



TWO BELLS

OCTOBER
NOVEMBER
1946

EDITORS OBSERVE



"Looking Up"

being held on the basis of the number of man hours worked without an employe injury during the 12-week periods. All the employes on the winning team receive 300 points, which are convertible into merchandise. The outstanding result of the last 12-week period was the improvement in safe man hours at the South Park Shops. In this group the overall improvement was 50% over the previous 12-week period. We hear through the grapevine that the car houses and garage groups are out to get the scalp of the South Park Shops crowd. . . . Speaking of safety, there is one thing always to remember—you as a professional driver can set a good example for amateurs.

Our "Picture of the Month" on the back cover has brought considerable comment and quite a few pictures from the boys and girls around the divisions. One picture was signed "Kilroy" and showed a calendar of the month of October. The note attached to the picture read, "Regardless of what you say, you can't get around the fact that this is the 'picture of the month'!"

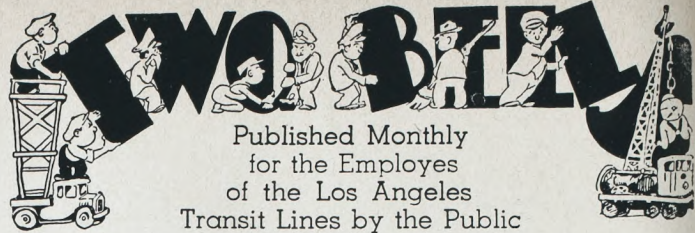
We like to get pictures, especially those that tell a story. Take the one at the bottom of this page, "Old War Horse Grounded". The story about this picture reveals that Old War Horse No. 287 war formerly of the "B" line. Never again will 287 traverse the busy streets of Los Angeles, for she is spending the rest of her days on a little hill in the middle of the Mojave Desert. She looks down upon the Joshua trees whose grotesque shapes and outspread arms resemble the mad rush of people running for a car on the "B" line. Perhaps the very nearness of these shapes will keep her spirit alive though her bell is silent. Bob Manning of Division Four is the person in the car, and Sam Wickham of the same division stands outside. With the exception of the jack rabbits and other desert animals, to our knowledge these two gentlemen are the first visitors that Old 287 has had since she moved to this lonely spot. . . . We should like more pictures of the old cars and coaches which are being used in various places around Southern California—for houses, for restaurants, etc. There are two or three above Malibu Beach overlooking the ocean, and there are some as far south as San Diego. So take your camera along on your next tour of the neighboring communities, and when you see an old war horse, take a picture of it and send it to TWO BELLS. You might make the back cover with the "Picture of the Month".

As we go to press, let us be the first to wish you all a very enjoyable and happy Thanksgiving.

THE cover of this issue shows workmen brushing on the last coat of paint in one of the three pits at Division Five. Each pit is sixty feet long, built with an eye to cleanliness and efficiency. A special construction feature is the "Toe Room" at the bottom of each wall, similar to the modern home kitchen, which enables the mechanic to work close to the side of the pit.

Now for a few quick flashes:

The Safety Contest for the Maintenance Departments is



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EDITORIAL STAFF SUPERVISION

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Guy Gifford

WOMEN'S EDITOR

Helen Swallow

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- Bedur Jones American Legion Auxiliary
- Ed Roche Veterans Club
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- H. M. Young Sour Grapes From Vineyard

PHOTOGRAPHY

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LOS ANGELES

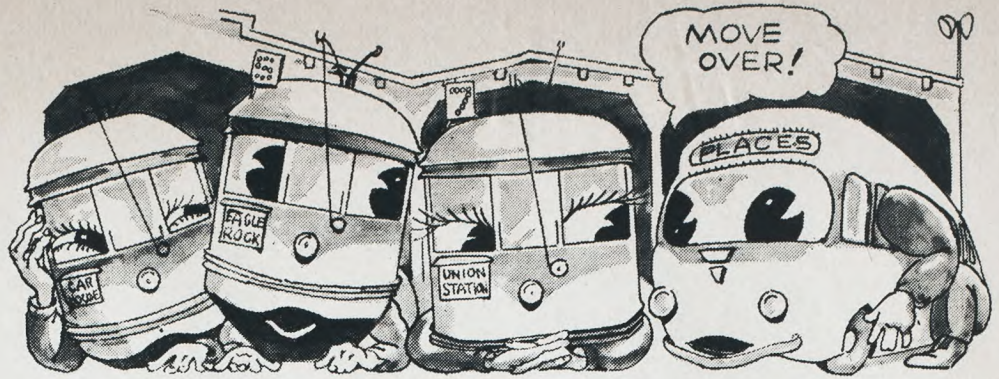
TRANSIT LINES



"Old War Horse Grounded"



DOLLED UP



DIVISION Five has had a face lifting. The trolleys have graciously moved over to make room for 105 new coaches. 7½ dusty acres, which produced the finest in weeds before the war and then the finest victory gardens, are now completely surfaced with asphalt. New offices, new pits, and new maintenance and operation ideas make this the largest and most efficient combination coach and car division in this area.

But the real story behind the conversion to combination streetcar and coach clinic is the simplification of movement patterned for the entire transit system of the Los Angeles Transit Lines. This pattern has slowly taken shape. The conversion of Division Three was the first step, allowing for the concentration of vehicles operating in the north and northeast areas. The conversion of Division Five is the second step and, of course, the housing of the trackless trolleys at Division One will be the third step in this new all-over plan.

In simple words, eventually vehicles operating or having terminals in a certain area will be housed and serviced in that area. Coaches operating into the southwest areas, such as Inglewood and Hawthorne, will have

a home base at Division Five. Coaches running into the northeast, Highland Park and Eagle Rock, will be based at Division Three. And, of course, vehicles terminating or beginning in the downtown areas will operate from Divisions One, Two and Four.

This procedure not only saves in deadhead mileage, but offers better working conditions for the men stationed at each division. In other words, they go to work in their own neighborhood.

No estimate has been made as to the actual saving in dollars and cents of deadhead mileage costs, but let's look at a couple of concrete examples of what the conversions of Divisions Three and Five have accomplished with two lines.

The 54th and Second Avenue coach line begins at the door of Division Five and travels over Van Ness Avenue. This line was established June 1, 1930, and was deadheading 6.2 miles back and forth each day from its terminal. Today this bus travels 1/10 of a mile to begin operations. So, during the 16 years since its inception, each bus on this line has deadheaded 4,526 miles per year, or 72,416 miles in the sixteen years—just about the life of an ordinary coach.

(Turn Page)

Officials of the Los Angeles Transit Lines are shown above during an inspection tour of the new "coach clinic" at Division Five. Left to right: L. A. Reeves, Assistant to General Manager; W. A. Baker, Personnel Director; W. Ralph Fitzgerald, President; W. L. Craven, Superintendent of Automotive Equipment; B. M. Larrick, Operating Manager; Cone T. Bass, Vice President and General Manager; and Stanley M. Lanham, General Consultant and Traffic Manager.

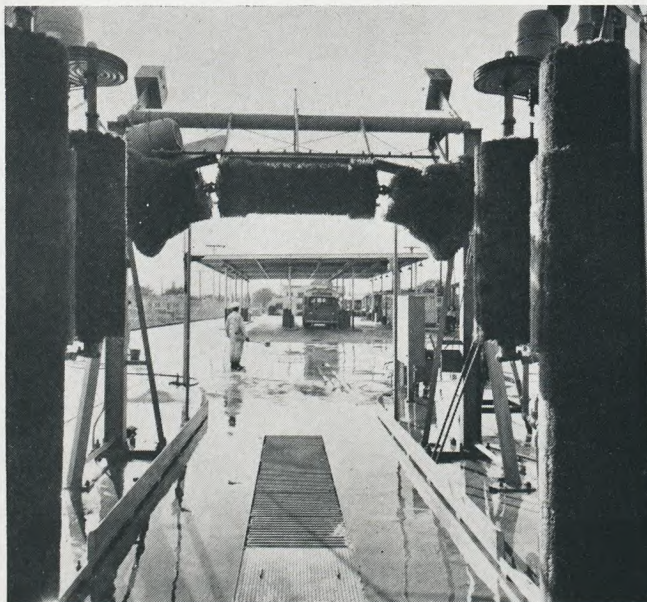


Division Five Now A Panorama Of Most Modern Maintenance



MAINTENANCE DIRECTOR. Mechanical Superintendent Fred Yenour of Division Five is shown above dictating to Viola Lewis, secretary, in Yenour's new office.

NO SHOWER CURTAINS. Below, huge automatic coach "showers" wait for the next customer.

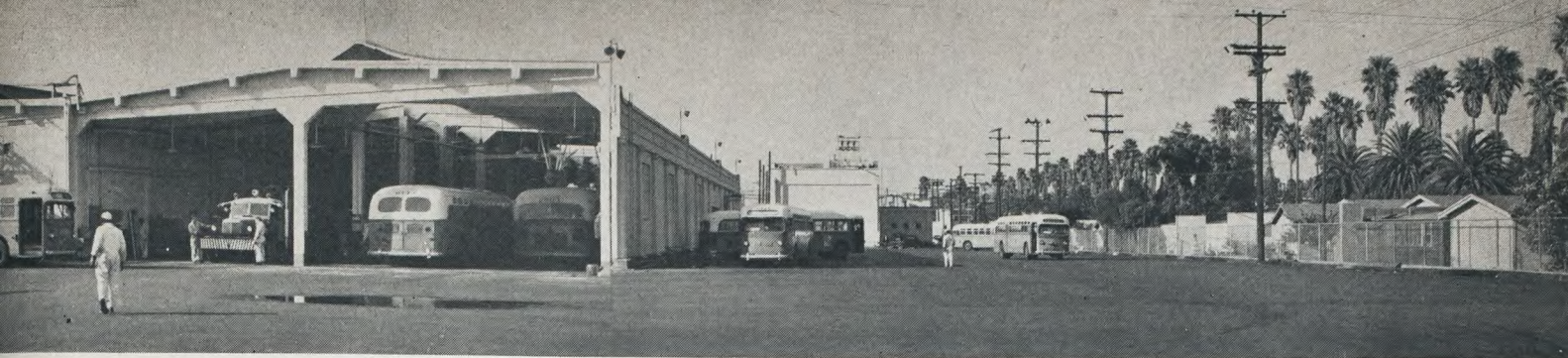


The York Boulevard coach line was established October 8, 1923. Today it is known as the No. 43, or Avenue 50 and North Figueroa line. Since 1923, with the exception of nearly four years during the war when this coach line was discontinued under directives of the Office of Defense Transportation, the York Boulevard buses have traveled from Division Two right past Division Three twice a day to reach the beginning of the line. The distance from Division Two to the terminal is 6.7 miles. From Division Three to the terminal is 2.1 miles. In other words, deadhead time of 4.6 miles per trip, or 9.2 miles per day, for each coach has been wasted away over the years.

In converting Division Five for coach maintenance and operation, the assembly line movement for all vehicles for both maintenance and operation is followed religiously. A gate has been opened in the south end of the property. This is the entrance for all coaches, while on the north end of the property are two exits. Coaches enter from Second Avenue and pass directly

EVERYTHING'S HANDY. Well equipped stock room is efficiently maintained at all times.



