



TWO BELLS

MARCH
APRIL
1949

LET'S LOOK AT THE FACTS

By T. J. Manning, President

ON May 1, the division of the Los Angeles Motor Coach Lines between the two parent companies became effective, and Three Hundred and Fifty-Four employes of the Los Angeles Motor Coach Lines joined our company. I would like to take this opportunity to welcome you men and women who have chosen the Los Angeles Transit Lines as your future employer.

I wish it were possible for me to become better acquainted with each and every one of the employes personally; to drop down to your divisions and discuss our mutual problems. I've a number of headaches which I'd like to dump on your capable shoulders and I'd like to hear your problems, too. But you have your work assignments and I have mine, so if we never get together over a gin rummy game, I'd like you to keep in mind the fact that we both work for the same outfit.

This is a business venture. Each one of us has been hired to do a certain job. We are obligated to give the citizens of this city the safest, most courteous service possible; to operate this business carefully, thus keeping it financially sound.

I would like for you to keep in mind the fact that my policy is frankness. The company's problems are your problems and there are no hidden aspects to the simple business of running coaches and street cars over the streets to earn our livelihood. I do not condone any politics. Promotions in most instances will be made from the ranks, given to the persons who have earned them. By checking the rolls of the Los Angeles Transit Lines you will discover that the great majority of those on the executive and supervisory staffs started their career at the wheel of a coach or the controls of a street car. So, I would like to repeat to you Three Hundred and Fifty-Four newcomers that I am very glad to have you aboard, that I am sure our future association will be both harmonious and mutually beneficial.

ANNUAL REPORT DISTRIBUTED

It is my practice to report to the employes of the company, the state of the Company, and to detail the problems which confront us as a unit. This month I would like to talk about the 1948 Annual Report of the Los Angeles Transit Lines, which has just come off the press and has been mailed to every shareholder.

This report contains the Balance Sheet of the company as of December 31, 1948 and the Statement of Income and Surplus for the year then ended as reported by a firm of Certified Public Accountants after examination of company records. The report also contains a brief resume of the highlights of 1948, together with photographs and various charts pertaining to company activities designed to give the shareholders a detailed picture of the year's operations.



I would like to point out that there are 2555 shareholders of the Los Angeles Transit Lines who own 1,095,440 shares.

The majority of these shareholders are hardworking folks—thrifty people who have invested their savings. Incidentally, records show that a number of employes of the company own shares in the corporation.

ALL PARTNERS

When I think of our company I picture a group of 6810 different personalities, 4255 employes and 2555 shareholders, as partners. All interested in the development, welfare and success of the company. Not only are the shareholders our partners in this enterprise, but they are neighbors and often patrons of our lines. The records show that of the 2555 shareholders, 1890 reside within the borders of

the State of California.

BUSINESS IN BRIEF

One page of the Annual Report which is titled "Comparative Financial Facts," tabulates the Income and Operating statistics in three columns for the past three years. I would like to touch briefly upon these comparisons and point out some astonishing facts.

First is the fact that dividends of 50c per share were paid each year and I might add that in our financial agreements with bondholders and bankers to establish credit, it is stipulated that we will not pay more than 50c per share during the years 1947 and 1951, inclusive.

The Annual Report shows the comparisons of earnings per share which were 93c for 1948; 87c for 1947 and 92c for 1946. The net income for 1948 was \$1,021,324.23. This was a slight increase in net income over 1947, but the net income shown as a percentage to gross revenue is but 3.98 percent. The gross revenue was \$25,669,087.76. The \$547,720 paid to shareholders is 2.13 percent of the gross revenue.

OPERATING REVENUE DOWN

Let me point out that the net income for the year 1948 was effected by an item titled, "Other Income." Let's look at figures below which are taken from our annual reports.

	1948	1947	1946
Revenue.....	\$25,373,189.33	\$25,554,023.28	\$22,488,678.03
Other Income.....	295,898.43	56,223.68	59,352.69
	\$25,669,087.76	\$25,610,246.96	\$22,548,030.72

You will note that Operating Revenue in 1948 was less by \$170,833.95 than it was in 1947:

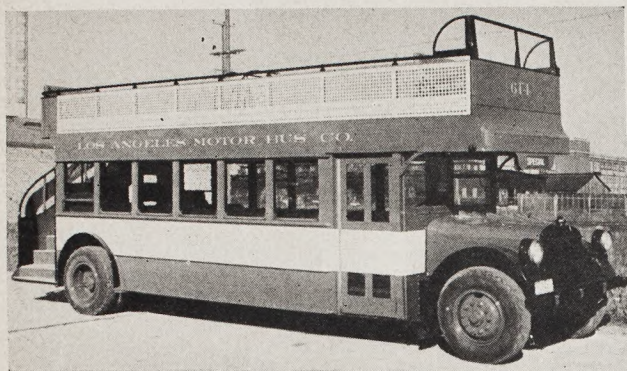
1947	\$25,554,023.28
1948	25,373,189.33
	\$ 170,833.95

This reduction occurred in spite of the fact that in 1948 the Operating Revenue was affected by two fare increases.

(Continued no Page 6)

May Day Was "D" Day

It's Division Day of the Los Angeles Motor Coach, which until May 1 had been owned and operated jointly by the Pacific Electric Railway Company and the Los Angeles Transit Lines.



Upper left shows double decker of the Los Angeles Motor Bus Co. Lower right is vehicle of Los Angeles Motor Coach Co. used on the Hollywood-Catalina-Long Beach line.

THE executives, officials, superintendents, supervisors and all employees of Los Angeles Transit Lines welcome the former members of the Los Angeles Motor Coach Lines, who on May 1, became official members of the Transit Lines family.

The division of the Los Angeles Motor Coach Lines which took place on May 1, after months of negotiations between the two parent companies, gives the Los Angeles Transit Lines certain local arteries; namely, Lines 80, 82, 84, 85, 86, 87 and 90.

We will operate these from both of the former Los Angeles Motor Coach Divisions. The Virgil Division, located at 1023 North Virgil, will become Division 7, and the Vineyard Division, which is located a few blocks west of the terminal of Line P, will be known as Division 8. Pacific Electric is moving their operations to their garages at Ocean Park, West Hollywood and to their downtown parking lot on Flower Street.

VIRGIL BEING REMODELED

The Virgil Division is closed at the present time undergoing a remodeling treatment which includes modernization of all facilities. There are at present three 4,000 gallon fuel tanks and one 500 gallon oil storage tank. These will be replaced with three 10,000 gallon tanks, two of which are for fuel and one for oil. The present fuel dispensing equipment is of the old type, dispensing approximately 18 gallons per minute. The new equipment which will be installed is similar to the type used at 16th Street Garage Service Station and the fuel dispensing will be increased to 45 gallons per minute.

This is necessary to enable us to handle four coaches at a time and thus facilitate the movement of pull-ins and eliminate congestion of Virgil Street. This Division is expected to be in readiness for service the early part of June, and at that time the Los Angeles Transit Lines Safety Department will make their headquarters there.

Also a new oil dispensing pump is to be installed at Vineyard and new exhaust outlet systems are planned for each location.

All maintenance for the two divisions will be under the direction of George Powell, Superintendent of Auto Equipment and the Maintenance Superintendent of the two divi-

sions will be J. M. Buchan. Virgil Foreman will be Andy Seifert and the Foreman at Vineyard will be Leonard Turk.

CORBETT NAMED SUPERINTENDENT

R. J. Corbett has been appointed superintendent for Division 8—the Vineyard Division. His assistant is J. M. McKevitt. P. E. Snider has replaced Corbett as Superintendent at Division Two, and Ross Bragdon has become Assistant Superintendent at the same division. Ralph Costello has been named as Assistant Superintendent at Division Four, to take Bragdon's place.

Many supervisors of Los Angeles Motor Coach, division clerks and clerical help have joined the Transit Lines. These employes will continue to work on the lines formerly operated by the Motor Coach. Transportation will be directed by M. E. Wright, General Superintendent of all divisions, and all schedules will be under the direction of George F. Goehler, Transit Lines Superintendent of Schedules.

NEW COACHES AND SCHEDULES

Thirty-six of our latest 6900 Diesel coaches have been moved to the new Division 8, which brings more modern equipment to the areas served by this operation. Traffic loaders will be introduced to many of the lines, who will load passengers through the rear door during the rush periods, making it easier for the operators on some of the heavier lines.

Improved schedules went into effect on May 1. Because of the additional equipment, lines formerly serviced by the Los Angeles Motor Coach received better schedules. Schedules which were equal to the traffic demand. This should bring better transportation to patrons of the lines and make the job more pleasant to the operators.

Turn Page



• The Los Angeles Transit Lines' radio show which is broadcast each Thursday night from the Greater Los Angeles Press Club continues to have noted guests each week. Reginald Denny, famous motion picture star, appeared on the night of the Oscar awards in Hollywood to talk about motion pictures. He is shown in the above picture holding the 8-Ball which is a symbol of the Press Club show. From left to right seated are: Pat O'Hara, Daily News, Pat Shepard, L.A. Times, Denny, Pat Bahram, Herald Express and Judd Baker, The Mirror. Standing are: Moderator Hank Weaver and Jim McNamara, producer of the show.

The Supervisors of Los Angeles Motor Coach were blended into the Los Angeles Transit Lines supervisory staff, effective as of May 1, and at that time Los Angeles Transit Lines put into effect their new system of supervision. This included fourteen radio equipped automobiles and the total force of approximately fifty-five supervisors.

Supervisors will handle all Los Angeles Transit Lines and those lines which came to us from Los Angeles Motor Coach, under the capable direction of Art Warren, Chief Supervisor. Likewise, all dispatching is done through the Dispatcher's Board. All dispatching will be done through the Los Angeles Transit Lines' dispatcher system from company installed telephones or through the emergency telephone number PProspect 7229.

All matters pertaining to Industrial Relations, Personnel, Public Relations and General Administrative will be handled at the Executive Offices located at 1060 South Broadway. All mail service will be handled by the Los Angeles Transit Lines' mail service and the Lost & Found Department and Ticket Office will function for the new divisions 7 and 8, just as they do for the other six divisions.

Employees coming to the Los Angeles Transit Lines will be afforded all privileges of the Company. Operating personnel will be indoctrinated into the Safety Program and will receive the Courtesy Club benefits. The safety point system which has brought so much merchandise to so many people for perfect records will begin for Division 7 and 8 as of April 1, and all safety award pins will begin as of January 1, 1949. Employees who have received courtesy letters since January 1, will become automatically members of the LATL Courtesy Club, receiving a courtesy badge and those who have received three commendation letters since January 1, will receive the coveted shoulder patches of the Courtesy Club.

