



**TWO BELLS**

OCTOBER  
NOVEMBER  
1948

# THANKS FOR THE HARMONY

*by T. J. Manning, President*

**T**O me a transit organization is like the motor on which a plane depends for flight. The motor must purr evenly and continuously or the plane's flight becomes unsmooth and finally stops. Every working part must synchronize with every other working part and the whole must roar as a unit.

An organization as complex as ours would indeed be an unwieldy Goliath were it not for the complete harmony between all members of the Company. Harmony is the keynote when operational problems are discussed at Executive Staff meetings. It is apparent in the records of each and every department—proof the department functions as a unit. Harmony is evident in the trainrooms, the garages and everywhere that men and women of the Los Angeles Transit Lines chance to meet. The public becomes aware of it by the attitude and spirit of the man at the controls of the coaches and cars.

There have been, during my year with the Los Angeles Transit Lines, a number of operational problems, which is only natural in our business, and each problem has been solved in turn—solved by the members of the company working in unison and harmony. There were harmonious labor negotiations. These were followed by arbitration proceedings which awarded to the men substantial hourly wage increase together with a Pension Fund Plan. There have been differences of opinions on various issues. For instance, during the negotiations there were those who felt that the forty hour week limited their earning power. A vote was taken and these employes accepted the rule of the majority and the issue of a longer work week lies dormant.

The continuing increase in the prices we must pay for everything necessary to the operation of a transit system is a dark cloud on the horizon; a continued threat to the financial structure of the company. This threat is greater because the entire organization has been cut to the bone in operational and administrative costs. Very few, if any, further economies can be introduced, for every department of the organization has eliminated waste motion in their effort toward efficiency.

It has been necessary to apply for two fare increases within the past two years to offset these rising costs. However, we do not like to raise fares because we might price ourselves out of business. We would rather attempt to build business by bringing more riders on to our vehicles and right now considerable concentration is being brought to bear upon those methods for developing new business.

We intend to cooperate with civic groups bent on bringing patronage into their areas. One outstanding example was a recent program when we aided the Downtown Merchants with their Monday night opening plan. We aided in the publicity and gave the best of service for evening shoppers.

After December 5, we will have added 665 new vehicles on to the streets of Los Angeles since the end of the war. This modernization program gives Los Angeles one of the finest surface transportation systems in the world. Our problem now is to convince the public of this fact. Enticing patronage is done through advertising and the best advertisement is a pleasant, courteous ride for the patron we wish to impress. The "Glad to have you Aboard" attitude being shown to our patrons by the operators at the present time is most heart warming. I cannot help but feel that every man and woman within the organization realizes the fact that each one of us has a public relations job to do and each one is doing it.

My first twelve months, as an employe of the Los Angeles Transit Lines, have been most enjoyable because I have been treated with complete fairness and have received the utmost loyalty from my fellow employes. I am pleased with this spirit of willingness to do a good job; the cooperation which is evidenced continually and the good fellowship which reflects harmony.

I am most thankful for the harmony.

# THE MAN AT THE CONTROLS



**N**OVEMBER marks the anniversary of a year's leadership by Timothy J. Manning, President of the Los Angeles Transit Lines. November, also brings Armistice Day, so it is apropos in the issue that we talk of "Tim" Manning, both as a soldier and a President.

He began his transit career as a bus driver in Omaha, Nebraska in 1924, and he climbed through the various promotions with the Union Pacific until he became General Manager of the Omaha division. He left there to form the Manning Transportation Company, which later merged with Pacific City Lines, Inc.

The war interrupted his transportation career when he joined the U.S. Air Force as a captain in 1942; in December 1942, he was promoted to Lieutenant Colonel and in November, 1943, he became a Colonel. One year later he was promoted to Brigadier General. After the war he returned to the United States but still holds his commission as Brigadier General in the U.S. Air Force reserve.

The men of the Fifty-First Troop Carrier Wing called him "General Tim." This was a battle seasoned outfit that performed the longest paratroop flight ever attempted, from England to Oran. That performance was later exceeded in another spectacular flight under command of Manning during the invasion of France when every man made two complete flights in one day, first carrying paratroopers and later towing gliders.

In Northern Italy the wing received a highly prized citation from a Partisan leader who said, "We were hungry, and Manning brought us food. We were cold, and he brought us clothing. He brought us guns and ammunition and even mules to carry our heavy guns." Another citation received by his wing in Southern France read: "They have performed operations of such great importance and of such widely diversified nature, and in such volume as to be far beyond the call of duty."

The General's decorations include the Legion of Merit, Silver Star, Distinguished Flying Cross, Bronze Star and the Air Medal. He received the Legion of Merit for the operation of 296 troop carriers and gliders in the invasion of Southern France, the DFC for aiding in the rescue of an airman downed in the Mediterranean, but

the Bronze Star was won under conditions that proved the General's versatility, for it was won not in the air but on a motorcycle on which Manning led a convoy of gasoline trucks through an "impossible" back road to an airport where grounded Navy planes were awaiting fuel.

Tim Manning's luck throughout the war was legendary and it held good until he left to return home. His return home was made in the same plane that had carried him safely throughout the war, but while crossing the Atlantic the motor conked out 1600 miles from Trinidad making a sad soldier throw overboard a collection of souvenirs that represented every tangible evidence of his air force career.

"General Tim" leads the Los Angeles Transit Lines in the battle of Broadway as successfully as he led his wing in the invasion of France. The fact that all departments work in complete harmony and that the job gets done quickly and efficiently is a tribute to his ability at organization. He has the knack of giving a man a job and leaving him to do it. Because of his dynamic personality his friends are legion, and his years of experience make it possible for him to make quick, direct decisions for he knows the transit business from the driver's seat to the desk of the president.

His humanitarian qualities and an insight into his character can be seen by glancing back at the recent labor negotiations and the fact that during the first year under his direction a pension fund plan for the employees was developed.

The security and happiness of his employees is his first thought.

Many improvements in the operational services have been made this past year under the direction of "General Tim" and we can expect improvement in the future; for soon after coming to Los Angeles Mr. Manning purchased a home and moved to the City of The Angels. He has a wife and a married daughter who is also a resident of Los Angeles.

Mr. Manning seems fully as happy to be associated with us as we are to have him and we can move forward into a second year under his leadership, confident that this man at the controls knows how to operate.

# IT'S SUPER!



**T**HE Super Streamliner is a triumph in engineering achievement. It is a product of years of research, countless man-hours of experimentation, and the untold wealth of engineering knowledge and initiative.

Although it is a far cry from the first PCC delivered in 1936, it still carries the same name, "President's Conference Car." A car developed at the request of the President's of various railways who demanded an ideal street car for surface transportation.

Smooth, quiet riding in the Super Streamliner has been achieved by the use of springs largely composed of rubber, and wheels with rubber cushions. Multi-notch electric control—100 graduations on the controller instead of

the old time 8—allows smooth and fast acceleration and dynamic braking. Additional braking is provided by four electro-magnetic brakes each of which is drawn against the rails with a force of 12,000 lbs. pressure.

Forty of these cars have been received by the Los Angeles Transit Lines and are now in operation doing streamlined duty mainly on the "P" line. The passengers acclaim them. They acclaim the low steps treaded with non-slip material; the windows which are easy-opening, non-jam type, and the standee windows which allows passengers the convenience of identifying stops with "no stoop, no squint, no squat." The passengers approve of the stainless steel window casings that blend with the ultra modern appearance of the interior of this attractive vehicle. One of the most noticeable improvements is the arrangement of windows so that there is a full window for every seat.

Forced air is another feature of the Super Streamliners. Fresh air is drawn in through the roof and is carried to all parts of the car. This improves ventilation and is a development of the constant research conducted to make the PCC car the car of the future.

The first Super Streamliner to arrive in Los Angeles received a tremendous ovation. It was introduced to the

• Janis Paige feeds the Mayor from the buffet luncheon served from table in rear of the Super Streamliner on its premier luncheon tour.



• Janis Paige christens the All Electric car with charged water as David Blumberg, President, and K Chas. Bean, Chief Engineer and General Manager of the Board of Public Utilities & Transportation, lock on.



public in a novel manner. A buffet luncheon was set up in the rear of the car and city officials, together with the press and radio representatives toured the town while they ate their luncheon. Janis Paige, Warner Bros. star of "One Sunday Afternoon" acted as hostess during the entire trip. Not a single drop of coffee was spilled because of the smooth operation of the vehicle, which was piloted by Milton J. Thomason.

Because it was an all-electric car, it was christened with charged water by Janis Paige and Mayor Fletcher E. Bowron. The tour was recorded and broadcast nation-wide over Mutual Don Lee Newsreel.

The new cars have greater seating comfort. That, too, is pleasing to our patrons. The seats are deep, soft and form fitting, and tailored to the figure. Great care was taken to provide ample knee room and foot rests have been introduced. Under the windows arm rests are provided for greater comfort.

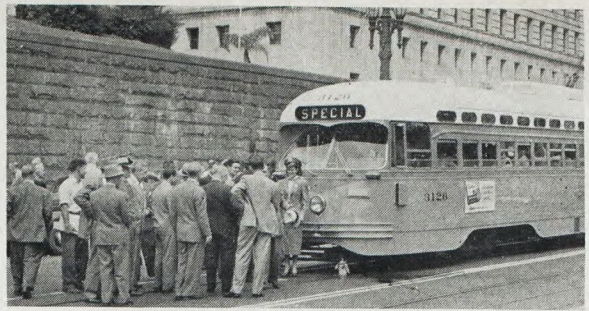
The new car has windows which divide slightly below the center with only the top portion allowed to open. This window is opened by means of a crank.

Much attention has been given to the operator's seat, which is completely adjustable, and the controls are handy. The recessed windshield does much to eliminate the glare. An ingenious arrangement of mirrors allows the operator to keep his eyes on all doors.

Illumination of the new car brings home reading comfort to the passengers. A high intensity of light at reading level is cast by especially designed lights. This light is evenly distributed throughout the car. When the doors open, the ground adjacent receives illumination from the car lighting, reducing contrast and providing additional safety for passengers alighting at night. On the exterior, automobile type headlights and braking lights are used, with dash lights to illuminate the front of the car.

Yes, the Super Streamliner is here. Another step in our program of bringing the best in transportation to Los Angeles.

• Stanley M. Lanham, Director of Planning, Los Angeles Transit Lines, demonstrates the ease of window opening to William Hibbard, Transportation Engineer, and Arthur F. Ager, Senior Transportation Engineer, of the Board of Public Utilities & Transportation.

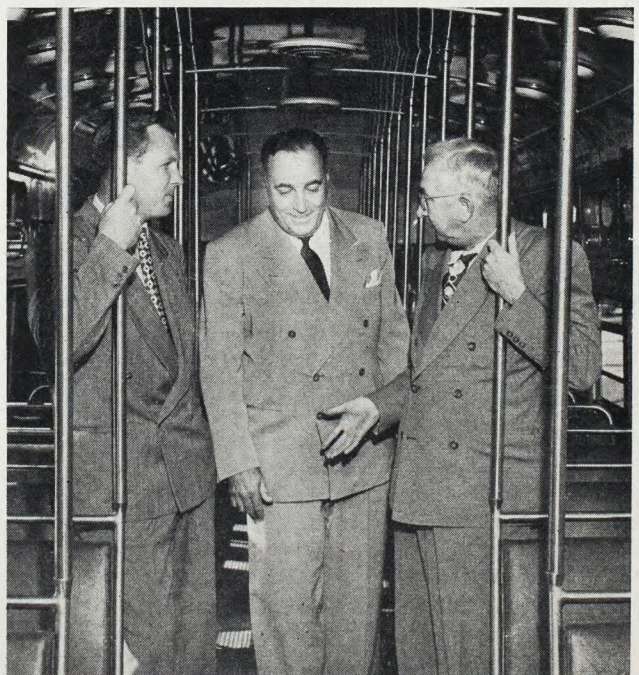


• Crowd at Inaugural ceremonies.

• Councilman Davies helps Janis Paige with her luncheon while Councilmen Allen, Davenport and Hahn, look on.



• T. J. Manning, President of the Los Angeles Transit Lines, demonstrates the wide aisles of the Super Streamliner, which allow freedom of movement. Manning is shown in the center with J. E. McGinty, Supt. of Maintenance, on the left, and J. T. Watts, General Supt. of Railway Equipment, on the right.





● **AROUND THE EIGHT BALL** sits a portion of the cast of one Press Conference broadcast. Diana Bixby, soon to fly around the world on a solo trip, tells reporters her plans. From left to right the reporters are Paul Calvert and Jack Cravens. Stanley M. Lanham, Director of Planning, and Phil Garrison, Moderator of Press Conference popping questions to the young flyer.

**T**WENTY-SIX weeks of continuous broadcasts under the sponsorship of the Los Angeles Transit Lines, has made Press Conference one of the most popular programs on the Pacific Coast.

# AROUND THE 8-BALL

Broadcast from the lounge of the Greater Los Angeles Press Club each Thursday night, this program has brought to the listeners a galaxy of famous people in the news.

Recent stars on the program have been Eddie Bracken, Mae West, Nelson Pringle, Fred Beck, Matt Weinstock, Diana Bixby and many others. Phil Garrison, Assistant Managing Editor of the Daily News, has acted as moderator and Jim McNamara, Television expert at KLAC, together with Frank LaTourette, News Editor of KECA, have taken turns at producing the show.

For an evening with the reporters who cover the stories of the day, tune in KECA, every Thursday night, 8:30 to 9:00.

## The Big Move

by M. Edwin Wright, General Superintendent

**S**UNDAY, December 5, 1948, will be moving day on the Los Angeles Transit Lines for, at that time, the biggest change in personnel between divisions in the history of the Company will take place, when approximately 500 employees will change divisions or types of operation on December 5th.

To illustrate how far reaching this change is, our No. 1 man in seniority, the employee entitled to wear Badge No. 1, who has been a conductor for many years on Line "5" working out of Division No. 3, elected to work a motor coach run, and bid Run 6101 on Verdugo Road. This employee is Mr. A. C. Stover, and we wonder whether it was his desire to work on one of the new 6600 type coaches, or whether he has captured some of the enthusiasm of the motor coach employees operating at No. 3.

The major changes in the shake-up were centered around the conversion of Line "B" to the trolley coach. For some time we have been watching our Electrical Department string the 11.5 route miles of overhead that will supply the electrical power to move the coaches on our new Brooklyn-Hooper Line "2." This line, with its trolley coaches, will give faster and more comfortable transportation direct to downtown Los Angeles from the City Terrace area that now only has rush hour direct service, and will replace the older type street cars on the "B" Line.

At the same time, the Evergreen Shuttle Line No. 30 will be cut back to Brooklyn and Evergreen, and will operate only between Whittier & Euclid and Brooklyn & Evergreen.

