



**TWO BELLS**

AUG.  
SEPT.  
1948

# Ability to Pay

by J. T. Manning

**F**ROM a financial standpoint a corporation is like an individual. It has a given earning power and an established spending ability. When the corporation spends more than it earns it must either earn more, introduce economies or go bankrupt. The individual in purchasing a car, furniture, or a home even on a contract can obligate himself only to the extent of his ability to pay. If he overspends he suffers embarrassment.

An individual can overspend, though he shouldn't, but your Company can only spend a certain prescribed amount because its operations are regulated by State and City control. Recent contract negotiations have placed the Company in a position where it became necessary to apply for an adjustment in fares.

The adjustments in the wage scale has added considerably to our employes take home pay and additional security has been established for them through the new Pension Fund. The forty-hour work week was established by vote, though I personally feel that this, in a sense, is something of a restriction. An employe is restricted should he wish to work extra hours for necessary additional money needed in an emergency. It should be evident to all that because of the slim margin of profit by which the Company operates the payment of overtime is a thing of the past.

The arbitration portion of the negotiations ended with an award of three cents additional an hour. This means that the total increase cost to the Company amounts to fourteen cents an hour or adds approximately \$1,400,000 to our annual operating cost—and over one-half of our operating costs are wages. It is interesting to note that this increased cost to the Company is greater than the Company's net profit for the year 1947 which was \$957,000.

The increase in wages amounts to over \$100,000 a month. It takes no mathematician to realize that a long delay would seriously effect the financial structure of the Company.

The rising cost of equipment and supplies; the increased cost of operation attributed to the larger volume of vehicular traffic which delays schedules together with the decrease in passenger traffic which is estimated at the rate of 6.2 per cent per annum placed the Company in the position where it was forced to ask for a fare adjustment.

Last year after the wage increase the Company applied for a fare increase which was not received until February of this year. Every economy that we could possibly introduce was used during the time of this delay in order to keep our heads above water. We cannot further reduce our operating costs without affecting the ability of the Company to operate, for every man and woman on the property today is doing a much needed, and necessary task.

We must introduce new equipment because of the obsolescence of older equipment and we must add service in

an effort to build business. Because of the abandonment of the wartime staggered hour schedules which tended to distribute the passenger loads more evenly, a larger proportion of our riders demand service at morning and evening peak hours. This requires the Company to operate more vehicles and to employ greater personnel.

In 1945 we operated 720 vehicles. Today we operate 1120. New vehicles are purchased with capital invested in the Company. Anything affecting the financial structure of the Company would certainly not attract new monies from the investors. I'm sure you will agree that it is absolutely essential for the welfare of both personnel and the Company that we maintain a sound financial position.

The recent application for a fare adjustment has been placed before the State Board of Public Utilities and the hearing has been postponed until September 29. We asked for the discontinuation of the token and the weekly pass with the basic fare established at ten cents.

We were not the only Company to find that it's necessary to have a raise in the fare structure. In Chicago the fares have recently been increased from eleven to thirteen cents on the surface cars and to fifteen cents on the elevated lines. This is the third fare increase in the Windy City in a year. Chicago Transit Lines are operated by a "transit authority" and pay no taxes. In other words they are municipally owned and operated. In Detroit another municipally owned property has a fare of four tokens for fifty cents. Twin City Rapid Transit Company in Minneapolis recently was granted a raise from ten to eleven cents with five tokens at forty-five cents and the Capitol Transit Company in Washington D.C., is seeking a raise to two tokens for a quarter.

As for the weekly pass, out of thirty-six cities with a population of over 250,000 only eight have weekly passes. These cities have increased the price of the pass over and over again and in Washington, D.C., the Capitol Transit Company is asking for an increase in the price of their pass from \$1.50 to \$1.85. No city has installed a weekly pass for the last eight years. It has been definitely decided that it solves no revenue problems.

In your job out on the lines contacting the passengers you are the Company's Public Relations representatives. The increase which we are asking is your increase. It is essential the public fully understand the situation.

It is important that they understand their transit fare is still the lowest in cost per mile in any city in the United States. It is also essential that the public be acquainted with the fact that the Los Angeles Transit Lines, of which you are a part, is constantly striving to better the service in this area by adding new equipment, modern ideas, courteous, safe and efficient service.

This fare increase is your increase. Help us to get it.

# Facelifting... for Santa Barbara

By L. C. Thompson

**T**HE face of Santa Barbara Avenue has been lifted and that crosstown artery has become a wide, clean, beautiful highway, due to the efforts of our Way & Structures Department.

This art treatment in asphalt also represents one of the fastest jobs which has been done in renovating pavement. On these pages we show photographs of the crews who are responsible for the speed accomplished in this effort.

The actual reconstruction of the track itself was not a major problem, but because of the necessity of keeping service over this line at all times it was placed in this category. In previous work of rebuilding the street, a portable temporary track has been used. This temporary track was no longer available so it was necessary to resort to other means. It called upon the ingenuity of everybody to work out a plan whereby the job could be finished without interfering with passenger traffic.

In this project it was necessary to remove the center poles, lower the existing track, grade, replace the ballast, put in new ties, add rails and change the alignment of the track, then pave the street. With the exception of the paving all of the work was done by Los Angeles Transit Lines' crews. The problem resolved itself in how long a piece of track could be worked economically, both from the standpoint of the Transportation Department

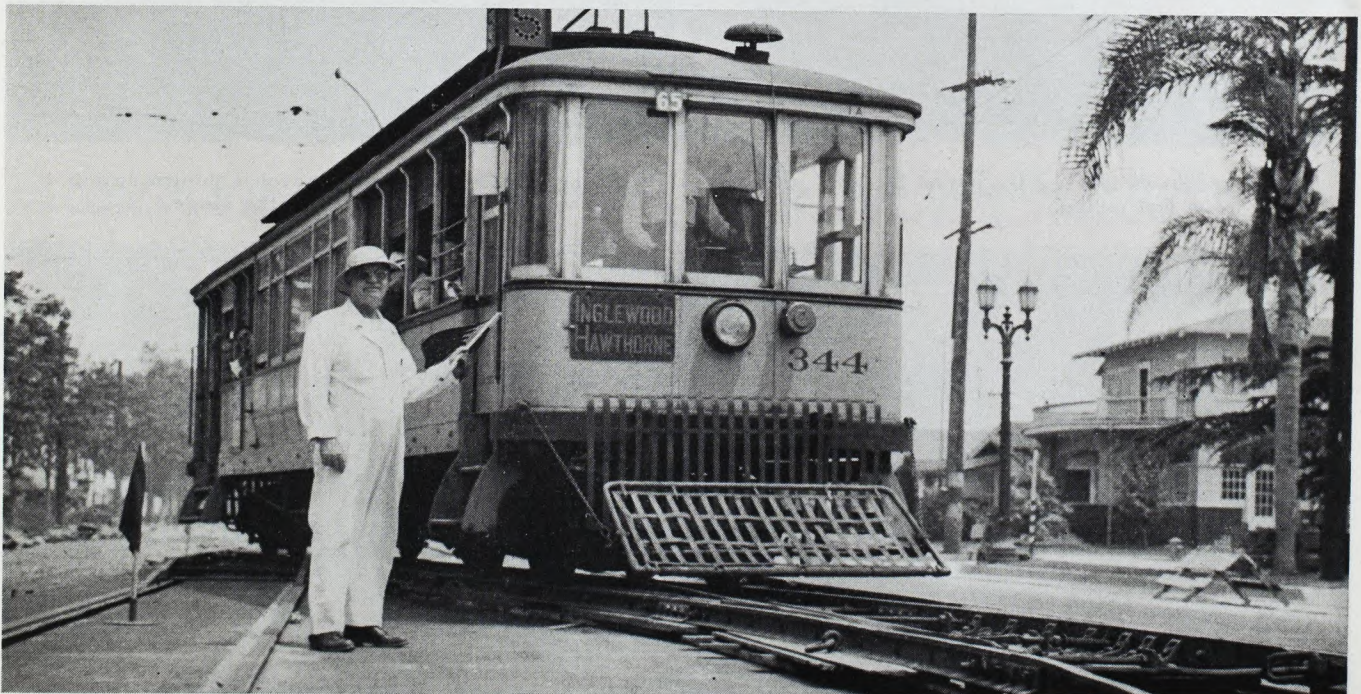
and the construction crews. It was imperative that double track service be available for the evening peak hours, which meant that the old track must be removed and the new track in place before 4:30 P.M.

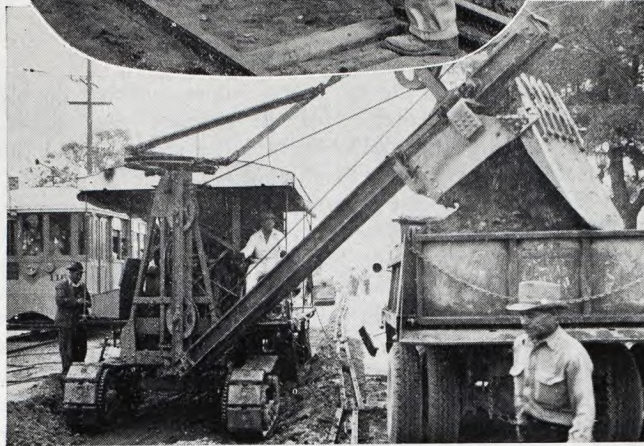
It was decided to use grasshoppers (portable crossovers) and maintain single track service during the off-peak hours and to have the new track available for service when the rush began. Just how much footage could the Way & Structures crews handle in that space of time? Slides rules were brought into play, certain jobs were timed, various crews were detailed and briefed on their part in the operation. No waste of time could be afforded for the time element was important. A plan was laid down by which a 660 foot stretch could be ready for operation in eight hours time, and as an experiment 660 feet were marked off on Santa Barbara (this is approximately two city blocks) and the crews set to work.

They set the grasshoppers, diverted traffic, took up the rail, graded and lowered the level, placed in the rock ballast, set the ties and tied down the rails so that service was restored by 3:30 P.M. This took perfect coordination from the Transportation Department and fast work by the Ways & Structures crews. It was found from this test that a 600 foot stretch was more economical, and that length was used for the remainder of the job. However, at one particular point on Santa Barbara it was necessary

• Flagman waves a 5 car over the "grasshopper" which has just been placed on the tracks prior to the

rebuilding of 600 feet of track in one day.





• Above, crews begin removing the rail from the ties and the shovel crane follows taking huge bites under the guiding hands of Charley Shelton.

to do 720 feet in one day. This was accomplished without service interruption, which is a tribute to the efficiency of the men in charge of the job and the workers.

Clyde Burden has been foreman in charge and has been ably assisted by Harvey Lindley and Jack Robinson.

Construction methods differ drastically from those used in 1940 when the same work was done between Brighton and Vermont Avenue. Removal of the old tracks was done by a 15-ton Browning moto-crane instead of by hand. Excavation was done, of course, by a power shovel, but all spoil was handled by dump trucks instead of rail cars. Ballast rock was placed by dump trucks and by small caterpillar shovel. Ties and rails were hauled from the material yard by heavy duty truck and trailer, and rail was placed by the same mobile crane mentioned above. This equipment made the placing of the 60 foot rails, which weigh over one ton each, seem easy. Spiking was done by pneumatic hammers, and fish plate bolts tightened by pneumatic wrenches. All this, together with hard work and cooperation by the men, has produced a progress rate of about 75 double track feet a day, which is considerably above the original estimate.

Another problem which was met and solved was where

• Left, clean-up crews with shovels follow the crane and loads of gravel move in after the steam roller.



• Below, crews leveling the gravel by hand preparatory to its first rolling.

• After gravel is rolled more gravel is thrown on top and a worker with a level checks the grade.



to get the 116 pound rail necessary for a project of this size. Girder rail of this type was not available from the mills and contractors' bids to remove rail from abandoned trackage were exorbitant.

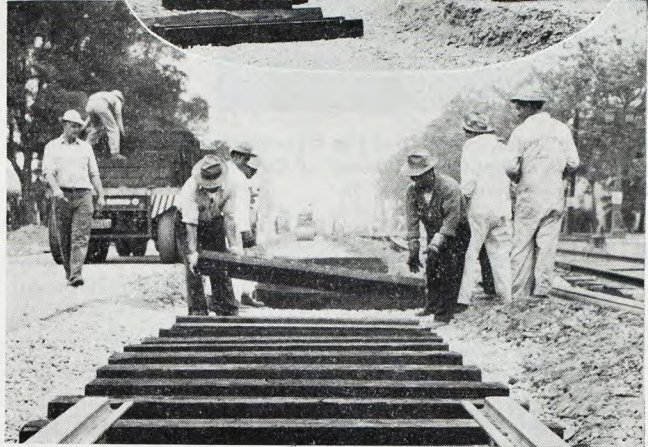
It was decided finally that our own forces could remove rail from abandoned track at a price comparable to new rail, and a deal was made with the City of Los Angeles for the removal.

This work was done by a crew under the direction of Frank Duron, and such an efficient job was done that the cost of the rail removal was actually less than the price for new rail. This crew removed some 26,000 feet of rail in a remarkable short time.

Particular cooperation was received from the Electrical Department who were always on hand at the proper time to move the portable crossover wires and set span poles ahead of our work.