The vehicles of the Los Angeles Motor Coach Company operated by both Pacific Electric Railway Company and Los Angeles Transit Lines will carry the same red stripe and the same sign "Los Angeles Motor Coach" until such a time as franchises with the City are arranged. All fares, of course, and all transfer privileges between the lines of the two companies will remain in their present status.

MOTOR COACH COLORFUL STORY

The Los Angeles Motor Coach saw the first light of day on August 18, 1923, when it was formed as the Los Angeles Motor Bus Company. The operation of the first Motor Bus Company line was preceded by a parade and Dave D. Canning, now LATL Traffic Analyst, drove a Moreland in this first run. The parade left the City Hall and traveled out Sunset Boulevard, with each vehicle making one round trip on the Western Avenue Line. Dave Canning took in 20c on the first day, however, two weeks later this line handled 10,000 passengers per day.

The vehicles in those days were all Morelands, 25-passenger type. Later on a few Whites were purchased. These Whites had no windows—they were equipped with celluloid curtains which passengers could adjust with the weather. The early months of the operation were marked with numerous road calls in respect to tires for at that time pneumatic tires had just come into use.

The Los Angeles Motor Bus Company started with thirty-eight men and some of those men have since climbed to great heights in the transportation industry. Logston, for instance, is now Superintendent of the Beaumont City Lines, Beaumont, Texas, Dave Canning, Traffic Analyst, Los Angeles Transit Lines and Bill Baker, though not one of the original group but one of the early employees, is now General Manager of the Pacific City Lines, Inc.

STANLEY M. LANHAM ON TELEVISION

• Recently Stanley M. Lanham, Planning Director of the Los Angeles Transit Lines, appeared on the television program "Television Examiner." This was a controversy dealing with the subject of buses versus street cars for urban transportation. Shown in the picture are: Judge Alfred E. Paonessa, Stanley M. Lanham, attorneys Saul Bernard and Max Guilford, the court reporter and the television cameraman. Max Guilford represented the rubber-tire side of the question with Lanham, which won the Judge's nod of approval.



THE DOUBLE DECKERS

The story of the Los Angeles Motor Coach Lines is a romantic story for it is colored by the years of operation of the double decked buses. The first two were purchased in 1926 and operated for years through the Hollywood area; particularly on Sunset Boulevard and Wilshire. In fact, when the double deckers left Wilshire Boulevard that street lost something that will never be replaced. It lost color.

The double deck coaches carried a driver and a conductor. The upper deck on cool summer nights was a place for romance and many young Angelenos took their sweet-hearts for a trip out Hollywood way.

The double deckers were featured in many, many motion pictures. There was hardly a time when one or another of the Motion Picture Studios were not renting a double deck coach for some cinematic endeavor. Perhaps, Harold Lloyd used the double decker longer than any other motion picture star and when his picture was released at the Million Dollar Theater the double decker was driven across the stage. Bill Baker was pilot for that shortest trip made by a vehicle of the Los Angeles Motor Coach. Once a battery went dead and it was necessary for the stage hands to push the coach. Charlie Chase once used a double decker in a scene for one of his pictures. He stepped out of the second story window and onto the top deck of a bus. We are told that another Motion Picture Company placed a huge mirror at one point on Wilshire Boulevard and photographed a head-on collision of two double deckers in that manner. One was the actual double decker and the other was its reflection in the mirror. We cannot pass the era of the double deckers without relating the story of a woman who protested to the Commission when removal of the vehicles was discussed and based her complaint on the fact that they amused her grandson.

At one time the double deck vehicles operated to Beverly Hills and the first operation to the University at Westwood were two trips each day; one at noon and another at 4:00 P.M. As the University grew service was extended to west of the campus. Express service on Wilshire was incorporated when passenger transportation made it necessary. It seems that people traveling to Beverly Hills from the Los Angeles Railway operation at La Brea, could not find room on the local buses and the first express bus was placed in

service on a trial basis and later many express vehicles were added.

CONDUCTOR NOT ALLOWED TO DRIVE

For the first double deck operations each vehicle had an operator and a conductor. The conductor was not allowed to drive the vehicle, in fact, it was not until the depression when economy moves tightened schedules that conductors were finally trained to drive the double deckers, and when the double deckers were replaced by single deck vehicles all men were given a choice of driving. The type of farebox then changed. In the early days the conductors went after the fare. An Ohmer register was used when single deck operation first started, wherein the conductor registered every fare that he received.

Double deckers seated sixty-three people and there is no record of one ever tipping over, although there was considerable sway experienced by those riding the top deck.

During the depression double deckers were used to transport the WPA workers doing work in Griffith Park.

Passengers were allowed to climb the stairways of the double deckers while the bus was in motion. Very few accidents came from this practice. Most accidents were caused by passengers attempting to catch the bus on the fly.

Moreland vehicles were equipped with cane seats and the double deck Yellows had leather seats. It is interesting to know that in those days the Company had trouble with boys cutting leather seats just as they have today. However, in those days nearly every case the piece cut out would be approximately the size of a motorcycle saddle.

At one time Los Angeles Motor Coach operated a line to Long Beach. This line operated to Long Beach, Wilmington and San Pedro and was known as the "Hollywood-Catalina-Long Beach" route. It did not work out to an advantage and was finally discontinued.

Los Angeles Motor Coach Lines had much to do with the development of the west side area of the great City of Los Angeles. Had it not been for that type of rubber-tired transit, Hollywood, Beverly Hills and many other business centers in that area would have failed to grow.

The division of the Los Angeles Motor Coach will bring better transportation to those areas eventually for it allows the operations to be coordinated, with the parent companies to actually operate their portion.

LET'S LOOK AT THE FACTS

(Continued from Page 2)

You, undoubtedly, remember these increases; one was requested in 1947, because of increased costs in labor, material and taxes, and was made effective in February 1948. The other was requested after negotiations in June and became effective last November. It is only natural to assume that the fare increases should have added something to the Operating Revenue. However, they did not. Losses in patronage have offset the fare increases.

OTHER INCOME AIDED

Under the heading "Other Income" for 1948, we find a total of \$295,689.67. This "Other Income" included an item for unredeemed tokens in the amount of \$162,977.58, written off because of discontinuance of their use.

In other words, if it had not been for the Unredeemed Tokens we would not have shown an increase in 1948 over 1947.

A windfall, such as the Unredeemed Tokens item, seldom occurs and cannot be expected to occur again in the near future.

SIX PERCENT DECLINE

The decrease in Operating Revenue, which, incidentally, includes \$304,675.96, obtained mainly from charter service and car-card advertising is due to the falling off of passenger traffic.

Management has done every thing possible to establish an energetic program featuring concentration on selling our product in an effort to halt this decline. However, figures for the three month's operation of this year show that there is still a decrease in business.

SHORT HAUL RIDER DISAPPEARS

Most people would assume that the fare increases which affected the 1948 passenger revenue would have brought forth a total revenue increase, but comparisons prove this is not true.

It seems that those increases in fares caused us to lose

many passengers. Unquestionably the loss is greatest among those traveling short distances—the short haul rider. If you operate a vehicle, you have probably noticed the long distance the majority of your patrons travel today as compared with two years ago.

We break down our costs to an actual mile traveled by one vehicle. This is known as a "vehicle mile." Revenue is also broken down per car, or coach mile. When we drive away passengers, short-haul or otherwise, our revenue per mile is affected.

The City of New York experienced the same thing during 1948. Last year they imposed a new fare system raising the fare from 5c to 10c, and after six months of the 10c fare, here are the results as reported by Mass Transportation:

***"Operating revenue of the New York City Transit System from a ten-cent fare on rapid transit lines and seven cents on surface lines for six months ended December 31, 1948, was \$103,867,895.89 collected from 1,181,673,697 passengers as compared with \$65,541,014.02 collected from 1,310,581,780 passengers at a five-cent fare in the same period of 1947. It is a net gain of \$38,326,881.87 in revenue and a loss of 128,908.083 passengers."**

The disappearance of so many riders means simply that the average patron whose trip is short enough that he can walk or travel by other means will do so. We expend more effort and it costs us more to transport the passenger of today than it did the passenger of 1946.

The fact that the Operating Revenue was less in 1948 than in 1947, after two fare increases is indeed alarming.

Were we in the taxicab business and each person paid his fare by the actual mileage consumed a slight increase would be an increase in total revenue. We cannot, of

- The Transit Lines Women's Club celebrated its twelfth birthday March 17, and shown is a portion of the luncheon group.





• The Los Angeles Transit Lines' Veterans Club and their Auxiliary held a joint installation of officers on February 11, 1949. From left to right, B. D. Billings, B. Brugmann, Historian, T. Lowry, Limpus, L. Graves, Finance Officer, E. J. Roche, R. E. Huddleston, F. R. Horne, Adjutant, L. T. Staten, C. J. Jackson, Chaplain, J. Carlin, Sgt. at Arms, C. Ebert, Commander, L. Brugmann, Past Commander, J. Billings, Past President, G. Ebert, Sgt. at Arms, R. Burgman, President, G. Lowry, Dee Brugmann, Secretary, B. Roche, Sr. Vice., L. Carlin, Jr. Vice., G. Taylor, Marshall, E. Hoyle, Chaplain. In the background is Post 13 Canadian Legion Drill Team.

course, put meters on every coach. Our tariff is set to charge a certain fare in certain zones—if a passenger rides eight miles he pays the same fare as the passenger who travels only eight blocks.

Naturally, in applying for fare increases we make an attempt to compute the number of short-haul passengers who discontinue riding because of an increase, however, there is no sure yardstick which can tell us what the effect will be on the total revenue should it be necessary because of increased costs, labor or materials to apply for another fare adjustment. We only have the comparisons between 1948 and 1947 which show a decline in revenue after two fare adjustments. The Los Angeles Transit Lines has a straight 10c fare and the 10c fare is considered by a great many transportation authorities to be a normal fare ceiling. To apply for a fare above the 10c mark is considered a drastic move and other transit companies in the United States, operating in cities comparable to ours and who have been forced to increase their fares above the 10c mark, have discovered to their sorrow that their total revenue decreased tremendously.

