Remember, the patrons on your car boarded it to Go places with the Los Angeles Transit Lines. You and I can go places, too, if we keep their patronage by giving them safe, courteous service.