The Tomei Construction Company handled the street construction outside of the track area as well as all paving. They have done a remarkably good and efficient job.

The project will soon be finished, and I am sure that all Los Angeles Transit Lines personnel can look with pride on the work accomplished and the efficient manner in which it was done.



• Below left, Rails for this new track were removed from the abandoned Maple Avenue line.

• Huge trucks bring the ties at the moment they are needed and efficient crews lay them in place. Note the roller in the background preparing the grade.



• Rails are spiked to every fifth tie and after this operation cars begin operation.

• Rails are laid on the ties with this huge crane operated by Dick Turbeville.  
• Final step is the pouring of concrete shown below.





• First charter member of the Courtesy Club and champion exponent of Courtesy is Joe Wear, Division 5.

UNDER the sponsorship of the Los Angeles Junior Chamber of Commerce, "Droopert" came to town in August and personified Traffic Courtesy. The theme of the traffic safety campaign was, "Use Traffic Courtesy for Life."

"Droopert" the character who last year did everything wrong in traffic situations was a reformed person. This year he did everything right. Los Angeles Transit Lines cooperated to the fullest extent in this campaign. Car cards were carried on every vehicle and bumper strips on the front of our total coach fleet. Coaches were loaned to Warner Bros. so that publicity photographs could be made with stars Eddie Bracken, Janis Paige and Barbara Bates.

The character "Droopert" was personified by Eddie Bracken, famous motion picture, radio and stage star. He appeared on our "Press Conference" radio show with Janis Paige, as a special guest of the month. The "Droopert" campaign ended on August 31 with a ceremony at Pershing Square and at the same time we introduced our own continuing Courtesy program.

The Courtesy Club was inaugurated. Booklets were distributed to all trainmen explaining the Courtesy Club. The Club has for its members all of the personnel. Their meeting place is on the coaches and cars out on the lines. The payments made in purchasing good will for the company; a thank you to the patron; a good morning when he boards; a pleasant manner, together with a patient understanding attitude are the dues.

The Club motto is to continually apply the Golden Rule. "Do unto others as you would have others do unto you," and make every patron feel that you are glad to have him aboard.

Charter membership in the Club is an honor, only gained through recognition. When an employe is courteous and his pleasant attitude has been recognized by a patron who has notified the company either by letter or orally, the employe automatically becomes a charter member in the Courtesy Club. He receives a pin with the letter "C" embazoned on a green shield. "C" stands for Courtesy and Charter Membership. There is no ritual, no initiation, no papers to sign. Employes who live by the motto and treat passengers in a "Glad to Have You Aboard" manner will surely be nominated for Charter Membership. A number of Courtesy Pins are right now being worn by many operators for Charter membership was given to all trainmen and operators who had received commendations during the month of August. Here is a list of the first Charter members of each division:

# Courtesy.... Comes To Town

## Division No. 1

Bailey, V. P.	Klentsky, W. C.
Bailey, V. P.	Lasson, F. A.
Evans, O. L.	Milligan, C. H.
Evans, O. L.	Pritchard, J.
Holmes, C. C.	Tindel, J. F.
Holmes, C. C.	Wolken, P. L.

## Division No. 2

Chaney, H. F.	Pateman, J. C.
Dickson, J. W.	Pateman, J. C.
Duncan, J.	Stephenson, G. J.
Hill, E. N.	

## Division No. 3

Bailey, L. E.	Pull, L. A.
Berkner, L. H.	Sanchez, A. A.
Davis, C. M.	Stefura, M. W.
Moran, T. R.	

## Division No. 4

Amrheim, M. J.	Coleman, C. E.
Bell, E. R.	Hicks, W.
Bell, I. J.	Matteson, M.
Buttler, F. J.	Seyers, A. E.
Carpenter, W. A.	

## Division No. 5

Chadderton, M.	Scott, E. A.
Crowe, G. C.	Shier, H. D.
Francis, O. R.	Smith, S. M.
Powers, P. B.	Wilensky, M.

## Division No. 6

Kagarice, W. E.	Robert, P. L. V.
Neufischer, E. B.	

No. 1 Charter Member is Joseph Wear of Division 5, who continually receives commendations for his courteousness out on the lines. His infectious smile and good humor wins him many, many friends. Although we have received many letters commending Joe Wear recently, the one of August 28 is worthy of not only the Courtesy pin but of special attention. This letter was addressed to the Personnel Director and was signed personally by 62 Post Office employes. The letter reads:

Gentlemen:

We, the undersigned letter carriers of the Main Post Office, wish to express our appreciation of Motorman Joseph Wear, on Line No. 7.

For many years we have been favorably impressed by his unwavering courtesy to all of his passengers at all times.

His careful attention to the responsibilities of his position is highly commendable.

**T**HE whole city became Courtesy conscious during the month of August, due to the "Droopert" traffic courtesy campaign. The men and women of the Los Angeles Transit Lines cooperated to the fullest extent and are continuing the Courtesy program into the future with the adoption of the new Courtesy Club.

We feel that Motorman Joseph Wear is a distinct asset to your company.

Sincerely,

George Caldwell  
Edward Ihle  
Joseph A. Karuesky  
James R. Martin  
Thos. H. Jordan  
Sam W. Caldwell  
James R. Brenner  
Walter J. Houver  
Arthur A. Eklin  
Loyd Keyser  
Gail W. Cushman  
B. D. Bussey  
Edwin L. Tilman  
John G. Mullins  
John S. Valentine  
Leonard Grimes  
James Shipp, Jr.  
Thomas A. Crowley  
W. T. Rutter  
J. Robb  
James H. Hunt, Jr.  
Robert H. Thompson  
F. C. McLane  
Stese Rousad  
Byron Naranjo  
John J. King  
Ernest J. Wheler  
Albert F. Lara  
Andrew A. Mohr  
Donald P. Wood  
Joseph Czarkowski

Alfred K. May  
A. J. Philphs  
Lawrence A. Fields  
J. E. Walrath  
Myron A. Raynor  
Wayman W. Harper  
Raymond J. Waugh  
Frank Mourey  
James S. Stapel  
Iaidor Fenesman  
Gerald M. Bayer  
Arthur Kander  
H. A. Walter  
Theodore T. Burgess  
John P. Johnsen  
Harry Soland  
Henry A. James  
B. J. Laughston  
J. L. Judy  
W. P. Twelker  
Lewis A. Harrell  
Joe Maynard  
Walter Montgomery  
Walter C. Renfort  
Ralph A. Walter  
A. L. Kelepak  
Robert Kursh  
Edgar C. Croughson  
Milo C. Carpenter  
Earl R. Crozier  
Y. Gurwitz

• Alice Ann Kelly, Warner's Starlet, receives the first Los Angeles Transit Lines Courtesy pin from Eddie Bracken. The young lady on the right is Starlet Phyllis Coates.



• Transit is well represented by these gentlemen at the head table during the "Droopert" inauguration luncheon at the Biltmore Bowl. Jesse C. Yarbrough, Vice President & Comptroller of Los Angeles Transit Lines, is shown at the right. In the center is Fred C. Patton, General Manager of the Los Angeles Motor Coach, and Oscar Smith, President of Pacific Electric Railway, on the left.



• Droopert reforms. In the person of Eddie Bracken he allows pretty Barbara Bates to alight safely from a coach.

• Janis Paige as Miss Traffic Courtesy, carries a fish bowl aboard the bus to test the smoothness of the operator. So smooth is he that she refuses a seat.





**M**OST every fabric you buy has some rayon in it. There may be a few fibers as a filler or it may be a complete rayon fabric. There are two types of rayon, the acetate and the viscose rayon yarns. This is the reason that some rayon must be dry cleaned and others can be washed.

These fabrics may be had either in the familiar, classic weaves you have known in woolens and worsteds, or in completely new and unusual textures. Popular rayon-and-wool blended fabrics include sturdy, closely woven gabardines, flannels, coverts in both dress and suiting weights, tweeds in smart novelty designs, basket weaves, jerseys, worsted-type crepes and suitings, and soft wool-type crepes.

When it comes to comparing the warmth of fabrics, scientific tests have shown that the thickness and construction of the fabrics are by far more important than the warmth retaining qualities of the fibers themselves.

To obtain the most wear and satisfaction from your smart new spun-rayon-and-wool blended fabrics, it will be wise for you to become familiar with the characteristics and care of these fabrics. Your best guide to fabric quality when you buy is an informative label that gives fiber content and other important information on care and performance.

by Frances Ryan

## HOW TO CARE FOR RAYONS

1. Use dress shields. Perspiration is harmful to fabrics.
2. Give your rayon and wool garments a good brushing with a medium bristle brush at least once a week.



3. Hang garments properly. Always use hangers and see that the garment hangs straight, not twisted or wrinkled. Fasten top buttons on dresses, jackets, or coats so that collars and shoulders will not be dragged out of shape. Hang skirt from waistband.

4. Don't overcrowd your closet. Less frequent pressing will be necessary if you let a rayon and wool garment "rest" in a roomy closet for a few days after each wearing.
5. Give your rayon and wool clothes an occasional "airing" outdoors. Turn pockets and cuffs inside out while airing.



6. Mend holes as soon as they appear. Thin places should be reinforced to prevent possible holes. In mending and darning, use a thread of the fabric, raveled from a hidden seam.

## HOW TO WASH RAYON AND WOOL BLENDS

When the wool percentage is on the small side—around 30% or less—some of the spun-rayon-and-wool blended fabrics can be readily hand laundered. However,

don't attempt to wash the fabric unless the label tells you it has passed tests for hand washing. If it has . . . here's how to proceed.

1. Wash in lukewarm water. Too hot water will cause wool fibers to shrink and felt. Use water that feels cool to the touch for washing and rinsing.
2. Use mild soap. Make a rich lather with neutral soap or soapsuds. Squeeze suds through and through garment. Do not rub or soak.
3. Rinse well. Use several rinsing waters so that all traces of soap are removed.
4. Dry with care. Too much heat is harmful to most fibers, causing them to dry out and become brittle. Never dry spun-rayon-and-wool blended fabrics in direct sunlight or near heated radiators. Slow drying actually helps retain the strength of the fibers. Quick drying may weaken them.



## HOW TO PRESS RAYONS

To maintain the appearance of spun-rayon-and-wool blended fabrics, pressing is very important and a few rules here may help.

1. Press with a moderately hot iron, using a smooth, well-padded ironing board.
2. Always steam press, using a damp cloth or one of the new chemically treated press cloths.
3. A rayon-and-wool blended fabric should never be





# FABRICS

pressed bone dry. The garment should be slightly damp when pressing is finished. Hang in position on a shaped hanger so that it will dry in natural lines.

4. Lightly baste pleats in place and draw buttonholes together before pressing, for professional results.
5. In pressing hems, collars, lapels and other heavy parts of a garment, be sure to use a heavy press cloth, to prevent ridge and shine.
6. In pressing new seams on a home sewn dress, press open on wrong side, lightly without press cloth, then steam press.

## DRY CLEANING

It is commonly supposed that fabrics that cannot be washed can be successfully dry cleaned. This is not necessarily the case at all. Look for a reliable label that tells you that the fabric has passed tests for cleanability. Labels will also give you the fiber content of the fabric. Your dry cleaner should have this information in order to handle the fabric properly



in cleaning. Send him the tag or label with the garment, or pass the necessary information along to him.

## TIPS ON RAYON YARDAGE

The one sure way you have of knowing whether a rayon fabric in a ready-made garment or by-the-yard will wash well is to look for an informative label stating that the fabric has passed washing tests. Many rayon fabrics bear such factual labels, giving the results of laboratory washing, strength and color tests. Look for these labels or tags when you shop.



1. In general smooth, flat fabrics such as rayon sharkskin are likely to wash well—while fabrics in the crepe family may give trouble. When any crepey fabric is wet, there is danger of its shrinking or stretching. This is because tightly twisted yarns are used to produce the crepey texture. Twisted yarns tend to draw in "kink,"—especially when wet.
2. When you have some doubt whether a garment can be washed without loss of color, clip a small piece of the fabric from one of the seams. Place it in a tumbler of hot soap suds for a short time. If the color runs at all, do not attempt to wash the garment, but send it to a reputable dry cleaner.
3. The smoother and flatter the crepe, the better it will wash; the more crepey a fabric, the more likely it is to shrink or stretch in washing. In fact, a very crepey crepe, with mossy or pebbly effects should never be washed at all, but always sent to the dry cleaner.
4. There is nothing difficult about washing rayons. A sheer spun rayon blouse should be handled like

any other sheer blouse; a heavy, spun overall should be handled like any other heavy overall. In other words, the type of fabric and the construction of the garment should be your guide in determining washing procedures.

If a fabric does not have a label giving washing instructions—and you have any doubts—we would recommend hand washing rather than machine washing. When you machine or hand wash rayons use exactly the same basic procedures as you would use in washing other fabrics.



**In Machine Washing . . .** Use plenty of soft, hot water and soapsuds in your machine.

**In Hand Washing . . .** Use soft, lukewarm water. Be sure all soap is thoroughly dissolved. Rinse until water is clear. Wring or squeeze water out. Scientific tests have proved that wringing is no more injurious to rayon fabrics than to any other fabrics.

