



TWO BELLS

**MARCH
1948**

...Suddenly it's Spring!



Editors Observe

CELEBRATING Spring in the most novel manner is Leon Barnes of the South Park Shops, whose task is to keep the green grass in the long transfer table area clipped. Spring ushers in other things, take a look at Easter Parade on a Budget (page eight).

Spring also brings us income taxes and we Editors, rather than tell you how to fill out your forms, are reprinting "Little Pancho's" experience with his tax blanks. Perhaps they will help you next year.

Pancho's Income Tax

by Ronnie Mason

WHY did somebody not told me before how to make thees easy money that everybody is gattin weeth thee refond of thee INCOME TAXIS. Thee way I onderstand it, is thot everybody thot hav' a bonch of thee keeds, one wife, one house thot is no good an' you feex eet or one bad 'you owe to me', can get thees refond.

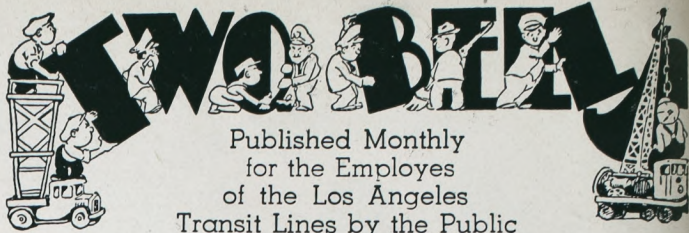
So right away I get me some paper an' one pencil an' stort to figure how moch I get for my share. All I hav' to do after I fill thee paper is to send it to Oncle Sam or he may send me to Alcatraz for one vacation. I theenk.

Forst, on thees paper, I hav' to put thee number of keeds I hav'. To me thot is very easy to know. Let me see: Ten years I hav' married to thee same woman. No tween muchachos. There hav' been not one thot she is dead; bot for two years I went away for fighting with the war.

So weeth my wife an' me thot makes us altogether nine. Seven keeds, one wife an' one father. All of us is what is called thee EXCEPTIONS AN' they let you hav' five hundred pesos for each one of it.

Now I figure more of thee other 'thee-ducks'. One for what I am supposed to geeve thee preacher when I go to thee church. Thot reminds me. I better go an' hav' a man to thee man speech weeth heem 'bout thee money thot I hav' not put in thee basket for thee last year. I also get thee refond for thee house thot is not so good an' I hav' to feex. On thot part I do not theenk I weel get none beecose thees year it has not rained here an' thee house has not thee leaks, so thee roof she is O.K. Bot I am shore thot I weel get thee money back thot I hav' loaned to my franz an' they forgot to pay back to me.

PAGE TWO



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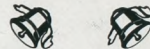
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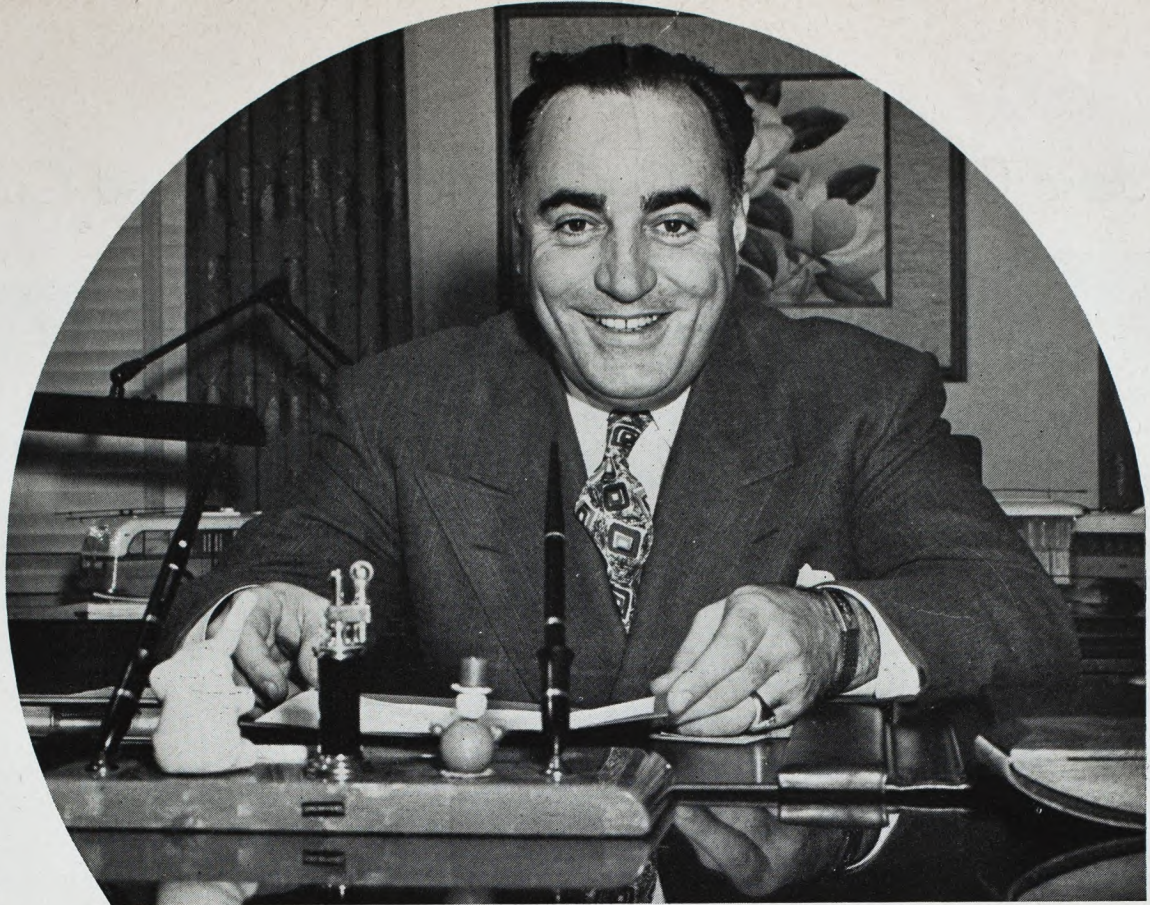
Guy Gifford
Al Carmichael



Like my brother-by-thee-law who borrows thee dinero to buy thee wine beecose he is so sad an' he wants to feel hoppy. Thee only time thot he is hoppy is when he dranks. So I canot ask heem to pay to me beecose thot weel make heem very sad an' if he is unhoppy, he needs thee wine an' to get thee wine he is gotta hav' thee dinero.

So Another refond you get is what goes for Miss C. Laneous, it says on the paper. How she ever come to get some of my money I donot know. I hav' nevar meet thees Senorita. Bot if I can get some silver by saying thot I spent some dough weeth her, I theenk it is O.K. weeth me. Only I hope thot my wife donot find out what I did weeth thee money she gave to me to pay thee bootcher weeth.

Wal, it is just 'bout fenished. Here is thee last part—Ay, Ay, Ay. Whot is thees—WORK??? Why did somebody else not told me thot you had to work to collect thee refond on thee TAXIS? Wal, if thot is so, maybe thot I should wait until next year when I can get a job for my wife. Yes, No?



WHERE DO WE GO FROM HERE?

by T. J. Manning

President of the Los Angeles Transit Lines

I WISH that it were possible for me to drop down to your Division and talk with each and everyone of you over a pinochle hand or a game of checkers. I'd like to discuss the company's problems, the plans for its future, the declining passenger traffic and possible ways of building business. I'd like to dump a lot of my headaches on your capable shoulders. I'd like to hear of your problems, too—sure, even the personal ones. I'd like to have your slant on things, for we both work for the same outfit, you know.

Though I represent top management, as far as the State of the Company is concerned, I shall harbor no secrets.

This is not the intelligence service!

This is a transit operation, and I've discovered from long experience that the more men know about the job to be done, the quicker they will do it. I found that true in a big job which is still fresh in our memories—the recent global conflict. Perhaps my technique differed slightly from hard and fast Army rules, but pilots, co-pilots, and ground crew men under my command, worked and fought as if the task of winning the war was each one's personal job.

So, this is the first in a series of frank discussions on the State of our Company.

Passenger travel has declined slightly in the past six months, and it seems to be a national trend. Other cities expected a decline after war peaks, as it was only natural that with the return to normalcy, with increased automobile production, with the closing of many war plants, passenger travel would decrease. Natural, that is, in every city but Los Angeles, for this city is still experiencing the greatest migration of all times. Each month it is estimated that

over fifteen thousand persons enter this area—and darn few leave.

Where are they going? How do they get around town?

Do you realize that according to these figures, Ninety Thousand potential customers have entered our field of operations during the past six months?

And our passenger travel has been decreasing? What's the answer?

Are we really doing a selling job?

In picturing this corporation look upon it as two groups of people, the employes and the shareholders. Do not look upon the shareholders (and there are nearly as many shareholders as there are employes), as capitalists, for most of them are workers, just as you and I. They've worked and saved and invested their savings in what they think is a sound investment, just as we perhaps, buy a home, insurance, annuities, even stocks and bonds, or shares in some sound corporation.

In truth, it's their efforts and our efforts which make this transit operation tick.

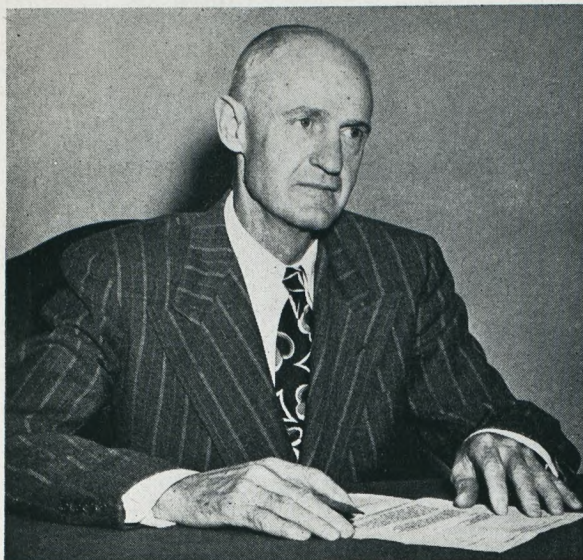
They expect a nominal return for theirs and we expect a good livelihood for ours.

Unfortunately, we operate under a fixed price structure. Regardless as to what heights the cost of everything we purchase for the operation of this transit system climb, we cannot raise the price of our commodity at will. Any change in fare structure is rigidly controlled by City and State regulatory bodies and before an increase is granted a transit operation must prove, beyond a shadow of a doubt, that they cannot operate successfully without it.

Important, and sometimes tragic, is the fact that regard-

Turn Page

Jesse C. Yarbrough Named Vice President and Comptroller



AT the Board of Director's meeting held on March 2, 1948, J. C. Yarbrough was named Vice President and Comptroller of the company.

His promotion to a post of such responsibility is a splendid tribute to his ability and achievements and could perhaps be recognized as an anniversary present after twenty-five years of efficient service in the organization.

Yarbrough joined our company on May 7, 1923, as a temporary timekeeper in the Engineering Department. In August of the same year he advanced to Price Clerk in the Auditing Department, and from January 1, 1924, held positions in that department until he became Auditor in July 1934. On February 6, 1945, he assumed the duties of Comptroller, which office he continues in addition to his new title.

Yarbrough is married. His wife was also at one time associated with the company. They have two children, a ten-year old daughter Jean, and a son, Calvin, now seven.

WHERE DO WE GO FROM HERE?

Continued from Page 3

less of the number of time-consuming delays necessary in changing a fare structure, the fare increase is not retroactive to the time when it was first needed.

Due to rising costs in 1947, part of which were hourly wage increases granted last June 7, and retroactive to June 1, your company found it expedient to apply for an increase in fares on June 18, 1947. The increase which was granted January 19, 1948, gave us outer zone increases, a new rate on school tickets and a slight increase in inner zone weekly passes. It is estimated that less than twenty-five percent of our patrons are affected, as the majority ride for a token within the inner zone.

The company is financially sound. Recent financial arrangements were made to allow us monies with which to pay for some equipment already purchased, together with enough to purchase further equipment. These vehicles are necessary to provide a service we can sell.

The Transportation Department is concentrating on refining operations. Crossovers and turnback loops, such as the one being constructed at First and Chicago Streets on the "P" line, will make it possible to concentrate vehicles more quickly to the points where and when they are needed.

Applications have been filed for trackless trolley operation on the "B" line. Just approved were applications for new Line 25, designed to serve Eagle Rock, Highland Park and the Griffin areas, with fast motor coach service into the downtown districts.

