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**TWO BELLS**

January  
February  
1947

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# EDITORS OBSERVE

This is the first issue of TWO BELLS for 1947, and incidentally, is Number 1, Volume 28. Yes, for twenty-eight years the magazine has been recording the events of transit happenings in Los Angeles.

Speaking of New Years brings to mind the employe's pass for the new year. Have you noticed anything different on your pass? Have you noticed the motif in the background? No? Well, take a look and you will see, superimposed in a light tone, the words, "Safety, Courtesy, Service," a constant reminder of our slogan and our objective.

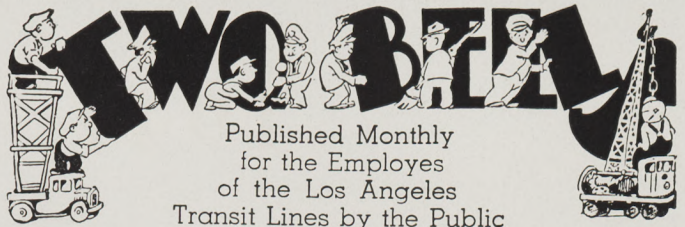
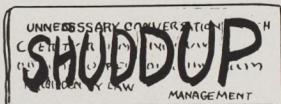
The talk of the month is about Division One, where men with hammers and shovels are getting things in order for the new Trackless Trolleys. One of the boys made the statement that he didn't see any sense in the company buying Trackless Trolleys, for by the time they are in service, someone will have invented atomic powered ones. We don't believe atomic energy will be used to propel a streetcar, although some wiseacres have made the statement that it would be a novel method of moving the passengers to the rear.

Have you tried the Transit Quiz? This first in a series of quiz features was compiled by George Goehler. Find out how much you know about your company by turning to page 10.

"Charm School" classes have finished for the fifty officials who were spending a night a week brushing up on their public speaking ability. The course lasted eight weeks and the improvement that was made by each and every one was astounding. Much praise has been given to D. C. Gerrard, who taught the class.

The jokes that are bouncing around the division are many and varied. We think the funniest one is the story about the actress who was approached by a big cigarette man. In answer to the proposition he made, she stated, "I'll endorse your cigarettes for \$50,000. That is my minimum." The cigarette magnate picked up his hat and started for the door mumbling, "I'll see you inhale first."

Incidentally, we know a woman who loves to tell jokes while knitting. Does that make her a nitwit? . . . A youngster asked his father the age old question, "What is puppy love?" The father put down his paper and replied, "The beginning of a dog's life." . . . Do you know that the nose not only smells, but it snuffs, shines, snoops, and sneezes .



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### PHOTOGRAPHY

Arrow Studio  
Roy Finley

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## LOS ANGELES

## TRANSIT LINES



### A.B.C. Bowling Tournament

Flash! The company will sponsor three teams in the American Bowling Congress Bowling Tournament, which convenes in Los Angeles March 27. The fifteen men, augmented by three alternates, were chosen to represent the company on the basis of their averages for at least twenty-one games. They are:

First team—B. Miller, F. W. Wise, Max Weaver, H. E. Ivie, W. C. Snooky, and T. E. Lowry as alternate.

Second team—D. Crooks, K. C. Lambert, H. Deane, J. Stewart, E. Thornton, and Ray Roberts, alternate.

Third team—L. Hellman, R. Tengblad, W. K. Erdman, Wally Weberg, Paul Prutsman, and W. E. Mathews, alternate.

This annual bowling tourney attracts teams from all over the United States and several foreign countries. A special bulletin will inform the employes of the night that the company team will bowl. Support your team and attend.



# 1947

## A YEAR OF PROMISE



**T**HE first step into the new year brings hope to all of us that 1947 will be the beginning of a new era of peace and prosperity for every American. We hope that world peace is at last within our grasp, that industrial strife will fade into oblivion, that American workers and American industry will bring a higher standard of living to each and every American, and prosperity to the nation as a whole.

The shape of things to come is mirrored in the events of the past. 1946 in retrospect is the basis by which we can prophesy the picture of 1947.

In the year just passed, we of the Los Angeles Transit Lines achieved many things in our continuing efforts to provide better and faster transit service to our patrons. Preventive maintenance became an actuality. Garages and carbarns were streamlined for more efficiency. Divisions Three and Five became combination car houses and garages for better maintenance and the elimination of costly deadhead time.

Assembly line methods became the watchword of the shops, and every form of maintenance now follows the continuous line pattern.

The old "A" line, with its sowbellies, was transformed into a fast, super-speed coach line. Greater patronage was attracted by the new service, and revenue increased on that line.

A safety program was prepared with long range possibilities, the first award pins were given out, and new training programs became the talk of the staff meetings.

Painting and modernization played a major role

in the 1946 transit picture. With delivery of new equipment practically non-existent, present equipment was reconditioned and modernized to present an attractive, streamlined appearance. Over ninety per cent of our equipment was painted, and the colors of the Company have become well known on every street and by-way of the city.

The actual transformation of the city's urban transit system began in 1946, when a major change affecting several lines was prepared and presented to the regulatory bodies. This was the first step in the master transit plan and it included the introduction of trackless trolley operation over the proposed one-way traffic route on Fifth and Sixth Streets. This change will eliminate 30 streetcar turning points and 9,000 daily turning movements, saving for those patrons affected 4,820 daily riding hours.

There are many changes to come and though we may not witness them all in 1947, we will see the preparation for them. The talk of the freeways, parkways and parking lots, from which urban transit can flow, may become concrete plans. And every transit move made to conform with these master plans will be based upon the formula of service to the people of Los Angeles, for their continued patronage is continued success for each and every one of us.

We, as individuals, can help to assure this continued patronage by our actions. We must resolve to become true exponents of our slogan—safety, courtesy, service.





# STAR OF THE SHOW

**S**TUDIO publicity departments release millions upon millions of words and thousands of pictures each year to sell their products. They spread the tale of the cinema far and wide. Their words are translated into many different languages, and as new stars are born and others fade out, their stories change, exploiting the newcomers.

Academy Award winners are acclaimed with great emphasis. The daily happenings of a myriad of actors, producers and directors feed the nation's presses, but little, if nothing, has been said about two actors—inanimate perhaps, but in a sense still actors—who have had important parts in picture after picture since the first camera clicked.

Yes, without fanfare the streetcar and coach have done their bit to make entertainment history since the "Perils of Pauline" days.

Those who can recall the old Keystone comedies, remember the many scenes in which the Keystone cops chased a villain. Somewhere in that chase the cops ran into a streetcar or between two streetcars. Most of us are familiar with the old scene showing the cops driving into a tunnel in their police car and coming out hanging onto a streetcar. Sometimes they would board the streetcar. Often, they would fall from the steps or save a heroine from the path of the clanging vehicle.

Those comedies were made out on Edgeware Road, or on the "H" line, or on Larchmont where the production would not be slowed by traffic.

## He Kicked A Star

Billy Vejar, now Superintendent of Division One, was often called to operate the streetcar which the studios had rented. Because of a Thespian background, he took a part in many pictures. Once, on an early Edward Everett Horton feature, he acted as motorman. His part was to kick the star from the old wire gate car into a milk wagon. "I kicked a great motion picture star at Larchmont and Melrose for two days," says Billy. "No other streetcar man can make that statement."

When the first buses were introduced to Los An-

geles, they were promptly written into motion picture scenarios and when the first double-deckers rolled down Wilshire it was a heyday for the cinema. The coaches were rented on a day by day basis, and each carried a full crew onto the lot. Often, the double-decker was cast as a Fifth Avenue coach or as a London tram, and many humorous and dramatic incidents were portrayed upon the upper decks as they rolled down Wilshire Boulevard.

Once a cow was hoisted to the upper deck for a scene in a picture centered around a fair ground. The bovine, lacking the "ham" which is inherent in the human, did not appreciate the part and played havoc with the upper deck.

## When Is A Collision Not A Collision?

Ernest Gorton of Virgil recalls the picture "Sunrise" with George O'Brien and Janet Gaynor in which seven double-deckers were used. This picture was made in 1929 and the setting was in London. To change the name on the coaches a banner was painted and fastened with honey along the side. In later years the studios painted the vehicle with caldamine which washed off.

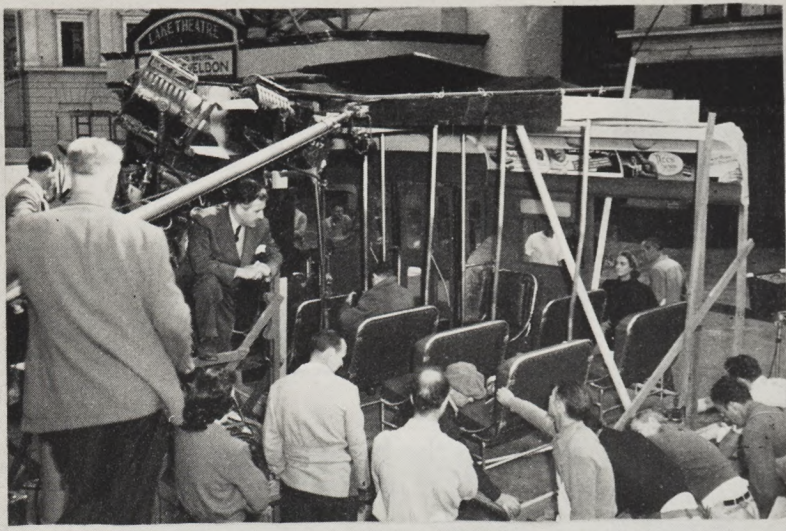
Gorton was in a comedy with Charlie Murray and George Sidney which was taken on Wilshire Boulevard. Right across from the Jewish synagogue a huge mirror was built in the street and in one of the scenes the bus rolled up to the mirror and went right through it. This was necessary to portray a head-on collision. It was quite a thrill for Gorton to hit the mirror and have the glass fly. A mock-up was later built on the lot showing the coach completely demolished with the two comedians emerging from the wreck.

Howard Beardsley, also of Virgil, was the pilot of the double-decker used in "Pennies From Heaven" with Bing Crosby.

## How NOT To Drive A Coach

In a picture made in 1935, entitled "The Garden Murder Case" featuring Edmund Lowe and Virginia Bruce, the operator had to jerk the bus and throw the passengers. One of the passengers was to be thrown





Reading clockwise: 1-Mock-up of PCC car interior for the Joan Crawford picture, "Possessed." 2-Ernie Gorton, Charlie Murray, E. P. Voorhees, and George Sidney on location with double decker in old two-reeler days. Murray and Sidney were both well known comedians. 3-Tom Dugan, Wallace Berry, and Dickie Moore "glamorize" an early day car. In the next "frame", a double deck coach has been converted into an English Tram. 5-"Life With Father", starring William Powell, featured an early day car.

off the top of the double-decker and the bus following was to run over this passenger. It was a pre-meditated murder which could not be proven. The murderer was the bus driver. A crew was sent out with the double deck coach and the director explained the story to them. R. L. Woodrow and George Bouma of Virgil were the driver and conductor of the coach. Before the scene was completed, they had to jerk the bus and throw the passengers several times.

Harold Young tells of the time when the Paramount Studios were making a picture known as "The Glass Key," featuring Alan Ladd and Veronica Lake. Joe Fagin of Vineyard was the operator who drove the double deck coach to the studio. Upon his arrival, the coach was taken over by an actor in the picture and Joe, not having anything to do, decided he would wander around the lot. He stepped behind one piece of scenery and walked directly into a scene of the picture entitled "The Road To Morocco." Bob Hope and the director immediately ran him off the lot to the tune of popular expletives. Joe still claims that had he been allowed to continue in that scene it would have been a "honey."