## REMOVING SPOTS AND STAINS FROM RAYON FABRICS

Spot removal is not as simple as it used to be what with modern day use of many types of fibers in fabrics . . . new and varied finishes and dyes . . . as well as new types of stains. Before attempting to remove spot and stains, be sure you know whether the fabric is washable or non-washable, as methods differ in each case. Many rayon fabrics contain both acetate and viscose rayon yarns. Some are all acetate. It is important to know which fabrics are acetate rayon or contain acetate rayon before undertaking to remove spots or stains. The easiest and most definite way to find out whether acetate rayon is present, if the fabric label does not provide the answer, is to test a hidden part of the fabric, such as an inner seam, by applying a drop or two of acetone.

Try to remove spots and stains immediately. Simple methods are the best and usually the most effective in the long run. Soap and water—Carbona, Energine or carbon tetrachloride—and in certain cases, absorbent powders.

**Adhesive Tape.** These generally come off easily with a few dabs of Carbona, Energine, or carbon tetrachloride.

**Coffee.** Sponge with cold or lukewarm water immediately. For washable rayon fabrics: (See method for removing Beer). For non-washable fabrics (See Beer).

**Cream.** For washable rayon fabrics: Sponge with cold or lukewarm water. Then wash in warm soapsuds.

For non-washable rayon fabrics: Sponge with Carbona, Energine, or carbon tetrachloride to remove the greasy part of the stain. Let dry. Then sponge with cold water.

**Egg.** Scrape off with a dull knife. Do not use hot water as it sets egg stains. For washable fabrics: Sponge or soak in cold water. Then wash in lukewarm soapsuds.

For non-washable rayon fabrics: Sponge with cold water. If grease spots remain from cooking of the eggs, sponge with Carbona, Energine, or carbon tetrachloride.

**Fruits (Fresh or Cooked).** Treat fruit and berry stains immediately, as they are hard to remove after they are dry. It is better not to use soap as alkalis set some fruit and berry stains.

(Continued on Page 26)



## New Officers

• Tom Lowry, newly installed Commander of Los Angeles Transit Lines' Post 541 has been receiving lots of publicity lately. The above picture is reprinted from the Los Angeles Times. With him are, left, 2nd Vice Commander Ted Nelson and Adjutant Frank Horne. The group to the right compose the newly installed officers. Front row, left to right, Bart Billings, Jr. Past Commander, Roy Teeter, Finance Officer, Carl Ebert, Jr., 1st Vice Commander, Thomas Lowry, Commander, Al Chamie, 2nd Vice Commander, of 17th District and Installing Officer, Ted Nelson, 2nd Vice Commander, Frank Horne, Adjutant. Second row, left to right, Harry La Barre, Executive Committee, Leon Sherman, Ass't. Sgt. at Arms, Wm. R. Sparks, Sgt. at Arms, Laden Cotner, Ass't. Sgt. at Arms, Leo L. Leasman, Chaplain, Edwin G. "Monty" Crowley, Historian.



## American Legion

by Tom Lowry

**T**HE Installation of Officers held August 3, 1948, was a grand success and we want to thank all of the members and their wives for such a wonderful turnout at Patriotic Hall for the event. We also wish to thank our outstanding guests for their presence that evening. C. A. Tengblad and Guy Gifford of L.A.T.L., F. C. Patton and A. C. Tieman of L.A.M.C. and Chief of Police Horrall were among those present.

Membership contest winners were announced and were given awards for the past year. Those winners were Ed Roche, Bart D. Billings, Frank Horne, Leo Leasman and Thomas E. Lowry.

Our newly installed officers for the coming year are:

Thomas E. Lowry, Commander  
 Bart D. Billings, Junior Past Commander  
 Carl Ebert, First Vice-Commander  
 Ted E. Nelson, Second Vice-Commander  
 Frank Horne, Adjutant  
 Roy Teeter, Finance Officer  
 Leo Leasman, Chaplain  
 Ed G. Crowley, Historian  
 Ed J. Roche, Ex. Com. (Americanism)  
 Harry LaBarre, Ex. Com. (National Defense)  
 Ira D. Iverson, Ex. Com. (Disaster Relief)  
 William R. Sparks, Sergeant-at-Arms  
 LaDon C. Cotner, Asst. Sergeant-at-Arms

We would like to see more of the men employed by Los Angeles Transit Lines and Los Angeles Motor Coach Lines visit our meetings on the first and third Tuesday of each month. Bring your family and friends.

## Women's Club

by Mrs. J. T. Watts, Press Chairman

**T**HOSE who attended the card party on July 22 were pleasantly surprised to see the "new look" in the dining room. No more table horses which means no more snags in the ladies' fine hosiery. Our Ways and Means Chairman, Mrs. E. D. Mitchell, assisted by Mesdames Mootz and Athenous, served a very excellent summer lunch. A watermelon, donated by Mrs. Monroe, served as dessert. Present were two members who made their first appearance in the club rooms since the death of their husbands, Mr. E. V. Athenous and Mr. E. M. Cavanaugh, both long-time employees of the Company.

Mrs. J. C. Berrell, a Board member, who has been unable to attend some of the meetings because she has her leg in a cast, was visited on June 24 by the members. Luncheon was served in their beautiful gardens and some important Club matters discussed.

On July 14 Mrs. J. T. Watts entertained the Board members. After an out-door luncheon and "after-dinner" speeches plans were formulated for the coming year.

One of our most active members, Mrs. J. F. McCormick, and her husband really celebrated July 4th—it being their fifty-fourth wedding anniversary. Judging from the photographs shown your scribe, their family gave them a royal celebration. Many more happy returns, you two fine people!

Two of our Past Presidents, Mrs. A. H. Setterberg and Mrs. L. B. Meeks, have recently been elected First and Third Vice-Presidents, respectively, of the Los Angeles Parlor Native Daughters.

A number of our members have been vacationing in different sections of our country.

Our President, Mrs. A. C. Stover, and her husband took in San Diego and made several other short trips.



• The Los Angeles Transit Lines Veterans Club received their new Post banner at recent ceremony. Holding the flag in the above picture are Commander L. Brugmann and Supt. of Division 4, J. Madigan. In the first row we have Max Weaver, D. T. Hutton, Bernard Ulman, Tom Hutchings, David Laird, Jack Griffin and in the second row, Jack Carlin, Boyd Brugmann, Bart Billings, Tom Lowry, C. J. Jackson and Larry Staten, Adjutant of the Post.

Mr. and Mrs. B. E. Timbs visited the National Parks in Arizona and Utah via the Santa Fe Trailways.

Mr. and Mrs. L. B. Meek, who had planned a grand trip to Kansas City and Pennsylvania, had a rather unfortunate experience. Both of their children, Alice and Gordon, came down with the measles en route.

Mr. and Mrs. E. V. Gore visited Colorado and adjoining states.

Mr. and Mrs. O. G. McDermith are visiting relatives in Denver.

Mr. and Mrs. C. M. Neal are motoring up to Oregon.

## Veterans Club

*by Larry Staten, Adj.*

**T**HE new flag presentation and dance that was held on Saturday night, July 10, was a big success. The Los Angeles Transit Lines management was represented by J. A. Madigan, Supt. of Division Four. The new colors were received by 1st Vice Commander T. E. Lowry. The acceptance speech was given by Comrade Earl Sumons, V.F.W. Post 2122 of Inglewood, California.

The five big hams that were given away at this dance were won by the following:

Wm. Upton, Post 13, Canadian Legion

J. J. Comford, Division Two, L.A.T.L.

H. G. McKee, Division Five

L. A. Doble, Post 13, Canadian Legion

Oscar Lund, Mech. Dept., Division Three, L.A.T.L.

The August 10 meeting was Past Commanders night. All members were welcome to come and witness the fun.

A good time was had by all present. Refreshments were served by the Ladies Auxiliary after the meeting.

The last regular meeting and Order of the Sword was held at Patriotic Hall on Tuesday evening, September 14, 1948. All new members were present at this meeting to receive the Degree of the Order and to ride the goat. All regular members were on hand to witness the wonderful evening of fun.

## Blood in the Bank

**L**OS Angeles Transit Lines' Blood Bank is being organized. This bank will be handled through the Red Cross at their office, located at 925 South Western Avenue.

This Bank is to protect the employees of the company and the members of their family who, in the event they require blood transfusions, will be able to receive them without charge. Any employee or member of his family who might require blood merely has to contact the Red Cross to arrange for a blood supply after the Blood Bank has become an actuality.

We establish credit at the Red Cross Blood Bank. This credit is established by the donations of blood to the Blood Bank. The blood that you give today might be needed by someone else in the company tomorrow. Transfusions are costly. At the present time the commercial rate for a pint of blood is \$25.00.

When the Blood Bank is established, Captains will be appointed at each division and each department. You are urged to contact them and donate to this worthy cause. However, your donations will be limited to two in a one-year period.

• M. Edwin Wright, Superintendent of Transportation, was delightfully surprised recently when his entire staff in the transportation offices brought a cake into his office, tablecloth and ice cream, for an impromptu celebration. The event marked a completion of three years as Superintendent of Transportation. Shown above are two snapshots of the group. Wright is standing to the right and above the gentleman seated who is, George Goehler, Supt. of Schedules. Al Brehm, secretary to Mr. Wright, stands at Goehler's left.

## They Cut a Cake



## Retired Employees Association

by P. C. McNaughton, Secretary

AFTER our meeting in May, the members of our association became followers of Diana, Nimrod, the Travelers and visitors and other wanderers and our next meeting will be held September 9, after, we hope, an enjoyable and profitable vacation.

We had a wonderful year with talented entertainers many of them people who command high salaries for their work in places of entertainment.

We want to inform all retired employees that they automatically become members of this club and they, together with their families and friends, are urged to come to our meetings on the second Thursday of each month, except during vacation. There are no dues, nor other obligations, only to come, get acquainted and be entertained.

Although we have had a good attendance the past year yet we have not gone over the hundred mark and there are over four hundred on the list.

We want to thank the company for their kind consideration in helping in every way to make everything enjoyable, as well as possible. It has all been very much appreciated.

We promise good entertainment for the next meeting.

## Veterans Club Auxiliary

by Grace Lowry

WE are happy to announce the marriage of Comrade Brugman's son, Boyd Brugman, to Devona Boardman in Calvary Presbyterian Church, July 24, 1948. Much happiness and loads of luck to the young couple.

Betty Roche, Janice Billings, Lillian Carlin and Grace Lowry enjoyed a nice afternoon at Rose Brugman's while the Veterans Club Executive Committee were having a meeting.

The joint dance held with the Los Angeles Transit Lines Veterans Club and the Los Angeles Transit Lines Post 541 of the American Legion was enjoyed by everyone. Thanks to all who attended the dance for coming out and making it such a huge success.

## Transit Lines' Drivers Honored

ON September 30 the Greater Los Angeles Chapter of the National Safety Council will honor professional drivers with a Safety Driver award. From the Los Angeles Transit Lines three men and three women have been chosen to receive these awards. They were chosen for the number of safe miles for the total number of months that they have operated without a chargeable accident.

The three men are: B. Kirk, from Division 6, with a total of 600,000 safe miles and driving 288 months continuously without a chargeable accident. L. L. Bandle, Division 2, and O. L. Lahman, Division 3, are tied with 270 months and 562,500 miles of safety.

The female of the species are: M. P. Linn, Division 6, leads with 17 months and 35,383 miles; I. E. Grace, Division 2, is second with 16 months and 33,300 miles, and A. E. Langley, Division 3, has operated a year (12 months) with 25,000 miles.

The total mileage for this group is 1,798,683 safe miles and the total months equal 873 or 72 $\frac{3}{4}$  years. That is a lifetime of safety, and the Los Angeles Transit Lines congratulates these people and all the others for their splendid records in safe operation.

## Annual Report Acclaimed

ONCE again the annual report of the Los Angeles Transit Lines placed high in a contest sponsored by the Financial World. President T. J. Manning, received a citation which read, "Highest Merit Award Citation awarded to Los Angeles Transit Lines for distinguished achievement in annual reporting."

The annual report to the stockholders is prepared each year by the Public Relations Department. The first annual report in 1946 won highest merit award and was judged 3rd best of the industry in the finals. The 1947 report received the highest merit award and was judged second best in the industry.

The final judging of the contest is to be held the latter part of October and, of course, we are hoping this year we will be acclaimed the first best of industry and receive a gold oscar.

# Session in Court

*"An ounce of prevention is worth a pound of cure," says Judge Roger A. Pfaff as he introduces new ideas into traffic courts.*

**M**UNICIPAL Judge Hon. Roger A. Pfaff of the Los Angeles Municipal Court, traffic division, invited C. A. Tengblad and a group of Transit Lines operators to sit in his court and watch court procedures. This is a new trend in traffic courts for it is generally the accepted notion that traffic judges sit glowering on the bench at violators, take a quick glance at the complaint, demand a guilty or not guilty plea and mumble some sort of judgment as to the fine, etc., but Judge Pfaff does it differently.

He realizes the fact that each traffic violation is an individual situation and he deals with each separately. He welcomes visitors to his court room and after the success of the first group of professional drivers from the Los Angeles Transit Lines he is extending invitations to transportation companies, truck owners, etc., throughout the area.