Of major importance is the change of the "5" Line operation from two-man to one-man. This change was necessary inasmuch as the major part of the line is already op-

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## S M. Haskins Dies

Brief Illness Fatal to Former President of Los Angeles Railway Corp., Who Was 76



Samuel Moody Haskins, one of the outstanding attorneys in the West, died recently after a brief illness at his home, 354 S. Kingsley Drive. He was 76.

Mr. Haskins was president of the Los Angeles Railway Corp. from 1932 to 1936. He was associated with the law firm now known as Gibson, Dunn and Crutcher since 1903, becoming a senior member in 1931.

He was a director of the Los Angeles Transit Lines, the Security-First National Bank of Los Angeles, the Pacific Mutual Life Insurance Co. and a member of the Stock Exchange Club.

Born in Salt Lake City, he lived in Los Angeles since 1887. His father the late Rev. Thomas W. Haskins, was one of the first Episcopal clergymen here.

Mr. Haskins was elected a director of the State Chamber of Commerce in 1934 and later was its first vice-president.

He was president of the California Club for four terms, during which time the present clubhouse was financed and built.

He also was both president of the University of California Alumni Association and regent of the university in 1930-32.

He leaves his widow, Mrs. Elisa Bonsall Haskins, whom he married in 1902; three children, Samuel M. Haskins, Jr., Mrs. Robert F. Niven and Mrs. Frederick S. Farr.



• Transit Lines bowlers line up for the cameraman at the beginning of the season. From left to right they are D. Schultz, R. Johnson, T. Phillips, F. Lampley, R. Eally, T. Roberts, W. C. Rogers, R. Bacon, Gordon, R. Milliard, W. Carl, C. Smith, A. Jacques, T. Thompson and Wally Weberg.

## Bowling Season Opens

by C. A. Tengblad

**T**HE winter bowling season of the Los Angeles Transit Lines employes got off to a big start in September. For this season the bowlers have been divided into three groups. Eight teams are bowling at the Sunset-Logan Recreation Alleys, fourteen at the Trojan Recreation Center, and eight at the Broadway Bowling Academy. All teams will bowl on Thursday night, advantageous in that it will not necessitate part of the league starting at a late hour, which situation occurs when two leagues bowl at the same alleys.

Walter Weberg is in charge of the group bowling at the Trojan Recreation Center, Frank Matzner has the Sunset-Logan Group, and Joseph Breyak heads the Broadway Bowling Academy group.

At the end of the season there will no doubt be a play-off for the championship of the three leagues.

The bowling scores to date indicate that there are going to be some extremely high averages among the players, and the competition is keen.

The bowlers are looking forward to a very successful season.

## Women's Club

by Mrs. J. T. Watts, Press Chairman

**G**REAT preparations are being made for the Autumn Festival (welfare party), Saturday, November 13—4:30 to 10:30 p.m. Mrs. O. G. McDermith is general chairman; Mrs. B. E. Timbs, country store; Mrs. S. Ashworth, grab bag; Mrs. C. C. Ficklin, dining room. There will also be games and entertainment.

In spite of the hot day, there was a good attendance at the Oct. 7 meeting. Mrs. E. K. Urban was luncheon hostess and served an excellent meal. The speaker, Dr. Florence Keller, held her audience's attention by her vivid description of, and experiences in, New Zealand.

At the October 21 meeting the Drama section, under the direction of Mrs. J. F. McCormick, presented the comedy "Station W-H-Y." The chorus was directed by Mrs. O. G. McDermith; Mrs. John Corsen at the piano.

Mrs. M. A. Thomas acted as hostess at the noon luncheon October 28. Mrs. A. J. Ploeger was card party hostess.

At the November 4 meeting Mrs. G. C. Parsons was luncheon hostess. The speaker was Mrs. W. F. Gromme.

Most of the members have returned from their vacations.

Mrs. C. A. Mackey and husband visited Lake Louise, Banff and Calgary.

Mr. and Mrs. C. C. Ficklin motored to Kansas City, Mo., to visit some relatives.

Mrs. S. Ashworth was fortunate enough to be invited on a nice long motor trip, as far east as New York.

Mr. and Mrs. Clade and daughter motored through 33 states; also up into Canada.

Had a post card from Mrs. Berrell in which she stated she and husband were enjoying the beautiful scenery in and about Colorado Springs.

Si and Mrs. Watts and grandson, Gary, had a delightful vacation in Alaska.

Mr. and Mrs. Carl Thun visited the old mining town of Virginia City.

Mrs. Kimble was the guest of some San Diego friends.

Mrs. Daisy Gasink is enjoying an extended stay with friends and relatives in Nebraska.

Mrs. M. J. Krazar was called back to Chicago because of her brother's death; is staying on to attend a grandson's wedding.

Did you hear about the vacationer who inquired about the room reservation for himself, wife and grandchild (13 years old). "Oh, yes," replied the clerk, "your rooms are reserved, but we will send up later the crib for the grandchild."

That is all for today.

# Meet Some Members of the Courtesy Club



• S. L. Jensen

Gentlemen:

On the N line there is an operator whose number is 1638, S. L. Jensen, and I think he deserves a courtesy pin.

He is very courteous to his passengers and helps elderly people on and off the car as well as people who are physically handicapped, that is, blind or crippled.

I've noticed that any question a person asks him he is very courteous in his reply,

not snippy as some operators are and I've ridden with several. I've watched him as people have gotten on or off the car and he is not the least bit discourteous.

There is one lady who rides his car about the same time I catch it. She has a brace on her leg and he always helps her, and the minute she is on the car he tells her "take my stool." In other words the word Courtesy comes first.

I've ridden with several operators when I've been out and he is about the most courteous one I've seen so I think he deserves a courtesy pin.

As for operating the car he is not the least bit reckless and when he comes to a stop if you are standing you are not jerked and just about lose your balance and fall down.

If anyone really deserves a pin he does as he practices what courtesy is.

Miss Louise Wolfe

Dear Sir:

I am a nurse and did ride the "V" car. Each day, when I got on the car, I had quite a tussel with my purse, as the hinge was broken. The conductor on the car noticed and said, "why don't your husband fix that for you?"

Upon hearing my answer that my husband had been killed recently he said, "take all the valuables out of your purse and I'll take it home and fix it for you." He gave me his name and the time

that the car reached my corner, wrote it down on paper, took my purse with my address in it. That was the last time I saw him, I missed the car for two mornings, and when I caught the car, he was gone. The reason I never saw him again, he was changed to the "5" line.

A few days later, this conductor made a special trip to my house. I wasn't home, but he left the purse, good as new.

Yesterday, I was on the "9" car and saw a "Weekly Topics" on the seat. I picked it up and saw a letter about a courtesy pin. Right then and there I saw my chance to show my appreciation, so I say please give Mr. M. J. Quiring a courtesy pin, and polish it up before he gets it. If he has one, golly, give him another.

Mrs. Beulah Owens

**T**HE success of the Courtesy Club is the talk of the town. Each day sees more members, and the Courtesy pins are now proudly worn by hundreds of operators.

Here are a few members of the Courtesy Club, chosen at random, by the letters which nominated them for membership.

Gentlemen:

I have a recommendation to make in line with your Courtesy Club organization. The operator is R. R. Derifield, No. 3253.

While living in Hermosa Beach, I find it necessary to come to Los Angeles each day to care for my small nephew, 20 months of age. I also bring my son with me, 26 months of age.

Upon one occasion I had to make a trip to downtown Los Angeles. As my sister's home is in the Manchester-Normandie area I took the Manchester coach to Figueroa, then the Figueroa coach to Pershing Square.

I had looked forward to this trip with little happiness, for two small boys are not the best trained people in the world. However, I was most pleasantly surprised when your Operator Derifield not only made my trip easier but also allowed me to enjoy it to some extent.

He helped me on and off the coach, thereby speeding things up for other passengers. He called points of interest and created a form of recreation for the boys by doing so. He created an air of friendliness in the coach by his attitude to all of his passengers and thus bettered the situation for me; how can anyone in an aura like that be irritated by a small boy's high spirits and many questions?

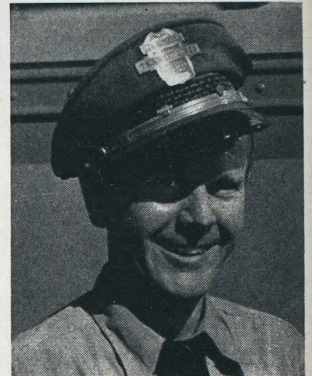
Please give Operator Derifield a Courtesy pin for me and accept my congratulations for a well planned Courtesy program. It seems to be working well.

Mrs. Ruth Mastropieri

Dear Sirs:

I would like to commend one of your bus drivers. I operate a motel in Long Beach and know how difficult it is at times to deal with the public. Last week I had occasion to ride with operator No. 110 and I want you to know that it is a pleasure to see someone who obviously enjoys his work thereby creating a friendly atmosphere throughout the entire bus.

Mrs. D. Webster



• R. R. Derifield



• M. J. Quiring



• C. E. Grace





• R. Bustamante

and leave someone, who was running to get to the car.

Dear Sirs:

I wish to call attention to one of your car motormen, No. 2266, R. Bustamante. My sister and I were riding on his car and we noticed how courteous he was to all and especially to the older people. Instead of sitting still and watching them struggle to get on and off the car, he would reach out and help them. And one could see how pleased they were. We never saw him start the car and leave someone, who was running to get to the car.  
Miss Kate Whitnack



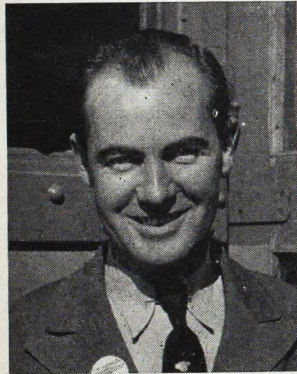
• C. H. Milligan

Dear Mr. Healy:

I am writing in regards to Mr. C. H. Milligan, Motorman on Line No. 3, Central Ave. line who's badge number is No. 1075.

Quite often I ride the No. 3 line and I notice the courtesy of this Motorman, how he calls the streets and transfer points, drives his trolley very carefully and is kind to everyone. I think he should wear a courtesy button.

Rev. G. Mitchell



• E. B. Neufisher

Gentlemen:

My wife and I have been travelling on your Normandie Avenue buses ever since inauguration of the service.

It behooves us, therefore, to extend our gratitude to those drivers whose courtesy toward the aged and blind has been extremely noticeable, especially by one whose number is 708, E. B. Neufisher.

We have never heard him say an unkind word to anyone but always a helpful suggestion to those who know not the way and rules of Bus Transportation.

Wm. H. Butcher

Gentlemen:

May I compliment you on the courtesy of your drivers in general, and particularly of Driver No. 3302, T. G. Cumberford, who, until recently drove the bus on the No. 11 Line leaving Rampart Boulevard at 7:32 A.M., which I take to go to work at the State Department of Social Welfare.

This driver's unfailing courtesy and helpfulness were

appreciated especially because of my being handicapped by brace and cane, resulting in difficulty in getting around on buses under the best of circumstances. The courtesy of Driver No. 3302 made this difficulty much less burdensome, and I should like to take this means of thanking him.

Mrs. Marjorie Hayden

Dear Sir:

In regard to the courtesy program you are promoting among your workers, I would like to strongly recommend No. 2098; H. N. Caress, a man who runs the "J" car.

Over a period of months I have been very much pleased by his courteous attitude and alertness. I am glad for this opportunity of doing him justice.

Let him become a charter member of the Courtesy Club.



• H. N. Caress

Thank you.

Ruth E. Huff

Dear Sirs:

I would like to recommend the bus driver on the Verdugo Line, Larry Staten, No. 254, for your Courtesy Club. I have a small baby and he never fails to help me on or off the bus if I have a lot of groceries, or packages, even if he has to leave his seat to do it.

I have never seen him in a bad humor yet. It's a pleasure to ride with him.

I would really like to see him get this recognition, as all of us in the Sagamore Park area think he's tops.

Marian S. Frizzell



• L. Staten

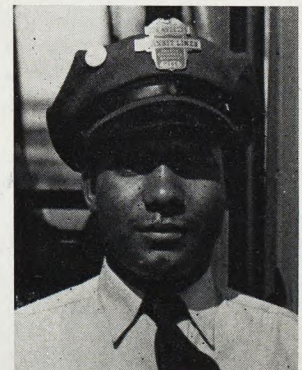
Gentlemen:

I wish to compliment Operator W. S. A. Weary, No. 2485, of the "J" line. I have never before had the pleasure of riding with such an efficient operator.

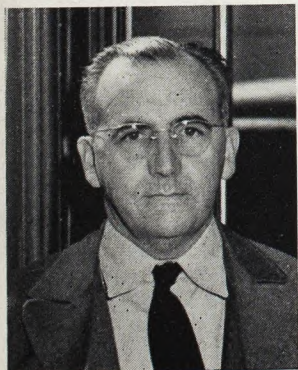
I sat in front on the right-hand side of the car where I could see all his actions. I didn't sit there intentionally; I just happened to, when I entered at Jefferson and Vermont Avenues. I rode to Broadway and Seventh and I had the opportunity to sit and marvel.

He seems to have the ability to see everything at once. I have never before seen anything like it. I could also see him in the mirror; his eyes are watching everything. He sees traffic to the left, to the right, in front, and at times even to the right rear.

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• W. S. A. Weary



• T. G. Cumberford



• D. J. Sullivan, Radio Technician, makes a call from a mobile unit.

# Air Time Is Your Time

**Y**OU probably never hear station KITF unless you work in a supervisory capacity with an automobile carrying a mobile unit, but this station, which is on the air 24 hours a day, has a great deal to do with saving time for you.

When you have an incident on the street, such as a delay or perhaps an accident, a call to the dispatcher quickly brings aid. Your predicament is broadcast the moment you call it in and a smooth working radio unit moves with high speed efficiency.

The dispatcher keeps in constant touch with the trouble trucks and the supervisors. If the delay on your line necessitates other cars being diverted around it your call will be followed by a diversion. If it is a stalled car or truck on your track the emergency truck will clear it in a very few moments.

First, alarms are received in the dispatchers office and, when any alarm comes in, the location is noted. If it is on any of our lines, by radio, we dispatch crews to handle the situation.

Station KITF has grown since its first installation. It occupies the main position in the dispatchers office above the switchboard and it is an interesting sight to watch the dispatchers answering telephone calls while the radio is blaring at the same time. You wonder if they are paying any attention, until you notice that they pick up the transmitter and converse with the mobile units.

These dispatchers are people who actually do three or four things at one time. They know every foot of the system. They know your position and they know the time it takes a vehicle to reach your position. They can picture an actual condition out on the streets.

