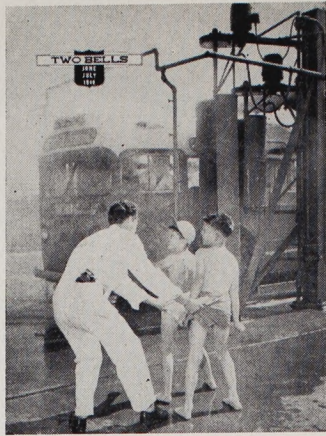


TWO BELLS

JUNE
JULY
1949



Editors Observe



“WAITING Their Turn” is the title for the candid cover of Two Bells this issue. This electric coach washer is the modern equivalent of the old swimming hole and the two boys detained by the mechanic were about to take their turn after the coach in the inviting spray. We’ve heard rumors that so much water going to waste on sweltering hot days has been noticed by the neighboring youngsters. The two boys in the picture are Kenneth Nordstrom, with cap on, and Steven Balch. Thomas Haw, Leadman at Division Five, is the gentleman in white.

The editorial staff is planning to take a fishing trip as soon as Two Bells comes out.

We have fished every trickle, stream and puddle in California, including the Los Angeles Aqueduct and the Los Angeles River. Get out some morning at dawn and go after bass in the Aqueduct Lakes—by the time the sun comes up you’ll be enjoying a nice hot breakfast—in the Lincoln Heights Jail (no, don’t bother, we want to forget that experience).

Last season we spent four days out on the desert fishing a mirage. We didn’t get the limit, but we had the satisfaction of knowing that there was no one else on the stream, we wouldn’t recommend that this year, as we understand the Government is putting a dam across it.

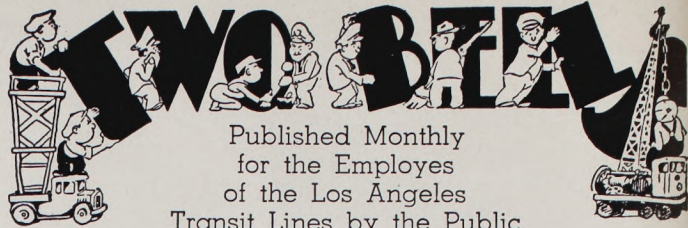
Regardless of where you fish, you’ll need a license. A second-hand marriage license might do if you plan on going into a country where the game wardens are near-sighted. Of course, it’s much better to have a fishing license. When you buy a license they will give you a little button to put on your lapel. The idea is that the fish are not supposed to eat anything off a hook whose owner does not wear a button.

Snake bite medicine comes next. No fishing trip is complete without at least a gallon. It’s a smart idea to save a drop or two for the actual snake bite, because if you drink a gallon you’ll see plenty of snakes.

It’s also a good idea to include a little bait. There are dozens of kinds of baits and lures. Some claim that the spoon is the best fish lure, but it’s our personal belief that a trout is not educated enough to eat out of a spoon.

We have lots of fly fishermen. These men claim that bait fishing is not good sportsmanship, but our observations lead us to believe that the difference between good sportsmanship and poor sportsmanship is 15 fish. In fly fishing the idea is to whip the stream for twelve hours—then go home and whip the guy who talked you into it. There are two methods—dry fly fishing and wet fly fishing. Wet flies are the ones that hit the water—dry flies those that lodge in your ear.

Live grasshoppers are also good bait, but if you are on



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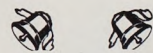
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Mrs. J. T. Watts

ART & PHOTOGRAPHY

Stan Cohen

Guy Gifford



a long trip and expecting to live on your catches, we’d suggest saving any grasshoppers you run across for food.

We have a novel way of catching fish that works as easily as shooting them. We tie a sardine can on the line and let it drift down the stream. The fish read the label on the can and immediately hop into it—the bigger the can, the bigger the fish. We heard of one instance up in Canada where a man fording a river in a Model T worked three days getting a whale out of his back seat.

Next to that method we like worm fishing. Some authorities are against it, as they claim it’s depending too much on a little worm. In baiting the worm onto the hook we hold him head up and tell him how many fish we’re going to catch. When he opens his mouth to laugh, we quickly insert the hook.

In closing, we wish to mention an important “don’t” for fishermen. Don’t, don’t, don’t go fishing. You’ll have to lie about the whopper that got away, so you may as well lie about the whole trip.

Introducing EDWIN C. HOUGHTON

PRESIDENT LOS ANGELES
TRANSIT LINES

By T. J. Manning

• • •

YOUR new pilot, Edwin C. Houghton, who was appointed to take my place as President of Los Angeles Transit Lines by the Board of Directors on June 7, 1949, is most capable of operating this enterprise in a successful manner.

Prior to taking office Mr. Houghton acted as President of the Key System Transit Lines, which serve the East Bay District, the Oakland area and San Francisco, via the Bay Bridge.

He has been a member of the Board of Directors of our company for some time and because of this close association he is familiar with the property, a great number of Transit Lines' employes and the problems which constantly confront us.

Houghton's background consists of a lifetime in the transportation industry and he is a self-made transportation executive. In 1912 he started in the railroad business and with the exception of a period when he reported for military service in World War One, as a Master Sergeant in the Army Air Corps attached to the Automobile Department, Houghton has been active in transportation.

He was with the Pennsylvania Lines until 1926 when he received an offer from the Shore Line Motor Company of Indiana and Illinois. He left the Shore Line Company in 1931 to join the Fitzgerald organization. He was Operating Manager of all National City Lines' properties east of the Rockies until November, 1947, when he was appointed President of the Key System Transit Lines.

Perhaps Ed Houghton's hometown had something to do with his transit career, for Logansport, Indiana, the county



• Former President T. J. Manning and new President Edwin C. Houghton discuss the corporate structure of the Company just prior to Mr. Houghton's assuming leadership.

seat of Cass County, is an important railroad center. In fact, the business of the city was largely derived from the railroad shops and the various industries which built up near the railroad center.

Ed Houghton and his wife, Mildred, have moved to Los Angeles where they will become permanent residents of this community. Mr. Houghton's hobby is fishing. He has his own private pilot's license. Should you meet him on a golf course be prepared for some stiff competition. Golf and baseball are his two favorite sports. He is simply a baseball fan but in golf he is a serious participant.

You will find Ed Houghton a nice guy to work with. He is energetic, fair and blessed with an overdose of human understanding.

In closing I would like to thank each and every employe personally for his efforts toward making my job so pleasant. I know that you will give Edwin C. Houghton the same loyalty and cooperation, and that the Company will move ahead to greater successes.

Lucky Seven Rolls



• Joe Prutsman at his desk dictating to Geneva Eimer.



• Upper left is the busy clerk's office at 7. V. J. Eulberg, Ass't Supt., on phones, Ethel Green at typewriter, Bob Bloodgood helping Operator V. J. Olson. Upper right, Safety Department office. Rose Hardy and George Low at desk. H. E. L. Peterson on phones at corner desk and Herbert Mueller at desk with merchant malculator.



• D. H. Getchell, oldest man in seniority, copying schedule.



WHEN Division Seven, formerly known as "Virgil" when operated by the Los Angeles Motor Coach Lines, opened its doors for operations under the banner of Los Angeles Transit Lines on June 19, many old timers came to look it over and be surprised. They were not disappointed for Division Seven, which had sometimes been called "Old 29 Steps" had truly received a face lifting.

On the street level the new high-speed pumps dishing out fuel are able to take care of the coaches as they pull-in in record time, and the new exhaust system makes the work of the mechanics a lot more pleasant for the fumes are dispensed into the open air.

The old timers were really surprised when they climbed the stairs to the upper regions to find the trainroom painted with a new light paint and looking as spick and span as a Dutch housewife's kitchen. The asphalt tile on the floor is kept gleaming with the help of an electric floor-polisher that swishes its tireless rounds nearly every other day, and one cannot help noticing how careful the trainmen are about disposing of waste papers in waste baskets.

The new cashier's cage is nearly atom-bomb proof with its bullet-proof glass and steel encasement, and the adjoining office is light and cheery with the whole place exhibiting a cheerfulness which makes Lucky Seven one of the most pleasant trainrooms of the system.

The three offices next to the cashier's cage represent the new Safety Department headquarters. The first is occupied by J. W. Prutsman, Director of Safety, for eight divisions. Another desk in his office, seldom occupied, stands as a silent symbol of the ceaseless activities of Roy Finley, Safety Supervisor, who circulates among the divisions. The next office holds the staff and affords them a pleasant place in which to carry on their activities. The staff is composed



• A View of the Trainroom finds George Goehler and M. Edwin Wright talking to Operator C. L. Ham. Note the neatness of the Trainroom.

of George Low, Robert Peterson and Herbert Mueller, together with the female contingent Mrs. Eimer and Mrs. Hardy. The third room is used as a file room and a place for conferences when the safetyatriciens gather to develop Accident analyses. Across the trainroom is an airy, clean office that will be used as an auxiliary office by M. Edwin Wright and George Goehler. The next two rooms are occupied by the Instruction Department.

One may cross the roof into the annex where an enormous room yawns at the visitor. This room can be converted into an assembly room for meetings and plans are already underway for converting one of the adjoining rooms into a dark-room and accident-laboratory where pictures of accident scenes will be developed and new devices for the increased safety of our operations will be tested.

At the present time ninety-seven operators are starting their daily work from Division Seven, manning fifty-seven coaches which serve lines 11, 40 and 86. Chief of all this is A. A. Grant, Division Superintendent, who shuttles between Six and Seven and keeps things humming. He is ably assisted by V. J. Eulberg, Asst. Superintendent, who follows the same routine. Ethel Greene, the blond, blue-eyed secretary whose slow smile cheers many a tired operator, adds greatly to the cheerfulness, and the four clerks in the division consist of L. Ewing, B. Bloodgood, V. Wetmore and R. Orrell.

Lucky Seven is not a large division, but it runs with the precision of a high-grade watch, and already in the trainroom there is a movement started to chisel these words above the door leading to the twenty-nine steps: "Up these steps climb the best operators and mechanics in the world."

• T. C. Isbell demonstrates the use of the money counter in the Cashier's Office. This office is especially clean and airy.



Plastic Surgery for the City

SCIENTIFIC traffic engineering has played a great part in revamping the transit map of Los Angeles. Since World War II the Los Angeles Transit Lines has introduced many improvements based upon careful planning and scientific research. Although all departments come in for their share of praise in the various steps toward perfecting the transit pattern, the greatest amount of credit goes to the Director of Planning, Stanley M. Lanham, and his assistants Dave D. Canning, Traffic Analyst, and John Curtis, Research Engineer.

These planners, of course, depend on the Schedule Department under the direction of George Goehler; the Transportation Department under M. Edwin Wright; Mechanical Department under J. E. McGinity, and the Public Relations Department for aiding and assisting in each major surgical operation.

The first plastic treatment to the face of our city took place on June 30, 1946 when Line 11, formerly known as the "A" line, gave up the old "sowbelly" cars and introduced curb service to the patrons. This line was a test—the forerunner of a system-wide processing plan. The principles established in the formation of Line 11 were used in 1947 when thirty-five street car intersection and terminal turns were eliminated. This was the "straight line" routing application.

At that time trackless trolleys were introduced in cooperation with the City's one-way street program, and twelve lines were changed to conform scientifically to a long range traffic pattern. Curb service was installed on narrow streets. The Planning Department is continually making exhaustive studies because the whole area of Los Angeles is undergoing a dramatic change. For instance, completion of the freeways will find a different type of transportation necessary and the planners are making studies so that we will know where we are going when changes become effective. The planners sit in on many problems and right now they are very much interested in a Resolution which has been passed unanimously by the recent legislature. This Resolution calls for the possibility of putting buses on freeways to furnish an effective rapid transit system as soon as possible. The idea incorporated in the Resolution calls for turn-outs to be built on all freeways now under construction. The coaches which operate over the freeway would pick up their passengers in the outlying areas, travel to the freeway and then by high speed to the business areas or to the industrial centers at which point they would leave the freeway and distribute passengers as close to their destination as possible. The writers of this Resolution seem to be of the firm conviction that fixed rail transportation is outmoded for a city like Los Angeles. They point out that Los Angeles has grown since the introduction of the automobile and that citizens have developed the habit of riding on rubber tires. Right now this particular Resolution is being surveyed for the possibilities and a suggestion has been made to allow Anticipation Bonds so that the freeways could be built within the next few years.

So, the planners are busy studying all of the facets of this particular Resolution, just as they studied what could be done on Fifth & Sixth and Eighth & Ninth to cooperate with the freeway projects.

There have been many improvements since 1946, all based upon careful scientific planning. To name a few, there was the establishment of Line 25, the changeover to trackless trolleys on Line B, the introduction of trackless trolleys on Fifth & Sixth, the rerouting of major lines operating to Pershing Square, the lengthening of various routes and the continual reshaping in an effort to streamline and provide the best in service. New equipment, of course, played a heavy part in the over all plan and nearly \$13,000,000 was expended for new vehicles. The placement of the home bases for the vehicles is most important in development of a transit pattern for a city.

The antiquated idea that there should be a downtown terminal from which vehicles emanate into the outlying districts has long been considered pass'e. Modern thinking tells us that the divisions should be so spaced over the area of the city to allow vehicles operating from those divisions to enter their lines with the least amount of dead-head time. Division placement to effect economies is graphically shown in the example provided by Division One. This division was made home base for the trolley coach operation. It is so situated that it can feed trolley coaches into the lines from its very front doorstep. Vehicles leave this division on Line 2 and Line 3 in all directions in the early morning hours, wasting very few unproductive miles, and the division is so placed that reserves can be sent out during the peak travel at a minimum cost. Just imagine the additional miles these two lines would compile if the trackless trolleys traveled from Division 5 before they entered the routes on which they operate.

In the division of the Motor Coach between Los Angeles Transit Lines and Pacific Electric Railway Company, allowances based upon certain operating factors were made. The Pacific Electric Company took the express operation on Wilshire Blvd.—Line 82, Line 83—Sunset Blvd.; Line 89—Fairfax Ave. These are heavily traveled lines. The Los Angeles Transit Lines took three of the very poor lines: Line 80—Talmadge-Hyperion; Line 86—Vermont-Los Feliz; and Line 87—Silverlake-Riverside Drive; in addition to the local Wilshire Line 82; Line 84—Western Avenue; Line 85—Crenshaw-Vine-LaBrea; and Line 90—Olympic Blvd.

The company obtained a lease on the Vineyard Division, which is now Division 8, and we purchased the old Virgil Division which today is known as Division 7. These two divisions, together with the other six divisions, place our home bases in strategic points about the city where entry and egress from any given line can be simplified as to the amount of miles operated to that line. Of course the division of the Los Angeles Motor Coach allows the Los Angeles Transit Lines to put in our own system of operations over the whole territory served by us, to equip all lines with modern equipment of the same type which will enable us to do a better maintenance job and in the end serve the people in the area more efficiently.

In the recent system shake-up many of the coach lines were transferred to effect savings. Lines 4, 11, 31, 32, 40, 42, 44, 49, 80, 84, 85 and 87 were affected. Some of these lines were split; such as, Line 4, originally at Division

(Continued on Page 28)

PUTTING ECONOMY ON THE MAP

MAP below shows a few of the coach routes affected with the system shake-up and the transferring of vehicles between divisions. The heavy black lines show the old routes by which coaches pull-out of their respective divisions to enter the various lines. The dotted lines show the new pull-out and pull-in routes.

Letters A and D show the change in entry of vehicles on to Line 11, formerly from Divisions 3 and 6, now from Divisions 7 and 8. A savings of 1.78 mile on each pull-out and pull-in is effected.

Letter B shows difference in entry on to Line 4 with .64 of a mile saved.

Letter C shows new entries in Line 84 saving 2.64 miles on each pull-in and pull-out.