Eleven operators, three representatives of the Union, Mr. Edwin Wright, Superintendent of Transportation, Joe E. Prutsman, Safety Director, and C. A. Tengblad, Director of Personnel, made up the first group to watch the court proceedings.

Two operators were invited from each of the divisions. Mr. Donnelly, business agent of the Union, wished to include as one of the operators the Union steward of the division.

The project was arranged to acquaint these men with what is being done to traffic violators to impress upon them, so they could repeat it to other trainmen and operators, the fact the violations of traffic laws was the greatest factor in causing accidents.

The group attended the morning session in the court room and then went to a luncheon at the Police Academy where they were joined by Judge Pfaff and Chief Bernard R. Caldwell. During the luncheon these two gentlemen conducted an informal, interesting discussion regarding traffic regulations which proved very enlightening to all.

The afternoon was spent in a tour of the Police Academy.

Because of this trip the relationship between police officers and the men of the Los Angeles Transit Lines has improved and other industries have taken the cue and are now having their employes attend court sessions.

All were in agreement to the fact that Judge Pfaff is



• Judge Roger A. Pfaff and C. A. Tengblad, Director of Industrial Relations, confer on traffic at special luncheon for transit lines employees.

considerate and fair in handling each traffic case. He uses illustrations and examples to prove to the violators that traffic laws are essential laws. He has a brief which he heads in traffic court and which we repeat in part.

"Ladies and Gentlemen:

"For most of you this is the first time to ever appear in court, and certainly for practically all of you this is the first time—and I trust the only time—for you to appear in a criminal court for Division 29 of the Municipal Court is a criminal division of that court.

"That does not mean that I look upon any of you here today as criminals in any sense of the word, but you can understand why our State Legislature has designated traffic violations as misdemeanors, and therefore crimes, when you stop to consider the large number of people, men, women and children, who meet their deaths every year upon our streets and highways. During the year 1947 in the City of Los Angeles 19,654 people were killed and injured by the misuse of automobiles. In the United States one person is killed every 15 minutes by automobiles and one person is injured every 26 seconds.

"There were over 30,000 people either killed or injured in the County of Los Angeles last year, which would be equivalent to either killing or injuring every man, woman and child in the entire City of Beverly Hills.

"We have in California one of the worst traffic records of any state in the union; in fact, we have more fatalities, personal injuries and property damage than any other two states combined unless we add the states of New York and Texas together. Last year in California automobile accidents caused over two hundred million dollars worth of property damage, which accounts in some measure for the increase insurance rates we must pay on our cars.

## TRAFFIC COURT NOT ENOUGH

"I do not expect to solve our traffic problems in Los Angeles County by these hearings each morning and after-



**COURTESY**  
brightens each  
day.



• A tiny transitliner for tiny tots was built by Fay Volner, Electrical Department, South Park, for his grandson Rusty Wilson shown in the doorway. The other little gentleman is Rusty's playmate George Hall.

noon in traffic court; certainly we will never solve our traffic problem by the mere imposition and collection of fines. There must be a resolve and determination on the part of all of our citizens to stop this needless slaughter upon our streets and highways. We are spending today billions of dollars of the taxpayers' money to avoid a third world war and save the lives of our boys and girls. We are spending billions of dollars, and rightfully so, to keep people of Europe and Asia from starvation. Yet we are killing more people by the misuse of automobiles than have ever been killed in all the wars in which this country has been engaged. In fact, the automobile today has become far more deadly, in so far as loss of life and limb, than all the devilish instruments of warfare man has devised to kill his fellowman.

"I wish to tell you about two laws passed by the State Legislature in 1947 which vitally affects every person operating a motor vehicle, two laws of which 99% of our citizens have no knowledge.

#### NEGLIGENT OPERATOR LAW

"In 1947 the State Legislature passed what is known as the Negligent Operator Law, which provides in substance as follows: If you have been convicted of four or more traffic violations in a twelve-month period, that is, if you have pled guilty and paid a fine in court or forfeited bail thereon, or if you have had six or more such convictions in a consecutive 24-month period, or eight or more such convictions in a consecutive 36-month period, you are deemed under the law to be a negligent operator, and the Department of Motor Vehicles at Sacramento, on its own volition after notice and hearing, may suspend your operator's license up to a period of six months,—and that is a very serious matter for most Southern Californians who rely upon their automobiles for transportation to work or to make a living. Now there may be some of you who are saying to yourselves, "Well, I am in that category and I have not received any communication from Sacramento to surrender my license." The only reason you may not have heard from the Department of Motor Vehicles is simply because of lack of personnel to process the traffic records and keep them current, and my suggestion to you is that should you be in the category of a negligent driver, that you cease and desist from securing any further traffic citations.

#### LAW AMENDED

"The Legislature also in 1947 amended an existing law

providing penalties for driving motor vehicles while your operator's license has been suspended or revoked, and now for such offense you may be fined up to \$1,000 or imprisoned in jail up to one year, or both. So you see, my friends, the only future for the habitual traffic violator is a dismal vista of increased fines, license suspensions and—eventually—jail.

"We can have the best traffic record in the United States here in Los Angeles if we will simply practice the golden rule when driving on our streets and highways. We should be courteous, careful drivers, maintain a safe vehicle, and slow down in our driving. Someone has said we Americans ride farther and faster on the seat of our pants than any other people in the world. Yet if someone was to stop any one of us while violating the speed laws and ask, 'Brother, where are you going and what are you intending to do at your destination that you should risk your life and others?'—we would be hard up to give any satisfactory explanation.

#### CONCLUSIVE TESTS MADE

"No one can make any time by speeding in a metropolitan area, and this point has been proven conclusively time after time by tests made in various large cities throughout our country. You can make time out on the open highway by maintaining a fast, sustained rate of speed, but you cannot do it in a city. And how often have we had the experience of seeing some person speeding up the street, passing all cars, making unsafe lane changes, cutting in front of other vehicles—forcing them to apply brakes in order to avoid a collision—and, finally, after fifteen blocks, we see this person stopped at a red light, impatiently puffing away at a cigarette, waiting for the light to change to amber so he can jump the signal and be on his way again. Few of us realize that while driving 45 miles an hour, with the best brakes and a dry pavement it takes a minimum of 188 feet to stop a motor vehicle.

#### BE NEIGHBORLY

"And all of us should be more courteous while driving our automobiles. Visitors to Los Angeles remark about the rudeness and discourtesy prevalent on our streets. It is hard to explain why we are so lacking in courtesy, one to the other. It may be because we do not know each other. Most of us come from some other part of the county, either the middle west, the east, or the south. When we lived in our local communities, we knew practically everyone, either as a friend or an acquaintance. And you do not take liberties with a friend while driving an automobile any more than you elbow him off the sidewalk. If you do so, you do not have a friend very long. But here in Los Angeles where we hardly know our next-door neighbor, whether we have lived here for 15 years or 15 days, it seems that all of our latent inhibitions are released to go forth and drive like veritable demons. And one rude driver will start in motion a whole chain of other rude drivers, for if someone is discourteous to you, you become angry and in turn take it out on the other fellow.

#### ASKS FOR CRUSADERS

"I wish to request each and every one of you to listen attentively to the cases as they are heard today and that you will become an arm of this court—crusaders for safe driving upon our streets and highways, and that you will impart this information to your friends, neighbors, and the members of your family, and particularly to your children."

# Pancho Registers a Complaint

by Ronnie Mason

*(Editor's note: Little Pancho, good neighbor from the South, sends in a complaint in his most inimitable manner. To get the most from this complaint read it aloud.)*

Complaineeng Department  
Dear Meeses Complaineeng:

Pancho, that ees me, would like to tall you some-  
theeng you can read eet my writeeng.

I don't be een thees countree vary much time until  
I'm meeteeng hop weeth street cars. Thees El Carro from  
Los Anglees she ees a deefrent person, aigsaklee as thee  
El Carros een thee Pueblo from wheech Pancho ees  
comeeng.

Een my Pueblo thee street cars she ees only running on  
thee rail part of thee time. Een my Pueblo the street cars  
she don't got weendows. She don't got doors. She don't  
got leather seets. She ees all gone. All she has ees  
peoples all over eet.

Forst time I am een thees ceety I say to myself, "Pancho,  
thees bright collared street cars ees for you. You must  
take a treep on one of them."

So I stand een what ees called the safety zone wheech  
ees some white lines weeth thee buttons. For why thee  
buttons I don't know because she don't open up any-  
theeng. Thees ees called a safety zone because if thee  
automobile heet you een thee safety zone he ees to blame.  
You do not have to pay for feexeeng thee auto.

Before the street cars could come Pancho she has lots  
of company een thee safety zone because eet ees thee day  
when there ees a truck meet at thee Colisodium. All of  
thees people there are talkeeng about thees sport where  
thee guys that run weeth short pants chasing other guys  
who carry leetle steecks een their hands so they go  
round and round an never catch up weeth one another so  
what ees thee deefrance.

At thees truck meet there ees jumpeeng, deescust the  
throweng, shots putteeng an many other theengs wheech  
Pancho don't care for vary much.

Preey soon we hear thee bells of thee car reengeeng  
and round the corner thee car she comes. Everybody get  
ready and thee car she stop. Thee door she fly open and  
Pancho ees pushed aboard.

Just ahead of Pancho thee people they open their  
pocketbooks and show eet to thee driver.

The operators he says, "pass," and they walk on through.  
Pancho pulls out hees pocket book wheech is vary emtee  
and shows eet to thee man but Pancho does not get thee  
pass. Perhaps there ees somehteeng wrong weeth my  
pocketbook. Thee man say, "All right you, geet thee  
token ee thee box." Pancho ees attempteeng to explain  
that he don't geet a token. Thee man say, "So what, I sell  
you some."

So Panch geeve heem thee American Peso and geets  
back Chinese money weeth a hole een eet. These Chinese  
money ees vary preey. Thee man says to put one een  
thee leetle box wheech Pancho deed.

Then thee man say, "You want a transfer?" and I tell  
heem, "No, I am jost goeeng for a street car ride."  
Thee man explains that a transfer takes me on thee other  
cars and buses. Pancho asks heem if eet ees for free and  
thee man says, "Yes." Thee man then vary kindly geeve  
Pancho thee leetle sleep of paper full of holes wheech he  
make weeth a punch.

Everyhteeng they are geeveeng ees ful of holes. Thee  
tokens, thee transfers. Pancho was so pleased he put een  
two more tokens een thee fare box for a teep to thee man.

"Why you do that?" the man say.

Pancho say, "That ees for you."

Thee man becomes vary hangry. For why Pancho does  
not know. Why should a person geet hangry when some-  
body geeves heem a teep?

"All right," says thee man, "step to the rear of thee  
car."

Pancho try to make thee room but so many elbows and  
feets are een thee way that she make vary leetle progress.  
One man standeeng next to me say, "What a crowd. What  
a crowd. Here I am a peekpocket tryeeng for to make  
a leeveeng and I can't move my arms."

*(Continued on Page 20)*

## LEGION AUXILIARY OFFICERS

• Newly installed officers of the Los Angeles Transit Lines Unit No. 541 are, front row, left to right, Janice Billings, Chaplain, Arlene Horne, 1st Vice Pres., Kathryn Sherman, Pres., Irene Burgoon, past Pres. 17th Dist. and L.A. County Council and Installing Officer, Grace Teeter, 2nd Vice Pres., Bettie Leasman, Secretary, Mary La Barre, Jr. Past Pres. Second row, left to right, Grace Lowry, Treasurer, Margaret Sparks, Executive Committee, Mrs. Nelson, Sgt. at Arms, Ann Crowley, Marshal, Betty Roche, Executive Committee and Capt. 17th Dist. Ritual Team.



# Blow-Bys

by Tom Smalley

I'LL start out this month by telling you where some of the fellow workmen have been or where they are going on their vacation this year.

Earl Hansen finally moved into his new home that he bought over a year ago.

Jerry Cameron and wife, Betty, drove to Reno, Lake Tahoe and San Francisco.

Mr. and Mrs. John Sturm are Oregon bound again this year.

Norm Lane and family went to Big Bear for one week and Norm says that he would like to take this opportunity to inform Austin Kilgore, our weather prophet, that he is extremely sorry, but he feels that he cannot pinch hit for him in the business of weather forecasting as he is a native son and couldn't possibly predict anything but sunny days and moonlit nights.

Leland and Sue Lee, Tommy and Edna Lambert went to Mammoth Lake on a fishing trip. Leland says that he caught the biggest fish, but Tommy says that he had the biggest fish hooked but in trying to (help?) him land it Leland knocked the fish off the hook. Maybe Tom didn't get the biggest fish but all parties concerned will admit that he is the best bronco buster.

Walter Powell has his DeSoto all fixed up to take a fishing trip to Klamath River.

Louie Herz and his wife, Elizabeth, recently celebrated their 17th wedding anniversary by taking a party of 12 to Knott's Berry Farm. Louie and Elizabeth have two children, Elaine, 14½ years and Jean, 6 years old.

Ted Ormston and Delsie Lee went to Yuma, Arizona May 6 and became Mr. and Mrs. Mrs. Ormston is from St. Louis, Mo. The Ormstons plan to fly to Vancouver, B.C. on their honeymoon. They own their home in South West Los Angeles.