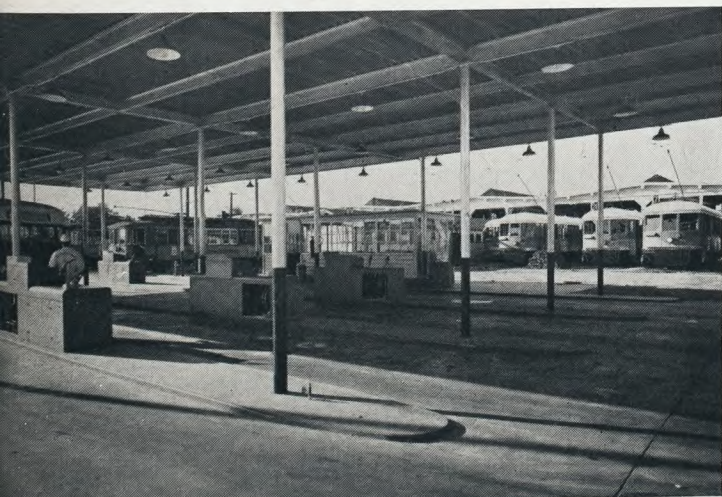


through a most modern service station. This service station is equipped with four service islands and has twelve gasoline pumps and twelve Diesel fluid pumps, plus pumps for motor fuel, oil, water, and air. After passing through the service station, the coaches drive directly into the electric washers, if they need a shower, or to the storage yard or into the garage and over the inspection pits. With the present crew of coach cleaners, one coach can be scrubbed every ten minutes. The coaches are given a shampoo and soap rubdown before they travel through the electric washers. Considerable attention is always paid to the hub caps of the vehicles, for no matter how clean the vehicle may be, dirty hub caps dull its luster.

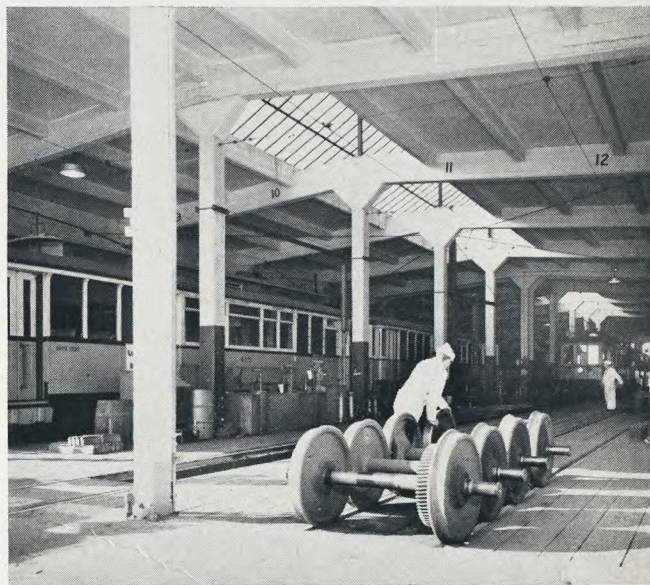
In the garage there are three pits, two repair pits and one for inspections. These pits are sixty feet long. The sides are painted coach top white and the bottoms a terra cotta red. One interesting feature of the new pits is the toe room for the mechanics. The wall is undercut at the bottom in the same manner as the modern kitchen sinks, allowing the workers to stand close to the walls without stubbing their toes. The inspection pit has a dynamometer which has been placed near the exit door of the garage at the north end of the pit. This, again, is an example of assembly line movement, for the final part of the coach inspection is the dynamometer test.

(Turn Page)

FILL 'ER UP. Division Five's super service station (below) is arranged to keep refueling time down to a minimum, using 1650 gallons of Diesel Oil, 1400 gallons of gasoline and 150 quarts of oil flow each day. Note streetcars looking on from the background.



PANORAMIC VIEW OF FIVE. Scanning left to right: Streetcars in background, waiting their turn for overhaul and modernization. Emergency repair truck is seen next, to the left of two coaches in garage undergoing periodic overhaul and inspection. Vacant parking lot is seen at right, where coaches are parked when off duty, each one occupying its own individual space.



STREETCAR HOSPITAL. As white as any hospital room, this Division Five car bay shows how it has been "prettied" up, and streamlined for efficient duty.

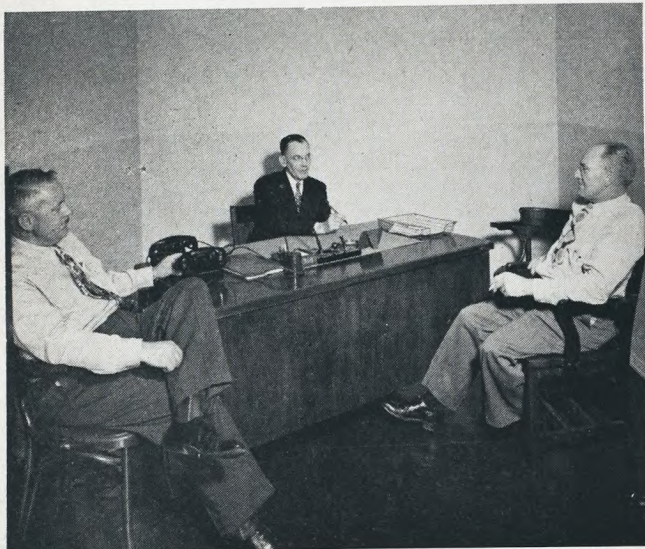
LOOKING UP. Here's worm's eye view of the bottom of some coaches from one of the new 60 foot long white walled pits. Note the flush lights, the handy lubricating lines and the toe room beneath the walls of the pit.



Operations and Training Streamlined for Efficiency



CLERKS AT WORK. On duty in their new room shown above, are (left to right): Welcher Ullrich, Charles Lashbrook, Lloyd Brugmann and Dick Hoyle.



IN CONFERENCE. Superintendent F. L. Ervin (above) confers with his assistants, in his newly furnished office. P. E. Snider, left, and H. F. Nelson, right.

Many of the changes in the operating offices at Division Five were suggested by Mr. Ervin to expedite the work of handling over 700 trainmen and coach operators.

CASHIER'S QUARTERS. H. J. Drohen, Cashier, operates coin selector in cashier's booth at Division Five.

This booth is very modern, having two coin counting machines which can total the money turned in nearly as fast as the operators hand their trip sheets through the window.



All grounds south and east of the car house are paved—a job which took 87,500 square feet of asphalt. 12,425 square feet of concrete were poured into the east bay to build the coach clinic. Concrete for the service stations, the washers and other outside work totalled 36,000 square feet. All buildings on the 7½ acres have been repainted the colors of the Company. Bay No. 5 in the car house has been rebuilt for the mechanical department offices. This bay also houses the stockroom, which has an assortment of parts necessary for the maintenance of any and all vehicles operating out of the yard. Fred Yenour is in charge of the car and coach maintenance and his office is in the center of the building. A dustproof paint room is to be built near the east wall of the garage.

Steel wire fencing has been erected around the entire division, allowing passers-by to view the operations at all times. A total of 1,230 square feet of fencing was used. The tire shop and steam cleaning plant are being erected between the garage and the electric washer, and any coach pulling in which needs a tire adjustment or a steam cleaning job before inspection can move directly into this plant.

Dressing rooms and lockers have been built for the mechanics in the No. 5 bay. Drinking fountains with

HERE'S WHAT HAPPENED. I. F. Aikens, secretary to Mr. Ervin, receives report (below) from V. L. Ransom, in his remodeled office.





CLASSROOM TIME. Student operators are shown above absorbing "transit knowledge" from J. M. Bothwell, Instructor and Chief Instructor R. I. Griffith.

electrically iced water are handy everywhere. It is estimated that the garage can inspect 16 coaches each day and handle 35 minor repair jobs. The storage yard can house 150 coaches. Handling the maintenance for both cars and coaches takes 96 mechanics. There are 37 men who act as cleaners, and 3 janitors whose job it is to keep the 7½ acres of asphalt and concrete shiny and clean.

The operating offices at Division Five have also been renovated. This job was done with an eye toward expediting work in the easiest and most efficient manner. Men are able to move through the trainroom freely and with ease pick up their transfers and call for their runs. Schedule boards are placed around the trainroom and lockers are built in for convenience.

Superintendent Frank Ervin has a new and spacious office located near the front of the division beside the offices of his foremen. The clerk's office, where runs are dispensed and work is assigned, is streamlined for efficiency. Everything is handy for the clerk's use. Transfers are available on movable tables. Tickets and forms, which come by the dozens, are close at hand in their own compartments. The room is lighted by huge windows plus fluorescent tubes. Elbow room makes it possible for the men to move about freely. This is essential because Division Five is the largest division, having approximately 700 coach operators and trainmen on the staff.

The cashier's office has been rebuilt to eliminate bottlenecks during the time when hundreds of men are turning in their cash in a short space of time. Two windows are available and two money counting machines speed the work. One important addition to the trainroom is a huge mirror to the right of the main entrance leading to 54th Street, in which every trainman and coach operator can scan his appearance before he starts his run.

Instruction has become a big item at Division Five. Naturally, a division of its size is in need of a continuous

training program, both for the new men and for the necessary reviews of the older operators. An instruction room has been built with desk sets and all equipment necessary to streamline the training at this division. R. L. Griffith is in charge of coach instruction, and A. F. Crosby handles the rail instruction. Griffith and Crosby coordinate their efforts to build perfect operators from the students who are sent to them each week.

All line instructors working under these two gentlemen are chosen for their ability to pass on the necessary information. Instruction procedures are kept uniform, so that all instructors teach alike. In the classroom pictures of transfers, photographs of engines, fareboxes, trip sheets, etc., are kept on display.

Division Five has taken on a brighter look, all dolled up in her gown of cream and green. She mirrors modern methods—new ideas in maintenance, operation and instruction—and is built to handle efficiently any and all transit expansion which might take place in the southwest part of the Los Angeles area.



CIVILIAN READY ROOM. Shown above, in instructors "ready room," are (left to right) P. H. McKay, Practice Coach; A. F. Crosby, Rail Instructor, and V. G. Smith, Chief Instructor.

SOLO TRIP. F. M. O'Brien, student driver, receives final O. K. for his first trip from Instructor H. C. Rozendal.



Get Set

Dear Ladies,

The fun of Christmas time is the thrill in giving, in choosing the right gift for the right person. The time to choose is drawing nigh, ladies, so get set for Santa.

Helen

IF you're handy with needle and thread, why not make your gifts? Such items as the crocheted hat and slippers above will please any young lady. The aprons, too, are things of which you can't have too many. Perhaps you have a yen for making pot holders, bibs, sweaters or ladies' purses. Things to sew are like things to cook, there's no end to them. If you are in the market for ideas, "Dear Ladies" can furnish you detailed instructions for such items as hand-made jewelry, including a pair of velvet and lace earrings with pearl centers and a velvet bracelet studded with bright beads, a bonnet and muff set, a trio of cleverly designed belts, two handbags—one for evening wear with a sequin and bead trim, and the other, a tailored handbox bag for daytime wear. We've instructions, too, for making toys for the kiddies. Scraps of floral or polka dot prints can be turned into a little Scottie dog or a lamb with movable legs. Instructions are also available for a child's twin sweater set.

Everyone appreciates finding fruit cake, plum pudding, jams, jellies or tasty fudge under the Christmas tree. Doll up these gifts in Pyrex casseroles and wrap them very attractively. Here you have two gifts in one! "Dear Ladies" has recipes on hand for fruits cakes and plum pudding for anyone who wants them.



