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LOS ANGELES

TRANSIT LINES
SAFETY
COURTESY
SERVICE



Progress Report

TO OUR MEN
AND WOMEN

TWO BELLS
April
1947



Geared to Grow...

THE Los Angeles Transit Lines occupies a unique position in the realm of public service. It serves a metropolitan area of 400 square miles with a population of 1,853,053. The City Planning Commission estimates that this figure will reach 2,315,000 in 1957. Obviously, the Company's operations must be dominated by policies capable of meeting today's service requirements while simultaneously preparing for the City's constantly expanding transit demands. "Geared to Grow" provided the back drop for Company activities during the past two years, and the foundation was laid for a long range program of public service designed to meet the new horizons as they come into view.



“Coming events cast their shadows before”

BY every economic yardstick . . . Los Angeles has a right to have faith in its future. And what better passport to progress and prosperity can a city have than the actions of business leaders who are ready to back their judgment with new millions of invested capital?

And we can look forward to a long period of productivity—of growth—of job security, and individual development in our profession.

Truly, we are “Going Places with the Los Angeles Transit Lines.”



- *Statler Hotel*—New hotel to be completed in 1948. Estimated cost \$18,000,000.



- *United-Rexall Drug Co.*—National headquarters building under construction. Estimated cost \$8,000,000.



- *Bullock's Department Store*—Plans call for investment of \$10,000,000 in new stores in metropolitan Los Angeles area.



- *General Petroleum Corp.*—Will build office building on Flower Street between Sixth and Wilshire. Estimated cost \$5,000,000.



- *L. A. Municipal Airport*—When completed, this project will represent a total investment of \$40,000,000.



- *General Motors Corp.*—Ground has been broken for Chevrolet production plant at Burbank—\$8,000,000.



- *Kaiser Community Homes*—Housing projects in process of construction will represent investment of \$50,000,000 in Los Angeles County.



- *Lincoln-Mercury Division of Ford Motors* will build assembly plant valued at \$4,500,000.



- *General Mills Corporation*—New Vernon mill to be built at estimated cost of \$5,500,000.



- *Nash-Kelvinator Corporation* is planning new plant for construction of automobiles and electric refrigerators at cost of \$2,000,000.



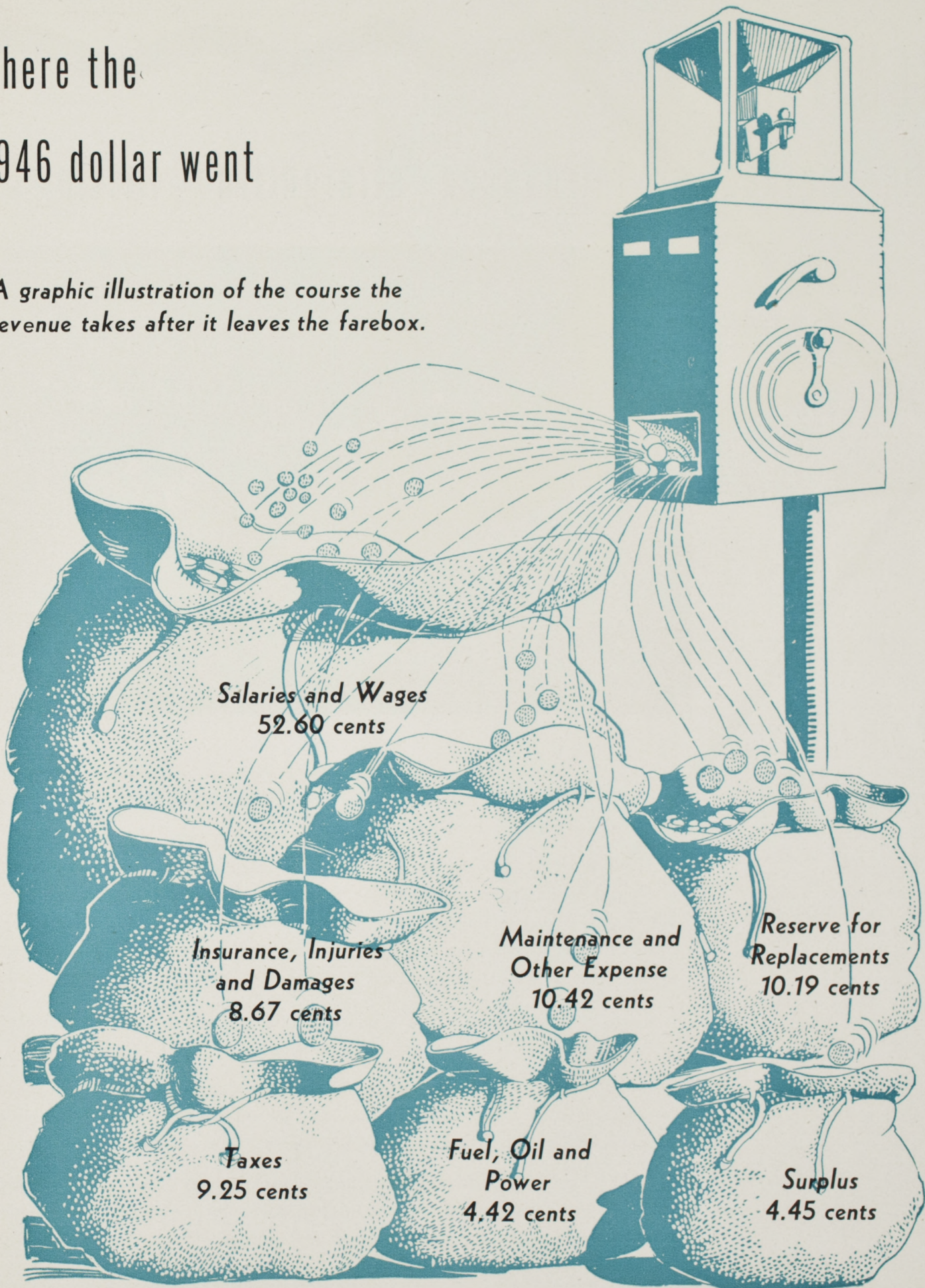
- *May Company Department Stores*—New units to be added in Los Angeles area will be valued at \$10,000,000.



- *Los Angeles garment industry* is planning construction of new plants totaling an investment of over \$5,000,000.

Where the 1946 dollar went

*A graphic illustration of the course the
revenue takes after it leaves the farebox.*



SCIENTIFIC

traffic engineering introduces "straightline" routing • •



• *Trackless Trolley, soon to appear in Los Angeles, and map illustrating application of "straight line" routing affecting twelve lines. "White dots" mark spots where thirty-five streetcar intersection and terminal turns were eliminated.*

WARTIME restrictions, and the 1945 period of readjustment to peace time conditions, prevented the Los Angeles Transit Lines from making any wholesale changes in the system's lines and routes.

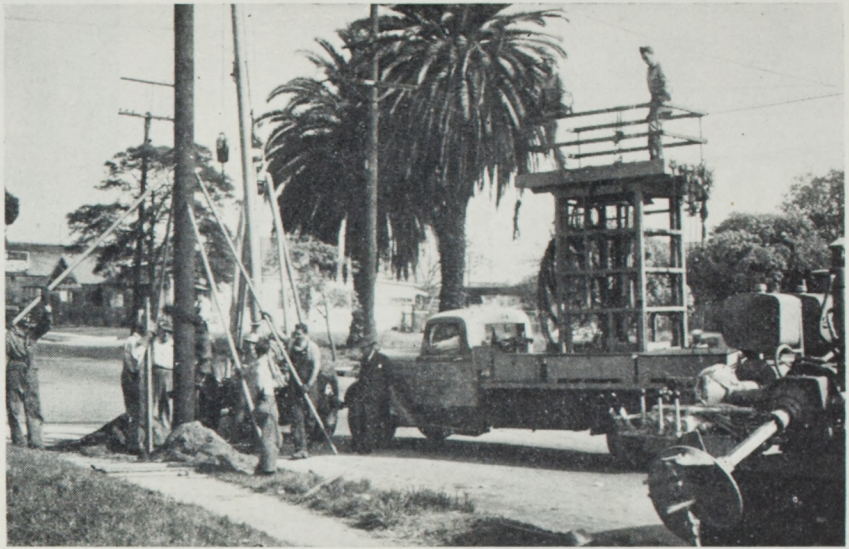
However, many vital and essential steps were taken in 1946. Following an exhaustive survey of traffic and passenger movements, we introduced "straight line routing." As the term implies, it consists of eliminating zig-zag turns along routes followed by both streetcars and motor coaches with threefold objectives: (1) To facilitate the flow of traffic. (2) To speed service and loading. (3) To reduce traffic hazards.

Plans to conform twelve lines to a scientifically engineered over-all traffic plan, were prepared for presentation to regulatory authorities.

By introducing curb loading vehicles on narrow streets, and by eliminating thirty-five streetcar intersection and terminal turns, over 9,000 vehicle turning movements a day can be avoided, and riders stand to save 4,820 hours of unnecessary travel each day.

It should be remembered that streets in the downtown area of Los Angeles follow paths established during Pueblo days, and this first major step in scientifically engineered transit is destined to play an important role in the Company's future operating efficiency.

• • and Curbliners



NEW POLES FOR NEW SERVICE

• Electrical Department crews use latest equipment to "step" new poles for the Trackless Trolley training loop. Operating Manager, "Barney" Larrick placed good luck coin under first pole to go in.

NOT only has traffic engineering introduced Trackless Trolleys on the new "3" Line, but it will bring curb service to another great area. Modern motor coaches will run on the newly established route designated as Line "4," operating through the downtown area over the proposed one-way streets of Fifth and Sixth. This line will operate from the intersection of Florence and Main to Melrose and La Cienega.

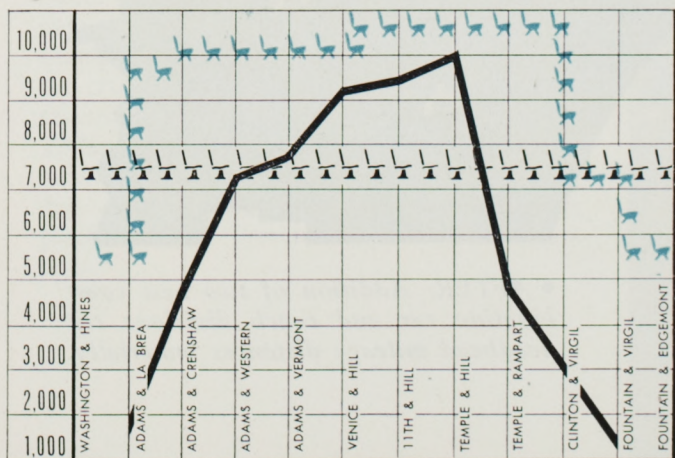
As you know, this is the second major line to be converted to coach operation. The first was the old "A" Line, now known as the "11" Line, which was changed from center entrance cars to coaches on June 30, 1946. The results of the "11" line have proved many things. Most notable is the fact that the flexibility of coaches over streetcars makes it possible to give a line peak performance. Streetcars are forced to travel to established switchbacks or terminals before turning back—regardless of their passenger load, while motor coaches can turn back at any point on the line, thus balancing their seating capacity with commuter demand, at any hour of the day.