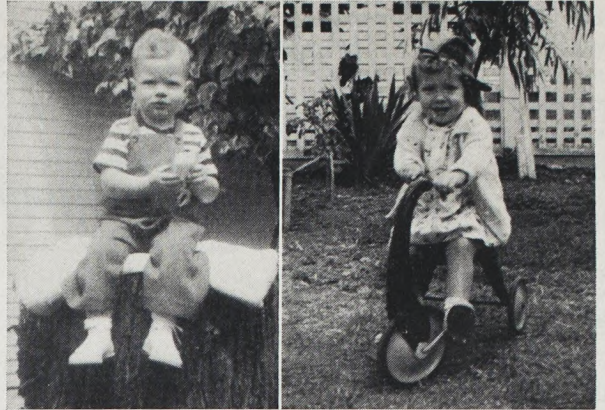
Jim Homar tells me that his sister, Darlene, came from Tucson, Ariz., to see him. Jim says that they went to Catalina for a week end and to Knott's Berry Farm.

Bill Van Dorn just bought a Whizzer bike and rides it to and from work. Better take out some insurance, Bill. This Los Angeles traffic is fierce.

Ruble Ulmer took driving lessons in England and, although he has been in this country a long time, he still finds himself driving on the wrong side of the street once in a while.

Claude Nickels and his son, Clarence, are about ready to launch their boat that they built all by themselves. Claude recently passed the test for an operator's license 100%.

Julio Lopez informs me that his son, Bernardo, is now



• Jimmie Lane, left, 19 month old grandson of H. M. Young, Vineyard, poses for the photographer. The little lady on the right is Barbara Jean Bader. The tricycle is a present from her daddy Fred Bader, secretary to George Powell.

at Fort Benning, Ga., training to be a paratrooper.

Pete Rodriguez and wife, Catalina, just moved into their recently purchased home and are very glad to get settled.

I know that the price of eggs is sky high but I didn't know, until the other day, that one of the boys was keeping a chicken on the company property until I overheard one of the boys tell Stu Hubbard that he had better get back into the welding room and take care of the Rhode Island Red in there.

Some of our boys have transferred to other divisions and we take this means to wish them the best of luck and to let their many friends know where they can be found. Jimmy Lusby and Bob Thompson are at Div. 5. Ken Bage and John Fry are at Div. 3. Bill Bennett and Harry Ipsen are at 16th st. garage, Bud Morris and George Hendricks are at Dept. 21, Trolley Coach.

Our deepest sympathy is extended to Ted and Sid Ormston in the recent loss of their father E. W. Ormston. WET PAINT

It seems that the monthly entertainment program gets better and better each month. Dept.11 was very well represented in July. Ernie Thompson's daughter, Marjorie, played a return engagement and thrilled us all with her skill on the electric steel guitar.

Oscar Nelson, our own Irish tenor who has been singing at the Breakfast Club and the Avadon Ballroom, gave us several numbers that were very easy on the ears.

Sam Clay brought down the house as he always does. Sam tells me that his sister, Mrs. Victoria Clay Roland, was in the audience to hear him sing and that it was a special occasion for him as it was the first time she had ever heard him sing. Now she knows what she has been missing all these years, Sam.

Verlanders and Marie Arnold took a trip to Elsinore and Riverside to visit friends.

Ed Johnston was changing a tire when he was struck by a passing car and painfully injured. But, Ed is back on the job and feeling O.K.

Louie Lello slipped away to Reno and was married while on vacation.

John Holloman and a party of Baptist Church Officials took a trip to Mojave, Calif., to look over a proposed site for a church sponsored Old Peoples Home and Recreation Center and Vacation Spot. The land is located 1 mile from Mojave and embraces 500 acres.



COURTESY begins at the looking glass.





• Two transit tots from Division 5 are: Karyn Williams, daughter of Perry Williams and Bob Kolath's favorite "Mike."

## Sour Grapes from Vineyard

by H. M. Young

**A**SSISTANT Superintendent John T. Hope and family spent an enjoyable two weeks with his mother in Kansas, but John said that it rained every day they were back there and he almost got stuck in the mud on his return trip as they drove through rain and mud for a distance of 400 miles.

William Hutchison and wife are vacationing in Chicago where they are visiting friends and relatives.

Most people look forward to the time when they can take their vacation, but Lambert Hoskins enjoys his work so much that he forgot all about his vacation and showed up for work. When the Clerk told him he was on vacation his face turned a beautiful pink. Better watch the calendar closer next year, Lambert.

Tom Roberts and Maston Duke decided that they would do a little fishing on their days off, because Maston had bought one of those Navy surplus rubber boats and they thought they would try it out. They launched it in the blue Pacific and started out in search of the fish they had decided to catch, but it seems that the waves were a little bit too big for the little rubber boat and they have decided that the next time they will go out on a regular fishing boat.

Clerk Moon Mullins decided that he would lay some of this new tile flooring in his kitchen a few weeks ago, but when he showed up for work the next day he was so sore that he decided he would let someone else do it the next time. However, his wife liked his work so well that she has decided she will let him do some more on his vacation. Good luck, Moon.

Some of the countries across the sea can boast that they have a King, but the little town of Cypress, California can do likewise, because Robert King recently purchased a home in Cypress, where he reigns as King.

After driving over streets covered with snow and ice in the City of Cleveland, Ohio, William Burkett and William Ruff decided that they would come to Sunny California and drive coaches where there is no snow or ice. Welcome, boys, and may your stay be long and pleasant.

Raymond Haley is also a former coach operator. He comes to us from the San Diego Electric Railway Company where he worked about three years. Raymond says that the San Diego Company has a different method of collecting fares, which sometimes puzzles him here.

Albert Elliston called for his run one Sunday a few weeks ago, but was told that he had missed out. It seems that he copied the Sat. schedule. Better watch your schedules, Albert.

A few weeks ago a beautiful blonde came into the trainroom and asked for Maynard Meyers, but was told that Mr. Meyers was out on his run and he would not be back in the division until seven P.M., however, she claimed that she could not wait so she departed. When Maynard came into the division he was told about this blonde and we suggested that it could have been his wife. He fooled us because he isn't married. We have him fooled because he is wondering who this blonde could have been as he claims that he does not know any blondes and we neglected to get her name. Maybe you will meet her again, Maynard.

Our congratulations to George and Mary Smith, who were blessed with a 6-lb. 3-oz. baby boy, William Norman, who was born July 19 at the Madison Hospital. Mother and baby are doing nicely.

## Virgil Venom

by Ray Matzenbacher

**B**OB SALVO spent his vacation up in Las Vegas, where he visited with a former Virgilite, Bill Goodale. Bill wishes to pass on a "hello" to all of his old friends out of both divisions.

Pete Chapman has perhaps the most unique pastime for his days off as anyone else in the division. Pete spends his days off training horses. At present he has a student by the name of "Buster." Buster and Pete have appeared in several of the more recent parades around town.

Earl Wilson is spending his vacation moving, plus putting in a new lawn. When Earl gets back he can rest on that Hyperion line.

Herb Hargraves has just left Virgil and the L.A.M.C. to take a position as Assistant Prosecuting Attorney of Inyokern County. Herb started at Motor Coach seven years ago as an operator. In that time he has worked his way up to timekeeper, finished his law studies and raised a large family. All in all, Hargraves has been one busy man, and his hard work is finally paying off. Everyone at Virgil is sorry to see Herb leave, but glad to see him get ahead.

Tom O'Neil, our champion fisherman, is still going strong. He not only wins the jackpot on all of the boats, but he is just ounces away from the record catch for large mouth bass.

Floyd "Tommy" Thompson is back on Sunset after several shake-ups on Western. Those 3300's are hard work after a 4500 for so long, eh Tommy?

Lewis Vandermast has returned to Virgil after an extended sick leave. Glad to have you back, Lewis.

The Virgil Coffee Shop and Recreation Room is now complete—television set and all. Sid Margolin, the major domo, reports that the coffee and doughnut sales are off a little, due to the hot weather, but still going O.K.

Sid would like to extend an invitation to all the operators and their families to come on up to Virgil and see the show—boxing, baseball, wrestling, moving pictures and special events are on most any night—so come on up and take advantage of the television set, and don't forget the hot coffee and doughnuts!

# Car House Highlights

by H. K. Conacher

## CAR House No. 1

T. S. Hartley returned from a three months' trip to England. Despite the rationing he gained seven pounds.

Grant Braaten returned from his vacation. He says everything is going good in his old home town in North Dakota, but there is no place like California.

Casey Martin spent his vacation in the red woods in Northern California.

Percy Marsh, our storekeeper, has returned to work after a long illness. Glad to see you back, Percy.

Henry Lewis' wife presented him with a daughter on July 18. Mother and daughter are doing fine, but father is still a little weak.

Supt. E. W. Swanson and wife are spending their vacation seeing the sights in and around San Francisco.

## Car House No. 3

With the vacation season in full swing, we find Ed Duncan making a trip back to Arkansas. Although Ed had his car worked over, he encountered a little difficulty. Better find a new car, Ed.

We also find Guy Penny taking in the sights up north and trying a little trout fishing.

Others on vacations are: Dean Roseman spending his vacation at home; Louis Cruciotti making a trip back east to visit his folks; Geo. (Bud) Magin, who will try the north country; and Al Burks leaving for Minnesota to visit relatives and try his hand at some fishing. Al Ploeger is spending his vacation in the hospital. We all wish him a speedy recovery.

Carl Lacy, Rail Foreman, has decided to try his hand at raising cherries in addition to his rail work; and with the help of wife and son has bought a ranch in Cherry Valley.

Otto Schmokel and Paul Davis recently enjoyed a fishing trip out of Port Orange. Otto hooked onto a good sized fish and with the help of Davis, F. Yenour and Earl Wetzler finally managed to land the fish. Otto, what about some brake shoes next time? You may need them for anchors.

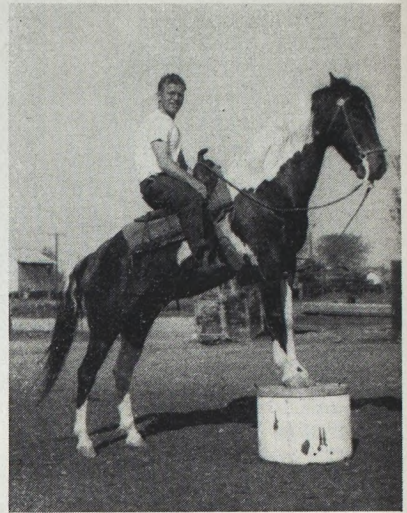
The new face you see in the office is that of Don Rains, who has replaced Marion McGee.

We find E. Isbell sporting a flasher on her finger. It won't be long now. Congratulations.

We extend our sympathy to Harry Ogden, whose father passed away rather suddenly. Theodore Kenner and Lee Butler also lost their fathers.



**COURTESY is coolness and calmness.**



• Trigger stuff is what Pete Chapman and his horse "Buster" do on Pete's time off.

## Car House No. 4

You can tell the fishing season is really in full swing. Bill Manley has made himself a real streamlined fishing box. In fact, it is so good looking that Bill claims that he doesn't need a fishing pole—just sets the box out where the fish can see it and they will jump right inside, knowing well that it will be a pleasure just to see inside even if it kills them.

The fishing stories that you hear are really something. Bob White and Bill Manley swap stories on the size of the fish that they caught. Bob held the edge as he had the proof. While he was talking, one of the large ones slipped out through a hole in his pocket.

Bill Wescombe, who lives up in the hills of Tujunga, evidently is becoming one of the leading farmer and live stock citizens. He has gathered up a lot of rabbits and chickens, besides having a dog. We figure that the beard he was growing was because of so much work at home that he didn't have time to shave; but we found out that it was because of a town celebration that was being held, named "Days of the Verdugo's." We'll say one thing, Bill might not have grown the longest beard, but he certainly had the weirdest.

Babe Brown, who has been on the sick list for a few days, is now back and raring to go. Babe said that while he was off he got so onery to himself that he thought that he would be better off at work, at least he could take it out on his truck partner.

It certainly doesn't pay to go to sleep in a barber shop chair. Bob McCray found that out the hard way. When he woke up, all that was left on his head was a little stub in front. Bob said that he couldn't tell whether he had become so young that his hair hadn't grown yet, or so old that it had come out.

Oh, brother! Take a look at that. Now don't get excited boys, that is just the run of conversation that is going around since Ed Padlow and Wheeler Ellis showed off their new cars. Ed came to work Friday with his new Chevy. Wheeler didn't get his new Studebaker until Saturday. He went after it Friday, but there was so much paper wrapper around it that it took until Saturday to remove it all.

Anyone want to get weighed? Floren Smith received his bathroom scales the other day for some of his well-

• Alvin Dale Brumbaugh, son of Amos Dale, Vineyard, on his 9 month birthday.



earned safety points. Floren said that they may be called bathroom scales to some people, but his look so good he is leaving them in the front room where everyone can see.

J. Messick, our efficient swing shift watchman, wants to be called "Two Round Messick" from now on. After completing his round, he stopped to look over a paper. He then glanced at his clock and the hand read on the half hour. With a rush he "hot foots" it again to each station. When finished, he saw that he had completed two trips in one hour. Our Mr. Messick says that he is going to set an alarm to ring on the hour. No use wearing himself out.