The Dispatcher's Office operates under the control of A. H. Warren and this nerve center of the transit system has seven men working full time. C. H. Coxhead is first in seniority and has been a dispatcher since 1929. However, he did go back on the lines as a supervisor for a short period a few years ago. Second in seniority is L. F. O'Hare, who also left the Dispatcher's Office for a sojourn as Superintendent at Division 1, but he also returned to his first love, dispatching. Following in seniority are:



• A view of the Dispatchers' office showing radio equipment. Dispatchers C. E. Carlson, D. J. Sullivan, in center at radio dial, and Dispatcher C. H. Coxhead in the foreground.

W. H. Morgan, J. J. Redding, H. A. Redmond, W. P. Eunson and C. E. Carlson.

Supervisors, emergency trucks and mechanical trucks are stationed in various sections of the city and dispatchers always attempt to dispatch the vehicles to situations in their own areas.

Every call which comes in is carefully recorded and these reports are routed to the departments designated to handle the case. Mechanical failures are given to the Mechanical Department; delays to the supervisors; lost children or misbehaving intoxicated persons to the special agents, and problems involving transportation to the Division for investigation.

There are really two stations. KITF, main station and KRKS, the mobile units, of which there are 45 now operating. Most of the calls to the stations are given in code and if you are listening you will hear a voice say "KRKS to KITF, 102." KITF will answer also in code number and add any information which is necessary.

All operators of mobile units and stations-units must have licenses approved by the Federal Communications Commission.

The main station operates under 250 watts, while the mobile units are equipped with 30 and 60 watt transmitters. The main station can be heard as far south as Capistrano.

The Main Station is located in the Main Building, which has a tall antenna on top; however, it is remotely controlled at Division Four in the Dispatchers office. A relay station was constructed on Mt. Washington which boosts messages into the hill country to the north and north-east overcoming certain dead spots.

There is also a receiver located on Palm Loop in Huntington Park which feeds by telephone into Division Four. This means that our mobile units broadcasting in the area can be heard by the Dispatchers.

KITF broadcasts on a frequency modulation system. This is similar to that used on television.

When two mobile units broadcast at the same time the stronger unit takes complete control of the frequency modulation waves and the weaker unit is not heard. This is a strange feature of frequency modulation. Of course, when two units broadcast simultaneously they quickly dis-

cover which one is the stronger and the weaker awaits its turn.

There is a remote control receiver located in the radio shop at Sixteenth St. which is used for monitoring all calls. In other words, the radio experts check the mobile units by the messages coming in. This saves considerable time in repairing and servicing the units as they can tell by strength of the unit over this receiver when anything needs adjusting.

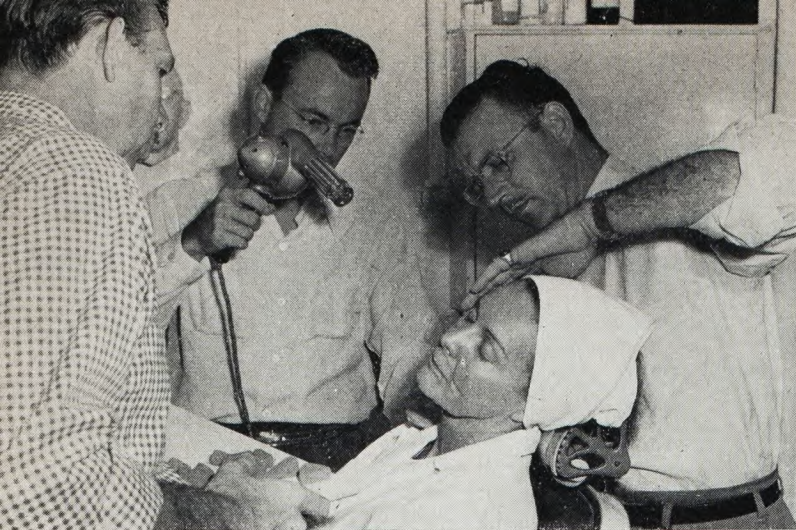
A frequency check is made on all mobile units every six months, at which time they are tuned and tested. All equipment is General Electric and the radio technician in charge is D. J. Sullivan. He reports to Leland Dye, Superintendent of Electrical Equipment.

Sullivan tells us that the biggest problem they have is static created by Diathermy machines. These machines, especially the old type, create havoc with the frequency modulation waves. However, the new apparatus which Doctors, Osteopaths and Chiropractors are installing are very carefully shielded with lead so they do not interfere with FM broadcasting. Diathermy machines are impossible to track down; however, the treatments given are of short duration so that the Dispatchers and others listening just sit and suffer until the waves clear up.

In any emergency, remember, air time is your time.

• Upper left: D. J. Sullivan, Radio Technician in charge, tests the radio units in the rear of the car while J. H. Prickett and W. P. Stuart look on. Upper right: John Snyder makes adjustments on the radio unit in the emergency truck. Bottom: A few of the Supervisors' cars line up at 16th Street for a photograph. These are all mobile radio units.





• Ben Nye adds the make-up to Madeline Carroll, which adds thirty years in two hours.

**T**HE art of make-up is one of the oldest known to mankind, or rather to womankind. Down through the ages since the Cave Man when a maiden stroked her hair with a broken palm frond to attract the attentions of a gentleman in leopard skin, make-up has been most important. Cleopatra was probably the greatest beautician in history. Her make-up art was the talk of all Egypt for she was truly a master.

But we'd like to introduce to you a make-up master of modern times, Ben Nye, head of make-up at Twentieth Century-Fox Film Corporation. Quiet and unassuming he goes about his business of making or hiding wrinkles much as a carpenter goes about building a house. He began his career in the Music Department and transferred to the Make-up Department as an apprentice. Through his ingenuity and ability he has progressed in his field until today he is recognized as one of the greatest.

He has many tips for women. Most important is the fact that very little make-up is necessary. Natural beauty can be touched up with proper application of good, straight line, cosmetics. Eye brows can be slightly pencilled and eye lashes touched to add sparkle to the face. Lip lines should be natural, smooth and never over colored. Most

# MASTER OF MAKE UP

By Frances Ryan

women of today, he points out, because of the high standard of living, have natural beauty. Trimness in grooming of the hair and attention to details in dress are more important than unskilled application of make-up on the face.

Ben Nye uses the same technique in make-up for the stars in production as is suggested for the average woman. A standard well recommended line of cosmetics is used on those appearing under the kleig lights before motion picture cameras, although in making technicolor pictures there is a demand for more color in the faces.

Shown on these pages is proof that Ben Nye's business is truly an art. Here he has taken beautiful Madeleine Carroll and with the use of sponge rubber pads, rubber cement, and ordinary make-up has changed her, in a period of two hours, from a beautiful girl into a pleasantly aged lady. This aging process was necessary for the movie "The Fan," in which Madeleine Carroll plays a leading part and will soon be shown in our local theaters.

It is interesting to know that before a picture goes into production the script is carefully read and studied by Ben Nye and all characters are sketched by an artist to

(Continued on Page 19)

• Madeleine Carrol before and after the make-up applications which prove Ben Nye knows his wrinkles.





• Growing old in two hours is a trick of make-up. Notice how rubber pads are applied to emphasize her

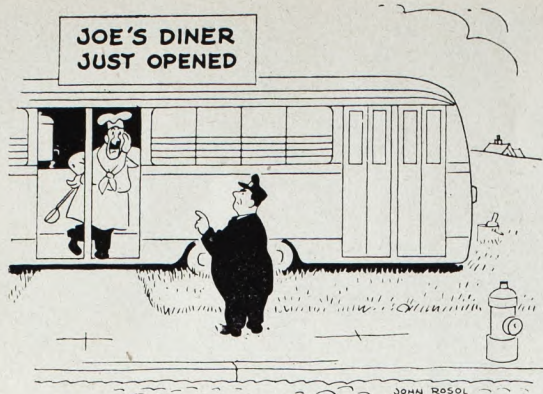


features and how sagging muscles are developed and the bloom of youth disappears, bent to the touch of



the master . . . Ben Nye.





You wouldn't know anything about a missing street car, would you? **Offpeak**

## "Streamliners"

by Win Drake

I must begin this edition with my most humble apologies to Mr. and Mrs. W. E. Jones and Mr. and Mrs. Stewart Nahan for muffing the birth announcements of their children, but in order to attempt compensation for this error on my part I have promised to put pictures of the off-springs in Two Bells as soon as they have them.

As of Sept. 24, Mr. and Mrs. W. F. Breckenridge celebrated their twenty third wedding anniversary.

I wish that if Jack Williams and Nick Blea insist on pulling out an hour early, they would pull out ahead of me so as to do my work for me next time.

Have you ever noticed how quick you can tell a newcomer to Div. 4 by watching their faces when A. F. Kiefer, R. Q. Stanford and A. E. Seyers start on their routine argument of the day. I recall my first experience, I had it all pictured out in my mind what was going to result. I figured that when Seyers hit Kiefer that Kiefer's pipe was going to end up in Stanford's mouth, but I learned that it would never come to pass for they have been doing it for years.

Incidentally, we had a lot of nice comments on the recent issues of Two Bells and I want to thank the many fellow employees that have helped make "Streamliners" a better column. They are B. L. Ivy, Chas. H. Croninger, Fred Morris and others who have not attached names to the material that has been dropped in the Two Bells mail box.

B. L. Ivy, by the way, has returned from a vacation that paid off in the form of finding a house to rent. He says "mysteriously" but I wonder if that personality did not have something to do with his luck. Besides getting adjusted and fiddling with his hobbies of writing and photography, he and the Mrs. found time to spend a short time in San Diego.

Steve and Eve Daw have also been among the lucky and have found a house to rent. (I hear that they will be

needing more room soon.) Are you taking any bets, Steve?

Mr. and Mrs. W. A. Duff are in line for congratulations. It was a boy! (Sept. 19, 1948). Let's have a picture, Bill.

Boston's own Dolliver was not able to get his ear away from the radio all through the world series. Being a Boston lad myself I can sympathize with him but I went to school with Big Jim Hegan of the Indians, so drew no sides.

Small doings in a world of trainmen:

Did you know that there are trainmen in every division who daily walk past one another without a kind word. No smile, not even a good morning or good evening? I am told that charity begins at home and spreads abroad. I am aware that courtesy is supposed to be our middle name. I feel certain that all of you at sometime or other have seen just such posters on courtesy. If we are not courteous and polite with one another, that is our fellow-workers, surely we must be just an old grouch with our public relations and, in fact, sad sour-pusses.

Did you notice that eastern bus driver who greeted each one of his one thousand passengers and what a small percentage responded? He also waited for a great number of passengers who he saw running for his bus . . . less than half said, "thank you." Though that is life in its cross sections, it is always a good feeling to know that you have done your part. Good manners are a great asset to anyone, and you can't beat intelligence.

It happened to Almeta Lyons, operator, Division Four, during the afternoon peak rush hours and on Broadway north bound. The lady passenger boarded her "P" car and politely dropped a big quarter in the fare box, whereupon she demanded, "tokens please." Time was passing and though operatorette Lyons explained that a refund card had to be properly filled out so that adjustment could be made the lady in question changed her mind it seemed about the whole thing, at least for the moment. So she asked for a ten-cent transfer and got off at her desired stop further along the route.

On this operator's return trip, and she was still busy as could be the same lady again boarded her car and said that, "I am not going to pay any fare, this is for that fifteen cents of my quarter you owe me." The both smiled. "Oh," the lady said, "give me another ten cent transfer. Thank you," she said when the operator had complied with her wishes. You know, boys and girls, this could have happened to you at least a few times before tokens were abolished.

● Mike and Millie Herman claim this goodlooking guy with a big grin as their son, Bob. Mike is a mechanic in Dept. 20, South Park Shops.



Speaking of vacations, there is always some one on vacation. Except, of course, around Christmas time, that is for street car operators. Around Division Four within the last few weeks there have been many, very many, familiar faces that have been missing. Space will not permit us to mention them all. C. A. Deese, No. 2789, spent one week of his vacation around his home renovating and such under Mrs. Deese's supervision and the other week he set sail for San Francisco which I hear was most enjoyable.

Wilfred Cato, operator No. 2545, with his better half went up to Seattle, Washington, where such lovely scenes overlooking Mt. Rainier and the wonderful phenomena of nature riding in an automobile above the clouds was not only fantastic but exciting. The crossing of the great trout stream that runs from Washington to Oregon, and in their route they crossed it several times, caused Cato to lament heavily because he left his fishing apparatus down in L.A. Such wonderful attractions in the state of Washington might give the Catoes cause to some day take flight from Los Angeles.

There was also W. F. Cooper who, while on his vacation, made use of his time around greater Los Angeles familiarizing himself and his family with the sights that he had never taken time to see. Says Cooper, "The rest from the Pico Owl for a while has been most gratifying"

There are many others coming in from their vacations and I will pick up on them later. There was Operatorette Almeta Lyons who cut her vacation short a few days in order to bid a run, mind you, in a line shake up on, of all lines, Pico. That's what I call taking an interest in things, Almeta.

## Electrical

by Walter Whiteside

**S**UMMER is past and we are now moving into Fall, otherwise known as good old football weather. Interest is running high, with the majority of fellows more interested in the Pros than the colleges. Maybe it's the better brand of ball. Yours truly is a Don fan, and the other night he accompanied Monte Munn, a rabid Ram rooster, to the Dons game. After the game Monte



• Bright-eyed Danny Garcia, 15 months, and his button-eyed dog pose for the photographer. His daddy is Eddie Garcia, Division One Operator.



• At a surprise party, Transportation Department members presented George Goehler with a lovely silver service for he and his new bride. He is shown above delving into the bottom of the box.

said he was still for the Rams but he had seen more football during this one game than in any three games of the Rams. He may try to deny this but we will vouch for the statement, word for word.

The World Series has just concluded. Harold Capp, genial surveyor and number one on my sucker list, won the toss of a coin and lost the five bucks. He picked Cleveland to win the first game and good old Mose took him. Capp is so good as a picker that several of the fellows bet opposite his choice, and usually win.

Rex Beach, the artist with the bow, went deer hunting and didn't get a shot. He says the bow and arrow boys are as bad as the 30-30 boys when it comes to driving the deer away.

Fred Domke, one of those 30-30 artists hunted out of Weed, California, and came home with a buck. He just sat on a rock and waited for Mr. Buck to pass by. He did.

Owen Moser, genial heavy gang foreman, has spent a couple of his Saturdays acting as an examiner for line-men for the Civil Service Commission. We hear he has done a good job.

Last year the report was out that Shorty Bumbaugh flew to Hawaii for his vacation. It was never denied but we found out it wasn't so. This year, when he left on his vacation, the report was out he was flying to Boston. We don't believe it.