OPERATING COST CONSISTENT

The Annual Report also shows increases in some operating costs, such as power, fuel, lubricants, and decreases in such things as maintenance, general administration and insurance. However, the total operating costs were approximately the same in 1948, as they were in 1947, even though a great number of economies were introduced. Total expenses were less in 1948 by \$5,104,68, which is far from enough to take care of the decrease in Operating Revenue.

I might point out that the wages paid employees in total were less in 1948 than in 1947, even though a wage increase was granted at the signing of the last labor contract. This was due to exerted economies and some reduction in force—moves absolutely necessary.

There are many other things in the Annual Report which I would like to touch upon, such as Assets and Liabilities of the company, Capital Surplus, Earned Surplus, etc., which are all necessary to the operation of this organization. We would like to send each employe of the company a copy of the Annual Report, but because we are economizing due to the decrease in passenger revenue, this

is an unnecessary expense. As I said before, many employes own stock in the company, and they have received a copy of this report. A copy has been sent to your Division Superintendent, which you are welcome to use and study at your convenience.

In closing I would like to have you keep in mind the fact that passenger revenue continues to decline and that there is a possibility that further economies may be necessary. It is absolutely essential to all of us, both employes and shareholders, that we keep the Los Angeles Transit Lines operating on a sound financial basis.

Veterans' Club

by Frank R. Horne, Adjutant

OUR new officers have taken over and we are looking forward to a very good year with plenty of good times thrown in for good measure. We would like to have all men who have been in some branch of the service, whether during peacetime or war, join our club. The club membership consists of your fellow workers so come down and pay us a visit and join our group.

March 19, 8:00 P.M., marked a full-filled evening of playing cards at the home of Comrade Bart Billings. Come out to these events, Comrades, and join the fun.

Veterans Club Auxiliary

by Ella Hoyle

THE first regular meeting of the Auxiliary was held Tuesday, March 8, with our new President, Rose Brugmann, presiding.

Discussion centered around our social affairs for the coming year. Several card parties will be held at the homes of our members. The first was held at the home of Mrs. Bart Billings, on March 19, at 8:00 P.M. Watch out for these dates and come and bring your friends.

The Auxiliary meets on the same night as the Post. We would be happy to welcome to our meetings the wives of the Club's new members.

Safetyatrics Pay Off

Our Safety Department brings a new word, "Safetyatrics," to the American language and, by practicing Safetyatrics, the men and women operating the cars and coaches and working in the shops and garages have brought high honors to the Company.



• Joe Prutsman, Director of Safety, Los Angeles Transit Lines, at right, receives Certificate of Merit from Wallace Falvey, Chairman, Committee on Awards of the American Transit Association. Presentation was made at Bellevue-Stratford Hotel in Philadelphia, Pa.

SAFETYATRICES means the science of Safety, just as Pediatrics means the science of children's diseases. A scientific approach to accident prevention has been continually practiced by our Safety Department and recently Joe Prutsman, in a talk before the National Safety Council, described in detail the science which has brought awards to the Company for improvements in the Safety Records.

One award, of which we are most proud, was presented to Mr. Prutsman in Philadelphia on May 5. This was awarded to Los Angeles Transit Lines in recognition of the greatest improvement during the year 1948 in traffic and passenger safety among transit companies in the United States and Canada serving urban populations of 600,000 and over. This award was presented by the American Transit Association.

The American Transit Safety Awards were inaugurated in 1914, when Gold Medals were presented by the American Museum of Safety to railway companies for the highest achievement in safety and health for the public and its employes. The family of the late Anthony N. Bardy, past president of the American Transit Association, sponsored the awards until 1938.

In 1941 the Transit Industry directly sponsored the competition under the present title of American Transit Safety Award. In 1948 119 companies competed for seven plaques and sixteen certificates. Mr. Prutsman returned with the certificate which has been framed and which will hang for a certain period of time at each division, beginning at Division One. The Company also received a Bronze Certificate in a separate competition. The Bronze Certificate is an honor bestowed upon the Company in

appreciation of the employes working 250,000 man hours without an injury.

BRYANT KIRK HONORED

Bryant Kirk, who is fast becoming nationally known as the safest coach driver in the United States, was presented a Certificate of Merit by the Southern California Industrial Safety Society at a dinner on Tuesday, April 12. The Certificate was presented by Bob Shanahan of U. S. Electric Motors, who paid Mr. Kirk numerous compliments on achieving the feat of traveling 750,000 miles and transporting 63,750,000 passengers without having a chargeable accident. During his 25 years of service Bryant Kirk has never had a chargeable accident.

A number of officials were in attendance at the meeting. They were namely, Cone T. Bass, Vice-President, C. A. Tengblad, Personnel Director, H. F. Alexander, Asst. Director of Personnel, J. E. McGinty, Supt. of Maintenance, D. W. Ryan, Chief Instructor, M. Edwin Wright, General Supt. of Transportation, Geo. F. Goehler, Supt. of Schedules and Statistics, all of Los Angeles Transit Lines. Transportation Union, Division 1277, AFL, was represented by D. D. McClurg, President, and F. J. Donnelly, Business Agent. Mr. R. J. Corbett, Supt. Division Two, T. O. Latham, Supt. Division Three, Al Grant, Supt. Division Six, George Powell, Supt. Automotive



AMERICAN TRANSIT SAFETY AWARDS Certificate of Merit

AWARDED TO

Los Angeles Transit Lines

LOS ANGELES, CALIFORNIA

IN RECOGNITION OF THE GREATEST IMPROVEMENT DURING THE
YEAR IN TRAFFIC AND PASSENGER SAFETY AMONG TRANSIT
COMPANIES OF THE UNITED STATES AND CANADA SERVING
URBAN POPULATIONS OF 600,000 AND OVER

Wm. R. Beard
President, American Transit Association
Wallace Falvey
Chairman, Committee on Awards
Cliff Barber
General Secretary, American Transit Association

American Transit Association, New York

Equipment, Guy Gifford, Executive Publisher and J. W. Prutsman, Safety Director, were also present for Los Angeles Transit Lines.

ROY FINLEY INVENTS DETONATOR

The scientific approach to accident prevention has been aided by the incorporation of mechanical instruments. It is no longer necessary for a safetyatrician to spend long hours working up an analysis of his accidents. Within just a matter of minutes he has, through the use of International Business Machines, such information as the type of accident, cost, date, time and place. This makes it possible for him to chart sections of the city and the streets of the city where accidents are most likely to occur and to discover which operators have a tendency toward accident proneness.

The science of safety includes and exhaustive physical examination by the Medical Director of the Company prior to his employment as an operator. Modern methods and techniques are scientifically applied by a group of qualified instructors under the direction of Harry Alexander, Asst. Personnel Director.

A device has been invented by Roy Finley, Safety Department, which is proving to be of great value in the testing of reaction time which any operator of any type of equipment requires for the most efficient operation from the standpoint of safety.

The device establishes the minimum of time required for an operator to apply the brake and come to a complete stop in the event of an emergency.

The machine also does this in such a way that the operator does not become confused or skeptical, as is often the case in most tests which involve the use of complicated charts, graphs and electronic devices well sprinkled with a liberal dose of slide rule mathematics.

When an operator is given a test by the Finley detonator his reaction time is measured on a simple tape measure and he sees for himself the number of feet he requires to bring the vehicle to a complete stop.

As an example the average operator traveling at 30 M.P.H. should move his foot from the throttle to the brake pedal, in an emergency, in about one third of a

second. This is his reaction time, or his ability to respond upon a given signal. The detonator measures this time to an accuracy of one one-thousandth of a second and the distance the vehicle travels is afterward measured by the operator.

Now that the brakes are applied the vehicle requires a certain distance in feet before it can be brought to a complete stop. This is called road space and can also be measured by the operator. The detonator has firing units similar to a small .22 caliber pistol. It is loaded with black powder, capsules containing white powder, and is placed on the front bumper with the muzzle pointing toward the street surface. The firing of the shell causes the capsule to strike the pavement, break, and leave an identifying white mark. The trigger is released electrically, assuring extreme accuracy.

Near the windshield, in front of the operator, are placed a pair of red and green signal lights and an accurately calibrated speedometer, which is not in view of the operator, is connected to the vehicle used for the test. Electrical contacts within the speedometer are set opposite any predetermined speed at which the test is to be given.

The detonator has 3 units; the first is fired when the signal changes from green to red and a white mark is left on the street as the operator places his foot on the brake pedal he automatically fires the 2nd marking unit. When brake shoes are applied against the brake drums the 3rd unit is fired. After the vehicle has been brought to a complete stop the operator uses a tape measure finding the distance in feet between the first and second mark on the street. This figure shows his reaction time. 3rd mark which shows the amount of brake lag. He then measures the distance from the 3rd mark to the bumper of the coach. This shows the actual braking distance. By adding these figures he can discover the total distance required to stop the vehicle from any speed under all possible conditions.

When an operator discovers his own reaction time and the distance needed to brake a vehicle he become cognizant of the value of road space. He know just how far he must operate his vehicle behind automobiles on the highway.

• Operators C. Hipp, C. L. Ham and F. Wildish study the Detonator built by Roy Finley of the Safety Department, which is fastened to the front of the coach, ready to prove the reaction time and braking ability of an operator.



• Bryant Kirk Received another Award, this time from Bob Shanahan at the Southern California Industrial Safety Society dinner. Cone T. Mass, Vice-President of Los Angeles Transit Lines, is the interested gentlemen seated at the left.



SUMMER PREVIEW

by Frances Ryan



• In this issue we present a preview of the summer fashions as developed by some of the popular designers. On these pages are four striking models. On the upper left we have **SHINING HOUR**—by Saba of California—a strapless princess-dress of iridescent chambray in charming little checks, topped by a buttoned bolero in harmonizing plain color. The bolero's neckline is cut out to flatter and is collared with the check. Below is **SUGAR 'N SPICE**. Spicy cloth from Cohn Hall Marx is used in a slim, gently tailored dress by Saba of California. A scalloped apron effect, a round collar and a belt of the natural fabric accent the simple silhouette.

IN this period of the year when the Easter Parade has just passed down the Avenue and summer is right around the corner, it's a smart woman who begins a general stock-taking program and carries the same idea into her personal life.

We who live, work, pursue a hobby or play in California, know that within a few weeks we will miss much of the excitement of anticipating long holiday weekends if we do not have the right kind of clothes for different occasions.

HOW DO YOU FIGURE?