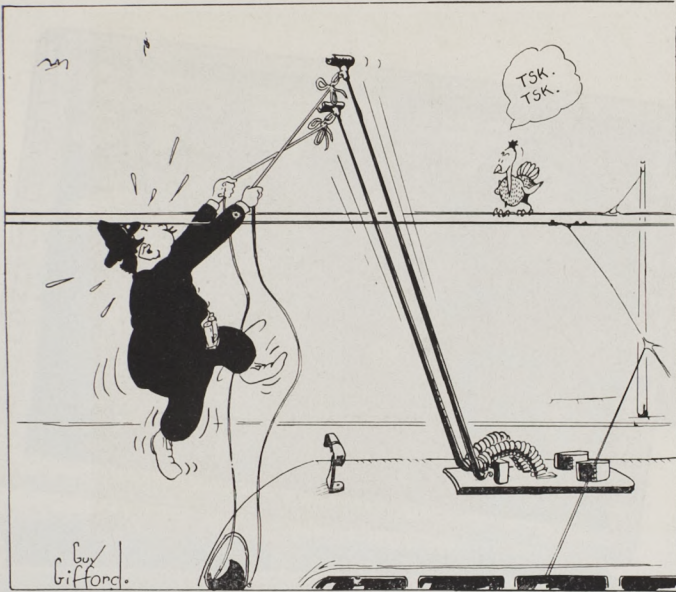
### He Won A Bet

Bill Baker, former personnel director, recalls a couple of times when he drove a double-decker. Once he worked with Joan Crawford for a week. The whole task was a series of stops and starts. Bill says he had loose teeth for weeks afterward. Another time a double-deck bus was to be taken in on a sound stage with one-half inch clearance on each side. Bill bet the property man at the studio that he could turn the trick. He won.

*(Continued on Page 22)*







## HERE'S HOW

The Trackless Trolley is the big news these days. Here's the report of two Transit Lines' Instructors who recently underwent instruction in their operation in Seattle.

by MICKY RYAN and ART GRODE as told to FRED EDMUNDS

**W**E have seen a PCC car with a steering wheel!

Yes, for all intents and purposes, the Trackless Trolley is really a PCC car, complete with rubber tires and a steering wheel, that is not limited to the straight course of a pair of steel rails.

Along with the introduction of this new type of public transit vehicle to Los Angeles will be new additions to the "transit dictionary." Words like "street indicates", "directional levers", and "retrievers" will soon be as familiar as the ones in use today.

Street indicates are lines or markers on the street to remind the operator that his trolley poles are entering a switch, breaker or pan. Directional lever is just another term for the present-day "reverse lever" on the PCC type streetcar. Retrievers are automatic "catchers", similar to ones we have on present streetcars, except they automatically, with spring action, jerk the trolley pole to a horizontal position in the event of a dewirement. This prevents the two poles from tearing down the overhead.

Incidentally, to answer your first question, the second trolley wire and pole take the place of rails, which act as a grounding agent for the power supply.

As with the streetcar, the trolley coach uses electric switches. In the case of the trackless trolley, however, the switch does not turn the vehicle itself, but changes the direction of the trolley poles on the wires. Two types of switches are in present use, the first being similar to the one we use now, a Power Switch, which is activated by the operator.

The second type, developed for the trolley coach, is called the Directional Electric Switch. This type switch is operated by the position of the vehicle in relation to the trolley wires at the point of the street indicate. For instance, if the operator is turning to the right through a switch, his vehicle must have started the turn to the right upon passing the street indicate. This automatically activates the switch, which guides the poles onto the right wire to complete the turn.

Since some of the downtown intersections are not practical for this type of switch, the power switch is installed, which is activated by the operator regardless of his position in relation to the wires.

When in the turn itself, the trolley coach must be held to a speed of five miles per hour. This speed limit also applies to trolley line intersection, entering a breaker or pan and entering the switch.

In actual operation, the trackless

trolley reacts much the same as the PCC car. Acceleration is fast and smooth. But you can't pull a PCC car to the curb for loading. The radius of "free action" on a trackless trolley, is governed by the length of the trolley poles and the height of the wires above the ground. In Seattle, the maximum swing from the center line under the two wires is fourteen feet, or twelve feet for normal operation.

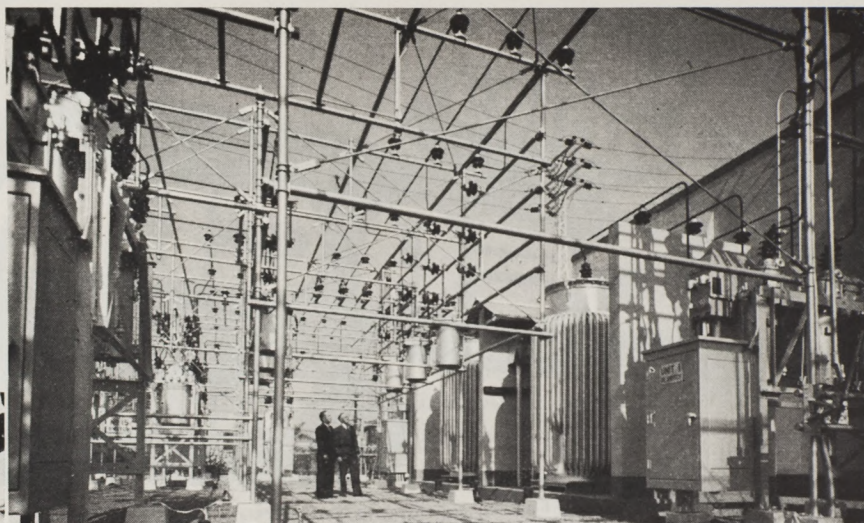
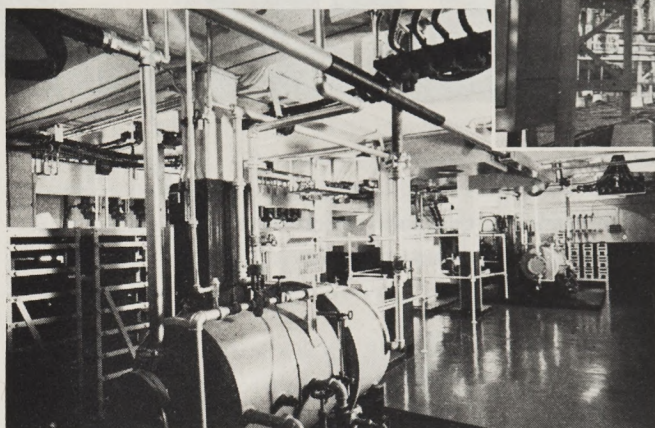
If the operator swings his coach beyond the maximum or if he travels at too great a speed at or near the maximum, it will result in a dewirement.

Dewirements are not uncommon in the operator's first few months of operation, but as soon as he becomes familiar with the limits of his vehicle in regard to speeds in turns, speeds while his vehicle is at the maximum distance from the wires, and the correct turning movements, he can eliminate dewirements entirely.

Although we weren't there at the time, the favorite story was of the new man who had a dewirement and his vehicle was out of range of the wire. In his excitement, he got out and tried to push his vehicle closer to the overhead. This was commendable action, but he had forgotten he had a full load of patrons whose combined weight totaled several tons.



# POWER AND PAINT



## FACE LIFTING WITH BUCKET AND BRUSH

Power supply sub-stations, both automatic and manual, are undergoing a reconditioning program with all units being repainted and modernized. Typical of these is the Slauson Automatic Sub-Station. At left is "kitchen-clean" basement at Slauson, showing its maze of up-to-date equipment. Above: Power out-lets being inspected by Leland Dye, Supervisor of Electrical Equipment, and Maurice Lander, Chief Supervisor, Sub-Stations.

**T**HE gigantic operation of converting 16,000 volts of Alternating current to 600 Direct current volts for streetcar operation is accomplished by the company's sixteen power supply sub-stations, located at strategic points within the city.

These units, eight of which are completely automatic in operation, are undergoing a reconditioning program under the supervision of the Electrical Department.

Typical example is the recently repainted Slauson Avenue Sub-station, which contributes its share of the ten million kilowatt hours of power that is converted each month by all units combined.

Eight of these stations have been repainted to date, with the remaining eight scheduled to be finished as soon as possible. Color schemes for the units include tile red floors, transit green for the walls, and coach-top white for the ceilings.

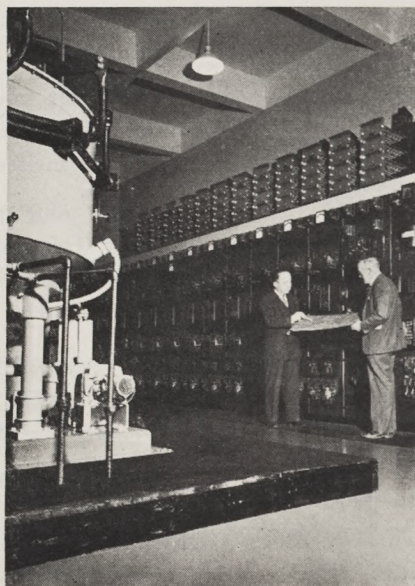
Each piece of equipment is also painted, with the transit green color predominating. Pipes and conduit are painted a bright silver, with danger areas and "hot" equipment colored a bright red.

Switchboards and control panels

have their wiring thoroughly checked and reconditioned and are then painted a non-glare black, to reduce eye strain for the operators and inspectors. With the painting completed, as in the case of the Slauson unit, each sub-station has a "ready-to-live-in" appearance.

## "WHERE'S THAT WIRE?"

Framed by a huge Mercury-Arc Rectifier, Leland Dye and Maurice Lander check wiring of control board which governs the automatic operation of the Slauson Sub-Station.



Since electricity is the "life blood" of streetcars, the role these sub-stations play in the over-all transit picture is vitally important. Trackless trolleys, too, will soon become their "customers."

To meet operating needs, the 16,000 volt alternating current, which is delivered to the sub-stations, is converted to 600 volt direct current through the use of Mercury Arc Rectifiers, Motor-Generator sets, and Rotary Converters.

At the Slauson sub-station, this conversion is performed with the rectifier alone. Power is fed the rectifier, converted, and then released for distribution as the driving power for the streetcars.

All operation at the Slauson station is automatically controlled and supervised from a central station five miles away by a modern control system, that shows the position of every switch and circuit breaker.

Slauson sub-station, with its myriad wires, switches, circuits, and huge pieces of equipment remotely controlled, is another example of the inventive genius of this day and age.



# Dear Ladies IDEA CLINIC

## Tricks of the Trade



By Helen

Every trade has its "tricks"—shortcuts for making the job easier. Here are some hints for the housewife whose routine calls for many tricks.

### Routine Jobs Made Easier

**Lump-free gravy.** If you want your gravy to be free from lumps, use cold water when mixing. Place the water in small jar, add flour and shake.

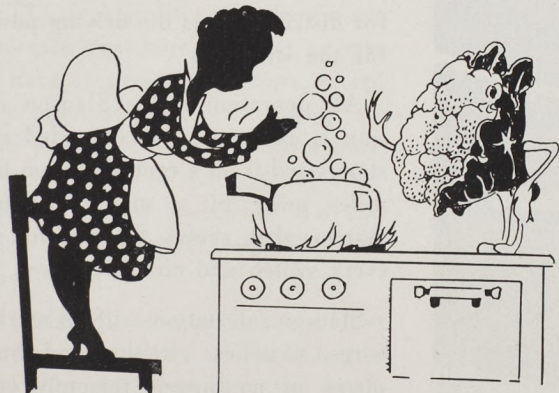
**Take the monotony out of white sauce.** Add sliced stuffed olives for extra flavor. This addition to white sauce is grand over fish loaf and other dishes that require white sauce.