I am only writing this note to get Jessie off my neck. She claims she caught more fish on her vacation than any of the men around here and we didn't even mention it. However, let us state here and now that Jessie returned from her vacation showing a swell layout of trout. On examining the photo closely we noted Acme photo standard No. 1 for disappointed fishermen.

The other night Life Magazine hired one of the tower trucks to be used in connection with photographing a serve-yourself gas station across the street from Gilmore Field. Louie Hunter, hearing about it and thinking the truck would be at Gilmore Field at the Wallace Rally, showed up and rode out on the job. He says this doesn't mean he is for Wallace but he figured that insofar as those present had to pay \$2.20 he wanted to see what they got for their money. P.S. Wallace was at Gilmore Field the following night.

# Awards for Safety



● Joe Prutsman inspects the cup which is awarded to the Division Superintendent having the least blind accidents. Behind him are members of the Safety Staff, R. E. L. Peterson, C. H. Hardy, Geneva Eimer, C. A. Fineron and George Lowe.

**T**HE 1948 Safety Contest ended with a series of Safety Meetings for operating employes held, commencing on October 22 and ending on February 3.

At these meetings Plaque and Cup awards were made. Two Plaques were prepared for the street car section of the contest, made in the shape of the emblem. The division which operated the lowest number of accidents for 100,000 miles was awarded the plaque for that month.

If they succeed in beating all the other divisions in the following month the Plaque remains their property. In the event another division has less traffic accidents for 100,000 miles of operating that division receives the plaque. Most important, superintendents of the losing division will have to pay some type of consequence. This is one of the rules of the contest.

A Plaque was awarded to the division which had the least number of accidents for the number of passengers carried. Plaques have also been built for the motor coaches. The same rulings apply to the coaches as to the street cars.

A Plaque has been prepared for the Department in South Park Shops having the least number of accidents for

million hours worked. Car Barns and Garages will be in on this particular contest. The same rules for the safety games apply.

A Bronze Cup was awarded to the division having the lowest percentage of blind claims during each quarter of the contest. Quarters are based on three months of the calendar year, commencing with January. This Bronze Cup will rotate from the losing division to the winning division. Division Four on the blind accident contest for the quarter ending June 20, and Division Three won the blind accident contest for the quarter ending September 30. Mr. Madigan of Division Four delivered the Cup to Division Three.

At the close of 1948 the winning superintendent will be picked in the rail divisions and the winning superintendent in the coach divisions, together with the division that wins the blind accident award. These superintendents will receive their Plaque and the Bronze Cup at the safety rally and show to be held on January 22, 1949. Details of the safety rally will be published in the next edition of Two Bells. This promises to be a show to surpass all safety shows.

The 1948 contest will end with the new contest beginning on January 1, 1949.

## WINNERS !

**A**S we go to press we learn that awards were given for the month of September to the following:

The cup for blind accidents reports was taken by Ted Latham of Division Three from Jim Madigan of Division Four. Mr. Madigan delivered the cup by motor scooter.

Frank Irvin won the plaque for the best traffic frequency record in the streetcar contest.

Jim Madigan won the plaque for the best record in the street car passenger frequency contest.

Al Grant of Division Six won the plaque in the coach traffic frequency contest.

Ray Corbett of Division Two won the plaque in the coach passenger frequency contest.

## SAFETY STAFF COMMENDED

Mr. J. W. Prutsman,  
Safety Director

I have just finished studying, with a great of interest, the accident report for the month of September.

The constant improvement which is being made in this regard is most gratifying, and I wish to extend my most hearty congratulations to you and your staff.

Such an accomplishment indicates a job well done on your part in your endeavors in this direction, as well as the fact that you are getting full and complete cooperation from all personnel, department heads, etc. Improvement in accident rates such as this does not just happen. It requires the best efforts of all concerned.

Good luck to you in your efforts for continued success in improving the accident situation on our property.

Sincerely yours,

CONE T. BASS.



# Lobby Lowdown

by Violet M. Leach

**H**AIR styles for this fall are new and different. They are being worn short and every close to the head. The girls in our Company are very much in style and the following have had their hair cut: Janet Jones, Gloria Mowry, Elsie McIlwain, Gladys McKay, Violet Leach and many others. Some of the girls are still giving it some thought and we expect to see them come in with shorn locks any day now.

These late vacationers came back looking rested even though some went miles from Los Angeles.

Jessie Hart, Auditing, went to Colorado and visited Pike's Peak. That high altitude agreed with you, Jessie, you surely look rested.

Henry King, Reseach Department, was up in the air on his vacation. He flew from Los Angeles to Jackson, Wyoming, to Telon Mountains into Yellowstone for three days. He joined his son at Casper, Wyoming, and then flew to Denver to visit his sister and family. He returned by train.

Bunnie Hare, Employment, had a nice trip East where she joined her husband, Bob, who is in the Navy. Gee, these Navy wives really get to see the world.

Jack Sterling, Industrial Relations, went to Pacific Grove. Jack said the drive was beautiful. Glad you enjoyed your trip, Jack.

Jean Johnson, Valuation and Tax Department, enjoyed her vacation in the Northwest in Jasper Park, Banff and Lake Louise. She was in a personally conducted group of 30. The trip into Jasper was made via the streamer Prince Ruper from Vancouver to Prince Rupert, Canada and from there by Canadian National Railway. From the Jasper Lodge they went by bus through the Columbia Ice Fields. Jeannie says the snow-covered peaks and glaciers are just out of this world.

June Holmquist, Auditing, is back from her vacation. June says she didn't do much on her vacation but she looks real rested and good.

Cone T. Base, Vice-President, spent an enjoyable time at Lake Tahoe on his vacation. Glad you had a nice rest, Mr. Bass.

Joseph Gorman, our smiling Treasurer, is back from his vacation. He and his family went to Lake Tahoe. Congratulations to the Gormans. They celebrated their Eighteenth Wedding Anniversary on October 1.

Mary Lou Johnson, Auditing, took the rest of her vaca-



I suggest you hand over your wallet.

Offpeak

tion and motored to Laguna Beach, San Diego and Mexico.

Flora Bridges, Research Department, went to San Francisco on her vacation. We missed that sweet smile, Flo.

Louise Finley, Auditing, visited relatives in Albuquerque, New Mexico. I think Louis has added a new Indian bracelet to her collection. Am I right, Louise?

Jess Yarbrough, our Comptroller, spent his vacation in Oregon.

Nick Carter, not the detective but our own good natured Auditor, went to Balboa on his vacation.

Hortense Monroe, Auditing, looks well and happy after her rest on her vacation.

Herbert Gaskill, Auditing, spent his vacation in San Diego. Herbert is back in Auditing again, the same pleasant co-worker. By the way, you had a birthday October 10. Congratulations, Herb!

Stanley Underwood, Treasury Department, is back after a restful vacation. Did you sign many checks on your vacation, Stanley?

Opal Du Bose spent her vacation resting.

Joan Weiller, out quiet little Hoosier operator, had a restful vacation. Joan's hobby is carving. She just started about three years ago carving things out of soap. She now uses wood and has a nice collection of telephones, cars and all sorts of knick knacks. (I hope you won't start carving our elevators, Jo.)

Joe Adams spent his vacation in Las Vegas, Arizona and the Imperial Valley.

Clyed Fly looks grand after his vacation in Seven Oaks, where he enjoyed fishing and resting.

Alan (Pete) Peterson, Research, celebrated his birthday September 7. Congratulations, Pete. He just got back from Omaha, Nebraska, where he ran a tractor and ate good old ham and corn bread. Gee, does that sound good. Did you see the large ears of corn he brought back? They are about fourteen inches long. (Measured by a California yardstick, too.)

Alvin Bolt, one of the engineers in the building, looks good after resting on his vacation. Happy Birthday, Al. It was September 9, wasn't it?

Lloyd Gebhart says he just rested and didn't do anything special. I bet he worked out in his yard again this year.

We wish to send Birthday Greetings to Gene Gibson, who had a birthday September 26.

Cathy Hassett, our newest little mother, has a daughter, Cathy Dian, who came September 14. Congratulations, Cathy!

(Turn page)



• Veronica Antoinette Mohler, 8 month old daughter of Operator E. H. Mohler of Division Four, enjoys a sunbath.

The attractive girl you see wearing the cute black and white check spats is Maude Campbell in Personnel.

Ray Cripps had a restful vacation and came back with the same good Texas grin.

Did you notice Joseph McGinty's hand? It was bitten by a stray dog. Mac's okay now and looks swell after his vacation.

Janet Jones said she enjoyed visiting her folks in South Dakota during her two weeks vacation.

Doris Thornburg, Printing, is back from her vacation looking as sweet as ever.

Gladys McKay spent her two weeks in American Fork, Utah, but was very happy to return to California after all those high mountains.

Cozette Funkhouser, Research, is back with us. She says she had fun on her vacation.

Have you met Agnes Frazee, who is now working in Dr. Smith's office? Believe it or not, she is the mother of Beverly Frazee Dillion. Glad to have you with us, Agnes.

William Cain says he just rested on his vacation.

If you just get to see Dr. Smith in his white uniform, you haven't seen his cute new brown hat he is wearing to and from work. It is from Vienna and has a small feather.

Did you hear about Dan Hanley, our mailman, being with so many deers on his vacation? He spent it in San Dimas with his wife. San Dimas is part of the National Forest. Dan says the deer run wild and at night they came to the door to be fed. Glad you had a good time, Dan.

The new girl in our Auditing Department is Mary Jane Spaeth's sister, Betty Lee. Hope you like our Company and will stay, Betty Lee.

Helena Bates is back with the Company again and we are very happy to see you, Helena.

Georgiana Poth and her husband, Dan, spent a week end in Las Vegas. I don't think they came back loaded down with silver but they made up for it when they went to the Fair in Pomona. The kids really took home the bacon. (2½ lbs. of it they won.)

Dave Canning is back from his vacation. Congratulations, Dave, I hear you have been with our Company 25 years without ever being absent. Now that's a good record.

Geraldine Parmer is out of the hospital and home now. Glad you are better, Geraldine, and we are looking forward to seeing you at work soon.

On September 1 Hilda Scholefield, Auditing, took a trip to the hospital for an appendectomy. Glad to hear you are okay now, Hilda.

Twenty-four years ago, September 15, Lily Hon started working for our Company. The following girls were present at a surprise breakfast for Lily at the Pig'n Whistle: Margaret Matheny, Norma Weiss, Louis Finley, Frances Wilson, Jessie Hart, Mae Bass, Mary Lou Johnson, Betty Jones, Gladys Prather, May Livermore, Margaret Stringham, Esther Lloyd, Vera Rawson, Mary Jane Sjaeth, Rosella Flexhaug, Beulah English, June Thompson, Doris Thornburg and Mary Ann Elmore.

Frank Matheny sent Lil a beautiful orchid. We surely hated to see you leave and miss that sweet smile of yours, Lil.

● Mistress of the Piano Dorothy Ann Schodt, daughter of Chris Schodt, Leadman in Dept. 20, South Park Shops.



May Livermore and her husband, Nick, went to Provo, Utah, Cheyene, Wyoming, Souix City and then Comby Minnesota, which is Nick's hometown.

They enjoyed fishing in the many lakes there. May and Nick went through the Bad Lands in South Dakota and also Black Hills. They stayed at a Log Cabin in Wyoming Prairies. Must be fun cooking in those log cabins.

I'll tell you about our Klondike Minnie Kellogg. The lucky gal got to go to Alaska again this year. Minnie and Helen and their husbands made the trip on the SS Princess Louise. Visited Wrangell, Juneau and other interesting places there. October 3 was Minnie's birthday. Congratulations, Minn!

## Trolley Buzzes

by Ronnie Mason

**T**HE STAG AT EVE HAD DRANK ITS FILL. (S.W.S.) And as for the unhappy hunters that made the yearly pilgrimage and came back empty handed, the stag can go on drinking till the next season rolls around.

Manuel Cregar and Bud Morris are a duo of frustrated stalkers who are comparing their score cards for misses and "whatcouldabeens" while R. Ells slyly rolls his gums as he tells of the tasty venison he will eat during the rest of the year.

Do you have trouble starting your car when you are about to leave work for home in the afternoon? Well, if you do, why turn the ignition off in the first place? That's a little time saver that C. Canales thought out during his vacation. He practiced it, too.

Our condolence to I. Perlin whose father passed away in New York City last month. Mrs. A. Archer is in the hospital with a nervous breakdown as the result of the sudden death of her father. We are hoping for a speedy recovery.

Looks like the "I AM A BACHELOR CLUB" is going to lose one of its charter members. R. Clenard is going around with that certain calfish look in his eyes, while E. G. Swayze keeps after him asking him leading questions. Could it be that 'the irresistibile Texan' is weakened in his bold stand against Cupid? Ah, romance.

Don't tell but; H. J. Hinze celebrated another birthday. . . . Bob Marsden took his girl out to show her what a finished equestrian he is. And he is too, He made a beautiful jump over an obstacle—but the horse refused. Result, a badly sprained ankle and an injured vanity.

C. Fortune, a transfer from Division Five, is doing his stuff with Charley Smith's gang of Gravediggers. Mrs. Harry Smith is leaving 'Smitty' all by himself while she vacations with their two babies in Houston, Texas.



• **Lovely Rita Gold** became the bride of **Irving Scharf** of **Division Five** on **September 16, 1948.**

## "Snafu from Two"

by "Bruggie" Brugmann

**F**LASH! "Whitey" Rambo is now a very proud father. Little Ronald Eugene arrived on August 1. Congratulations, Mr. and Mrs. Rambo. Because of the added responsibility as a father, Whitey will not have the necessary time to devote as scribe and "Bruggie" Brugmann will take over.

Any help, in the way of news or interesting happenings that would make good reading, will be appreciated.

Vacations are still going strong. Operator Crownover was on an extended trip. W. Haynes, R. A. Carter, J. T. Pool, H. C. Myers, and J. M. Shafer took a much needed rest.

By now you have probably noticed the two new worried looks in the office, namely R. R. Williams and K. S. Stephens. The reason for those confused looks is, they are probably wondering what in the world could possibly happen next.

Otto Lane is back with us again after quite a spell, or should I say spill. Otto says being stuck by an auto is very upsetting, don't try it.

Chief Instructor Maline went away looking for a deer for J. Prutzman. Joe said, "Get the deer and I'll supply the knife and fork." That boy, Joe, puts safety first, Eh, Chuck?

Speaking about food, Frank's Cafe is open again with a very good menu. Frank will be glad to see his old friends again.

H. L. Burley is back home again after an extended tour (six years with the whiskered gentleman, Uncle Sam) serving in the Air Corps. P.S. If any LATL coaches are observed flying too high contact Supt. Corbett.

Mr. and Mrs. L. J. Ford announce the arrival of little Richard Dan, born on October 2, 1948. Congratulations.