Make These For Christmas. The flattering hat is crocheted in a brown knitting worsted and a piece of bright pink ribbon. The comfortable looking slippers are made of dark cotton yarn and outlined in a bright contrasting trim.



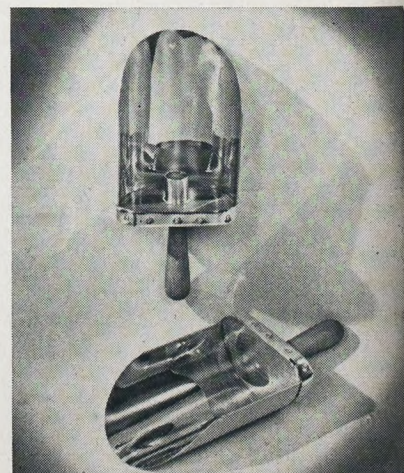
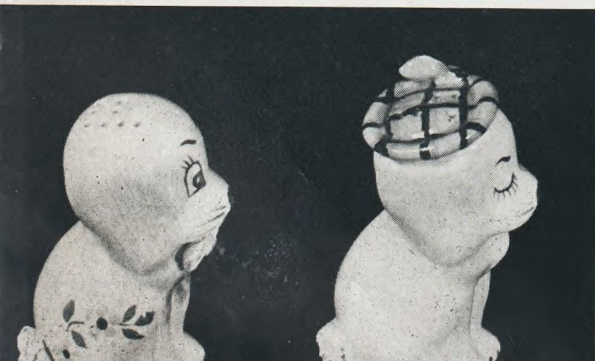
Attention Sewers! Perfect gifts are these two dainty, yet sturdy, aprons. The one at the top is made of pale yellow cotton and trimmed with strips of bright plaid cut on the bias. The style below is made of turquoise cotton with fresh white edging of eyelet embroidery.

(Contact "Dear Ladies" for instructions on hats, shoes and aprons)

Novelty Seekers. Left: "Sally and Peppy", perfect gift for breakfast or luncheon table as well as for what-not shelf. Hand painted in contrasting colors, they stand 5½" tall. Note cocky hat and appealing facial expressions. An original Harriette of Guppy design.

Right: Copper Sconce with brass trim. Can be used on the wall for figurines or candles. Also for popcorn or potato chips. Comes with or without candle holders.

(Contact "Dear Ladies" on where to purchase)



for SANTA



Toys, this year, are out of this world. Los Angeles stores have much to offer in the way of wooden, plastic, metal, rubber, paper, and leather toys. The selection includes trains, wagons, scooters, bicycles, boats, airplanes, model kits, carpenter sets and juvenile furniture.

Sometimes buying for the man of the house presents a problem. If he already has such items as a wallet, loafer coat, camera and binoculars, here are a few novel suggestions which may please him. The electric "Press-master" heats in three minutes, requires no wet cloth and may be used on slacks, neckties, pleats and lapels. Then there is the automobile tissue dispenser made of Phenolic plastic. It is designed to slip on any standard sun visor.

Does gift buying for couples have you stumped? For the man and wife who both work, a Presto cooker would indeed be a welcome gift. Colorful hand-painted glasses are always appreciated. Glasses are just like sheets and pillow cases, you can't have too many. But why bring up sheets and pillow cases, anyway? You can't get them, or can you? If you are lucky enough to find them, they certainly will make nice gifts. Perfumed candles add a pleasant atmosphere to a table setting. And have you seen the small table crumb sweepers in colorful Bakelite? The little brush inside whisks the crumbs away in no time.

"Dear Ladies" is eager to help you with your Christmas gift planning, and hopes that some of these suggestions will "ring the bell."



Give Something Different. Right: "Snooper" the Lucky Pup will please kiddies and adults alike. Made of Julliard washable Zephyroy with flappy yarn ears. Stands 15".

Left: Copper planter lamp with handles is excellent for those who like plants. Shades come in beautiful assorted colors. Lamp is 25" high and planter diameter, 10".

(Contact "Dear Ladies" on where to purchase)



Bake For Christmas. Colonial Plum Pudding enclosed in a Pyrex casserole will please the palate of anyone. Wrap it up pretty with ribbons and bows.

(Contact "Dear Ladies" for recipe)



Three Wheel Scooter. Especially designed for small children. Two back wheels make balancing easier. Comes in red with white wheels. All metal.

(Contact "Dear Ladies" on where to purchase)



New Insurance Plan

THE Los Angeles Transit Lines' Employees Benefit Fund Plan has been considered one of the best of its kind, for down through the years it has offered low cost protection and benefits for all members. Under the Employees Benefit Fund Plan a Group Sickness and Accident Insurance Plan was carried to protect employes against all forms of sickness and nonoccupational accidents. This plan was furnished at an average cost of \$2.16 per month per employe.

Recently the California State Legislature, in a special session, passed an amendment to the California Unemployment Insurance Act. This addition was a Sickness and Accident Compensation Benefit program known as Article 10. This addition to the California Unemployment Insurance Act makes it compulsory for all workers to be insured against sickness and accidents. This article is now part of the unemployment insurance program, and the one per cent per month now paid for unemployment insurance will be applied as the cost for this State Sickness and Accident Plan.

This new State law supercedes all other sickness and accident compensation benefits which have been established by large organizations, including the Los Angeles Transit Lines. However, one alternative has been offered by the legislature in Sacramento. Provisions have been made whereby corporations or companies have the opportunity to establish their own voluntary compensation plan for their employe sickness and accident protection. Any such insurance plan must be offered to the employes on a voluntary basis only,

OLD AND NEW SIGN APPLICATIONS. Highlighting the appreciative interest in the Los Angeles Transit Lines' new Sickness and Accident Insurance Plan, old and new employes sign their voluntary applications. Left to right, B. W. Bentley, Division Four; W. A. Baker, Personnel Director and D. F. Sturgeon, also of Division Four. Bentley has been with the company 18 years, Sturgeon 1 year.



and cannot cost more than the one per cent per month to the employes.

Article 10, or the new insurance plan adopted by the State, is adequate for the employes of many organizations where no employe benefit plan had been established in the past. However, the plan as offered by the State does not give our employes the type of insurance which they have had down through the years with this company. For example, under our Employees Benefit Fund Plan, benefits paid during sickness or accident continued for a total of 52 weeks. Under the new insurance plan offered by the State, benefits are discontinued after 23 weeks.

The Los Angeles Transit Lines, after studying a score of voluntary proposed insurance plans, has evolved a compensation benefit program that surpasses Article 10, as offered by the State. This plan has been submitted to the State Insurance Commission, and it now awaits only the *unanimous approval of the Los Angeles Transit Lines' employes.*

Under the State plan, deductions of one per cent are made on salaries of \$3,000 or less, with the unemployment insurance deductions included in this amount. Under the Los Angeles Transit Lines' new plan, *sickness and accident insurance will cost exactly the same—one per cent a month. The one per cent unemployment insurance deductions will be discontinued, though each worker is still covered. Our new plan will increase the take home pay of employes because less money will be deducted from their salaries. The entire cost of the plan above the one per cent will be borne by the Los Angeles Transit Lines.*

The present Sickness and Accident Insurance Plan will terminate December 1, 1946, and all employes will automatically become members of the State plan unless they have voluntarily signed applications to join the new insurance plan as offered by the company. The Los Angeles Transit Lines' plan will go into effect December 16, as this is the beginning of the tax quarter. Employes hired on or before December 16, 1946, including those on the present payroll, will automatically qualify for this new plan. Employes joining the company after December 16, 1946, will be under the protection of the state plan until the beginning of the following tax quarter.

It is essential that all employes subscribe to this new plan as quickly as possible, for if they have not signed an application by December 16, they cannot do it until the next quarterly period. *And unless the major-*

(Continued on Page 22)

About People In Particular

Stork Market Reports

A GLANCE at the ticker-tapes shows that there is a rise in the Transit Lines stork market. The last quotations show a jump of seventeen points.

Division One takes credit for six of these. On September 21, Fred Thompson boosted the market a point when he announced the arrival of Gary Lee . . . September 30 was a busy day for the stork market when three more points were added representing the births of Margaret Charlene to Mr. and Mrs. V. D. Veazy, Dave Junior to the Dave Prothos, and Ethel to Mr. and Mrs. G. T. Gardner. The P. C. Boyces brought the market up another point when they announced that they were the proud parents to Janet Colleen . . . Mr. and Mrs. V. R. Lawson also added a point on October 5, when they reported the birth of Linda May who weighed nine pounds, fourteen ounces.

Four points from Division Five indicated a sharp rise in the market. Causing these increases were Sandra Rose who joined the A. H. Tradup family on August 25, and Richard Erle became a member of the F. C. Brazier household a day later . . . The M. J. Clouses added a point when they announced the arrival of a son, Danny Mack, on September 28 . . . On October 2, Mr. and Mrs. J. W. Ellis boasted the birth of Charlene Daniece.

Division Two brought the stork market up three additional points. The Lloyd Walkers are proud parents of a seven pound eleven ounce boy born August 23 . . . The addition to the Al Hickeys' household is a nine and one-half pound baby girl who arrived on September 16 . . . Mr. and Mrs. R. O. Bennett are the

(Continued on Page 12)



ANDY EGAN FETED

At his retirement luncheon in the Cabrillo Hotel, Andy Egan, Assistant Engineer of the Way and Structures Department, was presented with a radio by his friends and fellow workers. Those seated around the table are, from left to right, C. Fischer, L. E. Dye, L. C. Thompson, Miss Ethel L. Herr, Miss Jessie Howell. Standing, from left to right, are D. J. Sullivan, H. Petrie, W. M. Morgan, J. A. Lindenfeld, J. F. Hudson, J. Mothmiller, F. W. Mellentin, W. Yandell, W. E. Whiteside, D. E. Dent, E. Laycox, H. Copp.

Chairbourne Command

THE following members have retired after many years of service.

WAY & STRUCTURES DEPT.

- A. C. Egan, over 43 years.
- J. Nila, over 27 years.

STORES DEPT.

- C. A. Delo, over 23 years.
- C. S. DeBaun over 23 years.

TRANSPORTATION DEPT.

- E. C. Parsons, 43 years.
- C. Christopherson, over 39 years.
- O. G. Thompson, over 36 years.
- V. E. Davis, over 30 years.
- F. C. Buhles, over 26 years.
- F. V. Dennee, over 26 years.

MECHANICAL DEPT.

- R. B. Smith, over 41 years.
- G. F. Bornbrebe, over 36 years.
- E. C. Muse, over 36 years.
- E. J. Bade, over 35 years.
- J. J. Inman, over 26 years.
- J. F. Emerson, over 26 years.
- L. V. Baldwin, over 25 years.
- W. Manigault, 25 years.
- E. F. Newhard, over 24 years.
- G. S. S. Lambert, over 23 years.
- D. C. Rinehart, over 22 years.
- R. W. Hubbard, over 21 years.
- L. R. Lingford, 20 years.