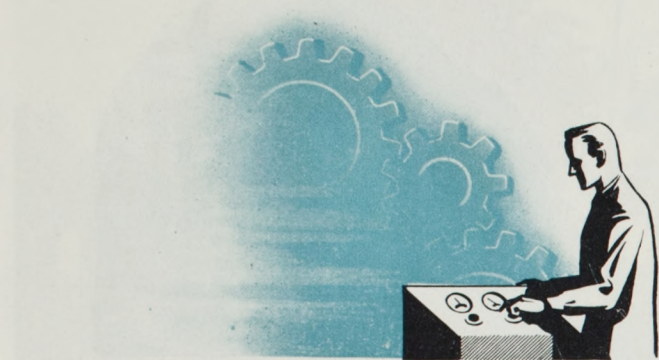
"CURB SERVICE"

• An "11" Line coach pulls away from 6th and Hill Sts. This modern equipment replaces former "Sow Belly" streetcars.

SEATS WHEN NEEDED

• Graph shows flexibility of coaches over street cars as proved on the "11" line. Blue seats indicate coach seats. By turning back motor coaches at any point, available seats can be made to parallel passenger loads even during peak periods. Black seats represent car seats which cannot be increased or decreased since street cars cannot be turned back between terminals except at fixed switchback points.



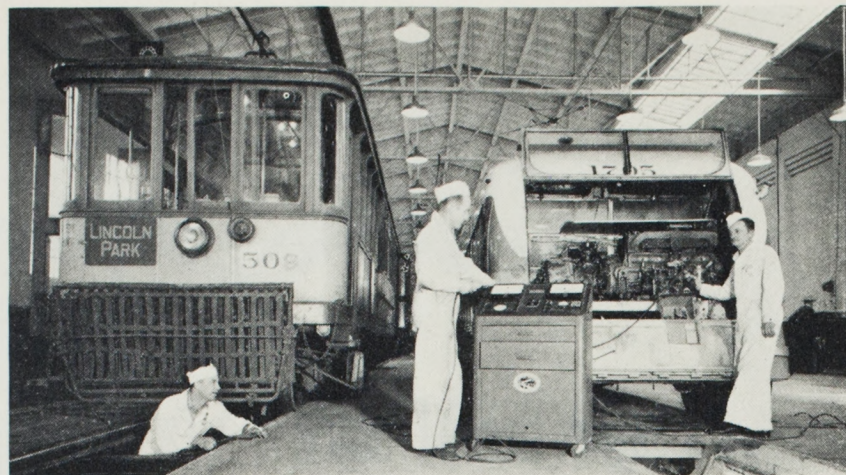


RESEARCH generated many new operating methods

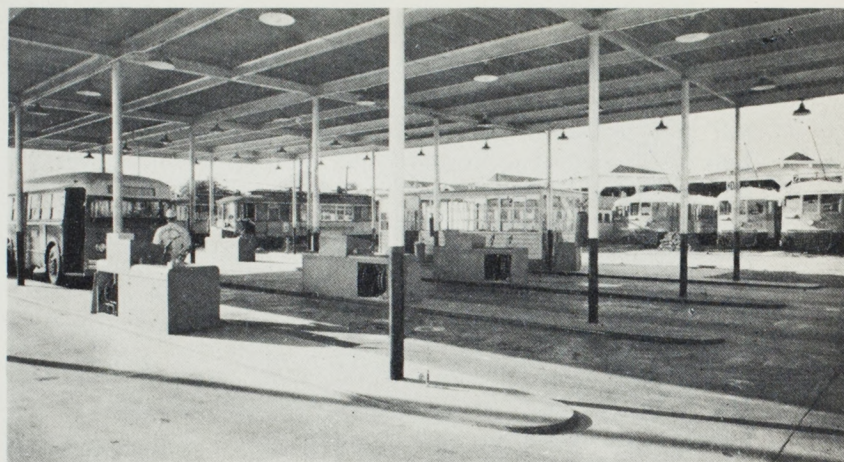
ONE of the noteworthy accomplishments was the intensification of our research projects. This included pin-point studies of every phase of operations as well as the indoctrination of officials in the application of research to management problems.

Working in close cooperation an operating committee integrates the many studies which are constantly conducted throughout the property—sifting and evaluating employe's suggestions for more efficient operation.

As a result of this activity, many time and labor saving methods were effected. An example of research in action was the establishment of two combination car houses and garages at Divisions Three and Five (see maps) which resulted in a tremendous reduction of "deadhead" miles required by a bus to go from its home base to the start of its assigned line.

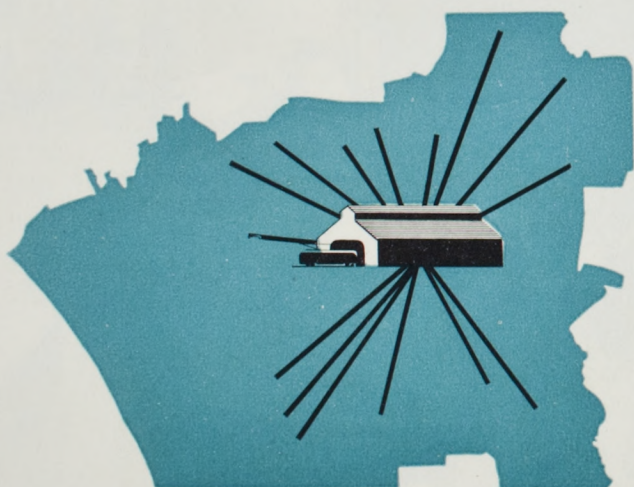


THE OLD AND THE NEW
• Division Three now services both streetcars and coaches.

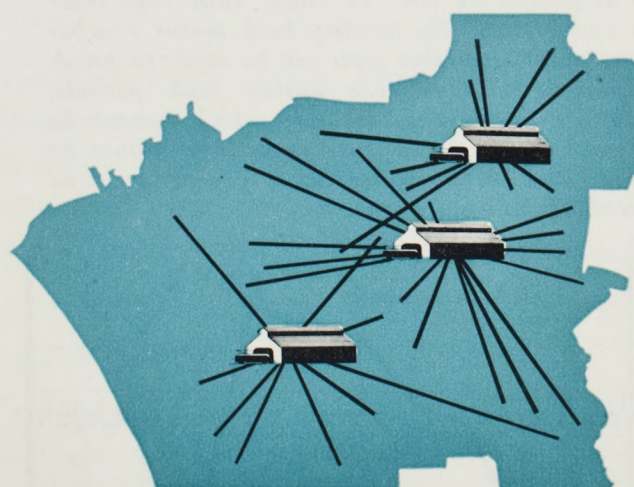


COMBINATION CAR AND COACH BASE
• Division Five completes the strategic placement of coach garages in established carhouses.

To illustrate the time saved by this application in one example: The Van Ness coach line with a terminal at Division Five deadheaded 6.2 miles per day from Division Two since 1930—a total of 72,416 miles.



• **BEFORE:** Each of the black lines indicates the "deadhead" distance a coach had to travel from Division Two BEFORE it started its run.



• **AFTER:** Addition of two new combination car and coach divisions cut deadhead mileage distances materially.



• This stock room at South Park, stores over 21,000 parts.

Perpetual Inventory System

THE operation of a metropolitan transit system involves not only the maintenance of a great variety of vehicles but the procurement and use of thousands of items. These range from delicate test instruments to giant cranes, and from motors to tiny screws. Moreover, the nature of the transit business is such that these thousands of parts must be instantly available at all times.

In addition, serious time losses can occur if stocks become obsolete and occupy valuable storage space. Last year, a system of perpetual inventory was inaugurated. Under this system, we know, at any moment, what materials are on hand, in what quantities, and their stockroom location. The system further provides that as any essential unit is withdrawn from stock, a replacement part is automatically ordered.

A newly installed Cardex System, under the direction of Lee Welch, is used to maintain accurate records for the perpetual inventory operation.



• Shirley Pearson uses withdrawal card to order replacement parts. Below: Inventory records are protected in fire proof steel cabinets.

Clerical Work Expedited

EVERY clerical division has been analyzed. New methods were introduced to expedite work and eliminate duplications. An example of this expediting was evidenced in the transportation department where 75% of statistical reports were found unnecessary. Today, the work of preparing mileage records is completed by noon of the following day, and a report of daily operations is placed on the President's desk three hours later.





• *First and Spring Streets intersection shows two "P" line cars of equal speed and pickup. Freedom of movement is possible with the same type cars on the same line.*

• *When both fast and slow vehicles are on the same track schedules are disrupted.*



Reassignment of Vehicles

STARTING in March, 1946, a program of reassigning vehicles was put into operation. The objectives were to speed up schedules and cut "deadhead" miles. Certain lines required fast starting streamliners, while on others, older equipment was adequate.

Traffic studies further recommended the use of Trackless Trolleys on certain narrow streets in the congested downtown area. Division One, located in the area where this equipment will operate, is being remodeled to accommodate these new type vehicles.

The program of redistribution of equipment will ultimately affect practically all lines. An example of the results of this operation is the saving of over 50,000 annual deadhead miles by housing vehicles within the area they serve in direct proportion to passenger loads.

One example is the "5" Line which formerly divided its cars between Division Five in the Southwest and Division Three in the Northeast parts of the city. This particular line measures over 21 miles between terminals. Studies showed that peak traffic loads were much greater in the Southwest area than the other. By a redistribution of vehicles according to passenger demands, deadhead mileage was not only greatly reduced but the riding public received better and faster service.

Electric Log Recorder

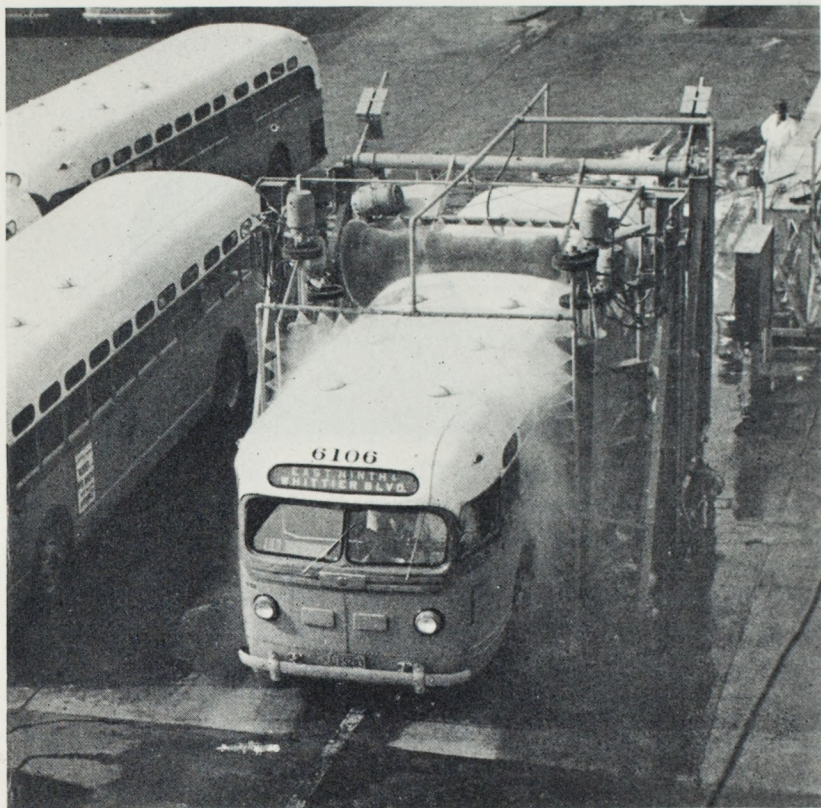
THE Dispatcher's office is the nerve center of transit operations. It is to this vital point that field reports of service interruptions are channeled, both by telephone and radio from roving supervisors. Keeping a record of these incoming calls and outgoing instructions had been a time consuming procedure, since the Dispatcher's log had to be written in longhand. The radio controlled instrument now records these two-way conversations on a plastic disc, thereby saving innumerable hours of writing.