**Protect the cheese.** When you slice a piece of cheese, wrap the unused portion in a cloth which has been dampened with vinegar.

**Keep the curdle out of cream.** Before pouring cream over acid fruits or berries, add a small pinch of soda to the cream.

**The next best thing.** When you don't have any bitter chocolate, substitute with one-fourth cup of cocoa and one teaspoon of vegetable shortening. This is equal to one ounce of bitter chocolate.

**Take the egg off your silver.** If your silverware becomes discolored by egg, you can clean it by rubbing with salt before washing. Then wash in soapy water.



**Heads down!** Keep your cauliflower white by cooking it with its head down in boiling water.

**Keep walnuts in a cell.** Keep walnuts fresh by putting the nut meats into clean self-sealing jars, cap and screw bands tightly. Heat in oven at 225 degrees for forty-five minutes. If the nut meats are to be kept just a short time, put them in closed jars and place them in the refrigerator.

**Weep no more, my lady.** Next time you peel onions, spear a one-inch chunk of bread on the point of your knife before peeling. Bread absorbs the onion fumes.

### No Overtime On These Jobs

**Moths stay away from my door.** Keep your carpets free from moths by scrubbing them with strong hot salt water. Sprinkle them with dry salt before vacuuming or sweeping.

**Take the curl out of your rug.** If your throw rug curls on the end, turn it on the wrong side, dampen and press with a hot iron. Allow rug to remain on the wrong side for a few hours after this treatment.

**Don't let your casters fall out.** To keep casters from falling out of furniture, fill the hole in the furniture with melted paraffin and insert the caster.

**Make your pantry fancy.** Decorate your pantry shelves with pieces of linoleum. Fasten the linoleum to shelves with linoleum cement. It almost never wears out and is very easy to clean.

**First aid to the rescue.** Should your mahogany furniture become scratched, paint it with iodine until the proper shade is reached. Let dry and polish.

**A facial for your basin.** Yellow stains in the bathroom basin can be removed easily by mixing together a small amount of peroxide and an equal portion of cream of tartar. Rub thoroughly.



**Vinegar rinse.** To clean glass flower vases which have become encrusted with brown scum, soak them in a strong solution of hot vinegar, then wash in clear water.

**Now the paint ain't.** When paint has been spattered and has hardened on your floors, moisten it with nail polish remover. After a few minutes, rub off with a cloth, then wash with warm, soapy water.

**Time to remove the lime!** If your teakettle has become coated with lime inside, frequently boil potatoes or carrot peelings in it to remove the lime.

**Old faithful.** Ammonia has many uses. Here are two: Leather book bindings can be cleaned with a cloth dampened with ammonia. Mirrors can be brightened by adding one tablespoon of ammonia to a pan of water. Let dry and polish with tissue paper.



**Hot nail treatment.** When you drive a nail in wall plaster, heat the nail first. It will go in smoothly and the plaster won't fall out.

### Economy Pays

**Two makes three.** If your recipe calls for three eggs whites and you have only two eggs, add one tablespoonful of cold water to the two egg whites just before beating.

**Save the yolks, folks.** If your recipe calls for an egg white and you can't use the yolk at the moment, just cover it with water and it will stay fresh for days in the refrigerator.

**Be "Scotch" with your sweet pickle vinegar.** Store it in a glass jar and use it for flavoring salad dressing. It is especially good mixed with potato salad.

**Use lemons over and over.** Roll the lemon to loosen the juice, then pierce with an ice pick on one end and keep the rest of the lemon for other purposes.

### The Baking Business

**Learn how to be a "grease monkey" in one easy lesson.** If your oven has become greasy inside, let it cool thoroughly and put one tablespoon of household ammonia in a saucer which contains one cup of soapy water. Place it in oven, close the door and let stand overnight. Next morning the grease will wipe off with a minimum amount of effort.

**Do you have "crumble trouble" with your pie dough?** Roll it out on a bread board which has been covered with a clean dish towel.

**Does the juice run loose from your berry and fruit pies?** Keep it inside by preparing in this manner: Beat one egg white stiff, mix with sugar required, add one tablespoon flour and mix thoroughly with fruit or berries.

**Bake potatoes in half the usual time.** Boil them about five minutes, then put into hot oven. They will be done in about half the usual time.

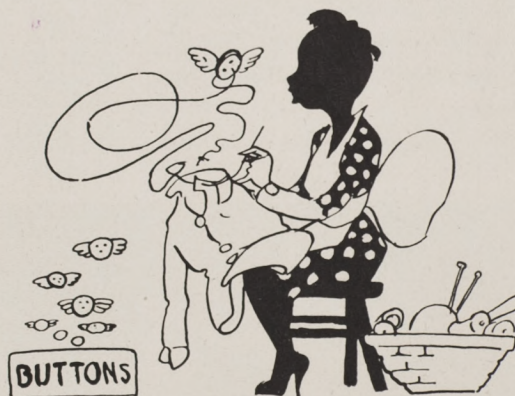
**Tasty pastry.** Add one tablespoon of minced onion to baking powder dough when it is to be used as a crust for meat pies.

### Keep Your Clothes in Shape

**Do you see rain spots before your eyes?** If your suede shoes, hats or bags have rain spots on them, take an emery board, like that used for manicuring, and rub gently.

**Losers weepers.** Write your name and address inside all galoshes, rubbers, gloves and other items that are easily lost.

**Keep them white right.** If you want to keep your delicate white materials from becoming yellow while being stored away, blue a good sized pillow case and hang or wrap garments in it.



**Pop goes the button!** Do you have trouble keeping buttons on? Put a small button on the other side of the material back of the one to be used and sew through both buttons. These protect the garments and the buttons stay on indefinitely.



# The Transit Quiz

Compiled by George Goehler, Superintendent of Schedules and Statistics

“GIVE that man sixty-four silver dollars!”

Those words are the happy ending to a series of questions for a contestant on but one of the many radio quiz programs on the air today.

These programs have proved popular with the listening audience as well, for it gives them a chance to see just how “smart” they are. With this issue of Two Bells, we inaugurate a new series of questions and answers to give you a chance to test your “transit I.Q.”

- 1—Of all the streetcar and coach lines, in any given hourly period, which line do you think has the maximum number of vehicles operating?
- 2—The Los Angeles Transit Lines meet the people. In how many incorporated cities do you think we operate, in order to carry our normal complement of passengers?

- 3—How many one-way miles of rail and coach routes do you think we operate? (a) 325 (b) 350 (c) 365 miles (d) 380 miles (e) 440 miles.
- 4—How many miles in length is our longest motor coach line? (a) 12 miles (b) 13 miles (c) 14 miles (d) 15 miles (e) 16 miles.
- 5—What do you estimate is the average over-all miles per hour for our: (a) streetcar operations? (b) motor coach operations- (1) 9 miles (2) 9.5 miles (3) 10 miles (4) 10.5 miles (5) 11 miles (6) 11.5 miles.
- 6—On line “44”, what do you believe is the frequency of service during the maximum peak hours of 4:30 to 5:30 p.m.? (a) 1 minute (b) 2 minutes (c) 3 minutes.
- 7—What division operates the greatest number of streetcars? (a) Division One (b) Division Three

(c) Division Four (d) Division Five.

- 8—In which of the following order are the greatest number of coaches operated out of the three garages? (a) Divisions 2-5-3 (b) Divisions 2-3-5 (c) Divisions 5-3-2 (d) Divisions 5-2-3.
- 9—Do you know how many routes we operate, and their designations?
- 10—Trolley coaches will soon be added to our fleet of streetcars and coaches. Which of the three types of vehicles will have: (a) the greatest number of seats? (b) the most aisle space? (c) the greatest flexibility?
- 11—Of the 2,400 operating personnel, how many motor coach operators are there? (a) 550 (b) 600 (c) 650 (d) 700 (e) 800.
- 12—How many trolley coach operators have we? (a) 20 (b) 40 (c) 60 (d) 80 (e) 100.
- 13—Schedule-making is the most technical work in the Transportation Department. How long do you estimate it takes to train a first-class schedule-maker? (a) 1 year (b) 2 years (c) 3 years (d) 4 years (e) five years.
- 14—Which of the following do you estimate is the closest to the correct number of pencil figures that a schedule-maker has to write on a Line “P” daily schedule? (a) 1,000 (b) 5,000 (c) 10,000 (d) 15,000.
- 15—The famous California weather is always a subject of discussion on programs or quiz shows. How many days a year do you think our daily schedules from 7:00 a.m. to 7:00 p.m. are operated in a rainy atmosphere? (a) 15 days (b) 20 days (c) 25 days (d) 30 days (e) 35 days.

## Lost and Found Coast to Coast

CHARLES Lyle, of the Lost and Found Department, was the guest of J. C. Flippen recently, on the nationwide radio variety show, “That’s Life,” over the Columbia Broadcasting System.

Flippen, emcee of the show and

well known as a Broadway stage star, radio producer and actor, brought to light for his many listeners several unusual incidents that befall such a department in a public transit system.



At left: Charles Lyle and J. C. Flippen.



# Unlucky For Accidents

ONCE again Number "13" comes to the fore in safety. This time the number has to do with the amount of men who received their two year safety awards. There were 313 men who completed a total of 2,580,000 safe miles in the past two years, and received two year pins for their efforts. This coincidence is interesting, inasmuch as the first year's presentations were made on Friday, the thirteenth, for the completion of 13,000,000 miles of safety by 513 men.

The recipients, as a whole, were very pleased with the appearance of this two year pin, for its gleaming



"Jim" Bodley presents a two year safety award pin to Maurice Abraham. More award winners in the background are: Standing, left to right, Steve Gannon, S. O. Huddleston, C. M. Delahunte, J. Tillman, S. A. Auger, George Livingston. Seated, left to right, M. O. Greer, D. L. Holloway, L. J. Morris, O. H. Hazelton, J. B. Martin.

colors of green and yellow make it an attractive lapel piece.

The presentations were made at each division, and not only were the two year men honored, but those who had completed their first twelve

months without accidents received the bronze one year pin. Of the one year men, twenty per cent were returned veterans who had just completed their first year with the company.

## Two Year Safety Award Winners

### DIVISION FOUR TWO YEAR

Year Ending 12-31-46

Adams, D.	Kennedy, E.
Auffart, E.	Lenoue, R.
Auslender, A.	Lofton, J.
Avery, V.	Lowen, D.
Ball, J.	Mathews, D.
Beal, Y.	Meyer, C.
Beckner, C.	Morris, F.
Benton, C.	O'Donnell, J.
Brassil, E.	Pike, C.
Brody, S.	Ream, C.
Buckman, H.	Robinett, A.
Clarke, J.	Rogney, C.
Click, J.	Smith, D.
Coutant, O.	Stanford, R.
Ehresman, P.	Stauffer, L.
Ehrhart, C.	Stoddart, G.
Eide, L.	Vaden, H.
Favour, F.	Warren, W.
Frankson, M.	Wilch, G.
Hanson, I.	Williams, J.
Hatch, G.	Wood, R.
Hunsaker, D.	

### DIVISION FIVE TWO YEAR

Year Ending 12-31-46

Allday, J.	Lewis, D.
Beck, L.	Lininger, A.
Bixler, M.	Linn, M.
Blaubach, A.	Lloyd, J.
Boehm, J.	Lyle, F.
Bristol, A.	Mariscal, A.
Brown, T.	Marsh, W.
Brumet, A.	Martin, R.
Bullum, T.	May, M.
Bush, H.	Miller, A.
Cannon, H.	Milligan, W.
Carey, T.	Mills, W.
Casey, W.	Moore, J.
Chapman, P.	Mootz, C.