Quitman McKee came to work one morning with his chest out, head high, and a smile all over his face. It seems that the stock had stopped and knocked on his front door. Before he could send the bird on his way, "Mc" became the proud pap of a new baby girl, named Glenda Ann. Congratulations to you.

Francis "Tex" Parker has put on a lot of song and dance acts in the last few months, but on July 2 Tex engaged in an act that he can dance to from now on; he became a married man. Congratulations, Mr. and Mrs. Parker. We wish you a long life of happiness.

George Smith is fast becoming a lover of pets. A few days ago George and his wife were discussing the problem of acquiring a house cat. George said no, his wife said yes. How do you like the kitty, George?

Do you know if L.A.T.L. had a band, Div. 4 mechanics would recommend one of their most talented musicians, none other than Dick Wibe and his musical drum.

#### Vacation Notes—

Owen Weiser shifted his Pontiac in high gear and took off for the mountains. He had a swell time. The high altitude didn't affect his head and the car only coughed once.

Ray Vaubel spent his two weeks trying to convince his two boys that he is still the head of the house. After Ray compared notes on the sizes of all concerned he decided that maybe he was a little hasty.

Leonard Marquez was a pretty busy fellow. After washing baby clothes in the morning, his wife let him go the gymnasium in the afternoon where he is teaching some of his proteges how to throw a left hook and duck a right cross. Leonard should be a good instructor as he had quite a few encounters in the ring, including the Olympic and Hollywood arenas.

A. Anderson, a night car sweeper specialist, went to Louisiana to visit her relatives. When she got there, the weather was so different than what was expected that she bought herself a new wardrobe in order to be comfortable. That is a pretty good idea, "Andy," if you can get by with it, but we don't know whether to pass it on as recommendable to all, or not.

Willie Glover, when asked about his vacation, replied in three short words, "Washed baby clothes." That's all right, Willie, after the first dozen additions you will be used to it all.

Al Grossholz and his son went up to the mountains for a few days. We don't know whether Al tried any of his Boy Scout tricks or not but can bet the two of them had a swell time trying.

Johnny Johnson and family drove up to Portland to see relatives and to look over the flood situation. Johnny took a lot of pictures because words couldn't tell of the disaster that overcame that section of the country. The trip started out a little rocky. On the way his "Stude" dropped a rod here and there. It took a little extra time backing up and picking up the pieces.

Ed Gaston spent most of his vacation fishing. Really hooked some good ones.

#### Car House No. 5

If you are interested in fish stories see F. Ralphs or Pappy Wood. Ralphs spent his vacation at South Lake near Bishop. I understand Pappy Wood was on a recent fishing trip. He said his refrigerator is so full it is bulging out the sides.

Other vacationists are: J. Walker, Billie Coxon, T. G. Hubbard, Jr., R. H. Shire, L. Frowner, S. Toyoda, E. Claibourne, J. Iwamoto, C. Douglass, C. Hurst, P. Lathrop.

Chas. Thomas made a dashing trip to Tucson, Ariz., playing the part of cupid. For further information, ask him about the trip.

Chas. Ferguson went to Utah on his vacation; says he had a wonderful time, saw some beautiful country and took some very pretty pictures.

O. A. Ellis is now on his vacation.

D. C. McAllen and Helen Riggs were married in June.

R. H. Pugh has resigned to enter the service of the U.S. Helen Riggs is a former jr. clerk of this division.

Introducing Miss June Amundson, jr. clerk, replacing V. Powell, resigned.

Ellen Emery left last Sunday for Salt Lake to spend her two weeks with her parents.

E. F. Hess is now a grandpa, and in order to make him feel the part he has had all his teeth taken out. Poor Ed, can't whistle at the girls any more.

• Newly Weds. Mr. and Mrs. Ted Ormston pose for Two Bells. Ted is a mechanic at South Park.



# Streamliners

by "Win" Drake

THERE sure was a lot of cigar smoke around Division Four last month, emitting from 3 proud papas who were expanding their chests and strutting around. We will be polite by telling you of the young lady first—the proud parents of Eileen are Mr. and Mrs. J. J. Walsh, and she weighed in at 5 lbs. 1 oz. at the Torrance Hospital. Donald Charles is the reason for the new wrinkle in the brow of P. F. Snyder. He "squalled" his first at the California Hospital, and tipped the scales at 7 lbs. 14 oz. The R. V. Kalines are boasting of a son, Ralph Vincent, by name, whose chart shows a strong 7 lbs. 4 oz.

The following sounds like an English joke, but it was in the "Two Bells" mailbox, so let's hope everyone gets a laugh from it . . . "Miss your car, Sir?" (to disgruntled and winded passenger) "No, I didn't like its looks, so I chased it out of the safety zone."

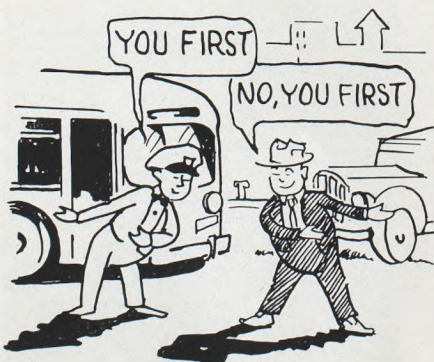
Operator King of the Pico Operators, has bought a bit of the good earth and plans to start building very shortly. When his house is done, he plans to hold a warm reception for his friends of Division Four.

According to work from the fishing headquarters, up and down the coast, our Superintendent, Mr. Madigan, will soon have to break in a new clerk. Seems that every time a certain clerk goes fishing, the commercial fishing boats have to tie up for a week cause this clerk really cleans up the area. Baudisch is the name.

In case all this seems a wee bit different than what you are used to—this column is being written by a former scribbler from the P.E. magazine, one Charles H. Croninger. The hot weather has Win played out and he asked yours truly to help him out. Just as an incidental, however, Win and his lovely family acquired a new car this week, and just maybe, the boy wants to see how it runs!

As a method of breaking up the grind, boys, when pulling up to a stop, about a block away, notice the formation that kind of oozes out from the curb to the Safety zone, and then try to guess how many were in the formation.

About here, we were to have an item about Betty Neumann, and just to get her last few words in, Betty took over a line or two for herself . . . "This is by way of farewell to all you nice people that I have been working with and around for the past four years. You've all been wonderful, and I thank you sincerely for all the nice things you have done for me. I'm going to miss you—in far-off Iowa, and when any of you acquire a helicopter, just drop in on us!"



COURTESY has  
no substitute.

# Pancho

(Continued from Page 15)

These peekpocket scare Pancho so he reach quick like for hees heep pocket book and the woman behind Pancho scream.

Forst theeng Pancho knows she ees slappeeng heem from behind on thee front of hees face. Pancho move quickly to thee rear takeeng weeth heem the peekpocket and three other guys.

After thees rough treatment one of thee men look at Pancho and say, "My eet ees cozy back here. Thees ees the first time I have ever been able to make eet."

Thee peekpocket he say, "I am not truly a peekpocket. Eet was jost a joke. But I find someone has sleeped hees hand een my pocket and stole my pocketbook." Pancho explains to the man he should never geeve other people ideas.

Inside the rear of thee street car ees thee most silent place one can find. Eet ees so quiet you can hear thee minds of guys whistleeng when thee preety gori she come een. All thees people jost stand and stare or seet down and read the paper somebody else ees holdeeng.

Pancho look at thee signs. One she explain how cheep eet ees to die. You can pay for thee funeral after you die on thee installment plan. Pancho he theenks thees ees a good idea but feels vary sorry for thee collectors for thees company.

Preety soon one car card has the leetle basket theengs wheech ask you to send your name and address for learneng to dance. Pancho theenks thees ees vary silly for people who have been pushed about een thee front of thee car should not care about learneeng to dance.

Preety soon the guy who runs the car ees begeneeng to call to thee people to get off. He must be a mind reader or sometheeng. When we geet to Hill Street and he begeens calleeng for Señor Hill and Señor Hill geet off. The next street the man calls for Señora Olive and lo, and behold, the Señora Olive and her leetle Olives geet off. Next call is for Señor Hope and so help me as I live to die Señor Hope geets off. They all geet off when he calls their names.

Pancho leestens carefully for hees name. Because Pancho don't care where he geets off. Preety soon the car she ees comeeng to a stop and thee man she calls out Figueroa and that ees Pancho's name. Pancho shouts, "I do not weesh to leave now! The ride she ees jost starting." The man he shout, "I said Figueroa!" The look wheech he had weeth thee expression on hees face was so terrible Pancho decides he had better geet off.

There was nobody else on thee car wheech was named Figueroa but that guy driveeng the car sure make a beeg meestake. Thees was not thee place where I weesh to go.

Another car I took carried me clear to the ends of thee line and thee man runneng eet deed not call me once. I feel like thee horse een thee horse raceeng wheech Pancho bet on and wheech deed not geet the call.

Thees ees bad and that ees why I'm writeeng to thees company to tell your drivers to watch more carefully who ees geets on and to call heem whens he should geet off and to have heem always remember that my name ees Figueroa een case I should forget.

I am sorry Messes Complaineeng bot thees ess vary important.

Mucho Gracious,  
Pancho

## Diesel Fumes

by Marjorie Coleman

**T**HE vacation season is well under way by this time. With some it's all over, but not forgotten; with others it's a present happening; and still others are waiting with great expectations.

Jack (Hula Boy) Rowold belongs in the first category. He recently returned from his vacation in Honolulu and dropped in the office for a brief visit. If his appearance is any judge he must have had a wonderful time and he said he would highly recommend it to anyone.

Also in this group is Fred Yenour. Mr. Yenour recently returned from his vacation on Lake Erie. It is good to see his pleasant smile again.

Earle Wetzler, Supt. of 16th St. garage, is classified in category No. 2. He said the first week of his vacation was going to be spent just resting (he works so hard at 16th Street) and the other week would be devoted entirely to fishing. Wonder if he is catching any fish now?

John Hill, on 1st shift, seems to be enjoying his vacation. He dropped by the garage with his son the other day, and everyone was certainly glad to see him. He is almost a stranger around here: he spent two weeks in Oakland going to school, returned to work for a week, and went on his vacation.

Still looking forward to her vacation is Mona Prescott. She plans to return to Detroit, Mich. this year. We wonder what Michigan has to offer, that California doesn't have—or couldn't get.

Vacations, however, aren't the only reason for feeling good these days. Eugene Cobb is wearing a broad smile too. He became the proud grandfather of a baby boy not long ago. In fact, little Raymond Eugene was born just one day before Cobb's birthday. Congratulations to the Grandparents as well as the parents.

Speaking of smiles, the children of William Boyett, on second shift, have been putting some dirt in his gas tank (just for fun.) Naturally he had quite a job cleaning it out. Now, he has purchased an electric drill motor and, just in case they feel in a playful mood again, he has it locked up so they won't be boring holes in his tires.

William Aldrich certainly looks younger since he had his vacation. We wonder if his trip back East to Niagara Falls with his wife could have been the reason.

The third shift would like to take this opportunity to welcome C. B. Bouma and Simon Arballo who were transferred from 2nd shift.

The garage employees also wish to extend their sympathies to Harry Koll, Garage Dispatcher, on the loss of his father.



• Raymond Eugene Cobb, grandson of Eugene Cobb, 16th Street.

• Darlene Homar, beautiful sister of Jim Homar, Mechanic at South Park Shops.



## Electrical

by Walter Whiteside

**H**ERE we are right in the middle of summer and yours truly just back from a swell vacation in Yosemite and Lake Tahoe, and the Editor is on my neck for this column.

We have two or three classics for this month so will let you readers decide which should be the number one.

Right off the bat let us tell you that Ed Clardy stepped out and took unto himself a wife. No cigars or candy have been received to date.

Don Thrasher of line also ailed it during July.

Jessie Howell bought a sun lamp thru the efforts of A. L. Juul and he didn't inform her there was no automatic turnoff. She went to sleep lying under said lamp and had to take a week off.

Dan Sullivan says the two way radio is all right, and he should know. The other day he was driving his car through the automatic washer and killed the engine in the center of the washer. He couldn't get the car started but he wasn't alarmed as he figured the water would shut off. What Dan didn't know or couldn't see was that a bus pulled in back of him and in front of the eye causing the water to stay on. He finally had presence of mind to use the radio to call the dispatcher to have him call someone at the garage to rush to his aid. "Yes sir, the radio is all right," says Dan.

William Krill reports a swell vacation and some extra large fish while in Colorado.

Mel Graham just lolled on the sand for two weeks at Laguna Beach.

A. Hansen of Power says this year's vacation was the best ever. He was in Northern California.

Carl Welch took an extra week and says that still wasn't long enough. Carl has been working a lot of nights raising trolley wire so the house movers can pass.

The Power Department returned to normal on August 1 when Kling returned to work. We are all happy to have you back on the job, Kling.

Johnny Harris, genial hello man at Pepper street, enjoyed a vacation at Tahoe, Reno and San Francisco. He even dropped a few nickles in the one arm bandits.

Monte Munn, number one Ram fan, traveled to Ventura to see the Dons in action. Can it be he is weakening.