20th CENTURY COMMUNICATIONS

• *Two-way radio conversation being automatically recorded in plastic disc by Jack Redding while Bill Evanson talks to company mobile units.*



PREVENTIVE MAINTENANCE shifted into high gear



• Cleanliness is an essential part of Preventive Maintenance at all divisions.

IN 1945, the Los Angeles Transit Lines applied the principles of "Preventive Maintenance" and "Assembly Line Methods." Each operating procedure is designed to expedite repair and shop operations. Facilities and methods were provided and prescribed.

Beginning early in 1946, these two operating principles were projected to include all units of the mechanical divisions.

Further evidence of the value of preventive maintenance is the fact that the streetcar mileage between regular shop inspections was *increased* from 25% to 75%, depending upon types of vehicles.

Additional important time economies were effected by dispersing mobile emergency units to operate out of division points instead of a centrally located base. This *reduced* by 50% the average time formerly required for the emergency to reach the scene of delay.

Another innovation was the introduction of a roving mechanic to make minor adjustments not requiring the service of a shop mechanic and a substitute coach in order to get a stalled vehicle back into service.

• Frequent testing of R.P.M. ratings, oil pressures, motor temperatures, and exhaust vapors foretell future failures.



• Wally Weberg responds to emergency call to make minor repairs on coach. Use of two-way radio equipment reduces delayed schedules.



SAFETY EDUCATION

THE Los Angeles Transit Lines has assumed a position of leadership in accident prevention. The Safety Department, under the direction of C. A. Tengblad, has maintained a safety educational program directed not only at all employees but to the public at large.

By cooperating with the various safety groups, such as the Traffic Education Unit of the Los Angeles Police Department, the National Safety Council, the Junior Chamber of Commerce, we have helped to impress safety upon the general public. A constant stream of educational material has been directed at the public in the form of news stories, radio broadcasts, outside and inside car cards, and Weekly Topics.

The most recent and most publicized was the April Fool's Day Hare and Tortoise Race. This event opened our own Safetourney contest as well as the program for the Women's Division of the Chamber of Commerce. The tortoise in the race was a 45-passenger Diesel coach, piloted by Frank Lampley of Division Two. The hare was an automobile driven by Dick Russell of the Downtown Shopping News, who is co-chairman with Mrs. Essie Elliot in the April safety campaign. Russell speeded the hare through Los Angeles, fudging on all traffic rules, while the coach traveled at the proper rate of speed, observing every rule of traffic and common sense.

The course began at Whittier and Indiana, with the finish line at Pico and Centinella, a distance of 17.9 miles. The time for the coach was 49 minutes, with the automobile taking 1 hour and 5 minutes because he was delayed by a motorcycle officer. This event definitely proved that no time is saved by disobeying traffic rules.

Prior to the race, posters were placed at all divisions announcing the beginning of our Safetourney contest. Every operator did his best to make April Fool's Day a no acci-



TWO YEARS OF SAFE DRIVING

• Eddie Brebm (left) admires Ray Davies' award pin that signifies the holder has operated his equipment for more than two years without a chargeable accident. Both men are from Division Two.

dent day. This record was achieved by Division Two. The other divisions decreased the accident rate over the same date last year by 55%.

Through the Safetourney contest all operators receive points for their no accident records. These points are being used to purchase merchandise such as watches, radios,

RADIO STAR AIDS SAFETY CAMPAIGN

• Parkyakarkus, at right, joins with Art Tengblad, Safety Engineer, in promoting traffic safety campaign. Outside car cards carried the message to thousands of citizens every day.



"OH MUR-ER-DER!"

• Ann Whitfield, "Phyllis" of the Phil Harris show, demonstrating how not to alight from an automobile. Coach in background was used in traffic safety publicity campaign.



in the public and employe interest

furniture, etc. At the present time there is quite a demand for waffle irons, electric toasters, and tricycles. Many employes are letting their safety points accumulate with a more valuable prize in mind. In addition, 1310 men are wearing safety awards which are given for each year of service without accidents.

Safety education is also conducted among all shop employes through a shop safety committee which makes monthly inspections of the Company's shop and mechanical properties. This group locates potential accident hazards and provides for their elimination.

Safety instructors brief all new employes during their indoctrination into the Company. Accident hazards are portrayed on slides, stopping distances are shown, and the new men leave these classes conscious of the need for safety. They are impressed by the fact that upon their shoulders rests the safe transportation of our patrons.

The method of filing and classifying reported accidents has been modernized by the introduction of what is known as "Shorthand to Safety" system. This method makes it possible through the use of code numbers to find out at a moment's notice anything pertaining to an accident—the date, location, etc. When a report is made by an employe, a coding slip is filled out, giving the following information: the name and number of the employe, his division, his amount of service, the line and the date, whether avoidable or unavoidable, the equipment classi-



TRAINEES LEARNING THE ROPES

• Instructor R. L. Griffin familiarizes new group of operators with operating rules and regulations. Instruction rooms have been established at all divisions with Chief Instructor Dan Healy correlating their activities.

fication, the type of accident, and the number of witnesses.

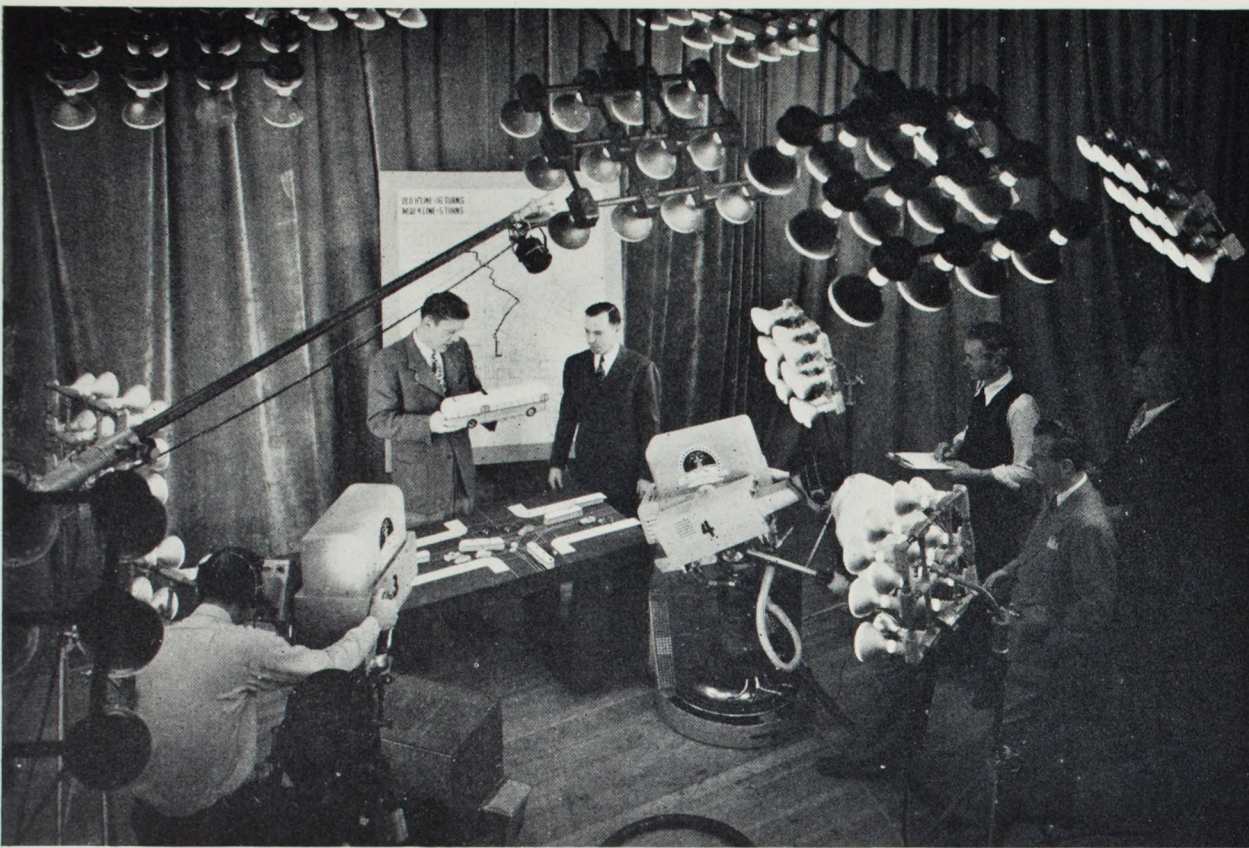
There is a code number for each of the various zones of the city. There are also code numbers for the types of weather. Codes are given for the severity of accidents, the injuries received, etc.

It is interesting to note that all accidents can be classified into types. This is definite proof that if accidents are known by types, they can be avoided as such, and the Safety Department hopes that eventually all employes will become acquainted with this fact. This will aid greatly in accident prevention.

• Photographers and reporters swarm over the Whittier Boulevard and Indiana Street intersection, as Dick Russell and Frank Lampley prepare to get "under way" in the Hare and Tortoise race. Russell was all set to "fudge" on traffic laws in his private automobile, while Lampley was to drive the "course" safely and sanely."



PUBLIC REL



• Los Angeles Transit Lines plays star role during half hour television broadcast over Paramount Studio's Station KTLA. In front of cameras are: Announcer Jack Latham (holding coach) and Stanley Lanham, General Consultant and Traffic Manager.



• Above: "Two Bells" publicizes news of Divisions and Departments.

COMPANY inspired news stories reached an all-time high in 1946, with a total of 6,919 inches of favorable editorial mention in newspapers and magazines.

Advertising activities embraced all principal media. Copy themes consisted of straightforward messages relating to current safety campaigns and company activities. A good proportion of 1946 promotional efforts was designed to build passenger load during off-peak hours. The Company also cooperated with the American Transit Association by acting as a local sponsor for "Spotlight on America," its coast-to-coast radio program.

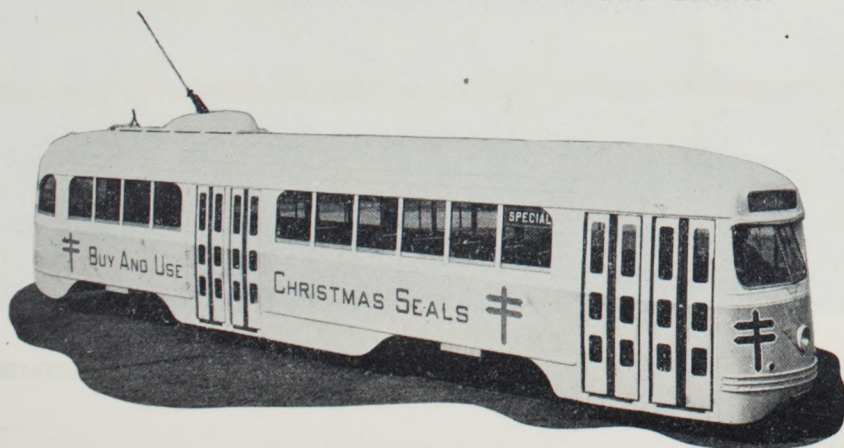
Realizing that the best form of public relations is generated by the way the employe conducts himself in contacts with the public, a concentrated effort was made to impress all operators with the significance of our slogan: "Safety, Courtesy, Service."

A decrease of 28% in rider complaints during 1946, compared with 1945, reflects the activities of the Public Relations Department.



• Above: 110,000 copies of Weekly Topics are distributed on vehicles to inform patrons on transit affairs.