Chapman, P.
Chaudoir, H.
Copithorne, W.
Cupp, C.
DeBrunner, M.
Doerflinger, G.
Drinkwater, C.
Eiserman, C.
Engle, C.
Fagin, J.
Fisher, C.
Fisk, O.
Fletcher, W.
Forester, P.
Fowler, W.
Garrett, A.
Gibson, H.
Gordon, C.
Gregory, J.
Gregory, L.
Hall, D.
Ham, F.
Hanchey, J.
Henry, C.
Howard, V.
Huffmeier, A.
Hyche, W.
Jackson, C.
Jacobson, G.
Jefferson, T.
Johns, J.
Jones, C.
Jones, C.
Jones, K.
Kelley, R.
Kelley, T.
Kilgore, J.
Klingsiek, H.
Konecny, A.
Kroeger, S.
Laird, G.
Lawler, L.
Leech, T.

Morrow, H.
MacTaggart, D.
McCarthy, D.
McCullum, D.
Nelson, H.
Nusko, J.
Osborn, C.
Osborn, F.
Owsian, T.
Palmer, O.
Peterson, C.
Petter, M.
Poppe, K.
Potter, H.
Rhodes, E.
Robinsen, H.
Robison, L.
Schultz, H.
Seal, G.
Sharp, G.
Sloan, K.
Smith, G.
Smith, R.
Snyder, M.
Sowell, S.
Spahn, G.
Spittler, O.
Stahl, C.
Stanley, J.
Steedman, R.
Stevens, C.
Stewart, M.
Stingley, G.
Strobel, T.
Strong, R.
Taylor, M.
Thaggard, H.
Tolley, C.
Tragger, A.
Wakeham, E.
Watson, W.
Wear, J.
Webber, R.

Leffert, W.
Lewis, A.

### DIVISION ONE TWO YEAR

Year Ending 12-31-46

Allison, J.
Athenous, E.
Bell, J.
Cary, A.
Chambers, A.
Gore, V.
Gray, O.
Griffis, W.
Happel, F.
Hernschall, J.
Hillman, V.
Hills, L.
Hurst, M.
Kime, W.
Lennen, H.
Middleton, A.
Moore, B.

Zaker, A.
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MacDonald, D.
McCarter, E.
McCurry, J.
McKinney, C.
McMichael, O.
McMullin, C.
Ramstein, J.
Rounsavell, D.
Snyder, P.
Spendlove, W.
Striffler, C.
Ward, J.
Weber, L.
Williamson, R.
Youts, R.
Zumberg, C.

### DIVISION TWO TWO YEAR

Year Ending 12-31-46

Bandle, L.
Biederman, A.
Blair, W.
Blanchard, C.
Brehm, E.
Byrne, A.
Caraway, O.
Chittenden, C.
Cooper, A.
Crownover, K.
Davis, R.
Engstrom, F.
Evans, H.
Faught, J.
Feb, E.
Fletcher, D.
Gratzer, P.

Israel, N.
Johnson, O.
Kerr, O.
Kirk, B.
Klopfenstein, I.
Lampley, F.
Lane, O.
Lanum, S.
Lewis, O.
Limes, J.
Mariscal, M.
Norton, M.
Pia, J.
Ringler, W.
Rogers, J.
Stange, F.
Steyer, H.

(Continued on Page 15)





### SHINE, SEESKO!

Division Two operators engage the services of Cisco and Manuel during off moments to maintain the division's standards of neatness set by the operators themselves. Says Cisco, "Eets moch mor deeficult than driving a coach, I theenk."

### South Park Diary

By BILLY PINDER

**B**ELIEVE it or not, fellas, but the following incident actually happened and we have proof positive:

An elderly lady of 70-odd years called the dog pound recently and told them that her dog had died and inquired what should she do. She was told to bring it down and they would take care of it for her.

The lady carefully laid the dog in a box, wrapped it up and boarded a streetcar on the "7" line. Looking around, she saw a kindly looking man and asked him if he would hold the parcel while she paid her fare. He promptly agreed to do so, but when she returned, the "kind man" had disappeared. A fellow passenger who witnessed the whole scene said the man had pushed by him in a hurry and left the car. When last seen he was running away as fast as he could—package under his arm—and due for a terrific surprise. As Matt Weinstock would say, "Ain't it an unusual town, tho'?"

The annual Christmas Shop entertainment was a big success, both in singing and instrumental features.

B. M. "Barney" Larrick gave us a message and thanked his fellow workers for all they had done in the past year.

Perry DuBose received commendation on his honesty, recently, when he found a wallet that had been left behind and promptly contacted the owner. Not only returning it, but with speed, yet!

Jimmy Russell and Charlie Laflin of the Stores Department have been put on the Special Roll after years of service. We hope they won't forget us and will visit us often.

In the "Now-I-Know-Department": Bill Skinner bought himself a nice lemon pie and put it into his car on the rear seat; left his dog to guard it; and then went on another errand. When he returned—only a tin plate remained. Don't blame the dog, Bill. That's only circumstantial evidence and what's a pie among friends, huh?

Bill Small vacationed to Kansas City and stayed a couple of weeks, during which he almost froze. First thing Bill did when he returned to sunny (?) California was to take off his red flannels.

Austin Kilgore, our esteemed "Weather Prophet", is certainly hitting the reports 100% these days. When he says the weather will be unsettled, it's unsettled and when he tells you it's settled, well, it's just that. What's his secret? Could it

# Out Of Our System

be that he has an honest-to-goodness weather chart, complete with signs, symbols, barometric pressure notes? He uses such words as Alto-stratus, Nibo-stratus and Strato-cumulus, too.

Frank Pauley has his first pair of spectacles, so now he says that he is a member in good standing of that great fraternity, the "Four Bees:" Bald, bridges, bi-focals and bunions. Otto Schneider recently joined the "Three Bees." You guessed it, bi-focals, bridges and bunions. Give him time boys, just give him time.

We happened to overhear a conversation the other day at lunch time about the biggest thrill some of the boys have had in their lives.

Paul Murphy: "The biggest thrill I ever had was when I set sail from France for the good old U.S.A."

Tom Fowler: "When the Republicans took over."

Nick Santoro: "When I bought my Pontiac." (Ed's note: Now that the commercial is over, let's get on with the column.)

Art Gerrard: "Once a great one. I talked back to my wife." (Ed's note again: Oh ho, wait 'til his wife reads this.)

Harry Longway has sent out a warning to those boys who always send him those funny Valentines. "If I ever find out who sends them, I'll—"



## Reports From Five

By ED ROCHE

**F**ELLOW employes and management commended James E. Church for his quick thinking and quick acting in averting an accident which could have proven serious. Concerning such incidents, Safety Engineer Art Tengblad says, "Such fine conduct warms the cockles of my heart!"

Gil Gilliam, one of our "old-timers" for twenty years and who is now farming near Escondido, visited long time friends at this Division recently.

Charlie Freeman is glad to be back on duty, released from his long stay on the sick list.

Charlie Paine, who had to leave the office and return to the fresh air and sunshine of platform work several years ago, has completely recovered his health and is now ready for the most rigorous and exacting duties.

Dave Hambly spent a happy vacation visiting his brother and other relatives in San Francisco, San Jose and points nearby.

"Sparky" Sparks says he is happily looking forward to operating a trolley coach.

The J. M. Cook's spent a pleasant week-end at Bob Manning's Shady Bend ranch at Llano.

Russell C. Petersen, son of C. J. Petersen and grandson of the late R. C. Petersen, who joined our company in 1882, is now employed in our South Park Electrical Department. The Petersen family has a grand record of loyalty and efficiency.

Marie Linn reports that her lovely little daughter, Loemma Lou, 6, is making a wonderful recovery from the second and third degree burns suffered a short time ago.

Andy Anderson and family motored to nearby points of interest during his vacation. . . . Lauris Klaris and wife motored up the Coast Route to



SANTA CLAUS IN INDIANA

Louis and Mary Choka smile for the photographer as they think of their son, James, pictured at right who is staying in Gary, Indiana. Choka, who is at Division One, reports James fared well at Christmas time—a new bicycle!

visit his mother in Toledo, Oregon, and returned via the San Joaquin Valley.

Gill Gibson thinks we should form a "Great Grandpa's Club." Bill's granddaughter, Irene Love, is the new parent of a baby boy, Ronnie Lee, born January 8. Ronnie weighed in at 7 pounds, 6 ounces.

Johnny Welsh, Navy veteran of World War II, is one division member who hates to get up early in the morning. Any others?

Fay Ellard, formerly a Conductor-ette at Five, is now an operator in the company's newly-established Printing Department, located at Division Four, and doing all right, too, according to her boss, "Curley" Walker.

Deward Thue, Presidential Unit Citation holder with the Marines Second Division's action on Guadalcanal, is enjoying civilian life as a member of the Los Angeles Transit Lines' family.

Onva Skitt recently returned from Stillwell, Oklahoma, where she was called by the serious illness of her little daughter, Sharon Lee, who was visiting her grandparents with sister and brother, Leonard and Norma Jean. The children returned to California with their mother.

Thomas F. Briggs, formerly with the 8th Air Force, greeted his Eng-

lish bride of 18 months and young daughter during the Christmas holidays. Brigg's brother, Everett, is also with the company, making it a brother act.

J. H. Taylor has dropped the uniform of the A.A.F. for the French Grey of the Los Angeles Transit Lines.

Take a ride with Duke Bailey on the "7" line and you'll understand why the "Duke" is so well liked by his regular passengers.

Bea Holmes is making a fine recovery from her recent operation.

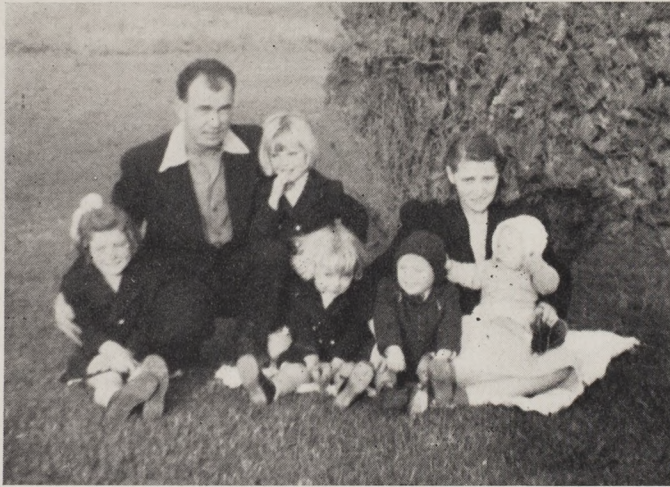
(Editor's note: Ed Roche should be writing Fred Allen's script after reading the following sent in by columnist Roche.)

Senator Claghorn: "Ah'm mighty proud tuh see those giants of public transportation, tuh five famous Fitzgerald boys, unifawm tha' platform folks in Confederate Grey—Confederate, thaht is, son!"

### Dramatized News

Amateur radio operators were recently featured on a "Spotlight on America" broadcast, in a dramatic rescue of snow-bound travelers in Colorado. Listen to up-to-the-minute news stories, dramatized for you on "Spotlight on America," every Friday at 7 p.m. over Radio KHJ.





"ONE MAN'S FAMILY"

Sunday afternoon on a family outing are: Mary Lee, 8; E. L. Briggs of Division Five; Sherlea, 6; Betty, 4½; Judith, 3; Mrs. Briggs, and E. L., Jr., 20 months.