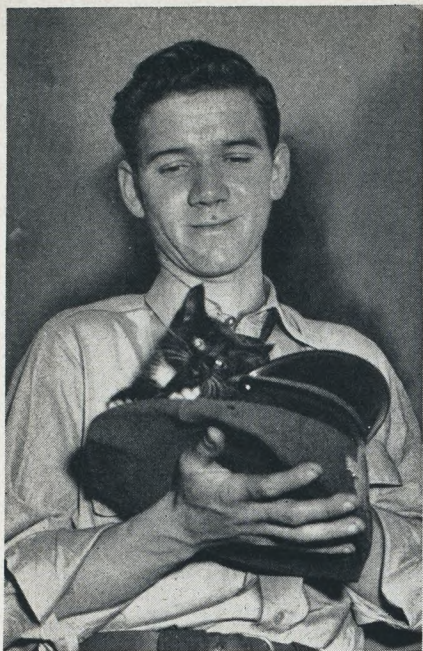
Duvall Retires

AFTER thirty-one years of service, T. G. Duvall, Paymaster and Assistant Secretary, who is pictured below, retired and relinquished his duties to Frank P. Snyder.

"Duvie," as he is known to his many friends, has worked for the Company since 1915, when he was appointed Cashier and Assistant Paymaster. Through the years, whenever you saw Duvie, you saw a cigar in his mouth.

Best wishes, Duvie.





JOHNSON'S "HOT WIRE"
Division Four Motorman, William Johnson, holds new addition to family. "Hot Wire Kitty" saved Johnson's life when he rescued her.

GENERALLY speaking, people look on the domestic breed of the feline specie, especially those of an ebony tint, as omens of ill fortune.

Motorman William Johnson of Division Four, however, has other ideas on the matter. We might even say he loves the domestic—let's use the word cat now, shall we? As we were saying, Johnson loves cats. He has always been fond of them. So, it isn't surprising then that when he saw a cute little black number being mistreated recently, he stopped his Third Street car, reprimanded Kitty's tormentors, and evacuated her to the safety of the familiar green and yellow transitliner.

Our story might very well end here, using the "lived happily ever after" theme, but Kitty's destined influence on Johnson's life that day had not been fulfilled.

Comfortably settled beside Johnson as he continued his run, Kitty tried to think of some way she could repay her hero for rescuing her. But for the nine lives of her, she couldn't work out an angle.

Minutes later, however, the opportunity for which she had been look-

The Last Terminal

WILLIAM E. Darby, retired, passed away on October 5. He was born in Missouri in 1865, and came to the Company in 1898 as a motorman at Division One. In 1923 he transferred to the Claim Department doing various office duties, and retired in 1938.

Raymond L. Crowther of the Mechanical Department reached his final

resting place on October 6. Ray was born in Utah in 1902, and joined our ranks as a car repairer in 1926. He was transferred to an electrical mechanic in 1945.

William S. Rice, retired, passed away on October 9. He was born in Pennsylvania in 1870, and in 1918 started working at Division 3 as a conductor. He retired in 1943.

Cupid Reports

THE rotund little chap, who shoots arrows into the hearts of lovers, found Transit Lines' members favorable victims.

At Sixteenth Street he spotted Robert T. Robison who was wed to Miss Mildred M. Wiewell on September 28 . . . When Harold Feller of Vineyard journeyed back to Kansas on his vacation, Cupid went along. The result was the marriage of Harold to his boyhood sweetheart . . . The little fellow found a susceptible pair at Division Five. J. A. Carson and Ruth Howie took the vows and are motoring to Denver and Grand Junction, Colorado . . . Cupid informed R. H. "Tiny" Wescombe, Night Foreman at Division Four, that the heart of his son, William, had been captured, resulting in his marriage to Miss Patricia Goehring at Key West, Florida. "Bill" is a quartermaster in the Navy . . . Even from Rome, Italy, comes word of Cupid's progress. In that distant land he made a bull's eye when he hit the heart of Henry Chaudoir's brother, William, who is in the Army. Henry works at Five . . . It seems that Cupid had some power over the Power Department when his little arrows landed into the hearts of two substation operators. Charles C. Moulton was married to Jeanne Finley recently, and Edwin C. Weiby was wed on October 5.

Congratulations and best wishes, newlyweds.

ing presented itself in the form of a damaged trolley cable. As Johnson climbed to the top of his streetcar to inspect the wire, Kitty had a premonition of impending disaster. Unseen by Johnson, the cable was falling directly above him and he was struck by the thousand volt man-killing wire.

At last Kitty had her chance. Didn't these humans regard her as bad luck itself? Hadn't this kind motorman saved her from torture? Here was her chance to repay the good deed, so she promptly exerted every ounce of her "good luck will power".

Although Johnson was struck with enough electrical current to ordinarily kill a man, because of Kitty's influence he received only slight burns. And just try to tell Johnson it was otherwise!

Black cats bad luck? Phooey!

Stork Market Reports

(Continued from Page 11)

proud possessors of a two month-old baby girl.

E. L. Swanson of Division Four and the missus contributed to the stork market, too, when they announced the birth of Martin Allan on October 5.

F. Bertini of South Park added a point when he reported the birth of an eight pound baby girl.

When the market closed, the quotations from D. F. Johnson of the Electrical Department indicated that the market had jumped another two points when he became papa to twins.

Congratulations, proud parents.

The Social Side

L.A.T.L. Veterans' Club

By ED ROCHE

LOS Angeles Transit Lines employes, who are veterans of either World War I or II, were extended a cordial welcome to become members of the Veterans Club at the last regular meeting held October 8.

The Veterans Club for Los Angeles Transit Lines employes was organized shortly after World War I as a non-political organization, with membership open to men and women who have served in any branch of the armed forces.

At their October 8 meeting, the group heard a report on "State of California Homes and Farms for Veterans Plan," given by Adjutant Glenn K. Tolle. Following Tolle's report, Past-Commander Larry Staten opened a discussion on non-political election matters of importance to all loyal Americans.

Captain R. L. Heaton, of the Club's Order of the Sword Degree Team, voiced the reminder of the official initiation for new members to be held Tuesday evening, November 12.

Gladys Taylor, Tess Madigan and Betty Roche of the club's Auxiliary provided refreshments for the group after adjournment, with Dave Jenkins winning the Auxiliary's special prize for October.

Vets Club Auxiliary Invites New Members

Membership in the Veterans Club Auxiliary is open to all wives, mothers or sisters of former servicemen who are members of the club. A special invitation to these ladies is extended by the group through their secretary Ella M. Hoyle. The auxiliary meets the same night as the Veterans Club, the second Tuesday in each month, with the next meeting scheduled for November 12 in the Patriotic Hall, 1816 South Figueroa Street, Los Angeles.

American Legion

By R. L. TEETER

AT OUR October first meeting, the Adjutant read a letter from Commander E. B. Logsdon in which he regretfully tendered his resignation because of his transfer to Beaumont, Texas. The Post adopted a resolution praising Comrade Logsdon for his long and faithful service and accepted his resignation with sincere regret. A resolution was also adopted that Comrade Logsdon be presented with the diamond Past Commanders' button. Congratulations, Comrade Logsdon, on your promotion.

The Post also voted a substantial sum to aid the campaign for "Homes and Farms for Veterans," Proposition No. 1 on the November 5 ballot.

At the October 15 meeting an election was held to fill offices left vacant. The following were elected: W. R. Sparks, Commander; H. L. Jackson, First Vice Commander; V. L. Simmons, Second Vice Commander; Bart D. Billings, Adjutant. Charles Booth, Commander of the Seventeenth District, conducted the short installation. A formal installation will take place on November 19.

There will be a dance on November 9 in the Women's Progressive Club Hall, 3727 West 111th Place, Inglewood. Admission only 50c.

American Legion Auxiliary

By BEDUR JONES

BRIEFS on things that have happened: On September 29 our Unit had a part in the dedication of the new theatre and auditorium at Sawtelle. Thanks to Bettie Leasman, District Rehabilitation Chairman, for her fine work, and to the Company for lending us the coach to take to Sawtelle the children who had part in the program. . . . At our first October meeting we were honored

(Continued on Page 22)

Los Angeles Transit Lines' Women's Club

By MRS. M. S. THOMAS, *President*

THE Los Angeles Transit Lines' Women's Club held their regular meeting, Thursday, October 17, in club rooms at Avenue 28 and Idell Street, with a short business session conducted by Mrs. M. S. Thomas, president.

Purpose of the meeting was to complete plans for the club's Welfare Party to be given Saturday, November 16, in the club rooms with a turkey dinner and all the trimmings planned.

Program Chairman, Mrs. E. I. Mitchell, and Mrs. C. G. Fickling, Chairman of all welfare work, have outlined a varied and interesting program for the evening. Dainty needle work and attractive pottery sets will be placed on sale by Mrs. C. H. Lewis and Mrs. L. B. Meek.

Reporting on the Red Cross Unit of the club, Mrs. W. P. Trabue discloses the group has completed 33 jackets, 25 wash cloths, several pairs

(Continued on Page 22)

BELIEVE IT OR NOT

But this is the first thing J. C. Ripley of Division Four ever won, and it cost him only 10c. After being coaxed by the men at the division to buy their last ticket for the Transit Lines Women's Club blanket drawing, Ripley finally conceded.



Division Doings

Diesel Delvings

By WILLIS M. FRASER

“OCTOBER’S Bright Blue Weather” ushers out this season’s vacation talk. . . . Ben Towsley and wife, with sons John and Stanley, are among our many fall vacationers. (Stanley has just returned from Alaska with a Navy discharge.) The Towsleys motored to Lake Tahoe via Sequoia and returned by way of Reno. Another son, Bill, is in the Marines stationed in the Pacific but is expecting to be discharged soon.

The John Harris’ and son, Charles, vacationed at Fales Hot Springs and, according to Mrs. Harris, the fish were more than plentiful. However, Johnny didn’t have the same luck. Suppose he did a little “sleeping” at the end of the line?

R. H. Jackson and wife motored to Dallas, Texas. . . . The H. Van Riper’s spent their time in San Francisco. . . . W. K. Erdman and wife visited in Oregon. . . . I. Klopfenstein was seen in Seattle. . . . The Dick Schramm’s went to Salt Lake City. . . . Flo Weide felt the lure of Kansas.

FISHERMAN’S LUCK. While the rest of us toil all day, Chuck Malin, of Division Two, is in Mexican waters catching 33 pound Yellowtail like this one. Chuck shared “Mr. Y. T.” with the regular gang at Division Two who eat lunch at Helen’s everyday.



Don't miss
SPOTLIGHT
ON
AMERICA
K.H.J.
FRIDAYS 7:00 P.M.

Deer hunting in Utah lured the Chuck Malin’s, plus a planned return by way of Arizona to pick up some bear steaks! (Sounds dee-li-shus). . . . Norman Atkinson and his wife also anticipated a vacation in Utah for deer hunting, exclusively. . . . Jack Brewer has promised to return with some ‘Utah Deer’. Happy hunting, Jack!

E. Fedderson and family left with their little 22 rifle for duck shooting in Tobacug, Nevada. They brought back a few mud-hens and a DUCK. Rather lucky at that, eh? . . . Mr. and Mrs. (farebox) Chambers were homesick for the rolling hills and brush land of Tennessee. Could it be the squirrel shooting had some influence?

E. E. Hall and family spent their vacation with relatives in Ogden, Utah. W. E. Ringer, who has just become the owner of a downtown department house, stayed in the city and put forth his efforts on the homestead. Al Rohrbeck, W. R. Jordan, R. R. Williams, and J. C. Lees all chose to work their vacations. . . . P. T. Bullock, R. N. Kelley, and A. C. Payne spent their time at home because of illness. . . . The Tom Haggarty’s are planning a month’s stay at Astoria, Long Island.