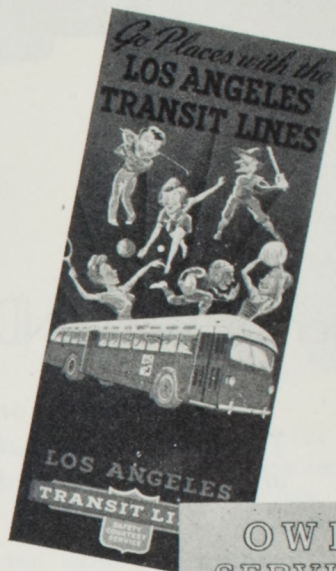
• Below: Specially painted cars promote civic activities and worthwhile charities.



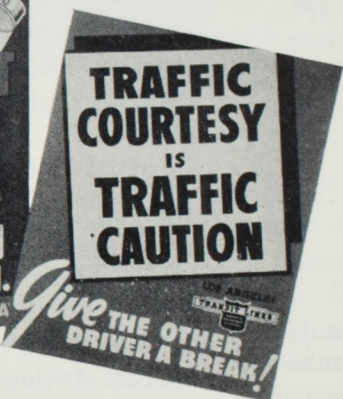
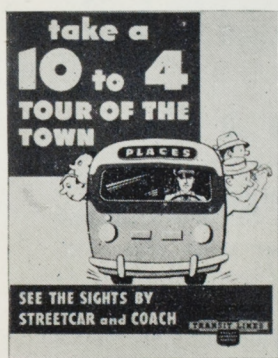
LATIONS to build public confidence . . .



• Above: Typical newspaper advertisements.



• Below: Outside dash cards carry our messages.



• Above: Official route map of Los Angeles Transit Lines shows all lines superimposed on city map. Owl Schedules are for benefit of midnight to dawn riders.



• Above: Samples of car cards used to familiarize public with our activities.



Dear Ladies

IDEA CLINIC

By Helen

Summer SEW AND SEWS

In the Summer, or any other time, girls who sew are smart. They know that making their own clothes is the password to all kinds of wardrobe magic.



THERE'S more to selecting a style than just choosing something which happens to catch your eye. Your clothes should become you. Since you are an individual, wear the clothes which are right for your particular figure type. And remember, the fabric you choose for your new dress is as important as the pattern. The same pattern style made up in two dissimilar fabrics gives you two entirely different effects.

Below are listed the four predominant figure types with suggestions for clothes best suited to them:

LANKY LIL

The tall, thin girl is usually very angular. She should improve her appearance by using curved and horizontal lines. (see picture No. 1)

Neckline—round, heart or oval.

Sleeves—puff, bishop or bell.

Skirt—flared, circular, tunic, peplum or draped.

Material—figured.

LARGE LOUELLA

The tall, stout girl wants to look thinner. Therefore, she should avoid horizontal or curved lines. (See picture 2).

Neckline—surplice, v-shaped.

Sleeves—long, straight.

Skirt—straight but not tight.

Material—solid color fabrics, blurry prints.

TUBBY TERESA

The short, stout girl always wants to appear taller and thinner. She should stick to vertical lines. (see picture 3)

Neckline—V, oval, heart or square.

Sleeves—simple cap, straight or three-quarter length.

Skirt—simple, slightly flared or gored.

Material—subdued, one tone, small prints, vertical stripes.

TINY TILLIE

The short, slender girl who would like to look taller should wear simple clothes which will not dwarf her figure. (see picture 4)

Neckline—high, round or square.

Sleeves—medium puff or loose.

Skirt—straight, slightly flared, pleated all around or gathered.

Material—fabrics with sheen, not too large prints.

COLORS ADD INTEREST

When you sew for yourself, plan your entire wardrobe around a few flattering colors. Then you won't be disturbed because you have a purple skirt and a red jacket, which are absolutely incompatible. Build your color scheme and put it down on paper so that you'll be able to switch skirts and jackets, dresses and coats to your heart's content—knowing that they will all blend.

In laying out your wardrobe, it's a good idea to build it around suits and blouses. A suit and blouse wardrobe is flexible, giving you innumerable mix-match opportunities. And don't forget dickeys and vests. They make your wardrobe look so much larger than it really is.

If your selection is going to be limited, choose a neutral shade for a suit, preferably in gabardine which gives such wonderful wear, add another skirt and a plaid or striped jacket and you have practically a complete basic wardrobe, for your blouses can either dress down or up the entire outfit. Good shades for your suit are black, beige, Navy blue or gray. White is popular this year and while it isn't exactly practical, it's very flattering.

Blouse styles are practically unlimited. Necklines run the gamut from high and round to low V's. Other styles are Peter Pan collars, slit fronts, bow ties, boat and off-the-shoulder types. Sleeves vary from little caps to dolman,



• *Left: Large Louella—she looks thinner in long torso styles.*



• *Tiny Tillie—she will gain importance in simple prints. —Simplicity Pattern No. 1902.*



• *Left: Lanky Lil—the tall angular girl should stick to curved lines.—Simplicity Pattern No. 1813. Right: Tubby Teresa—vertical stripes and subdued tones slenderize.—Simplicity Pattern No. 1932.*

• *A new leaflet, "Fabrics by the Yard for Fashionable Sewing," is yours for the asking. Just write or call the TWO BELLS office.*

push-up, balloon, and bracelet length. You'll get a big thrill, too, when you see the lovely fabrics which are again available in most stores. Pure silk prints are back with us as well as rayon crepe, shantung, georgette, gingham, eyelet, jersey and nylon.

Another way to stretch your wardrobe is with scarfs. A splashy print or a solid color scarf in any of the beautiful new shades is an excellent morale builder for an old suit or dress. Tie it about your waist, or knot it loosely around your throat, with one end in front and the other thrown over your shoulder. You can even tie it around a cloche or a roller style hat in place of a band, letting the two ends hang down in back.

ACCESSORIES—PRO AND CON

An important item to remember is that your accessories can make or break your outfit. If you chose them wisely, with an eye on your wardrobe, you'll find you have many more outfits than you thought possible. However, many times distinction is lost by the use of too many accessories, even though they harmonize. Simplicity is always in good taste and the over-dressed person is never the well-dressed person.

In the list of accessories are included hats (the styles are many and varied this year), belts (beautiful, aren't they—but don't go beserk), bags (consider your shoes when buying), gloves, and scarfs. These, as well as suits and blouses, can be made for a fraction of their cost ready-

made, and by using your own originality you can whip up some really outstanding items.

Since hats are very important, here are a few "Do's" and "Don'ts" which may be of help in your shopping:

If your face is square: Do wear high draped turbans, halo hats, bumper berets. Don't wear small flat sailors, pie-plate berets.

If you have a round face: Do wear slanting berets, profile brims. Don't wear turbans, narrow brim sailors or bretons.

If your face is rectangular: Do wear round brim hats, forward tilted, or large bretons. Don't wear high, square hats or hats with too much width across the top.

If your face is triangular: Do wear side-draped cloche, bonnets, or profile hats with brims. Don't wear visor berets, tricorneres or bowlers.

If your face is oval: Thank your lucky stars. You can wear almost any hat.

Shoes, also, are an important part of your wardrobe, and you should not skimp here. A well made pair of shoes will add importance to an entire outfit. Therefore, you should buy good leathers or fabrics in basic colors, with maybe two pairs in colors for giving a Spring lift to your tired toes.

It's time now to plan your wardrobe for Summer and Fall. List what you have, what you want, and what you need. Work from that, using your head and your hands, and you can be the best dressed woman in your neighborhood. Try it and see!



NEW UNIFORM—NEW COACH

• Robert L. Shull of Division Two steps aboard one of the new Diesel motor coaches in his new "uniform of the day."

Short Circuits by Walter Whiteside

HO hum. Here we are, trying to report the news while our veins are throbbing with Spring "fever."

"Mose" and his heavy gang have been really pouring it on in the construction of the Trackless Trolley training loop. When you read this, trolley coaches will be buzzing over the route.

A great pat on the back is due these men on the construction job, as it is a new type of work. Everyone cooperated and, as the result, a swell job was well done.

While we are patting the backs, let us doff our hats to Louie Hunter who so efficiently laid out the curves with painted circles and crosses on the street so the men could follow with the stringing of the overhead. Yes sir, Louie put it on the ground, and "Mose" and his men put it in the air in record time.

Ed Clardy has made a couple of week-end trips to Palm Springs lately, and he was certainly spruced up when he left town. He claims he was visiting his brother, but we aren't too sure. His bowling score has dropped off and he has a dreamy look in his eye. Need we say more?

Congratulations are in order for Sub-Station Operator John Gerving on his recent marriage to Florence Anderson.

Homer Lawrence is the new "hello boy" breaking in as a Power Supervisor.

We see in the last issue of TWO BELLS under "South Park Diary," that Nels "Falstaff" Lane is known as the "morale builder" of the South Park Shops. We here in the Electrical Department take full credit for this reputation as we have been feeding these many tales to him—these past few years.

Transit Lines . . .

Comments From Central

by Wallace Spaulding

WE read an account of a salesman, who, when he couldn't make a sale any other way, would pretend to lose his temper and make some abusive and insulting remarks to his client. Later, he would return and apologize very profusely—saying that he realized the customer was under no obligation to buy if he didn't want to.

The ruse seldom failed to work. For believing the salesman to be sincere, the client would almost "bend over backwards" to give him some business.

We have had to resort to just such underhanded methods and use every sort of psychological trick to get news for this month's column.

Now, when I find a fellow worker whom I can't get to tell me about himself, I open my purse and take out a ten dollar bill. Holding it in my hand as 'tho I intended to buy information he might have, he begins to talk volubly. When I have drained him of all matters of interest, I casually pocket the bill and say, "Thanks, pal," and proceed to approach my next "victim." Aren't we devils?

Eugene and Juanita Sheppard are buying a new home at El Serreno. They expect to move in next week. Boy, what a break!

E. E. Byers wants to work a two-man car when he can find another man by the name of "Sellers" to work with. He thinks that they ought to do a good business. Maybe so—Byers and Sellers—not bad at all.

The other day Byers had a new and unique experience. It seems that someone addressed him as "shorty." Byers, who is six feet, six inches tall and who has always held the undisputed title of the "tall man" of Division One, couldn't believe it when he turned around and looked up—looked up, that is—at someone taller than he. Lloyd Bushong topped our erstwhile champ one half of an inch.

Red Chamberlain has a new nickname. He is known as "Champagne Charley." The other night he got "took" when he paid the check. The Champagne cost \$20. He says he doesn't like Champagne any more. His money may be gone, but the name lingers on.

Jack Berk suggests that those who ride motorcycles join in organizing a club. There are several motorcyclists at Division One, including Ralph Gillis and V. J. Ekborg. There must be many at the other divisions and such a club would offer a lot of good, clean sport to such as can afford the motors. We think Jack has a good suggestion.

We offer our sincere expressions of sympathy to L. M. Hill, who was extended an emergency leave of absence because of a death in his family.

Louis Patten has just returned from the east after a twenty-two day leave of absence due to the death of his brother. Louis bought back with him his family, who have been living in the east until living quarters could be had here.

by the Staff

Car House Highlights

by H. K. Conacher

CAR HOUSE ONE

Construction of the new buildings for the maintenance of Trackless Trolleys is well under way and we are all looking forward to their completion.

Eldridge Henicks and Mort Wilson have both recently purchased new homes in South Gate.

After many inquiries as to the proud look on Leroy Burr's face, we found out that he had become a grandfather twice in one month. Quite a record, Roy.