## Comments From Central

By "WALLY" SPAULDING

*(Editor's note: Making his initial appearance in this issue as scribe for Two Bells is Wallace "Wally" Spaulding who replaces V. J. Eulberg, from Division One. Wally was formerly employed on the property from 1936 to 1939. He returned last year. He is married and the father of two children. When asked what his hobbies were, he replied, "Remember, I have two children." Two Bells editor and staff say, "Glad to have you aboard, Wally.")*

**C**ONGRATULATIONS to us! And if we can do so without breaking our arms, I think every man at Division One can justly give himself a well deserved pat on the back because Division One has just won the contest for the fewest blind accidents.

This gives each man at this division who did not have an unreported accident during the past three months an extra one hundred points on his safety record. Thanks, fellows, keep up the good work.

There were three new appointments in the clerk's office on January 1. LeRoy Homerighousen is the afternoon clerk and Elmer Goetsch is the night clerk. Ralph Gillis is the new night cash receiver. Gillis has

been having considerable difficulty trying to teach some of the new men (and some not so new) how to make out their trip sheets properly and to turn in the correct amount of money. But never fear—he can't say anything about it any more.

The other day his own report to the Treasurer called for fifteen rolls of tokens, which for some reason didn't materialize. When the treasurer called the office next day, there was quite a furor. The whole office force was looking under tables and chairs and generally turning things topsy-turvy to find those missing rolls.

As it finally turned out—when everyone was exhausted from the search—it was only a clerical error—and Gillis has been admonishing men since then in a subdued whisper. By the way, Gillis raises some fine Palomino horses. His colt took first prize in a show June 29, 1946.

We are sorry to report that the father of R. E. Cleland passed away on the 7th of January. Cleland flew to Minnesota to attend the funeral and returned on Monday the 13th. We all extend to him and his family our sincerest expressions of sympathy.

Harry E. Hein, whose brother-in-law passed away at Sioux City,

Iowa, also flew back to attend the funeral and to help his sister during her time of bereavement. He returned January 17. This Division's deepest sympathy is extended to him.

What is that saying, "The last shall be first?" Well, it's true in this case at least. Division One, tho' the last to be remodeled, will finally emerge from this turmoil and havoc through which we have been struggling into the most beautiful and modern of the divisions.

The smell of paint has filled the air for the past few weeks. Piles of lumber—the racket of pounding hammers—the mess of plastering—the dust from everywhere, combined with the disruption of routine, has produced a nightmare for everyone, but the end is in sight.

Then what a transformation you will see. An inter-communication system will connect all offices. A public address system will bring everyone on the grounds within speaking distance of the office. The demolished buildings on the north yard will give place to the Trackless Trolleys.

The other day we were at Melrose and Western where the "H" line terminates and we saw Sam Dodson, whose car was in the "hole," put up his trolley as if to start back to town. Then instead of pulling his front trolley—to our amazement, he pulled the front trolley around to the back and proceeded to put it on the left hand trolley wire. (At this point they are about two feet apart.) My curiosity getting the better of me, I walked over and asked him what he was going to do and he said, "Oh, I'm just practicing putting up two trolleys so when I get on one of the new trolley coaches, I'll know how to do it."

Speaking of new things to come, Superintendent Vejar was seen looking at the new water heater being installed near his office with obvious joy and exclaiming, "Look, hot water in the office." He too, shares the thrill along with the rest of us and we foresee some grand days ahead.



## Virgil Venom

By BILL ULRICH

**GOODBYE** to 1946 and hello to 1947! That "hello" goes for all you new fellas at Virgil. Hope your stay with us will be long and pleasant.

Any time of the year is vacation time. Oscar Smart and his wife combined visiting and hunting on their vacation trip in Montana. Bag for the hunting portion included two deer, one antelope and two Chinese pheasants.

Pete Chapman learned recently that honesty pays off. Pete found a pair of opera glasses on his coach and turned them in for a five dollar reward.

Jack Yarnell is a sad man these days. Jack left his wallet in a pair of trousers not being used and a sneak thief lifted same. Full salary, too. Yipe!

"Anything - for - Publicity - Department": Gus Gustafson has received a certificate of his membership in the "Right Turn—Wrong Time" club. Seems that he turned on 7th instead of 8th.

Fine thing! Clyde Schmederman played golf in Manhattan, Kansas, on Christmas Day on his vacation while we had to leave home in a boat.

Working in the office to "spell" Clyde did something to George "Wrong Way" Earhardt. First day back on the line he had to ask Bill Terry how to get to Monroe Street from Marshall High School.

Frank Wilson's mother is visiting him now so we thought she'd like to know we think a lot of her son, even 'tho he does call his line, the Vermont - Silverlake - Hyperion, the "Mainline."

Floors, plaster, cabinets and a few other incidentals are the only things keeping the Ray Matzenbachers from moving into their new home. (Again the editor: It'll be nice when the war's over.)

News headline: Anne replaces Anne. Confusing? Shouldn't be, because it means that Anne Landry

has left us for a position with a movie studio and Anne Schulz joins us. Welcome to Virgil, Anne.

According to Bob Woodrow, Chief Supervisor Jack Stewart's car seems to be in constant need of repairs. Like the cobbler's children?

Ed Ramey is a recent returnee from San Francisco where he says he had a fine time. Speaking of having a good time, the Mechanical Department shared their party with the operators and all consumed coffee and sandwiches to the bursting point.

Los Angeles Motor Coach is now sponsoring a scout troupe which is headed by D. Ladhoff, Relief Supervisor. Everyone interested is invited to attend their meetings, which are held at Mount Vernon Junior High School. Bring your "young men" and have a good time.

### VIRGIL GREASEMONKEYS

"Pappy" Cull informs us that Deputy Sheriff Sam Mahoney still shoots a mean 272 on the pistol range, which, says Pappy, is pretty good for Sam. . . . Hubert Dennis is going around with a sore back. The boys are quick to explain that it couldn't be caused from overwork.

John Paul is thinking about the time lumber will be cheaper. A cabin at Big Bear is on his mind. . . . Ralph Holmes is wished a swift recovery by all the gang. . . . Eugene Dent taking a "rest" trip to the mountains and winding up in a terrific storm. . . . Harold Eperson has transferred to the third shift stockroom but first has to get off the sick list.

### VIRGIL SHOP

Chuck Young had some of the boys over to his new house for a little "entertainment." Anybody win beside the host?

Welcomed addition to the day shift is Bill Oldham, who transferred from nights. Bill is as happy as we are, 'tho.

Bill Hanning is back after two weeks rest and meets with the approval of the entire gang.



### TRANSIT QUEENETTE

Full time glamour girl in the Shepard Household is petite Juanita Rose, 3½. Mother Juanita and Father Eugene are both with the company at Division One.

### Award Winners

(Continued from Page 11)

Groves, R.	Tagney, R.
Hall, E.	Underwood, J.
Haynes, W.	Vespa, H.
Hoerner, R.	Weaver, H.
Huenemeier, W.	Weaver, L.
Huffman, J.	Williams, R.

### DIVISION THREE

#### TWO YEAR

Year Ending 12-31-46

Abraham, M.	James, G.
Adams, E.	Judd, C.
Aker, C.	Lahman, O.
Amorelli, T.	Lentz, C.
Asbjeld, A.	Lilley, J.
Auger, A.	Mackay, N.
Bacus, F.	Mann, I.
Belman, B.	Martin, J.
Bowlsby, P.	Martin, W.
Buckley, J.	Miller, G.
Chandler, J.	Monohan, R.
Chapman, G.	Morgan, C.
Christiansen, S.	Murray, J.
Clark, W.	McDermith, O.
Connelly, F.	Olexo, J.
Dean, B.	Parks, H.
Deane, C.	Pateman, J.
Delahunty, C.	Perry, W.
Dennis, C.	Peters, J.
Dravis, C.	Rasmussen, W.
Evans, B.	Rinker, W.
Fleming, J.	Robertson, R.
Flemming, J.	Rounsefell, S.
Fortney, D.	Singer, S.
Gannon, S.	Swanson, W.
Gasparro, I.	Sweet, L.
Gott, I.	Titmus, G.
Gunderloch, J.	Trabue, W.
Hazelton, O.	Uland, C.
Head, B.	Visser, J.
Helbling, E.	White, D.
Hetze, F.	White, W.
Hill, J.	Wickline, M.
Hoffman, R.	Winters, G.
Huddleston, S.	Yunker, O.
Hunsaker, J.	



## Diesel Delvings

By PHIL HIPES

**E**VERYONE at Division 2 came through the holiday season without any serious mishaps, with maybe one exception. Al Berg is so well liked by the patrons on his run (Indiana Shuttle) their appreciation was shown by numerous amounts of gifts which included a few tamales.

After eating three or four, a good patron, watching with amusement, suggested he take the tamale out of its wrapper as they're much easier to eat that way. Al said he never ate one before, how did he know you had to peel them.

We are especially glad Dick Harkens is back with us from the service. He says it's good to see his old friends again.

Congratulations to C. V. Bilello and his bride, who were married January 3rd in Kingman, Arizona. Bilello and the former Hallie Ridner, from Tennessee, spent a two-day honeymoon in Needles, California, then motored to Bell Gardens where they will make their home.

We are getting so many new men the Instruction Department has recruited Al Cooper, Frank Lampley and Harold Vespa to help start them out right.

Jack Underwood has been driving coaches without a gear shift for so long he doesn't even shift gears in his own car. He says it saves wear and tear on the gears.

Dick Schramm pulled out the other morning, leaving his wallet in the trainroom. Wilbur Stucker found it and turned it over to the clerk. About 30 minutes later Dick called and very excitedly asked if anyone turned in his wallet. The clerk asked why he was so excited and Dick replied, "It's got my wife's picture in it."

Vince Courtney got a new leather bag for Christmas and he likes it so well he won't put it down while in the trainroom. He says he might walk away without it.

In case you are wondering who



### FIRST-TIME PORTRAIT

Posing for the first time before the portrait camera is Beverly Bee, age 7 months. Lee E. Tedrow passed the cigars at Division Five.

the two new extra clerks are, let's introduce W. L. "Tripper" Turner and R. S. "Bob" Byrnes.

A. S. "Red" Gorman says, "The world is against me!" First his horse bit him, then his new baby is worse than an alarm clock. He won't let "Red" sleep at night and to top all that, his car won't start on these cold mornings.

Joe Burns is one of the very fortunate at this Division. He found a house to rent.

Pete Gratzler and L. D. A. Woods both volunteered to work Christmas and New Years. They wanted to give some family man a chance to be home.

Miracles will never cease. G. M. Schoonover was pulling in from his night run on Jefferson when all of a sudden from out of nowhere, a car without lights, containing two fugitives from justice, struck his coach with such force it knocked Schoonover out of his seat and out of his shoes.

When the two vehicles stopped, Schoonover's shoes were still where they were before the crash, but Schoonover was only bruised a little.

F. M. Engstrom played the part of guardian angel the other day. It seems a little girl got on his coach with some older people and when he

reached his terminal he still had the little girl, but no parents.

Upon questioning her, Engstrom found out the child's mother had promised her a bus ride and she couldn't wait. She was going to visit a relative. Engstrom took her all the way back to her anxiously waiting parents and received a nice write-up in one of the local tabloids.

A last minute flash! My wife announced on January 14 the arrival of a baby boy. We named him Philip Michael Hipes. I'll bet he gets even with us.

## Stork Market Reports

**D**IVISION Five has taken a number of shares in the stork market since the last issue. The shareholders at that division are the E. P. Miller's whose share is Patricia Johanna; the proud R. R. Severns who are the possessors of Sharon Lynne; the H. B. Cesena's who became mama and papa to James; the J. E. Hobgoods whose share is Kathleen Ann; Mr. and Mrs. W. G. Drury who possess little Lily Pauline; the Jack Whites who now own Jack Junior; the D. J. Lynch's who received Rebecca Louise on Christmas day; Mr. and Mrs. P. Bustament who welcomed little Cindy Lee on January 6; and F. Gibson who claims part ownership of little Ronnie Lee Love. Mr. Gibson is the great granddaddy.