Plans for intensive publicity campaigns to acquaint the public with the various lines and how to use our service are taking shape. And many more things will be done to sell our service. Our job—yours and mine—from here on in will be to partake in this effort of building patronage, so that both groups will continue to receive fair returns for what they put into this operation.

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Reeves Opens Own Offices



L. A. REEVES, Assistant to the General Manager, retired from the Los Angeles Transit Lines to open his own Public Relations Consulting offices. The company retains him as Public Relations consultant.

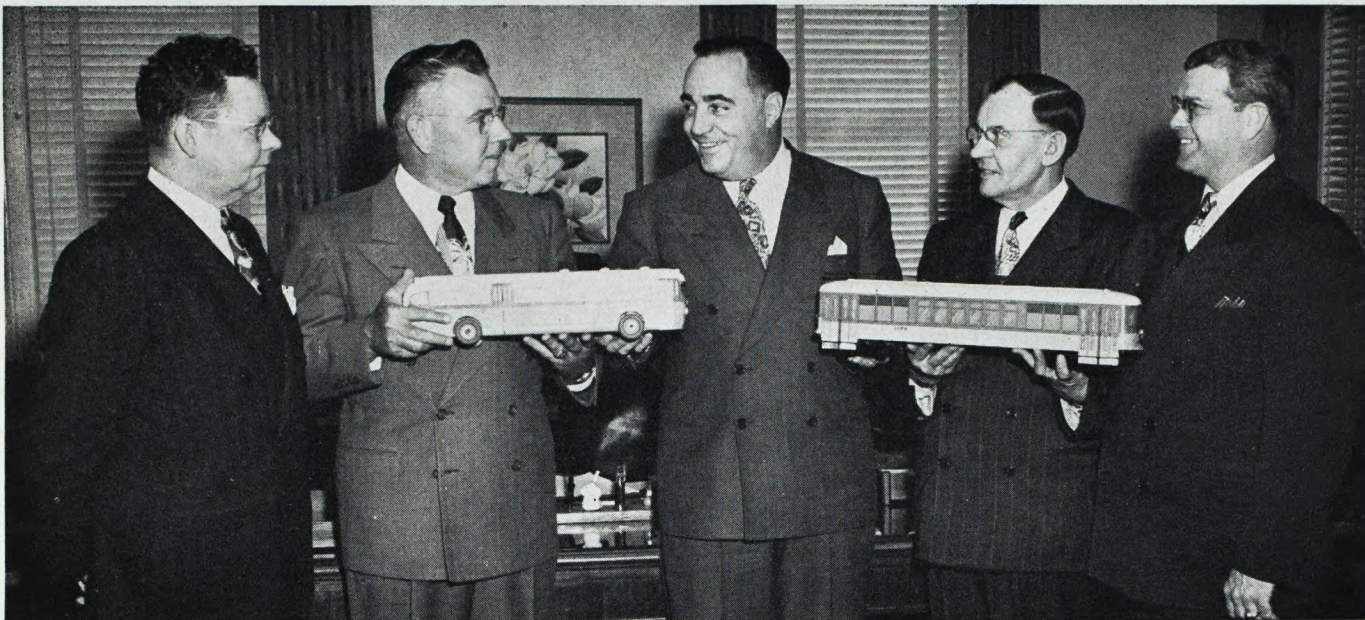
Reeves has been associated with the Los Angeles transit system for over twenty years, and his work in the Public Relations field not only gained for him a wide reputation throughout the west, but he is also recognized as a leader in that increasingly important phase, throughout the nation.

He began his career with the company counting telephone poles in the Electrical Department and his steady advancement to the position of Assistant to the General Manager was won by hard work and by the exercise of keen foresight and business intelligence.

All of his friends wish "The Master" success.

Miss Mary Elizabeth Hastings, associated with Reeves for a number of years, as his confidential assistant, resigned from the Los Angeles Transit Lines to accept a position with him in his new undertaking.

A DIVISION IS DIVIDED



• T. J. Manning, President, divides Division 5 in a formal ceremony held in his office, at which time the coach end of that division was placed in the hands of Albert J. Grant and the rail work to F. L. Ervin. Shown above are Cone T. Bass, Vice President, Grant, President Manning, Ervin and M. Edwin Wright, Superintendent of Transportation.

WHEN Division 5 was established back in 1913, it was far out in the country. It nestled quietly in the center of a cabbage patch. The Number 5 line was partially responsible for Division 5, inasmuch as it was deemed advisable in those days to build a carbarn close to that line and thus save deadhead mileage.

Division 5 has now been wrought into two parts; the newly created Division 6, which will operate all coaches out of that home base, and the old Division 5, which will hold its activities to rail movement.

The Division grew from a clearing in a cabbage patch to our largest division, with an operating personnel of approximately 900 employees. The superintendence of such a huge group is a task indeed. Frank Ervin should be highly commended for the job he has done.

From Division 5 there are seven rail lines: the F, S, V, 5, 7, 8, and 9. These lines will comprise the new Division 5 under the supervision of F. L. Ervin and his assistant, Harold F. Nelson. Coach lines 11, 18, 27, 42, 49, 50, 52, 54, 57, 60, 62, 66, 68, and special school buses will

comprise Division 6. This division will come under the command of Albert J. Grant and his assistant, Clarence A. Schulz. Division 5 will still remain the largest division in the system from the standpoint of the number of personnel and the lines operated, and the new Division 6 will be the smallest division until the next system shakeup, tentatively scheduled for late in the year. At that time there will be certain rerouting and extensions, which will result in possible changes at Division 6. Both will operate from the same train room, and all personnel will turn in to the same cashier. The only operating difference will be in the checking out of the runs, for separate extra boards will be maintained for each division.

Frank Ervin and Harold Nelson are well known, as they have held administrative positions for a number of years. Al Grant, the new superintendent of Division 6, was assistant to Superintendent Ray Corbett at Division 2. He began as a bus driver, served as a supervisor, then as a clerk, and then as a foreman. Clarence Schulz started at Five and became staff assistant to the Transportation Department.

C. A. Tengblad Appointed Director of Personnel

C. A. TENGBLAD was recently appointed as Director of Personnel, and in this position will have charge of the Personnel, Industrial Relations and Employment divisions of the company.

"Art" has made many, many friends about the property since coming here in July 1945, as Safety Engineer. Besides establishing a reputation in accident prevention throughout the nation, he has introduced on this property a method of giving safety awards to men operating 1, 2 and 3 years without accidents; a merchandise point system whereby operators purchase goods and valuables with their safety

records; he concentrated a campaign on blind accidents and revamped accident reports. All in all, he has made the Safety Department one of the most efficient operations in the company.

For many years prior to his joining this company he was associated with various National City Lines' properties located in the middle-west and south.

Tengblad is married. He has one son and a recently arrived granddaughter.

His hobbies include golf and bowling. Many of us are well acquainted with his prowess on the hardwood alleys.



• Foreman Austin Kilgore and Leadman Jack Ogden show J. T. Watts and J. E. McGinty a sample of damage as a result of vandalism.

Craftsmen in Comfort

Most important in building patronage is the attention paid to the riding comfort of the passenger. The smooth, safe operation of the vehicle, by a courteous driver, plus the care and maintenance of the vehicle by the mechanics, cleaners and shop crews, is the formula for successful transit service.

Shown here are specialists in softer seating, the upholsterers, who keep the car and coach seats in tip-top condition.

by Billy Pinder

IN the old days the man who watched over the seats of streetcars was a carpenter. Armed with a screw-driver, chisel and hammer he strode through the cars. A screw here, a new board there, a bit of sanding, or a touch of varnish was all the maintenance necessary. Of course, he kept a sharp look-out for splinters but other than that he didn't worry too much about the passenger's comfort.

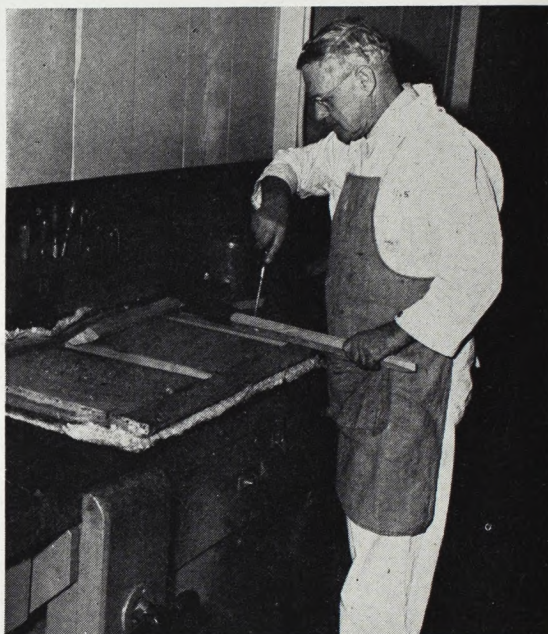
Today, things are different. A large department, manned by top-flight upholsterers watches carefully over the seating comfort of the patron. Day in and day out they repair and rebuild seats and cushions as fast as they become worn or damaged.

Every few thousand miles each car and coach rolls into the shops for a complete overhaul. This means that all seats, seat backs, and curtains must be renovated or replaced. They are taken out and stacked in one end of the Upholstery shop. There the leadman inspects them carefully segregating each into separate stacks.

Those that are worn, or damaged are torn down. Each part is sterilized; the hair and cotton taken out and investigation is made to see if the springs and edge wires are broken. All broken ones are tailed and fitted, then a new cover is made.

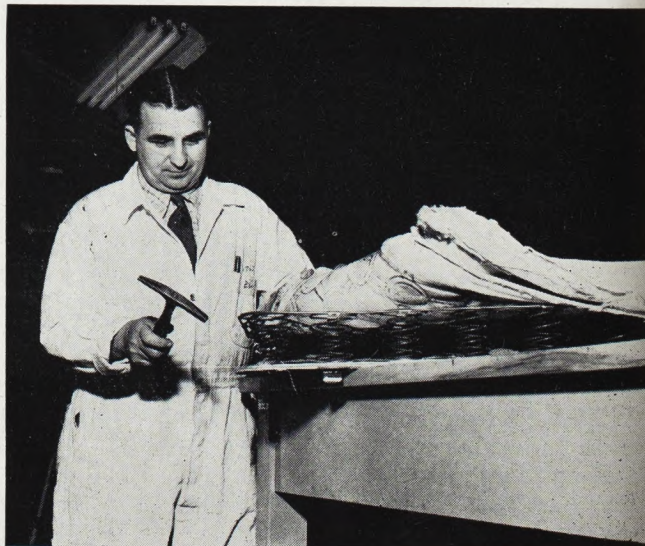
There are different kinds and sizes of seats and backs. Some are filled with cotton, hair and blue wadding, and in others Foam Rubber is used.

The "Backs" are carefully inspected for broken frames and if found broken, the part is taken out and a new one glued and fastened in place.



• Bill Smith makes "Strengthening Backs" his business.

• Everyday is Springtime for Billy Pinder.





• Al Carmichael, Billy Pinder, Bill Smith, Jack Klinroch, Ernie Frampton, Paul Gualtires, Carl Wise, Ralph Anderson, Johnny Pontrelli, Leo Rowan, Jack Ogden, Austin Kilgore, Jim Trull, all skilled craftsmen in our Upholstering Department.

Special attention is also paid to the rear seats on coaches, as the rear seat is placed on top of the motor and is constructed to be fire-proof, with asbestos covering and rock wool padding which is incombustible.

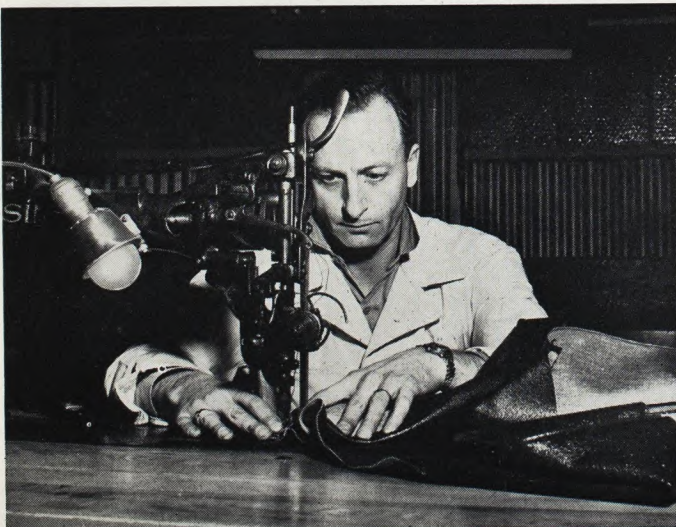
In all large cities, and ours is no exception, transportation companies experience a certain amount of outside vandalism. Seats are cut and ripped by unscrupulous riders, which amounts to an average of seventy per month. These seats are rushed through with a special tag and receive first attention.