During the reconstruction program, it was necessary to transfer the operation of lines "B" and "H" to Vernon Yards and also a portion of the personnel of this division for maintenance purposes.

Congratulations to the Richard Credidos upon the arrival of a new baby daughter, born March 9th.

CAR HOUSE THREE

The gang at Division Three welcomes the return of "Whitey" Knollmiller from Division Five Store Room. He is replacing Virgil Lightfoot, who has gone to Division Two.

Other Store Room news: J. B. Flanagan and J. R. Haley are new members of the gang.

A newcomer in the office is Katherine Morrison, having come to replace Eleanor McRoberts, who left for an Eastern jaunt. We welcome "Katie" to our midst.

B. Derry has been on a busy vacation of two weeks, moving from one house to another. This included painting, repairing and generally being a busy boy. He found time to take a delightful trip to Sprada National Park with his family.

A large party celebrated the birthday of "Bud" Magin of the Rail crowd. He was presented a Maple rocker by his wife.

Twins were born to Mrs. Roland W. Kornder, wife of R. W. Kornder, mechanic. That meant passing out double portions of cigars, for which R. W. made a hurried trip to the nearest store.

New mechanics include Joseph Delmont, John Howell, Eugene Wheeler, Johnny Joseph, Warez Williams, Thomas Bruce, and Gordon Barker, who came from South Park. Also, Theoplis Baker, William Shorter, Robert Nelson, Alonzo Adams, M. C. Smith, Paul Harris and Harvey Warner.

On vacation at the present time are Frank Sanchez and T. E. Branigan.

CAR HOUSE FOUR

Introducing new men at the Division: Leo Sidles, William Stover, James Love, Phillip Easton and George Ward. Glad to have you with us, boys.

Isaac Edmons has returned to the division after trying his hand at farming in Arkansas and Tennessee. He says the climate is too cold for him back there. Glad to have you back, Edmons.

Lester Rutledge has had his Packard overhauled in preparation for the vacation period.

That smile of Bob Bennett's is due to the arrival of daughter, Joan Diane, who made her debut February 26th.



"SAY SOMETHING—JUST DON'T SIT THERE!"

Congratulations, Bob. Incidentally, we understand Grandpa Burr of Division One is pretty happy and proud of this same little girl.

Absentees during past month: Frank Cherrington, injured foot; Jack Silva, sprained ankle; James Logan, influenza. All have returned and are going strong again.

George Smith is spending most of his spare time building a rumpus room onto his house. Must be some parties in the future, eh, George?

The old Car House is in the middle of a remodeling and rejuvenation program. What with the alterations, additions and new paint, we are going to have a much more convenient and modern place in which to work.

CAR HOUSE FIVE

A wedding within the Los Angeles Transit Lines family was disclosed when Safety Engineer Art Tengblad announced the marriage of his son, Clyde, to Peggy Freestone on March 15. Peggy is with the Medical Department in the main building and Clyde is at Division Five. Congratulation and best wishes to the happy couple from all of us.

Viola Johnson, of Division 5 office, announces her engagement to Douglas Powell, Mechanic at Division 5.

Legion Auxiliary

by Bedur Jones

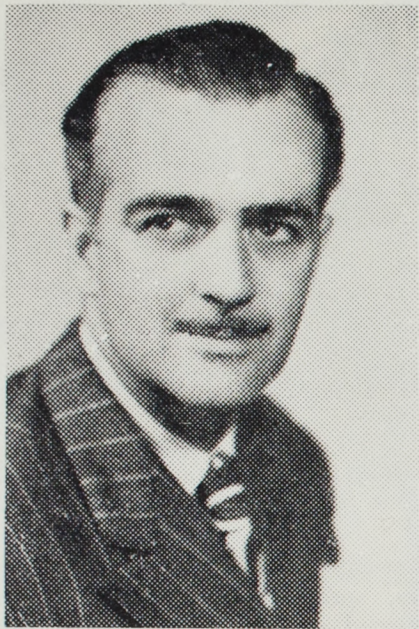
THE Los Angeles Transit Lines' American Legion Post 541 Auxiliary presented a beautiful cake, decorated with the Legion emblem, to Commander Ben Sparks. The presentation was made at the regular meeting, March 18, to celebrate the 29th birthday of the Legion.

A white elephant party and card social highlighted an evening of enjoyment on March 29. It was held at 4217 West 111th Street, Inglewood.

Memorial Day is coming and on May 23 and 24, the Auxiliary will be selling Poppies. These Poppies represent the boys of World War I and II.

The money that is donated for these Poppies by you is handled this way: The veterans in the hospitals make the poppies and sell them to veterans' groups, who in turn sell them on the streets. In this way the veterans earn necessary spending money.

The money is used in every way for the veteran and his family. So when you see an Auxiliary member with Poppies on May 23, and 24, buy the "world's most cherished flower."



Introducing Winston LeSueur

Personnel Director . . .

THE newly appointed Personnel Director for the Los Angeles Transit Lines, effective April 22, is Winston LeSueur.

LeSueur has specialized in employe relations and personnel work over a period of many years. He was associated with the Lockheed Aircraft Company as personnel director at the Eastern Division. During the recent war he acted as medical director at the Lockheed Modification Center in England. After his return to the United States, he handled personnel

assignments for Lockheed in Los Angeles.

This is not LeSueur's first association with the transportation business. Several years ago he was associated with the San Diego-Coronado Ferry Company, and recently has been Operating Manager of the Shoreline Transit Company. This company operates coaches between Santa Monica and Malibu.

LeSueur, his wife, Margaret, and eighteen months old son, Paul Arthur, live at Balboa Beach.

Virgil Venom

by Bill Ulrich

COULD it be Spring?

"Chuck" Werno plunks away at his banjo in the trainroom during his "split," which prompted the suggestion that we scatter some hay around and have a good old fashioned barn dance.

Dan Getchell has been seen champing at the bit 'til the new shake-up goes into effect. Seems as how he bid wrong last time.

Herb Mueller of the Schedule Department tells us that Howard Beardley (same address) is the proud owner of a shiny, new automobile . . . Ken Smith and his family have already been on their vacation, with Ken doing a lot of fishing near Newport and San Diego.

Speaking of vacations: The following new men will start theirs next year: C. A. Ravens, B. Bushong, R. B. Westcott, M. G. Adams, N. L. Stocks, B. Marzec, and J. N. Clark.

Sight of the Month: Dick Sperry, recently returned from the east, pushing a "4000" around Hyperion way a few Sundays ago.

Harry Douglas and Bob Selbo were victims of car thieves recently. Harry had his stolen from a parking lot. Selbo was taking his wife and friends to the Palladium and he stopped in front to let them out before driving around to the rear to park. The next thing he knew he was home with a large bump on his head and minus one automobile. Both cars have been recovered by the police department.

Elgin Burton was a week-end visitor to Las Vegas. He claims he's still finding silver dollars in his pockets. That's our idea of pleasant surprises.

A new class on the Laws of Motion has been started by Leonard Srack for all the new men. To say that the course does good is putting it mildly. The "students" learn that the few minutes which might be gained by fast driving and taking chances aren't worth it.

They also learn about speed, velocity, acceleration, deceleration, reaction time, brakes, and stopping distances.

Ray and Barbara Matzenbacher inform us officially that they finally moved into their new home out in the valley . . . John Kaserick spent his birthday with a surprise party at a Hollywood nite spot . . . Ed Ramey was a recent victim of a strenuous game of handball, with plenty of bruises for "proof positive."

Steve Kwitowski's vacation was marred by the death of his father. Everyone offers his condolences.

Tom Lowry is still winning a lot of prizes in golf. His latest triumph—a local tournament in which he did himself proud.

It seems that Bob Woodrow is a guitar player of no mean ability. So, the other night he "sat in" with a small band under the assumption that he would be paid for his efforts. The leader had other ideas. When they closed shop at midnight, he gave Bob his thanks—but no dinero. Ah well, it's experience anyway, Bob.

VIRGIL GREASEMONKEYS

Jesse Jobe transferred to Virgil from Vineyard, replacing George Clink who is the new leader in the Unit Repair Department . . . The day shift has a new man in the person of Adolph Monkewich . . . Bill Oldham transfers to Vineyard, 'cause it's closer to home and he is interested in Diesels.

John Dayen's mother passed away recently. We all wish to express our deepest sympathy.

"Pappy" Cull's getting itchy feet to do some fishing . . . Henry Forsberg dropped in to say hello to the boys the other day . . . Charley (Wet Wash) Roberts became a new papa on March 14. His wife, Bernice, and Barbara Lynn are doing fine.

Since donning their new white coveralls, the mechanics are being mistaken for Good Humor men by the kids in the neighborhood . . . A new wash rack and ramp has been installed to wash the tops of coaches . . . Cliff Maxwell is back on days—

—And we're back on the end of another column.

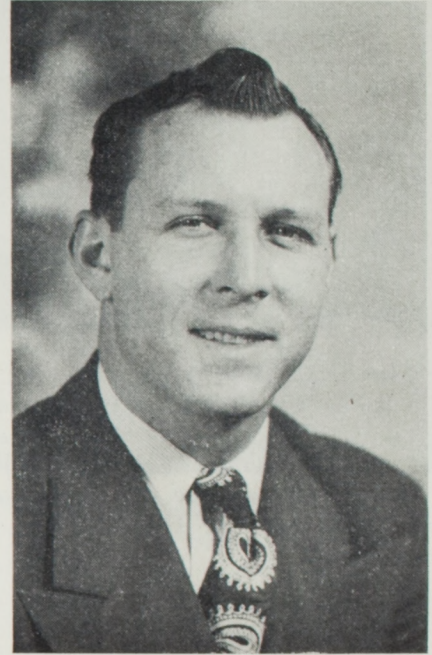
. . . and Joseph E. McGinty Assistant to Operating Manager

Effective April 1, Joseph E. McGinty assumed the duties of Assistant Operating Manager to B. M. "Barney" Larrick.

He comes to the Los Angeles Transit Lines with a background of fourteen years in the transit business, beginning in 1933 in Chicago, where he worked as a coach and truck driver. In 1938 he joined the Santa Fe Trailways System as Assistant Super-

intendent at their Albuquerque, New Mexico, division. Later he came to Los Angeles as Division Superintendent of Santa Fe Trailways, handling all California operations.

McGinty was born in Junction City, Kansas, in 1915. He lives in Hawthorne with his wife, Dorothy, and four year old son, William. His hobby is making furniture in his home workshop.



Reports From Five

by Ed Roche

SPRING Fever has invaded Division Five, as it has everywhere else, and the men are turning their thoughts towards vacations and fishing.

Among the many disciples of Ike Walton who have already wet their lines are George Seale, Charley Templin and Ed Cotterly. On a recent trip, George caught "a" fish, while Charley and Ed just drowned worms.

Sherm Beals, another "ace" fisherman, says, "I'll go along next time and show the boys how to catch fish. Scaly ones, that is."

Speaking of scaly fish, Charley Freeman says, "Pshaw, let 'em come with me. I'll show 'em how to catch delicious shell fish with a plain wire coat hanger!"

Spring, of course, is the time for love and romance. This is demonstrated by the fact that three of our "younguns" stepped to the altar in recent weeks.

K. W. Olsen married Clara Faman on March 4 . . . W. T. Smith repeated marriage vows with Irene Mainelli on February 28 . . . Jack D. Theis and Florence Ducholke were married on February 12.

Harry Rolph's sister, Myrtle Jarvis of Owendale, Michigan, visited him for several weeks. Harry was glad to have his new deluxe sedan to show her the beauties of Southern California.