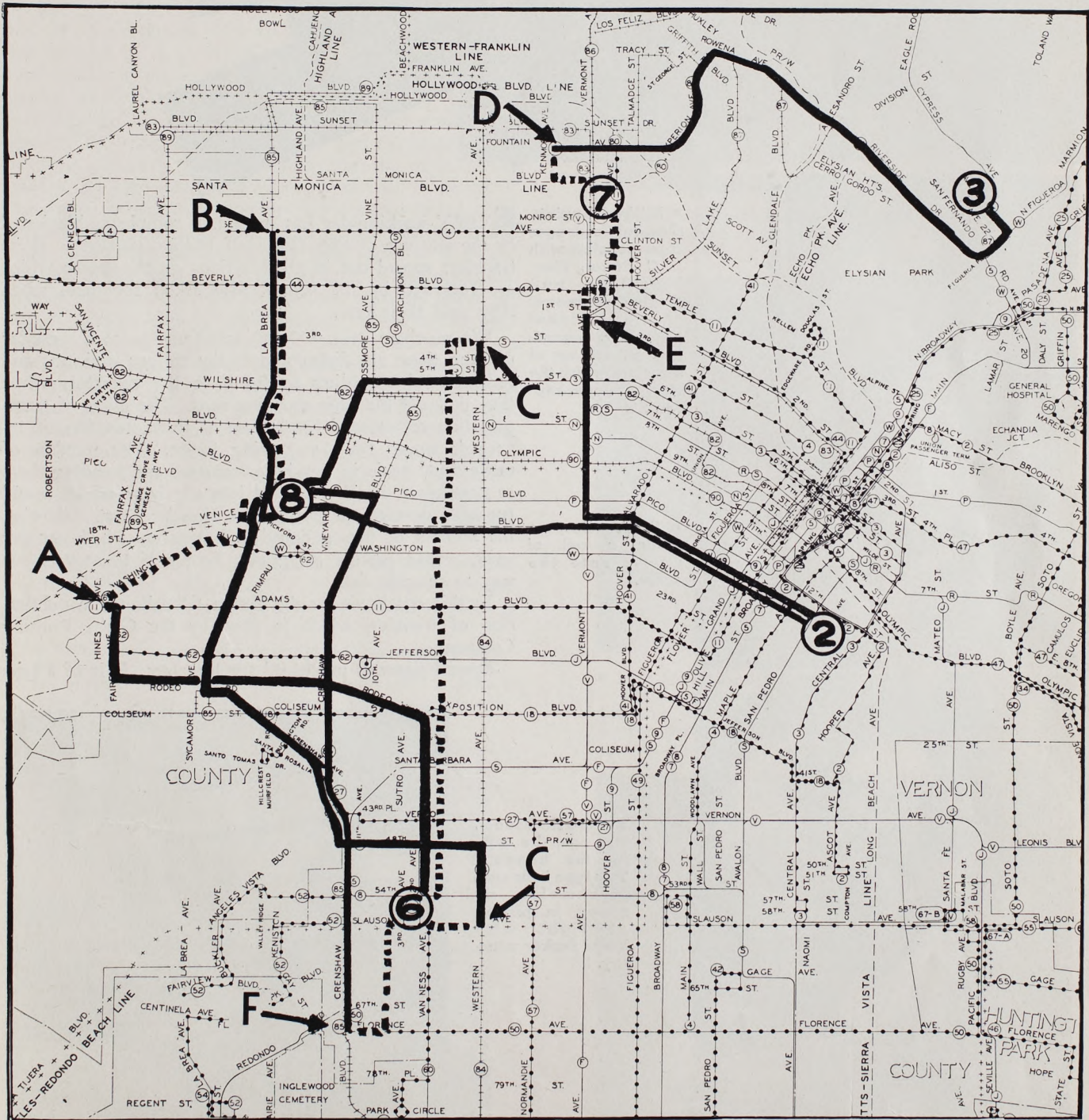
Letter E shows change on Line 40 having four trips of 2.92 miles.

Letter F shows saving on Line 85, with 86 trips at 1.90 each.

Of course, during the shake-up Lines 31, 32, 42, 44, 49, 80 and 87 were also affected. On the chart below we simply picked out five lines which graphically display economies in the system-wide planning program.

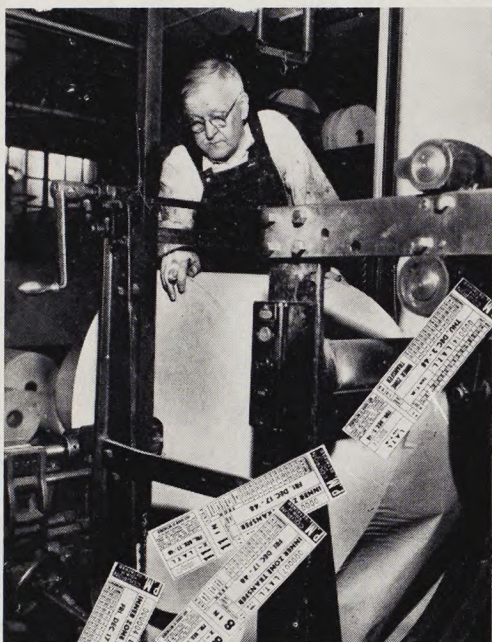
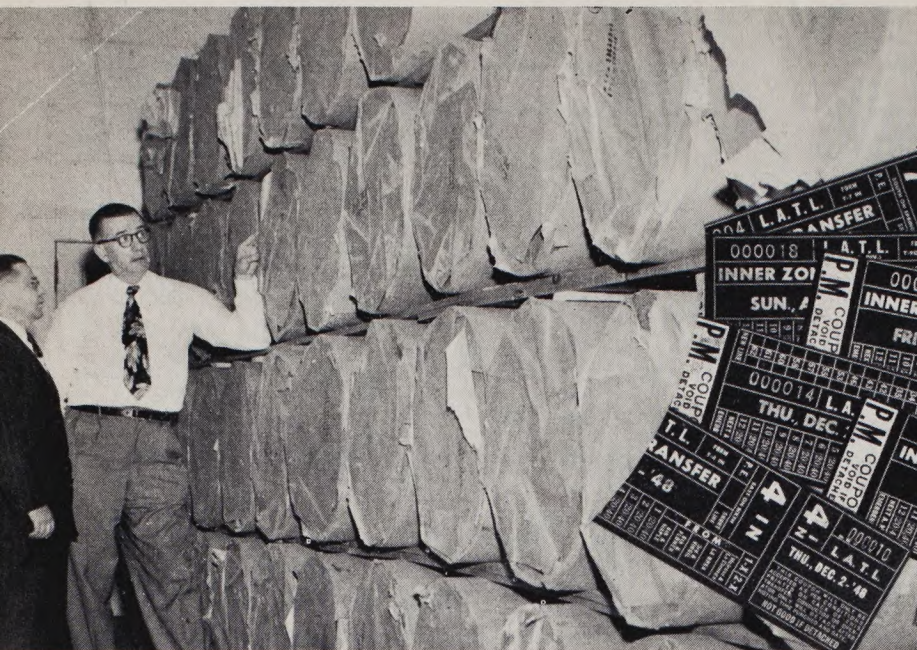
On these lines there are perhaps several hundred pull-in and pull-out trips per day, so you can readily see that the savings in non-productive miles might total two or three trips around the earth.

Take a good look at the graph below. Compare the total length of the dotted lines with the total length of the solid lines they replaced to get a convincing picture of the value of scientific planning.



SPEAKING O

by Wilfred Lippiatt



• Wilfred Lippiatt, General Passenger Agent, confers with L. C. Butler, Vice-President and General Manager of Globe Ticket Company, regarding the millions of transfers which the stack of paper represents.

EVERY working day Los Angeles is completely blanketed by the issuance of over One-Half Million transfers. These transfers spread out in all directions on the routes which are followed by the people who asked for them when they paid their fare.

We purchase over 700,000 transfers for each weekday use and these are distributed to the various divisions and redistributed according to lines, to the operators when they pull out the early morning runs. The miles of transportation represented by the use of these transfers, if recorded, would be a staggering figure. The number of movements made in punching transfers and handing them to passengers, if all combined into one huge effort, would probably develop the power of a Boulder Dam. Likewise, the number of over-punched and transfers which are not used, would present staggering figures if there was any way to compile data.

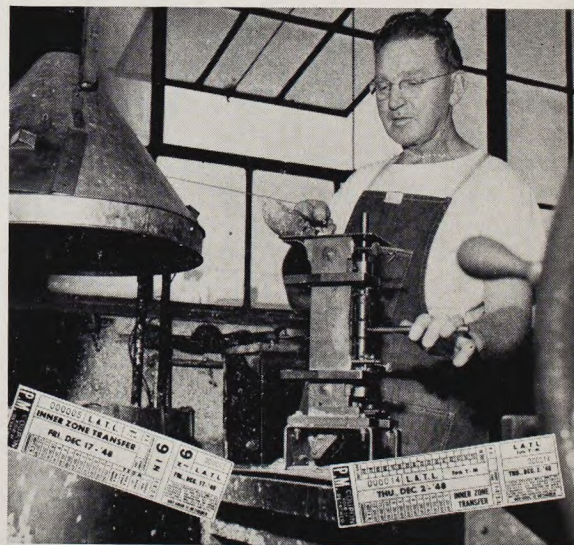
• Sam Bryne loads a roll of paper onto the press.

In this article we would like to talk about the publication of transfers which is done by the Globe Printing Company.

Special paper is purchased for transfers. It is of a type



• Virgil Olson, left, sets the type for the transfers. This type is poured into molds, as shown in picture at right with Lloyd Parker pouring.



TRANSFERS

Over Twenty-Eight Million transfers are used each year by the Los Angeles Transit Lines. The task of printing that number is tremendous and on these pages we tell a few details of this job which keeps a complete staff busy.

of newsprint, and is delivered in carload lots. This paper comes in rolls approximately 3 feet wide. It is moved about with special hoists.

The first task in preparing a transfer is, of course, to set the type. This is done in the usual composing manner. It is necessary to print all transfers in black with the date printed in red. When the type is set, a mat, or a paper mold is produced from the type. Lead is poured against this mold and lead forms are made to fit on a curved roller. This roller is a part of a 2-color press which operates with the speed of lightning and the huge roll of paper at one end becomes transfers at the other. Fifty transfers are used in making up one book and as the transfers come off the machines they are counted by an operator who adds the cardboard backing, thus making up the book. The stack of transfers is then taken to a special machine where they are cut and stitched in one operation. Special machines are used so that the transfers never get out of place. This is done because when an operator punches ten or twenty transfers, punch marks must be made at the same place on each transfer in his book.

Transfers are delivered several days prior to their use to the various divisions and a transfer clerk takes over. It is his job to record all transfers issued to the various work runs on each line. He also keeps an accounting of the amount of transfers returned, together with the amount of over-punched transfers. In this manner he is able to issue a sufficient number of books to supply the operator but not too many to cause a great waste.

The history of the transfer is one of the most interesting highlights of transportation. In the early days transfers were called tickets. First they were issued to identify

• At the Division transfers are placed into racks showing the lines and trainman numbers so that they can be quickly disbursed as the men pull out on their runs. R. E. Braum and H. T. "Pinkey" Sanders are busy filling the transfer honeycomb.



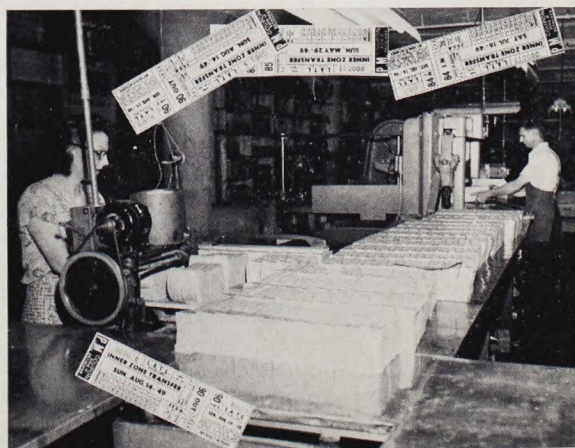
passengers who had paid their fare, then when the system of allowing passengers to ride different lines upon pay-
(Continued on Page 29)



• Russell Parker takes the sheets of transfers off the press in bundles of 50 and places a cardboard backing between them.

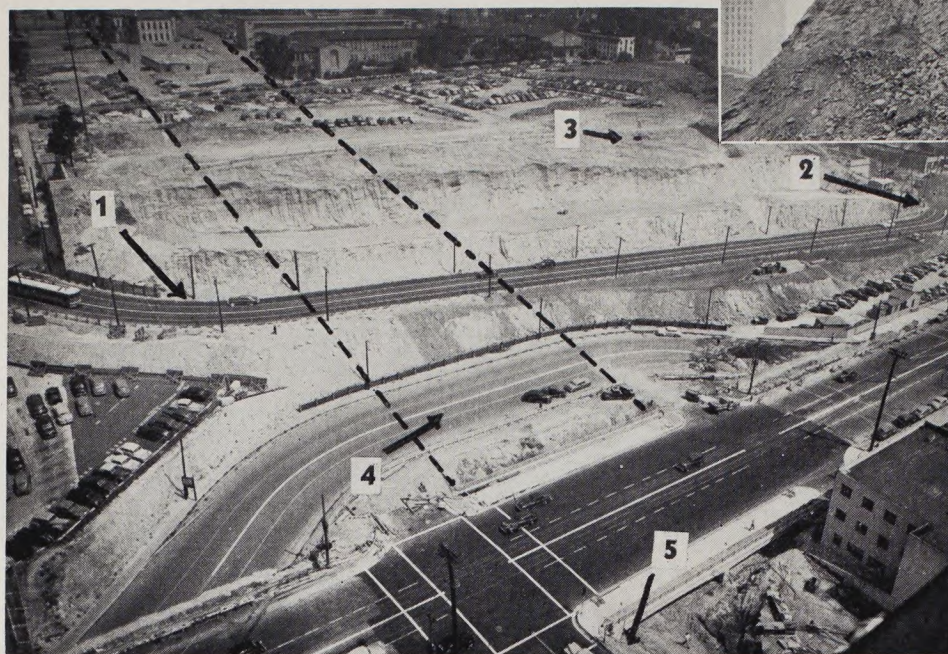


• Jean McCracken stitches the transfers, a bundle at a time. Hortensia Rodarte and Tommie Portillo jog transfers into shape. Below, transfers are cut by George Schroeder and Margarite Moore wraps them in neat bundles.



There's Gold In That Thar Hill

by L. C. Thompson



• Upper view shows the North Broadway tunnel as it looks today with the hill being pulled down around it. The tunnel was made in two sections built of brick and cement. Left shows the Fort Moore Hill with the streetcar tracks diverted from the tunnel around the hill. Note the lines showing the route of the freeway. Fig. 1 shows the track installation at the south end of the tunnel. Fig. 2 is the track installation at the north end of the tunnel. Fig. 3 points to the old water viaduct which furnished Los Angeles with water in the early days. Fig. 4 shows the Spring Street bypass which was used while the bridge (Fig. 5) was built.

PASS by the Fort Moore Hill works any night after 7:00 o'clock and you may see hundreds of sidewalk superintendents watching the activities of a mammoth electric shovel as it gnaws away on Los Angeles' most historical landmark.

Fort Moore Hill is disappearing in the greatest movement ever accomplished in this area to make way for the modern freeways. The skeleton of the Broadway tunnel stands exposed and transportation is diverted around the digging. Hundreds of legends haunt the hill and the legend of the gold, which was buried there, is the main attraction.

Some 23 years ago I had occasion to play a small part in the first installation of street railway tracks in the old Broadway tunnel. Flooring of this tunnel, at that time, consisted of wooden blocks, presumably to deaden noise. Perhaps the clip-clop of horses hoofs was less than it would have been from asphalt paving. Anyway, the removal of the wood blocks provided firewood for many Los Angeles Railway Company employees at the time the blocks were removed to place the rails.

Now, recently, I have again had a small part in the removal and rerouting of these same rails from the old tunnel in order to make way for the construction of the new Hollywood Parkway. This march of progress has doomed one of Los Angeles' earliest landmarks—old Fort Moore Hill, and some of us have a feeling of nostalgia in seeing it go.

The Los Angeles Transit Lines has a very important part in a large portion of the freeway construction, and particularly so in the case of the North Broadway overcrossing where it was necessary to place our tracks on a temporary detour during construction of the street on the new alignment. This project took an immense amount of planning, engineering work and cooperation between the State, City, contractor, utilities and all others concerned. This particularly applied to the Los Angeles Transit Lines because it was vitally important to us that the rails be moved with-

out any interruption to the flow of traffic. Track layout and curve design was done by L.A.T.L. engineering forces in conjunction with State and City engineers and designers.