Congratulations are in order for Vic Smith who was appointed Chief Coach Instructor for all Motor Coach Lines. This shows the worth of concentrated effort and we take this means of wishing you the best. . . . A bouquet to Percy Snyder who is now Assistant Superintendent of Division Five.

We feel that our Division Two may well be proud of Wesley Blair who has been with the coaches for the past 11 years and has worked the heaviest lines. During this time, Wesley has a non-accident record which is extremely commendable.

Around the division: I. Edgmon and wife are proud new home own-

ers. . . . G. T. Fuller claims the Gremlins are at work out on Beverly (they move fire plugs into the street.) . . . N. B. Israel is the recipient of many compliments. Must be his good disposition with the smile to back it up. . . . If perchance we come by some morning and Al Grant’s office staff is outside, it’ll be because of the (mild) cigars you’d walk a mile to get away from. Ask Phil Hipes.

The story of the week has to do with C. H. Warner, who is a newcomer in our midst and not too familiar with the goings on of these would-be bad men who try to take pennies away from bus drivers. It seems that Warner had just reached his terminal at Whittier and Simmons, one recent night, when a supposed passenger about to pay his fare presented him with a knife in the ribs instead. C. H., resenting this sort of treatment, jumped to his feet and at the same time placed one ‘with force’ in the knife-wielder’s solar plexis, making same fly through the air (with we don’t know how much ease) and the knife going another direction. Speaking of directions, the intender of robbery disappeared into the night.



HOOK OR PIPE RESPONSIBLE? Friends of Camillo Caringella, South Park Painter, inquired if it was the hook or his pipe that was responsible for this string of fish. Either one, they still look good in the pan!



Virgil Venom

By BILL ULRICH

SCHOOL days are here again and just what does that mean to you and me?

It means PLENTY, if we are to continue to do a good job of transporting these youngsters SAFELY to their destinations. Did you know that hauling those kids can be a lot of fun? Just ask Dan Getchell or Earl Wheeler. They will tell you how much they enjoy the students' friendship.

You say, "How can anyone like hauling a gang of noisy kids around?" Well, I'll bet a couple of obsolete bean bags that taking Jimmy, Bobby, Billy and Sheri to school will be a lot more fun than you thought it would be. Just josh them a bit and don't lose your patience.

If you listen closely, you'll hear them tell how many marbles they lost yesterday or how the eraser fight in the spelling room came out.

D. Ladhoff informs us that his son, Jerry, is now stationed at Camp Aberdeen, Maryland. . . . Phil Henly and his family drove back to Oklahoma during his recent vacation. . . . Bob Crandall still on sick leave with Clyde (Jitterbug) Courtney taking over Bob's union duties. . . . George Wilson is enjoying his run on Silverlake while he can. Dave Costley says he is going to bump George, come the change over.

WAITED 30 YEARS FOR THIS. Heinie Messner, retired member of the Line Department, is pictured with one that didn't get away. Every year for 30 years, Heinie traveled to deer country and each time he came back empty handed. This year, however, he hit the jackpot and has pictorial proof!



Chuck Young, mechanic, narrowly escaped serious injuries by his quick action. Seems that an eager beaver operator jumped into the coach and started the coach moving while Chuck was underneath making repairs. Let's all look around before entering our coach. It only takes a few seconds and might avert an accident.

Surprise of the year! Wilshire Boulevard's climb to the top of the Safety League. No one thought they had a chance but by great teamwork they hit the top of the ladder. Congratulations for a job well done.



You've all seen "Sis" Dunbar on crutches, and have probably been wondering what happened. Secret operative report says that "Sis" was dove hunting out Brawley way and what happened shouldn't have happened. With gun loaded and an itchy trigger finger, he began stalking his prey. All of a sudden, there was a roaring noise and a fluttering of wings, and out of a thicket came flying a lone dove. The bird started gaining altitude rapidly, as did Dunbar's blood pressure. He fired once, twice and finally the third shot took its toll. The dove started to fall. "Sis", not wanting the bird bruised, decided to catch it before it struck the ground. He started to run, looking up at the bird all the time. He just about made the catch, when an irrigation ditch got in his way. The dove and Dunbar hit the ground at about the same time. Results: The bird is no more and the huntsman will be laid up about three or four weeks. Moral of the story is, a bird in the bush costs more than a bird in the store.

Roy Finley is still in St. Vincent's Hospital after a serious operation. If you can't get down to see him, drop him a card.

Flash! Gus Weinbrecht received his driver's license.

In closing this topic, let us remind you that wet weather will soon be on us, and we will have to be even more alert than we are now, because wet streets mean SLIPPERY streets. If you are cautious, your conscience will never bother you. So drive with a purpose, especially when you are near a school.

Here is a ditty to remember:

"Joe Drew was quite a man for show
He thought he knew what he ought to know.

He started his bus and drove for fair,
And then he tried to stop—NO AIR.
That's all there is, there's no more
Drew,

So please—don't let this happen to
you!"

Dick Sperry, Sunset pedal-pusher supreme, is taking life easy, way back in Lansing, Michigan. By the wording of the postcard Dick sent, he will be heading back to "Sunny" California in the very near future.

A group of dignified do-nut dunkers attended a Safety Council meeting held recently at the Police Rifle Range. The meeting was very instructive and a good time was had by all, including Al Tieman, Vineyard Superintendent; Jack Stewart, Virgil headman and his posse, including Gabe Miller, Bob Woodrow and "Major" Bill Terry.

CROWDED ISN'T IT? F. Long, Division Four mechanic, has good reason for the triumphant smile. The "three" of them just returned from vacation!





WAIT 'TIL 1960. Here's a charming little miss with her favorite Marine. Patricia and John O'Brien. The proud parents? The O'Brien's of Division Five.

Blow-Bys

By TOM SMALLEY

WELL fellows, let's start out this month by welcoming these new men to Department 20—D. Bage, F. Guterrez, J. Artega, R. Lyle and C. Jorgensen.

The boys in the electrical room had quite a mystery on hand for awhile. Seems as how Bob Framp-ton brought a prize winning tomato from his home garden to proudly display to all. Came lunch time and Bob reached into the bag to find not the tomato, only the core. After inquiring around, it was found that Merle Weller was seen eating something red, about the size of a bowling ball. Come on Merle—'fess up.

Leo Kepler and Keno Guterrez are now disassembling engines. . . . Joe Pietraforte is back from his summer trip and is busy slicking up Department 20. Joe is quite an artist with paint and brush.

Competition is getting pretty keen in the Quoit games lately, with a couple of rounds going full blast every day at lunch time. The boys says that "Silent" George Smith is tops in the footwork department and sharp in arithmetic.

In the missing persons column, we miss the smiling face of John Keller nowadays. John left the Company to strike out in another field



and we wish him continued good luck and success.

I guess all of you know that Ralph Ackerly has his own business now, in the form of a Malt and Sandwich shop. Incidentally, I have reliable information that "Red" almost had to put up a "closed" sign the other night after Leland Lee paid him a visit.—After all Lee, six hamburgers and four malts is no small item these days.

On the way back from Lake Arrowhead, H. Eimer was caught in a cloudburst which washed out the road, forcing him to take refuge in the Cucamonga Winery. It's a good thing Howard isn't a drinking man—or is he?

Eddie Thomas is expanding his business, as he has added another bench to take care of the additional work. . . . Claude Nickels also has his share of new work but as usual, he has the "situation" well in hand.

E. B. Kennett is back working his "tool magic", assembling engines. . . . Byron Iverson has left us to take up duties at Division Three. . . . Bob Williams is now H. Dainton's partner in N. Lane's office.

R. Ulmer overhauled the Clark and it is now in A-1 condition. . . . T. Rocha is a busy man these days, working brake drums and engine tune-ups.

If any of you notice the wan look on Ted Armston's face these days, it is just because Ted hasn't recovered from the Elk's Convention yet.

Garage Oil

By C. H. HARDY

UPON interviewing our most recent vacationists, we found Tom Casey back on the job after two weeks spent among the Redwoods, and side trips to Yosemite. . . . Bob Robison's eyeing that advertisement, "Next Time Try the Train". His car was badly damaged during his tour of Texas and Oklahoma when one night he was forced into a guard rail by a speeding car, approaching on Bob's side of the road.

Martin Fraley returned with a slight "off-center" stance from his Oregon trip. Martin says it may be due to the influence of some scenic optical illusions in that part of the country which rivals the famous Leaning Tower of Pisa or maybe he is just getting top heavy. . . . San Francisco called Homer Veil's vacation attention, and he has a lot to say about the transportation in that northern suburb of Los Angeles.

A new high in the meat shortage! Harry Hoegeman had to change "alarm clocks" recently. Harry eliminated the old "alarm" when he learned his red rooster was taboo within the city limits.

Another returned veteran was introduced to our department several weeks ago, when William Lowther, former paratrooper sergeant in the 82nd Airborne Division, joined our efficient Inspection crew. The now famous China-Burma-India campaign followed his first tour of duty in Africa. Not content with doing all that, he was in on the action for the Burma invasion. Transferring his lend-lease activities for Uncle Sam to Europe, he arrived in France by way of Guadacanal, Australia and a short stay in the United States. In a jump in France, Bill injured his knee and was confined to the hospital for several months. He left the hospital to help crack the Siegfried Line and make jumps over the Rhine and Ruhr valleys. Bill's group contacted the Russians at Elbe after

they had established a beach head and later became a member of Eisenhower's honor guard in Berlin. Bill says his closest shave was when both his arms were creased by a Japanese bullet in the Burma battle. The most thrilling one was when six thousand Nazis surrendered in 4 days. After such an outstanding record of service to his country, we proudly welcome William Lowther back to civilian life and say, "Glad to have you aboard."

He'll learn! According to reports, Wayne Spittler took such good care of the house he and his family occupied that his landlord moved in. Being a little crowded, Wayne tossed his furniture over the fence and moved into the landlord's old house. Now the Spittlers wonder what will happen if they fix up their present abode. . . . We wish Theresa Ryan continued success and happiness in her new position in the Treasurer's Office. We will certainly miss her friendly smile and charming personality.



Those who, in line of duty, listen to our radio KITF, wondered at first when they heard a nasal twang similar to that of Fred Allen's famous Chinese detective, "One Long Pan". Wrong station maybe? No, a slight Scandinavian accent identified the voice for those in our department.

Fred Hall, World War I veteran, recently found himself talking with Rudolph Hess, of war crimes trial fame. Hess told Fred, "Well, Fred, no noose is good noose." (Ed's note: Corn: an edible cereal, grain.) Fred's meeting Hess however, is only the result of a thing comonly referred to as a dream. Perhaps he'll watch out for the stories he reads in the future.

Aid in the search for Kilroy
Hear "Spotlight On America"
Friday, 7 P.M., K.H.J.

The Hillbilly Boys

By L. B. MEEK

I DON'T believe I have ever seen so many new faces as we have around here lately. There are men from other divisions who have changed with the shake-up, coach drivers who have come from Division Two, night men changed to day, day men changed to night, and new men all over the place. Yes, there are students everywhere and still we need men. But just wait—you will be able to get a day off pretty soon.