The Bill Fox's celebrated their fifteenth wedding anniversary on February 15. They and their children, Edward Simon, 14, and Carol Ruth, 13, are comfortably settled in their new home . . . Sam Morrow is making a quick recovery from a very serious major operation . . . Bob Walton, Instructor, is back on duty, completely recovered from an operation performed in Queen of the Angels Hospital.

Elsie and Don Offhill, and their children, Donna, 2½ and Gloria, three months, are glad to be back together again after Don's long service with the Navy in the Pacific.

Congratulations to the J. J. Jeffreys on the birth of a

lovely little daughter, Audice Joyce, on February 14. . . . And more of the same to the C. P. Kruses, whose brand new daughter, Suzanne, was born February 16. Weight 7 pounds, 1 ounce.

Howard Gant is recovering from an attack of pneumonia . . . Lyman Carter is glad to be back on duty after a month in Long Beach Naval Hospital with pneumonia . . . M. H. Snyder is on the sick list. We all wish him speedy return . . . H. B. Marques recently retired because of ill health after twenty-two years of active service.

Everyone agrees that Tommy Owsian, Union Steward, is a real live-wire, ever on the alert to give a helping hand . . . Johnny Welsh spent his vacation on a pleasant trip to San Francisco . . . Lee Jackson's home was gutted by fire recently, after the refrigerator repair man had spilled gasoline on the hot water heater.

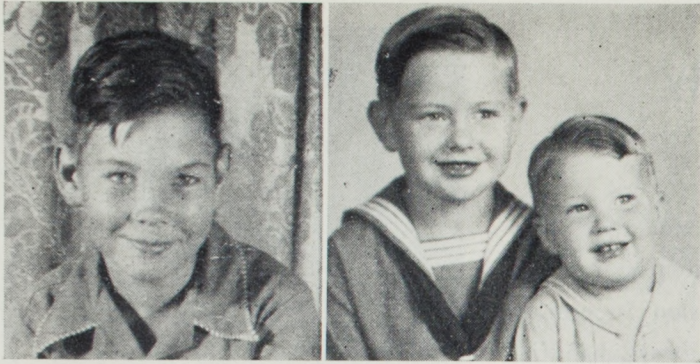
Charley Templin, who served with the Safety and Instruction departments as needed, is again an instructor at Division Five. Welcome home, Charley!

Veterans are heading the list of returned and new employes: Bob Albers, formerly with the 91st Division, holds the Bronze Star . . . Jim London, ex-Navy man, was on the U.S.S. Evans when it was sunk by Jap planes in 1944 . . . Harry Sexton was in Manila on December 7, 1941, with the First Marine Division . . . Bob Marcus who, after his discharge from the Army, worked for over a year with the Third Avenue Railway Company in New York . . . George Clesceri, Staff Sergeant with the First Marine Division, holds three Purple Hearts and the Presidential Unit Citation . . . Charley Gibbs, who served with the 4th Marine Division.

Glad to have you aboard, mates!

F. W. Lockett, Safety Department, has been assigned to Division Five in place of M. J. Storer, who was transferred to Division Three.

The division's sympathy and condolences are extended to W. O. Wammack and C. J. Petersen. Wammack's wife was buried in Forest Lawn Cemetery on March 1, and Petersen's brother, Harry M., former Chief of Police of Redondo Beach, California, was laid to rest February 19.



TRANSIT YOUNGSTERS A-LA-BOYS!

• Walton Earle Mayfield, 14, son of the E. B. Mayfield's of Division Five, takes time out to have his picture taken for TWO BELLS. On the left are the two pride and joys of the J. J. Hodges' of Division Five. Meet Rance and Bill.

The Hillbilly Boys

by L. B. Meek

I see that N. E. (Mack) MacKay has a student nearly all the time. There must be a reason. I have seen the time they pulled Mack off of another line to break in students on the "5" line. Good work, Mack!

Congratulations to the D. L. Fortneys. On February 20 they were blessed with the addition of Robert Frankin, eight pounds and twelve ounces.

When the company said that those who desired could break in on other equipment on their day off, they surely started something. I have never seen so many men wanting instruction in my life.

There has been a continuous flow to P.C.C. cars and busses besides the regular cars. Of course it will be necessary to have had the Diesels before you can get Trackless Trolleys, so I presume that is the reason for a lot of that.

The clerk lifted the receiver of his phone the other day and heard a very anxious voice ask him to look out near the window and see if there were a changer in the trainroom. A. E. Allen didn't miss his changer until he was nearly in town on his run. Luckily it was there intact and was delivered to him on his return trip.

Some of the men have not read the bulletin on the new grouping rule. Bill Skinner said it didn't make any difference to him for he could never get close enough to his leader to group anyway . . . Doesn't Bill Martin look sharp all decked out in a new uniform?

P. G. (Paul) Roberts came in from a trip on one of those gas buggies and when asked what he thought of it he said, "Boy, I am in a class by myself. I left my mark on every corner I came to!"

J. B. Martin put in a couple of days on the PCC's. Now he says, "You know, they are the stuff." . . . "Jeff" Delahunty finally had to give up Soto Street. . . . Chris Christenson finally went back to the sticks. Yep. He is now running up and down the hills of Eagle Rock at night.

I often wondered what kept Connally and Fleming in Highland Park all the time, but if you ride with them you would find out. Heck they know everyone by his first name.

Garage Oil

by C. H. Hardy

SINCE our last "TWO BELLS" deadline, this department was severely shaken by the plating works blast only a few hundred feet away. The sturdy concrete roof of the Garage repair shop, however, afforded splendid protection from a rain of metallic objects immediately after the explosion. Cesar Canales, Pedro Perez and Jack Carmichael were among those who were out in the open at the time and narrowly escaped injury from large iron bolts which dropped in the yard. There was only slight damage to a few of our doors and windows. Purcel Taylor, coach cleaner of the second shift, miraculously escaped injury when hurled out of bed by the blast. His home close to the scene, was completely demolished.

When our Inspection crew, a bunch of regular fellows, suddenly became very genteel and quiet spoken, it was evident that something was in the wind. It seems that Wayne Lucas had just passed the word around that a certain new employe was a preacher. Hammered thumbs were endured in silent respect until one day the new man had a similar mishap which caused him to cut loose with the customary uninhibited and appropriate wording suitable for the occasion. It was a surprise to the gang, and they are still hunting the practical joker who started the yarn.

There was a false report, recently, that George Riggs had died in a traffic accident up north. The error was found due to a similarity of names. George, well-known to all old timers, spent many years in the garage as a mechanic and coach dispatcher, then later as Special Agent. We understand that he is alive and well in a central California town.

Our office takes this opportunity to introduce Jean Rice and Floyd F. Nesslein, new employes upstairs. Welcome!

We are pleased to report that the housing situation is not quite as bad as generally considered. John Summers has been fortunate enough to move his family from the cramped confines of a trailer to a comfortable house without bribe, bonus or exorbitant rent. Dale Churchward and his family have just moved into their own new home in Montebello.

Speaking of housing, I know a veteran who set up housekeeping last summer in a viaduct under the S.P.'s tracks up North. While there he was blessed with a boy. That boy is one in a million. People have been born on the right side of the tracks and the wrong side of the tracks, but he is the first to be born under the tracks.

Ouch!

Retired Employes

by P. C. McNaughton, Sec.

THE assembly room at Division Three was the setting for the regular meeting of the Los Angeles Transit Lines' Retired Employes meeting on April 10.

Harry A. James, Comedian and Humorist, who had been ill, was fully recovered and pleased the members and guests present with many humorous stories.

Mrs. Madeline Bell, Mezzo; Bernard Shapiro, Baritone; and Loraine King, Soprano, held the audience's attention with beautiful musical selections.

Transportation Transcripts

by Phyllis Breitsprecher

WELL, Spring is here at last and with it the usual spring fever when a "young man's fancy lightly turns to thoughts of love." Yes, the office wolves are howling louder, and almost every hour on the hour an expression or one similar to "Gee, it's too nice out to be in here working," can be heard. Ah, Spring!

Yup, and I guess Spring has given Jeanne Hartnack, George Goehler's secretary, some added vim, vigor, energy, etc. She's been running around the office like the "after" ads for "ONE-A-DAY Vitamin Pills." She should get the prize for being HEARD, not SEEN, as she breezes by so fast you don't see her, but you can't mistake that clickety-click of her heels. What'd'ya say we all chip in for some roller skates, er somethin' for Jeannie on her "mad" days?

Not that we like to give the impression Frank Nordyke is a noisy sort of person, but did you hear the latest? You *would have* had you been in the vicinity of the offices on the north end of the building one day. All of a sudden out of a clear, blue California sky—CRASH! BANG! Upon investigation, it was discovered that Frank had pulled a drawer in Barney Rich's desk out a little too far. Oh well, it needed a good cleaning anyhow, eh Rich? When Frank, with a scarlet face, was questioned about it, he could only say, "Oh, I was just practicing my ju-jitsu."—Roll out the mattress, boys. He's getting rough!

Everyone here at Four was really hep on St. Patrick's Day—with the wearing of the green, that is—especially Jack Donnelly who is as Irish as they come. He really looked sharp in a beige suit, bright green necktie, with a green handkerchief in his pocket *plus* a shamrock on his lapel. Better watch out, Jack, the females have pointed ears, too.—Says Jack, "Is that bad?"

Announcing another addition to our happy little family! She was previously a stenographer at Division Three and joined the Division Four ranks on February 22nd. We welcome Mildred Burnam to this office.

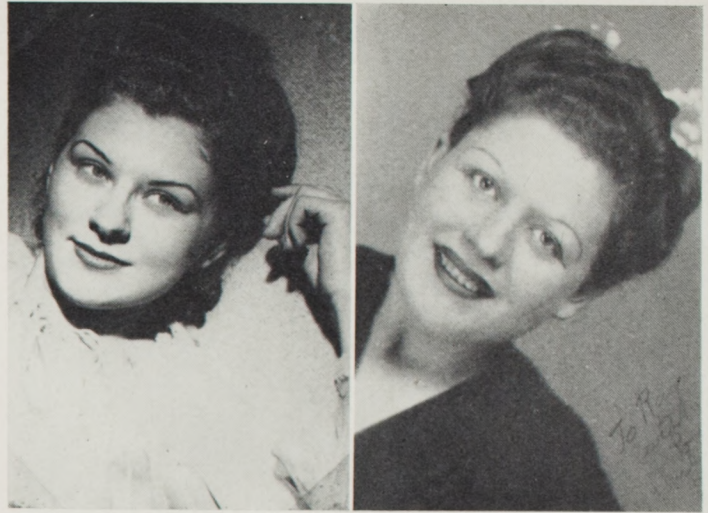
June Trumpower of Timekeeping recently underwent a tonsillectomy operation. We're glad you survived, Junie, and are happy to have you back.

A visit was paid us by Guy "Doc" Campbell, who recently had a minor operation and is scheduled for another visit to the hospital. It was good to see Doc once again, and we all hope his complete recovery is on the way very soon.

Our sympathies go to W. P. Stuart and family, who was called out of town due to the passing away of his father-in-law on March 14th. Stuart is a Special Agent.

On that very hot day of March 14th, some of our gals and guys took a little time out to attend a birthday party in honor of Louise Marling, well-liked waitress at the lunch room across the street from our building. She was presented with a powder blue slack suit from them. Everyone was invited, but it seemed only the Timekeeping and Printing Departments, which were well represented, wanted to sink their teeth into that delicious ice cream and yellow and green rose-decorated birthday cake. The party was held outdoors under the big sun umbrellas.