Then comes the fast repair jobs. For instance, a street car or a coach comes in for a minor repair. Speed is essential. The leadman inspects all seats and backs that are in need of repair and gives instructions to the men to get them out as soon as possible, usually the same day.

Curtains (outside and inside) take lots of attention and are often impossible to repair. Usually it is necessary to make new ones, which are cut out on large tables. The company uses only first quality material, namely, Pantasote. Other items used are rollers, wires, ribs, pinch fixtures, rods and imported Holland linen from Scotland.

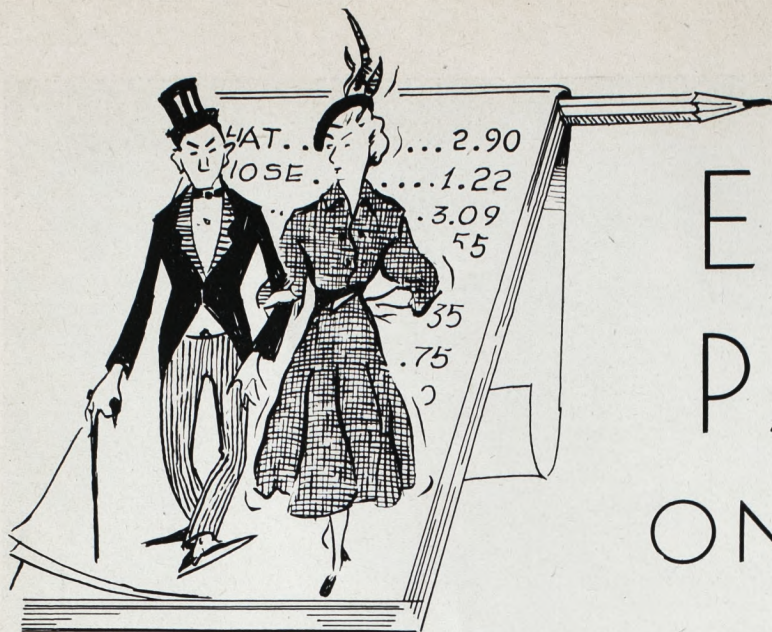
There are hundreds of miscellaneous jobs in the Upholstery Shop. Seats and backs are cut from leather which comes in 60 sq. ft. hides, in different colors, which gives you a good idea of the quantity of material that is handled. Other materials are used in making registration holders for all coaches, canvas bags, tarpaulins for all trucks and auto seat covers, office furniture and equipment, skirts for coach wheel housing seats, welder's jackets, puttees, blue safety flags, air ducts, etc.

• "A Dinger with a Singer" is Carl Wise.



• Ralph Anderson completes a smooth looking job.





EASTER PARADE ON A BUDGET

by Frances Ryan

SYNONYMOUS with Spring is the Easter Bonnet and there isn't an item in any girls outfit that adds to her Leap Year technique, that turns flirtatious eyes, and makes for gayety in conversation like the pertness of a new straw trimmed with bright colored taffeta ribbon or fresh looking Spring flowers. Or, for the more feminine, there is the "Bonnet-y Look" this season, made of felt trimmed and tied with velvet bows, and the "Little and tied on" charmer, with lots of veiling to be worn over the face, wrapped around the hat or tied in a bow. You don't have to go overboard in buying a new Easter hat . . . buy a simple number and add to it by using your own ingenuity . . . or, better still, make your own hat. Hats are saucy, yet simple, so they shouldn't be too costly.

SUITS . . . Are Wonderful

Because suits for Spring ARE wonderful, we believe it makes an ideal basic costume. This Season's styling offers so much versatility . . . three points are established despite the silhouette. Shoulders are narrower with less padding, whether the sleeves are set in or kimona. The trim jacket is short, and flattering; whittled waists neat and feminine. Skirts are ballet-long and swirling; hemlines stop at about 13 inches, a graceful and comfortable length.

There is variety aplenty in new suits.

The jacket and skirt scheme is such an important basic, and designers can be counted on for suits that have more traditional tailoring in them, and this Spring they do not desert narrow skirts altogether, though they do show more full skirts or use fullness in front and keep the back of skirts straight.



Select a fabric which is practical.

Why not a sheer light wool with a no-wrinkle reputation, in solid color to allow tricks of interchanging. Make an extra skirt to contrast with the jacket, so that you actually have two good suits.

If you are economically minded take a look at an old suit you may have in your wardrobe.

A good classic should not be tossed out if you can lengthen the skirt to feel comfortable in it, and you can generally apply a wide yoke at the waist and wear overblouses to conceal your lengthening device. It certainly isn't good business to discard a suit that's still in decent condition, and you owe it to your Vacation Savings Fund to look into every possibility before you abandon a garment you might be able to fix.



BLOUSES . . . A Major Investment!

The ones this year range from chiffon-fussy wispy things to the beautifully-tailored uncluttered designs. They are made for accessories . . . pearls, multi-colored beads, golden links, scarfs, pins . . . and feature tiny Peter Pan collars to those gorgeous wide and crisp pets of some of the designers. Pick



“THE LOOK” as it is simply called this Spring, can be achieved by budget-minded belles who find it a ‘must’ to economize, even though it takes some imagination and ingenuity. With a few Guideposts to a well-dressed Spring . . . and some tricks to run up by yourself . . . you, too, can have a costume most timely for Easter and all the days ahead.

blouses just as carefully as you would a suit .

A dainty filmy blouse, worn with your suit skirt over a plaid taffeta petticoat, made with a generous ruffle to make your full skirt whirl, makes a perfect dress for dates and is captivating with its lady-like charms.

Grooming Contributions

California models, always a barometer of what has clicked in high style, are so different looking from last Spring you scarcely recognize their familiar faces. The hair is changed; if it's not really short, it's pulled forward to cover ears and sleeked for a small head effect. Patted down the side or center back and brushed sideways is a pet way.



The “Botticelli mouth,” meaning a bow for the under as well as the upper lip, has really taken on. You outline your lips carefully to exaggerate the curves and then fill in, using the pinks and paler new shades of lipstick . . . very effective.

The latest nail polish idea and a growingly popular one, is pale polish with white moons and tips. Make a note of this for Spring . . . they're all basic in the Newest look!

The career girl who wants to look smart . . . but has to be smart about spending, too, is particularly accessory-wise. She has several pairs of gloves and white “always fashion-right” is her best choice. They go beautifully with the new pinks, grays, pale lavender, rich coppers, sand tones and greens . . . as well as with navy, which is said to be the color this Spring and Summer.

Accessories offer an excellent opportunity for economy. If you choose them wisely—with an eye to your wardrobe—you'll have many more outfits than you thought possible.

Million
Dollar
Look
Economical
tool!



If they are well selected, they will add the much desired “finished” look to your ensemble. On the other hand, if they are not carefully chosen, so that they harmonize with the remainder of the costume, they may mar the whole effect. Oftentimes distinction is lost by the use of too many accessories even though they harmonize. The idea is to know what to choose and when to stop. So, just remember that the over-dressed person is never the well-dressed person.

We don't sketch one, but we think another first-rate extra to treat yourself to is a stiff fabric handbag, built long and oval in the newest, smartest outline. Omit the hardware by gathering the top half of the long bag into an over-wrist handle with a ring that slides up when you want to get into the bag for something. This is a lined “dressmaker” that you'll love for dates or anything else that isn't strictly business.

For tripping the light fantastic, there's nothing like a nice looking pair of shoes. This year you'll see the delicate foot in shoes that are tapered and narrowed—also more closed toes. Black flat sandals for date wear; flats in leather and suede for walking and dress-up; high heeled ankle straps for after dark wear; Nude sandals for dress-up—with nothing more than a strap in front, and one in back; ballet slippers for lounging and dancing; mid-high heels in almost all styles.



Introducing Joseph E. McGinty . . .

Acting Superintendent of Maintenance

JOSEPH E. McGinty, the smiling Irishman, as he is called around the shops and barns, was made Acting Superintendent of Maintenance, upon the resignation of B. M. "Barney" Larrick.

"Mac" is young (just 33) for the tremendous task which has been placed upon his shoulders.

He was born near Junction City, Kansas, on a farm, but at the age of five years moved with his family to Chicago, Illinois, where he completed his education and began his career in

the Transportation industry.

His experience for six years with a large Trucking concern in Chicago, eight years with the Santa Fe Trailways System as Assistant Superintendent of their various divisions and finally Superintendent of their Los Angeles division, before joining the Los Angeles Transit Lines in April 1947, as Assistant to Operating Manager, qualifies him for his new position.

Although Mac insists that his success is due . . . not to what he knows, but to the fact that he can get along with people—'everybody is his friend.'

Virgil Venom

by Ray Matzenbacher

WELL, February, the month of the big wind, new schedules, and schedule checks is gone and March is upon us.

When it comes to finding news this month, it looks as if we still have that old look—a nice short column.

We still have two of our top Virgil men in the hospital. "Gabe" Miller is unable to have visitors, but Lou Methé would welcome any of the boys who might find time to drop by. Lou is at the St. Vincent's Hospital.

George Ormande is still "sweating out" the arrival of his twins. They are running late, and every time we pass George on the line, he looks a little more haggard.

Bonnie Krause of the Virgil timekeeper's office is back at work after a three months' leave; everyone is glad to see her back on the job.

John Kosarich, that salty sailor of the Silver Lake main line, has just returned from his vacation—haven't been able to find out if John went on a cruise with the Naval Reserve or just stayed home and rested up.

H. S. Dennis, in a hurry to get a 3300 out of the shop and out on the line, left a major portion of two fingers caught in the floor boards. Dennis, the next time you want to keep a hand in the operating department, just come on out and I will let you drive for me; it's much safer that way.

Pete Chapman is back on the Sunset-Olympic line after quite a period on the sick list; Pete had some major surgery done on both eyes.

Jack Stewart is sporting a new Chevy. Any day now we expect to see a picture of Jack in the paper captioned—"and Mr. Stewart of Burbank has switched to Chevrolet."

"Dewey" Whitlow returned to the shop after a month's sick leave, worked a couple of days, and immediately took his vacation. What's wrong there Dewey, you're not going soft on us are you?

Eugene Dent, also of the shop, spent his vacation moving into a new house out Santa Anita way. The way we heard it, Dent had to really hurry so he would be out there in time for the Derby and Handicap.

Frank Wilson, late of the Hyperion line and now in

the schedule department, is progressing right along on building up his figure; it is to the point now that sometimes he is mistaken for Jack Bahr or Dan Getchell.

The other day it was a shock to see Dick Sperry sitting cross-legged and Sphinx-like atop his car at Western and Olympic as he checked the Olympic line during the P.M. rush. The same day Herb Jackson was trying to run down three coaches that had slipped by Art Carano at Rimpau and Olympic.

Women's Club

by Mrs. J. F. McCormick, Press Chairman

THE Los Angeles Transit Lines Women's Club celebrated birthday anniversaries of members on Thursday, February 19, with a courtesy luncheon to all members, at which Mrs. L. B. Meek was hostess and Mesdames J. T. Watts, O. G. McDermith, H. E. Gasink and F. O. Rowbottom in charge of table decorations. The tables represented the four seasons.

The party planned by the President, Mrs. A. C. Stover, was voted a huge success. The beautifully decorated tables, the delicious luncheon, the original "jingle" by Mrs. J. F. McCormick, naming members and months of their anniversaries; the afternoon program by the vocal duo, Mr. and Mrs. Markey Nordahl, accompanied by Mrs. Lillian MacGowan, made one of the outstanding meetings of the year.

On March 4, "club talent" provided the afternoon program—a comedy, "The Goin' Round Committee" with Mrs. J. T. Watts and Mrs. A. H. Heineman appearing in the cast, and Mrs. J. F. McCormick, director. Mrs. C. M. Neal was hostess for a delightful luncheon.

Thursday, March 18, will be the eleventh celebration of the Club's founding. The Executive Board will be hostesses for the annual birthday luncheon, and the afternoon program will be contributed by Bill "Cheerio" Hoffman, musical funster.