The first step in the project was for the contractor, Guy F. Atkinson, to make the excavation for the proposed detour or shoofly which entailed the moving of some 200,000 yards of material. This was done in a rapid and efficient manner by the use of a large six yard electric shovel and 12 yard capacity trucks hauling the waste material during the night hours so as to minimize interference with surface traffic. Upon completion of the grading for the detour, Los Angeles Transit Lines track crews immediately went to work and in a short space of five days had installed some 1200 double track feet of rail. From this point it became necessary to work out a schedule for timing between the contractor and the Los Angeles Transit Lines' track crews and electrical overhead crews so that all phases of the work could proceed without interference to any party by the others' work.

This time schedule was computed, and the time allot-

(Continued on Page 26)

• In the middle of the night crews from the Line and Way and Structures Departments lay the track to divert our cars around the hill.



DOING THE IMPOSSIBLE

A STREET CAR named "Impossible" traveled the lines not long ago and for the first time in history a group of notables witnessed a motion picture premiere aboard.

A screen had been fitted at the front of the car, two



• Kippee Valez, actress, hands Cone T. Bass and Jesse C. Yarbrough popcorn for personal popping during Impossible Pictures preview.



• A shot of the Streetcar Named Impossible on the premiere run.

cross-eyes had been painted on the front and a sign "This is Impossible" was painted on the side. Virginia Hill acted as pilot of this rather odd street car ride. The guests, including Rudy Vallee, Kippee Valez, Mr. and Mrs. Fred Beck and others, left the Brown Derby in Hollywood by bus and traveled to a terminal and as they boarded the street car spot lights played upon them and movie newsreels took pictures.

The street car started out with Cone T. Bass, Vice President of Los Angeles Transit Lines, and Leonard Levinson, producer of Impossible Pictures, directing the tour. When

• Roy Rogers shows Virginia Hill the new way of punching transfers while Dale Evans looks on.



the projectionist shouted "Lights Out" Virginia Hill dimmed the lights in the street car and the movie began. Motorists passing the car, watched in amazement wondering what had happened, and this convoy of startled motorists followed the street car for the entire trip. Pedestrians were overheard asking if all street cars intend to present a movie on all cars in the future.

This "Impossible" preview gained considerable publicity throughout the nation, however, it is not the first time Los Angeles Transit Lines has cooperated with the motion picture industry for down through the years our vehicles have been used by various companies in the making of movies.

The motion picture industry is one of our largest industries. It offers employment to thousands of people who travel on our vehicles. It has helped Los Angeles to grow and has made Hollywood the entertainment center of the world.

Murray Elected Director

J. W. MURRAY, LATL Building Superintendent, has been elected to the Board of Directors of the Building Owners and Managers Association of Los Angeles. Mr. Murray was elected at the May 26 Organization Meeting. General Walter P. Story is the new president of the 35 year old organization.

Truth or Consequences

The laws of mathematics enter the field of safetyiatrics. This is the story of an accident, a trial and a victory because physical laws aided the man-made laws. Mathematical formulas introduced in the Safety Department can do much to determine accident responsibility and to back up an operator's story, or to prove to him where he has become . . . forgetful.

The gray-haired judge leaned over the bench and asked, "You are charged with failing to yield the right o'way. Do you plead guilty or not guilty?"

"Not guilty, Your Honor," said the defendant with a steady voice.

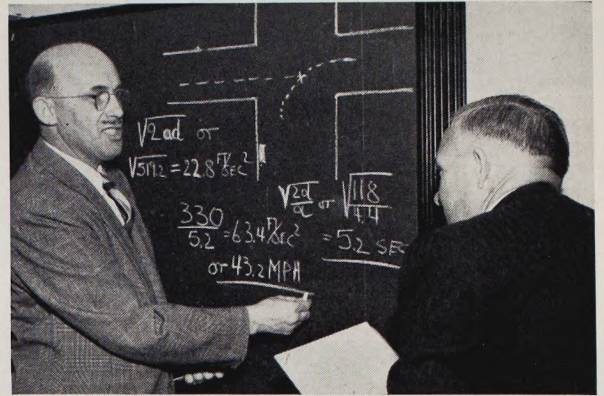
The scene was in a Los Angeles courtroom. The defendant was a Los Angeles Transit Lines' operator charged with failing to yield the right o'way and thereby causing an accident. He had made a left-hand turn and a car, going in the opposite direction, had run into the rear of the coach. The car was badly damaged and one of the occupants hurt. Our man contended that he had observed all safety regulations; that there was no car in sight that could interfere with his progress when he started to make his turn and that the automobile must have been traveling at an unlawful speed. The street had a little rise in the direction from which the automobile had come and cars on the other side of the hill could not be seen until they were on top of the crest of the hill. There was no car on the crest when he started to turn from a standstill, said our operator.

The mills of the law ground slowly on. Witnesses were called, police officers took the stand and finally the driver of the car himself had his say. He stated, among other things, that he was traveling at 25 MPH or less. He claimed that the coach had turned suddenly and without warning.

The company had prepared a large map of the intersection and drawn on it the various positions of the vehicles according to the witnesses. The draftsman who prepared the map was put on the stand and he testified as to its accuracy.

The attorney for the Los Angeles Transit Lines asked to put an expert witness on the stand the court granted permission. The stand was taken by Herbert Mueller, who is now working under Joe Prutsman as "Safetyatriician."

Mueller, when questioned by the attorneys and the court, stated, "Your Honor, our Safety Department traveled to the streets on which the accident occurred. We measured the distances involved. Witnesses stated that before turning the coach had come to a complete stop and after turning it traveled 50 feet to the point of impact. On checking the vehicle we discovered that the coach had an acceleration rate of 4.4 ft/sec/sec. That proves that it took the coach 5.2 seconds to traverse the 59 feet. We measured



• Safetyiatricians Herbert Mueller and Joe Prutsman delve into a mathematical formula used in an accident analysis.

the distance from the point of impact to the crest on the incline on the through street and we found that it was 330 feet from the crest of the incline to the point of impact. Our driver has stated that there was no car in sight when he had proceeded to turn. This means that the automobile must have traveled 330 feet in 5.2 seconds. It is simple to see that he would have to travel that distance in order to hit the coach in the rear. This in turn . . ."

"Wait, wait," cried the judge excitedly, "let me figure it out!" He took a pencil and started his calculations. "Why, that's 63.4 feet per second!" he said with amazement.

"Yes, Your Honor, and when we multiply this figure with .6818 it gives us the speed in miles per hour . . . namely 43.2," concluded our witness.

The judge banged the gavel, "Charge dismissed!"

MATHEMATICS OF MOTION

In this dehydrated version of an actual case our Safety Department went to bat for the operator and managed to swat a home-run. If your idea of a Safety Department is a lot of "experts" who constantly meddle in other people's business and make a lot of impossible requests . . . well, change it right now. Under the direction of Joe Prutsman the department has helped to slash the accident rates, both operating and industrial, in a heart-warming manner. Whenever there appears anything new and promising on the Safety Horizon, the Safety Department picks it up, tests it, and adopts it if it is found to be useful. Mathematics of Motion has been adopted by the department and mathematical analysis worked out on many accidents.

If you take your old physics text-book, dust it off and thumb through its pages, you will run across a chapter on the laws of motion. It usually does not say too much, but it tells you what acceleration, velocity and deceleration is and how you can arrive at the answers. That is the base upon which we build. The rest is a wearisome search for mathematical formulas which will supply us with the answers for our problems. The Safety Department is now well equipped to analyze any accident and reconstruct it mathematically in such a way that the facts can be established. So if you have an accident, make a clean breast

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Legion School Awards

by Ed Roche

L. A. T. L. Post No. 541 of The American Legion and its Ladies Auxiliary Unit brought new laurels and added to the ever-increasing public approbation of The Los Angeles Transit Lines by making their twenty-fifth presentation of American Legion School Awards to the three outstanding boys and to the three outstanding girls of the graduating class of Berendo Junior High School in the school auditorium on Friday, June 10, 1949.

An added feature was the presentation of Awards in the Americanism Essay and the Poppy Poster contests.

Mrs. Frances Foster, B.A., the charming and excellent Principal of Berendo Junior High School, called the assemblage to order, and introduced our Post Commander, Thomas E. Lowry, who made an appropriate and well-received address, after which he introduced our Master of Ceremonies, Adjutant, and Commander-elect for 1949/50, Frank Horne.

Frank introduced our distinguished guests and read letters congratulating the Award winners and extending best wishes to all the graduates from: General Tim J. Manning, L. M., S.S., D.F.C., B.S., A.M., President of The Los Angeles Transit Lines Co.; The Honorable Fletcher Bowron, Mayor of Los Angeles; L. L. Larrabee, distinguished member of the Board of Education; and Virgil Pinkley, Editor-Publisher of "THE MIRROR."

Frank then introduced John N. Given, personal representative of President Olin E. Darby of the Board of Education, who spoke briefly and effectively, bringing greetings from Mr. Darby.

Senior Past President Bettie Leasman then presented 1st Prize in the Americanism Essay Contest to John Watkins, and Mrs. Emma Stockwell, 17th District Auxiliary

Americanism Chairman, presented the 2nd and 3rd Prizes to James Gould and Celie Ishakawa, respectively; Bettie Leasman presented the 1st Prize in the Poppy Poster Contest to Lenora Resnick, and Laura Cobleigh, 17th District Girls State Chairman, presented the 2nd and 3rd Prizes to Doris Brown and Gloria Shay, respectively.

Secretary Gladys Bunnell, representing President Edna McDole of the 17th District Auxiliary, brought greetings from Edna.

Dr. H. Lee Pechota, of the Faculty, spoke of the fine co-operation between the School and the L.A.T.L. Post and Unit, and mentioned that Leo L. Leasman, Mrs. Bettie Leasman, and Ed Roche have served Berendo Junior High School continuously for many, many years.

Commander Ronald Soucey of the 17th (Metropolitan Los Angeles) District of The American Legion, delivered an excellent address on Americanism, and brought the Congratulations and Best Wishes of the 11,000 members of the District to the Award winners and to the members of the graduating class.

Mrs. Frances Foster, Principal, then presented Berendo Junior High School "Certificates of Merit" to Irwin Maltz, James Gould, Marie Ell and Ruby Inouye, runners-up in the School Awards contest.

Past Unit President, Mary LaBarre presented the 3rd Awards to Eleanor Sady, and Keith Hopkins.

Mrs. Emma Stockwell presented the 2nd Awards to Marilyn MacDonlad and Arthur Lytle.

Comrade Frank Horne then presented the 1st Awards to Mary Lou Rozman and Harold Brooks.

• First Award Winners Mary Lou Rozman and Harold Brooks are congratulated by Adjutant Frank Horne. Below, School Award participants sitting are John Watkins, Lendre Resnick, Gloria Shay, Irwin Maltz, Marilyn MacDonald, Arthur Lytle, Marie Ell, Harold Brooks, Eleanor Sady, Keith Hopkins, M. Ell, Ruby Inouye, Delores Brown, Celia Ishikawa and James Gould. Standing, Frank Horne, Comrade Libutti, Harry LaBarre, Ed Roche, Mary LaBarre, Mr. Maltz, Mrs. Maltz, Laura Cobleigh, Mrs. MacDonald, Leo Stockwell, Mrs. Lytle, Ronald Soucey, Mrs. Rozman, Mrs. Brooks, John N. Given, Mrs. Sady, Mr. Sady, Mr. Hopkins, Mrs. Hopkins, Mrs. Ell, Bettie Leasman, Miss Inouye, Nancy Lacey, Gladys Bunnell, Emma Stockwell, Mrs. Gould, Mr. Gould, Mrs. Frances Foster, Principal.



Annual Tournament

by Paul Prutsman



• The Tim Manning Perpetual Trophy being admired by T. O. Latham and T. J. Manning.

ON Sunday, May 22, 9 teams from the L.A. Transit Lines met with 9 teams from Pacific Electric in the first annual Transportation Bowling Tournament at the Sunset Bowling Center in Hollywood. Competition was keen all the way, but the L.A.T.L. boys proved stronger in the stretch and came through to win by the comfortable margin of 500 pins. The total pin score was 24,987 for the "Transit Liners" and 24,487 for the "Big Red Trains."

The "Hot Shots" team, composed of Bill Fisk, Lester LeVitt, Bill Smouse, Frank Ross and Bill Sellen, really lived up to their name. They blasted the maples for a huge 2,933 series which was more than enough to take first place in the Team event.

Second place went to the P.E. Club but the "Diesel Fumes" of the L.A.T.L. bowled a nice 2,891 series to take third place. The "Fumes" are Tom Roberts, Bob

• Right, Wally Weberg presents Harry Cole with his awards while Paul Prutsman looks on. Below, C. A. Tengblad presents a cup to T. O. Latham of Division 3, won in the Outside Competition with Pacific Electric. Watching are Bill Sellen, Barney Fish, Lester LeVitt, Frank Ross and Bill Smouse.

Robinson, Fred Webking, Homer Lawrence and Wally Weberg.

The "Snow Birds" made up of G. Bolton, A. J. Tramma, Lee Sires, H. Sorenson and B. E. Stabb rolled a creditable 2,853 series for fourth place. While the trophies and the prize money went to the above mentioned teams, each and every bowler from the Transit Lines should be given an equal amount of credit for the winning of the Trophy donated by the Bowling Alley because it was the combined total pins of All the Bowlers which gave the Transit Lines the victory over the Pacific Electric.

In the double competition first place went to Vic Prettyman and Rod Price of the Pacific Electric with a swell 1,258 series, but Harry Koll and John Carr of the Transit Lines were right on their heels with a 1,235 pin total. Lee Sires and Charlie Hipp upheld the honor of the Yellow Cars and Coaches with a 1,214 series which took third place.

In the Singles event the Transit Liners made a clean sweep of the first three places. Harry Cole rolled a terrific 698 series for first place money, Lee Sires bowled a 664 for second place and Frank Lampley came through

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• These Transit Tots are, left to right, Patty Foster, 5½ years, daughter of H. H. Foster, Division 6, at Mc-Allen, Texas; Dickie Stevenson, 3½ years, son of W.M. Stevenson, Division Two; Lura Bennett, 2½ years, daughter of R. O. Bennett, Supervisor; A. C. "Sparkplug" Beard, son of Clarence Beard, South Park Shops and Margaret Susan Tolle, 19 months, daughter of G. Tolle, Division Six.

Trolley Buzzes

by *Ronnie Mason*

VACATIONERS: These guys, being the main topic in a gab-fest whenever good fellows meet, should get their names here at the beginning of this chatter chart. This is what our No. One bachelor let us know before he took off on his vacation. We're talking about Mr. Buzzy Busswell who is on his annual pilgrimage up North. . . . Charley Smith, his parents and his wife, motored to Middleton, Ohio, to help his grandparents celebrate their 60th wedding anniversary. Charley says that in fifty seven more years he'll catch up with them. . . . A brand new baby boy is what Mrs. Hendrick brought home on George's first day of his two weeks leave. Looks like a night patrol for Mr. Hendrick. . . . Willie Mackson kissed the rains good-bye and is cheerfully enjoying himself at home with his family and forgetting, for the time being at least, that there is such a thing as getting a coach ready to go out on schedule. House decorating, ditch digging, lawn mowing and all things related with moving into a new house were the constant playthings of Leo Biggs while on his two weeks rest at his new home in Monterey Park. Rest, did we say? P. Taylor, second shift utility, had some kind of an argument with the saw-bones and came out of the fracas minus his appendix and thirty pounds in weight which he's trying to regain—the pounds, that is—during his two weeks leave.