Clerk Bauer and family are back from their vacation at Sequoia Nat'l Park. Bob says one night Mrs. Bauer woke him and said there was a noise outside the tent. Bob took his flashlight and looked out. He told her it was a cub bear so Mrs. Bauer thought they had better spend the rest of the night in the car instead of the tent. Bob never did tell her that the cub weighed about 400 pounds.

Mr. Floy Burkhalter was married on Sept. 25. Connie, his bride, has made quite a name for herself in the business of fashion modeling. From her picture, Mr. and Mrs. Burkhalter should make a very striking couple.

Amongst our re-employees are; W. W. Hunemeier (Honey for short), P. W. Mason, W. C. Dover, B. Bobloff, D. M. Clark, C. M. Brenner, S. A. Williams, and A. LaVorgna. Welcome back fellows!

Listing a few of the new employees; R. Alley, H. Moi, A. Ogle, R. Gardner, T. McDonald, H. Lyster, J. Clemens, D. MacNamara, G. Brunk, N. Corwin, W. Bettis, I. Ruiz, T. Mason, L. Livingston, L. Pickens, G. Love-day, S. Hodnick and A. Kandrat.

## Master of Make Up

(Continued from Page 12)

look exactly as they will appear in the picture. Masks of plaster of paris are made of the faces, rubber pads are cut and applied to give the effect of sagging muscles, scars, bruises, deformities, etc. Lip lines are changed and hair pieces are fashioned to coincide with the mode of the particular era in which the plot is laid.

When a picture goes into production the Make-Up Department uses this material on the faces of the stars, plus cosmetics that are applied and the finished products is truly a work of art. You will observe that the make-up treatment on the face of Madeleine Carroll disturbs her personality not one bit. It is noticeable in the aging process the Make Up Master applies an over supply of rubber and cosmetics to produce lines and shadows to attain the illusion of age.

Ben Nye says the average woman can do likewise. She can sit before her mirror, analyze her facial contour, color of her eyes and hair, and discover natural beauty. When she decides on the particular features which need accentuation, she should go to work in an attempt of enhancing them. His best advice is to concentrate less on make-up and more on natural beauty.

• **C. Norman Stevens, Division Two, saw his daughter Frances Lorraine Stevens, 18, for the first time since she was a baby two days old. This picture was taken September 28, 1948, when she arrived by plane from Oregon. Frances is a vocalist and honor graduate from her high school. Frances is residing in Los Angeles with her father and his wife and hopes another separation will never occur again.**



# Sour Grapes from Vineyard

by H. M. Young

**B**EHIND a setting that would be fit for royalty, Wayne Rupert and the former Janie Kaufman were married in the Pico Wedding Chapel on Friday, August 13. The groom's brother, Everett, who is also a coach operator, acted as best man. The newlyweds received a trip to Catalina Island as a wedding present and, believe it or not, they have actually found an apartment in Hollywood.

Elmer Rose, of the mechanical department, who is a well known athlete, recently dislocated the vertebra in his neck. The accident occurred while he was shining his shoes, believe it or not.

Leonard Turk, foreman in the mechanical department, came to work a short time ago with a big smile all over his face. For some reason or other he would not tell why he was so elated, but after some time the boys in the garage found out that his dog gave birth to 17 puppies, three of which died. The boys took up a collection to buy the dogs some of the nicer things that all dogs crave. Leonard tells me that he will have to do something real soon about the dogs because they are eating him out of house and home.

Most people who have worked hard for a year look forward to the date of their vacation with anticipated joy, but Kenneth Hicks is so wrapped up in his work that he forgot all about his vacation and came down to work. He was told he was on vacation, but the first morning of his vacation he got out of bed the same time as usual.

Speaking of vacations, Division Supt. Alvin Tieman and wife spent a pleasant two weeks in Northern California and Oregon.

Division Clerk George Erhardt, wife and son have decided where they will spend their lives when George retires. While on their vacation they visited Oregon and George claims that state is actually a heaven on earth.

Dale Schultz spent part of his vacation in Santa Barbara visiting friends.

Elmo Loy took a trip to Kansas, where he visited his nephew Clyde Schedemann, formerly Division Clerk. Clyde sends his regards to all.

Frank Dakides was wearing a big smile because his wife presented him a Frank Jr., August 31, at the Hollywood hospital. Their daughter, Banny, who is one year old, will

now have a playmate.

Tom and Alice Roberts were rejoicing over the birth of Robert Gene Roberts, who first saw the light of day August 3 at the Van Ness hospital. Mark Roberts, 18 months old, also welcomed his little brother.

Gordon and Ellanor Byars anxiously awaited the stork at the Queen of Angels hospital where a son was born Sept. 3. This makes two boys. David Allen is 15 months old.

Robert S. Orrell and wife, Nancy, rejoiced over their first born, Gregg, who arrived crying very loudly on Sept. 16. He weighed 5 lbs., 6 oz.

Mrs. Mullins, wife of Charles (Moon) Mullins, Division Clerk, recently received a letter from the Austin Studios telling her to come down to their store and pick up a \$25.00 Victory Bond which their son, Mike, won in a personality contest. Now Moon does not have any buttons left on his vest and he cannot wear his hat. That's what happens, Moon, when you have a cute youngster like Mike.

## Retired Employes Association

by P. C. McNaughton

**●**OUR first meeting after vacation was held Thursday, September 9, and the following officers were elected:

President, Mr. Jacob Zuber;

Vice-president, Mr. John Corson;

Secretary-treas., P. C. McNaughton.

A fine musical program was given by Mrs. Alice Darlene Miller. Miss Alice Elizabeth Durgin, who is soon to begin her career as a grand opera singer, gave us three very beautiful numbers with Mrs. MacGowan as her accompanist.

Mr. Christopher Ruess, Deputy officer, gave a very interesting talk on opportunities for those living in the autumn of life, and asked for answers to a questionnaire regarding hobbies and vacations for retired people.

Our President, Mr. Zuber, recently returned from a hunting trip in the north, bringing back with him a deer. Mr. Zuber always succeeds in "bringing home the bacon," and goes on a prolonged trip through Wyoming and Utah each year.

● The lad with the winning smile is Gregory Adrian Smith, grandson of William Smith, South Park Shops.



● Bill Foster, South Park Shops, on his "Doodle Bug."



● Sweet Patty Hubbard, 3, is Stewart and Bonnie Hubbard's daughter. Hubbard is a welder, Dept. 20, South Park Shops.



# Virgil Venom

by Ray Matzenbacher

**T**HE Freeway construction has started on Vermont and some of the boys on Sunset are having a lot of fun with the detour. M. Bottorff circled the block twice trying to find his way down Council St. Dave Costley and J. Hoover also encountered a little difficulty at the same spot.

Cappy Hendricks, staff instructor, is back from his vacation with some sage advice. When you want to paint your house, just send the wife and kids away and the painting will go twice as fast.

Bill Ulrich spends all of the time between his run and tripper visiting his boy who is in the Children's Hospital for what we hope is a short stay.

Kenny Funk, that old-time Silver Lake operator and now a confirmed Vineyardite, now spends a little time up here at Virgil. Kenny comes up and gives Bonnie Krouse a helping hand with the payroll.

Frank Wilson gives all the girls at John Marshall High School a preview of what the well-dressed bus driver should wear. Frank makes a run on a school tripper before his schedule department duties begin—so he wears a snappy suit each morning.

J. H. Hoover is wearing a loud pair of argyle sox which he knit during his split run. Hoover says knitting is just the thing to calm the nerves after a bad rush hour trip.

Ed Ramey is home after a stay of a month in the California Lutheran hospital. It will be some time before Ed can return to work, but Gabe Miller says that he is hurrying back to take over for Ed. Gabe has had an eight month rest and says he is all set to go.

Speaking of hospitals, Bill Haning, night shop foreman, and myself, kept each other company while Dr. Nelson cured us of summer pneumonia.

Glad to see Stan Grover back in the shop again. Stan was over at one of the other divisions for a while, but is back at M.C. for good.

There are two new arrivals since the last issue of Two Bells—a boy for the Floyd H. Hughes, and a girl for the Matzenbachers.

● Pert Ronna Marie, 6, is the daughter of Dave Perrin, Division One.



● This tiny tot is Dawn Carol Wirth, 14 months old daughter of Henry Wirth, Vineyard Operator.



● Happy youngsters Henry, 6, and Sherry Dee, 3, are the children of Arthur Charleston, Vineyard Operator.



Willie Williams, the number one man of the shops, is back after an eight months illness.

Guy Dossey, Virgil Dispatcher, is looking for some competition for his badminton team composed of Mr. and Mrs. Guy Dossey, Mr. and Mrs. Bob Woodrow and Mr. and Mrs. Frank Wilson. Should anyone be interested in challenging them, with a four to ten man team, please contact Dossey at the Virgil Division.

By way of parting, don't forget the Virgil television set now that the pro-football games have started. There's a thriller every Sunday.

## New Transfers

by Wilfred Lippiatt, General Passenger Agent

**T**HE recent fare adjustment brings a universal transfer to Los Angeles for the first time. This transfer will be good on all lines, including the Pacific Electric Railway locals and the Los Angeles Motor Coach Lines, within the inner zones. It will be accepted on multi-zone lines as the 10¢ portion of a fare to the outer zones. This will enable the lines which operate wholly within the inner zones to carry only the IN and OUT transfers for their particular line.

Transfers for all lines will be a uniform pattern, enabling the receiving operator to determine the validity of the transfer as to time, after passing point, at a glance.

The transfers will be daily dated for IN and OUT trips and a uniform color system has been established governed by the direction of the vehicle operating through the downtown area.

Northbound—Pink  
Southbound—White  
Eastbound—Green  
Westbound—Yellow

This universal color system will enable the operator to tell at a glance from where the passenger, who is offering the transfer, originated. It will also do much to eliminate the round-trip practices.

Emergency, Traffic and Coach Shuttle line transfers will be white in color, but will be of the same uniform pattern. These "white" transfers will be issued at special events by traffic men, or during emergencies when operators fail to have any of the regular issue.

# Car House Highlights

by H. K. Conacher

## CAR House No. 1

D. H. Bostick, after coming out of the hospital, got himself a new wife and motorcycle.

H. Wescombe, during his vacation, rebuilt his hotrod. More business for the speed cops.

C. L. Gerrard has a new motor in his Chevy and is now ready to go places.

W. J. Jackson spent his vacation in the mountains north of Fresno and got a nice deer.

Lee Sherrill also spent his vacation hunting but came back empty handed.

We wonder who E. L. Swartz and C. L. Gerrard were looking at when they fell in the gutter at Central and Industrial Street the other noontime.

Stenson Tolan became papa to a baby girl July 31, named Lorraine. Weight 7 lbs., 4 ozs. This girl happens to be his eleventh child.

## Car House No. 3

Ed Graham, our genial leadman, has gone into the tulip business. Any of you fellows needing bulbs see Ed.

T. Benson, the Cleveland baseball fan, has been up in high heaven since his team won the right to play in the world series.

Vacations are now about over and we have the following men returning from vacation: B. J. Dysthe, S. Hawkins, G. Riedel and J. Brown.

Otto Schmokel, our genial Supt., has a beautiful radio set, FM, AM and all the gadgets. He is getting ready for the many rainy evenings at home.

Both rail and automotive shakeups have been completed and all the fellows seem to be happy.

E. Isbell is still waiting for that day in November.

R. A. Shearer, who was injured on duty, is now back at work.

## Car House No. 4

Norman White and family spent a week at Big Bear Lake. While dreaming of breakfast in bed, etc., Norm had the tables reversed, his young daughter insisted upon having hers served that way. Oh, well, that is what a vacation is for, something different.

J. Messick, our swing shift watchman, loaded up his Chevy with a tent, some pots and pans and ended up at Sequoia National Park. Mr. Messick said that he felt so good when he got up in the morning that he would chop wood for the camp fire that evening. He mentioned that his snoring at night was so loud that everyone in camp thought he was cutting wood on the night shift.

"Danny" Parker and family spent a few days at Big Bear Lake. They stayed at Ray Hayes' place. "Danny" said that he wanted to go swimming but the lake was so low that he couldn't find a good place. Instead he rolled up his pants and waded out on the dry land where the lake used to be. Anyway, the water isn't as cold that way.

Ray Hayes went up to his cabin after "Danny" Parker moved out. That's a good way to get your place cleaned up before you move in, eh, Ray?

Frank Long spent his two weeks helping his son get married. Frank worked himself to such a pitch that you would think he was taking the big jump.

Wheeler Ellis took a week off and drove his new "Stude" up the coast highway, over to Yosemite, the Big Trees and then to Nevada. Wheeler noticed that the

more he drove the less he thought of any other car on the road. He says that his "Stude" can really "dig" out.

E. Amolitos had a busy time on his vacation taking care of his sleep. His daily schedule was, get up in the morning, siesta—lunch, siesta—dinner, siesta, and then for a good night's sleep. He said that he tired himself out trying to keep up with his schedule.

Vera Whitfield and Texana Lewis tried to out do each other by doing nothing for two weeks. Each one claims she was the winner.

Betty Welch said that she was too busy vacationing to do anything worth mentioning.

Pearl Riley wandered down to San Diego to see if it was still there. She said it was, thank goodness.

Paul Sherrill got as far as Lake Henshaw. Paul said that there wasn't enough room for the lake, fishermen, and fish, that some one had to move out. He figured it must have been the fish as he didn't see any while he was there.

Ed Padlow said that he thought he would break in his new Chevy. Well, he did. Ed and his wife ended up in West Virginia. Of course there was another "minor" reason, both he and his wife's folks live there. Playing a hunch, we think that the real reason that he went East was to go to West Virginia.

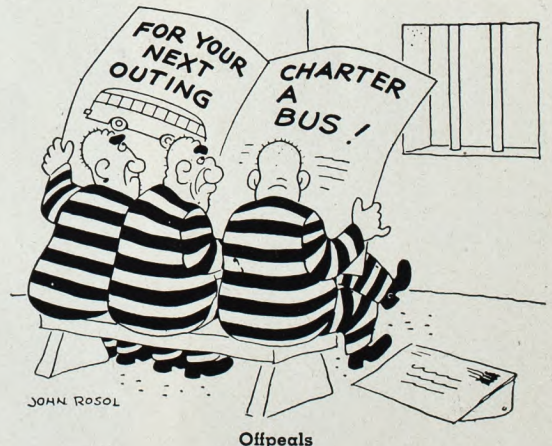
Delmar Estes took a trip to San Francisco. He went up the coast route and came back inland. He said it was so hot coming back that at lunch time he would set an egg on one fender, bacon on another, and after a couple of minutes slide the both off on a piece of bread. The only consolation was, no dishes to wash.