Speaking of clothes, how are you going to look in yours when summer comes? Now is the time, if ever, to whittle down that winter waistline before it gets beyond control. Simple exercises can work off inches of soft fat, if only you make up your mind to do them carefully every single day. The hardest thing about exercising is the will-to-do, so make it as easy on yourself as possible. Decide on just a few routines, chosen for their concentration on particular areas, then work at them consistently. If you do sit-ups, bicycle-riding or variations of the scissors kick, you'll find the floor more comfortable with a small pillow under the hips. Before the bath is a good time to do exercises or, for that matter, any hour except after meals. What's important is to make them part of your day every day.

CAN YOU FACE IT?

If your complexion is not what you'd call in the pink, this is just the time to give some attention to diet. Lots of fruit juice, fresh vegetables and salads should be substituted at this time of year to assure beauty and comfort as the weather gets warmer.

In making the most of your face, no matter what type skin you have, **CLEANLINESS**, if you please, is the basis of its proper care. Choose a good cold cream and pat it on vigorously. When all stale make-up and grime is removed



with tissues, cream again working with little spiral whirls. The second cream bath makes all the difference. Oily skinned gals also need soap and water daily, and your dry skinned sisters should use dry skin cream—a rich one that's homogenized—every single night—and no skipping.

Don't skimp on skin freshener as it helps you stay spic-n-span through the grimmest or the most sweltering day. Heat and humidity always take the guimpe out of heavy paint jobs, so use a make-up that's light in texture and easy to apply. Choose a shade to give a smooth even sun-glow to the skin, and will blend in happily with your deepening complexion tone. Lipsticks are your most important color accent—one, bright as they come, for playtime, and another with greater depth for after-dark lustre.

Keep your tresses gleaming and any preview of summer

focuses on the shortest, the neatest and the most concise of all coiffures.

A manicure and pedicure should be a beauty ritual, according to experts on charm. A good sun-screening preparation is another essential for summer months. . . . It should remind you to take your doses of old Sol's vitamin D gradually for the most healthful and attractive results.

WILL YOU BE DRESSED FOR IT?

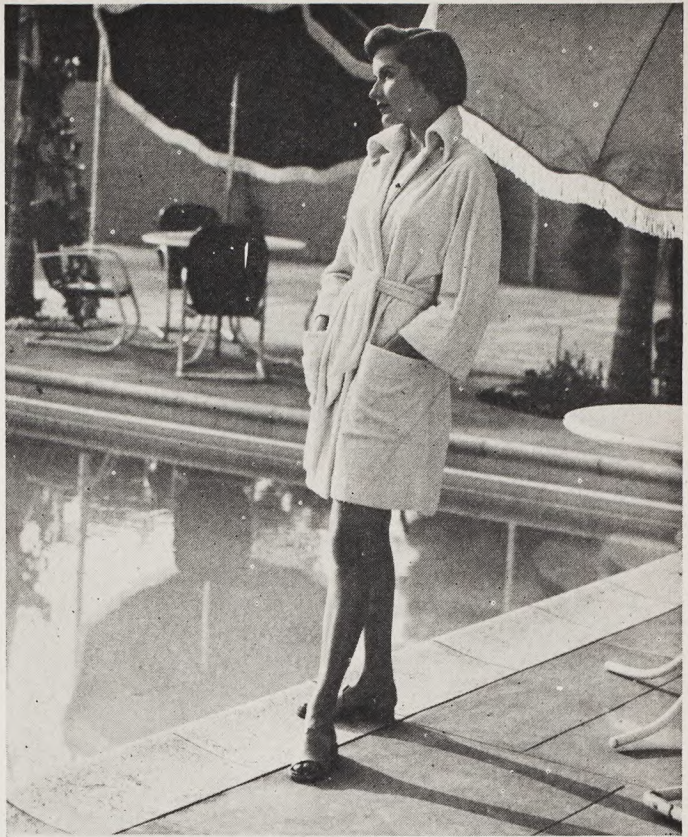
The chief aim of Summer beauty care is to make you look cool. Slap-dash methods not only tend to be overheating, but make you look hot and bothered, too! A little planning saves a lot of fussing and pampers your prettiness for summer fun.

This summer sets in with a rush of wonderful cottons for warm weather, chambrays, piques, organdies, gingham . . . cottons printed and cottons plain, woven stripes and plaids, glimmering irridescent and more and more.

Colors? Pique in baby shades and black; jewel-toned chambray; pastel prints on organdie. The greys and beiges are here, too, plus some striking prints . . . a paisley pattern and an Aztec stripe look particularly fresh and new. An innovation is permanent-finish, white flocking on pique, like snowflakes.

The silhouette is feminine as can be, but there are more straight or gently flared skirts than seen heretofore. Tight waists and bodices abound, and there are many brisk little peplums, giving a two-piece look to the dresses.

This two-piece expression also appears on a number of dresses done in contrasting materials, the skirt shirred onto



• **TERRY IS NOW EXTRA-ORDINARY.** Brief, bulky and just right for a terry cloth robe in the new short length, is this wrapped coat by De De Johnson. With her usual flair, De De takes terry out of the ordinary and gives it a dressmaker look. Oaxaca sandal by Joyce.



• **COTTON NOW ELEGANT.** The elegance often reserved for silks and satins, gives this stunning dress, designed by De De Johnson, the look of 1949. To save your coiffure, and extra effort in the hot weather, the dress can be stepped into. It buttons from neck to hem.

a stitched and buttoned waist-band. Necklines look wide and cool, sleeves are almost nonexistent and there are sashes galore.

De De Johnson, one of California's leading designers of sports clothes, has made silhouette and fabric warm weather fashion news in her Spring and Summer line. Cottons, linsens and rayons in casual dresses, coat dresses and baretop fashions for sunning, covered up for town or evening with jaunty boleros, a button-on-cape, or a coordinated coat dress.

The silhouette is straight with emphasis on pleats—all around pleated skirts stitched down on the hip line, pleats that begin below the knee reflecting the 1929 era, a new version of the all around box pleat, soft unpressed pleats and low fan pleats done in shadow effect such as a navy blue cotton taffeta dress with gray lining the collar and skirt pleat.

Continuing a fashion she has sponsored for several seasons, De De again uses back interests in blouses . . . stark white back in a gay striped shirtmaker dress and a shirt . . . Inverted pleats that allow for action but no added bulk . . . low stitched yokes that trim inches from the waistline.

Baretop dresses designed for patio wear and evening wear, are newcomers this season. Stays have been eliminated and instead a construction has been used which feels secure and is secure. Narrow straps which can be buttoned on, or left off, halter necklines which can be worn as a halter or tied at the front of the bodice. One cotton baretop dress is of a very fine check with a sleeveless short jacket and a coordinated cotton coat dress. This threesome plus a bathing suit



Operator Hits Jackpot

Virginia Hill, Division Four Operator, recently came into money. Not by inheritance, but by quick thinking.

This lucky gal was our answer to Groucho Marx's question, "Could you make arrangements for one of your conductorettes to appear on 'You Bet Your Life'?" Mr. Marx also said that he wanted the one with the most seniority. This, of course, made Mrs. Hill the participant in his show.

Virginia, a naturally intelligent person, ran the betting money up to \$155.00. She accidentally said the secret word of the evening, which was "nose," and became the proud owner of a movie projector. She hit the jackpot question of the evening by answering, "Harriet Beecher Stowe" to the question, "Who wrote 'Uncle Tom's Cabin'?", and collected another \$1500.00.

We think Virginia Hill is a pretty smart operator and we're proud to have been so ably represented by her on Groucho Marx's 'You Bet Your Life'.

Sour Grapes from Vineyard

by H. M. Young

SOME people claim that a woman cannot keep a secret, but one of our Coach Operators, Ann Schulz, has kept a secret since she had her vacation last October. Recently she sauntered into the train-room all dolled up in her Sunday clothes and someone asked her where she thought she was going all dressed up and she replied, "Out to dinner and a show with my husband." This let the cat out of the bag and everyone now knows that she was married on October 30, 1948, at Florence, Arizona, to William Hammond. Our congratulations, Ann!

Mr. and Mrs. Gordon O'Riley are the proud parents of eight-year-old Weldon O'Riley, who has done quite a bit of movie work for different studios during the past three years. He has been in "Up In Central Park" and doubled for Jimmy Hunt in "Family Honeymoon" during the filming of which he spent a week on location at Grand Canyon. He is in "Moonrise," and his latest one, which hasn't been released yet is "Highland Lassie." His dad says he isn't a Mickey Rooney or Roddy McDowell yet, but he knows some day he'll get the break he is waiting for.

Edward Gross has recently returned to the Company after being away for some time. A short time after he was back on the job he was passing out cigars announcing the birth of the first child to he and his wife, a girl, born February 6, at Maywood Hospital. She weighed 6 pounds, 6 ounces. Her name is Shelley.

Doings at Three

by Lester B. LeVitt

SAFETY Pays! The old adage of "Safe and Sane driving" again proves to be true. The following men will soon receive Safety Awards: 1 year, E. W. Burrows, J. R. Gray, H. Jackson, L. B. LeVitt, T. R. Moran, W. E. Sumrow and C. F. Walker; 2 years, A. Barse, D. F. Chisholm, C. M. Dickerson and T. Kane; 3 years, W. J. Bai, H. W. Bruner, H. E. Crawford, C. P. Holser, A. A. Lehm, H. C. Sumrow and C. L. White; 4 years, R. H. Balke, J. P. Barone, A. V. Hitch, N. E. Mackay and J. N. Mitchell.

Will Hoekstra can be seen driving to work any day in either of his "late" model cars. One is a 1917 Chevrolet and the other a 1923 Willys Knight. The Chevrolet is a four cylinder, twenty-one horse-power, has no water pump, (thermo syphon cooled); uses 30 x 3 1/2" tires; starter and top were extra equipment; 25 miles per gallon and travels 42 miles per hour (coasting down hill with the wind). Footbrake and clutch on the same pedal and has bicycle type speedometer. Will states the original price was \$490.00 F.O.B. and that in thirty-two years the car has had three owners.

The Willys Knight is a 1923, four door sedan; sleeve valves, 32 x 4 1/2" or 33 x 5" tires; gives fourteen to eighteen miles per gallon; has no water pump (thermo syphon cooled); has finger tip window control; corner windows (for better vision). Present actual mileage is 95,000 miles and has been owned by two people in twenty-six years. Will states he paid \$75.00 for this automobile one year ago.

If anyone knows another Chevrolet as old, or older than Will's, being driven every day, please let Will know as he has been informed by Chevrolet Dealers that his car is the oldest Chevrolet in service in California.