# Snafu From Two

By "Whitey" Rambo

**T**OO late to make the last edition were the following proud mammas and pappas from Division No. 2 and their new tax exemptions.

Operator and Mrs. V. W. Courtney; son Vincent LeRoy (little Vince Junior) weighing in at 6¾ pounds.

Operator and Mrs. G. E. Duff; son Roy Gary, June 10th.

Operator and Mrs. M. E. Woolley; daughter Luetta May, June 20th.

Boys, if you don't attend these Safety Meetings you sure are missing some interesting talks and movies. At the last meeting, July 27th., the interesting speakers were Mr. George H. Woolfel, Safety Supervisor of the Public Utilities Commission, Messrs. Tengblad, Prutsman and Corbett. As usual the Safety Pin awards were presented to those qualifying. The door prize of a pen and pencil set was won by Operator W. P. Spendlove.

Believe it or not fellows, but "Hot Rod" Dalbey has actually broken down and admitted that he can't keep the Hollydale schedule on time. Yes sir, things must really be rough out that way.

If anyone has an old megaphone lying around please give it to Klopfenstein so that it will be possible to hear the soft spoken gent.

Operator and Mrs. K. S. Stephens plan to spend their vacation motoring to Canada for some good fishing. Good luck!

C. A. Thorpe and the missus spent their vacation in the vicinity of southern California with a few short motor trips, one of which was to Hollywood Park. The missus did all right but Chuck—well, that's a long story.

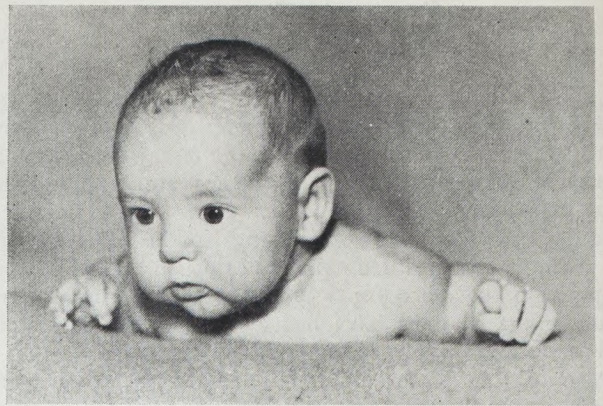
Mr. Snider, Asst. Supt., spent his vacation motoring up to Sequoia and points north. One day he spent at the Hollywood track but he won't talk about that. Wonder why?

Other office personnel who have just recently had their vacations are; Clerk R. H. Jackson who motored to Dallas, Texas for a family reunion and then on to Albuquerque, N. Mex. Steno Mabel Carlson flew to Omaha, Nebr., to visit her folks and learned that her father had passed away. Janitor W. W. Webb and wife have flown to Detroit to spend their vacation with relatives and friends there and Canada. Clerk L. H. Brugmann is spending his vacation getting his son married. Good luck to you, Bruggie, and best wishes to your son and new daughter-in-law.

Also best wishes to Operator C. W. Adams just recently married.



**COURTESY** is the Golden Rule of the road.



• Kute Kissick is this young man, Denis Richard, latest addition to Dick Kissick's family. Dick is secretary to Stanley M. Lanham.

## "Trolley Buzzes"

by Ronnie Mason

**T**HE very first day of August we completed our first year of operation. Just a year ago we were the hosts to the City Fathers at a banquet complete with movie stars and the ballyhoo that goes with ceremonial initiations.

This year we are mainly concerned with the modification of more new coaches and our anniversary sped by unnoticed amid the turmoil and haste of preparations.

It took Bob Marsden seven years of honest toil before he could get his first vacation. Don't ask me how he figures it. But that's what he claims. Then he spends his two weeks working on his jalopy.

Deer, (four legged ones) beware. Ronnie Ells has been gettin' his shootin' airn all spruced up rarin' to go. What about first breaking in your new denture so that you may enjoyed that tasty venison?

There have been four additions to the families of Trolley-men during this past year. The latest being a daughter born to Mr. and Mrs. James Ferry. Mother and new arrival doing nicely. Our best wishes to all of those who so suavely outwit the Revenue Collector.

Richard Credidio finally made the hump. That is, he transferred from Street Cars to Trolleys. He says that he's very glad and so are we.

A couple of other fellows transferred over from South Park and have become members of the Trolley Bees. B. L. Morris does his stint on the swing shift, while G. Hendrick hears all about the Boston Red Sox from M. Szhmary on the day shift.

A. Archer, our stock overseer, left this month for a visit to the northern outskirts of Los Angeles—he is gonna spend his two weeks traveling around Oregon and Washington.

Well, I am not gonna be caught short. I am really going to enjoy this vacation. I am going to get acquainted with this City of Angels. Starting with the City Hall, the Coliseum, the Museum and all the other parts of interest to tourists.

Bob Clenard, B mechanic on the swing shift, was comparing notes on his recent vacation with J. Burton and neither could agree on who had had the best time. T. Tahara promised them he would be able to join in the discussion next year when he completes his first year with the company.

# Flashes From Division Five

By Irving Scharf

USUALLY this column tells all about some of the unusual happenings that took place in the past thirty days or so and far be it for me to change this system; however, I feel like telling the truth about some of the fishing trips that took place, not in the nearby rivers or oceans, but right here in the Division work room, as it is sometimes called.

Take Jack Griffin for instance, he went fishing with royalty, on the HMS Sheffield and afterwards to a formal cocktail party, dinner and dance held right in the Officers Mess but with the food they served it could hardly be called a mess, at least that's what his lovely wife said. Now take D. R. Griffin and Cindy Caniglia, Elmer Weda and Margaret Pancoast, L. H. Mulkey and Wanda Mae Lugo, and J. A. Givin and Geraldine Mouton. they also went fishing but for more important items like apartments, furniture, etc. I think they call it marriage.

In the tax exemption column we have W. T. Sapp's newly born son, Lloyd Mitchell, W. F. Hepp's son, William Francis, and C. R. Bradbury's daughter, Carol Ann. All fathers are resting nicely after the ordeal.

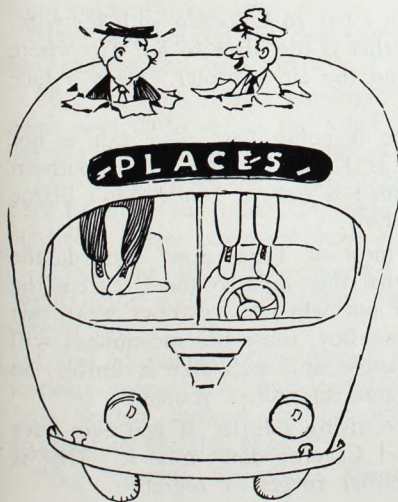
Patrick Houlihan Gates, now a married man had quite the different type of wedding. It was attended by the entire populace, but what seems to irk Pat is the fact that they just don't want to leave.

R. G. Daisey's new cycle is quite the thing. I wouldn't say it's fast but when he was last seen he was heading towards Izzy's hideout in lookout mountain.

R. B. Duerr just came back from a visit to the local doctor and it seems that when he had his blood pressure taken the Doc told him it was 90 proof, (gosh, a real blue blood).

I have a bit of grand news to tell each and everyone of you. Georgie Michaels, our night cashier was finally released from the hospital after almost four months of confinement and is convalescing at home. Lots of luck, George, and here's hoping for a quick and complete recovery.

Of course you all know that Izzy is quite the home maker type. The way he makes coffee is out of this world. Dick had a cup the other day and hasn't been able to speak above a whisper since. Now he serves his coffee with a chaser. I wouldn't say it was strong, except



"Open manhole!"

that the cups did wash themselves. Right now he's having one grand time vacationing out west . . . in Santa Rosa Capistrano Miguel . . . Eagle Rock in English.

In order to eliminate any further questions as to why he returned to Los Angeles Transit Lines, after better than a year of farming in Peterson, Iowa, Carney L. McAmis, Division Five, has written the following poem. Mr. McAmis left the Transit Lines February 7, 1947, and returned July 22, 1948.

## YELLOW CAR TO THE FARM

Yes, I guess it's mighty nice to be,  
Out in the country air,  
With no excitement much to have,  
But the annual county fair.  
You have your little dream house,  
With flowers 'round its door,  
A garden filled with cabbage,  
Now who could ask for more?  
No clocks to punch in every day,  
No boss to tell you how,  
You even use a tractor,  
When you go out to plow.  
You have your fishes in the brook,  
And hunting always fine,  
You don't have to plan and scheme,  
Just go at any time.  
But, I wonder if you had that  
If you'd remember back,  
When you were on a yellow car,  
And master of the track.  
The people all were crazy,  
As they rushed in to and fro.  
"Gimmie a transfer, please,"  
Or, "How far do you go?"  
Remember how proud you were,  
Of that tailored uniform?  
I wonder if you ever regret,  
Changing from yellow to the farm?  
Now you know that all was silly,  
And you thought it would do no harm  
This is just a little warning note,  
Don't trade the yellow for the farm.

## New Streamliners Arrive

THE first of the forty streamlined street cars destined for Los Angeles rolled in on Thursday, September 9.

This new streamliner, after its checkup at South Park Shops, will be placed into immediate operation on the "P" line. The line "R" will eventually become a streamlined street car operation. On September 25, Saturday and Sunday service is to be handled with the streamlined street cars. This will continue until the forty new cars have arrived.

The new Streamliner has standee windows which allow the passengers standing to look out without bending. It has wider aisle space allowing a greater freedom of movement. The car is completely electrically controlled with magnetic brakes and electrically operated door engines. It has a forced air circulation improvement which changes the air very quickly as the car rolls along.

The cost of this Streamliner is approximately \$30,000, with the forty totaling nearly \$1,200,000. TWO BELLS will feature the new addition to our family in a coming issue.

# South Park Diary

by *Billy Pinder*

**V**ACATIONS seem to be the chief topic of the day.

Otto Schneider spent his vacation in the woods of northern California, fishing.

Art Robey and wife drove through Utah via the Grand Canyon and reported lots of hot weather on the trip.

Jack Ogden and family went north through the big trees and up to Yosemite. Understand Jack brought quite a few samples back with him.

Hess Campbell hit the "Old Oregon Trail" and reports having a nice time.

Dick McDowell had a swell vacation over at Santa Catalina Island.

Bob Wallace reports he had wonderful weather up North at Clear Lake. Caught lots of fish and had a restful time.

Fred Anderson spent his vacation right at home, supervising his new home.

After months of patient waiting Duke Billings has finally got his new Nash and was a very happy man until he found out how much his insurance, tax, license, etc., would cost. It sure takes the joy out of life, eh, Duke?

For the first time we are permitted to look through the Giant Eye on Mt. Palomar and wonder when the fourth-dimensional Atomic rockets will be operating by the L.A.T. Lines to a trip to the Moon.

Congratulations are in order for Louis Donohoe who was elected Commander in Chief of Houghton Park Post #560, American Legion. A well deserved promotion.

We Hear Dept.—

We heard that Lovell Campbell can play a mean guitar and fiddle. Don't be bashful, Lovell, come on out and join the boys at rehearsal. That Cris Schodt is an Al expert auto mechanic and can repair any make of car you bring him. Yours truly can vouch for his work. That Art Bulkley is a connoisseur in the art of mixing drinks. Art has had wide experience in some of the largest Hotels in the U.S.A. What the extent of his ability is I do not know, but one thing I do know and recommend highly is the "Bulkley Special Cocktail." That John Pontrelli is a brother to the famous "Smiling Pete Pontrelli," Orchestra leader. How about a couple of passes, Johnny?  
Flash

Al Carmichael spent his vacation at Balboa, basking in the sun.

James Hammond travelled north through the big trees and reports having a wonderful time.



• Marjorie Thompson, daughter of Ernie, Department 11, on the South Park Shop show.

Last month the Shops were invaded by a dreaded horde of musca-domestica (houseflies that is). To our rescue came those two swashbuckling fly heroes, Carl Wise and Paul Murphy, they delt the foe a mighty blow and peace has once again been restored. Our heartfelt thanks to you gallant men and may courage like yours live on through the centuries.

We are glad to hear that Jack Bickford is well again after his recent illness and will soon be back with us again. Hurry back, Jack.

Also on the sick list is Rube Wilson who has left the hospital and is now at home coming along nicely.

Bill Smith and wife spent their vacation along the coast route from Los Angeles to San Diego stopping at all the Beaches.

When it comes to shoes Gulio Alimonti claims he has the best and most expensive working shoes in the Shops. The latest ones he purchased cost him \$20. Can anyone top this?

Jean Woolley, office, spent her vacation around home and thereabouts.

Vic Lee took two weeks down at Laguna Beach and came back with a nice tan.

## The Hillbilly Boys

by *L. B. Meek*

**Y**ES, the vacation is over and as usual the hard part is going back to work. But that always happens.

If you have children who have not had the mumps or measles or all such things, don't go too far from home. It is not funny if they break out when you are about two thousand miles from home.

We were glad to hear that instructor Frank Wildish had a nice vacation trip to Kentucky. That is a beautiful country and it was nice that he and his family could enjoy it.

Chief Div. Instructor Lee Sire had a different story about his vacation. After spending the first week around the house with a lame back he finally got to the beach for a couple of days.