George Smith and family spent a week at Big Bear Lake. When going up the grade, his "Loping Lizzie" got hotter around the collar than George does at times. Smith was well prepared for this particular thing. He carried 100 lbs. of ice cubes in the back seat. Every mile he would drop one cube in the radiator, one on the carbureter, and one in his mouth. With the help of the ice cubes and George's patience, "Lizzie" steamed into Big Bear City the same day.

Jimmie James said that he went to Lake Arrowhead for a few days. Jim said that he played tag with the squirrels.

Mabel Lipscomb headed south and ended up in Houston, Texas. Mabel received a warm welcome from her relatives, mentioning that the weather was hotter than a corn fritter.

Jack Oliphan went back to his old stamping grounds in Kansas. On his return he tried to tell us that the gals back there were tops, but we noticed he came back a couple of days ahead of time checking up on the local situation.



A. Cordero limbered up his painting arm and gave his house an artistic touch. He said he had a hard time keeping on the shady side of the house but managed pretty well.

Oscar Lund returned to work after being off several weeks. He had an operation on a foot nerve that wasn't behaving just right. Oscar claims that the foot really go on his nerves, "UGG"!

Bob Lund had an ulcer turn over and he ended up in the hospital. Bob has a lot of pretty nurses to take care of him, but there's only one thing wrong. They won't let him eat all the things he wants. Don't worry, Bob, you'll get your manly figure back in short order after you get on your feet.

W. Thomas is back after taking off several weeks as requested by his doctor. Tom says the doctor used such big words that he wasn't sure just what was taking place. He did know that he wasn't feeling so good for a few days, anyway.

Wayne Fitzpatrick was going to take the handle of "The Smiling Irishman" but found out that some one else beat him to it. That didn't stop "Fitz" from starting a used car sales service. Jimmie Logan was his first victim. After a sales talk, a la Dagwood fashion, Jimmie ended up with a car and "Fitz" the percentage.

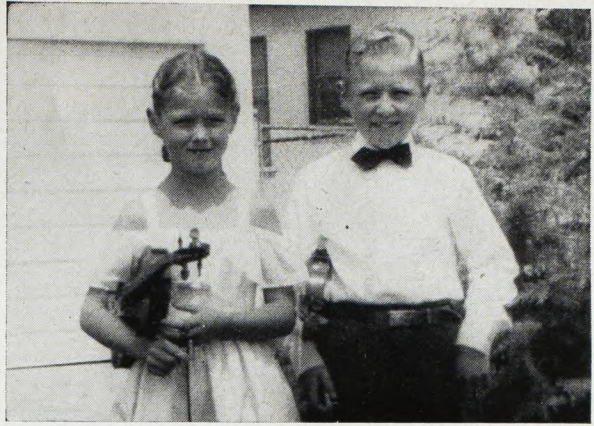
Bob Bennett came to work the other morning with a shy grin on his face and a glassy look in his eye. When he finally pulled himself together, said, "I am a father again." A little later uttered, "a son, Steven Robert." Asked why he should act the way he does, said, "I tried to smoke one of my own cigars."

Dick Wibe was presented with a special gift the other evening, a bowl of gold fish. At smoke period Dick was found with an old curtain rod, string attached with a bent pin dangling on the end. He said if the fish showed any sporting blood at all he would make a swell fish pond for them. If not, some one else would feed them in the bowl, just as they are.

Frances Lewis and her husband bought a new home. Frances calls it a crackerbox, but says it really feels good to call it home.

Ralph Jones is back on the job after being off for several months with a fractured ankle. He calls himself "Hop-a-long" Jones. When Ralph walks with his arm held out, he isn't talking, he is getting ready to make a left turn. Then again it may be force of habit to keep fellow motorists away from his new Chevy that he is sporting around.

Eric Dalholm thought he would go uptown the other day and mingle with the great populace of Los Angeles.



• Cozette Funkhouser, Research Dept., is the proud mother of these smiling musicians. Michael, 9, and Peggy, 7, had their first Hollywood Bowl Concert on August 15, when this picture was taken.

When he returned he found that some considerate gentleman has missed his wallet and removed his check book instead from his pocket. Eric said that he is going to set a trap in his pocket next time.

We at C.H. 4 wish to express our thoughts and feelings for Harry "Babe" Brown who passed away September 5, 1948. "Babe" had many friends, not only at C.H. 4, but all through the Transit system. His friendly smile and pleasant disposition will always remain with us.

#### Car House No. 5

The extra happy smile of "Pappy" Wood is due to a new and larger refrigerator designed to hold about a case of "beverages" and at least half a cow, not to mention a whole ham and a loin of pork, etc., etc.

A. V. Lopez's wife suffered a paralytic stroke. We hope for a speedy recovery. Lopez is on the second shift.

A. E. Ostberg just returned from his vacation, spent visiting relatives in Oregon. Pete Berry just fished in local waters and loafed around.

Others who enjoyed vacations are: H. Merrick, P. P. Marshall, D. McAllen, H. Smith, B. Currey, R. Dye, A. Martinez, J. Gibson, R. Carson, C. Paul, C. Berry, J. Griffin, and M. Dotson.

Ben Logan and Larry Gonzales each have made their contributions toward maintenance of those shiny new motorcycles used by the local constabulary. Ben for going 41 in a 25 mile zone, and Larry 50 in a 25 mile zone. Better take it easy, boys. Paul Brown had a little difficulty, too. Seems his new glasses are too highly tinted, so his ticket was for parking in a zone definitely marked red.

Jerry Lyons is laid up with an attack of inflammatory rheumatism. We are hoping to have him well and back on the job soon.

We are happy to see Sammy McKee back on the job again and fully recovered from the leg injuries he received recently.

E. Hess and family enjoyed a recent visit to the zoo in San Diego. Why drive so far to see the monkeys, Eddie?

Our sincere congratulations to Mr. and Mrs. Otis Kieffer, especially Mrs. Kieffer, on the birth of a new son and heir, Daryl Anthony, who qualified for the heavy-weight division (8 lbs.), October 7th.



• Fisherman Fischer always lands the fish. Clarence is holding a 25 lb. albacore 14 miles off Catalina Island. It took him 40 minutes to land it. Clarence works in Auditing.



You weren't even warm that time, lady! This is your laundry receipt. Offpeak

## South Park Diary

by Billy Pinder

**SUPERINTENDENT** J. T. Watts covered quite a few miles on his vacation. To start with, he flew to St. Louis and back again to L.A. He then took a train to Seattle, Wash. where he went by boat to Skagway, Alaska, then by train to White Horse, and back home again. A very interesting trip and a distance of some 12,000 miles.

Joe Steenrod, Office, went to see the famous Carlsbad Caverns and states that in one place they could put the entire City Hall in with lots of room to spare.

Herb (Doc) Turner, Office, took a trip up the coast to Carmel and had a restful time by the sea.

Como esta usted, Seniorita Emmy, Viva Mexico!

Emmy Bechtold and her companion, Betty Warren, spent a nice vacation way down in Mexico. Emmy reported a wonderful time, went as far as Mexico City by car. Highlights of the trip were seeing some of the old Cathedrals, missions and confidentially those romantic Caballeros, hm, hm.

Bill DuPlante visited up North and went through the big trees and up to The Sequoia National Park.

"Chicago" Bill Fredrick went to you know where on his vacation and claims the "Windy City" still looks pretty good but when we pinned him down he admitted L.A. is hard to beat.

"Duke" Billings, went "international" on us. He admired the scenic wonders of Canada, and reported fishing conditions that were super de-luxe. Duke also brought back with him a very noticeable English accent but what we can't understand is why he had to go to a Chiropractor to get a kink out of his back.

George Holmes reports he had a nice trip to Salt Lake City, Utah. Called in on Bill Wilson of the Transit Lines there. He also visited Brice Canyon National Park. On his return trip he stopped off at Reno, Nevada, (wonder why). George says he hit all kinds of weather from hot to cold, snow and hail, and was glad when he hit L.A.

Television is certainly the chief topic of conversation lately as you hear the boys talking about such things as "Band" 2 on Channel 5 over station KUSC. It may be worth while looking into it.

No job too small or too big for Joe Beggan, cement

expert. Joe can lay bricks faster than you can hand them to him.

Ernie Frampton went up to Santa Barbara for a convention and he says he had a wild, (beg your pardon) nice time up there.

Ollie Dryer, The Lone Ranger, reports lots of Red-ish and Brown-ish stones he has dug up on his claim lately. Let's hope the Assayer will find something valuable in them.

In the Romance Dept. comes the news of another Shop romance. Patricia Gleason, Office, and Pat Kelly, Stores, are the latest additions to the growing list of Shop inspired marriages. Naturally the occasion was a big one, especially among the female contingent. The happy couple were married on Sat., October 2, in St. Joseph's Church up at Big Bear Lake. From there they went via the air lines to Chicago on their honeymoon. Congrats and best wishes to the happy couple.

Also in the Romance Dept. is Dave Shaeffer, Office, who, on his vacation, went to Reno, Nevada and was married to Gladys Lang. Mr. and Mrs. are now living in the thriving city of Alhambra. Many happy returns.

And more Romance is the marriage of Bill (Tiger) Haviland, who also made his vacation a honeymoon when he married Ruth Pile. Bill and Ruth went to Philadelphia and New York. Congratulations.

And last but not least is the marriage of Art Clark, Machine Shop, to Marie Steere of L.A. The happy couple were married in Las Vegas, Nevada. The best of luck to you both.

Joy reigns supreme in the home of Mr. and Mrs. Paul Allan, Stores, upon the birth of a son, Paul Randall, weighing 7-lbs., 15-oz. at St. Vincents Hospital.

Dr. Huey Lendy, P.H.D. Huey Lendy is now a full fledged Member of the Medical Profession. A Dr. with the degree of P.H.D.—Poultry Hen Doctor. It came about this way. One of Hueys prize hens had trouble with its Craw, otherwise known to us as its neck or gullet. Dr. Lendy took the hen to his modern operating table and performed an immediate emergency operation. We might add the operation was successful. The latest reports are that the hen is laying two eggs per day instead of the familiar one.

Wonder what Frank Ross was thinking about when he was seen going home at 4:30 the other day carrying his time card home.

Seems like Ray Shollin got himself locked in the Basement the other day, but not for long as Fay Volner came to his rescue and he was quickly released. First time Ray has been behind bars, so he says. P.S. Much to the delight of Orrel Rivers who is still laughing over the incident.



• Scott is this happy little boy's name. He's the 2½ year old grandson of Henry King of Research.



"The Rabbit Man" otherwise known to us as "Curly" Beard is definitely in the rabbit business. Sleeps, talks and sings all about the bunnies.

Harry Smith says he spent a very quiet vacation at home this year.

The Shops have been extra busy these days with the arrival of some of the 40 brand new Streamliner P.C.C. Cars, which were rushed into shape. Boy! Don't they look swell? Roomier, longer and lots of other features, not forgetting that new look.

Incidentally, Austin Kilgore wants to thank his colleague, Norman Lane, for the wonderful job he did of taking over the responsibilities of Shop Weather Prophet for the summer. Norm did a swell job. The weather threatened quite a few times, but being a native son he came through with flying colors. Mr. Kilgore would like to thank Mr. Lane in person if he may on next month's monthly programme.

Well, this is thirty for now.

## Blow-Bys

by Tom Smalley

**WE** were all glad to see the following men transferred back to Dept. 20. They are Jim Lusby, Ken Bage, John Fry, Bob Thompson and Bill Bennett.

The world series fever has passed and we are all back to normal again. That is, all but Martin Herman. He won a \$50.00 baseball pool.

Ore Porter and his wife, Betty, recently went to Ensenada on a fishing trip and they spent five days in Mexico enjoying themselves. Ore brought 120 lbs. of sea bass back with him as proof of his fishing prowess.

Mr. and Mrs. Sundeen and their two daughters, Doris and Margie, went to Crestline on their vacation and while there they met Mr. and Mrs. Nat Duron who had decided on Crestline as the place to spend their vacation, too.

Walt Powell is back from Klamath River where he caught some salmon. He had them packed in cans with his name on them as proof positive. Walt also brought back some very nice color pictures, too.

Howard Eimer is now running the brake drum turning

• John Halloman, South Park Shops, is really proud of his daughter and grandchildren. From left to right they are Agnes, 6 yrs., Jacqueline, 1 yr., Adolph, 5 yrs., Lionel, 3 rs., and their mother, Mrs. Elizabeth Cole. Also shown is pet dog, Lettie.



machine and is doing a bang up job of it.

Joe Castro, the clutch expert, is brushing up on transmission work. Sam Mahoney is his instructor. Joe is also getting his hair cut by installments by Bob Frampton. Bob is a student barber.

Mr. and Mrs. Earl Hansen took in the Ice Follies while they were in town and report that it was a wonderful show.

Bob Herman, 19 year old son of Mike and Millie Herman, recently signed a contract with Uncle Sam and is now in training at Fort Ord.

Tom Rocha is very busy these days. Tom tells me that the brakes and chassis work has hit an all time high.

At the time this is written Tony Nunes, Jim Lusby and Bob Malone are on the sick list. Hurry and get well fellows. We miss you.

We owe a vote of thanks to Jake Dainton for his part in keeping friends of the L.A.T.L. informed as to how things are progressing. Each time an issue of Two Bells arrives Jake gets out his mailing list and sends out copies of Two Bells to our friends all over the country. We even have some readers in Hawaii.

Nat Duron took over the duties of leadman while Joe Crawford was on vacation. Bob Thompson received his pilot's license and has been trying to get me to go up with him, but the ride is going to have to be postponed until Bob quits making those emergency landings in bean fields.

Sergeant and Mrs. N. K. Dunn wish to announce the arrival of a 7 lb., 10 oz. baby daughter, Patricia Diane. The proud grandfather is Walter Alport.

Homer and Millie Porcher have a new guest at their home, too. A 6 lb., 11 oz. boy, John Edwin.

## WET POINT

Sam Clay and his wife, Lola, are back from a trip to St. Louis where they visited their grandchildren and his wife's brother.

Patsy Giacalone and his wife, Josephine, drove to San Francisco to visit friends.

Ed Johnston went to the Mojave desert and explored the ghost towns.

Lucius Sheppard went to Imperial Valley, dove hunting, and got the limit.

Jose Montes painted his house while on vacation. Jose found out that it is little slower work painting with a brush than using a spray gun.

John Halloman and his crew are really busy these days. They are getting the forty new P.C.C. cars spic and span to present to the public.

Joe Metoyer, Walter Roberts and a party of nine went rabbit hunting recently. They killed seventy rabbits. Joe got 8 and Walter 4. Joe tells me that he would have gotten more rabbits but he had to keep a close watch on Walter, as every time he looked at him it seemed as if he were aiming straight at him. Joe says that the only thing that saved him one time was Walter catching his finger between the firing pin and the hammer. Come, boys, let's settle this without bloodshed.