How about a few peanuts, fellows, for the clerks in their new cages? Our building and office has been reinforced throughout. Boys, watch your fingers on the new money turn-in table.

A cordial welcome is extended by all the members to the new Assistant Superintendent, Mr. Ulrich.

What happened to Mr. Sires, Head Instructor, on the night of March 10? He had high individual score of the evening with a 272. Plenty good, we say. It seems Wilkie bowls better in the third game, as his cigar is shorter and he is able to see over it.

As vacation time is coming, PLEASE, fellows, leave details with the secretary where you went, what you did, and any pictures taken on your vacation. This material can be used in Two Bells.

• These strapping beachcombers are Brian, Barry, Billy and Bruce (back to camera) Ogden. Jack Ogden of South Park Shops is the lucky father.



SUMMER PREVIEW

(Continued from Page 11)

would make a perfect week-end wardrobe.

A highlight in fabrics this season will be printed terry cloth. Printing this fabric is a new process and the fabric's designs are exclusively Miss Johnson's. One number is a simple button down the front bare back dress with a halter neckline. Another is called the Pool Dress and is designed to be worn as a dress or over a bathing suit. A practical addition to any wardrobe, these dresses can stand a great deal of wear and tear. They're absorbent and, last, but not least, can be washed but need no ironing.

WHEN THEY DO-CI-DO WILL YOU BE THERE?

"You can't have fun if your feet hurt" is a true saying at any time, but particularly true with summer not so very far away. It's good to know that this year you can obtain light-and-airy shoes designed for summer fun . . . and summer clothes . . . in mind.

Joyce, Inc., a California designer of sports shoes, offer a wonderful collection of fabrics and lightfooted leathers that come in a wide range of colors, styles and heel-heights, that are as easy on your pocketbook as they are on your feet. The Harlequin for instance . . . is a glove-fitting stepin with open toe and closed heel which has elastic gores at the sides to hold it snug . . . comes in natural duckskin with vivid multi-color stripe on platform and wedge. Or you may have it all white or in a variety of solid colors and imaginative combinations. Also in duckskin is Double Talk, open at toe and heel and distinguished by a pair of buckled straps. This model can be had in classic colors for town or in clear, sun-bright pastels.

The coolest spectator we have seen is Heel and Toe, of natural terrain with bright kid accents to catch one's eye, coming or going. Joyce also makes the famous Mexi-Coolie, of woven sandal leather in a honey shade, has a light and flexible sole of matching neoprene crepe, and may be had in white. In this collection also is a perfect sun-sandal for beach or deck, for shorts or dresses, and another fine sandal for most any occasion under the sun or moon . . . and extra-special for square-dancing, is Cross-Time. This model is on a middle-sized wedge and platform with a cross-over vamp and a flattering, buckled instep-strap, its variety will be the spice of your life.



• Bronco busting beauties are Elaine, 15-years-old, and Joan, 6-years-old, Herz, daughters of Louie and Elizabeth Herz. Louis is a mechanic in Department 20, South Park Shops.



• Board members of the Women's Club at the home of Club President Mrs. A. C. Stover on January 11. Front row, left to right, Mesdames E. V. Gore, B. E. Timbs, E. V. Athenus, President A. C. Stover, C. M. Neal. Back row, left to right, Mesdames J. F. McCormick, S. Ashworth, J. T. Watts, J. C. Berrell, N. E. Mackay, O. G. McDermith, C. A. Mootz and C. G. Ficklin.

Women's Club

by Mrs. J. T. Watts, Press Chairman

MARCH is a red-letter month for members of the Los Angeles Transit Lines Women's Club. March 3 was the Club members' birthday celebration. Mesdames B. E. Timbs, C. G. Fincklin, C. A. Mootz and J. C. Berrell had charge of the table decorations which represented the four seasons. Mrs. C. M. Neal was luncheon hostess. At the afternoon program, Mrs. J. F. McCormick, Program Chairman, introduced the speaker, Mrs. H. B. Underwood, who had the ladies in stitches with her humorous readings. Two numbers were exceptionally good.

March 17 the Club celebrated its twelfth birthday. The afternoon program consisted of musical readings by Frances White. Mrs. S. Ashworth was luncheon hostess. Nomination ballots were turned in at this meeting and turned over to the Committee in charge, Mesdames J. T. Watts, chairman, J. C. Berrell and C. A. Mootz.

Mrs. E. D. Mitchell was chairman of the card party March 23 and Mrs. A. J. Ploeger was card party hostess.

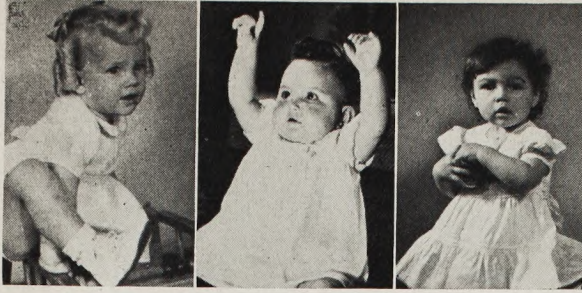
Wednesday, March 9, Mrs. C. M. Neal gave a baby shower for her daughter-in-law.

Mr. A. M. Heineman, husband of one of our faithful members, passed away February 11. Besides his widow he is survived by a daughter, two sons and four grandchildren. Mr. Heineman was born August 28, 1870, in Texas and came to Los Angeles at the age of 17. He served the Company for 47 years as conductor and instructor. Funeral services were held in Grace Chapel, Inglewood Park Cemetery.

Mrs. A. F. Kiefer, who is unable to attend Club meetings because of rheumatic knees, wishes to thank all those who so kindly remember her with cards, phone calls and visits. She has been sending in donations for our different projects.

We are also sorry to hear that Mrs. Slade is still unable to be with us. She too, appreciates the members' thoughtfulness.

Anyone desiring further information or particulars regarding membership in the Women's Club please telephone CL 65937, Mrs. Stover or CA 4890, Mrs. Ficklin.



• Sweet as peaches and cream are these babydolls. From left to right they are, Mary Kathryn Ryals, daughter of Johnnie and Orah Ryals, Patricia Ann Tengblad, granddaughter of C. A. Tengblad, Personnel Director and also C. H. Freestone of Trans., and daughter of Clyde and Peggy Tengblad. Daddy is a Mechanic in Department 18. Far right is Carol Ann Ramos, 18 month old daughter of Christine Ramos, Comptometer Operator in the Transportation Department.

Hot Stuff from Pepper

by Bill Hunter

At Second Street and Spring, about 4:30 in the morning, a couple of weeks ago Al Weberg's Emergency Track Crew pulled up to make some repairs. A big packing box was near the corner. Alejo Martel and Geo Smith, thinking it would make good kindling wood, walked over to it to tear it apart. As they started to move it a voice from within told them to leave it alone. They looked inside and a man was using it to sleep in, and he told them that he had seen it first and that they should find some other place to sleep.

Chuck Tade's enthusiasm for a baseball team is really mounting. If there ever was a guy who really likes sports I believe Chuck is he.

It has been rumored around that Walter Whiteside, of the Electrical Department, is forsaking the Los Angeles Dons football team for the Los Angeles Rams. How come Walter?

James Ackland and Oliver Poppe have been enjoying their vacations recently. They both vacationed the easy way however, just lying around home, taking it easy.

I understand, "Looney" Schmidt, Machinist, blacksmith, and general handyman, now has another accomplishment. In his odd moments he acts as Monte Munn's helper at the Pepper Street Stores.

Charley Shelton has a new pair of glasses and he says he is having a hard time getting used to them. When he is digging with the electric shovel, he says, one side of the trench looks about a foot higher than the other when, actually, it is level. Maybe you need glasses for your glasses, Charley.

Ezequiel Delgado was welcomed back to work after he had been off fifteen days due to a serious foot injury.

Lupe Aguirre really puts in an extra long day. He has to travel back and forth from Santa Ana where his wife is in a sanitarium due to a serious illness. We all hope for her speedy recovery, Lupe.

Encarnacion Ruiz was seen shoeing Harvey Lindley away the other day so he could grade the rock in the trench the right way.

Clyde Burden tells me that Pilar Rosales should have a hammer with a 6 in. diameter head on it so he can hit the spikes when spiking the rail to the ties.

Al Weberg is now working nights to catch up on the downtown area tracks repairs.

Jimmy Taller and his section gang have just finished spraying the rights of way at night with weed killer, and they are happy to be on days again back on track work.

Gaylord Land and Andrew Weberg, watchmen, are two new additions to the Way and Structures Dept. and Wally Weberg is at the Automotive Division.

Eastin Boone has resigned and has opened a super gasoline station on the main highway between Lancaster and Mojave. Good luck, Boone.

Retired Employees Association

by P. C. McNaughton

At our February 10 meeting we were entertained by Mrs. Madeline Heil, vocalist, Miss Betty McAllister, vocalist, and Miss Norma Nelson, vocalist. Miss Joan Miller gave a number of Spanish dances in costume. Mrs. Anna Besek, returned China Missionary, gave a graphic account of conditions in China, both domestic and political, saying that the Nationalistic government was much in disfavor and that if the Communists gained control it was promising religious liberty and there were great hopes that it would prove much more liberal than that in other Soviet dominated countries.

Mr. Keith Koons, formerly an employe of the Los Angeles Railway who has traveled extensively in the Orient, and has recently returned from China, told of the unpopularity of the National government. He agreed with Mrs. Besek in her statements regarding the differences with the Chinese communists and that of the Moscow Totalitarian form of government. Mr. Koons has been engaged in the import trade with China, dealing mostly in silks and furs.

Our president, Mr. Zuber, was present at both meetings, fully recovered, he tells us, from the very serious accident suffered several months ago, and ready for another hunting expedition, which we are hoping he will not undertake.

We had a very wonderful Irish Tenor who entertained us with several Irish songs at the March meeting. Miss Doris Head, a talented pianist, and Miss Lucille Certe, lyric soprano, who gave several vocal numbers, and Miss Florence Ann Lawson, dramatic reader, who told comic stories, gave a number of comic readings, several in dialect, a wonderful performance by a very wonderful personality. Miss Lawson is from Canada and is considered one of the world's best entertainers in her line. There were a hundred and four present at this meeting.



• Weldon O'Riley is the handsome son of Operator Gordon O'Riley, Virgil Division.



• Scouts All. C. W. Hill, Division Two, can certainly be proud of his two sons, Darryl, 15, and Charlie, 17, and they of him. They hold every Scout Honor and set an outstanding example for father and son teamwork.