Our Division Instruction has finally moved into the new office, giving Mr. Lockett a room for a private office as well as for school. Those people are so busy now you almost have to have an appointment to get in.

The Safety Program was quite an affair. There was a very good show and the presentation of the pins was something to remember. I wear mine every day and am proud of it!

T. V. Collins has replaced J. P. O'Brien in the job of stenographer.

You can count on W. G. (Bill) Lynn always managing to get some meat for the table one way or another. This time it was a nice deer from up north.

I had a surprise the other day when I walked in and saw a card game in progress.

That is the first card playing we have had around here for a long time. Maybe some day the old place will start

looking natural again — just wait until they start pinochle.

O. G. McDermith finally made that long delayed trip. He had a purpose, too. He wanted to see enough of the country to find out where he would go when he retired.

Bill Finley says the Number 11 line is a good line and he had a good run over there, so he bid in a run on the front end of the Number 5 line. Just can't figure that one out.

The patrons were really pleased to see Conrad back on the early run to Highland Park. They say it makes a difference when they are greeted with cheerfulness as well as smoothness in the coach operation.

John San Marco has taken over the Avenue 50 line. Have you learned where everyone lives and the names of all the kids yet, John? You will have to get busy if you want hot coffee this winter when it gets cold.

Don't miss
SPOTLIGHT
ON
AMERICA
K.H.J.
FRIDAYS 7:00 P.M.

"He always yells when I have a strap in my hand!"
"Off-Peak"



Car House Highlights

By H. K. CONACHER

DIVISION ONE

AFTER having completed 36 years of service in the Mechanical Department, Foreman E. C. Muse has retired and is being replaced by G. P. Macqualter from Car House Five. Good luck, Ed Muse, come in and see us often.

R. M. Ells and M. W. Creager spent their vacations deer hunting at June Lake, both bagging a two pointer. . . . Walter Jackson took time off and visited his daughter in Fresno.

Jack Marsden divided his playtime between Catalina and Yosemite.

DIVISION THREE

P. V. Wood reports on vacation headliners from the Highlands.

George Anders is taking the family on a tour of Oregon and Washington. . . . H. A. Aguilar is in Mexico on his vacation—having a good time eating enchiladas with the senoritas. . . . A. I. Lund has been off with a serious cold and we hope he will be back with us soon.

Recent traffic accident victim, Mar-ian McGee, is back at work after being badly shaken up.

Paul Wood, our genial Superintendent, has moved into his new home. Now we're waiting for that house-warming party. Ask Vi Lewis how much potato salad Paul can eat.

From South Park comes Byron Derry, our new clerk. A better guy would be hard to find. All his old friends here at Division Three are certainly glad to see him.

Eleanor Roberts has also been added to the office staff, coming from 16th Street Line Department. . . . Viola Lewis has left for duties out Division Five way. Hope to see her come a'calling one of these days as we all miss her. . . . K. R. Lodge is passing out cigars announcing the arrival of a baby girl.

O. D. Fannin has his boy in the hospital, the result of a bicycle-auto collision. We join with Fanning in looking for his rapid return.

DIVISION FOUR

Foreman W. F. Ellis purchased a new bowling ball recently and if all former records are not shattered, we will be greatly disappointed. Providing he recovers from a very stiff neck . . . S. A. Romo recently sustained painful injuries in a traffic accident, but has returned to work feeling that he is a lucky fellow. Drive carefully—those things are dangerous!

Introducing new employes at this division: R. R. Dunham, J. McCarthy, F. E. Coker, M. E. Lynch and G. E. McKee. Welcome to the gang!

A. Duncan has been transferred to Division Five, Mechanical, as Assistant Foreman on the second shift. We are all going to miss him and wish him lots of success on his new assignment.

N. White has returned to work after having been off several days with a burned hand. Watch that stuff, Norm, it sneaks up on you.

DIVISION FIVE

Summer trips are still in order. E. R. Banks is back from a visit to his home in Texas, and J. O. Norman is on his way to Nebraska to see his folks.

The new men around Division Five are not new faces, those being Fred Yenour, the Superintendent, and Andy Duncan, foreman on second shift, who is relieving Turner. Both old timers at Division Five . . . Jimmy Inman and Earl Newhard have left us on retirement. Best of luck to them both.

A hearty welcome to Division Five from all garage men.

(Editor's note: H. K. "William Tell" Conacher has taken up archery and is trying to find volunteers that will let him shoot an apple off their heads. Won't someone please answer this plea?)

Tune in "Spotlight On America"
Friday, 7 P.M., K.H.J.

Reports From Five

By ED ROCHE

(Editor's Note: Sometimes it's pretty tough getting news from the boys, but Ed Roche always manages to come through, even while being on the sick list. Ed is going back on the job again, and we wish him the best of health. Thanks, Ed, for a job well done.—Ed.)

SUPERINTENDENT Frank L. Erwin announces that, due to the great increase in business at Division Five, Percy Snider has been appointed Assistant Superintendent to cooperate with Assistant Superintendent Harold F. Nelson. Welcome to Five, Pat.

Hollace O. Rozelle, a member of the Los Angeles Transit Lines' family since June, says he enjoys his platform work. Incidentally, Hollace's cousin, Syrus Rodney, is completing his 18th year at Division Four. . . . Floyd V. Chanslor, who has been ill with the flu, reports he is very glad to be back on the job again.

J. J. LaFond recently received a check for \$10 from a grateful wife whose husband collapsed while driving in downtown traffic. LaFond noticed the man's condition, noted the name and address on the registration card, and promptly called the wife. That's performing the third line of our slogan!

JUNIOR CHEESECAKE. Striking that Hollywood pose below is cute little six year old LoEmma Lou Linn, lovely daughter of Division Five's Marie Linn.



Vacationers

David I. Jenkins, taking life easy and motoring to nearby Southern California points. . . . Charley Mootz being different by enjoying his time quietly—at home. . . . Alfred Ballentine also resting and relaxing at home. . . . Joe Koontz and wife vacationed with Joe's brother on his ranch near Petaluma. . . . Bessie M. Ragder made a quick trip to San Francisco to see her sister, who had been seriously injured in a traffic accident. By the way, Bessie has a perfect record for the three years she has been with Los Angeles Transit Lines!

James I. Glenn spent twelve of his fourteen days at home, resting. The last two days, he and family drove and drove on his new set of tires. . . . W. A. Clapp rested (?) during his time off—working around the house! . . . Sidney Smith is looking forward to his which he says, "will be spent fishing in a remote section." . . . N. L. Thompson and wife have returned from theirs, after motoring up the coast route to Grants Pass and Klamath Falls, Oregon, and returning by the inland route. . . . J. J. Hughes leading the vacation life of Riley. . . . David McTaggart, wife

ANOTHER "PINNER-UP" FOR FIVE. Presenting Division Five's latest "pinned-up" pin-up girl, Marie Ann, glamorous daughter of E. A. and Ann Sorenson. Sorenson is a Division Five motorman.



and daughters "wonderful time-ing" at Catalina.

John J. Hartzell and wife motored to Boston for a visit with Mrs. Hartzell's parents and attend the VFW convention. . . . Ralph E. Parsons will be on his time off during Thanksgiving Day. . . . Lou E. Gaskins on vacation at Christmas—he hopes! . . . John Rhodes, our popular janitor, visited his daughter in San Diego. . . . Cash receiver L. E. Tedrow and wife vacationed in Omaha, Nebraska, and while there adopted little Beverly Bee, five months old.

News Shorts . . .

R. J. Smith's son, Wendell, veterans of seventeen months in the U. S. Air Force, is attending Cal-Tech. . . . John O'Brien, who has been with us since the "30's", has returned from duty with the Marine Corps with a chest full of battle ribbons. Just call him "PFC" O'Brien! . . . L. H. Brugman, clerk, recently joined our group at Division Five. Welcome L. H.!

Marie Linn's little daughter, Lo-Emma Lou, 6, accidentally set her clothes on fire while playing with matches and suffered 2nd and 3rd degree burns. The Paul Forrester's are among the many who are giving every aid possible to Marie during this trying time.

William Huntoon and wife celebrated their wedding anniversary recently with their two married sons, John and Fred. Bill told C. C. "Casey" Jones that this was their 33rd anniversary, whereupon Mrs. Huntoon promptly reminded him, "Thanks for the compliment, but this is the 40th!" . . . Andy Duncan, popular among hundreds of school children, is now Mechanical Foreman on the afternoon shift at Division Five.

Ernie Pickett, who recently transferred from Division Two, says he likes the "Seagulls Roost." Ernie is a veteran of the Combat Engineers, U. S. Army; took part in the European campaign and received the Purple Heart twice for wounds received in action.

Sour Grapes From Vineyard

By H. M. YOUNG

(Editor's Note: We welcome H. M. Young to the TWO BELLS staff, and know you fellas will let him in on everything that's going on. We want Vineyard to be well represented, so pass on the news, boys, to your new scribe.)

ABOUT 150 operators from Vineyard and Virgil attended the safety meeting on October 8 in the Vineyard trainroom. Mr. Patton introduced Officer Markley of the Los Angeles Police Department who gave a short, interesting talk on safety.

Later in the evening, they issued certificates for safe driving.

Mr. Patton asked the men for their continued cooperation in reducing the accidents. Chief Supervisor Jack Stewart showed two interesting motion pictures, and to top off the evening, the group enjoyed doughnuts and coffee.

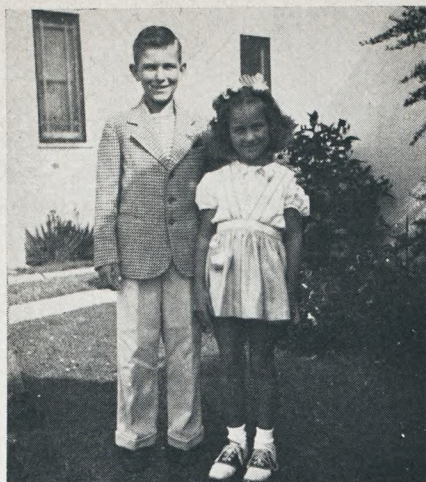
According to Moon Mullins, Dispatcher Gilliland is now using cologne behind his ears. We wonder why?

We welcome these new operators to Vineyard: G. H. Adams, R. E. Potter, J. S. Birka, D. F. Dillon, C. F. Mackh, R. G. Corl,

L. A. Moore, J. Compton, T. Reppond, C. J. Hanson, A. McIntosh, R. G. King, T. Hamer, H. C. Brown, H. Myres, W. C. Lemley, W. R. Brown, F. Allen, A. Buhl, A. E. Towles, D. Burdick, E. Skjoldoger, E. E. Podd, E. A. Richardson, J. R. Fuhrman, and R. Thomas.

Now that the Bowling season is well under way and the Los Angeles Motor Coach Lines are entered in the League with the Transit Lines, we are proud to present the following operators from the Vineyard Division playing under the name of Motor Coach Cats: Harold Ivie, Captain; C. B. Ballenger, Paul Knoll, C. L. Smith, and C. Charlton.

Don't miss
SPOTLIGHT
ON
AMERICA
K.H.J.
FRIDAYS 7:00 P.M.



DUET. Esther Pearce, Complaint Clerk and Receptionist in the Division Four Schedule Department, is the proud mother of Bob and Carol Jean, shown above. Esther returned to the employ of the Company recently, after devoting a few years to the raising of her family.