Camillo Caringello was showing a four foot sword from a 460 lb. swordfish that his son, Joe, caught while fishing about 60 miles from Catalina Island. Camillo was quite proud and, I think, a little envious, too.

That's it for now.

## Diesel Fumes

by Marjorie Coleman

**T**HE season for celebrating is almost upon us, with Thanksgiving and Christmas just around the corner. However, quite a few of the employes of 16th Street Garage are celebrating holidays right now.

Laura Hinze observed her second wedding anniversary not long ago and her husband gave her a beautiful Ronson lighter for the occasion. Handsome certainly describes her gift as well as her husband. Best wishes to both of them.

George Powell thought he had kept a pretty good secret by not telling anyone his birth date. But what he didn't know was that the Office Force had "SS" men (Secret Schmos) working on the case, and after much research and contacting the F.B.I. in Washington, they came up with the answer. Then the question was put before the jury, "Should we purchase a birthday cake?" After being deadlocked for the full time of half a second, the jury returned with a unanimous verdict of "Yes." When asked to make a speech, Mr. Powell said—quote—Ah wish to thank you-all very much—unquote.

The Clyde Tengblads are celebrating these days, too. They just bought their own home in Van Nuys. Now we are all waiting for an invitation out there—with refreshments—perhaps?

Johnny Johnson's right hand man (and best man at his wedding, is back with the Company again. Welcome back, Emil!

Robert Robison and Thomas Roberts just returned from a vacation in Yosemite National Park. After seeing the snap shots they took, we all have the desire to visit Yosemite now.

Speaking of vacations, T. J. Watts certainly planned his well. And to be certain of plenty of rest, he even had the telephone temporarily disconnected. I guess he has forgotten we still have his address.

**SOMETHING FOR THE BOOKS:** After making two round trips across the country this summer, Wayne Lucas had to return to Los Angeles to become involved in an automobile accident. (These California drivers, you know). Hope it wasn't too serious.

We were grieved to learn of the death of Thomas P. Casey on September 19, 1948. Tom was an employe of 16th St. Garage for twenty-one years, and held the position of Chief Clerk.



• Brer Fox and Richard Hardy, son of Charles Hardy, Safety Inspector. Fox belongs to Tom Marks, formerly at 16th.

## Snoops and Scoops at 1

by Harry E. Arisohn

**H**ELLO there, fellow Transit Liners, introducing your new news scribe of the month, none other than Harry E. Arisohn, No. 1632, who is taking over Lou Patten's job of keeping you informed on who's who and what's what, also who dood it at Div. I.

Sorry Lou won't be with us to keep us informed on all the dirt, as he had to go back East to be with his dad, who is seriously ill. Let's hope he recovers soon and Lou returns to be with us once more.

Op. Charley Perez is busy nowadays looking for a home for the blessed event, which is expected around Christmas time. We all hope you get what you and your wife want. Good luck.

Op. P. Cardente is the man who lives up to jack-of-all trades, but really masters all. Believe it or not, while making out trip sheets he also made blue prints for a house. Result, living in it now. Get acquainted with him if you need a home.

Our Steno's daughter had her first date with a medical man. Result, she lost her tonsils. Patient doing nicely.

Op. A. A. Walters came in with a pretty strong tale of the gash under his left eye. He claims his youngster swung a do-dad at him. (I wonder, I wonder?)

Something to think about: Op. Roosevelt (Rabbit) Adams can now put our minds at ease by letting us know which came first, the chicken or the egg. His wife is operating a live poultry market on Central between 5th and 6th. Everyone from Div. 1 wishes you loads of luck.

Your scribe is wondering why the Operators who make relief at 12th and Central stop at Murray's Malt Shop. Can the red-head be the cause?

L. H. B. (Pop) Farris, retired Conductor, formerly of Div. 1, is inspiring the boys with his shredded wheat (goatee) flagging at 28th and Hooper.

## American Legion Auxiliary

by Janice Billings

**T**HE first card party of the season, planned by our Ways and Means chairman, Arleen Horne, was attended by a large group at the home of Janice and Bart Billings on Oct. 16. Pinochle and other games were played with prizes given for top scores as well as a door prizes. The evening was followed by refreshments of French apple pie and coffee. Our second card party was greatly enjoyed by many at the home of our president Kathryn Sherman and her husband, Lee, in their lovely new ranch-type home in Temple City, Nov. 20.

Delicious pumpkin pie and coffee was served following the card games.

A card party is planned for each month during the winter. Meetings are held the first and third Tuesdays of each month at Patriotic Hall, 1816 So. Figueroa St. We would enjoy seeing all members and prospective members on these occasions.

# Transportation Transcripts

by Paul Prutzman

OUR opening salute this month is fired in the general direction of Jimmie "Admiral" Schulz who on October 17 at the unearthly hour of 9:00 a.m., became the father of a 9 pound, 4 ounce, bouncing baby boy. For awhile it looked like the hospital might have to provide a bed for the father as well as the mother. Jimmy managed to survive though, and was soon passing out cigars and accepting congratulations from one and all.

The ranks of the eligible bachelors were thinned by one with the recent marriage of George Goehler, Superintendent of Schedules and Statistics. All the employes of the Transportation Department got together and had a surprise reception for George in Mr. Wright's office, at which time they presented Mr. and Mrs. Goehler with a beautiful Sterling silver coffee set.

One of the fairer sex also discarded her single bliss for the double harness of matrimony recently. Evelyn Harrison, a switch board operator, was married to Eddie Nagle at Santa Barbara. They spent a brief but enjoyable honeymoon by the seashore. Her new husband, who is an alumnus of Notre Dame, is to be congratulated. It couldn't happen to a nicer person.

Agnes Robertson of the Timekeeping Department gave an anniversary dinner for her co-worker, June Bradway. Instead of the conventional place cards in front of June was placed, of all things, a rolling pin. Was it for decorative purposes, June, or are you figuring on putting it to a more practical use?

The Schedule Department welcomes back to active duty Guy Campbell who had retired after 40 years of service with the Company. It seems that the fishing has not been very good this year and Guy, who has been very active all of his life, just had to get back in harness again. He is in there pitching every day, and is showing some of the younger boys that there is still a lot of music left in an old violin.

In keeping with the Company policy of constantly improving the operating equipment, they are installing an additional Switchboard in the Dispatchers room. In the process of construction it became necessary to move the couch from the adjoining Coffee room out into the hall. Mary Ann Baumgartner, who had been in the habit of eating her lunch while reclining in comfort, now has to sit up to take on her nourishment. Cheer up, Mary, it's for a good cause and you'll soon have your couch back again.

Ben Hartsell, Coach Schedule Maker, journeyed to British Columbia on his vacation recently. Being a loyal coach man he naturally travelled by bus. He said that the best part of the whole trip was being able to sit back and watch someone else do all the driving for a change.

We have a new Schedule Typist in the person of Susan Potts. Susan, who is a native of California, spent one winter in New Mexico where her husband is in business. After almost freezing, she decided to return to sunny California. We also wish to welcome Anna Mae Barr, who dispenses so swiftly and efficiently at the P.A.X. Board.

"Billie" Racusin, Sam Taylors secretary, was a tough Sargeant in the W.A.C. during the late unpleasantness. She really keeps the affairs of the Special Agents Office in Apple Pie Order. We expect any day now to see the boys standing at attention and saluting her when they report for duty.

# The Hillbilly Boys

by L. B. Meek

WELL, it looks to me as though we should settle down to our winter chores now. The summer is over and vacations are now history. Of course, there are some who seem to prefer the later months. You've probably noticed that Harry Gilmore was out of the office for a few days while making a trip up to Sacramento to look after some business and then on to the Russian River country for a rest and sight seeing. He says that is beautiful country.

L. H. (Boots) Walton spent a nice vacation on a trip to Texas visiting relatives and friends. It was one his daughter will surely remember for she had the privilege of appearing on a radio program with one of the popular orchestras of that district.

Sam Huddleston and wife have been called east due to the illness of Mrs. Huddleston's father. While it was quite a trip, and on such trips there is usually very little pleasure, we hope that they had a pleasant one and that her father is improving by now.

We are sorry to have to mention that M. (Abe) Abraham is on the sick list and the doctor prescribed a rest. So Abe has gone to Utah to rest and relax and at the same time recuperate while eating mother's cooking for a while. We hope to hear of a complete recovery soon and see the ever popular Abe back on the job.

We don't want to become too chesty but we think we had pretty good response at our division in the popularity program this last month. For September we received compliments for twenty-seven of our group. That looked good.

*"Something new in Jute Boxes. Ya gotta put in a nickel to stop it."*



There were occasions, two, in fact, and one especially, when autos on the right rear were trying to pass when they did not have enough room on account of parked cars. I believe once it was where the road jogs somewhere around Pico, 11th, or 12th, on Grand Avenue. He was very courteous to a motorist who was endeavoring to pass and did not have enough room and who realized it, but the operator stopped, or slowed down, and mentioned for him to go ahead, (I wonder if he appreciated it!) as he did in another case when he even raised up from his seat to see just what the conditions were back there. I thought it was most unusual for anyone to be so careful and to show so much consideration for others. I have never seen it done before.

He was extremely polite and courteous to all who entered the car, in answering their questions and in giving them directions as to where they wished to go and *he did not forget* to remind them in a courteous manner when they had reached the place where they should get off. One woman was going to get off three or four blocks before her stopping place, but *he remembered* and very pleasantly told her that that was not her street and that he would tell her when she arrived there.

He does his work as easily and efficiently as though he had been doing it for years and as though he enjoyed every phase of it. He seem to have a wonderful memory.

Operator 2485 is a very alert young colored man whom I had never seen before, but I do believe that in him you have an employee of whom you will always be proud. When I asked him his number, he smiled pleasantly and told me—not knowing what I had in mind. When I complimented him on the excellency of his work, his eyes lighted up happily and he smiled and thanked me.

I am sure if you had been riding with him at the time I was and sat and quietly observed as I did, you would have been amazed and delighted with such an efficiency of operation, courtesy, and pleasantness of manner. I think such qualities are certainly deserving of attention and commendation, and I do hope this letter will help them to become recognized. I am sure you are to be congratulated on having such a fine employee.

Miss Olive A. Bailey



• H. W. Varrett

Maple Ave| with a lot of other girls who take busses to and from work and we all would like to see more of this operator on our line which is the Melrose bus.

The bus riders of  
12th & Maple,  
Ruth Roberts & Gang

• These cute Transit tots are Ernest, 7 yrs., and Rose, 11 yrs. Their daddy is Tony Campos, mechanic, Dept. 20, South Park Shops.



## Veterans Club Auxiliary

**W**ELL, vacations are over. Grace Lowry and husband, Tom, back from San Francisco via Yellowstone National Park and to Montana where they visited Grace's folks. They feel great after their trip.

Gertrude Ebert and family are moving into their new home in Rosemead. Watch for house warming.

Chaplain Gladys Taylor is home again after a serious operation. We are hoping to see you at our next meeting.

We have missed you, Gladys.

The members of the Auxiliary wish to express their sincere thanks to the L.A. Transit Lines for their new colors, which will be presented soon.

The Pot Luck Dinner this month was a huge success and everyone had a grand time.

## American Legion

by Frank R. Horne

**J**UST after Installation some of our members attended the Dept. Convention in San Francisco. Boy, what a time. Believe it or not, we all made it back in one piece.

Comrade Lowry and his wife, Grace, went to Montana from the Convention. When he arrived back he said he had never seen so much fried chicken in his life. Sure wish we could of all been there to help him eat it.

Comrade Ed. Roche is a lot better and able to attend meetings. Keep it up, Ed, we are all pulling for you.

Comrade Leo Leasman had to go back to the hospital for a short time, but is now out. Hope this will be your last trip, Leo.

The post has quite a few irons in the fire for the coming year, so how about more of you fellows coming out to see what we are going to do in the near future?

In case some of you don't know what our membership consists of, I will try to explain.

We are employes of all branches of the L.A.T.L. and L.A.M.C. We are also allowed 10% of our membership outside of these organizations, so all you veterans come on down and see how we operate. You are always welcome to attend any of our meetings. We meet the first and third Tuesday of each month.

Hope to see some of you in the near future.

# The Last Terminal

*Thirteen members of the Transit Lines' family have passed away. The Company extends their condolence and sympathy to their loved ones in their berevemenent.*

*George L. Stoddard*, Special Roll, passed away September 2, 1948. He is survived by his daughter, Mrs. Winona Quinby, 4170 Iowa Ave., Fresno, California. Mr. Stoddard was born October 21, 1875, in Shenandoah, Iowa. He was employed as Motorman, Division No. 2, May 22, 1917; transferred to Motorman, Division No. 1, July 17, 1932; transferred to Temporary Watchman, Department No. 2, August 20, 1937; transferred to Motorman, Division No. 1, August 27, 1937; and was placed on the Special Roll, May 13, 1946. Funeral services were held Saturday, September 4 at 2:00 P.M. in the Bresee & Gillette Mortuary, 950 W. Washington Blvd., Los Angeles. Interment followed in Inglewood Park Cemetery, Inglewood.

*Harry T. Brown*, Mechanic, Division No. 4, passed away September 5, 1948. He is survived by his sister, Mrs. May B. DelFrate, 2226 South Broadway, Albuquerque, New Mexico. Mr. Brown was born March 12, 1898, in Golden, New Mexico. He was employed as a Car Repairer, Department No. 2, May 1, 1922; transferred to Division No. 1, October 1, 1933; to Mechanic Street Inspector, Department No. 2, January 11, 1937; and to Mechanic, Division No. 4, November 1, 1945. Funeral services were held Friday, September 10 at 11:00 A.M., W. A. Brown & Son Mortuary, 1815 So. Flower St., Los Angeles. Interment followed in Inglewood Park Cemetery, Inglewood, California.

*Gus Meiers*, Mechanic, Los Angeles Motor Coach Lines, passed away September 9, 1948. He is survived by his wife, Mrs. Lillian Meiers, 705 No. Poinsetta Place, Los Angeles, California. Mr. Meiers was born June 14, 1900, in New York City, New York. He was employe das a Mechanic Helper April 2, 1945, and transferred to Mechanic October 1, 1945. Funeral services were held Saturday, September 11, at 11:00 A.M. in the Little Church of the Flowers, Forest Lawn Memorial Park Cemetery, Glendale.

*Thomas P. Casey*, Special Roll, passed away September 19, 1948. He is survived by his sister, Mrs. Veronica Caruth, 6119 Gloucester St., Los Angeles 22, California. Mr. Casey was born March 17, 1905, in Vancouver, B.C. He was employed as a Serviceman, Department No. 18, October 22, 1926; transferred to Mechanic Department No. 18, July 1, 1931; transferred to Gas Station Attendant, Department No. 18, May 1, 1934; transferred to Clerk, Department No. 18, November 1, 1935; and was placed on the Special Roll April 19, 1948. Rosary was held Monday, September 20 at 8:00 P.M. in the Chapel of the Cunningham & O'Connor Mortuary, 850 W. Washington Blvd., Los Angeles. Requiem Mass was held Tuesday, September 21 at 9:00 A.M. in the St. Alphonsus Church followed by interment in Calvary Cemetery.