Following a noon luncheon on April 1, Mrs. G. C. Parsons, program chairman, has arranged for Ralph Wade to speak on the subject of "Unemployment."

. . . . and Harry F. Alexander Superintendent of Employment

EFFECTIVE February 17, Harry F. Alexander assumed the duties of Superintendent of Employment of Los Angeles Transit Lines.

He is thirty-six years of age and was born in Lincoln, Illinois. Harry's father was in the newspaper business, publishing the Lincoln Evening Star, the major newspaper of that section.

In college Harry majored in Business Administration with the intention of getting away from the newspaper business.

Harry became associated with the American Express and the TWA in

San Francisco, as Assistant Traffic Manager, and worked in that capacity until he joined the Los Angeles Transit Lines. During the war he carried the rank of Lieutenant Colonel in the Air Force and saw most of his service in Europe with the 51st Troop Carrier Wing.

Alexander has been married eight years. He has two children; a six year old son, nicknamed "Sandy" and a daughter just eight weeks old who is hailed as "Toni."

Golf and bowling are his hobbies.



The Hillbilly Boys

by L. B. Meek

WELL, Division Three is taking on a "new look." The painters are busy around the place which gives some of the trainmen who are not working something different to watch. When they are through the 'Ole Plantation will certainly take on a look of Spring.

A lot of the boys are running sharp on "Spring Fever" these days. They shouldn't really be getting that malady until sometime in April. The boys who have been fortunate (?) to visit the Superintendent's office have noticed a couple of fishing poles standing in the corner. This certainly is not conducive to a cure for "Spring Fever."

Speaking of "Spring Fever," do you remember the war days when we had victory gardens all over the place and you had to walk out to get your car down a row of recently planted potatoes, beans, corn and succotash?

A few of the old fellows have recently retired from bucking traffic and pleasing people. They are happy in their new roles and we wish them many more years of contented laziness. Carl Judd is not going to rest as he has plenty of things to do in his spare time.

If you have seen Jerry Triboulet wandering around the Division as if he didn't know which way he was going—blame it on his new car. He recently bought a Studebaker. The car that looks as if it is coming and going at the same time. Jerry says his experience with the new Studebaker has given him an idea that all buses should be built in the same manner and the passengers wouldn't know which is the front end and some of them, after getting lost, might move to the rear. Maybe Jerry has something there.

There is also a rumor that the Pin Missers, the fastest team in the Bowling League of Division Three, has somehow had a shot of new life. They have won eleven of the last twelve games.

MEET LESTER (VOICES) LEVITT

LESTER is a newcomer to Division Three, but already he has become very well-known around the trainroom because of his ability as a ventriloquist.

He has brought quite a few laughs by throwing his voice into each corner of the place. Innocent trainmen have walked over to lift the trash can cover to release the cat they hear meowing. One of the clerks looked underneath the counter in a vain search for a squawking rooster, and even a siren has been heard emanating from the superintendent's domicile.

This fellow who does tricks with his larynx has been making it a hobby since he was eleven.

He has become proficient in imitating speeding automobiles as they take a curve on two wheels; police sirens; ambulance sirens and motorcycle cops, are his specialty. Chickens, cats and all types of animal voices, emanate from his throat. An airplace making a power dive and, right now, he is working on a jet plane.

We don't know to what extent ventriloquism can be used in the transportation business, and he never uses it to embarrass passengers on the line. However, there is a story that on his car recently he was pleading with the passengers—"All right folks, please step to the rear, please step to the rear," and a little voice at the back of the car said, "Come on back here folks, there are plenty of seats." The trick worked—the passengers walked back.

Veterans Club

by Larry Staten, Adj.

AT our regular monthly meeting held on February 10, we had about thirty five members in attendance and a wonderful time was enjoyed by all because of the surprise party given Commander L. H. Brugman by the Ladies of the Auxiliary. (Birthday party) (Age ?).

The Order of the Sword meeting was held on March 9, and all new members were present to ride the goat.

Comrade Ed Roche was taken to the hospital on January 31, but is now at home and gradually improving.

Commander L. H. Brugman entered the hospital on February 14, for an operation. He is at home now and recovering very well.

On February 6, new flags from the manufacturer, were received by the Club. These flags were purchased by the Los Angeles Transit Lines' management and we plan to hold the presentation ceremony at some later date.



● Sure you had the right-of-way, but who in Hades cares.

—Thanks to Fred Patton.

American Legion

by Tom Lowry

ON Tuesday, February 17, 1948, our Post along with the Don E. Brown Post, held a joint meeting to present the Victory Medal and the Medal of Service prior to Pearl Harbor, to some of the members of their Posts.

Members from the Los Angeles Transit Lines Post who received both medals were: Comrades Frank Horne and Thomas Lowry. The Victory Medal was received by Comrades Henry Foss, Alvin Bullock, Harold Nelson, John Samuel and P. J. Libutti.

The medals were presented to the Post members by high ranking officers from the Army, Navy and Marine Corps.

Splendid talks by Commander Billings and Commander Ted Stevenson, in presenting the awards, were outstanding.

After the meeting the members of both Posts and their guests enjoyed a grand party, which was held in the dining room.

American Legion Auxiliary

by Janice Billings

MEMBERS and guests enjoyed another get-together at the home of Evelyn and Larry Staten on February 28. The evening was devoted to card playing after which delicious refreshments were served.

Regular meetings were held the first and third Tuesdays at Patriotic Hall, 1816 S. Figueroa, with a good attendance at each meeting.

Wives, mothers, sisters and daughters of Post Members are invited to join the Auxiliary.

Streamliners

by "Win" Drake

IT'S a fact that all the boys were pepped up recently over the new transfers and zones. Stuff like that brings to mind operator Stuart Nahan who spent his days off around Division No. 4, giving helpful highlights on the transfer situation. Many newcomers assumed he was chief instructor or, at least, his assistant.

It could happen to you—perhaps it has . . . Vard Snaden is an adept street car man and has a knack of getting along with the public. He maintains a cool and calm dignity even in the face of most provocative situations. He wears a three-year Safety-Pin, like some of you, with Safety, Courtesy and Service as his daily affirmation. That is our motto, remember?

Vard was twelve minutes late and so were two of his leaders. There was a chubby little red-faced man jaywalking in the rush hour of the evening, attempting to board any of the three trolleys. The first two trolleys went through the intersection without stopping, but Vard brought his car to a safe stop as the signal went red. The little man stepping in the car, barked, "Why didn't that other car wait for me?" Vard has learned to be tactful, he calmly answered, "he was just obeying the traffic signal—you see it was green," and flashed a broad smile. The car was jammed to capacity and traffic was heavy. Whereupon, the little gentleman handed Vard a \$10.00 bill, "three tokens and a transfer, I am getting off at the next stop," he went on, "I had to get change for a package of cigarettes." Vard was saying to himself, "keep cool fool, fool keep cool."

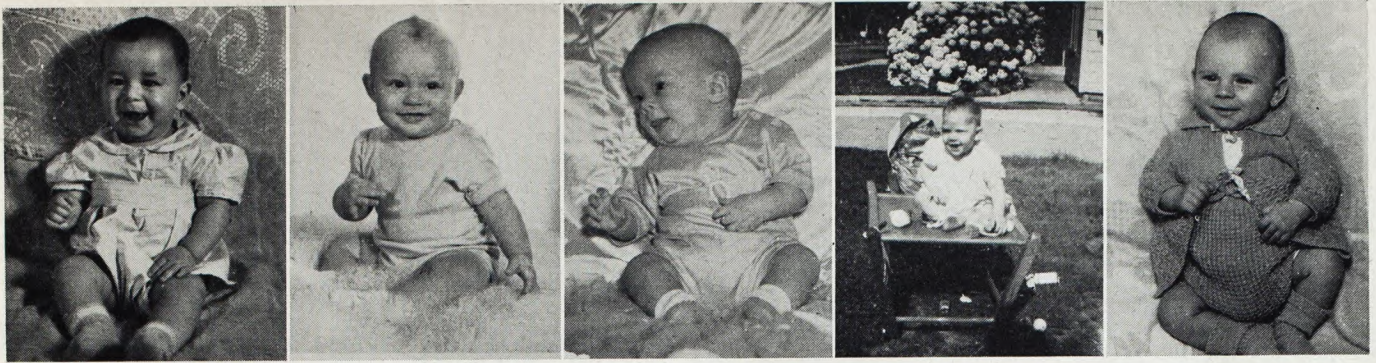
A wind that blows good for a change. While waiting to make relief one of the days Pico was tied up, I was shooting the breeze with B. L. Ivy, another Pico tourist. Much to my surprise I found he was making a hobby of writing manuscripts and has done articles for a number of papers and magazines all over the country. I immediately drafted him as another of my Gestapo for contributions to this column.

Louella Stauffer is going to supply rabbit for Division Four consumption. One night after leaving the east end of Pico, she noticed something like a piece of fur down behind the hand brake. She thought nothing of it until she had stopped at Cummings, when she noticed it move. Upon looking closer she found it was a wild rabbit cuddled up on the corner.

She decided, as long as it remained quiet, she would not bother it until they arrived at the west end. Much to her surprise when they reached the end of the line, she found it tame enough to pick up, so she left it in the custody of a waitress until her last trip when she took it home with her.

Now she tells me it has the run of the house. Its name? "Pico," of course.

Steve Cooper picked up the phone the other day and a



BRIGHT EYES

• In our Baby Brigade this month we proudly present: left, Julian Gonzales, son of Ignacio Gonzales, Mech. Div. 3. Walter Hoobler, 7 months old grandson of Flagman W. C. Honey. Brian Charles Olson, 4

months old son of Kenneth Olson of Vineyard. Sherry Jo Ann, just 15 months. Her dad is "Tony" Shaputis, Division 2. Last is Phillip Earl Collins, pride and joy of Paul Collins, also of Division 2.

voice said, "Is this Ray," Steve said, "No this is Cooper." The voice said, "Well, let me talk to the 'Gizmo' who marks up the board at No. 4." The surprised Mr. Cooper admitted that he marked the board at No. 4, but was not accustomed to the name "Gizmo."

Births for this year include Perry Warder, born on January 31, son of Mr. and Mrs. B. P. Bailey. An 8-lb. baby girl arrived at the Mr. and Mrs. Murphy Matteson's home. She put in an appearance at the Parkview Hospital and was named Sharron Ann.

The word around Div. 4 is that Ray Baudisch looks older recently. He doesn't really—it's only that he is now a Grandfather.

We here in the Division 4 building wish to extend our best wishes to "Billy" Greenwood of the Instruction Department, who has been on the sick list since January 3rd. Hope to see you back before this goes to press, Billy.

John H. Meiers retired on February 15, 1948. Enjoy yourself, John.

Between the cigarette and candy machines here at Division 4, is a Mail Box for TWO BELLS material. Just drop in your contributions with your name on it.

Retired Employes Association

by P. C. McNaughton, Secretary

AT our regular monthly meeting of the Retired Employes Association, we were entertained by Misses Mary Weaver and Althea Aleko, with a number of duets and solos. Mrs. Arva Richardson, Vocalist, and Mrs. Helen Olson, Accordionist, gave us several selections both vocal and instrumental, which we enjoyed very much.

Frank A. Freeman spoke to us for thirty minutes on issues of the present time and the prevailing general conditions. He is a very wonderful speaker and humorist. His talk was interesting and entertaining—the facts contained well worth knowing and remembering.

There were ninety-one present, which shows that our organization is still growing.

Our next meeting will be held Thursday afternoon, March 11, at 1:30 o'clock.

Lobby Lowdown

by Violet Leach

ORCHIDS go to the orchid growers, who are Marguerite and Frank Matheny. Their romance blossomed and they were married in 1931, while Frank was Assistant Manager of Personnel & Director of the Medical Division of our company.

About two and one-half years ago they became interested in raising orchids. Their hobby started with only two plants but they became so intrigued they have added several different types. They now have two hot houses and more than fifty varieties including the "Nun Orchid," the "Holy Ghost," "Dove Orchid," "Cattleyas," "Laelias," "Dendrobiums," "Vandas," "Cymbidiums" and others.

Frank says "Fate is funny." He was employed in Chicago, Illinois, from where he entered military service after Pearl Harbor. After five weeks duty he was shipped to the South Pacific where he spent two years in the tropical jungles where orchid plants could be had for the picking. Not until he was back in the U.S.A. did he purchase the plants he has become so actively interested in.