"Kia" Forkner had his little son, Rodney, here at the office one day, and his secretary Verla "Jerry" Wall took Rod around the office and introduced him to all of



TRANSIT LINES BEAUTY PINUPS

• Here's TWO BELLS' own beauty parade, starring June Reed (left) and Shirley Vick. June is the wife of Harold Reed of Division One and Shirley autographs her pictures to Ray Walker, also at Division One.

us. And from the way he was rattling those chains, it kinda looks like another Special Agent is in the making due to make his debut round about 1970. "Like father, like son," they always say.

We all missed Sam C. Taylor, Chief Special Agent, when he went to Sacramento last month to attend the four-day session of the "53rd Annual California State Sheriffs' Association," where he was introduced at the annual banquet and gave a short address. All the important people from the Sheriff and Police Departments were there.

April 11th our Special Agents donned their "monkey suits" to attend the "break-ups" at the Hollywood Turf Club. They all cut mighty a handsome figure too, I might add.

In the "Married and Engaged Department" we have the following:

March 1st—Hazel Jean Matherly, daughter of Geneva Eimer, Safety Dept., exchanged marital vows with Charles J. Auckerman. Lots of luck and happiness to both of you!

March 1st—Frances Coppola of the Timekeeping Department engaged to John Lazzara. Frances says it was a childhood romance. The couple are planning to be married sometime around Christmas. Our best wishes!

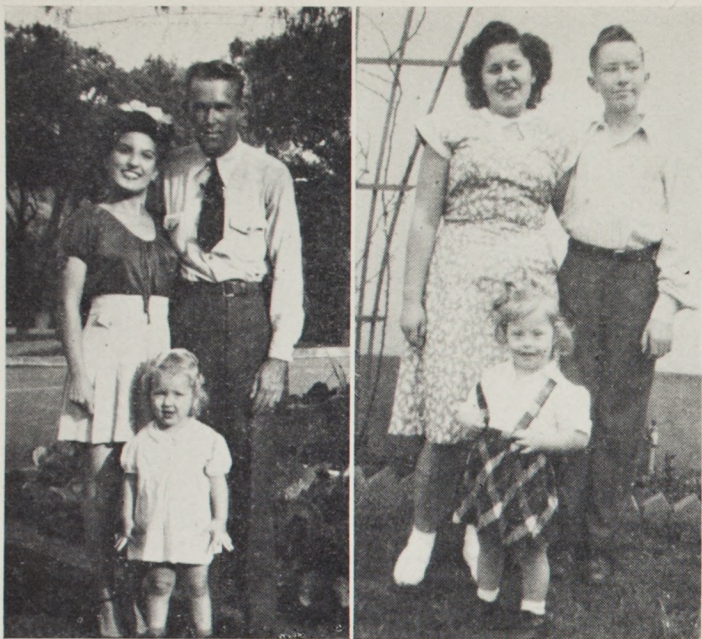
Everybody's spring housecleaning these days, including the Los Angeles Transit Lines. The No. 4 Car House is getting a nice new coat of yellow paint. Speaking of housecleaning, here are a few household hints from one who knows—(I have no house!):

Try lye water on your windows for different results. Just try it—we dare you. The old man will kick the daylights out of you!! Do you want your rugs to look like new? Use a strong solution of drano—they'll look like new—in fact, they will be new, as they will have to be replaced.

To prevent bureau drawers from sticking, break up with an axe.

Do your windows stick, floors squeak, roof leak? Brother, you had better start building a new home!

Look for this column next month. I have some cute ideas on make-up too!



IT'S ALL IN THE FAMILY

• Two prominent Transit Lines families pose for the lensman. Left, Don Auten, of Division Five, is with his wife, Rose Marie, and their young daughter, Donna May, age 2. Also from Division Five, H. M. McBride's happy trio of children at right are: Frances, 16; Ian, 14; and Marsba, age 3.

South Park Diary

by Billy Pinder

VERY few of our employes have the opportunity to visit the purchasing department. So, this month, we take great pleasure in introducing the swell gang who make it so efficient.

Mr. Bill Reynolds, Chief Purchasing Agent, who says, "Haven't got much time. Hello Gang."

Howard Beebe—He is the gentleman who looks like a professor and who always has a repartee handy in any conversation.

Dave Shaeffer—A good sport, and is very good at bowling. How many points will you spot us, Dave?

Norman Greenwood (Stationery)—Can call any square dance you can name and is plenty good.

Jerry Smith. The man with the Frankie Sinatra approach—now if he could only sing—could be.

Vic Lee says he always has trouble with his alarm clock—it wakes him up.

Lee Dryer (Automotive parts)—The Don Juan of the Purchasing Department.

Otis Keiffer—operates the Addressograph machine and Stores Orders.

Dorothy Glaze—(Bill Reynolds' Secretary) A new employe. Hope you like it here, Dorothy.

Millie Davey—(Invoice Clerk) "Hello everybody."

Tillie Fennell—(Stenographer) "Glad to meet you all."

Clara Wilhoft—Who listens to our troubles and builds up our morale and gives advice to the lovelorn.

Betty Free—(Invoice Clerk) Who reminds us of which movie star? Greer Garson, or Ann Sheridan? ? ?

Barbara Calvin—(Mail Clerk) a newer employe. Likes it fine here.

There was quite a big write-up in one of the city's leading newspapers the other day about our shops. It said that the shops were some of the most up-to-date, immaculate, and modern in the world and that is saying something. It had some action pictures of some of the street cars and coaches under repairs. Los Angeles should be proud of such an operation.

Linus Johnson is planning his spring activities around some of the local streams. At least he has his fishing license and is ready to go any time.

Gus Prenger is breaking all records these days. He just became "Grand-Pop" for the twelfth time. Nothing to it, says he.

Ssh—not too loud. We have some golf enthusiasts in our midst. Tom Tripney and Bert Timbs are old timers at the game. It wouldn't surprise us if they entered the Annual Los Angeles Golf Tournament.

Someone called Austin Kilgore, our 100% Weather Prophet, a forecaster last week and was informed that there is a lot of difference between a common forecaster, and a weather prophet. Yes sir-re.

Borrowing a phrase from a popular song, "Smoke Gets In Your Eyes," our congenial friend, Otto Schneider, set up a smoke screen in the Body Shop and drove some of the boys to cover.

A few new faces have been added, and we'd like to introduce them if they're not too busy to say Hello. They are: Art Leighton, Robert Rush, Al Sparks, George Smith, Nathan Kelly, Jr. and Laurence Jacobson, Jr. Welcome to the shops, fellows.

The boys are still talking about the Hula dance that May MacLeod of the Auditing Department danced at last month's entertainment. Very good, May. Don't forget to come back soon.

Blow-Bys

by Tom Smalley

YE Editor just gave me "two bells" and you all know that means get going—so we're off!

Ralph Campbell officially opened the fishing season the other week-end and Ralph says that he caught more fish than any three men on the boat. Yak. Yak.

We thought Joe Pietraforte was trying to change our color scheme the other day. Joe was painting the floor green. Later, George Reese told me that Joe had upset a can of green paint and was just cleaning it up. Now the painters have made it all nice and red again.

Mike Hemen claims to have the most expensive lawn in town. His wife, Mildred, took the car into town to buy some grass seed and on the way back she received a traffic citation. All in all, the grass cost a pretty penny.

Joe Castro and Earl Morey have teamed up a few times lately in quoits. Not bad, either.

Frank Bertini says that his wife, Agnes, has completely recovered from her recent operation and is feeling very well again.

Tommy Rocha has been promoted to lead man in Department 20. Congratulations, Tommy! . . . Nat Duron is now welder for Department 20.

The Line Department boys have been very busy installing the trolley wires at South Park for the new Trackless Trolley training loop.

Joe Lara handles the new shop mule so well that one wonders if Joe is an old mule skinner.

Talk about doing two men's work! While doing his regular clutch work on the bench, Eddie Serabias uses a rear vision mirror to watch the clutch facing machine running in back of him.

The other day we noticed a strange weed growing in the electrical room. After inquiring, we found out that it was supposed to be a Larkspur plant. The plant had been given to Tom Crouch by Sunny Sundeen as part payment on a radio transformer that Sunny had borrowed. How many larkspurs are required to pay for a transformer?

Homer Porcher tells me that we should call Bob Huntsberry "Legs." Bob has his legs insured for five thousand dollars . . . Pete Rodriguez is taking a trip to Denver in April to visit his sister . . . Saul Soto informs us that Ben Lozano keeps the radiator boys happy eight hours a day with his whistling. (Ed's note: Eh?)

Add to "Things you should have seen": Rolly Johnson wearing his shamrock on St. Patrick's Day.

Fishing is the big news these days. The bug (or should I say the worm?) bites us all about this time of the year.

Jimmy Summers is going back to a spot where he lost a big one last season. Jim says that he will get him this time . . . Bill Skinner found an old fishing reel in his garage and is busy cleaning and oiling it up with intentions of using it in the near future.

DEPARTMENT 11

Oscar Nelson, singer at our Friday entertainment programs, is now singing on the radio every other Friday evening. The time—5:40 to 6:00 P.M. on KGER, 1390 on your dial.

A closing item here about Harold Cass. Harold is really busy these days in his new duties as Foreman of the Paint Department.

Sour Grapes from Vineyard

by H. M. Young

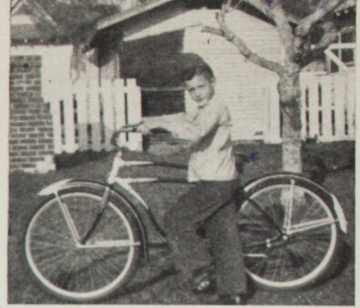
ONE day in the trainroom, C. H. "Clint" Bull was eating his sandwiches but did not seem to relish them. He was heard to complain that he did not like peanut butter sandwiches. The next day the same thing happened and again he reiterated his dislike. The next day the same procedure took place and the other operators were becoming bored to hear him continually complaining about his sandwiches. So one of them asked him why he didn't have his wife make some other kind of sandwich. To which Clint replied, "You leave my wife out of this! I pack my own lunch."

Several of the operators have wondered why the former stock room has been having its face lifted. The reason is that it is going to be the new cash room, situated away from the clerks so there will not be as much confusion to the cash receiver when counting the turn-ins.

One of our new operators recently found a new way to pull into the division from Manchester and Western. Going west on Manchester, he missed Crenshaw and to his amazement he found himself in downtown Inglewood. After stopping at several gas stations for advice, someone told him to continue to La Brea and turn North. He did and really blazed new trails over hill and dale until he finally found a familiar landmark at Venice and La Brea.

It seems that Joe Fagan recently purchased a home. While he is waiting to get the tenants out so he can

Going Places



• On bike (upper right) is Bobbie, son of Bert Miller, of South Park. In the wagon is Rodney Earl, one year old son of Special Agent Clarence Forkner. At the helm is Louise, 9, daughter of Marian McGee, of Division Three Automotive.

move in, he thought he would do some improving on his new property. So, he proceeded to erect a fence. In doing so he found he had to have his lot surveyed in order to establish his legal boundaries because his house and lot is a part of what used to be three houses on two lots. Los of happiness in your new home, Joe.

VINEYARD MECHANICAL DEPARTMENT

Congratulations and best wishes are in order for Franklin Nott and his wife, Georgene, who were married on March 15 at the Knox Presbyterian Church. Lots of luck to the newly married couple.

Ben Blunn has transferred to the mechanical department. Lots of luck, Ben, and we hope you enjoy your new work.

The other night we thought we were seeing a lot of ghosts out in the yard where the coaches are parked. They turned out to be our mechanics, all decked out in their new white coveralls. They look swell, fellows.