MISCELLANY: A direct importation from Division Five is J. R. Whitlow who is doing his best with the Gravediggers. Le Roy Burr is the only grand-pappy in our midst. His daughter, only recently, presented him with a brand new granddaughter. Leroi "Patience" Stover added another name to the list of new-born members of the Trolley Bees. Both Mrs. Stover and Baby daughter are doing nicely. Mortimer Wilson has been accepted as a member of good standing in our Bachelor's Club. Our sincere condolence to Mrs. R. Ells on the untimely death of her brother. Bob Marsden has confidentially admitted that he's learning to say his, "I do's" in readiness for a future commitment come next year's June. **SPECIAL MESSAGE:** To Mr. Jack Marsden—We're all pulling for you, Jack, and hope that soon you may be your old self again. You have what it takes to do it.

"Streamliners"

by *Charles H. Croninger*

YEH, it always happens on Pico, a certain operator, when making relief saw a lost article that the man he relieved had forgotten to take with him. It was a babies milk bottle complete with nipple and a spare diaper.

He placed it in an envelope and addressed it to the relief operator with this note attached, "When you were relieved you forgot your lunch and spare pants, enclosed find same." Oh yes, the forgetful operator, Cloy O. Erickson.

What is that power that Duke Lowen has over Mary at Jack's restaurant. He has her so hypnotized that he can bring his own cantelope and Mary supplies the spoon, dish, salt and pepper to go with it.

How many operators have ever taken a gander around the Lost and Found Department, presided over by Chuck Lyly and assisted by May Ruffner and Bertha Errette. Miss Ruffner sells tickets and Bertha Errette smoothes out the complaints that are phoned in about the weather and certain other happenings on the yellow coaches and streetcars.

George Stone, Division Four's star catcher, says the reason that Division Four's baseball team is in last place is because they don't want Los Angeles to be the only L.A. team in the cellar.

Herman Lyster, who doesn't like odd numbers, moved from Division Three to Division Four. Herm says those new PCC cars surely are named right. Pure Comfort.

Mac, who used to be the early shift clerk at Division Four, is now the second man at Division Eight. He says he can't get used to the wide open spaces around Division Eight and the whistle of those big red relics that go by every so often.

Well, this is Adios to TWO BELLS as Division Four scribe. The old urge to get behind a steering wheel of a coach and to work a little closer to home takes me away from Four, and, like Mac, I too like the wide open spaces.

J. Rhodes can't see why a street car operator would take his vacation riding all over the country on a coach and then make a point of riding the streetcars in each city. For more information see Paul E. Sederquist at Division Four. Paul has done this for the past three years traveling as far as New York, Eastern and Western Canada and Mexico.



• Johnny DiMaggio (Mechanical) South Parks Shops, poses with friends on his vacation.

Car House Highlights

by H. K. Conacher

Car House No. 1

Tommy Hartley, Clerk, is again back on the job after a long illness. Glad to have you back, Tommy.

Vacation time is "Thirty" for the following: Charley Belarde spent his visiting his folks in New Mexico and Texas, L. Willis and L. Atwood between home and Wrigley Field, Eddie Swanson and wife visited relatives in Colorado.

Jack Marsden is still on sick leave and latest reports indicate he is not doing so well. We all join in sending our best wishes for a speedy recovery.

E. W. Swanson
Supt. C.H. 1

Car House No. 3

The chief topics of conversation seem to be "Fishing and Vitamin Pills." Paul Davis and Tex Lawson take the fish and Byron Derry and Harry Ogden the pills.

Al Burks landed a 110# Black Sea Bass and has a picture to prove his fish story.

Good luck to the following men who have been transferred to other divisions. Going to division 8 are R. Peterson, E. Williamson, C. Lawrence, R. Ferris, R. Scott and B. Davis. Transferred to division 7 are W. Paul, J. Howell, A. Reed and D. Rains. J. Stock was transferred to division 6.

The following men have enjoyed their vacations: E. Williamson, R. Shearer, B. Davis, A. Reed, L. Phillips, J. Walter, A. Pabst, S. Cohn, M. Howe, C. Wadley, G. Rawson, S. Hawkins, L. Gonzales, R. Scott, T. Kenner, H. Taylor and E. Reynolds.

L. Gonzales is very happy to have his wife home again. She spent several weeks in the hospital and is now on the road to recovery. Marvin Howe also welcomed his little son back home after a very serious illness.

Oscar Lund is looking forward to his vacation. Says he is going to paint the town red. Seems he has been remodeling his home and is in need of a change in color.

Bud Lacy is a familiar sight on Saturday morning with his suit case headed for his farm. The cherries he brought back were good and it seems a few people ate too many.

O. C. Schmokel
Supt. C.H. 3

Car House 4

Ray Cronin, our upstanding store keeper, is a television expert. He has perfected his set so that he can see Hopalong Cassidy riding the range and his next door neighbor mowing the lawn at the same time. Ray invites all to visit him and see for yourselves. You don't need an address to find him; just drive out to Norwalk and ask for the Cranberry Merchant. Oh yes, bring your own tea and crumpets, Ray is eating more these days, some say it is from hard work.

Dick Wibe wasn't satisfied to be the only one in his family to be operated on, his wife also has had an operation. Dick took his vacation to be nursemaid, housekeeper, etc. He said, "You know, I don't think I would like a steady job of being the "Boss" of the house, too much work." The brighter side of the picture is that Mrs. Wibe is improving every day.

Norman White is back to work after being off two weeks resting "comfortably" flat on his back because of the Virus bug that is nipping people here and there. Norm said that he felt like an old dish rag that had been laying in a wet sink all night. His only recommendation to beat the Virus bug is to stay away from it, you feel healthier that way.

Ray Vaubel returned to work after being off several weeks. Ray cut his thumb while working at home on one of his power saws. After it happened, Ray noticed a piece of the thumb missing, and being an old jig saw puzzle expert, decided he wouldn't return to work until it was found. Well, Ray is back and the hand is feeling like new.

Car House No. 4

Ed Gaston was off work a few days. He said that he felt like some one had kicked him in the small of the back. We can't believe anyone would do such a "Dorty" trick to Ed, he seems to be quite a nice guy.

Abe Rodriguez had a busy two weeks for his vacation. Abe had an addition to his family and the first two days were spent trying to talk some one into doing the washing. He finally gave up and decided to take over himself. It was such a beautiful wash that from then on he wouldn't let anyone else even attempt to help. Maybe you better put out a shingle Abe, they say there is big money in home washing.

If anyone would like some first class automotive work you might contact Larry Banuelos. Larry will jack up his car for a week at a time making sure that every part goes back in the right place. If he does that to his car, what do you think he would do to yours??

Johnny Johnson finally got all of his luggage together and moved to his ranch in Washington. He was given a farewell party and presented with a streamlined chicken brooder. Johnny has worked with us for 14 years and will be greatly missed. We wish him the greatest of luck and may the biggest part of the chickens raised from his brooder be roosters, especially when we visit him about eating time.

If you listen to the boys around here you would think "Honest John" was holding court. Fierro with his Buick sport coupe and his automatic top "lifter and low-

erer," he can't figure out why it always rains when he lets the top down and is still looking for the crank to operate the top mechanism in case the button fails.

Al Marchbanks said his car had a new coat of paint but after a closer look we saw it was a new Dodge.

Then came Louis Ferguson with his Packard. Outside of a "slight" mechanical mishap his car is the best on the road.

After everyone had settled down Norm White breezed up with his Oldsmobile. You have never heard a sales talk like he put out. Norm not only has the best car in town but brags on a trailer that was given him. He didn't say that he got the new car to pull the trailer but after listening to his old Pontiac, the less said the better.

Tim Thorpe really rode the rails on his vacation, that is street car rails to the beach. He came back with a good tan. The pretty gals roaming on the beach probably warmed up his complexion a little; How about it Tim?

Les Rutledge took out of here one evening and when he finally stopped he was in Oregon. He did some tall fishing but we didn't see any pictures of the big ones he caught.

If anyone would like some inside information on fire fighting get in touch with C. C. Parker. It is a good thing "Danny" carried his fire badge home with him or it wouldn't have been official.

Bob White was passing out cigars right and left, acting like he was out of this world. Well, why not, he had just become a proud father of a baby boy. Charles Edward White and Mrs. White are doing well, thank you. Congratulations to you both on your new arrival.

C. C. Jones was also passing out cigars but for another reason. Yes, he just ended his reign of Freedom. He now is a married man. C. C. said he couldn't help himself, when the love bug nipped he was a gonner. Many Congratulations to you and Mrs. Jones, we know you will have many happy years of companionship.

W. F. Ellis
Supt. C.H. 4

Car House No. 5

Jack Walker is very busy these days putting in a lawn at his new home in Whittier. There won't be much time to work on that Model T now, Jack.

Willie Poorman is now back with us after spending a month's vacation at 16th Street.

When Pete Berry got measured for a new suit the tailor said, "Do you want a belt on the back, and a cuff on the pants?" "Do you want a sock on the nose?", says Pete.

Has anybody seen Harry Goodman's screwdriver? Ask Logan or Ostenberg.

Talking of funny experiences, Frank Ralphs says the first time he was up a ladder was down a well.

Tommy Watts is now pinch hitting for Babe Ellis who is going to 16th Street for a while.

Harry (The Egg & I) Hunt was pretty worried about how many chickens he would lose during the hot spell. How many, Harry?

Joe King has finally got his house all painted and his flowers all planted, a new lawn, so now dog owners take notice, you let your dog loose at your own risk.

P. V. Wood
Supt. C.H. 5



• Verlanders Arnold and his charming wife, Marie. Verlanders is a painter in Department 11 at South Park.

"Snafu from Two"

by "Bruggie" Bruggmann

AMONG the newly born around the division are M. E. Beckerdite, son of Mr. and Mrs. W. E. Beckerdite; Linda Louise Allison, daughter of Mr. and Mrs. C. C. Allison; Angela Maria Stephens, daughter of Mr. and Mrs. K. S. Stephens; Russell D. Adkison, son of Mr. and Mrs. W. D. Adkison; Georgianne Danette Colantuono, daughter of Mr. and Mrs. D. J. Colantuono; Dennis Lu Dickson, son of Mr. and Mrs. J. W. Dickson. Oh yes I can't forget grandpappy Joe Hurzler, it seems like there is Joseph #4 son of Joseph #3 born in the far away land of Honolulu.

This is about the time for that spring fever to start claiming its victims, don't forget any pictures you take or any of those fish stories (not too long) will be of interest. Those on vacation June 5th to June 18th were C. Blanchard, R. Chase, M. McGivney, L. Bandle, O. M. Lewis, R. Carr, F. Stange, G. Fuller, T. E. Stuckey, M. Wood, E. Becker, L. Werner, L. Curran, O. Caraway, J. E. Dain. June 19th to July 2, E. Sanders, C. Wheaton, I. Stewart, W. Kagrice, J. Le Noue, S. Ullo, C. Mason, K. Crownover, M. Wooley, B. Bennett, A. Lester, W. Ayers, W. Smith, K. Grimm. Some of you boys must surely have something to say about your vacation except that it was not long enough, so let me know of your experiences. If anyone has a fool proof method of how to tell when it is your day off, please contact W. Ringler, or R. Brundage. Operator Du Puis is back on the job after a general overhaul. That shiny new flash you see around is Hoffer trying to get his new Mercury air borne. Mr. Corbett thanks all the personnel for their fine going away present. Also, Mrs. Carlson wishes to thank you for her fine present.

The baseball team is in full swing under the personal eye of M. B. Smith, the gentleman from the South. Good luck, boys. With Smithy coaching, you are sure to need it.

The new face in the office is none other than E. L. Pole. Good luck Pole you are sure to need it. He says it is a lot different in the inside than it looks from the outside.

R. H. 'Texas' Jackson and wife are on a tour of the state while on their vacation. He surely should be good for one of those long fish stories.

Women's Club

by Mrs. J. T. Watts, Press Chairman

AT the May 5 election the following officers were elected: President, Mrs. C. G. Ficklin; first, second and third vice-presidents, respectively, Mmes. A. C. Stover, E. V. Athenous and C. M. Neal; Recording Secretary, Mrs. B. E. Timbs; Corresponding Secretary, Mrs. J. C. Berrell; Financial Secretary, Mrs. S. Ashworth; Treasurer, Mrs. E. N. Mackay; Directors, Mmes. J. H. Corsen, A. J. Ploeger, O. C. Schmodel, A. H. Heineman and L. R. Thompson.

The following chairmen were appointed by the new President, Mrs. C. G. Ficklin: Welfare, Mrs. O. G. McDermith; Press, Mrs. J. T. Watts, Parliamentarian, Mrs. J. F. McCormick; American Citizenship, Mrs. E. G. Hamburger; Personal Interest, Mrs. C. A. Mootz; Hospitality, Mmes. A. J. Ploeger and O. C. Schmodel. Mrs. J. H. Corsen will again be our pianist for the year.

The speaker for the afternoon program was Mrs. Kate Lawson, who related her Red Cross experiences in both World War 1 and 2. The musical program was presented by Mrs. W. C. Killen, soloist, accompanied by Mrs. J. H. Corsen at the piano.

President Ficklin presided at the June 2 meeting. The

afternoon program consisted of a movie "A Trip To Hawaii." The hostess at the 12 noon luncheon was Mrs. Evelyn Staten.

There will be no regular Club meetings during July and August. However, there will be two social gatherings—one on July 21 and the other on August 18.

One of our faithful members, Mrs. S. Ashworth underwent an operation recently; but your scribe is glad to report that she is recovering and home by this time.

On June 30 the Club rendered a tea and reception to Mr. and Mrs. J. F. McCormick, to celebrate their 55th Wedding Anniversary. Mrs. McCormick has been an outstanding member of the Club, and much loved by all with whom she comes in contact. Mr. McCormick, a retired trainman, has been quite active in lodge work.

Several members have already taken their vacations. Mr. and Mrs. B. E. Timbs travelled, via Santa Fe bus, through Utah and Nevada; also stopped at Lake Tahoe and San Francisco. Your scribe had a card from Mrs. V. W. Gore, stating that she and her husband were enjoying the beautiful scenery (also the strawberries) of the Northwest. Mr. and Mrs. C. H. Lewis journeyed by train to New York and Connecticut. Mr. Lewis has not been back there for 38 years. The far east, Maine, New Hampshire and New Jersey were visited by Mr. and Mrs. J. C. Laird. Mr. and Mrs. L. R. Thompson chose San Diego as the place for their vacation.

Chess Club

by George F. Goehler

PLANS are underway for the establishment of a Los Angeles Transit Lines' Chess Club. Thursday evening, July 30, has been the date set for a first meeting. All who are interested in this very fascinating game are cordially invited to the Instruction Room located in the basement at Division Four, at 7:00 PM, on that date.

All players or persons interested in chess are asked to bring chessboards and chessmen to the first meeting.

To start off with a simultaneous exhibition will be given by George Goehler, who will be assisted by Stanley Hart. This means that Mr. Goehler will play all comers and Stanley Hart will assist the opposing players in their attempt to beat him. Plans for future meetings will be discussed that evening, officers will be elected and meeting places decided upon.

The Los Angeles Transit Lines' Chess Club is to be formulated so that all classes of chess players will benefit. There will be classes for beginners, as well as for the advanced players. Many variations of chess will be introduced, such as, 10-second chess, Kreigspeil, problem solving and ladder tourneys. An annual handicap tournament will be set up and as a prize an excellent Staunton Chess Set will be given. From time to time prominent chess players will be invited to give simultaneous exhibitions and lectures on the game.

If you have any interest in the game of chess, whether you have ever played or not, make an effort to attend the first meeting. Perhaps after watching the exhibition planned for that evening you will become an enthusiast.

"Diesel Fumes"

by Marjorie Coleman

WITH the beginning of July, vacations are always foremost in everyone's mind. Right now Fred Bader is taking one week of his vacation, and his plans are to have a real family reunion with his family at Yosemite.

Also on his vacation is Thomas Roberts, Dispatcher at 16th Street. He is keeping his whereabouts a secret, so there is just no telling where that boy is, or what he is doing.

Wayne Lucas returned from his vacations which consisted of several good fishing trips. However, he returned with a sunburn that would make a lobster look pale. He has been peeling cornflakes off his head ever since he came back.

Joseph Miller came back to work one Monday morning so crippled he could hardly walk. They say it was the result of a recent horseback ride. Now the big question is, "What happened to the horse?"