Marguerite is also very interested and enjoys watching for the appearance of new buds. Normally, it takes seven years for an orchid to bloom, but new methods have been developed and the time is shortened to about two or three years.

After reading about the Matheny's hobby we know it will not be necessary to make a trip to the jungles to see so many species of orchids.

During National Boy Scout Week, Scout Jimmy Fischer, found two small children approximately two and three years old, standing in front of his home. Upon investigation he discovered they were lost, so Jimmy and his mother took the children to the Police Station where they were united with frantic parents who, with the aid of the police, had been searching for their offspring, who had wandered more than two miles from their homes.

The proud father of this Scout is none other than our Clarence Fischer of the Auditing Department.

Our newcomer from Alabama in the Auditing Department is Jean Light.

Cupid has shot his arrow again. This time at Gloria



HAPPY FAMILY

• This L. A. T. L. family consists of Carl "Butch" Ebert, III, Carl Ebert, Jr., Mrs. Gertrude Ebert, and Phillip, 5 months old. Daddy Carl is at Division Two, and Supervisor Jack Carlin and his wife, Lillian, are the proud grandparents of Carl, III, and Phillip.

Mowry. She is engaged to Hal Webb. Congratulations!

Another birthday surprise and this time it was for Gladys Prather of the Auditing. The girls of this Department were waiting for Gladys in Chinatown. The party was given by Betty Jones and Cathy Hassett.

Ted Meyers, our smiling auditor, had a birthday on February 20. We wish you many more happy birthdays, Ted.

Eva Ance, our attractive elevator operator, celebrates her birthday on Valentine's Day. Her surprise party was given by her relatives when she returned from a shopping spree Saturday. Hearts go to our little Eva.

Helen Swallow is now secretary to L. C. Thompson at 16th Street. Surely miss you, Helen. Lots of luck in your new job!

We have another Hoosier on the elevator. Jo Ann Weiler from Indiana.

Have you noticed the nice bill fold Danny Crooks of the Auditing carries? He made it himself. He enjoys this hobby of making things out of leather.

Lee Bolt, brother of Arvin Bolt, our engineer, was married on Saturday, February 29, at the Tower Theatre in a unique ceremony—a "Leap Year stage wedding," to Miss Llewellyn Clark. Gifts were furnished to the couple by different companies, including a Honeymoon trip to Sun Valley, Idaho.

Good luck and best wishes to Lee and Llewellyn.

Joe W. Prutsman Made Director of Safety

JOE W. Prutsman, Supervisor of Safety, was recently appointed to the office of Director of Safety, vacated by C. A. Tengblad who became Director of Personnel.

Prutsman's background as trainman, together with his experience in the Safety Department for the past three years, makes him well qualified for this new position.

Joe is married and has three children—Loretta Mae, 14 years, Joseph William, 13 years, and Harry Charles, 6 years.

Car House Highlights

by H. K. Conacher

CAR House No. 1

Percy Marsh, Storekeeper, has returned to work after recovering from a serious illness. Glad to see you back, Percy.

Chas. Beck, relief Storekeeper, has been transferred back to S.P. Store. Thanks for your very efficient help, Charlie.

W. Hightower has returned from his vacation which was spent around home taking it easy.

Adolph Wolpers has been selected as Safety Man at this Division.

Harry Wescombe, Third Shift Foreman, was in charge of the Red Cross First Aid Station at the recent exhibition of the Freedom Train.

Leo Sherrill, Second Shift Foreman, has promised to bring back a bird from the Rifle Club Turkey Shoot. One thing we are sure of; he gets the bird if he doesn't.

Car House No. 3

Two of our men were passing out cigars last month announcing the glad news of additions to their families. Charles Calkins and wife, Rosemarie, welcomed Craig Robert, February 3. He weighed 8 lbs., 6 oz. On February 9, Michael Howe, weighing 7 lbs., 10 oz., was introduced to his parents, Marvin and Mildred Howe. Congratulations, to these happy people.

Oscar Lund and his brother Alfred, both on 2nd shift, are happy after seeing their Mother pass the crisis of a serious illness and now gradually recovering. She is 76 years old.

Robert Windsor, Mech. C, and George Levi, Laborer A, have transferred over from Division One. Welcome to our group.

The young daughter of Mark Cornellison has recovered from an operation for mastoid at a local hospital; but then his little boy contacted pneumonia, was taken to the hospital and latest reports are that he is recovering nicely.

Gerhardt Riedel has recovered from an operation for appendicitis and is back to work. George Rawson is back on the job after a sick spell.

Joseph Stock, Automotive mechanic, received the news that his brother, while attending their Mother's funeral in Wisconsin, suffered a heart attack during the services, and a few days later passed away. Jo flew East to attend



• Here is Andy Anderson, popular day janitor in the Transportation Department. Formerly leadman at Division 2.

his funeral. Sam Cohn lost three close relatives in one month, a sad experience. The gang extend their sympathy to these swell guys, and also to Earl Wetzler, our Superintendent, who lost his sister February 19th after a long illness.

Vacations are being enjoyed by Vaden Gravely, Frank Sanchez, William Carrigan, Anthony Pabst, John Howell, Homer Fisher, James Perry, Alex Baron and June Farmer. Jack Prosses will go to Arizona in March.

Charles Davis, after being with us a year has left to go into the contracting business, and George Anders left to join the Calif. Nash Agency as Service Dispatcher. George started in at Car House 1, later transferred to Dept. 18 of 16th St. Garage, then came to Division Three, where he was made Leadman of the 3rd shift, a total of 12 years' service. Morten "Swede" Culbranson has been promoted to Leadman, 3rd shift. Paul Davis has been advanced to General Foreman, Automotive.

Car House No. 4

We understand that Paul Brown who was transferred to Car House No. 5 as Leadman on first shift, recently bowled a 248 game; and we are all curious to know why it happens now.

Mike Salzarulo, Brakeman on third shift, has returned from his vacation which he enjoyed by just resting.

Ray Cronin, Storekeeper, has moved his family into their new home at Norwalk. Ray says it is a grand and glorious feeling.

Cliff Parker is the new Leadman on the first shift, replacing Paul Brown; and Bob White is Eric (Fix 'Em Up) Dahlholm's new working partner.

Under the very able instruction of Wheeler Ellis and George Smith, the classes on P.C.C. equipment are advancing rapidly and it is gratifying to see so many that are interested in fitting themselves for better jobs.

Car House No. 5

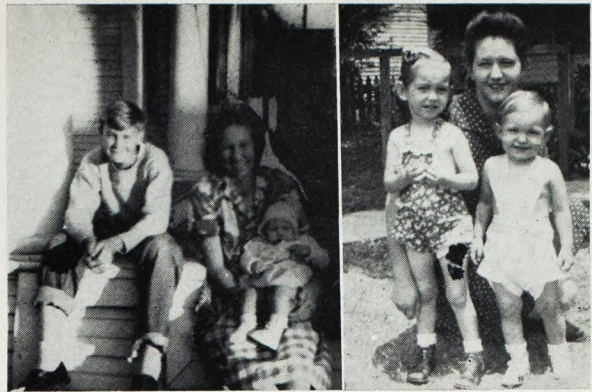
Welcome to Division Five Predennis Washington and A. Henry.

Everyone is happy to see Vi Powell back on the job.

Eloise Isbell was transferred to Division Three. Good luck to you, Eloise.

P. P. Marshall can tell you what not to do if your ear itches. Seems as though he was scratching his ear with a pencil and the eraser came off, inside the ear. Tommy Haw was all for blowing it out the other ear with an air hose, but we talked him out of it and took P. P. to the doctor. He recovered rapidly.

It is rumored that Ed Alfter's girl friend is here from Vancouver and wedding bells will ring in May.



FAMILY AFFAIRS

• Left: the family of Homer Porcher, Mechanic in Dept. 20, South Park. Dan, 15 years; Karen Sue, 9 months, and Mrs. Porcher. Right: the three Hayes. Norma age 4½ years, Robert (Butch) just 3, and the Mrs. C. E. Hayes operates out of Division 2.

South Park Diary

by Billy Pinder

TIS spring in jolly old Los Angeles again. Heads are gazing out of the windows, not looking at the blossoms on the trees either, no—it's the helicopter now. That darn thing comes by as regular as the sun. Always looks like it's going down hill, too, ever notice?

We hope the weather will be nice this Easter and give the ladies a break to show off their new hats, or reasonable facsimile thereof.

And for a pre-Easter showing, Tilly Fenell (Office) looks like an Easter model in a saucy pink hat, with a puff of white feathers and fluff atop of her dark glossy hairdo.

Linus Johnson is counting the days until the 1st of May, the opening of fishing season in this part of the country. He has not forgotten the 26 incher he caught on opening day a few years back. That fish made him the champion of the Shops and he is convinced that this year is his year to repeat.

We heard of the flying saucers again, and the latest is that one was spotted streaking across the heavens with the inscription 1948 on it. Congratulations to the quick-witted astronomers concerned for catching the license number.

If one should ask Louie Myers the time of day, probably the answer would sound something like "One inch apart" 'cause that boy spends every possible moment painting his picket fence. It looks very nice Louie.

Russell Woolf, and wife are spending a two weeks' vacation in their old stomping grounds, Castle Rock, Colorado.

Leap year is certainly rough on the girls as we hear, the famous theme—"One For All, and All For One." That is the motto of the Shops eligible bachelors, namely—Hank Williams, Al Oliveri, Paul Gualtieri, and Ernie Frampton, they report they are turning thumbs down on all leap year proposals.

Fred Ferrini has become one of the busiest men in the Shops, since he and Mrs. Ferrini welcomed little Vincent



FIRST GRANDSON

• Gregory Travis Heath is the first grandson for J. C. Laird, Division Five, and his wife, Hazel.



HAPPY CHAPPIES

• Denny Nash, the lad studying the fire hydrant is the one year old son of Charlotte Nash. The dog and the boy in the center both belong to Mr. and Mrs. Jimmy Schulz. Five year old Vernon Lacy, at right, is the son of Vern Lacy, South Park.

Augustino into the family. Papa Ferrini has been doing the necessary shopping. Need any help pa?

RIFLE CLUB TAKE NOTICE. Joe Manley, alias "Dead Eye" admitted the other day he shot a rabbit a half-mile away with a 22 rifle, but that was in Wyoming. In California Joe states you have to get closer on account of the haze.

Ollie Dryer, (The Lone Ranger) has a hobby he says will pay off one of these days. His hobby is mining. The latest report from the Assayer's office is very encouraging, says finding a little Silver, Platinum, and Gold, in one of the samples. Keep it up Ollie, you may strike it rich one of these days.

Russell Peterson reports he is going up the coast to Sacramento this month on his vacation; he wouldn't tell us what the attraction was up there.

Radcliffe Hope, is planning to take his family and motor down to see Grand Canyon.

Lee Dyer of the Purchasing Dept., is an artist par excellence. Lee's hobby is hand painting ties, so if you would like your neckpiece in style see Lee and he will paint anything your heart will desire, a very nice hobby, Lee.

Bill Cox got a tremendous "welcome back" on last month's shop programme when he showed the boys that his recent auto accident hadn't slowed him up any with his Violin playing. Nice going Bill.

CHARACTER OF THE MONTH

By his own admission he will tell you—he helped build the Panama Canal and helped Howard Hughes in his many projects. Orrel, or to us, the "Professor"—D.D.T., scoffed at by some of the less learned boys, and he can tell you when Wheat, Barley, and Corn—Corn that is, will go up or down in price, asked recently about the Stock Market, the Prof, scoffed at the talk of some of the less learned that the bottom would drop out, and as always he was right. His only Hobby is trying to win \$50,000 on the sweepstakes. Our hats are off to you Professor Orrel Rivers—a very remarkable man.

This is 30 for now, so be careful while driving, adios.

LAST MINUTE FLASHES

A baby girl (Sierra Inez) was born to Mr. and Mrs. Louis Donahoe, weight 4 lbs., 2 oz. The latest addition to the Donahoe house makes four boys and three girls. Congratulations! Louis works in the Winding Room.

What bride did not answer to her name the other morning when she was greeted by all of her co-workers?—Congratulations Betty, or should we say Mrs. Nelson.

Reports From Five

by Edna Benzink
pinch hitting for Ed Roche

YOUR regular scribe, Ed Roche, is off on the sick list, was in the hospital but is recuperating at home now, and making a good recovery. We understand he is just as anxious to get back to work as we are to have him, so hurry back, Ed, we miss you.