Frank Bacus planned a trip to Sequoia for his family and he also had to stay home and help nurse a child with the measles. My, such fun as some of us have had this year.

Ollie McDermith is on a trip to Colorado with his wife. At this time of the year that is the place to go. Up where the altitude is higher and the air is cooler. Have a nice trip, Mac.

Claud Ficklin says he is going East, also, but is not going to be as foolish as I was in taking the Southern route just because the road is better. I sure don't blame people for going north now.

I think I have seen most of Texas now, and for the life of me I can't see what they rave so about, except the insects. I finally found out why the cowboys wear two sixshooters on their hips. Boy, those big mosquitoes will charge you from any angle and stab like a knife. So you need at least two guns to protect yourself.

Just in the way of advertising a little. If you ever have a chance to see Carlsbad Caverns don't miss it. That is a side trip that you neither forget or regret.



# Lobby Lowdown

by Violet M. Leach

VACATIONS are still in full swing. Some of us have had sunshine, while others foggy weather. For Ernest Girod, Auditing, his vacation was a real wash out. Ernest and his wife made a trip through the Pacific Northwest. From their train they could view the rising of the Columbia River. Leaving Vanport, Oregon, they had to creep over tracks flooded many feet in depth. Their track was completely hidden under water as far as they could see and within sight was the sand-bagged levee allowing the waters to slowly lap over. They picked up speed as they were trying to reach the awaiting Coast Guard detachment as they had come to evacuate them some twenty minutes before as the city of Vanport had been washed away. As they evacuated the train the water was lapping over the platform of the high pullman cars. When they finally reached Victoria they heard that the rising Fraser River might take out the railroad tracks east, which proved true. Gee, did they ever feel awful when they had to cancel their sailing on the Queen Elizabeth to France and had to wait rerouting east. However, they did get to spend time seeing these cities and also Chicago, New York, Washington, D.C. and New Orleans. On their way home floods again plagued their travel and they were rerouted by way of Oklahoma which took two extra days. Ernest, you'd better consult the weatherman next year.

Norma Weiss, Auditing, is looking fine after her vacation. Fred Jewett, Auditing, had a restful vacation. Dan Crooks will take his two weeks in August. Earle Brooks stayed at home on his vacation. He looks swell. Sam Haygood has returned from Oregon after spending his two weeks there.

Louise Hackborn of the Treasury Department is enjoying her vacation. Sam Nock and his wife spent a nice vacation in Hawaii. Sam is our retired secretary.

Congratulations! To Georgiana Sharp, who married Dan Poth September 3. Georgiana is back with us again as an elevator operator.

We now have Howard Turnidge in Personnel. Howard is from LAMC. We are glad you are with us, Howard. (Another Texan)

Henry Pauschert was really beaming July 12. He told me he had been married 37 years. Congratulations, Henry!

Helen Scholefield is back from her vacation. She has received a box from a friend in Holland containing small hand painted dutch shoes.

Have you noticed the new short hair cut Betty Stevens has? Looks real cute, Betty.

Ed Fitzgerald, former employee in the Treasury Department, was in to see us the other day. He has passed his bar examination and is now a lawyer. Good for you, Ed.

Lou Wilkins, at the Cigar Stand, wore his house slippers to work the other day. He had a large blister on his heel. Better buy your shoes a little larger, Lou.

Mary Lou Johnson celebrated her birthday July 7. Went home with presents that made it look like Christmas in July.

I had to put my dark glasses on the other day while working at my desk. No, the glare wasn't bad, but Mary Jane Spaeth showed me her engagement ring. She is engaged to Charles Myers.

Rose Showers, Personnel, spent her vacation moving.



• Wayne Ward, Jack Ogden and Russell Peterson as the Andrew Sisters at the South Park monthly show.

Roy Ruggles, of the Industrial Relations Department, accompanied by Mrs. Ruggles and their 10 year old grandson, Stanley "Bill" Ruggles, Jr., who lives with his grandparents because of the superior educational advantages of Southern California, made a motor car trip to visit their son Stanley and wife at Klamath Falls, Oregon, where Stanley is manager of the famous and classy "Log Cabin" night club on Ashland Road a short distance south of the city.

## Transportation Transcripts

by Paul Prutzman

VACATION time is pretty well over now and everyone is slowly settling down for another year of work. Vacations are swell but that first day back to work is really rough.

Dave Coburn spent part of his vacation on a yachting trip to Catalina Island. He returned to work well rested and full of enthusiasm about life on the "Bounding Main."

Nip Whitman journeyed to Yreka to see his dad and then went on to Oklahoma for a visit with his wife's folks. His story of going fishing with a pitchfork took first prize in the "Tall Tales" contest. Baron Munchausen had better look to his laurels.

Frankie Nordyke spent a weekend at Yosemite. Since returning to work he has promised to quit smoking that mixture of dried coffee grounds and chopped up rubber bands that he formerly burned in his pipe.

Max Rise spent his two weeks at Cambria Pines, just snoozing and taking life easy. A fast game of ping pong now and then was his most strenuous exertion.

Barney Rich and his little "Millionaires" divided their time between loafing at Yosemite and painting their house. Barney says that it is true that a gallon of paint will cover a multitude of sins but it will also bring out a lot of aches and pains.

Guy Wheelock spent his time blasting stumps and digging out rocks on his new "Rancho" up La Canada way. Guy is getting to be quite a construction engineer, building a house out there in the wilderness so far from civilization.

Charlie Haudenschild clambered into his new Stude-

## It's Chest Time . . . Give

## Facts on Fabrics

(Continued from Page 9)



"You know that money you gave me for a new hat, dear?  
Well, I donated it to the Community Chest."

baker, fastened his safety belt and took off for Colorado Springs. After driving around for quite a spell in a car of rather ancient vintage, he was a little worried that he would be arrested for flying too low in his new speed job. His fears were groundless, however, and he enjoyed his trip very much.

Jessie Schultz of the Timekeeping Dept. is taking a voyage on the good ship "Matrimony" while on her vacation. Good luck, Jessie, may all your troubles be little ones.

Dorothy Morris, also of Timekeeping, is wearing a new diamond on her second finger, left hand. She did not say when the big event is going to take place, but judging from the starry look in her eyes, it won't be long now.

June Farmer, the "Chief Assistant" printer, has sworn off coffee. It seems that she had the misfortune to break one of the community coffee pots recently and her co-workers had her believing that it was a priceless antique. June tried to duplicate it and couldn't and spent many a sleepless night worrying about it until she found out the truth.

Ray Roberts, the genial head of the Timekeeping Dept. went back to Iowa on his vacation to sell the hold homestead. He is going to dispose of all the cows and chickens and apply for his California Citizenship papers.

The Transportation Department lost the services of three of our "Old Timers" (In experience, not in years) this month. Bee Latham, Art Warrens secretary and Esther Pierce, Chief P.A.X. Operator decided to make a career out of keeping house and raising their families, while Betty Neunam, Division 4 Stenographer, is moving to Iowa City to join her husband. We all wish them the best of everything and hope they can find time to come down and visit us once in a while.

**Glue.** For washable rayon fabrics: Soak the spot in warm water. If it is a stubborn stain, you may have to soak it for quite a while. For non-washable fabrics: Sponge the spot with water, then with vinegar. Then sponge again with clear water.

**Gravy.** Never use hot water, it sets the stain.

For washable rayon fabrics: Launder in warm soapy water.

For non-washable fabrics: Dust an absorbent powder over the stain, let it stand until it absorbs the grease. Brush off. Then sponge with Carbona, Energine or carbon tetrachloride.

**Grease.** First scrape or wipe off as much of grease as possible. For washable rayon fabrics: First dissolve the grease with Carbona, Energine or carbon tetrachloride. Then wash in warm soapy water. Be sure to use plenty of soap on the stained part and rub well between the hands. Soapless shampoos, oils and lathers are good to soften grease stains. Several washings may be necessary.

For non-washable rayon fabrics: Sponge with Carbona, Energine or carbon tetrachloride. Work from the wrong side of the material in order to push the dirt and grease out, rather than to rub it into the material.

**Lipstick.** For washable rayon fabrics: Use Energine, Carbona or carbon tetrachloride to remove the grease and as much color as possible. Then wash with soap and water.

For non-washable rayon fabrics: If stain is thick, use Carbona, Energine or carbon tetrachloride to remove the grease. When dry, sponge with lukewarm soapy water. Finally sponge with clear water.

**Meat Juice.** (See Gravy)

**Milk.** (See Cream)

**Nail Polish.** Test a sample of the rayon material before trying to remove fingernail polish. Apply nail polish remover to a small part, such as a seam. It will dissolve the fabric if acetate rayon is present. If acetate rayon is not present, sponge the stain with the remover. Have a white blotter under the stain to absorb excess remover. You may have to repeat several times.

**Oil.** (See Grease)

**Paints.** Treat oil paint, varnish and enamel quickly, since a dried or hardened paint stain is almost impossible to remove. Scrape off as much of the paint or varnish as possible before using any remover.

For washable rayon fabrics: Sponge with pure turpentine. Then wash with plenty of soap. If the stain has dried, try to soften it by rubbing oil, lard, or vaseline into it, or by soaking in Carbona, Energine, carbon tetrachloride or turpentine and then washing.

For non-washable rayon fabrics: Sponge the stain with Carbona, carbon tetrachloride or pure turpentine.

**Rouge.** (See Lipstick)

**Scorch.** For washable rayon fabrics: Soap and water should remove very light stains. Drying in the sun may bleach out any remaining traces of the stain.

For non-washable rayon fabrics (white only, never use on colored fabrics): Sponge with hydrogen peroxide to which sodium perborate has been added (1 teaspoon sodium perborate to 1 pint peroxide, if regular drug store strength). Rinse well with water.



## Our Cover

**R**EADIN' and Ridin' is the theme of our month's cover. The school bus is the symbol of progress. It is a far cry from the methods by which the children went off to the halls of learning a generation ago. Most of them walked, some had their own horse and a few rode bicycles. Today it is estimated that there are over 100,000 buses used to transport 5,000,000 children over 4,000,000 miles to and from school each day.

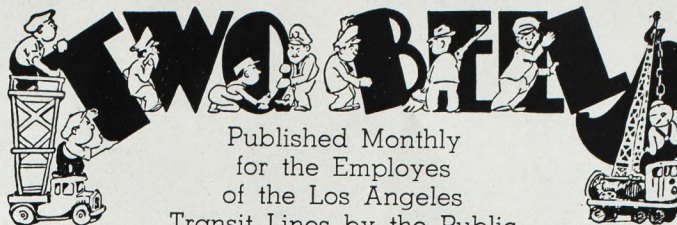
When we pilot a school bus we must be mindful that we carry the most valuable load possible and have a tremendous responsibility. We must obey all traffic regulations and be 100% perfect safe drivers. We must always be mindful that the kids have the right of way to life and learning.

## Revised Aetna Group Life Insurance Plan

by *C. A. Tengblad*  
*Director of Personnel*

**T**HE Pension Fund which was established in the last Union contract includes Group Life Insurance. At the time of the establishment of this fund it was planned to discontinue our present Aetna Group Life Insurance plan, however, at the request of a great number of employees, the Company has obtained proposals by which the Aetna Life Insurance Company will continue the plan. The plan was submitted, was acceptable and made effective as of September 1, 1948. The rules of the plan are as follows:

1. All employees entering the service after August 31, 1948, as a condition of employment must make application for Group Life Insurance in the amount of \$1500, and this insurance will remain in effect during their employment with the Company.
2. After August 31, 1948, no employee will be permitted to cancel his Group Life Insurance except in the event that an employee on leave of absence or sick leave fails to pay his monthly contributions.
3. No provision is made for employees not now insured to apply for insurance, with the exception of those entering service after August 31, 1948.
4. All applications for insurance will be effective on the beginning of the calendar quarter following the employees' date of employment; that is, January 1, April 1, July 1, and October 1.



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Francis Ryan

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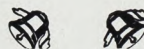
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5. Insurance will be in effect during the employees' length of service with the Company, or until date of his normal retirement.
6. All or part of the Group Life Insurance Policy may be converted to an individual policy upon termination of employment or retirement, at standard rates without medical examination, providing conversion is applied for within 31 days of termination or retirement.
7. Employees' contribution will be \$1.30 per month for \$1500 insurance. Present employees having \$4500 will contribute \$3.90 per month. We have been able to get this low rate because of the favorable experience the Aetna Life Insurance Company had had on this property.

In order to qualify the plan under the California insurance laws, it is necessary that the Company contribute a portion of the premium. Therefore, the Company is paying 3 per cent of the premium cost, in addition to the employees' contribution.

The \$500 free insurance which was a part of the Employees' Benefit Fund Plan has been cancelled.



## Picture of the Month

Skimming over the roof tops aboard three vehicles of the Los Angeles Transit Lines this modern Miss carries home her shopping bag. The Moonlight Sonata of September is the Monday night opening of the downtown stores. Broadway is ablaze with lights and festivities. Monday night opening offers thousands of working girls an opportunity to do their shopping after dark. Los Angeles Transit Lines cooperated by furnishing additional transportation to handle the additional crowds. This striking photograph was taken by Stan Cohen to be used by the Downtown Business men in promoting their event.