Mr. E. N. Wetzler organized a big fishing excursion over the weekend of the Fourth of July. Many outstanding Transit Lines fishermen participated in the outing and you should have heard the good fish stories brought back by the group.

Verner Cloward was passing out cigars Friday, June 17. And why not? It isn't every day one becomes the father of a bouncing baby boy. This makes the second child for the Cloward's.

Louie Myers was rushed to the hospital unexpectedly for any emergency appendectomy a couple of weeks ago. However, everyone was happy to learn of Louie's speedy recovery and all were on hand to welcome him on his return.

Transportation Transcripts

by Paul Prutzman

THAT long awaited but all too short vacation time is here at last. Each two week period turns a new bunch of the guys and gals loose for their yearly fling at rest and relaxation.

Among the early birds who have already had their time off are Dorothy Morriss who journeyed all the way to Tulsa, Oklahoma, to attend the wedding of a former Company employee, Mary Wilson.

Jessie Krogstad is just resting at home, with an occasional short trip to the beach.

Betty Stevens spent her time at Hermosa Beach acquiring a suntan and taking swimming lessons from a handsome Life Guard.

Christine Ramos always liked to shop at the Farmers Market but never had time before to see all the sights so she spent her vacation exploring the place thoroughly.

Agnes Robertson deserted the ranks of the bachelor girls on her vacation and acquired a husband, Raymond O'Neil. Good luck, Aggie, may all your troubles be little ones.

Helen Pearsall spend a swell vacation at Fremont Lake, in Wyoming. This is the largest natural lake in the state and the fish grow so large that the disciples of Issac Walton can tell the truth when they describe them. Helen's husband only let her fish with them for 2 days because she was catching all the fish and leaving the men holding the bag. It is rumored though that her luck with the one armed bandits was not as good as her skill with a fishing pole. Helen by the way is a native of Tecumseh, Nebraska. When they gave the place back to the Indians she immigrated to California.

Violet Walton spent July 4th at Carlsbad Caverns with her folks. June Bradway is going to honor Laguna Beach with her presence. How is the Gold Hoarding coming along, June? On Friday, June 24th all the women employees of the Transportation Department got together for a Baby shower in honor of Alberta Jolley's coming blessed event. The room was decorated beautifully. Flickering candles shed their soft light on the snowy linen and gleaming silverware. An abundance of flowers gave a sweet fragrance to the air. Occupying the place of honor on the gift laden table was a large cake adorned with the proverbial Stork. Among the guests were, Emilie Barrye, from Mr. Blasey's office, Rose Hardy and Geneva Eimer from the Safety Department and all the girls from the Transportation Department.

After admiring all the many gifts Alberta made a wish and cut the cake. We don't know what she wished but it probably had something to do with twins. One thing is for sure and that is that the coming young one will not lack anything in becoming a howling success.

Coffee and ice cream were served and a wonderful time was had by all. Alberta wishes to take this opportunity to thank each and everyone of the girls who gave so generously and she wants you to know that she will always treasure the friendships that she made while working with such a swell bunch of people.

• D. B. Whites' granddaughter, Janis, who is the daughter of Jimmie Blanchard and niece of M. F. Sattler of Division One and also niece of O. C. White of Division 3.



Gabs and Gossips of Guys and Gals in Five

by Irving Scharf

NOW that the system shake-up is over and operating under full power we want to extend a cordial welcome to the new fellows that came to this division from all over the property.

Many interesting places will be and have been visited by some of our summer vacationees. C. J. Clark and his wife just recently returned from a well spent vacation in Honolulu. His son seemed to know all the people of any importance there which undoubtedly made C. J. very proud. But with all the excitement of the trip it still took two weeks of real rest before returning to work. Speaking of long trips, F. Monaghan is spending his vacation in Ireland. J. C. Pateman, W. A. Bird, M. L. Davis and C. E. Moore also are planning on long trips varying from Catalina Island to New York City.

Many new youngsters have entered under the United States Birth Quota during the first six months of the year but two of the happiest papas are Jack White, whose son, John Len was born away back in March, the 22nd, and a son, Steven Jay, born to yours truly on June 8, Mothers Day, and speaking for Jack and myself, you won't find two happier fathers.

Now that we have acquired a new division or, I should say, two new divisions, many of the boys have bid runs that take them to Hollywood. The expanding of the Transit Lines proves an old adage and gives a new ending opportunity to increase your seniority and grow with the organization.

One thing that is very important to remember and that is to drive as carefully as possible and to avoid any unnecessary speed just to make up any lost time. Those safety points have helped dozens of fellows get some of the things that were almost an impossibility to obtain through the stores, such as hard to get toastmasters, etc. Save your points for more valuable prizes and remember all you have to do is think before you act.

Through the splendid cooperation of many of you fellows, the Red Cross has opened their doors to you and your immediate families so that in case of emergency you may receive all the free blood plasma that any person may need.



• Noted guests on Press Conference recently were Assistant Chief of Police Joe Reed and famous motion picture star Alan Mowbray. Press Conference is still broadcast from the lounge of the Greater Los Angeles Press Club but the time has been changed to 7:30 P.M., following Counterspy. Tune in every Thursday evening to KECA for Press Conference, your radio program.

Lobby Lowdown

by Violet M. Leach

BEFORE we see where some of our employes have been on their vacations, let's see who has had anniversaries and birthdays lately.

On May 7 the Fischers celebrated their Silver Anniversary. Congratulations on 25 years of happy married life and may you celebrate many, many more.

Jessie Hart feted 19 years of wedded bliss on May 29. Congratulations to the Harts.

June 2 was the anniversary of Dan Hanley and his wife. Just think, 43 years of heavenly bliss. Congratulations and best wishes to these two swell people.

Helen Fannon, Personnel, received her 200 bowling pin on May 14.

May 15 Linda Lee McIlwain, daughter of Elsie McIlwain, was two years old. Many more, Linda Lee!

The Treasury Department's Bill Taylor wears pretty gold cuff links he received on his birthday, May 6.

Cone T. Bass wore the first straw hat in our building on Straw Hat Day.

On June 4 Jeanne Roberts was married to Gordon Evans at the Wee Kirk o' the Heather in Glendale. Gene Gibson was her matron of honor. Congratulations to Jeanne and Gordon. A shower was given for Jeanne May 20 by Gene Gibson and Beverly Dillon at Beverly's home.

Cleo Douglas, Auditing, went to Yosemite and came back looking rested and well.

Don Million and his wife went to Omaha, Nebraska and Missouri. Don said they had nothing to eat but steaks, fried chicken and strawberries.

Emmy Barrye visited the "Last Frontier" in Las Vegas, Nevada, on her vacation. The "Last Frontier" is 17 acres of western atmosphere. The Ramona Room is the meeting place of the stars. There is a Gay 90's bar where there is a collection of horns from the four corners of the world worth \$25,000; a stage coach of the early days brings the guests in. A small church is there for western weddings. After the ceremony a stage coach takes the couple around the block. Danny O'Neils' Varieties were pre-

sented at the Ramona Room while Emmy was there.

Joan Weiler, our Hoosier elevator operator, took a wonderful vacation this year. Even if she did run into some snow in Chicago, she had a warm welcome when she got home in Indiana.

Minnie Kellogg and her husband had a grand time in New Orleans, Mobile, Alabama, and Miami, then by boat to Havana, Cuba.

Joseph McGinity spent his vacation home enjoying his new barbecue.

San Haygood, Auditing, spent a lovely vacation in Vancouver, B.C., Canada.

Georgiann Poth came back from Balboa looking grand. Mary Lou Johnson spent a week in Las Vegas in May. Again we missed the Johnson smile.

Maud Campbell, our young and attractive grandmother, visited her daughter and grand-daughter in Rodeo, California.

Beverly Dillon took one week off in the mountains. Betty Woods, Auditing, spent her vacation home resting.

Jack Lippiatt, son of Wilford Lippiatt, married Shirley Jean Hayne June 25 at the Glassell Park Baptist Church. They are in San Francisco and the Redlands for their honeymoon. Congratulations!

Stanley Underwood, Treasury Department, went to Oregon to see his son graduate from college there.

Rose Showers, Personnel, spent a three week vacation in Indiana visiting relatives, on a farm. First time Rose has milked a cow. Now we have a country girl.

Bill Greenwood, Personnel, went to New Mexico. Eva Arce spent her vacation in Arizona, visiting relatives.

Congratulations to Lee Reeves and Betty Hastings, who were married in June.

Our deepest sympathy goes to Mrs. Lawrence Grimm, whose husband was Lawrence Grimm of the Auditing Department. Mr. Grimm passed away in May.

Our sympathy also goes to May King, whose father passed away.

Joe Finn, our beloved retired "Joe" of Personnel, left us in June.

Josephy Lester Drummond, Jr., son of J. L. Drummond, our retired Special Agent, has passed away.

To all of these bereaved families we extend our sincere condolences.

On June 21 Stephen O'Donnell, Director of Public Relations, and his wife became the proud parents of a little daughter. This is the third little girl star boarder they have.

Joan Weiler, Elevators, has it all over our drivers for mileage and passenger traffic. She got tired of people asking her how many trips a day she made and how many passengers she carried, so she counted them. Here are the answers:

830 passengers on "Test" Day.

268 trips on "T" Day.

13 miles on "T" Day just going up and down.

Our elevator operators may not see all the scenery you drivers see, but it all adds up to about the same thing.

"Mac, Our Mailman"

Here comes Mac

carrying his big mail sack,

With letters galore

for the first to tenth floor.

He walks out with lots less

and knows he's done his best.

"Shoot" For Hams

by Monty Munn

SUNDAY, June 12th, proved to be a "bang up" day for the L.A.T.L. Rifle and Revolver Club when they held their most successful of many gun shoots—this time for hams. The range, located on Glen Oaks Boulevard, one mile north of Hollywood Way, was a busy place from 9 A.M. till about 3 when gun enthusiasts were popping for hams while the families and friends rooted from the side lines. The Club played host to the Verdugo and Centinela Gun Clubs, which were well represented and took home their share of hams.

To complete this festive affair, an abundance of tasty food was donated by Messrs, Jones, Malin, Rohrbeck, Thompson, Shelton and Dr. Wiley. Hamburgers, hot dogs, coffee, soft drinks and all the trimmings made a palatable outdoor spread. Thanks go to Mrs. W. Jones for serving the food, and to her husband for cleaning up the Range.

Due to the untiring efforts of San Cohen and President Charlie Shelton, the Club introduced a new target set-up in the "running deer" target. It is operated by hand and runs across the range on wires at a distance of approximately 100 yards. It is a regulation 100 yard target.

The winners and contestants in the various contests were as follows:

1st Shoot. Running Deer—2 shoots—best score. Winner—L. C. Thompson. Score—15. Other contestants were Rohrbeck, Dr. Wiley, Graves, Hudson, North, Baker, Jones, Whitaker, LaVitt.

2nd Shoot. 22 Caliber luck target. Winner—H. North. Score—37. Participating were Rohrbeck, Baker, Green, Hudson, Martin, Whitaker, Jones, Malin, Shelton Sr. & Jr., Graves, Andrews, LaVitt, Kainn, Murray, L. C. Thompson and sons.

3rd Shoot. Running Deer target. Any rifle, any sights, best score. Winner—Rex Beach. Score—12. Beach and Malin had to shoot an extra shoot in order to decide the winner. Contestants: Dr. Wiley, Malin, Graves, Hudson, Andrews North, Green, LaVitt, Lawyer, Sprague, Sawyer, Lynn, Baker, Martin, Shelton Sr. and Jr., Thompson, Murray, Ruiz.

4th Shoot. Running Deer target. Any rifle, any sight, best score. Winner—C. D. Sprague of Verdugo Gun Club. Score—17. Participants: Rohrbeck, Thrasher, Lawyer, Hudson, Graves, LaVitt, Jones, Lynn, Raymore Sr. & Jr., Baker, Ruiz, Green, North, Hector, Thompson, Whitaker, Malin, Shelton.

5th Shoot. Pistol. Any pistol, luck target, 25 yards, best score. Winner — Thrasher, Centinela Gun Club Thrasher and Luder milk tied with a score of 43. In the run-off Thrasher won with a score of 45. Contestants: Beach, Lawyer, Andrews, Baker, Husk, Ruiz, Cooper, Lynn, North, Raymore, Thompson, Dillard.

6th Shoot. 100 yard off-hand rifle shoot. Any rifle, any sights, best score on 50 yard pistol target, 3 shots. Tied between Thrasher and Raymore with a score of 25. Won by Thrasher in run-off with a score of 18 in 2 shots. Participants: Malin, Templin, Lawyer, Dodson, Raymore, Graves, Thompson, Lynn, Hector.

7th Shoot. 100 yard off-hand, any rifle, any sight. Scored on a 50 yard pistol target. 3 shots. Winner—L. C. Thompson. Score—25. Contestants: Raymore Sr. and Jr., Malin, Lawyer, Graves, Lynn, Thrasher, Dillard, Baker.

• Sgt. James Laird, Flight-engineer USAAF, the handsome son of David L. Laird, Division 6, and his wife, Millie. This picture was taken in Germany.



Straight From Eight

by A. D. Brumbaugh

THE hustle and bustle of shakeup time is over and the majority of Division Two has moved to Division Eight. From all the new faces we see in the trainroom we wonder if the rest of our division has men enough to pull the runs. The vastness of such a shakeup left most of the former Motor Coach men open-mouthed with amazement, at the speed with which it was carried out.

Mr. Ray Corbett, our division superintendent, wishes to thank all the men who left this division, to make their homes in another, for their splendid cooperation while here and to welcome all the new men who have chosen to make this division their new home. So, welcome to Division Eight, fellows.

It looks as though we may have to post directional signs, or better yet, post a traffic man at the entrance of our gate, so the men can find the division. Payne drove six miles past the other morning. (It must have been a bad night.)

Mable Carlson and her husband left June 19 for a two week vacation in and near Omaha. Mary Ann Bumgardner is taking her place while she is away. I am told that Mary Ann is doing an excellent job.

Do you have any wild animals you want trained? Call on "Lone Ranger" Dupree, Division Eight Chief Instructor, who won a bull dogging contest in Apple Valley last month. Says he will give discounts for large herds.

Our sympathy goes to Kenneth Olsen, who recently performed the sad rite of laying his father to rest, in Topeka, Kansas. Kenneth returned to work June 15. He says it rained every day while he was in Topeka, save one, and anyone planning to go there should take with them, a boat.

What is this we hear about Maxine McLane? Her boy friend, reported lost in the recent war, has turned up; they have been married and are now spending a few days honeymooning. We all wish both of you a life time of happiness, Mr. and Mrs. Walters.

Tony Shouptest wants to know if the Company has a fund to buy him a soapbox, so he can make longer and louder speeches.

Fellows, there will be a box placed in the trainroom of our division for news items, information and pictures of your families, vacation trips and such. I am not able to contact everyone and will appreciate your assistance.



• Al Smith, Foreman Electrical Repairs, presents Ernie Sayre with fishing reels while Linus Johnson, left, Dick Dwyer and Harold Conacher, right, look on.

South Park Diary

by Billy Pinder

Here it is good old Summer Time once again with Orange Blossoms and Romance, and speaking of romance, Jean Woolley, secretary to Mr. J. T. Watts, has had that certain gleam in her eye for quite some time. Now, however, she is sporting a dazzling new diamond ring to make it official. No date has been set for the "Big Event" but she says she will keep us posted, which we think isn't far off come to think of it. We will of course mention Doug McCabe, the swell guy she's "calculatin' on marryin' up wif."

And while we are on the subject, Wendel Babb, also served notice on the "Bachelor's Club" that he was leaving the ranks of the dear old single men. He announced his engagement to Miss Maria Scarano. Congrats, Wendel, and don't forget to invite all of us to the main event.

Seems like there is a epidemic of new cars at South Park lately. We hear Dave Shaeffer, Purchasing, Jim Nash and Clarence Fleming have all new shiny Pontiac cars, not forgetting of course Shelby Brown and Joe Steenrod, Office, who have swanky new De Soto cars. How about a ride some time, fellows?

Can't understand why Art Robey turned down a nice fresh trout dinner the other evening. Seems like Linus Johnson, Champion Fisherman of these here parts, invited Art over to enjoy the first catch of the season.