Virgil took two shares in the stork market. It was the first share the Glen Bumbaugh's have had, and the name is Harold Glen. Babe Miller doesn't claim full ownership to his share, but just about. He is grandpa to little Susan.

Bob Burris of Division One received two shares in the stork market who are named Lenora Elaine and Stephen Allen, twins.

Mae King of the Auditing Department is very proud of her share. He is Vernon James who arrived on January 11.

Congratulations, proud shareholders.



## "Streamliners"

By R. F. FISCHER

(Editor's note: Former Army newspaper editor, Fred Fischer begins his duties as scribe from Division Four with this column. Fred is a veteran of five years of service with the U. S. Army, having served part of that time in the European Theatre of Operations. While in high school, he started his journalistic career as editor-in-chief of the school paper. Division Four members are urged to give Fred their "news releases.")

**I**I, gang! Looks like Dan Cupid finally hog-tied Harry Nields, who was married February 9, 1947. With the blessings of our chief, Jim Madigan, he is now on his honeymoon.

One of our "V" line regulars, Paul H. Sharrer, is still trying to get used to the idea of his New Year's present from the stork. Boy, oh, boy, is he a proud papa!

Two old Division Four war horses, Ray Stanford and M. E. Scoville, still give the new boys pep talks on their hard-earned experiences on how to become an operator. Keep up the good work, boys!

Al Crosby, a transplant from Division Five, is our new Safety Instructor, relieving J. C. Woods, who has retired to his hacienda in Chino. We know Al will carry on the fine work.

Our fair-haired lads, the "Division No. 4 Sharks," tied up the L.A.M.C. "Cats" last week with a split series of three games, 2 points for each team. The boys are J. B., "Oscar" Wilde, Robert C. Todd, Bob Birchell, Ray Baudisch, and Ted Phillips. A cheering section is open to any bowling friends who wish to egg the boys on with those heavy punches.

Walter J. Forrest, formerly of Division Four, passed away at Sawtelle Hospital. We wish to express our sincerest sympathy.



### A GAY CABALLERO

Charles E. Freeman, age 6 and son of Clarence Freeman at Division Five, is all set for that ride on the range, complete with two and a half gallon hat, chaps, spurs and neckerchief.

B. L. Ivy is going around these days, practicing with a changer in his 1922 Buick. Oh, those yellow and white colors. All he needs is a trolley pole, and he will have the new trolley bus!

### The Last Terminal

**F**RANK Harris of the Motor Coach Lines' mechanical department passed away on December 2. He came to the Motor Coach Lines in 1925 as a serviceman, was transferred to a mechanic in 1937, and to junior stores clerk last year.

William Edward Snell, retired, passed away on December 10. Mr. Snell was born in Canada and joined the transportation department in 1919. He retired in 1941.

James Holdsworth, retired, died on December 21. He joined the mechanical department in 1906. He also worked in the lost article department, and later as a watchman. Mr. Holdsworth retired in June of last year.

Fred S. Ainsworth of Division Five reached his final resting place on December 24. Mr. Ainsworth was born in New York in 1875, and came to the Company in 1920 as a motorman at Division Two.

William R. Houts, switchman at Division One, passed away on December 26. Mr. Houts had been at Division One since 1919.

William H. King, retired, died on December 29. He joined the Company as a foreman in the way and structures department in 1914, and retired in 1945.

Augustus G. Richards, retired, also passed away on December 29. He came to the transportation department in 1910. Mr. Richards retired last May.

Joseph H. Pace, retired, passed away on January 7 at the age of 87. He joined the transportation department in 1918 and retired in 1930.

John L. Penny, retired, passed away on January 11. Mr. Penny was born in 1867 and began his career with the Company in 1905 at Division One. He retired in 1936.

Augustine J. Ouellette of Division Three passed away on January 10. Mr. Ouellette was a native of California, having been born in San Francisco in 1925. He joined the Company last December.

Warren E. DeMuth, retired, reached his final resting place on January 16. Mr. DeMuth joined the transportation department at Division Five in 1916, and retired only last month.

George W. Leslie of the transportation department passed away on January 21. Mr. Leslie was born in Minnesota in 1877 and joined the Company in 1917.

Mrs. Edward C. Secrist, whose husband is retired, passed away on December 4, and Mrs. Thomas P. Doolittle, whose husband works at Division Five, passed away on January 11. Mrs. T. Y. Dickey passed away on January 16. Mr. Dickey is a retired employe.

The friends and fellow workers of the above offer their sincere condolences to the bereaved in their great loss.



## Car House Highlights

By H. K. CONACHER

**ALEX** Reid, popular man-about-town, is still off on sick leave. We all join in wishing him a speedy recovery and want him to know that he is greatly missed.

We understand that Walter Jackson has been on a very strict diet. The reason being that he is minus the equipment necessary to handle solids. A little time and patience, Walter.

We are all very proud of our Repair Shop after having it completely repainted and new lighting installed.

During the holidays Grant Braatan enjoyed a surprise visit with a brother, who resides in North Dakota.

### CAR HOUSE THREE

The employes of Division Three, Mechanical, extend their sympathy to G. E. Tenny on the recent death of his father, who passed away January 12.

Clifton Lawson, of Automotive, took an enjoyable trip to Texas where he visited relatives and friends. The best part of the ride was driving through a snow storm, which he described as being: "Nothing like California!"

B. Derry will soon be giving a house warming. (We hope.) He and his wife have purchased a new home near the Division, and from reports it has a house in the rear. But don't rush, folks, it is already promised.

Introducing new mechanics at this division: R. A. Ducker, M. Holzer, F. Davidson, T. H. Gill, and Frank Wheeler. Glad to have you with us, boys.

### CAR HOUSE FOUR

Bob White and wife have moved into their new home in Glendale. We understand it includes a newly furnished nursery all ready for a new member of the family, expected to arrive soon.

Bill Manley and his wife also have moved into their newly acquired home in Bell.



### THE CLAN McTAGGART

Smiling prettily for Two Bells' cameraman is the McTaggart clan—er, family. Left to right: Betty, 18; David; Mrs. McTaggart and Jean, 16. David McTaggart is one of Division Five's "Old Timers."

Abe Rodriguez is the proud father of Abe Junior, who arrived Christmas Eve. Some Christmas, eh Abe?

George Smith should be establishing some new bowling records now that Santa has bought him a new ball and bowling shoes.

Harry Chilson has returned from a vacation in Oregon visiting relatives . . . Jack Silva enjoyed his vacation in the San Francisco Bay area . . . Harry Wescombe spent a recent week-end administering first aid to the casualties at Big Pine. Harry was helping the understaffed Rangers. Besides doing this extra duty, Harry finds time to do a nice job of leading his Sea Scout troop, who, through his guidance, have been winning some recognition in competition with other troops. Smooth sailing, Harry.

### CAR HOUSE FIVE

Clyde Foreman has returned to work after being off five weeks . . . Alta Morgan is back to work. Watch those autos next time, Alta, they're dangerous!

New faces at Division Five: C. S. Bledsoe, R. Goodie, H. Iwamoto, G. S. Yamada, S. Toyoda, J. Tsuboi, G. Goto, and T. J. Kasmatsu.

Eddie Hess and family were up in

the snow over a January week-end and Robert McKemie started the new year off right by taking his vacation in January.

The swing shift "termites of Five" have been accused of stealing candy bars from the first shift office girls. They promptly came back with the answer, "The hot sun we've had lately melted them, that's all."

Litton Proctor has left the service to open a hot dog stand. Drop in any time at Proctor's fancy pastry pantry. (Editor's note: Say it three times—fast.)

## The Hillbilly Boys

By L. B. MEEK

**T**HIS is the time of the year when it seems that people are in the mood for complaining, but there are two people we know who believe in starting the year off right and with a good early start, too.

George Nixon and Mary Howell decided to bid together on a "run", so at thirty seconds after the start of 1947, the preacher said, "I now pronounce you man and wife." With Bill Martin holding him up and holding the watch on the preacher, they "went and did it." We wish you both all the happiness in the world.

Not to be outdistanced, Wylie Sumrow and Helen Bertch decided they two should "be as one." A world of happiness to a couple of fine kids.

Janie King couldn't wait until the new year. She beat them all by getting her man last year. Janie put one over on us, though, for she stepped out of the "family" to get hers. Cupid has really been busy lately!

"Red" Titmus has a new job. Yes, he decided it was more profitable to work so he got a job as loader on Hill Street where he could watch the people go by.

Our washing machine got a Christmas present, too. Yep, a new set of brushes, but say, what about trolley coaches? They won't go through that thing.



## Garage Oil

By C. H. HARDY

**M**OST of us in this department spent quiet, safe and sane holidays at home. Recently, however, we have had several of our fellow workers down or hanging on the ropes from a tussle with ol' man flu.

Paul Maris of the emergency crew was injured by a freak mishap on his way home from work a short time ago. A twenty-four inch crowbar crashed through the windshield of his car, cutting a bad gash on his forehead. Although stunned by the impact and his vision temporarily impaired by the flow of blood, Paul did not lose control of his car. The only vehicle near him at the time was a truck passing in the opposite direction. Paul believes that the steel bar hurtled from the truck body or was picked up and thrown by the truck's tires. Considering the nature of the mishap, we congratulate him on his narrow escape from a more serious injury.

Food problems these days remind us of the time when Howard Froby was honored by a nearby cafe. A special dish named after him is best described as a Mexican version of American hash. We are also reminded of the good (?) old days when the boys on the second shift used to bring limburger cheese sandwiches in their lunches to overcome the smell of Butane gas leaks. No doubt this ultimately led to discontinuing this form of fuel.

We are always interested in hobbies. Bobbie Palmer, we understand, collects small china elephants. Jack Carmichael is quite taken up with the fascinating and artistic hobby of modern photography. Let us hear about your hobby.

Al Schwartz made a hurried trip north to bid farewell to his new son-in-law, Sam Moses, who was leaving for military duty in Yokohama. Al also reports that our equipment outshines northern transportation.



"JUST LIKE MY DAD—"

—Says Jimmie, handsome son of Jim McGuire out Division Five way. Jimmie, who is seven years old, is "Butch" to his friends. Hiya, Butch!

## Sour Grapes From Vineyard

By HAROLD YOUNG

**T**HE Christmas party held in the Vineyard Trainroom on Christmas Eve was a gala affair. Sandwiches, coffee and rolls were served by our genial hostess, Ann Schultz, who, to make the party a bigger success, baked two of her famous cakes which were really a treat. As most of you know, Ann has put away her Coachette Uniform and is now our telephone operator in the Dispatcher's Office. Good luck Ann, in your new position.

Moon Mullins resolved that he was not going to lose his temper during the year 1947. But on January 1st, the first mind you, he broke his resolution because he had turn ins, missouts, telephones ringing and operators wanting to draw transfers all at the same time. Better luck next year, Moon.

Verna Powell resolved not to get mad all year while she was operating her coach. But alas, that was broken January 2nd when she carried double headway to the beach and back. Why not try another one, Verna?

Dick Veeh, Howard Harrington, Allan Kimmel, Frank Myers and Boyd Morris all resolved to stay away from the horse races, so of course they weren't the ones seen at

Santa Anita New Years Day—were you?