The stork has really been keeping busy around here, which explains all the buttons flying around the division. On January First David Mark was born to Mr. and Mrs. R. O. Casey. The Eleventh is the birthday of Karyn Leslie Williams, who calls Perry Williams and his wife "Mommy and Daddy." The R. E. Losey's had a daughter, Marsha Ann on the Fourteenth. Then Nancy Elizabeth Davidson made her entrance to the W. K. Davidson home the Twenty-fourth. On the Twenty-seventh, Terry Anthony Green arrived at the home of Mr. and Mrs. A. M. Green, and Lila Diane Etter has arrived at the home of Mr. and Mrs. Roy Etter.

Cupid, too, has made the rounds. A. J. Sybert went to Yuma and brought back Georgia Schroeder as his bride; G. Estes married Shirley Stewart the Tenth of January; J. J. Salazar was married to Henriette Andrade on the Seventeenth of January. On the twentieth J. W. Bond and Helena Wickeraad took the vows. . . . Superstition is taboo as far as O. L. Redding is concerned . . . Friday the Thirtieth of February was not only his birthday, but his wedding day as well. His Bride is the former Esther Newell. Congratulations to all of you newlyweds.

W. (Chris) Christiansen is in the Prescott Sanitarium in Whipple, Arizona and would like to hear from all of the boys. Get busy and drop him a line and say "hello."

Bill Dugger, former employee of Division Five passed away Feb. Third; the remains of L. M. Lininger, who was killed overseas, were sent back to the states and Memorial Services were held at the El Monte American Legion; A. A. Shoemaker passed away on the Eleventh of February. Our deepest sympathy is extended to the families and



CROWNED!

• King of Tiny Tots was title bestowed on Curtis Swanson, 19 months, at Glendale Festival. Granddad Swanson is Superintendent of Carhouse. 1.

friends.

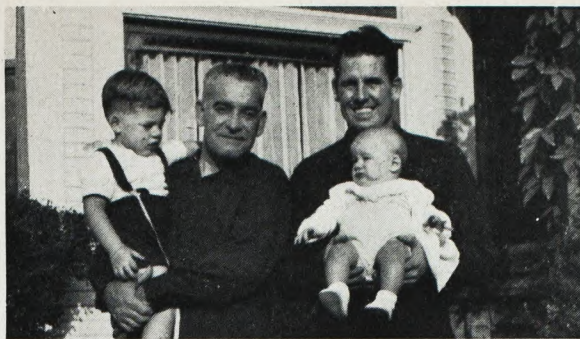
Helen Toloczko has resigned to resume family duties. She has a fine boy and used her safety points to buy him a bathinette.

Our safety meeting was held on the Fourteenth of February. One, two, and three year safety award pins were given out. An interesting talk and motion picture was given by the Los Angeles Police Traffic Department.

R. A. Swartz, G. N. Centoni, Joe Wear, Lois Tibio have returned from the sick list. W. A. Stephens, T. C. Strobel, S. A. Morrow, E. B. Steffenson, L. A. Smith, H. A. Brown, W. Watson, G. S. Mattern, W. T. Milligan, and G. C. Michaels are still on the sick list.

The fellows around here are really getting the safety award prizes . . . a little late for Christmas, but glad to get them anyhow. E. L. Anderson, C. W. Hannon, Harold Schlaf, P. J. Libutti, O. Ortega, Mark Casey, Lois Tibio, A. H. Tradup, and Marian Linn received Dormeyer mixers; G. E. toasters were received by J. W. Dickson, O. A. Palmer, C. L. Beaning, T. J. Kelly, and M. J. Weston; coffee makers were received by R. F. Martin, T. R. Brown, R. L. Pruitt, and C. E. Brown; C. Eiserman, J. P. Wendruck, H. Raines, P. H. Chapman, J. R. Moore, W. A. Stephens, A. E. Bliss, E. T. Thornton, and J. W. Parker received pressure cookers; irons were received by Marie Linn, W. Christiansen, H. Collins and J. W. Parker; G. Laird got Pepperrell sheets and pillow cases; O. Venturelli, E. R. Andress, and H. F. Kerbs, received their carpet sweepers; J. J. Hodges, J. McGhee—pen and pencil sets; F. A. Payrow and J. D. Franklin got fishing equipment; H. Collins and R. H. Kelly received Bendix radios; electric heaters—E. R. Andress, and J. W. May; C. J. Peterson—dinnerware; A. G. Trager—sandwich grill; W. M. Brown—Electri-Kraft kit; G. E. Mixer—H. D. Baker; door chimes—P. J. Caughron; L. H. Smith took home a Westinghouse automatic roaster; cooking utensil sets were received by A. Dimitri; ironing board, pad and cover by R. F. Marsh; and H. Chaney got his portable washing machine.

George Drinkwater, F. C. Ham, G. Jacobson, D. McCarthy, Pat McGorty, F. McQuish, V. L. Myers, M. H. Snyder, and H. Gant have joined the Special Roll group.



HUMBERGERS

• Four Humburgers pose for the camera. E. H. will have been with the company 25 years in June.

Bowling Shorts

by Paul Prutzman

THIS month finds the Bowling League rounding into the home stretch. We have six more weeks left in the season with the top teams in each league battling hard for first place and the coveted trophies that go to the winners.

In the No. 1 League, the "Shamrocks No. 1" are still holding their slim lead of three games with the "Diesel Kids" smoking along in second place. Tom Roberts, the genial captain of the "Kids," said all the members of his team have had their valves ground so from here on out—BEWARE! Walter Whiteside and his "Eager Beavers" are in third spot just a few games behind the leaders.

In the No. 2 League, the "Shamrocks No. 2" are in first place, but the "Pin Quins" are right behind them. The members of the "Pin Quins" team really deserve a lot of credit. The first half of the season found them running along in the lower half of the standings, but they stuck together and pulled themselves up by the proverbial bootstraps. They now have a very good chance of upsetting the leaders and taking over the top spot. The "Los Amigos" are in third place, and if Al Nagy can keep on mauling the maples the way he has been doing for the last few weeks, they should finish close to the top.

In the No. 3 League, the "Cross Overs" are in first place with the "Slack Brakes" occupying the place position. The "Slack Brakes" have been closing the gap on the leaders a little each week, and if Wally Weberg ever gets those "Brakes" adjusted just right anything can happen. The "Miss Outs" are in third place spot keeping the pressure on every week.

Paul Brown of the "Streamliners" was well on his way for a perfect game with seven strikes in a row when that nasty little termite, known as pressure, tripped him and caused him to miss. He ended with a 248 scratch game, which is strictly hot shot bowling.

Barney Rich of the "Diesel Kids" also had a good game started with seven in a row when another of the family of bowling termites ruined his string. His enemy was "Joe Split" who is known and feared by all bowlers. Barney had a nice 594 scratch which, with his handicap, gave him high series for the week.



GOOD SCOUT

• Reese Adams, son of O. C. Adams, Division 5, is an Eagle Scout with twenty-one merit badges.

Caller

THE growing popularity of the square dance has developed a new calling, for you cannot have a square dance without a caller. Norman Greenwood, Buyer, Purchasing Department, has become one of the most outstanding callers in this area.

This hobby keeps Norman busy two or three nights each week in various parts of the city. It all started by accident. Norman hadn't been to a square dance since his younger days in Massachusetts until he was invited to attend regular sessions at a city playground. One night the caller failed to show up. Norman stepped into his shoes and has been calling dances ever since.

There are hundreds of calls. It is said that the champion caller can keep his resonant voice going, like a tobacco auctioneer, for hours on end without using the same call twice.

The square dance caller is much like the conductor of an orchestra or the director of a radio program. The dancers follow his instructions, and it is necessary that each word be enunciated clearly and at the same time the tempo must be kept perfectly. One of the reasons for Greenwood's popularity is the fact that even beginners can follow his instructions.

Norman advises us that contrary to popular belief, square dancing is easy to learn. Although a certain amount of instruction is necessary, it can be had at any one of numerous city playgrounds.

Greenwood now has his own dance at the Inglewood Women's Club, Hillcrest and Redondo in Inglewood, the second and fourth Fridays of each month at 8:30. Instruction may be had at 7:45. He cordially invites you to attend at any time.

Dive for the Oyster is one of the most popular square dances but we'd advise you to know the dance before you go "diving." Here is Norman's call for this one:

First couple out to the couple on the right and circle four. Make that four hands once around

Dive for the oyster, dive.

Dig for the clam, now dig.

Dive for the sardine, take the whole can.

Four hands up and around you go. Around and around and do-cido. You'll never get to heaven if you don't do so. One more change and on you go. Lead to the next.

"Woo-woo, woo-woo, woo-woo, woo-woo," was the wording of a telegram written by Phyllis in a telegraph office. The clerk looked at it and said, "Is this a telegram?"

"Yes," said Phyllis.

"Well," said the clerk, "it's only eight words. Wouldn't you like to add two woo's and make it ten?"

"Of course not," said Phyllis. "That would make it sound silly."

Sour Grapes from Vineyard

by H. M. Young

ON Sunday nights the telephone in the Vineyard office is very busy because the extra men keep calling in to find out what their assignment is for Monday. The clerk answered one of these calls and the voice on the other end of the line said "This is Jack Stewart, what is my assignment for Monday?" The clerk thinking Chief Supervisor Jack Stewart was playing a joke on him tried to kid with the party on the other end of the line, but the party finally told the clerk that he was a brand new man and really wanted to find out what he was supposed to do Monday.

Lonnie Dodge was relieved on the line a few days ago when his wife called and said their 12 year old son was missing. Lonnie hurried home to find his wife weeping bitterly because she thought their son was kidnapped. Some neighbors told her they had overheard their son and some other boys were planning on running away to San Francisco. While they were deciding what to do next, the Los Angeles Police Department notified them that their offspring was in their custody. Lonnie and his wife hurriedly rushed to the Police Station to redeem their boy and learned what had really happened. Lonnie's boy, with some other boys in the neighborhood, were playing in an empty box car on a siding at Ramona Junction, and fell asleep in the car. While sleeping peacefully a switch engine hooked onto the box car and brought them to Los Angeles, where they were awakened by a policeman.

The new face in the Vineyard office happens to be the No. 2 man on the seniority list. He is none other than Francis Srack, who started to work for the Motor Coach in 1924. During the old "double deck" days, Francis was a familiar sight on the back platform of the Sunset Blvd. line, where he spent many happy years. As time passed on and the "double decks" passed into oblivion, Francis decided he would operate a single deck coach on the Crenshaw-Vine-LaBrea line, where he remained for several years. Now he is learning to be a clerk in the office and we wish him a lot of luck.

Division Superintendent Alvin C. Tieman was called to Texas, because of the illness of his mother. During his absence Chief Supervisor, Jack Stewart is Acting Division Superintendent.

Lee Daniels and wife are vacationing this week in San Diego and elsewhere, wherever the urge takes them.

John Costea was in the hospital for a few weeks having a tumor removed from his neck.

Clerks C. B. "Moon" Mullins and Boyd Morris, are on the sick list—we hope to see them around soon.

Clarence Good is noted for being very accurate in his turn-ins and the cashier never finds an error in his money. However, the other night, at the peak of the rush hour when every man was trying to get to the cash window to turn in his days receipts, Clarence sauntered up to the window, pushed his tray through, and made the remark "It's OK, you don't even have to count it," but the cashier ignored the remark, put the money in the machine, figured up his trip sheet and handed Clarence two dollars. Clarence was so surprised that his face turned red to find he had put two dollars of his own money on the tray. Better watch your dollars, Clarence.

VINEYARD MECHANICAL

Have you operators noticed the change around the garage lately? This past week it really has taken on a "new look."

Our sympathy "Red" Parenben, who was on the right side of a truck as it made a right turn.

Anyone wanting a good spray painting job on a car see "Bill" Fewell and his vacuum cleaner.

Charles Dummer recently returned from his vacation.

Jack Palmer is enjoying his two weeks of relaxation now.

Blow-Bys

by Tom Smalley

THE breezy month of March is here and speaking of wind I guess I had better get started on my column.

Tom Crouch recently purchased a 1921 Chevy for only \$100. As the Chevy needs a little fixing up Tom would be grateful if any of the boys have spare parts lying around that he could buy at a reasonable price.

Gerald Willer now back after his vacation learning to operate the piston grinder under the watchful eyes of Tom Watts, Homer Porcher and Mike Heman, the precision machine instructors of Dept. 20. Tom, Homer and Mike served their apprenticeship under Williams, Master Machinist. Williams is now serving as part time office worker in Dept. 20.