There seems to be some rivalry between Steve Trefens and James Roberts as to whom will have the title of "The Shops Botanist." Jim and Steve are the boys who bring in those beautiful flowers each month which decorate the stage at the monthly Programme.

Wayne Ward has certainly gone "Social" on us. We hear he is having "Personalized" Hair Cuts from a swanky Salon, Wayne didn't state if the barbers were men or ladies. I passed this information on to our good friend Joe Brayak and when Joe heard the price he had to be brought around by a glass of water. The shock was just too much for him.

They tell me Nick Lacasello is seriously thinking of going into the laundry business. Quite a few of the fellows have been asking him how much he charges for laundering coveralls.

Anthony Silvestro spent his two weeks vacation just this side of heaven in his cabin up at Lake Arrowhead.

Just a little too late to catch the dead line in last month's issue, we take this opportunity to welcome Agnes Lom-

bardo, Mae Ryan and Fay Ellard. Agnes is in the Purchasing Dept. while Mae is a Stenographer for the Multi-lith Machine, which Fay operates in the most efficient way. Mae and Fay have been transferred to the Shops from Div. 4. A big welcome to the Shops, girls.

Bill Lee Dyer, popular young purchasing agent, had a surprise birthday party pulled on him by his fellow workers. Lee was so excited he nearly ate candles and all on the birthday cake. Many Happy Returns. By the way, Lee, what is this we hear about some fish yarn of yours? Will have to check on it.

The "Shops" Baseball team looks like *the* one to beat in the league as they are playing A-1 baseball. Al Oliveri, manager, says, "Come on out and give the boys your support, you see some mighty good baseball." Incidentally, the new uniforms give the boys that "New Look" real smart and classy.

Jack Ogden stopped the Show on last months' monthly Programme with his characterization of Carmen Miranda.

Art Comford, after bragging for years about his "eternal youth," finally realized that he was endowed with a slight over-supply, when he recently ended up between the sheets with a juvenile case of the mumps.

Austin Kilgore, "Shops official Weather Prophet," has turned all the responsibilities over for the summer months to his colleague Norman Lane, who, by the way did a swell job last year. Not a single drop of rain was reported all summer. This year Norm had to hang his head in shame for a couple of weeks with this unusual California weather, but has straightened things out in top shape now and promises good weather all summer.

Frank Young surprised us all the other morning when he announced he had been married over the week-end.

Bill Reynolds, Supt. of Purchases and Stores, had quite an article in last months current issue Roster number of the "Southwestern Purchasing Agent Magazine," along with his photograph. It gave an up-to-the-minute write up of So. California Business conditions.

Johnny Neville wants to know when Orrell Rivers is going to buy him a new set of strings for his fiddle. Seems there has been a lot of talking about it but as yet no action.

Another surprise wedding was that of Warren F. Brown who was quietly married to Hazel Juanita Craig on June 15 last at The Wedding Manor on West Pico. The ceremony was followed by a reception at "Hodys," after which the happy couple left on a honeymoon to Morro Bay. Best Wishes and Good Luck.

Two grand "Young Old-Timers" retired last month, the first being Harry Smith, foreman of the Electric Repairs, who has been with the company 44 years. He was a surprised man when Mr. J. T. Watts, Supt. called on him at the employees monthly Programme to come up on the stage, and was presented with a complete Band Saw, which his fellow workers gave to him. With tears in his eyes, Harry, grand fellow that he is, thanked the boys from the bottom of his heart. A grand tribute from a swell guy.

The second is Ernie Sayre, who needs no introduction, also of the Electrical Dept. who also has 44 years service with the company. And was presented with some very nice fishing reels by his fellow workers. Ernie says he doesn't know which was the most exciting, the day he started to work 44 years ago, or the day he finished. Well good luck boys, and don't forget to come in and visit us on our Monthly Programme.

Dean Gillette spent his vacation showing the town to his parents, who are here on a visit.

Carl Wise had a nice *Quiet* time resting around home.

Bert Timbs is somewhere in the State of Utah at this writing taking in the sights of that most Picturesque State. Thanks for the postcards, Bert, they sure look tempting.

Jerry Myers drove as far as his home state, Nebraska, and says all he saw was water, water, and more water.

Al Pyles went up north as far as Paso Robles for a visit with his Mother and Dad.

Ernie Frampton spent his vacation with his son whom he had not seen since childhood. A nice reunion.

Clarence Beard is taking an extra weeks vacation this year and has quite a trip all mapped out through the Purple Sage State.

Bill Skinner has sent us some swell looking postcards from Yosemite where he is having a restful vacation. He says that is one place they don't have in Scotland. Hoot Mon.

Paul Gualtieri, is our newest proud father, his daughter, (Victoria) was born June 22nd, and tipped the scales at 8 pounds even, at Parkview hospital. Congratulations, Paul and thanks for the smokes.

Hot Stuff from Pepper

by Bill Hunter

VACATIONS seem to be the main topic these warm summer days. Those coming back are telling what a terrific time they had, how big the one was that got away.

Frank Hall was one of the first fellows to go on his vacation. He went up to San Francisco for a week. Everything was fine until he parked in a No Parking area on Market Street. The police towed his car away and the towing charge was eleven dollars. I understand Frank is going up again next month. Good luck, Frank.

The month of May turned out to be the baby month. Jack Riley's son Michael John was born May 21st and Luther "the Spike" Speck's daughter, Helen, was born May 26.

Jimmy O'Conner is recuperating from an ulcer operation June 10, and is expected back on the job toward the end of July. Hurry back, Jim.

Fred Mellentin and his family spent a long weekend recently at Yosemite.

Jesse Pimentel spent his vacation working and relaxing at home.

Joe Aguirre took three weeks for his vacation going down to Mexico. He said he really had a swell time.

Louis Schmidt was in a hurry at quitting time the other day and was pushing a cutting torch cart across the yard. Some of the fellows were watching him when the key to the tanks, which is on a chain attached to the cart, dropped off and Louis stepped on it. Louis and the cart went flying and he came up with a very red face. Watch it, Louis!

Charlie (bent barrel) Shelton, after fourteen gun shoots at the LATL rifle range has decided that the only way he is going to get a turkey or a ham is by patronizing ye local butcher shop. Don't worry, Charlie, meat is coming down. The price, that is.

Louis Schmidt has a new thinner on the inside, thicker on the outside Dodge.

Burl Rodefer is spending his vacation in Lewiston, Montana. He took his guns with him, so good hunting, Rodey.

Frank "Pancho" Duron is spending his vacation partly in Mexico and partly in Los Angeles.

Walter Lopez and his family spent their vacation in Tijuana and Rosa Rita Beach and they really had a swell time.

Jack Robinson and his section gang were cleaning the right of way on Broadway at 98th Street last week. Jack was carrying the men's lunches in a gunny sack over his shoulder and was wearing an old straw hat. An operator on one of the cars saw him walking along the right of way, stopped his car and told him to get off the right of way as it was private property and hobos were not allowed to walk there. Jack threw his hat away and got a new one.

Tommy Thompson and his family spent a weekend recently fishing at Bishop's Lake.

Bill Ramsey flew to Honolulu for his vacation. He said he enjoyed the Pineapple Juleps and the hulu skirts very much.

Bill McCall has just returned from a six week's vacation-business trip in the eastern part of Oklahoma.

George Ramsey spent his vacation fishing at Oceanside, California. He said he got some big ones but nobody has seen any.

Harve Lindley finally got his car painted. Its a beautiful robins egg blue. Why, Harvey!

Chuck Tade tells me the Way & Structures baseball team is really playing ball. At this writing they are in second place. Good luck team and knock 'em over the wall.

Trix at Six

by E. R. Andy Andress

GREETINGS, fellow workers, this is your new scribe "Andy" bringing you the news and scuttle from Six.

This time of the year always brings memories and visions of wonderful vacations and fishing trips. (Fish included, we hope.)

Speaking of trips, if you have a spare hour or two, ask H. H. Foster about the trip he and his family recently took to Monterey, Mexico, with stops en route at Phoenix, El Paso, the World Famous Carlsbad Caverns and McAllen, Texas. They covered approximately 4,000 miles and found all roads in excellent condition. On the return trip they stopped at Langtry, Texas, to see Judge Roy Bean's place, which was the only law west of the Pecos in the early days.

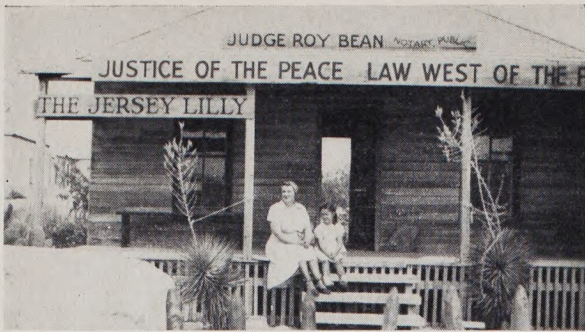
The little man with the big paint brush, seen in the vicinity of our division, was none other than Freddie Mason, who had a busy vacation redecorating his Hacienda.

W. Sparks is enjoying two weeks of pleasure fishing off the coast of Catalina, also a few days taking in the sights of San Francisco.

We hear that Radford has hired a Yellow Cab by the month.

G. C. Michaels dood it again; this time with hot grease on his right hand.

Congratulations to Mr. and Mrs. Harold Schlof who became the proud parents of pretty Penny Faye on June 13.



• Irene and Patty Foster, wife and daughter of H. H. Foster, Division 6, shown on vacation.

Blow-Bys

by Tom Smalley

HI fellows! Where have you been keeping yourselves? Oh! On vacation, huh?

Well, its mighty nice to see you back on the job and in the pink of condition.

Chick Jackson tells me that he was delighted to have Pat and Patty Kelly as guests on his yacht the Bette Joe for a cruise to the Isthmus and to Santa Catalina Island; stopping at beautiful Emerald Bay for a refreshing swim. It was supposed to be a fishing trip, but as no one mentioned anything about his luck I refrained from asking, as I thought it might have been a painful subject.

Ben and Tina Lozano and family took a short drive of 4,700 miles on their vacation, going to Carlsbad and Juarez, New Mexico and El Paso, Texas. They camped several days in Phoenix, Arizona, and then went to Catalina for a day or two to rest up.

Louie Herz reports that his wife Elizabeth is well on the road to recovery following a major operation.

Chuck Bauman spent several months overhauling his car, getting it ready for a trip to Montana. Then at the last moment decided to go in a friend's car.

Earl Hanson also spent some time getting his car in readiness for a trip he and his wife Blodwen are taking to Ixonia, Wisconsin. I suppose Earl will end up by taking the train.

Billy Adair spent his vacation exploring the beaches of So. Calif.

Ed Kenneth took 40 cub scouts to San Diego. Ed says that the boys really had themselves a time.

Tony Nunes is a good man to have around in a pinch. Tony extracted a tooth that had been bothering Bob Frampton. Bob was so grateful that he offered Tony his pet calf in payment.

Joe Castro was a bachelor for a time while his wife was on a trip to San Francisco. It was a great life while it lasted. Eh, Joe?

Any of Tom Rocha's old friends who haven't seen him lately will hardly recognize him now. Tom has been on a strict diet and he is really the thin man now. (Me, too!)

John Paul back from a trip to Reno where John says he left his usual financial contribution.

Jim Homar back from a trip from Tijuana. Jim being a master of the Spanish language had himself quite a time with the Senoritas. It must be great to be single. Eh, Jim?

Sunny Sundeen has made a motion to have our Union meetings some other night besides Friday. He says that Friday nights he likes to watch Hopalong Cassidy on his television set. I second the motion, Sunny.

Ed Serabia decided to trim a tree in his back yard. The first limb cut off went down on top of his garage. The second went through the roof of his house and into the kitchen. Mrs. Serabia called a halt to the proceedings and called in a professional tree trimmer to finish the job. By the way, Ed, why are some of the boys calling you Hot Rod Eddie and why are you walking now-a-days?

Nat and Rose Duron celebrated their wedding anniversary recently by having about 50 guests over for a barbecue. Nat bought a barbecue pit for the occasion and barbecued about 250 lbs. of meat.

If any of you fellows need a baby sitter, Ed Thomas is for hire. I understand he is very good at it, too.

W. J. Alport and his wife Helen just finished redecorating their home and is Al glad that it's all over.

If any of you want tickets to the Sheriff's Rodeo see Sam Mahoney or W. J. Alport. The Rodeo is to be held Aug. 14.

The boys in Dept. 20 are forming a motorcycle and scooter club. Mike Heman, Bill Bennett and Bill Van Dorn bought scooters. But Homer Porcher and Ruble Ulmer were a little dubious about how much weight a scooter would carry; decided in favor of motorcycles. I hope to have some pictures of the boys in action soon.

We will take this opportunity to welcome Pat Picascia back to Dept. 20 and look forward to seeing him on the monthly program soon.

WET PAINT

Camillo Caringella and Harold Cass went fishing a Sunday or two ago and report that no fish were caught. Now I understand that Camillo has offered to sell his fishing tackle to Loren Coe very reasonably.

We had quite a fire in Dept. 11 but due to the quick action of our highly trained fire crews the blaze was extinguished before it could do much damage.

Ernie Thompson, Captain, Frank Herman, Asst. Captain, and Jack Pernel, Fireman, of Dept. 11 were first on the scene. Capt. Thompson wishes to take this opportunity to thank Fire Captains Joe Crawford and Jack Ogden and their crews for their prompt assistance in helping subdue the blaze. This is the second time recently that Joe Crawford has been called upon to demonstrate



• Charming Ethyl Dwyer, daughter of Dick Dwyer, South Park Shops.

his ability as a smoke eater.

Joe and Stew Hubbard quickly put out a fire in the welding room with absolutely no assistance at all (well, hardly any).

Oscar Nelson has gone to New York on vacation. We surely missed Oscar on our monthly program.

Sam Clay gave us a wonderful rendition of "Take Me Out To The Ball Game," at the last show.

We all missed Patsy Giacalone. Patsy has been transferred to relief watchman duty.

Verlanders Arnold and family drove to Dallas, Texas, on their vacation. The Arnolds had quite a time. Their car ran off the road and turned over 3 times. Luckily no one was injured and they outran the Texas flood by about 2 hours.

I can't get Joe Wyndon or Joe Metoyer to talk about Whist anymore. So I guess we can call them the ex-champions of Whist.

The death of Horace J. Dainton came as a great shock to his many friends. Jake was suddenly stricken ill on the night of June 12th and was taken to the California Lutheran Hospital. After waging a desperate fight for life Jake slipped away from us on the night of June 20th. Jake, a retired C.P.A., came out of pre-war retirement to assume the position of 1st clerk in Dept. 20 during World War 2 and was affectionately referred to as the office boy. Jake and his corn cob pipe was a beloved person to all of us who were privileged to know him and it is with great sorrow and deep reverence that we acknowledge his passing.

Funeral services were held June 23rd at Grace Chapel in Inglewood Cemetery and were attended by many of his friends. Rest in Peace Pappy Dainton.

Annual Tournament

(Continued from Page 14)

with a 647 for third.

Next year we are going to have teams entered from the Southern Pacific Railroad, the Union Pacific and the Santa Fe as well as the Pacific Electric and the Transit Lines. This will make a swell tournament which will really represent the Transportation Industry in Southern California.

The Silver Trophy remains in the possession of the Transit Lines until next year when it will again be competed for. The company that wins it three times gets to retain it permanently so lets get out and win it three times in a row and show the bowlers from the other companies that when it comes to the art of strikes and spares the Transit Liners take a back seat to no one.



• Albert F. Fro-schauer, Division 3, and the former Rita Elizabeth Thomas from Minster, Ohio, were married May 28, 1949 at St. Ignatus Church, Highland Park.



• Bob Manning, retired, has established a very successful "General Service Center" on Highway 138, four miles east of Little Rock. Bob settled on Shady Bend Ranch at Llano, California. Bob invites all personnel to visit him; in fact, to stay overnight.