Sunday morning, January 12, at 5:30 a.m., C. E. Randall awakened to find a burglar in his apartment. "Randy" chased him out of the apartment and finally caught up with him down the block. With a black eye and several bruises, he turned his "catch" over to the police. After getting back home and checking up to see if he was missing anything, Randall decided he had caught the thief before he had time to get anything. Later, however, the police department called and told him they had found a book of joint weekly passes on the suspect but had to hold it as evidence. Anyway, Randy did get his man. Nice going.

Our sympathies are extended to Charles Good, whose father suffered a stroke.

(Editor's note: Two Bells congratulations to columnist Young for a young man who weighed in at the Queen of the Angels Hospital December 26, at 7 pounds, 9 ounces and calls him Grandpop. James Robert Line is the name, fellas, when you thank Young for the cigar.)

We welcome A. R. Lewis, new man in our Store Room. He is justly proud of his three sons who served in our armed forces. One of them flew 51 missions in a B-29 without a scratch. The youngest served for three years also without mishap, re-enlisted and was killed in a truck accident in Germany last November. We offer the bereaved father our deepest sympathy and the comradeship of our department.

A hearty welcome is also extended to Joe Biggs, new pleasing personality in the office.

Congratulations to Tom Casey, our new Chief Clerk.

### FROM THE ALLEY

The Vineyard Birds are keeping their word, as they are now in second place in their bowling league and have their eyes set on the first position. Beware Big Five, the Vineyard Birds are flying high.



## Short Circuits

By WALTER WHITESIDE

**H**ERE we are, another year, another month and as usual your scribe is without notes and ye editor is howling.

Activity is at a high pitch at Sixteenth Street yards with all the remodeling going on. New offices have been constructed for Leland Dye, L. C. Thompson and Dave Dent. The drafting room has been enlarged with all new furniture and it's surely one classy "joint."

Woody Wilson, ye olde line store-keeper, is going to move across the yard where he will have more room, which he needs greatly. According to the plans, it's going to be some place. Incidentally, Woody's stock is increasing with all the line material coming in for the new trolley coaches.

By the time of the next issue, considerable progress will have been made in the installation of the overhead for the training loop of the "Trackless Trolleys." Poles are being set along this route at this writing.

The Electrical Department bowling team, better known as the Eager Beavers, is still moving along. Ed Clardy, who was low man last year,

### LOOK OUT, JOE!

Henry Pree's son, E. Garry, is probably glowering at the title. Garry has met with his share of success in recent fistic encounters, says Henry, Los Angeles Transit Lines postman.



has been putting the pressure on the boys this season!

Harry McTaggart just sits around and when he feels a good game coming on, he singles out the closest sucker and plays for the "cokes"! We're laying for him, 'tho.

Ralph "Parky" Parker purchased one of the old trucks and is going to convert it into a classy house "run-about." Might be a good chance to rent a room.

## Blow-Bys

By TOM SMALLEY

**W**ELL, here we start on a new year, fellows, and there's still a thought or two from the last one.

Ed Kennett had a few thousand turkeys to sell before the holidays and was such a good salesman that when he wound up he had sold all of them. The payoff came when he had to take his family out and buy them a turkey dinner.

Merle Weller has applied for transfer to the winding room. None of us like to see him leave Department Twenty.

H. Eimer was wrestling with a front axle the other day and the axle won the first fall, but Howard emerged the victor in the end.

Frank Bertini went out and bought himself a 1946 automobile. Now he says it would have been cheaper to have bought a Transitliner.

We'll be around in a few days to take up a collection to buy a new horn for L. Lee's Model "A." The old horn is getting mighty weak. Lee says it's just tired.

Walter Alport is still having trouble locating the proper place to put his time card in the time clock when the office girls pass by.

Norm Lane took his son hunting recently and after a long hike returned to the car (without any game) and found the car sunk in mud so it was impossible to move it. A five mile hike finally produced a tow car and Norm hasn't been up to par since.



### FOG'S IN OKLAHOMA, TOO

Not a weather report—just two little Fog's in person. Ladies first, so it's Edith Louise, age 5, and Dennis LeRoy, 6½. They live in Oklahoma but their father, Forrest Fog, is here in Sunny California at Division One.

Tom Witts is now working in the electrical room and says he likes it fine. . . . Homer Parcher is the rod cutter. ROD that is, not rug. . . . Edwin Ormston is working on a new device to test blowers.

Ralph Campbell is a proud grandpa for the eighth time. His son, Dr. R. S. Campbell, of Los Gatos, California, is the father of a 9½ pound boy.

Jake Dainton does it and gets away with it! Seems that Jake has the job of writing to the wives for their old passes. Some of the fellows are said to be checking up—job or no job.

Otto Schmokle's wife is in the California Hospital for an operation. We all hope for her quick recovery. . . . Our deepest sympathy to John Sturm, whose nephew was killed recently in an automobile accident. . . . Milton Cass is ill in the hospital but we hope that he will be up and around with us soon.

Let's give these men a nice welcome to Dept. Twenty: Carl W. Ross, D. W. Lundy, Carl MacAlpine, and Arthur Jackson. Jackson has worked for the company in the past and is a welcome addition to the Mechanical Department.

Signs - of - the - times - department: New trolley coaches are in the shop getting their primer coats on ready for the bright company colors and their new runs.





#### LOVE KNOWS NO BOUNDARIES

Tom F. Briggs, of Division Five, returned home from duty in England with his attractive English bride, Christine. They were married in London early in 1945.

### Women's Club

By MRS. M. F. THOMAS

**C**ULMINATING a busy holiday season, the Women's Club held their regular luncheon meeting on January 2 with Mrs. Athenous officiating as hostess. During the business meeting that followed, plans were drafted for frequent visits with retired company employees who find it difficult to get around.

Realizing that the ladies of the Women's Club are interested in safety rules, too, their January 16 meeting featured Joe Prutsman of our company's safety department, who gave a talk on "Death Toll On The Highways." His address was given after the luncheon at which Mrs. Trabue was hostess.

On February 6 Mrs. Jane Harrison gave a most interesting talk on arranging food artistically.

Following a short patriotic program at our February 20 meeting, Mrs. J. F. McCormick is to give her impersonation of President Lincoln in his famous Gettysburg address, by special request of friends and club members.

A card party is to be given by Mrs. V. W. Gore, Ways and Means Chairman, on February 27 in the clubrooms. Mrs. E. V. Athenous will be the hostess for the luncheon.

The Red Cross Unit, in charge of Mrs. W. P. Trabue, meets every Tuesday in the clubrooms. The ladies bring sandwiches, and tea and coffee are served by the Club. The women have a pleasant social time while

doing a worth-while work. We should like to have new members or visitors join us.

Wives and mothers of the Los Angeles Transit Lines are invited to meet with us the first and third Thursdays of each month to enjoy the activities of the Club and the friendship of the ladies. There is a luncheon at noon followed by a short business meeting, after which an interesting program is presented. The meetings adjourn in time for the women to prepare dinner. The Company has made the clubrooms so attractive that it is a pleasure to meet there. The Club is located at Division Three, Avenue 28 and Idell.

Mrs. G. Parsons was recently elected Chairman of the Earn-A-Penny Committee.

We are looking forward to our tenth birthday party which is to be given next month. A special program has been arranged, and it is hoped that as many members as possible will attend.

### American Legion

By BART D. BILLINGS, *Adj.*

**I** HAVE been asked to write this column for the year 1947. It is my sincere hope that I can bring to you the activities of the post, and any news items from you or your friends will be greatly appreciated.

Our regular meeting, held January 21, was to honor and celebrate the tenth birthday of our Auxiliary. A large turnout enjoyed turkey sandwiches and coffee. Commander Sparks, on behalf of the post, presented President Bedur Jones of the Auxiliary a large, beautifully decorated cake for the occasion.

On January 24, our post and unit presented the American Legion School Awards to the six outstanding scholars at Berendo Jr. High School. The merits upon which the awards were made are: honor, courage, scholarship, leadership, service and Americanism.

Adjutant Billings made the post presentation before a large gathering

of students, their parents, Mrs. Frances Z. Foster, principal of Berendo Junior High, and the faculty. George Goehler and Al Brehm represented the Los Angeles Transit Lines.

Starting this February and each month hereafter, some member or friend will be made richer by twenty-five dollars. Contact any member for particulars.

For those of you—members or friends—who would enjoy a sociable evening, don't pass up the combination Valentine box social, card party and dance to be held at the "Women's Progressive Club" hall, 3727 West 111th Place, Inglewood, Saturday, February 15. The box lunches will go on the auction block at 7:00 p.m.

The Los Angeles Transit Lines Post 541 welcomes you veterans who are employed here.

For particulars and applications, contact any of the membership chairmen as listed. Div. 1, Henry L. Foss; Div. 2, Edward W. Cotterly; Div. 3, James E. Bohler; Div. 4, Leo L. Leasman; Div. 5, Ed. J. Roche; Virgil, Thomas E. Lowry, and at Vineyard, Charles F. Carpenter.

Meetings are held first and third Tuesdays of each month, 8:15 p.m.—Patriotic Hall, 1816 So. Figueroa Street. Pay us a visit and bring the family.

#### EASY DOES IT

Mrs. George Springer, whose husband is a mechanic at the Division Two garage, demonstrates how she cooks a full course dinner on a two-burner stove for her family of four who live in a one room hotel apartment.





## Retired Employees Association

By P. C. McNAUGHTON

THE first meeting of the year was held on January 9 in the assembly rooms at Division Three. We had prepared what we thought was an unusually good program, but the day before the meeting all but two entertainers called and cancelled their engagements on account of illness.

Your scribe, who is the Secretary of the Club and who plans the programs, began tearing his hair, but he got a brainstorm or two which resulted in one of the most enjoyable programs we have had for some time.

Our President, Jacob Zuber, who had been on a hunting trip, gave a graphic account of traveling in a blizzard in below zero weather through

Utah and Wyoming. He told of skidding in snow until only inches were left between the automobile and the edges of very deep canyons. The



### A HAPPY COUPLE

Art Comford and his attractive wife pose for the camera with two big smiles. Art is at Department Twelve.

party, however, returned home safely and had bagged a quantity of game. Mr. Zuber's trophies consisted of an elk and two deer. After arriving home, Jake went North and bagged his limit of pheasants.

We were also entertained by Madeline Heil who sang Irish songs, Mrs. Bell who sang several old time selections, and Miss Betty McAllister who offered some beautiful songs. Mr. Bradley, one of the retired men, gave a poetic description of a beautiful sunset which he had seen. The meeting was thoroughly enjoyed. It was a fine way to start the new year. We extend our thanks to all those who made it so enjoyable.

Our next meeting will be held on February 13. We always look forward to seeing you oldtimers who haven't been with us for some time.

## Star Of Our Show

(Continued from Page 5)

One picture that was made dealt with an insurance company who paid out fake claims against a public utility concern. Shots were made of a lady falling down the winding steps of a double-deck coach. According to Joe Fagin who drove the coach, the lady actually did fall down the stairs several times.

Art Warren remembers a double-deck scene being made on Broadway in one of Harold Lloyd's comedies of the silent days, and a Will Rogers picture that was taken at Eleventh and Broadway. Will Rogers was supposed to pick up a chicken in the street and be hit by a streetcar. The chicken was tied by invisible wires and when the studio electrician threw the invisible wires over the two trolley wires, Mr. Warren attempted to tell him that there was power in them than trolleys. The man replied that he knew what he was doing. Everything went fine until the chicken put one foot on the rail, resulting in cooked chicken.