"Diesel Fumes"

by Marjorie Coleman

"THE March Wind Doth Blow . . ." and to each individual that phrase has a different meaning. Really, you have no idea what thoughts come to a person's mind when the month of March is mentioned.

To illustrate:

Take Roland (Johnny) Johnson for instance. When he thinks of March, he starts feeling mighty *low*. Why? because in "them good old days" the March winds combined with the short skirts used to provide many an entertaining Sunday afternoon while strolling along the Boulevard. Now all he can look forward to is a peaceful day at home watching the television. But don't give up, Johnnie, there are better days ahead. (So they say).

March 21st also means Spring. And to the ladies that suggests only one idea . . . a new Spring wardrobe. Mona has already purchased a new biege suit, so she is well on her way. Laura and yours truly are still "just looking."

Spring sports are also starting in March, and Fred Bader has his "GREY WOLVES" team out practicing for the track meet. Fred seems to think they show great promise this year.

Birthdays seem prevalent during this month at the Garage, and among those who celebrated such an occasion were George Anders and Laura Hinze. We understand George is eating from the mantle after the birthday tanning some of his fellow workers gave him. Better be careful, boys, that red look in his eyes is revenge.

In contrast, Laura's birthday celebration was a happy affair, and refreshments were served during our afternoon recess time. There was plenty of cake and ice cream and I know I can safely say that no one left feeling hungry.

SIDE LINES:

We have just heard that Fred Fortelney learned to whistle a few days ago, and he has been filling the shop with sweet notes that sound as if they have just come out of a sour pickle barrel. Keep trying, Fred, and some day in the long future you may succeed.

It looks like the Company will have to change the oil in the differentials so that when a coach breaks an axle, Mr. Aldrich won't see two sets of bearings instead of the customary one in the housing. Or would it be cheaper for Mr. Aldrich to change his glasses so he won't have

that reflection in his eyes? Keep looking, Bill.

On the night of March 10th, our third shift cleaners saw a wire like object lying across the top of one of the coaches. Immediately one of them reported it to a near by mechanic who in turn informed Mr. Webking, the Foreman. Without hesitating, he called the Emergency Crew. The yard was alive with excitement! The Emergency Crew came tearing into the yard, and after much discussion, they decided it was a live wire that had fallen down from the high tension feed. Now the question was, "How to take it down?" Mr. Webking, (our hero) came to the rescue. With only a broom handle and his bare hand, he moved one end of the wire from the top of the coach, and proceeded to wind this so-called live wire around his hand. The employees gasped! Live wire? No, it was just the string from a neighborhood boy's kite! After that little episode, we understand there were quite a few red faces around the garage for a while.

The fishing sason is about to start, and Mr. E. N. Wetzler, and Mr. George Powell decided there was no time like the present, and went out to try thier luck. Apparently their luck wasn't too good, because we haven't even heard about the big one that got away. Maybe Mr. Wetzler was thinking about getting his income tax in on time, instead of fishing.

Incidentally, hope you all made the deadline, for your income tax was due March 15th.

American Legion Auxiliary

by Janice Billings

MARCH being the birthday of The American Legion the Auxiliary furnished and served hot dogs and coffee to the Post members.

A very successful card party was held at the lovely new home of Gertrude and Carl Ebert, 1930 Marybeth in Rosemead, on March 26. Delicious refreshments, homemade cakes and coffee, were served after a delightful evening spent playing cards.

Our next card party was held at the home of Arleene and Frank Horne, 4244 West 59th Street, Los Angeles, April 23.

We would enjoy meeting the wives of Post members at our meetings, which are on the same nights as Post meetings. These meetings are the first and third Tuesday of each month and are held in Patriotic Hall, 1816 South Figueroa Street.

Be seeing you.



• This trike specialist is Arturo Armando Lohr, son of Al Lohr, South Park Shops.



• Left, Benny Harrington, future material for the next Olympiad, from Huntington Park High School track team. His dad is Fred Harrington, painter at Trolley Coach, Department 21. Right, Mr. and Mrs. James R. Goff. Mr. Goff is on the Special Roll. He was formerly employed as Field Representative, Industrial Relations Department.

Car House Highlights

by H. K. Conacher

Car House No. 1

Lee Sherill, Second Shift Foreman, has returned to work after being off on sick leave. Welcome back, Lee.

Al Wutherich has acquired a new hobby, that of assisting his son in maintaining his plane. We haven't heard when Al expects to solo, that is of course with both feet off the ground.

We understand that Dan Cupid has had his eye on Cecil Gerrard for quite some time and last reports indicate that his aim was right on the bottom. How about giving us the low down, Cecil?

S. E. Tolan is spending his spare time studying law and we understand making good progress. Good luck Tolan.

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

Car House No. 3

The fishing season is about to begin and the fishing addicts, including O. Schmokel and P. Davis are getting their poles and tackle ready for the season.

The smile you notice on the face of Ellen Emery is accounted for by the fact that her mother is visiting her from Salt Lake City, no meals to get and no laundry to do while she is here.

Don Rains sported quite a bruise on the bridge of his nose. He says it was caused by running into the edge of a swimming pool. We wonder?

Vacations have started early this year. At present we have C. Watson, just resting at home. R. S. Hill is taking a trip to the Northern part of the state. J. Harris is visiting his relatives and H. Fisher, our gas station attendant, is also leaving to visit his folks.

We wonder why T. Benson has decided to use an "L" as his first initial. Is there a reason, Tom?

The Mechanical shake-up for shifts is about over and the boys are settling down to another three months on the shifts of their choice.

Mr. and Mrs. E. Plummer welcomed a new son, born at the Los Cabanos Hospital on March 2nd. Congratulations; where are the cigars?

Chief topic of conversation is, "What happened to Olsens eye?"

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

Car House 4

Frank Long is sporting a late 1939 Olds. Coupe these days. Have you ever seen a boy with a new bicycle? Frank is just like that only his grin is from ear to ear.

Geo. Smith is showing off these days; he now owns two Ford cars. The older one is for summer weather as the paint is so thin that the cold wind blows right through the body. The newer car is much better. Geo. is able to take his house kitty for a ride once in a while without his worrying about it catching cold.

Jimmy Logan returned from his vacation out at Santa Anita. Jimmy claims you can't depend on the "Hay Burners" at all. One of them told him personally that he was coming in but forgot to tell him what day. Now after working the swing shift, Jim goes out to the track parking lot with a lantern watching for his "Favorite" trying to slip in the side door after every one has gone home.

Leonard Marquex and Ed Padlow are back with us again after being off because of reduction of force. We are glad to see your "smiling" faces again.

Dick Wibe has returned to work after being off three weeks. Dick came back minus a troublesome appendix. He said it was like an old friend, he had it so long that he hated to give it up.

Perfecto Correa on his vacation was hunting a house to rent. He said that he needed more than a hunting license to find one.

Johnny Johnson on his vacation visited his newly acquired farm in Washington. Johnny noticed that every night some of his apples were disappearing and from the size of the foot prints "Those Bars" looked mighty big. He is going to trade his pea shooter for a cannon figuring that would be the only thing that would keep them away.

Warren Beck spent his two weeks near San Diego on his place. He was transplanting weeds from under his trees to the incinerator.

For two whole weeks Louis Ferguson was really concerned over the health of his fellow mechanics. Every night while he was lying in a nice warm bed they were working out in the cold rain and the beautiful snow. There is no doubt that "Fergy" was practically in tears.

Then came the day of January 16, 1949, on that day Wayne Fitzpatrick became a man of few words, for he



• These two real cowboys are the sons of Sheridan A. Collins, Vineyard Operator. Bryan is 4 and Brent is 2.

was married to the former Miss Ruth Hardy. Congratulations and may you have much happiness.

One afternoon just as Abe Rodriguez was punching his time card to go home a telephone call came from a hospital requesting his immediate presence. It seems that the stork was halfway down the chimney and Rod was wanted to be on the welcoming committee. He made it in time for his wife to present him with a new son. Our congratulations to you on your new arrival.

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

Car House 5

We now have another Paul to add to our list, Paul Kester, Jr. Clerk, replacing Ellen Emery who has been transferred to C.H. 3.

Bill Craig is back on the job after being off ten weeks with a bad arm. Glad to see you back Bill.

Joe King spent a few days of his vacation in San Francisco with his sister who is visiting from the East.

R. N. Windsor spent most of his vacation painting around home.

"Bulgie" Smith claims that he has lost forty pounds recently. How about letting Pappy Wood, Chubby Ralphs and "Kewpie" Bladel in on your secret?

Paul Brown has returned to work after recuperating from a recent operation.

That new look on the face of Bill Laffy is due to his having had a new set of "choppers" installed.

Congratulations to Mr. and Mrs. Bob Smith upon the arrival of an eight pound son, born March 11th. Thanks for the cigars, Bob.

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

The American Legion

by Frank R. Horne, Adjutant

THE Post now has a baseball team to enter in the Legion Junior Baseball League this summer, thanks to the efforts of Commander Lowry. They are getting in shape at Los Angeles City College. The team works out on Wednesday evenings and from 9:00 A.M. until 12:00 noon Saturday mornings. If any of you Comrades would like to come out you are more than welcome. Comrades Teeter, Lowry and Sherman are sure to be there.

A very successful card party was held in Gertrude and Carl Ebert's new home in Rosemead on March 26 at 8:00 P.M.

We are still lagging behind in membership. If you have not paid your 1949 dues, please do so in the near future.



• Toddler Bruce Archer is the 13 month old son of H. Archer Department 21, Store-keeper.



• Left, Elaine Bentley, daughter of Mr. and Mrs. R. O. Bentley, operator at Division 3, and granddaughter of Mr. and Mrs. B. W. Bentley of Division 1. She is 17 months old and loves to have her picture taken. Right, are Will Hoekstra's two engaging children.

Transit Teener Wins Contest

JOAN Wetzler, daughter of Mr. and Mrs. Earle N. Wetzler, has won the Pasadena Elks essay contest on "Why Democracy Works." The contest was open to students of Pasadena, Altadena, South Pasadena and San Marino.

Miss Wetzler is a senior at St. Andrews Catholic High School and is a member of the Dramatics Club, the sodality, Junior Red Cross, Young People's Fidelis Club and sings in her church choir. She is 18 years old. Her father is Superintendent of Department 18 and has been with the Company 25 years.

The Pasadena Elks are entering Miss Wetzler in a state-wide contest being conducted by California Elks Association. If she is successful in winning this contest she will be entered in the national contest sponsored by the Elks National Foundation.