Joe Pietroforte and family are now living in their new home recently purchased by Joe.

Billy Adair bought a semi-finished house and is very busy these days putting on the finishing touches.

Joe Castro came to work the other day with a brand new style haircut. Joe said that he got it from a correspondence school barber who lost the last two courses in the mail.

Jack Haynes is strutting around in his tailor made coveralls, form fitting, too.

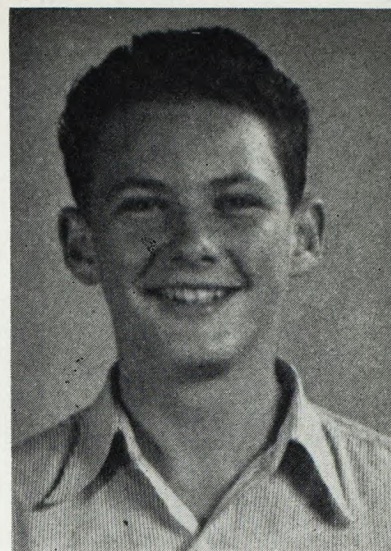
Ed Serabia back on the job after an accident that would have put a less rugged man down for a long time.

Chick Jackson has displayed an interest in the stores dept. Kardex System. When Chick returns from receiving parts he has a blissful expression on his face as if he is thinking. Ah! Spring is here, the birds, the bees, and stuff like that.

I have just discovered that our stellar welder Joe Crawford is very skilled as a jewelry repair man. Joe is very adept at resetting precious stones in gold and silver.

Norman Lane passed out the cigars the other day. Wonder what prompted this?

The man into whose past I have delved this month is Earland Hansen. Earl started to work for the Company in 1915, working in the South Park machine shop as machinist helper and tool room attendant, then in 1916 was put to work as a mechanic overhauling the Company trucks and autos. Among some of the cars Earl worked on were the old Crocker St. Hospital ambulance and the car of the late Howard Huntington. Then along came World War I. Earl joined the U. S. Armed Forces in March 1918 and was immediately sent overseas to France, then in July 1919 Earl came back to work at South Park as auto mechanic again. In 1920 he went to 16th St. when South Park garage was moved there. While there Earl worked on the old tower trucks and then the Company bought their first busses, four solid tired Reo's, then



HI DON

• Here's personality plus, in Donald Headlund. His dad is shop clerk at Division 5.

followed the Fageols, Morelands, Yellow Coaches, etc. He has worked on them all. Then when the garage was started at South Park in 1942, Earl came right along and he has been here since that time. He is the only original Dept. 20 man still here.

Earl and his wife, Blodwen, are happily married and are the proud owners of their own home in greater East Los Angeles. Earl is an assistant Scout Master. His hobby is photography and working on his 1915 Model T Ford.

"WET PAINT"

Dept. 11 has a brand new radio, the kind that Bing Crosby sells. R. E. Sanchez tells me that the only trouble is that each of the men want to listen to a different station, but that he beats them all to work in the morning and listens to his favorite Latin American program.

If you notice that Bill Skinner needs a shave these days don't say anything about it to him as he is a little touchy on the subject. It seems that Bill and his dog had a fight over his electric razor and the dog won. Well Bill, dogs like to look well groomed too.

I am told that Loyd Hoover teaches checkers a new way, he teaches you how *not* to win.

Bert Thomas was a pedestrian for a while. Bert says that while driving home the other night he had the misfortune to get in the way of a motorist who had partaken of the grape. Everything is O.K. now though.

Joe Wyndon and Joe Metoyer lay claim to the title of Champion Whist Players and take this medium to challenge any and all whist players who care to play them.

E. F. Johnston is on the sick list and in the hospital.

Harold Cass has been sporting some slick ties that look as if they had received a Transit Lines Automotive transfusion.

The monthly entertainment program was very good again this month and was ably represented by Oscar Nelson and Sam Clay of Dept. 11.

Again I say let's show the men and women who spend so much time and effort to bring us this program how much we enjoy and appreciate their efforts.

That's all for now.

I am worried about Jack Ogden our jovial upholsterer. Jack has a worried look on his face these days. I wonder if the fact that Norm Lane has been checking the floor space in Dept. 20 preparatory to moving some equipment has anything to do with the look. Come and see me Jack and I'll give you the low down.



LUCKY JIMMY

• Mrs. Jimmy Schulz when she heard that hubby was to become Assistant Superintendent at Division 6.

Transportation Transcripts

by C. A. (Jimmie) Schulz

SPRINGTIME and the wonderful balmy days with all the pretty blossoms certainly turn a young man's heart to love; and why shouldn't they—young men have reason to fancy pretty girls in all their new pastels and the new look of the "Gibson Girl." Cute, don't you think?

How many hearts may have skipped a beat on receipt of a Valentine from a bashful beau?—or who, from a suitor more enamored and bold, may have enjoyed a box of sweetened creams but would rather the suitor behold? Yes, men, forget the conventions of old; perk up and be spry, then take a better look at that girl you've been passing by.

Wedding bells rang out the joy of our little "Charm-er," Ruth Hill, who now answers to Mrs. Cousatte. She joined the ranks of wedded bliss on January 31, 1948; and wouldn't you know that all the little boys and girls who work with her helped contribute to that marital bliss by presenting her with a beautiful boudoir radio and a double length "St. Mary's" blanket, which goes to show you that the "Friendship Train" is still rollin' on. Have a look at that beauty with her handsome young gallant as they spear their luscious looking and highly decorated wedding cake.

Celeste Johnson, in the ticket office, is proudly sporting a new diamond and I wouldn't be at all surprised if I heard a faint tinkle of wedding bells arising with the sweet breath of the Spring flowers; and the lucky guy—John Caviness, operator from Division Four. Congratulations, you lovable people.

Mary Booth, George Goehler's new secretary, joined our family on February 6, and we hope to make her very happy here in her new home even though she did join us while we were busily engaged in dispelling the trials and tribulations that arise with the commodity we are attempting to sell to our public.

Lorraine M. Watts, also a newcomer, joined the communications on PAX and Information to disperse some of the high blood pressure that arises on the outside. Her seniority dates from February 20.

Wilfred Lippiatt, general passenger agent, from the building downtown has joined us in the Transportation

Department and is sharing an office with Eddie Loop, also a recent arrival, from the downtown building. However, Loop is retiring from the fertile field of transportation and Forkner, Assistant Chief Special Agent, will assume the added responsibility of accomplishing Eddie's former duties as well as his own.

Pretty Theresa Lowery came back to us on January 14, to proceed with schedule typing for that active crew of schedule makers who are so ably keeping us in business.

Robert King came to our employ to assist "Bill" Ellerbroek in the printing department with seniority as of January 26.

Verla Wall left us to await the arrival of the "Little Wall" that will fill the booties that Verla is dotting over. Good girl, Verla, and congratulation to you for better "Home-Making." Life would be about as dull as a poker game if everyone decided a "Full House" didn't beat the best "Pair."

Birthday plates in the month of February will include May Kleinman and Elsie M. Howard on the 1st and 26th respectively. Both girls work in PAX and Information and are very responsible these days for dissipating many of the grievances before they penetrate the wire curtain. "Andy" Anderson, of our janitorial service, merits the only other place on our February Birthday Parade and was born on the 6th.

May I say, here, that during my past year in the Transportation Department at Division Four I have accumulated a host of friends and acquaintances and have enjoyed my work thoroughly because of all the cooperation and consideration I received from the wonderful people around me. I shall have many fond memories to take with me to Div. Six, and I do appreciate all that Ed Wright and George Goehler have done for me in the way of providing the wonderful background and opportunity to look at transportation from the inside, with the guidance of the best heads in the industry. However, I shall not be completely severed from the department since I shall always read about you, and very voraciously so, in "Transportation Transcripts"—so in leaving, may I quote;

"Be yee gone and are yee went,
And leave poor I behind;
'Tis just cruel fate to be so blind,
As take yee gone and leave I hind.
It cannot was."

Now, let's all go fishin'.

Sincerely, "Jim"

• The new Mr. and Mrs. Cousatte. She was formerly the charming Ruth Hill. Transportation Department.



"Trolley Buzzes"

by Ronnie "Hoss" Mason

IN the Spring . . . a young man's fancy turns . . . or so say the poets. Though it isn't Spring yet, Cupid has been stalking around and finally his arrows have found a willing target in the person of Jimmie Ferry, who, to prove that he isn't superstitious, persuaded Miss Sherly Foley to change her name on Friday the 13th of last month. Later, came around asking if it was the custom to pass cigars on such occasions. Naive young man. . . . This kinda depletes our Bachelors Club. But on further inquiry, we find that there's a few altar-dodgers that need a little prompting. For example: Nelson Busswell, perennial bachelor, who is planning on spending his vacation in Iowa visiting relatives . . . Dennis Allen says that he spent his two weeks in fruitless search for a decoy to help him get some deductions on his Income Tax. . . . Also Bob Clenard who just the other night lost his one and only. Seems he was going home from work on his motor-bike and the car in front of him made a sudden turn. Bob, not being in on it, crashed right into it, making shambles of his only one and leaving him painfully bruised. . . . Then there is Bob Marsden, the Buena Vista Troubadour, who is making all kinds of plans for his first vacation. His car is all ready and his guns well oiled for that hunting trip he and his dad have planned on. . . . This department has become of age with the first "firsts" so far recorded: The first groom and the first Stork host. Ferry and H. Archer respectively. . . . Saaaaaay, come to think of it, I may be the first uncle. My sister, Juanita, has promised that come March. . . . Waiting for the East to thaw out are Dave Perlin and Murray Zthmary. Perlin goes to New York to visit his ailing father and Murray to Beantown (Boston), Mass. to get a haircut. His father-in-law owns a barber shop there. . . . Jack Goddard, two months away from Florida, has a good comparison to make on the climates of both States. He says that in Florida they give you all kinds of warnings when a hurricane is on its way and, naturally, one gets ready for it. But does California do anything about its earthquakes? I should say not.



MOVIE MATERIAL

• Joe Crawford, Welder, Department 20, is the proud father of this handsome young man, Chuck Crawford, 19.

PULCHRITUDE PLUS

• Rose Sheppard, 4½, is pride and joy of Eugene (Div. 3) and Juanita (Div. 5) Sheppard.



Nuts & Bolts

by Johnny Boyce

THE third shift has lost D. R. Yates to the Inspection crew on days. It's reported that he will soon be able to see in the daylight.

E. L. Schwartz is back with us again after a short bout with Virus X.

W. J. Andrews has returned to work being off for quite some time for an operation on his knee. Welcome back, Andy.

The other night every one was wondering why James Elridge was tired when he came to work, when he started home we found out—he had ridden his son's bicycle to work and was wondering if he would be able to make it home with it.

Mr. & Mrs. Morton S. Bisbee are the proud parents of a baby girl born February 2, 1948, weight 6 lbs. 12 oz. She was christened Kirsten Sue. Morton says that she looks just like him. (What a handicap she has to overcome.) Incidentally, where are the cigars for this occasion.

Fred L. Bader, better known to his friends as "Paul Revere" had an increase in his family, on Valentine's Day. We understand it was a little girl—Congratulations, Paul.

John McMillan raised his standard of living when he moved his office from the mezzanine to the upstairs office, "where the elite meet to eat." McMillan says quote "Burr" unquote.

We all wish to welcome Emily Barrye to the office of 16th Street Garage. Hope she lives through it with no ill effects.

The office of 16th Street Garage wishes to take this opportunity to thank Mrs. Smudge Trolley-Coach for the letter of appreciation we received from her. We sincerely hope she and her kittens are all doing fine.

Thumbnail Sketch:

This month I introduce you to Tom R. Roberts.

He is the genial jerk who will secure needed parts from the storeroom from any of the shifts as he worked them all holding the relief shift.

Tommy was born in Darwin, Lancashire, England in 1902 (old rascal isn't he) of which he remembers very little as he emigrated to the U.S. in 1907. Residing with his Aunt in San Bernardino where he went to school.

With good intentions Tommy once started to pay a visit to the country of his birth but little old Dan Cupid had other ideas and as a result he only got as far as Iowa where he fell in love with Miss Faye Nutting. They were married in 1925 and made their first home in Des Moines, then moved to Minnesota.

Moving to Los Angeles in 1940 Tommy worked for Miller Gasket Co. for some time, later entering the service of L.A.T.L. in 1946 as storeroom clerk.