*Ralph G. Nokes*, Mechanic "A," Mechanical Division No. 5, passed away September 24, 1948. He is survived

by his mother Mrs. Laura E. Nokes, Welda, Kansas. Mr. Nokes was born August 8, 1889 in Welda, Kansas. He was employed as a Repairer, Mechanical Department, December 19, 1924; transferred to Group Man, Mechanical Department, August 16, 1927; transferred to Car Repairer, Mechanical Division No. 5, February 1, 1932; transferred to Electrical Repairer, Mechanical Division No. 5, June 8, 1943; transferred to Mechanic "A," Mechanical Division No. 5, May 1, 1945. Funeral services were held Monday, September 27 at 10:00 A.M. in the Dunaway Funeral Home, Hawthorne. The body was shipped to Welda, Kansas, for burial.

*Clifford M. Wright*, Trainman, Division No. 3, passed away September 25, 1948. He is survived by his wife, Mrs. Florence Wright, 12727 Wolby Way, North Hollywood, California. Mr. Wright was born February 14, 1913, in Flint, Michigan. He was employed as a Trainman, Division No. 4, March 7, 1924; transferred to Trainman, Division No. 5, August 3, 1947; transferred to Trainman, Division No. 3, April 18, 1948. Funeral services were held Tuesday, September 28, at 2:30 P.M. in the Pierce Brothers Mortuary, Van Nuys. Interment followed in the Valhalla Memorial Park, Burbank.

*John M. Glover*, Retired, passed away October 4, 1948. He is survived by his wife, Mrs. Alice Glover, 439 So. Orange Ave., Brea, California. Mr. Glover was born February 26, 1870 in Clay Center, Kansas. He was employed as a Motorman, Division No. 2, February 28, 1903; transferred to Motorman, Way & Structures, April 25, 1907; transferred to Motorman, Division No. 2, October 5, 1918; transferred to Motorman, Way & Structures, January 1, 1919; transferred to Motorman, Division No. 2, August 16, 1919; transferred to Motorman, Way & Structures, September 2, 1919; transferred to Flagman, Transportation, January 16, 1934, transferred to Watchman, Engineering Department, March 1, 1939; transferred to Flagman, Transportation, March 1, -1940; and Retired on September 1, 1942. Funeral services were held Thursday, October 7, 2:00 P.M. in the Christensen Mortuary, Covina, California. Interment followed in Oakdale Cemetery, Covina.

*Adolph Binder*, Special Roll, passed away October 4, 1948. He is survived by his wife, Mrs. Gessala Binder, 5068 Shearin Ave., Eagle Rock 41, California. Mr. Binder was born April 15, 1878, in Cerrowitz, Austria. He was employed as a Carpenter, Mechanical Department, June 4, 1913, placed on the Special Roll, March 1, 1930, appointed to Watchman, July 1, 1939, transferred to Flagman, March 1, 1941; transferred to Watchman, March 1, 1943; transferred to Watchman, Way & Structures, February 1, 1947; transferred to Watchman, Transportation Department, March 10, 1947; and returned to the Special Roll, March 16, 1947. Funeral services were held Wed-

*Turn Page*

nesday, October 6 at 12:00 P.M. in Groman Mortuary, Los Angeles. Interment in Beth Israel Cemetery, Los Angeles, followed.

*Charles S. Walter*, Special Roll, passed away October 15, 1948. He is survived by his wife, Dorothy T. Walter, 1500 S. Chapel, Alhambra, California. Mr. Walter was born September 23, 1878, in Alton, Illinois. He was employed as a Storekeeper, South Park Shops, August 14, 1922; transferred to Purchasing Department February 15, 1937; and placed on the Special Roll July 15, 1945. Funeral services were held Tuesday, October 19, at 2:30 P.M. in the Turner Stevens & Turner Mortuary, Alhambra. Interment in Forest Lawn Memorial Park, Glendale, followed.

*Thomas C. Strobel*, Motorman, Division No. 5, passed away October 22, 1948. He is survived by his son, Kenneth G. Strobel, 5922 So. Wilton Place, Los Angeles 44, California. Mr. Strobel was born December 7, 1879, in Elk Point, South Dakota. He was employed as a Motorman, Division No. 2, October 1, 1919; transferred to Clerk, Division No. 2, November 1, 1930; transferred to Motorman, Division No. 2, July 1, 1931; transferred to Motorman, Division No. 5, July 31, 1932; transferred to Receiving Clerk, Division No. 5, April 2, 1938; transferred to Motorman, Division No. 5, April 9, 1938; transferred to Temporary Messenger, Division No. 5, October 1, 1941, and returned to Motorman, Division No. 5, December 16, 1941. Funeral services were held Tuesday, October 26, at 3:00 P.M. in the Utter McKinley Mortuary, Los Angeles, and interment followed in Inglewood Park Cemetery.

*Mario Moya*, Laborer "A," Way & Structures, passed away October 26, 1948. He is survived by his daughter, Miss Eladia Moya, 1734 Gabriel Ave., Los Angeles 12, California. Mr. Moya was born January 19, 1880. He was employed as a Laborer, Way & Structures, November 7, 1921. Rosary was held Wednesday, October 27 at 8:00 P.M. in the Bagues Mortuary, Los Angeles. Mass was held Thursday, October 28 at 9:00 A.M. in the El Santo Nino Church, Los Angeles. Interment followed in Calvary Cemetery.

*James O. Bricker*, Trainman, Division No. 3, passed away October 5, 1948. He is survived by his daughter, Mrs. Loella Alberg, 154 Melrose North, Seattle 2, Washington. Mr. Bricker was born January 18, 1901, in Havana Illinois. He was employed as a Trainman, Division No. 3, October 18, 1946.

*Clement F. Kirkland*, Special Roll, passed away November 4, 1948. He is survived by his wife, Mary A. Kirkland, 1422 Malvern Ave., Los Angeles 6, California. Mr. Kirkland was born May 21, 1875, in Plano, Iowa. He was employed as Motorman, Division No. 4, March 16, 1911; transferred to Watchman, Transportation Department, May 1, 1938; transferred to Watchman, Engineering Department, March 4, 1939; and placed on the Special Roll, September 24, 1947. Masonic funeral services were held Monday, November 8 at 2:00 P.M. in the Little Church of the Flowers. Interment followed in Forest Lawn Memorial Park Cemetery, Glendale, California.

## The Big Move

(Continued from Page 6)

erating in conjunction with one-man cars. A look at our route map will show that from Avenue 28 & N. Figueroa to Santa Barbara & Hoover, this line operates jointly with one-man lines, and has been subject to one-man running time in that area for some years. A new schedule, taking into account all of the factors involved in the change of this operation has been built, and it will be operated with better equipment than previously used on the "5" Line. H4 and F type four-motored one-man cars are now ready for the December 5th date, and this change should meet with the approval of both our operating personnel and our passengers. We will no longer have to witness the spectacle of our two-motored cars crawling up the long grade on Eagle Rock Boulevard, but instead will have these faster cars, capable of maintaining reasonable scheduled speeds.

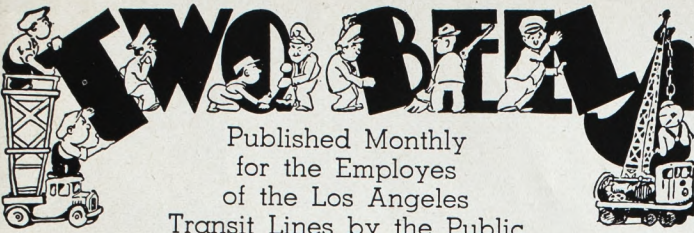
One of the factors that had a great influence in the moving of our employees between divisions was the transferring of Line "V" in its entirety to Division No. 1. Previously part of this line was operated out of Division No. 5, but with the change in operations on December 5th, it becomes necessary to house this line at Division No. 1, and many of our employees who preferred to work conductor or motorman runs bid on the "V" Line at Division No. 1.

An interesting pattern is being developed on the Transit Lines with regard to employees' preferences. While we fully understand that the recent election did much to break down the confidence in pollsters and trend analysers, we feel sure that the consensus of all who read personnel figures is that to some extent at least the pattern is indicative of a change in the desirability of certain lines and equipment. For example, the popularity of the divisions in the matter of filling up with employees was as follows: First Division 6, then in order, Division 2, Division 4, Division 3, Division 5, Division 1.

These figures show that the coach divisions are indeed the most popular, as the two divisions that operate coaches exclusively filled up first. Next, the matter of equipment preference is illustrated in the fact that Divisions No. 6 and No. 2 have modern equipment and also that the third division, Division No. 4, which is exclusively a rail division, has just received forty new P.C.C. type cars, and has a fleet of one-hundred-twenty-five, in addition. Divisions No. 3 and No. 5 which follow are predominately or exclusively rail divisions, and Division No. 1 is better than



• Art Gerrard, pride of Dept. 20, South Park.



Published Monthly  
for the Employees  
of the Los Angeles  
Transit Lines by the Public  
Relations Department

Vol. 29

No. 6

October-November, 1948

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**WOMEN'S EDITOR**

Frances Ryan

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**ART & PHOTOGRAPHY**

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50% a rail division. Division No. 1 which finished last offers an interesting study, inasmuch as it has trolley coaches, but we feel that at the present the trolley coach is a little too new to have too many supporters. It is noteworthy that the seasoned trolley coach operators bid back on the trolley coaches, and the number of trolley coach enthusiasts is increasing.

Of interest also at the shake-up were the better schedules that were presented for bid. During the past nine years personnel and equipment shortages have curtailed normal operations, and December 5th will be the first time since pre-war days that properly engineered schedules operating with a full complement of personnel, and with adequate equipment have been operated. A study, too, of the working hours of these schedules divulges the fact that a more equal distribution of hours has resulted and that more Saturdays and Sundays off are available.

Ordinarily when moving is talked about, one's thoughts center about moving vans and trailers and the transferring of household effects in automobiles, etc. Our moving job is a different one and difficult. It means that in order to

Give to the Chest



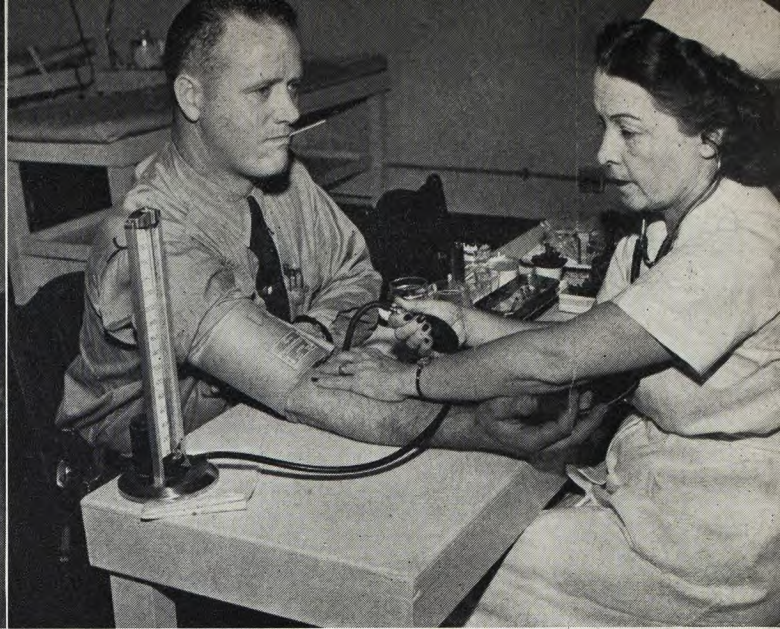
• Kids, I'm from the Family Service Agency of your Community Chest. We are convinced you can smooth this thing over.

move these 500 men, a large number of them must be trained or re-trained to new operations. The Instruction Department faces a monumental task in the training of these men in the short space of time that is allotted. It will be interesting to watch these instructors under the supervision of Dan Healy and Mickey Ryan, as they proceed in their training plans, arranging with the Division Superintendents to release men, having rough edge and line coaches available and assigning the men to competent line instructors.

General System shake-ups are big jobs, they are expensive jobs and they are difficult jobs, and all of us understand the problem and know what is expected. We feel that when December 5th arrives that through the cooperation of the operating personnel, the instructors and supervisory forces, that we will give a quality of service to the people of Los Angeles that they have never before experienced, and that these people will be proud to go places with the Los Angeles Transit Lines.

"IT SURE IS THE TRUTH"

They find fault with the editor,  
They say he should be shot;  
The news sheets are as peppy  
As a cemetery lot;  
The staff shows faulty judgment,  
The jokes, they say, are stale,  
On upper floors they holler,  
On lower floors they wail.  
But when the paper's issued,  
(We say it with a smile),  
If someone doesn't get one  
You can hear him yell a mile.



• "It's a pleasure," says Albert Atwood of Division Two, to donate your blood to the Transit Lines Blood Bank. The first step is easy. They simply take your record. Second, they test your blood pressure and

take your temperature. The third step is actually giving your blood, and the fourth is a chance to relax with a cup of coffee and a feeling that you have done your part."

## Blood In the Bank

by Dale Johnson

OUR bank account at the Blood Bank is building up. A number of employes are making the tour to 925 South Western Avenue, to give their pint of blood to be credited to our account and be withdrawn by Transit Lines' employes or their immediate families when in need of blood transfusions. Recruiters have been appointed as follows:

Division One	L. B. Biggs and A. G. Parker
Division Two	P. E. Snider
Division Three	A. T. Heinz
Division Four	H. R. Vaden
Division Five	H. L. Sanno
Division Six	A. E. Bliss
South Park	W. A. Pinder
Way and Structures	W. E. Hunter
Vineyard	J. T. Hope
Electrical	W. E. Whiteside

Virgil  
LATL Building  
Transportation Dept.

G. C. Gilliland  
D. E. Johnson  
A. J. Brehm and R. H. Smith

Get in touch with your Recruiter and make up a blood donor party by joining with six or more other transit employes for your trip to the Blood Bank. Transportation will be furnished for seven or more persons.

When you donate a pint of blood you will receive a Contribution Record Card from the Red Cross. Information as to your blood type and RH factor will be sent to you and should be placed on the card in the space provided for that purpose. Your Contribution Record Card should be carried at all times.

Blood donors must weigh 110 pounds, minimum, and be between the ages of 21 and 60 years. Frequency of contributions is limited to one every three months.

Your credit is good at the Blood Bank because you will have built that credit by your donations.