### The Star Is Streamlined

With the advent of the P.C.C. streamlined streetcar, it too became a feature in many pictures. Recently, the property department of Warner Brothers contacted the Los Angeles Transit Lines for pictures and seats of the streamlined streetcars to be used for a "mock-up" on the lot. A "mock-up" is a full size model—in this case a portion of a streetcar built exact-

ly like the real thing. The right-hand corner of the streamliner was the only portion that showed. Warner Brothers insisted upon exactness to the finest detail. The studio had a uniform made exactly like the one our men wear, and we loaned them one of our trainman's badges. The car cards inside the mock-up streetcar were modern cards like you see everyday in the cars and coaches. The stanchions were bent like those on the streamliners. This mock-up was used in a picture entitled "Possessed," to be released soon. The film features Joan Crawford and was directed by Carter Burnhardt.

Old type streetcars, such as horse cars and cable cars, are used over and over again. Right now, there is a trend toward costume pictures of the 1890's and 1880's, so these vehicles are popular. These cars are rented usually from Mr. Bothwell of San Fernando, who has the finest collection of old time vehicles in the country. He owns old No. 1 of the Los Angeles Agricultural Park Street Railway, and perhaps in years to come you will see it over and over again.

Yes, the streetcars and coaches have been cast in many films down through the years. We can remember them in hits of the past years—in comedies and tragedies they've handled their parts well. And they will continue as actors as long as motion pictures are made, for the cinema is but a mirror of life, and a substantial part of everyday life is public transportation.



## Veterans' Club

By GLENN K. TOLLE

**D**ESPITE the many unavoidable absences due to shakeups at all divisions, there was an enthusiastic meeting on January 14, and the following officers were unanimously elected to serve for 1947:

Commander, Robert L. Heaton; First Vice-Commander, William R. Sparks; Second Vice-Commander, Lloyd H. Brugman; Finance Officer, Bart D. Billings; Chaplain, Christopher J. Jackson, and Sgt.-at-Arms, Clarence W. Hannon.

Commander-elect Heaton appointed Glenn K. Tolle to the post of Adjutant for 1947.

The club's Auxiliary elected the following officers to serve for 1947:

President, Margaret Sparks; Senior Vice-President, Josephine Clark; Junior Vice-President, Ella Hoyle;

Secretary, Janice Billings; Treasurer, Evelyn Staten; Chaplain, Betty Roche, and Sgt.-at-Arms, Gladys Taylor.

There will be a joint installation, conducted by the famous drill team of Inglewood Post No. 13, Canadian Legion, B.E.S.L. under command of Captain Larry Doble. The event will take place in Patriotic Hall, 1816 So. Figueroa Street at 8:30 p.m., Saturday, February 22, 1947.



### IT'S A GREAT BIG WORLD

Anita Ruth is the name, fellas. For additional information see her proud father, E. J. Pennington at Division One.

## American Legion Auxiliary

By BEDUR JONES

**O**N January 7, Betty Roche, our Chaplain and the Americanism Chairman for the Los Angeles County Council, presented the colors to a newly organized unit on behalf of the Council.

The Auxiliary celebrated its tenth anniversary on January 21, and was honored by the presence of our District President, Peggy Weitz.

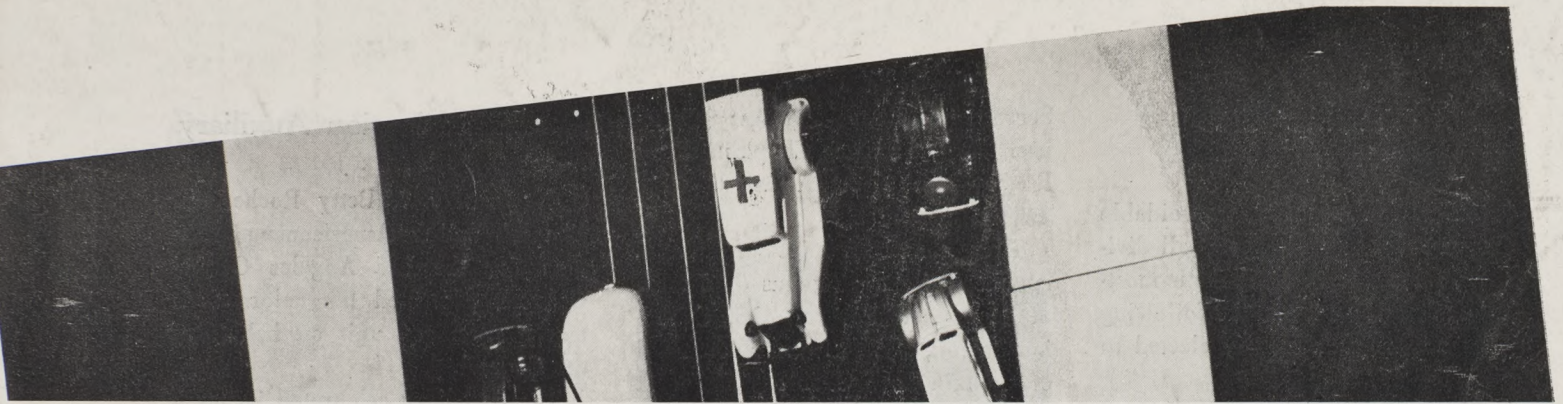
A Box Social will be given by the Auxiliary and Post on February 15, at 3727 West 111th Place in Inglewood. Every lady is to bring a box lunch. An invitation is extended to all.

All wives, mothers and daughters of World War I and II veterans are invited to join our group. The next meeting will be held on February 18, at Patriotic Hall at 8 p.m. We'll be looking for you.

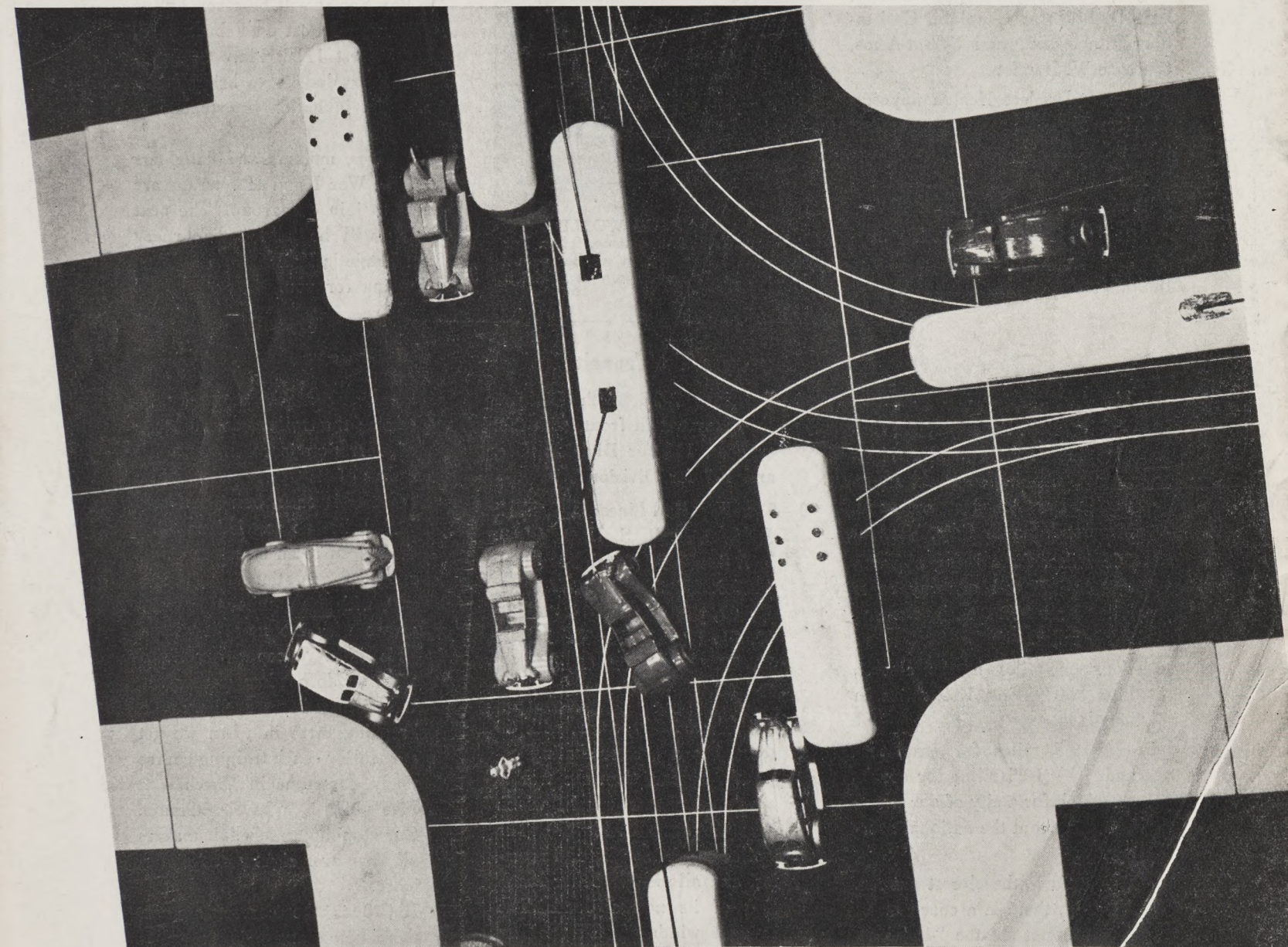
## Answers To Transit Quiz

- 1—Line "44".
- 2—Twelve. Bell, Beverly Hills, Culver City, El Segundo, Hawthorne, Huntington Park, Inglewood, Los Angeles, Lynwood, Maywood, South Gate, Vernon.
- 3—365 miles, there being approximately 193 rail one-way route miles and 172 coach one-way route miles.
- 4—Fourteen miles is the closest, Line "50" being 13.9 miles in length.
- 5—(a) 9.5 miles for streetcars, and; (b) 10.5 miles for coaches, which for a city of our population is about the national average.
- 6—2 minutes is the closest answer. Actually, there is a coach every 1-3/4 minutes on the "44" line, making it the most frequent rush hour headway of any line in the western United States.
- 7—Division Four. (Bet we fooled you on that one.) Division Five has the largest personnel.
- 8—Divisions 2-5-3, with Division Two way out in front, with 202 coaches, 113 for Division Five, and 107 for Division Three.
- 9—53 routes, Rail Lines: B. D. F. H. J. N. O. P. R. S. U. V. W. 3, 5, 7, 8, and 9. Coach Lines: 2, 11, 18, 27, 30, 31, 32, 33, 35, 41, 42, 43, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 67, and 68.
- 10—(a) The PCC-type car, with 60 seats, has a greater seating capacity, by far, than the trolley coach or motor coach, which have 45 seats each. (b) The trolley coach is wider and roomier, and allows for better handling of its normal load. The over-all width of the trolley coach is 102 inches, as against the PCC-type car, which is 100 inches in width, and the diesel coach, which is 98 inches in width. (c) The diesel coach, by far; the streetcar is tied to the center of the street by its tracks; the trolley coach's range of operation is confined to the radius of its trolley poles, while the diesel coach, being self-propelled, has no restrictions other than a surfaced street as to its range of operations.
- 11—650, with the number due to increase with the new "4" Line.
- 12—This is a "sleeper question," since we do not know ourselves. We will not know until we start breaking them in when we get our trolley coach training course ready, sometime in March.
- 13—Five years is a bare minimum. Our top-flight schedule-makers all have over eight years' experience.
- 14—15,000 is the correct answer, there being approximately 13-100 figures on the present pencilled "strips" of line "P."
- 15—15 is the closest. For the seven years from 1935 to 1942, the average was only 13 days. Much of the rain occurs at night.





## PICTURE OF THE MONTH -- "ACCIDENT TRAPS"



Here's a conglomeration of potential accidents that have gathered at this intersection to happen. The Safety Department quickly spotted twenty-one Accident Traps in this month's "Picture of the Month". Many more are possible. How many can you pick out?