Doings at Three

by Lester B. LeVitt

BOWLING NEWS. We are Proud to display the Tim Manning trophy in our Division. The team "Alley Cats," comprised of Barney Fisk, now of Division 7, Bob Mounier, George Bolton and Lester LeVitt, is holding second place in the Summer League at the Trojan Recreation Center. Charles Walters was also a member of the "Alley Cats" but left the Transit Lines to become a member of the Los Angeles Police Department.

The men on the "Alley Cats" team are working hard for another trophy, now that we have a trophy case. For weekly high individual series, the following men have received a pair of pants: Larry Pull, 629; George Bolton, 652; Lester LeVitt, 642 and Bob Mounier, 589.

It looks like W. H. Webb has put on quite a few pounds since the night he got locked up in the Idell Pharmacy, accidentally? How was the ice cream, Webb? Jonsey had to take inventory to see how much ice cream was missing. Next time, Webb, be sure you use a telephone booth in plain sight of everyone, or at least, know the name of the place to phone for help.

We are sorry to report that our good friend R. R. Bushey is off work and will be for some time due to an accident which cut the leaders in one of his hands. We all wish you a speedy recovery, Bushey.

FLASH! Good news of a money saving event. Your scribe has arranged with Mr. John Brubaker of 549 W. Avenue 26 to give all employes, their wives and children a discount on hair cuts, on week days only, providing the child or wife presents themselves with their pink pass or employes pass as a means of identification. All children up to 12 years of age will receive hair cuts for only \$.50 and anyone over 12 years of age for \$.75 (adults included). This is a good means of saving money, so let's all take advantage of it.

Mrs. J. M. Mitchell is now back to work from her vacation. She entertained friends from Texas. She evidently didn't use her car very much as her battery was completely dead—so, who entertained whom?

We see that man Lick is back from Division 4. Guess he found out that Division 3 isn't so bad after all. Welcome back, Lick.

Fellows, let's have news of your vacations; where you have been and where you're going. I'd also like any pictures you may have.

A baby contest is to be held soon, so get some good snap shots and be ready.



• Len H. Smith is proud of this picture of his daughter Mrs. Barry Allen, grandson Barry, 6, and Lettie Marie Leisure.

There's Gold in That Thar Hill

(Continued from Page 10)

ments assigned to L.A.T.L. crews were met to the minute.

A very serious problem was encountered during the cut-over period at the intersection of Sunset and Broadway where it was necessary to keep all vehicular traffic flowing except during the night hours.

By virtue of extremely hard and efficient work by both track and line crews, very little interference to traffic was caused, and compliments were received from police and other civic departments on the fast and efficient manner in which the work was handled.

The actual switching over from the old tracks through the tunnel to the new tracks on the detour was done on the night of June 2nd and was accomplished in a matter of a few hours. Passengers using this route went home through the tunnel and came back to work the next morning via the new detour. All work done on the installation of the detour was completed in 10 working days, a very short period for such a project.

All track and line work on this large project was done exclusively by Los Angeles Transit Lines' crews with no outside help, and all concerned can be very proud of the efficient and orderly manner in which the work was accomplished.

The present detour, it is planned, will be operative for a period of approximately one year while the excavation and construction work goes forward for the new alignment of Broadway which is slightly to the west of the old tunnel and conforms to a new grade throughout.

Credit goes to Clyde Burden, who was the foreman in charge of the job, and to the two foremen who assisted him, Harvey Lindley and "Pancho" Duron. John Lindenfeld, Chief of the survey party, deserves his portion of praise, too, for the part he and his men did in surveying the job.

Another big task awaits our men when the changeover is made from the detour to the new alignment, but we are sure this will be handled in the same orderly and efficient manner as the present project.

Seven Daze

by Ethel Green

S-DAY at Seven rolled by as smoothly as Sonjie Henie on skates. Seen at random in preparation for grand opening:

Vince Eulberg sorting keys by the score—just like looking for a needle in the haystack—and working 'round the clock getting everything in readiness.

V. Wetmore, with his terrific sense of humor—busy answering questions, dishing out passes, etc.

Jimmy Schulz on deck with the night clerks—everything under control.

R. S. Orrell moving transfers and supplies.

Telephone installers with all their wires and instruments—"testing."

Painters with their brushes—making the Division neat and shiny—and don't forget the maintenance men who, among other things, laid that good looking brown linoleum in the trainroom. No wonder "Best Division Yet" was overhead—or could we be partial?

Flash!—Did you know H. W. Masingill was the first blood donor from 7? Any others wishing to volunteer please stop by the office.

For the past week T. G. Cumberford has had an exhibition of pictures at Precision Photo Store. He just graduated on June 20 from "Photo Two," a photography school for advanced amateurs. Also, among the graduates—H. E. Flanagan.

Speaking of vacations, James Wright, Janitor, has been called to Texas due to the illness of his sister.

Retired Employees Association

by P. C. McNaughton, Secretary

AT our April meeting we were entertained by Miss Freda Hubbard and Miss Maude Wright, whistlers from Helen Jeff's School of Whistling, who gave several numbers, concluding with their own interpretation of "Coming Through The Rye."

Miss Lita Laceman, coloratura soprano, who has sung on the radio and before the crowned heads in Europe and who wears a medal from the Belgian king for her superb singing, gave us several numbers. Mrs. Vivian McFarland gave several readings. Mr. Walter Hook, Irish tenor, gave a number of Irish songs. Other members told stories and did much reminiscing of by-gone days.

At the meeting in May Mrs. Alice Darlene Miller gave a number of vocal selections, including "The Lord's Prayer." Mrs. Miller, a young gifted musician, has been with us several times and is always appreciated.

Miss Alice Durgin, a young opera singer, sang a number of selections. Mrs. Reader, wife of one of the Company's employes, gave three numbers. Mrs. Barnard gave several readings, which are always enjoyed.

Mr. and Mrs. Clarence Berry, "The Berrys" from Hawaii, gave several selections of Hawaiian music, both vocal and with steel guitar.

This was the last before vacation. The next will be held the second Thursday in September.

Because of the serious illness of the secretary, Mr. McNaughton, who has been unable to do work of any kind since the May 12 meeting, this report is made by Mrs. McNaughton.

Notes From a Roving Reporter

by Ed Roche

(Editor's note. Ed Roche, who has been on the sick list since January 31, 1948, dropped in to see his friends and turned up the following items while touring the property.)

HIP, Hip, HOORAY! Hip, Hip, HOORAY; Hip, Hip, HOO-R-A-Y-Y-Y! Why all the shouting?

That's Superintendent Frank L. Ervin and the platform personnel of Five cheering because we won the handsome trophy, plus 34,500—count 'em—very valuable Safety Points for having the smallest number of "blind" accidents on the entire system during the first quarter of 1949.

Those points will help to buy a large number of Radios, Electric Irons, Etc., and our wives are always glad when we win some "velvet" Points.

It is our duty to avoid accidents if at all possible, and, if we do have one, to report it; so, it is very nice, indeed, to be given some extra Safety Points for merely doing our duty.

Recently the following were among many who were pleased by Safety Point "purchases": A. P. DeRosa, an Electric Heater; S. R. Siegel, a Schick Shaver; O. O. Redding, a Ronson Lighter; R. J. Porter, a Ronson Lighter; L. M. Hastings, a Fishing Reel; L. Fults, an Electric Waffle Iron; E. Rhodes, a Waring Blender; M. J. Watson, a Singing Tea Kettle; and R. G. Cartwright, a Westinghouse Electric Iron.

Henry Chaudoir and his charming wife, Elda, are looking forward to Henry's vacation at which time they plan to visit Elda's home town, Bellwood, Penna., which she has not visited since childhood.

Len H. Smith and family expect to spend Len's vacation in the old home town, Sabetha, Kansas.

Bud Hufmeister and family will visit Bud's brother, George, at his ranch near Selma, California. Bud expects to do some fishing in the Free River.

W. "Bill" Watson likes to fish at El Morro Beach, California.

Truman Fry spent a quiet vacation at home, motoring to nearby points of interest.

C. W. Hannon and lovely wife, Susie, spent a delightful vacation motoring along the West Coast to Grant's Pass, Oregon.

Division Six reports that Dave Laird and his charming wife, Millie, are happy because their fine son, Jimmy, Sergeant U.S. Army Air Force, has returned to the States after eight months service as Flight-engineer on "Operation Vittles," the Berlin Airlift, where he made a fine record. Jimmy is now stationed in San Antonio, Texas.

Casey Jones, an expert, took W. R. "Bill" Sparks and P. L. V. Roberts on a fishing trip to the North Fork of the Kern River and showed them how to do it—without a "silver hook."

Ken E. Sloan and his lovely wife, Ethel, are spending a quiet and restful vacation at home. Their handsome son, Richard Edward Sloan, 1st Class M.M., U.S.N., who fought throughout World War Two in the Pacific—Okinawa, Marshall and Gilbert, etc., is now stationed on Kwajalien and is due home on leave.

Thomas E. Lowry, Commander of LATL Post No. 541,



• Cherrie R. DuPuis, 3 years, and Terry E. DuPuis, 1 year, are the happy children of E. DuPuis of Division 2.

American Legion, formerly with the Los Angeles Motor Coach Lines, is now one of our boys. Welcome to SIX, Tom.

Ralph Huddleston kept "bachelor's hall" while his lovely and charming wife, Lucille, President of LaReina Parlor, Native Daughters of the Golden West, attended that organization's State Convention in San Jose.

Charles Lashbrook, Clerk at FIVE-SIX, his lovely and charming wife, Shirley, their handsome young son, Norman, and accompanied by that fine couple, Operator and Mrs. L. R. Gregory and their sweet little daughter, Linda, will spend their sixth consecutive vacation in Sequoia National Park.

Lauris Klaris and attractive wife, Pearl, anxiously watch for letters with Japanese postal cancellation. The reason? Their fine son, Norman, 18, is now a U.S. Army Paratrooper, stationed in Japan.

One's Statistics

by Donald Fuller

M. Olinski was presented with a fine bouncing boy Sunday, July 3rd. The lad was named Michael.

We regret to hear that M. B. Taylor has his youngster in the hospital with appendicitis. We hope the child recovers soon.

R. L. Douns was on the sick list for a while, no sooner did he get back than his wife took ill, but both are up and at it again.

Among the others on the sick list are: M. O. Swain, since May 9th, J. W. Waroff, since May 19th, A. R. Clark, from June 5th, R. A. Smith, since May 3rd and G. B. Warne, since June 22nd. We wish a speedy recovery to all the fellows.

While Marvin Storers is away on his vacation E. C. Braman has his whip out and is keeping the Instruction Department under control.

Now that summer is finally here it found E. L. Tree, C. Striffler, O. F. Lange, A. P. Bradshaw, H. R. Meyers, P. H. Scott, P. L. Hunt, S. J. Dodson, J. W. McCurry, H. E. Crawford, E. E. Wilkie, C. J. Osborne, A. S. Lewis beginning their vacations June 19th.

On the 3rd of July J. D. Hawthorne, L. W. Beck, T. W. Spurgeon, L. W. Fry, H. W. Gibson, J. C. Laird, T. W. Mueller, H. O. Smith, R. A. James, J. C. Hill, C. E. Johnson, H. L. White, E. J. Pegout and J. E. Deane started their vacations.

Electrical

by Walter Whiteside

THE much heralded fishing trip of the Line Department has come and passed since the last issue of Two Bells. Louis Hunter handled all of the arrangements in excellent detail, except, he forgot to notify the fish we were coming. Total catch was two small bass by Ernie Burgess. How he could ever accept the jackpot on such a minnow I don't know. Some of the bait we had was larger than his fish. Everyone had a good time, no one was seasick. We are all waiting for Louie to arrange another trip, only out of a local port.

Herb Sittler reports a swell vacation, fishing in Clear Lake in Northern California. No fish is the only report.

G. A. Smith and Dale Clark report a nice fishing trip on Lake Mead. They have also been fishing in Rodriquez Lake in Mexico. Plenty of fish, they say.

Stanley Toloczko took a week of his vacation to move to his new home. Stan has been eating beans for the last few years to save the money for said home purchase.

Mike Hudak planned his vacation to coincide with the birth of heir apparent number two. Mike stayed home and kept care of "Wiggles," later washing a few didies.

Ed Stirtz left town with only one word, "I may be a day or two late, but I'll be back."

Ed Clardy could be spotted touring the midwest during the month of June. Ed has become quite a sport since getting married and it certainly looks good on him.

George Willson made a hurried call to the California Hospital and had his appendix removed. Everything came out O.K. and he is now back on the job feeling better than ever.

Gene Laycox spent an enjoyable vacation Oregon. He took along his fishing tackle and left the trunk section of his car clear to carry the fish home in. He got one hooked up—it got away.

Although it happened some time ago, we wish to state that John Lechner of Power, and Sara Dyer started living as cheaply as one on February 12. It happened in Tijuana.

While building the detour around the old Fort Moore Hill, better known as the Broadway Tunnel, some interesting sights were observed. In fact, Harvey Lindley, much to the surprise of everyone, is quite a connoisseur of art. Harvey was so interested in said "Object de' art" he fell backwards in the excavation of which he was supposed to be supervising the construction. We understand the next day all the bosses showed on the job but things had changed in the meantime.

Scribe Marries

Cupid pierced the heart of our most debonair and handsome bachelor, Bill Hunter, scribe for the Way and Structures Department. For some time, Bill boasted about his blissful state of bachelorhood and of how silly were they who marry—imagine! Came Spring, and Cupid cut capers. Bill was married on June 9th to Patricia May Cotterel of Salt Lake City. This capitol city was the setting of the marriage ceremony. Following the honeymoon, the couple came to Los Angeles to make their home. Say, Bill, what was it you said about being "boss" in your house? (Does that still go? Bill made this rash statement a week before he was married.) Anyhow, we wish you both a very happy wedded life.



• This cute baby, Shirley Jean, is the daughter of proud daddy Sid Ormston, South Shops.

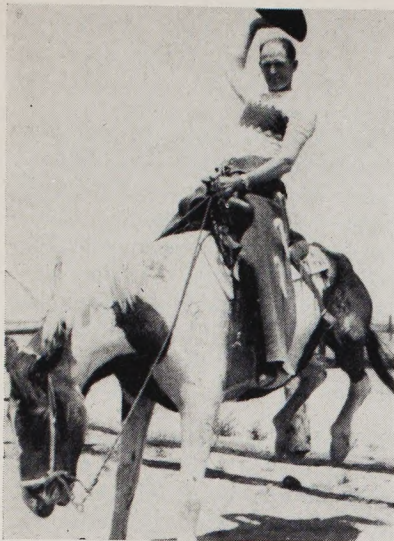
Plastic Surgery For The City

(Continued from Page 6)

2 which was split between Division 2 and 8; Line 11, originally operating out of Div. 3 and Div. 6 was changed to Divisions 7 and 8. Line 85, originally out of Division 8 was split between Div. 6 and Div. 8. Several other changes were made in the operations which added to the efficiency, such as, the fitting-in of our P.M. pull-out coaches on Line 90 at Olympic and Rimpau rather than at Olympic and Figueroa, which allows for more uniform headways for vehicles entering the downtown area; the handling of Wilshire Blvd. service by our radio-equipped cars which enables us to meet ever changing service demands more efficiently; and the remodeling of the Virgil Division which enables the maintenance departments to handle a larger volume of coaches faster and more efficiently.

The recent shake-up had perhaps more vehicles transfer between divisions and more men do likewise than any other change. The Instruction Department under supervision of Harry Alexander, should be commended for the task done by that department. The total number of men who of necessity demanded basic training because of the change was 295. The basic training required 1,018 days and the total number of men who required "on line" training was 942, with 3,689 estimated number of "on line" training days required. Those employes who changed from rail to coach operation, or visa versa, had to be especially instructed regarding the new operation as the men had acquired certain operating habits on the street cars which were not applicable to operating coaches, and the habits developed by certain coach drivers had to be corrected before they could be transferred to rail operation. Chief Instructor, Mickey Ryan, deserves considerable commendation for the success of the instruction for the change-over.

But, back to the scientific scheduling and the number of vehicles—On Page 7 is a map of the city showing the coach divisions which were affected the most in the system shake-up. The black lines on the map indicate the miles formerly traveled by vehicles entering a certain line; the dotted lines show the new routes. This graphically shows the savings in mileage in what is known as "dead-head" time.