Hobbies include Bowling, Baseball, Fishing and Swimming. Tommy is a popular member of the Diesel Kids bowling team.



TWO OF A KIND
 • Here's the twin daughters of Bud Banks, mechanic, Div. 5.

Once Overs from One

by Louis Patten

TRAINMAN Albert Frank is back with the L.A.T.L. three months. Stay with us, Albert, and good luck.

Who's the conductor that waves a red kerchief when his motorman manipulates the S turn on Hooper and 20th Street. If waving your crimson rag keeps those traffic lizards away from your door, it sure is a swell safety gesture.

P. H. Knudsen, who sprained his ankle stepping off a street car is back at work. Watch your step, P. H.

George O. Bluhm, his initials read "Gob" (sailor) was in the U. S. Navy, under Admiral Nimitz. George asked your scribe if TWO BELLS lists new employees. If any of you fellows see a good looking, polite young trainman, he is George O. "Gob" Bluhm.

Leonard M. Jackson, conductor on line "V," recently had Major General Williams of the Air Corps, ride on his street car. The General recognized Jackson, who at one time was a 2nd Louie under him. At the end of the line when Jackson had time, he and the General had a lot of fun chewin' the breeze.

The No. 3 line shake-up went into effect on February 29. The rumored system shake-up is still in the hush-hush stage, so far as the trainmen are concerned.

Trainman D. W. Schaidt turned "Cop" and held a robbery suspect for the LATL Special Agents. Good work, D. W.—Thanks for helping make Los Angeles a safe city in which to live.

Trainman Jack Landsman flashed three fifty dollar bills in my face the other night. "Is that for me?" I grinned. "No, it's for my father-in-law in Cleveland," Jack lamented. J. L. is going all out with sympathy and dough for his in-law, who is undergoing a serious operation. Keep your chin up, Jack.

Charlie Chapman, operator on line three, had Elmer Goetsch groggy the other night with questions of zones. Elmer is quite a teacher. With teamwork like that the Los Angeles Transit Lines is destined to get to the top of the transportation world.

Harry Crevison is the proud father of a bouncing boy. Governor Warren was right when he said "California is growing." Watch out New York!

"Hank" Hubert Henry is a commercial pilot and anticipates visiting his home in Iowa by plane. Watch out for them 'thar California peaks, Hank.

The golden Weber girls attend prizefights on Thursday nights at the St. Joseph's Church, Los Angeles Street and Twelfth. Is it the fights, or the fighters, that lure Jackie and Lee there. Your scribe is going to find out and tell.

Snafu from Two

by Bill Middleton

THAT good looking fellow, Paul Collins, was in the train room with a little bundle of joy that made Papa Collins' eyes shine. He was introducing his 5 months old son, Phillip Earl, to the gang. Sure 'tis a fine lad he is, too.

Our old friend and division clerk L. H. Brugmann went under the surgeons knife on Monday, February 16th but the grapevine has it that "Brugie" is doing fine and will be around again soon. As I heard it, this was a sort of delayed birthday present for him as his birthday was the 15th of February. Here's to a quick recovery!

It would appear that Dan Cupid has been doing a little business on the sly, but by doing a little probing I find that R. H. Howard was married to Gertrude Hamilton of Huntington Park at Madalines Wedding Chapel on January 1st. The happy couple are now living at 1108 E. 76th Place.

In introducing this very good friend of mine, may I say that I hope he is always on my side—for in this corner at 165 pounds is Sammy Ullo.

Our champ has close to 100 bouts to his credit and has really trained with some of the best. But, says Sammy, with a big grin, he has had some of his toughest fights as a bus driver and that his old punch 31 is still very effective. Believe me, I'd hate to have one of them laid on me, as I have seen this boy in action.

Sammy came to this property December 3, 1942 and is now trying to become a portrait artist. He really does some fine work and sometimes does as many as 10 portraits a week and for anyone who would like to sit still long enough. Here is to Sammy Ullo, a great fighter, a grand guy and last, but far from least, a good friend of many.

I said in the last issue that Kenny Newell was back on the sick list. Much to my regret, I am informed that he is back in the hospital again for more surgery. Get well, Kenny, we are pulling for you.

John Pool is one fellow that really believes you can take a fellow off the farm but, you can't take the farm from the boy. John says his 160 acre farm back in Nebraska is his ace in the hole. Johnny says, in his slow mid-western drawl, that he just plain likes the soil.

Charlie Beck that dashing fellow with the loud ties and suspenders is back in Division Two office after working as secretary to the Consultant and Traffic Manager. Welcome back Charlie!

THE PIONKE BOYS

• Daddy Leo Pionke of Vineyard balances Jimmy, 15 months, while Tom, 3 years, watches carefully.



Objectives Realized

GOALS have been attained for one woman and forty-two men who have recently retired from active duty with the Transit Lines. Margaret Phelps joined our company in March, 1926, and has been actively engaged in several different departments of the organization since that time. For the past three years the Industrial Relations Department has claimed her. Best wishes for many happy years ahead go to Margaret from her large group of friends and associates.

Congratulations also go to the following upon their many years of outstanding service and their fine record of loyalty.

- Sherman J. Beals, Supervisor, over 27 years
- Jasper H. Stanley, over 45 years
- Loring D. Gordon, over 29 years
- Louis Roberson, over 26 years
- Cline W. Beckner, over 28 years
- George H. Drinkwater, over 23 years
- Gustave C. Hansen, over 40 years
- Gustave Jacobson, over 31 years
- Carl V. Judd, over 30 years
- George M. Katzenberger, over 38 years
- D. McCarthy, over 29 years
- Peter McGroarty, over 28 years
- Frank McQuish, over 25 years
- Virgil L. Myers, over 28 years
- Charles E. Peregoy, over 35 years
- Maynard H. Snyder, over 28 years
- John H. Meiers, over 36 years
- Park C. Smith, over 28 years
- Howard Gant, over 36 years
- Charles R. Aker, over 27 years
- Pearl J. Bowsby, over 25 years
- Benjamin S. Head, over 28 years
- Hardin Howard, over 28 years
- James E. Kennedy, over 25 years
- Oscar J. Lamm, over 29 years
- Charles W. Lentz, over 27 years
- Edward E. Loop, Supervisor of Service, over 24 years
- Forrest Lyle, over 26 years
- Albert F. Miller, over 36 years
- Homer Raines, over 28 years
- Edward K. Urban, over 44 years
- Joseph W. Votaw, over 29 years
- James B. Woodland, over 21 years
- Frances I. Flynn, over 35 years
- Joseph W. Tuberdyck, Supervisor, over 21 years

LADIES OF FASHION

• The three little ladies in fancy fashion are: Jay Laverne Gale, just three, and her sister Ramona Gale, 5 years. Daughters of Wes Gale, South Park. The third is Dolores Hoegeman, 4½ years, daughter of Harry Hoegeman, 16th Street Garage.



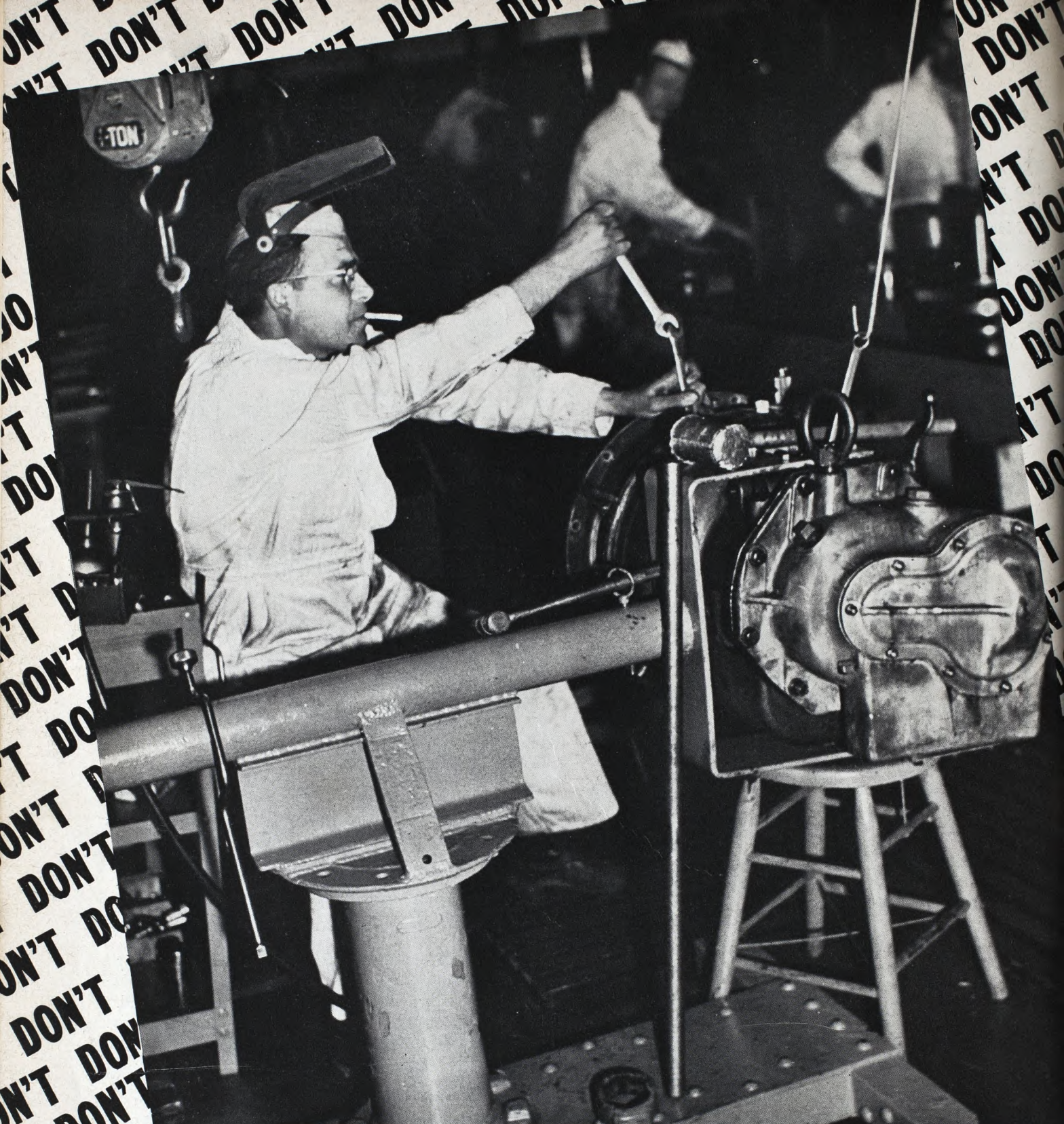
LOOK, DRIVER, WHY DO YOU KEEP STARING AT ME? YOU SAW ME PUT A TOKEN IN THE FAREBOX.

- Willie D. Smiley, over 25 years
- Frank A. Bruner, Superintendent, Mechanical Dept., over 23 years
- Willie D. Taylor, over 21 years
- Roscoe V. Kirkwood, over 21 years
- Fred Barnes, over 41 years
- Pedro Rubalcaba, over 37 years

How Many Don'ts?

YOUR Editors studied the back picture and here are some of the Don'ts we find. Can you see any more?

- Don't look away from your work even if a photographer is around.
- Don't leave lead hammers lying around. The other guy may be barefooted.
- Don't use your box wrench for an extension of any kind.
- Don't let tools or work be a picket fence.
- Don't be a Fire Bug by smoking on the job in the shop.
- Don't put your hammer where it will fall on your foot.
- Don't rest pinch bars against your work. They have been known to cause accidents.
- Don't rest your work on a stool. Stools are made to sit on.
- Don't use 2 wrenches when the proper one will do the job.
- Don't have hooks near your HEAD. You're not a fish.
- Don't make a trapeze artist out of your tool box.
- Don't leave spout of oil can sticking out where it will sting you.
- Don't hang your wrenches any old place. Keep them in your tool box.
- Don't let the air hose fence you in.
- Don't use your face shield for a sun visor.
- Don't leave the cover of your gas can open, even if you are done with it.
- Don't do your work in a cramped position. Stand erect.
- Don't forget the glass in your glasses is not shatter-proof.



HOW MANY DON'T'S

In the above picture we try to show how NOT to repair a motor. Look it over carefully; see how many things are wrong; see how many don'ts you can find, then turn to Page 23 and check our list to see if we have missed any. If we have you might drop us a note. The fellow doing the job so very wrong is Vern Lacy.