At Ease

SUMMER and vacation time are just around the corner and who should appreciate it more than these men who have given long and faithful service to their company. Men, who for years, have served the transit needs of Los Angeles—now retire to a life of carefree enjoyment.

Recently added to the Special "At Ease" Roll were:

James A. Bodley, Superintendent; David J. Woods, Traffic Observer; Guy H. Campbell, Schedule Maker; Rufus M. Gates, Foreman; Emmett H. Veil, Foreman; Joseph B. Lair, Clerk; James A. Russell, Clerk.

Joseph K. Adams, Jack Coward, Herbert L. Myer, Jesse W. Ray, Floyd E. Schuler, Robert E. L. Carroll, William R. Houts, Guy E. Whiting, Oscar E. Wilson, William H. Thun, John C. Allison, Wilbur A. Welch, George S. Hammon, Charles F. Laffin, William E. Marsh, John A. Hunter, John Corsen, John C. Robeson, Reginald W. White, George A. Graham, Norman W. Wagner, and John W. Kasbeer.

Ray N. Bolding, Fred W. Seega, William C. Callaway, William Z. Cleveland, LaForest A. White, and Erle C. Ellwanger, Claim Agent, Transit Casualty.

We all wish them continued success and prosperity.

Streamliners

by Fred Fischer

SOME of the boys seem to think my watch is an imitation of the Atomic Bomb. We claim it is a Hamilton, but when it is running it does sound more like one of the "V" line cars!

S. Estill can't understand how the money just disappears while he is checking his passes. He does know that it has to be replaced . . . even as the rest of us!

Our one and only Freeland F. Favour is a grand-pappy of a six-pound baby boy. How about that?

Looks like the name Gerber is taking over I.ATL. We now have 3 of them, I. M., T. F., and L. J., working at Division Four. Incidentally, one is from Missouri!

We all hope our red-haired "V" line motorman, Robert H. Clarkson, will not have to resort to an army tent to house his family upon their arrival in our fair metropolis. He *just* might be lucky enough to find a house. Let's help him if at all possible!

We have an old reporter, Sam Volpe, back in the fold. He's a bit of help, too, and we're all for making this stay a long one.

On the bowling side of the picture our Division Four Sharks, in a recent game, won three games and dropped one. In the System Series, the Virgil Coasters are in first place, with our "Sharks," right behind, hugging second. The good old Motor Coach Cars are trying their best to pull out of fourth place. How about investing in some vitamins, boys?

Our thanks to G. W. Vandiver for the next thought.

As changing time goes on, we miss some of the old familiar faces. This time I have in mind one of our outstanding personalities known to everyone who has been with the company for any length of time, and that personality is J. B. Lair.

"J. B." has been with the company since 1906—starting as a motorman. After working as clerk and Assistant Superintendent for a number of years, he was cashier at Division Four until recently, when he was forced to go on the sick list.

We know that J. B. would like to know that we're going to drop in on him and say "hello," and that we all wish him a speedy recovery.



CUTTING THE CAKE

• *Women's Club celebrates its tenth birthday. Pictured left to right: Mesdames C. F. Thun, G. Parson, J. F. McCormick, M. S. Thomas, E. D. Mitchell, V. N. Gore, E. V. Athenous, J. F. Carlin, N. E. Macay, A. C. Stover, C. H. Lewis and G. C. Ficklin.*

Women's Club

by Mrs. M. S. Thomas

MARCH 10, 1937, seventeen ladies met in a room at the Chamber of Commerce Building and organized the Los Angeles Railway Women's Club. At the next meeting they adopted their by-laws, and at the May meeting the list of charter members was closed. For some months they met at 940 South Figueroa, until the company fitted up club rooms at 962 West Twelfth Place. When the Los Angeles Transit Lines took over, they moved to the present quarters and changed the name to Los Angeles Transit Lines' Women's Club. The object of this club has always been advancement in all branches of general culture and the promotion of the welfare of the members and employes, in cooperation with the company.

So, on Thursday, March 20, we celebrated our tenth birthday. We were very happy to receive several new members at this time. A noon luncheon was served, with Mrs. C. H. Lewis and her committee receiving much favorable comment. A huge birthday cake was on the center table. The decorations were by Mrs. C. F. Thun, carrying out the club colors of yellow, green and white. Place cards in the same colors were made by Mrs.

The Last Terminal

EDWARD Lee Stephens, retired, passed away on March 23. He was born in 1859, in Maryland, and worked as Master Mechanic in the Engineering Department before being placed on the Special Roll in 1930.

Walter E. Griffis, Trainman, Division No. 1, died March 28. Born in Indiana in 1880, Mr. Griffis first worked at Division No. 4, transferring to Division No. 1 in 1946.

Edward J. Carmody, Mechanic A, Department 12, died March 31. Mr. Carmody was born in Iowa in 1889. He first worked as a carpenter, transferring to Department 12 in 1946.

Harold D. Moon, Trainman, Division No. 1, died March 30. Born in Colorado in 1913, he was employed as a trainman in January, 1947.

Santiago Contreras, retired, passed away March 3. Mr. Contreras was born in Mexico in 1873. He came to the company in 1910, working as an Oiler in Way and Structures Department, and was placed on the Special Roll in 1936.

Charlie Denmon, Trainman, Division No. 4, died March 10. Born 1896 in Louisiana, he was employed by this company in 1945.

Orves E. Brown, retired, passed away March 2. Born in 1869 in New Jersey, Mr. Brown came to the company in 1926 as a trainman, Division No. 2. Transferred to Division No. 1 in 1939, he was placed on the Special Roll in 1943.

Leonard Martin, retired, died February 11. Born in Kansas in 1866, he was employed in the Mechanical Department in 1902, transferring to Division No. 2 as Inspector in 1926. He was placed on the Special Roll in 1930.

Mrs. George F. Goehler, wife of Superintendent of Schedules and Statistics, died March 27.

Mrs. James T. Albright, whose husband is a Flagman in the Transportation Department, passed away March 14.

Sincere condolences are extended to the bereaved in their great loss.

S. T. Brown. The guests were introduced and welcomed. The invocation, led by Mrs. J. F. McCormick, our Chaplain, was followed by a minute's silence in memory of two members who have died during the past year. The program, presented by Jay Johnson the Impersonator, was followed by a short business session.

At the April 3 meeting we had a representative of the Red Cross, with pictures and a talk on their work.

On April 17, the Hollenbeck Ebell Chorus presented a program. A short business meeting followed the luncheon.

May 1 will be club election day, with a special program put on by Stanley Murphy Productions, Inc., on the art of hand screen printing. This should be very interesting to all members. On May 15 we will have installation of the new officers by Mrs. M. S. Thomas, retiring President. All reports will be given before the installation, so that we can finish our year's work.

The Editors of Two Bells wish to extend to the Women's Club congratulations on their tenth birthday. Best wishes for many, many more years of successful service.

Veterans Club

By Glenn K. Tolle

COMMANDER R. L. Heaton, of the Los Angeles Transit Lines Veterans Club, was on hand to conduct the regular meeting of the club, March 11, in the Patriotic Hall.

H. R. Sexton, L. Limpus, and Sam G. Maloof were elected to membership by the attending members. Past Commander R. C. "Dick" Hoyle gave the obligations.

The next regular meeting of the club will be held on May 13. All veterans interested in attending this meeting are invited to contact Dick Hoyle at Division Five.

American Legion

by Bart D. Billings, Adj.

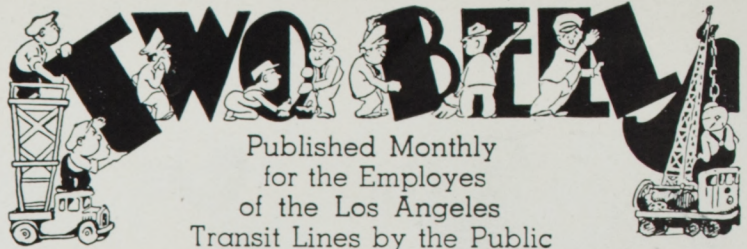
PAST Commanders' night, March 18, honored the 28th birthday of the American Legion, and was marked by a near-record attendance of members and guests.

One of the highlights of the evening's program was the regular monthly drawing for the \$25 door prize, which was won by Mrs. Katherine Sherman.

Speaking of the Legion's birthday, do you know how it started and how it got its name? Here are a few facts worth knowing:

A Kentuckian in the 36th Division, Major K. Gordon, gave the Legion its name, when he made the motion at the first caucus of one thousand men of the AEF in Paris, France, March 15 to 17, 1919.

The American Legion has grown from membership of less than seven thousand at the time of its first convention in 1919, to a new high of over three million in more than fifteen thousand Legion posts.



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LOS ANGELES

TRANSIT LINES



More interesting facts about your American Legion will appear in subsequent issues of this column.

Comrade Lowry, Junior Baseball Chairman, reports that we will soon enjoy seeing one of the best junior teams in Los Angeles in action. The Los Angeles Transit Lines Post is sponsoring this team of boys—one of the post's many child welfare services. Game schedules will be posted in all divisions as soon as possible.

Plans are now being drafted for our next big dance, which will be held at the Aragon Ball Room in Ocean Park. Watch for the date and plan to be with us.

Our meeting on April 15 was a "Father and Son" night. A top-notch program was arranged, including a sixty-minute motion picture. Free beer was served the dads, with cokes for the kids and sandwiches for all.

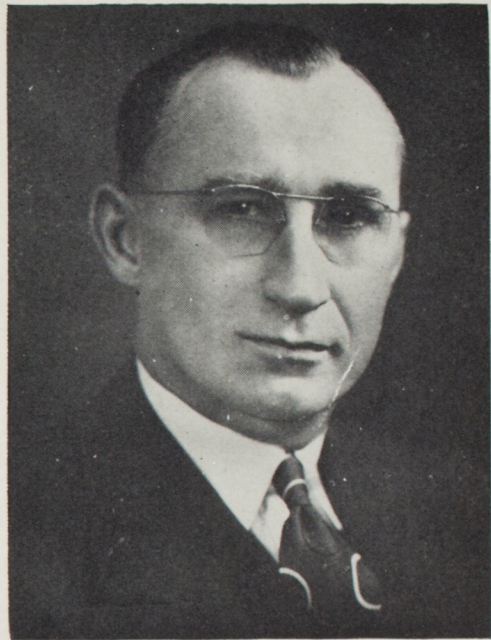
Wives and daughters attended the Auxiliary's "Mother and Daughter" meeting the same night.

LOS ANGELES



PROGRESS

in public service



THE field of transportation is among the most important of all professions, for the very life of a community depends upon the free movement of its people. As members of this proud profession, you and I can review the past two years with a feeling of satisfaction, for we have taken great strides in bringing to this city the best in modern transit service.

The first year, which marked the conclusion of the most terrifying of all wars, brought many social and economic dislocations with consequent impact upon American industry. And the transit business was no exception. Because your company had the foresight to anticipate most of these post-war problems, plans for their solution were completed long before V-J Day. The close of the year found most of these plans in operation.

The year 1946 witnessed the conversion to peacetime normalcy. War born mechanical and organizational problems were for the most part eliminated. We embarked upon a program of scientific distribution of our facilities and equipment. By more precise gearing of the system to the area's expanding needs, it is expected that a higher degree of transportation service will result.

This Progress Report presents our first steps in preparation for a "Master Plan for Rapid Transit."

A handwritten signature in dark ink, appearing to read "W. R. Fitzgerald". The signature is fluid and cursive, with a large, sweeping flourish at the end.

President, Los Angeles Transit Lines