• Ride-em Cowboy H. H. Foster, Division 6, on vacation.

Speaking of Transfers

(Continued from Page 9)

ment of his fare was inaugurated the transfer became the universal magic carpet.

The problem of the misuse of the transfer was one which caused considerable study down through the years. Some early transfers reproduced pictures of typical people, for instance, if a man wore a beard there was a picture on the transfer showing a man with a beard which would be punched by the issuing conductor. When the receiving conductor on another line picked up the transfer and the passenger was not wearing a beard he would not accept the transfer. Other types of individuals were also pictured—Women between 20 and 30, middle aged and past sixty; clean shaven, lean and fat men were also pictured.

Early transfers often times carried advertisements of various department stores. It was assumed that everyone read everything which was placed into their hands. Modern transportation experts feel that very few people read a transfer. In fact, I might ask of you who punch transfers every day, how long it has been since you have read the copy on the face and back of the transfer you issue.

The issuance of transfers is governed by the tariff as ruled by the various City and State officials who govern the price to be paid for transportation, the zones, etc. The prime function of the transfer is to indicate the date, length of time during which the transfer is valid and the direction in which the passenger should travel to complete his ride. In the early days it was necessary to punch a transfer as many as six times in order to show this much information. This placed a heavy burden on both the issuing and receiving conductors. Today, two punch marks are all that is necessary on transfers.

Prior to 1890 the transfer followed the taste of the individual who happened to be operating the street railway using the transfer. Some were very large, some were very small. We have seen them as large as $3\frac{1}{2} \times 8$ ", and some as small as a postage stamp. In 1890 an effort was made to standardize transfers throughout the country and a 2-inch width was established at that time and is used uni-

versally today. The length of a transfer was not made standard as it varies with the amount of information to be included. The transfers of Los Angeles Transit Lines are now of a standard uniform size— $7\frac{1}{2} \times 2$ ". These particular dimensions were chosen to prevent waste as the roll of paper cuts this size with practically no paper wasted.

The transfers which are now used are designed so that in most cases only two punches are necessary to issue the transfer clearly. One to indicate the time limit; the other the after-passing point. Punching the after-passing point clearly is most important, especially on a transportation system such as ours where a huge metropolitan area is served on a large scale. The after-passing point prevents round-tripping and yet does not handicap the passenger. The after-passing point describes the district on the line where the transfer was issued so that the receiving operator or conductor can readily determine, in certain instances, if a passenger is attempting to return to his point of origin on one fare.

The use of different colored transfers to indicate the direction in which the issuing vehicle was traveling is a simple method of making it easier for the operator to identify an invalid transfer. The different colors were established depending upon which direction the vehicle was traveling through the downtown area, for instance, "pink" transfers are issued on vehicles traveling north through the downtown area; "white" on vehicles traveling south; "green" on vehicles traveling east, and "yellow" on those vehicles traveling west. Each transfer has the letter or the number of the line of issuance printed in bold type, and is dated in a different color than the body of the transfer. The standard design which has been chosen and now in use for the inner-zone transportation has simplified instructions to new employes, and has all the necessary information pertaining to the use of the transfer in the same position on every inner-zone transfer. The validity of a transfer can be checked at a single glance by an operator, and punching it clearly can be done very easily and swiftly.

Transfers are issued on a car at the time the fare is paid. Passengers have been continually urged to ask for their transfer at that time. However, there are extenuating circumstances at which time it is left to the judgment of the operator to issue transfers at a later time. When passengers are forgetful, board the car and walk to the rear, then remember to ask for a transfer, operators are urged to remind them that in the future they are to ask for a transfer upon payment of their fare. Some passengers ask for a transfer from force of habit which they do not use but throw away for some other passenger to use. The misuse of transfers is not alarming in this city, however, the company has made attempts to instruct passengers to tear up their transfers when they do not need them.

Each operator is given a surplus every day which should be turned in at the completion of his work run in order that we may determine the quantities for his future work. Operators are urged to be careful not to over-punch transfers as we are attempting to hold to a minimum the waste of dated transfers.

So, every day when you start on your run we urge you to remember that transfers are valuable to both the passenger and the company. Each one represents 10c—Be careful when you issue them, examine them when you receive them.

The Last Terminal

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

NELLIE H. DAVEY, Laborer "B", Mechanical Division #4, passed away April 19, 1949. She is survived by her sister, Mrs. Alonia Boldridge, 524 Newton Place, Tulsa, Oklahoma. Mrs. Davey was born October 12, 1907, in North Port, Alabama. She was employed as Car Cleaner, Mechanical Division #3, April 20, 1943, transferred to Laborer "B", May 1, 1945, transferred to Laborer "B", Mechanical Division #4, February 1, 1947. The body was shipped Tuesday, April 26, to Muskogee, Oklahoma, for burial.

EDWARD C. HELBLING, Trainman, Division #3, passed away May 3, 1949. He is survived by his wife, Mrs. Lillian Helbling, 811 Pelcanconi Avenue, Glendale, California. Mr. Helbling was born October 20, 1897, in Black River Falls, Wisconsin. He was employed as Trainman, Division #3, August 31, 1923. Funeral services were held Friday, May 6, in the Chapel at Grand View Memorial, Glendale. Interment followed in Grand View Memorial Park.

EDWIN C. HICKEY, Special Roll, passed away May 8, 1949. He is survived by his brothers, Morris L. and John H., and sister, Edith Howland, residing at 716 223rd Street, Santa Monica, California. Mr. Hickey was born June 18, 1876, in Kern County, California. He was employed as Conductor, Division #1, November 5, 1901, transferred to Clerk, Transportation Department, January 8, 1924, transferred to Clerk, Division #1, April 28, 1932, and placed on the Special Roll, August 16, 1945. Funeral services were held Saturday, May 14 in the W. A. Brown & Son Mortuary, Los Angeles. Interment in Inglewood Park Cemetery, Inglewood, followed.

CHARLES G. WARD, Special Roll, passed away April 25, 1949. He is survived by his sister, Mrs. Viola W. Gano, 826 E. 10th Street, Long Beach, California. Mr. Ward was born May 10, 1874, in Palatine, New York. He was employed as Motorman, Division #1, June 6, 1918, and placed on the Special Roll, December 30, 1941. Funeral services were held Thursday, April 28, at the Niland Mortuary, Redondo Beach. Interment followed in Pacific Crest Cemetery, Redondo Beach.

FRED WESELOH, Special Roll, passed away May 24, 1949. He is survived by his wife, Mrs. Alma Weseloh, 5859 S. San Pedro Street, Los Angeles 3, California. Mr. Weseloh was born April 21, 1870, in Ostervede, Germany. He was employed as Motorman, Division #2, August 29, 1899, transferred to Motorman, Division #5, July 31, 1932, transferred to Temporary Flagman, Transportation Department, October 17, 1936, transferred to Watchman, Engineering Department #2, January 11, 1937, transferred to Flagman, Transportation Department, March 1, 1937, and placed on the Special Roll, February 8, 1938. Funeral services were held Friday, May 27, in the Little Church of the Flowers, Forest Lawn Memorial Park, Glendale. Interment followed in Forest Lawn Memorial Park.

JAMES W. HANCHEY, Special Roll, passed away May 26, 1949. He is survived by his wife, Mrs. Tillie I. Hanchey, 1055 W. 76th St., Los Angeles 44, California. Mr. Hanchey was born June 4, 1876 in Columbia, Louisiana. He was employed as Motorman, Division #4, February 3, 1919, transferred to Motorman, Division #5, June 30, 1946, and placed on the Special Roll, November 20, 1947. Funeral services were held Tuesday, May 31, in the Grace Chapel, Inglewood Park Cemetery, Inglewood. Interment followed in Inglewood Park Cemetery.

GLEN H. THOMPSON, Flagman, Transportation Department, passed away May 29, 1949. There are no survivors known. Mr. Thompson was born July 3, 1877, in Bainbridge, Indiana. He was employed as Motorman, Division #2, October 2, 1919, transferred to Messenger, Main Office, December 1, 1924, transferred to Motorman, Division #2, October 29, 1928, transferred to Division #3, January 20, 1930, transferred to Flagman, Transportation Department, June 10, 1941. Funeral services were held Wednesday, June 1, in the Utter McKinley Mortuary, Los Angeles. Interment followed in Forest Lawn Memorial Park, Glendale.

SAMUEL L. WICKHAM, Special Roll, passed away June 3, 1949. He is survived by his wife, Mrs. Esther E. Wickham, 3707 S. Grand Avenue, Los Angeles 7, California. Mr. Wickham was born October 8, 1893, in Quenemo, Kansas. He was employed as Motorman, Division #2, October 26, 1926, transferred to Motorman, Division #4, July 10, 1932, and placed on the Special Roll, December 29, 1946. Funeral services were held Tuesday, June 7, in the Utter McKinley Mortuary, Los Angeles. Interment followed in the Veterans Administration Cemetery, Sawtelle.

NELSON A. LAND, Special Roll, passed away June 8, 1949. He is survived by his wife, Mrs. Jennie O. Land, 3737 W. 111th Place, Inglewood, California. Mr. Land was born July 29, 1877, in Windsor, Canada. He was employed as Repairer, Mechanical Department, August 13, 1923, transferred to Repairer, Mechanical Department #5, June 16, 1931, transferred to Car Cleaner Foreman, September 16, 1932, transferred to Car Repairer, October 1, 1933, transferred to Car Cleaner Foreman, August 16, 1934, transferred to Car Repairer, February 16, 1938, and was placed on the Special Roll, August 27, 1943. Funeral services were held Saturday, June 11, in the Hardin and Flanigan Mortuary, Inglewood. Interment followed in Inglewood Park Cemetery, Inglewood.

LAWRENCE C. GRIMM, Cost Accounting Clerk, Auditing Department, passed away June 9, 1949. He is survived by his wife, Mrs. Grace N. Grimm, 10224½ W. 39th Place, Los Angeles, California. Mr. Grimm was born September 6, 1894, in St. Joseph, Michigan. He was employed as Distribution Clerk, Auditing Department, April 11, 1921, transferred to Cost Accounting Clerk, April 1, 1940. Funeral services were held Saturday, June 11, in the Pierce Brothers Mortuary, Los Angeles. Cremation followed.

JOSEPH I. FINN, Special Roll, passed away June 12, 1949. He is survived by his wife, Mrs. Bertha I. Finn,

3011 Sixth Avenue, Los Angeles 16, California. Mr. Finn was born March 4, 1874, in Cecil County, Maryland. He was employed as Conductor, Division #1, January 10, 1912, transferred to Clerk, August 15, 1918, transferred to Clerk, Schedule Department, January 9, 1920, transferred to Clerk, Transportation Department, January 15, 1920, transferred to Chief Clerk, September 14, 1928, transferred to Personnel Representative, Personnel Department, December 21, 1936, and placed on the Special Roll, August 18, 1945. Rosary was held Monday, June 13, in the Edwards Brothers Mortuary, Los Angeles. Mass was held Tuesday, June 14 in the Holy Name Church, Los Angeles. Interment followed in Forest Lawn Memorial Park, Glendale.

HORACE J. DANTON, Mechanic, Department #20, passed away June 20, 1949. He is survived by his wife, Mrs. Anna D. Dainton, 415 Solano Avenue, Los Angeles 12, California. Mr. Dainton was born June 17, 1881 in Chicago, Illinois. He was employed as an Apprentice Mechanic, Department #20, October 8, 1942, transferred to Shop Clerk, November 1, 1942, transferred to Mechanic "B", May 1, 1945. Funeral services were held Thursday, June 23, in the Grace Chapel, Inglewood Memorial Park, Inglewood. Cremation followed.

FRED BARRETTE, Special Roll, passed away July 2, 1949. He is survived by his wife, Mrs. Pearl Barrette, 1327 W. 97th Street, Los Angeles 44, California. Mr. Barrette was born June 4, 1885, in Peterborough, Ontario, Canada. He was employed as a Motorman, Division #5, November 24, 1919, transferred to Flagman, Transportation Department, October 16, 1943, transferred to Motorman, Division #5, January 24, 1944, and placed on the Special Roll, February 7, 1945. Funeral services were held Tuesday, July 5, in the Snyders Southwest Mortuary, 1020 W. 94th Street, Los Angeles. Interment followed in Inglewood Park Cemetery.

PAUL CHAPMAN, Operator, Division #6, passed away July 5, 1949. He is survived by his wife, Mrs. Elva C. Chapman, 457 W. 84th Street, Los Angeles 3, California. Mr. Chapman was born May 8, 1894, in Brownwood, Texas. He was employed as a Motorman, Division #2, May 5, 1927, transferred to Conductor, May 9, 1927, transferred to Conductor, Division #4, July 10, 1932, transferred to Motorman, Division #5, June 30, 1946, transferred to Operator, Division #6, December 5, 1948. Funeral services were held Friday, July 8, in the W. A. Brown & Son Mortuary, Los Angeles. The body was shipped to Tishomingo, Oklahoma for burial.

Truth or Consequences

(Continued from Page 12)

of it and don't "prettify" the ugly thing. We will find out with figures. Figures don't lie . . . and liars seldom figure.

HOW DO WE KNOW THESE THINGS?

Let's take the above mentioned case and see how our figures were established. Don't let the formulas scare you, they're nothing but simple kitchen mathematics dressed up with imposing names. Since we will have to use symbols, here is what they stand for:

- a — acceleration The rate of change of velocity.
- a/— deceleration Same as above, only slowing up.
- t — time in seconds
- v — velocity in feet per second
- d — distance in feet
- V — velocity in Miles per hour

First, the acceleration rate of the coach. In other words, how fast will it pick up speed? There are several ways of ascertaining the acceleration rate and the one that was used by us was:

$$\frac{2d}{t^2} \text{ or } \frac{v^2}{2d} \quad \text{We measured off a distance of 59 feet and accelerated the particular bus at a maximum rate. The stop-watch time was 5.2 seconds when the wheels touched the 59 foot mark. We now substituted the figures } \frac{59}{5.2^2} \text{ and received an answer of 4.4 ft/sec/sec. At the end of every second the vehicle will move at a speed of 4.4 seconds per second faster than at the end of the previous one.}$$

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27.04

The operator has stated that his speed was about 15MPH

and witnesses had agreed with this estimate. Was it true? We checked with the help of the formula $\sqrt{v_1^2 + 2ad}$ which gave us $\sqrt{519.2} = 22.8$ ft/sec or 15 MPH (approx.)

This substantiated our operator's estimate.

To find our deceleration rate, or rate of slowing down, we make use of the detonator, a gadget that has been described in a previous issue of "Two Bells". We measure the distance from the "brake-application-mark" to the point where the front wheels of the coach come to a rest. Our formula is:

$$\frac{v^2}{2d} \text{ or } \frac{\text{velocity (in feet/sec.) squared}}{\text{twice the distance}} \quad \text{Supposing this distance measures 63 feet, from a velocity of 30 MPH (44 ft/sec.) our problem reads}$$

$$\frac{1936}{126} = 15.4 \text{ ft/sec/sec}$$

From such calculations it is relatively simple to determine the distance and time a coach could stop in any situation from any speed.

Applying mathematics and these simple formulas to determine accident responsibility in dispute cases has become a routine matter in the Safety Department. You operators are invited to apply mathematics of motion to your driving. You can figure mentally your acceleration speed and your deceleration rate. You can develop a second sense which tells you just how many feet it takes to stop your vehicle at any given speed. It doesn't take a mathematician to know that it takes farther distance to stop at fifty miles an hour than it does at thirty. Figure out some formulas for yourself and then apply them as you travel the lines. Stay a safe distance behind trouble.



Dads For a Day

A Los Angeles Transit Lines' coach took this load of Masquers to the Los Angeles City Orphanage to play fathers for the day. Shown above are Alan Mowbray, M. Edwin Wright, Jack Grey and, standing shoulder deep in kids at the extreme right, Director Glenn Tryon.



Left, Masquers Billy and Pete Snyder entertain the kids. Right, Jimmy Lyden, Councilman Kenneth Hahn and Ray Rowe surrounded by youngsters. Below, Council Members Harold Hendry and Ernest Debs get acquainted with their children for the day.