Alley Gossip

by "Wally" Weberg

THE winter bowling season has terminated, with the Toppers placing first at the Trojan Center, the Snowbirds at Sunset-Logan, and the Streamliners at Broadway. The play-off was held at the Trojan Center, where each member of the Toppers team, the champions, was presented a bowling ball by the Company.

Thursday, April 27, marked the start of the summer season, with the league consisting of ten teams of five men each. Extra bowlers will probably be needed, so if you wish to bowl during the summer you can undoubtedly get on a team by coming to the Trojan Bowling Center, 2800 South Vermont.

Your new officers are:

President—Walter Weberg, Division 2, Mechanical.

Vice President—Al Jacques, Vineyard, Operating.

Secretary-Treasurer—Frank Lampley, Division 2, Operating.

Certificate of Merit

AWARDED BY THE LOS ANGELES URBAN LEAGUE

To LOS ANGELES TRANSIT LINES

for proficiency in their responsibilities as a

INDUSTRY

and for their contribution to the general community at large by following the democratic principles of our country in creating opportunities for all peoples regardless of race, creed, color or national origin. It is the hope of the donors of this expression that your contribution in the field of human relations will increase with time and become a guide to others—for from such a spirit comes the strength of our nation and the hope of the world.

Joseph H. Dunaway
President, Board of Directors
Boas Silver
Chairman, Industrial Relations Committee
Edward R. Conroy
Executive Director

• A copy of the Certificate of Merit awarded to our company by the Los Angeles Urban League. This was presented in recognition of the company's contribution to the community at large and for following the principles of America.

Electrical

by Walter Whiteside

MR. Grondhog has been out and looked around and, as everything was satisfactory, we were advised to prepare for summer time, which is vacation time.

Along with making vacation preparations the line gang is planning a fishing expedition to Coronado Island. All people subject to sea sickness are urged to get together so arrangements can be made to purchase "Mother Sill's" in wholesale lots. More about this trip later.

Judging by the number of new automobiles floating around, the foreman are trying to out-do each other. First it was Leo Maag and a "Stude," then Shorty Bumbaugh and an "Olds." Now "Mose" popped forth with a Buick. From where we sit each outdid the other.

William Krill and Andy Beardsley are staying home nights waiting for phone calls from give-away programs.

Speaking of such programs, Owen Moser showed up at work the other morning telling about his call the previous night. It seems he was called and asked if he could give the name of the Lone Ranger's Horse and, if so, he would win a prize. Mose immediately answered and was informed the prize would be forwarded the next day. The next day he received a bucket of "you know what" from the stable around the corner. When Mose told this story on himself he assured everyone he wasn't the least bit interested, that he didn't want to talk to the girl who called. However, we have been informed by a party who was listening in on the conversation that Mose was about the most excited person they had ever had the privilege to come across. Better get your story straight next time, Mose.

We also thought our pole gang was real speedy, but we hear the Edison Company far surpasses them. It seems the George Wilson's had their car re-painted and the first time Helen took the car out she came home with a dented rear fender. George informs us he was told that while wifey was in the store buying a loaf of bread, said Edison Company came along and sat a pole near the rear of the car, which she backed into.

After 46 years of faithful service in the Line Department "Dick" McDevitt was retired. Any of you fellows in the vicinity of "Dick's," stop in and say hello.

The man who took Dick's place, "Curly" McTaggart,

a veteran of many winters in Nebraska, fell off a toboggan while enjoying a week-end in the mountains. Even we natives of Los Angeles know how to stay on one of those things.

Every once in a while we read of safecrackers attempting to dig through walls. Well, the other day at Division Four, Luther Speck, better known as "Spike," and his gang were using the air hammers to knock a hole in the wall. After some time Jim Madigan, Supt. of Four, came out of his office and observing what was being done, literally blew his top. It seems they were boring through to the vault. Can it be that all jobs at Division Four are jinxed, "Spike"?

Blow-Bys

by Tom Smalley

THE housing situation is still pretty bad; I understand that Sunny Sundeen has installed sleeping quarters in the shrubbery at home and is doing rushing business.

If any of you fellows are interested in the proper care and feeding of babies get in touch with Danny McAllen. Danny gives a free lecture on the subject every day at noon.

Chick Jackson has joined a friendship club and is looking for new members. If you're interested get in touch with Chick any day. I think the attractive club button will sell you on his club.

If anyone knows where Red Crawford can pick up a pair of used cowboy boots, that have been broken in for square dancing, please get in touch with him as he is very anxious to purchase a pair.

John Paul reports the roof of his cabin at Big Bear caved in from the weight of the snow. It is a well built cabin, too. I know because the Mrs. and I visited the Pauls last summer.

Leo Keppler recently applied for, and received, an operators license. His daughter, Eileen, formerly employed at 16th Street, bought a new Mercury so Leo could make use of the new license.

Joe Covington is now operating the brake drum machines. Ken Bage is taking a course on differential repair from Earl Hansen. Tom Rocha is looking for someone to teach him how to operate a power wood saw. Bob Thompson was gone quite some time while road testing a coach; when he came back he reported that he had run out of gas. Come now, Bob. Earl Morey observed giving Bob Frampton a few pointers on thermometers control on the thermostat machine.

• Booby Prize Night at Manchester. "Winners" with the lowest score team, "Ways and Structures," are Carl Heffington, B. L. Rotefer, Luther Spike, Willis Dimmick and lowest individual score, A. "Toney" Figueroa, of the "Pin Busters." The prizes were donated by Jimmie Walker, owner of the lunch trucks serving the shops.



Ed Kennett is now interested in building miniature trains and tracks, stations, etc. Kenny says that his biggest problem is to keep the kids out of his way. Howard Eimer is also a miniature train enthusiast and builder.

Leland Lee and Tom Crouch are busy these nights trying to invent a method of salvaging and reclaiming unused motor oil from automobile exhaust fumes. It's about time someone was doing something about it. Things have gotten so bad that Norman Lane had to install a liquid windshield cleaner on his Chevy to clean the smudge off.

Ed Serabia won a set of kitchen knives recently and says that he is afraid to take them home. I wonder why? Mike Herman reports that his good wife, Millie, is reducing. Mike says that it has something to do with a parking lot fee. Chuck Bauman has been made official scorekeeper for the noon time quoit games. Ben Lozano has informed me that his 11 year old daughter, Elsie, has been chosen for the third straight year to play in the Junior Concert Orchestra. Elsie plays the piano and violin.

Here is one for you "500" players; see if you can figure it out. Claude Nickels bid and made 10 hearts. He had the queen high besides the joker. His partner had one trump. He got one trump out of the kitty and it was not a bower. How did he do it? See Claude.

Jake Dainton back on the job after an extended vacation. Pat Picascia, pinch-hitting in the office while Jake was gone, hopes to return to South Park soon as an entertainer on our monthly program. I understand that Pat possesses a very fine tenor voice. We'll be looking for you, Pat.

Norm Lane and Walt Powell have been out looking for some good used Army carrier pigeons for the use of some of the boys who live too far off the beaten track to get in touch with the office in case of car trouble, rain, snow, etc. Real cooperation, I calls it.

Let's give Mac D. Weathers a big welcome to Department 20. B. B. Phipps and Emmett McClendon are on the sick list, but I do hope they are back by the time you read this.

WET PAINT

The new heaters just installed in the paint shop are really doing all right. Bill Skinner says that they rival old Sol for heat.

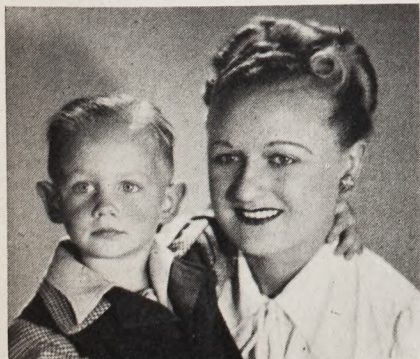
Dick Sanchez is now driving a hot rod. Sanchez is going to do a little work on it and then enter the races at Carroll Speedway.

Louie Lello bought 5 acres of land near Lancaster. Louie is going to raise oranges and shoot jack rabbits.

It seems that quite a few men took up Joe Wyndons challenge to play whist. It seems that Joe is now the ex-champion of whist.

Camillo Caringella gets to work at 5:00 A.M. these days so he can be the first one to pick the mushrooms that grow in the pit.

Harold Cass was observed wistfully gazing at pictures of the new cars. Pretty, aren't they, Harold?



• Art Clark's beautiful wife, Marie, is shown holding their son, Billy. Art is at South Park Shops.

• Cute Gay Blasey and her father pose for us in Bamberg, Germany. Her grandfather is Frank Blasey.



Transportation Transcripts

by Paul Prutzman

THAT yearly malady known as "Spring Fever" has again reared its ugly head. The various "inmates" of the Transportation Department have been observed from time to time staring out the windows, a far-away look on their faces and their thoughts already turning to vacation time.

Jessie Krogstad of the Timekeeping Department went shopping the other day for a pair of shoes. She took her little boy along for an outing. As any old-time married man can testify, when a woman goes shopping for shoes, it is usually a long drawn out procedure. Her little boy gave up after awhile and started for home. Jessie missed him and called out the Police Department and all the neighbors to look for him. Her husband finally spotted the boy strolling along unconcernedly on his way home.

That self-satisfied look on "Doc" Livingston's face is the result of the achievement of an ambition of many years standing. He finally finished building his new house, so he can now sit back and enjoy life without the fear of landlords and eviction.

The best laid plans of mice and men have a habit of going wrong. Ray Roberts had been putting off having any mechanical work done on his rather ancient chariot because he was planning on trading it in on one of the new streamlined jobs. Alas and alack, on the way home the other night the jewelry came apart. After picking up the pieces it cost him 80 bucks to get it running again. Now he will have to drive the old bus a while longer to get his money back.

We were all very glad to see Leo O'Hara's smiling face back on the dispatchers' board again. The sawbones had Leo on the sick list for almost a month. After running the gamut of all the tests and X-Rays they told him that nothing was wrong that a little rest would not cure.

Christine Ramos and Betty Stevens recently set up joint housekeeping in Betty's apartment. Christine has not had much experience in the art of cooking, but she is trying hard and learning fast. While baking a cake she found out that contrary to the directions on the package, it is no "cinch" to make a "Cinch Cake." She tried it out on the neighbor's dog first. The dog suffered no ill effects so they ate the rest of it themselves.