Once Overs From One

By V. J. EULBERG

I SUPPOSE many of you have been missing our congenial night clerk, Verle Wetmore, who has been transferred to the main office and is now with the Industrial Relations Department. It seems that "Brother Wetmore," as he was more commonly known, is on his way up, and we feel sure that their gain is surely our loss. More power to you, Red. Sam Dodson has taken over Wetmore's duties as night clerk and our extra clerks have been dividing the night cash receiver shift among them.

C. D. Caldwell, formerly an instructor at our Division, has been transferred to the Safety Department. I guess Mr. Tengblad knows a good man when he sees one. Ross Harris took over Caldwell's desk for several days but was then transferred to Division Four, so Clyde Bremen, a former instructor, came back and resumed the good work where he had left off.

The "Old War Horse," Assistant Superintendent D. B. Kohl, had to take a few days off to recuperate from a severe chest cold but is back in the harness again, working harder than ever.

Chief Instructor Cleland also had to take a few days off because of the flu.

Ed Brahan, who has been with the Merchant Marine for the past several years, has returned to duty and has taken a run on the "B" line to sort of warm up before tackling operating.

We received a card from Judy Walters, former payroll clerk at Division One, who, after spending her vacation in Miami, liked it so well that she decided to stay. This may have a rather serious effect on the Division because I have already heard rumors of a certain green-eyed inspector and several trainmen who are thinking of leaving for Florida.

In a sadder vein, our relief clerk, Elmer Goetch, was taken to the California Hospital where it was found he had developed cancer of the bone in his left hand. It was necessary to amputate his hand just above the wrist. His doctor says that Elmer will soon be equipped with an artificial hand that will make him good as new.

Alvin Cary's little five year old son was also taken to the hospital where his case was diagnosed as polio. So far there has been no paralysis and we are all hoping for the best.

Division One walked away with high honors at the Safety Show on Friday the 13th, both individually and collectively. A. H. Middleton was awarded a medal by the Assistant Chief of Police as the Safety Man of the Year. His record was the most outstanding of any operator of the Los Angeles Transit Lines. To top this off, Division One had only one collision type accident on "No Accident Day." A large crowd gathered for the giving of the Safety Awards and were rewarded not only with the Awards but with a fine show which everyone enjoyed. It looks as though they will have to get a larger auditorium next year as all of our men are striving for a bet-

Short Circuits

By WALTER WHITESIDE

VACATIONS are on the downward trend, with a few reports trickling in at this late date . . . George McKinley purchased a new house and spent a couple of weeks fixing it up and moving in . . . Fred Domke slipped away for a couple of weeks but didn't say where he went . . . Leo Maag spent a month visiting friends and relatives at his childhood haunts . . . Nels Lane boarded a train for the wilds of the midwest. He certainly looked rested on his return . . . Mel Graham moved into his new home . . . R. J. MacMillan enjoyed a pleasant visit to his Utah home . . . V. Pleasants filled the bus with gas and laid the road maps out, ready for a 3,000 mile trip. But he says Betsy (the car, we presume) let him down after giving Reno's gambling joints the double "0". This is the first time we ever heard of the car taking the blame for the owner's inability to win at parcheesi . . . LeRoy Radke visited local points of interest, including Del Mar . . . H. Freburger saw how it was done at Las Vegas . . .

E. A. Burgess enjoyed a visit in that booming town of Des Moines, Iowa . . . Homer Lawrence took off for the wide open spaces, visiting Buffalo, New York, Michigan, Kentucky, and New Orleans . . . E. A. Ness visited the islands—Catalina, that is . . . Phil Klingel Smith took several local trips, stopping at such places as San Diego and Avalon . . . If you are in need of an A-1 electrician, call on Sammy Van Den Burg. Don't tell him we said so, but even if it's only a burned out light bulb, he will have to call for help.

ter record and hoping to replace Middleton on the throne. With this kind of attitude, men, we will have the safest transportation system in the industry. So, let's keep pitching.

Hear your company's program
"Spotlight On America"
Friday, 7 P.M., K.H.J.

Streamliners

By BOB GRETTEBERG

NEW MEN at this division are to be congratulated for their excellent work and the manner in which they are carrying their part of the load. It is very difficult to enter a new field and do the wonderful job they are now doing.

"Mel" J. Frankson, the operator who was so outstanding in his safety record as evidenced at the last Safety Rally, has been trying his skill in spearing sharks in the Catalina waters. Part of his vacation was spent as chief navigator on the rubber sloop, Shark's Nest. Incidentally, he almost did spear one, but Mr. Shark was too sleepy to wake up and eat the bait so temptingly drawn past his nose.

"Nip" Whitman, formerly a Division Two operator, managed to get delivery on a new Chrysler sedan just two days ahead of his scheduled vacation time. He reports a pleasant time visiting his brother in the mid-west.

James McKeVitt, son of "Mac," our morning clerk, left for a year's visit to Michigan where he intends to carry out a progressive program in schooling, as well as do a lot of hunting.

Pat Stevers, Supervisor, his wife and child have just completed a short visit in Oregon, where they were royally entertained by relatives on both sides of the family. Pat says he did see some venison on the hoof but all he could do was look at it and he came home empty-handed. Better luck next time, Pat.

An excellent record of twenty-five years of safe driving was brought to an abrupt halt when Jim Madigan, Division Superintendent, was caught slipping through a red signal. Perhaps the winning run brought in by St. Louis to cinch the Series caused him to momentarily divert his attention from the road. In any event, he is out on the baseball pool and in on the traffic ticket!

South Park Diary

By BILLY PINDER

AUTUMN vacationists back from the hinterlands include Austin Kilgore, who drove over 3,000 miles through Oregon and Washington. He brought back with him a very nice collection of pictures... Northern trails also called Art Robey as far as Washington. He would like to have continued on into Canada. Take a plane next year, Art, and you'll have time for the Canadian wilds... Gus Prenger called on all his old friends in Peoria, Illinois.

At a recent pay ending it was discovered that Department 6 had only one half hour of lost time in two weeks. Can any other department equal this record?

We're noticing how sharp and well groomed looking Harold Conacher is looking lately. Must be the work of his brand new streamlined razor. No more "after five" shadows now, Harold.

Hesse Campbell is now eating baby food right from the can. He says it's because the food is rich in Dextrins, Maltose, and Dextrose. Some of the boys say it's a lack of "uppers," and others say he has been reading too many "Dick Tracy" comics (Burp... burp.)

We wonder why the fellows keep asking Harry Longway for a pound of hamburgers and a T-bone steak. Not in the black market, are you Harry?

George Lambert, who recently went on the Special Roll, says not to forget to send him "Two Bells" regularly. He wouldn't miss it for anything. Confidentially, we hear that George is taking dancing lessons—and from a very pretty girl, too.

Ollie Rivers had to lay off half an hour one day to get himself in shape to go to a wedding. Why all the excitement, Ollie?

Bob Wallace is getting along nicely now after a very serious operation. In fact, he's looking better every day. Hurry back, Bob, we miss you.

We welcome Walt Helton to the

shops' orchestra. Walt sings and doubles on the guitar. He also composes and has copyrighted a few numbers.

Vivian Williams of the Stores Office was highly complimented on her singing on the last shop program. Her rendition of the popular song "Dream" was a huge success.

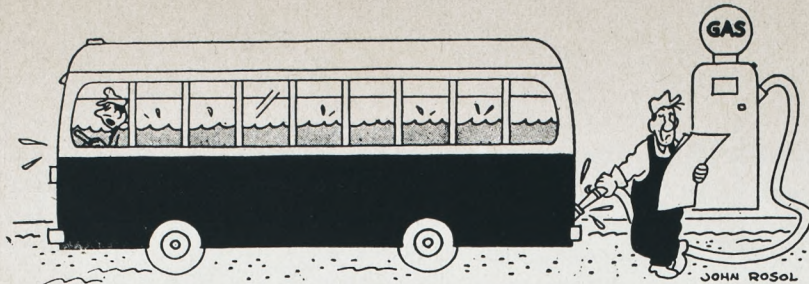
An old friend of Howard Beebe called in to see him the other day and brought a fine looking hunting dog for Howard to see. Thinking of going hunting, Howard?

One of the most unusual highway accidents was recorded by Cleo Green while driving home from Wyoming. His car, in which he and his wife were riding, was caught in a sudden freakish windstorm of such intensity that it threw it over a 12 foot embankment. The car was wrecked and Mr. and Mrs. Green suffered from bruises.

Last minute flash! More vacationists: Carl Wise went as far as Victoria, B. C., and had a most enjoyable trip... Clarence Beard traveled to see the Carlsbad Caverns, visited Boulder Dam, and enjoyed the Painted Desert... Ray Shollin reports he went as far as Bakersfield.

MISS TRANSIT -- 1960. The debutante below is called "Penny," because obviously she's as bright as-- "Penny" is the daughter of Eileen Irwin, former conductorette at Division Five, who is now Schedule Typist at Division Four.





Thanks to "Off-Peak"

Retired Employees Association

By P. C. McNAUGHTEN

THE FALL meetings resumed in September with the election of officers. They are Jacob Zuber, President; George M. Wieman, Vice President; and your scribe, Secretary-Treasurer. Miss Willeta Ravonel, composer of more than three hundred operas and operettas, played several of her own compositions, and gave imitations of winds in the trees and whisperings on the desert. We were also entertained by Edwin Parker, boy pianist, Miss Fuller, mezzo soprano, and other talented artists.

Our October meeting also featured some fine entertainers. Miss Yerkes offered several solos and stories, a Russian lady sang and recited, the Reverend James Riley Clarke recited a number of poems, and a feminine radio artist played the violin.

Not only are the meetings interesting and entertaining, but the fellowship with old friends is worth the effort in coming. Why not plan to attend the next meeting on November 14? We meet at the same place and time: Division Three at 1:30.

American Legion Auxiliary

(Continued from Page 13)

by having three 17th District officers with us—Irene Burgoon, Jo Lethen and Jane Huff. . . . A card party was enjoyed on Halloween . . . Betty Roche, County Council Americanism Chairman, will have the honor of presenting the colors to a newly organized unit.

An invitation is extended to the wives, mothers, daughters and sisters of veterans to join our Auxiliary and to help in the work for all veterans, especially those who are disabled and those in the hospital.

Women's Club

(Continued from Page 13)

of pajamas, bed pan covers, and many other items for the veterans hospitals. The unit holds a workshop meeting each Tuesday, from 10 A.M. until 3 P.M.

Mrs. L. B. Meek chairmans the club's group which is cooperating with the Children's Bureau of Los Angeles, sponsored by the Community Chest. Its purpose is to place homeless and neglected children in responsible homes. At the present time, this group is preparing dolls for Christmas gifts to these children to make their holidays as happy as possible. They are desperately in need of additional help for this work. Those interested are urged to call Mrs. Meek at ALbany 2204.

Notes on Women's Club members: Mrs. E. K. Urban has been ill in the California Hospital for some time but is planning to return home soon . . . The A. F. Keifers are enjoying a vacation in the Red woods country . . . Carl Ebert and wife are the proud parents of son Carl, III, born September 14. Mrs. Ebert is one of our club members while Grandmother Carlin is one of our most active members.

New Insurance Plan

(Continued from Page 10)

ity of the employees subscribe to the new insurance plan proposed by the company, it cannot be furnished.

We are listing below a comparison chart of the two plans:

	State Plan	LATL Plan
1. Cost to you.	1% of wages on first \$3,000 of earnings.	Same.
2. Cost to the Company.	None.	Entire cost of premium over 1% deducted from wages.
3. Benefits.	\$10 to \$20 per week, depending upon earnings, for a maximum of 23 and 4 weeks, or \$468, provided earnings are \$2,000 or more.	\$20 per week for 52 weeks, or \$1,040.
4. Waiting period:		
a. Accidents	7 days	None.
b. Sickness	7 days	7 days
5. Continued benefits.	Benefits paid with respect to full work weeks only.	Continuous benefits after 1st day for accidents or 7th day for sickness.

6. Eligibility
7. Medical Examination.
8. Claims for benefits.

State Plan
No restrictions.

None required.

Must be made in accordance with authorized regulation.

LATL Plan
Same.

Same.

Handled by Industrial Relations Department, and benefits paid regularly to you without the necessity of going through any "red tape."

All employees, regardless of age or physical condition are eligible under this plan. Your superintendent has applications handy for your use, so make it a point to sign an application as quickly as possible. The plan presented by the Los Angeles Transit Lines goes above and beyond the requirements of the State of California, and provides the best in protection with the most liberal benefits to the employe in case of sickness or accidents.

Pocket Hits!

By FRANK LAMPLY

SLAMMING into the fifth week of competition, the bowling league is recovering from the stiff backs and swollen thumbs and settling down to the business of bowling and building perfect averages.

Reports rolling in over the desk, however, indicate some of the league members are having trouble with the pins "staying put" until they shoot at them. Violet Leach must use the "shoot for the 10 and get the 7" technique.

Proving they're really a potent weapon, the Atoms lead the league thus far, having won all their games. So close behind the Atoms that the dust is blinding, comes the Five Spotters with one game on the red side of the score sheet. The Five Spotters only have an eight pin handicap for the five-man team which really tags them as Class A keglers.

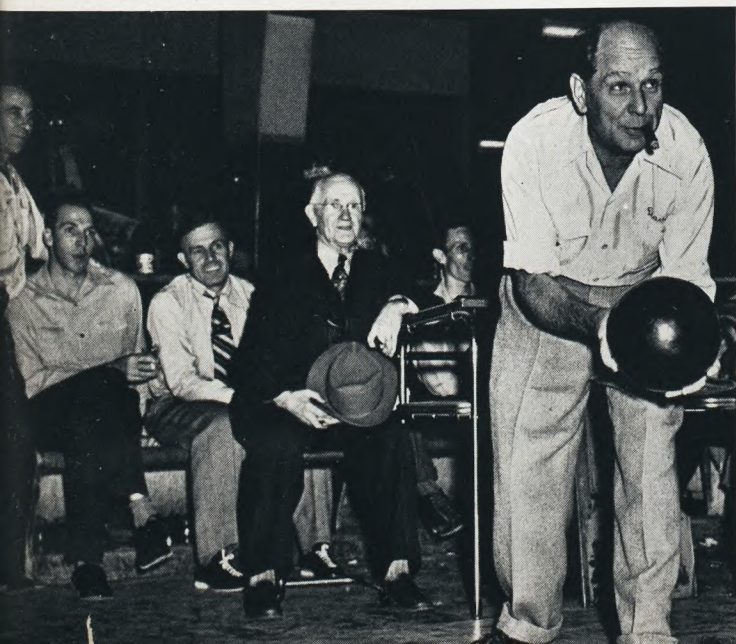
Team names have always fascinated me and speaking of names, take the case of league president, "Lefty" Hellman. The "Lefty" we understand, but why most of his associates call him "Curly" is beyond our ken.

In Division Two and Three, it looks like a wide open race, with

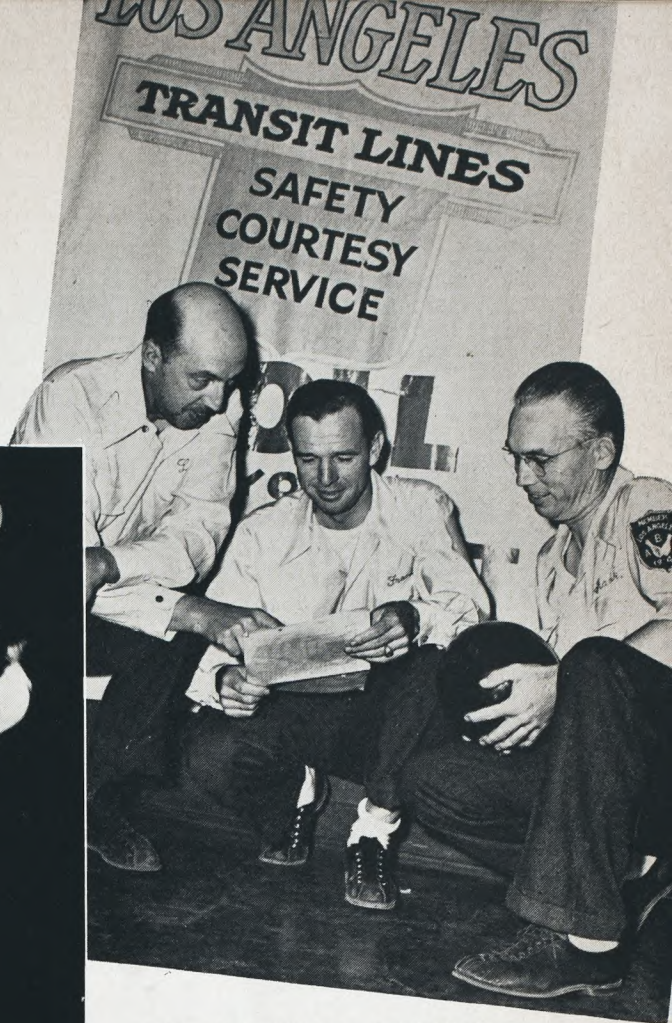
everyone bunched around the leaders at the top of the ladder, and with thirty weeks to go, anything can happen!

Between now and the time we return in the next issue of "Two Bells," call Station 295 with any

COULD HE DO IT WITHOUT THE CEEGAR? Dave Schaeffer, of the South Park Shops, is showing 'em how to do it, with "Pop" Wilkins, of the building cigar stand, in his regular seat. Bowlers say it wouldn't be a good night without "Pop" on the sidelines.



TROUBLE MAYBE? Walter Whiteside, electrician by day, scorekeeper by night, appears to be on the receiving end of "pointed" criticism given by (left to right) Dave Dent, Ed Clardy, Homer Lawrence, Russell Clayton and Harry McTaggart.



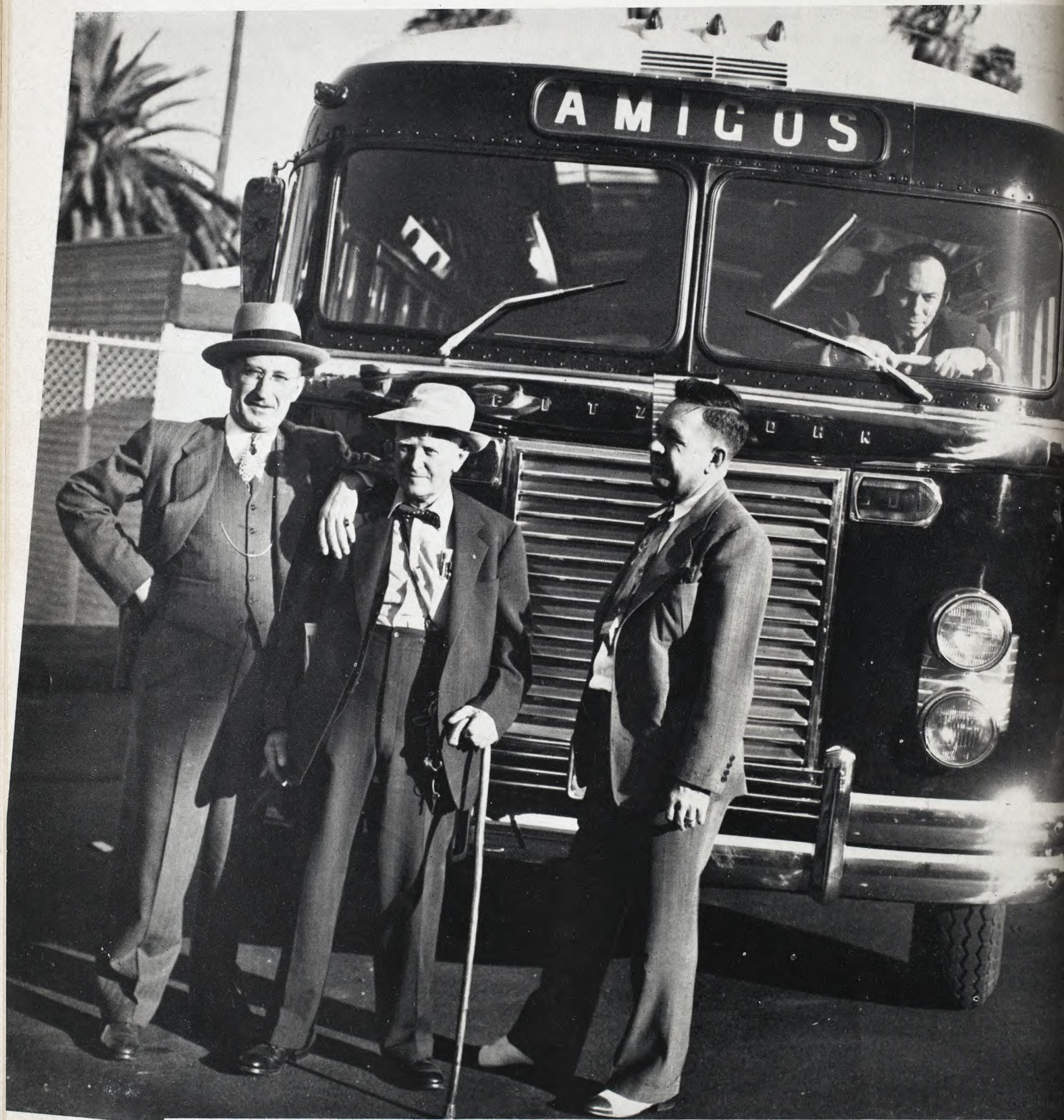
LEADERS FOR 1946-47 SEASON! New bowling league officers are, left to right, "Curly" Hellman, president; Paul Prutsman, vice-president, and Frank Lamplly, secretary-treasurer.

news you have and want in this "col-yum" about you or your team.

In the meantime, seven-ten splits to those league bowlers who insist on running off to the coffee counter and holding up progress when it's their time up.

PICTURE OF THE MONTH

"DESTINATION -- FRIENDSHIP"



. . . "Amigos" is the Spanish word for "friends," and the coach above is destined to promote friendship—good public relations—when it takes civic groups and organizations on tours of the property and around the city. . . . The friendly foursome who posed "family album" style for the passing photographer are from left to right, W. Ralph Fitzgerald, President of the Los Angeles Transit Lines, C. D. "Daddy" Clark, though retired from active duty, carries his many wares to every division each week, Barney Larrick, Operating Manager, and the official sitting at the wheel is L. A. Reeves.