Betty is having more than her share of car trouble. She had her racy convertible overhauled and was just driving it out of the garage on to the street, when another car came by and banged up one of the fenders. So back into the garage went the car. After getting the fender fixed, the radiator started leaking. Cheer up Betty, your pass is still good on the streetcars.

Courtesy Is Contagious

The shoulder patches which brighten so many uniforms of the Transit Lines' operators is proof that courtesy is not only here to stay but it is also contagious. On this page is the roll call of the Honor Members who have earned the right to wear the coveted patch.

Hundreds of letters commending our operators have poured in since the inception of the Courtesy Club last August. The riding public has become cognizant of the fact that courtesy is our middle name. The safety records are improving because courtesy is the first rule of safety. Each Division is doing its part. However, Division Three is leading in the number of Honor Members. Division One is second, Division Four runs third, Division Two is

fourth, Division Six runs fifth and Division Five is sixth. The newest Division to our family, Division Eight, has but one Honor Member. He is Gordon O'Riley. However, Ray Corbett advises us that these former Motor Coach boys are out to win their shoulder patches and that his Division will take the lead very soon. The following is the roll call, by Division.

DIVISION 1

H. Cannon
O. L. Evans
C. E. Freeman
H. J. Gibson
R. S. Grimm
G. N. Herrman
F. O. Hobe
C. F. Howery
A. Mitchell
D. J. Moore
Charlotte Nash
R. E. Nelson
H. W. Pratt
A. F. Steiner
K. J. Spitulski
C. Teague
C. L. Underhill
J. P. Ward

DIVISION 2

A. Baptiste
B. Bearfield
W. E. Beckerdite
E. W. Belfield

J. Canino

A. Berg
R. A. Carter
D. F. Fletcher
D. Guiffrida
L. Hudson
C. A. Lascola
H. T. McCollum
I. E. Middletown
S. B. Ray
W. P. Spendlove

DIVISION 3

C. T. Burris
R. O. Casey Jr.
T. G. Cumberford
Johnny Douthitt
C. F. Ely
W. J. Green
H. D. Grush
T. Kane
H. J. Kelsey
C. A. Miller
R. G. Monahan
O. O. Obenshain

H. T. Parks

A. J. Pietroforte
L. A. Pull
T. L. Vader
Morris Wake
R. R. Webster
O. A. Westphal
P. J. White Jr.

DIVISION 4

F. Bracomente
E. M. Briley
K. C. Brooks
W. B. Chaves
H. E. Eargle
M. J. Frankson
H. A. Grambusch
L. Greenburg
O. J. Jones
E. L. Kennedy
B. T. Lymum
E. T. McMillin
A. H. Middleton
W. W. Osepczuk
O. C. Pruess

N. J. Sleem

L. C. Willerton

DIVISION 5

H. B. Burke
D. W. Dailey
A. J. Kogut
L. A. Moore
C. Rindernecht
H. O. Rozelle
W. C. Schnauffer
A. H. Steiner

DIVISION 6

T. W. Ash
D. W. Bartholio
G. T. Bryant
L. M. Carter
W. L. De Geere
C. R. Hayes
P. J. McGann
R. J. Patton
G. G. Petrell
F. W. Watson
H. A. Winters

HERE'S HOW IT'S DONE

We decided to find out why certain men lead their division in Courtesy Commendations. We asked them all the same question, "What is your system for courtesy?", and got the following answers.

The first man queried was Joe Wear, Division Five, who leads the entire company with 77 commendations. Mr. Wear has two rules for courtesy. The first is, treat people today so that they'll be glad to see you tomorrow. The second is that you get back exactly what you give out. The answers we received from the other men questioned seem to back up Mr. Wear's statement.

M. A. Mitchell, top man at One, says his mother taught him to always be polite. He likes to help people and keeps a smile on his face at all times. Being happy himself, he tries to make everyone else forget their problems. By utilizing all of these factors he finds people commending him constantly.

Mr. W. B. Jones, high man at Two, takes his job seriously. All of the irritating elements in his work are looked upon as part of his duties and so fail to upset him. Courtesy and service are duties of an operator and he gives them fully and freely. This is his system for obtaining commendations.

Mr. J. P. Sanchez, leading man at Three, follows the Golden Rule. He tries to go out of his way to help people. He's never in a bad humor. His slogan is, "If they look like they need help, give it." From the number of commendations Mr. Sanchez has received he won't be bucking the Extra Board much longer.

Mr. O. J. Jones and O. C. Pruess share top honors at Four. Mr. Jones states that he makes a dope out of himself trying to please his passengers. His regular customers like the way he calls streets. He treats them all just like they were his neighbors and keeps a smile on his face. He find it's hard for people to argue with a smile. Mr. Pruess says the Golden Rule is his method and finds it works wonders for creating friendly relations with everyone on his vehicle.

R. Bustamente follows Mr. Wear at Five for commendations received. His system for courtesy is to always be pleasant and offer help. He waits for passengers at stops and gives them information willingly.

J. W. McGuire, Division Six, gives change and information willingly. He is always ready to extend a helping hand and does so with a smile. He tries to call streets in a clear voice. He also keeps a smile on his face.

"Snafu from Two"

by "Bruggie" Brugmann

AMONG the new arrivals for the families of Division No. 2 operators are George Bernard Smith, son of Mr. and Mrs. G. E. Smith; Lynn Richardson, daughter of Mr. and Mrs. R. B. Richardson; Linda Christine Farley, daughter of Mr. and Mrs. R. L. Farley; Merrilee Jo, daughter of Mr. and Mrs. S. H. Posner, and Norbert Schmitt Jr., son of Mr. and Mrs. N. J. Schmitt. All new arrivals and Mothers are reported doing fine.

Operator Middleton has at last decided to quit gold bricking and has returned to work. Now all he wants to do is compare operations.

Operator G. Doner had one of those quick ones. He took sick on February 11th, was operated on for appendicitis and returned to work on February 28th. Was that fast enough?

Yes, we even have some newly-weds among us. Operator R. Anderson was married January 26th to Gladys Moser and Operator A. F. Clinton was married to Rita Tussey, February 26th. Lots of luck on your new adventure fellows.

Yes, we even have to give the Instructors a little publicity. It seems Instructor Dan Pontius found some poor motorcycle officer's flashlight so Dan proceeded to return it. Of course modest Dan did not want his name mentioned but the Police Dept., decided different so they contacted the dispatcher who, after some sleuthing, found that the guilty one was Pontius. Of course he is to be commended for this fine civic spirit.

Also along this line, Operator Kees found a wallet containing \$38.00 in front of the division and turned it in to Mr. Corbett who of course left no stone unturned until the owner had been contacted.

We are glad to welcome back O. R. Lane who has been off for some time with a back injury, as mentioned in an earlier issue. Lane says the moral of his story is, to nail your car door shut after getting in.

A good example of men for tomorrow is shown in the picture of C. W. Hill, who is scoutmaster of Troop 40 for one year and has been scouting for the last seven years. Pictured with Charlie is Darryll Hill who is now a Star Scout and a member of the Order of the Arrow. To his right is Charlie, Jr., who also is a member of the Order of the Arrow and also an Eagle Scout.

That proud look on Johnny Comford comes from being a grandfather. A baby daughter, Janet Marie, has been added to the Comford family tree.

Our deepest sympathy to Mr. W. Webb, Janitor of Div. No. 2 in the recent loss of his wife, Mabel Webb.

Your record of employment is the most important record to have. It explains in detail just what your weak and strong points are. Yes, lots of you have an above average record, but I believe this one so far is tops. It belongs to O. M. Lewis, No. 679, employed March 28, 1929 at this division. It has been seven years since he had an avoidable accident and only two avoidable accidents since his date of employment. Has no rule violations since April 28, 1945. This is one record that will give anyone some hard work to top. Congratulations are surely in order to "Pop" Lewis for this record.

Pancho's Letter to His Boss

by Ronnie Mason

(Editor's Note: Try reading this out loud, complete with the accent, to get the full appreciation of it.)

My muy very deer boss:

For one fact, I know that you have thee worries of me becose for work I have not been there enn one week. I have thee hopes that whan you reed thees letter you weel have your heart doeeng thee theenkeeng in thee place of yourself.

Thee shame that I have, Señor Boss, for what hopped on to me ees like whan you have thee ache in thee tooth an' thee doctor say eet do not hort. Bot you know eet ees not so; that makes eet vice-verse.

Weel, my onderstandeeng fran and boss, I hates me all over for what I am gonna to say bot—could you come over to thee jailhouse an' pay thee jodge twenty dollar on account that I am inside thee Hoosegodo?

Wait a meenute, my very patient fran, do not take thee jomp for thee confussion. I deed not keel somebody, or steal sometheeng either. I was arrested for becose I am a huzzard in thee traffic. Drive my car weethout no license; make one torn and no hand for to show; same theeng whan thee stop I make. Thee red light I cannot see, so thee stop I do not make. Cut thee traffic forst to thee right, then to thee left and drive vary slow. Thee policemen they tell thee jodge.

You knows, my ilustrated amigo, that that's THEIR story; bot whan I try to tell MY story, all thee Jodge she say "We know. We know. Thorty days or thorty dollars." So you see, even thee Jodge she deed not know. Bot I know that you weel onderstand.

In thee forst place, driveeng weethout thee license—how can I have thee license when thee car she belongs to my brother-by-thee-law? In thee second place you know that I can not torn thee right torn weeth just one hand on thee wheel and thee other showeeng. Not enn thee car of my brother-by-thee-law, anyhow. Thee sametheeng to make thee stop, eef I show one hand, what do I use to pull thee hand brake of thee hand, one foot? And then, thee brake of thee foot? For thee thord charge—not makeeng thee stop for thee lights. Eet was thee Day of San Patreeck. All thee gorgs they were green. Een my mind, everytheeng that I see she ees green. Thee red light, she's green, too. Can you put me to blame?

My best I have try to make thee Jodge see my side of my own story bot all she say ees, "We know. Thorty days or thorty dollars." So maybe eef you breeng twenty dollars you can change hees mind for heem. Eef thee money you do not have, can I be excuse from work for twenty more days than thee forst ten?

From behind thee iron bars of thees Hoosegodo, I am

Your good fran een seclusion,

Pancho

Lobby Lowdown

by Violet M. Leach

NOW that Jack Frost has thawed out and Cupid is in full swing with his arrows, let's see who has been hit by them.

Julia Maurer, Auditing, married Jacob Schneider, Division Three, in Las Vegas, Nevada, on January 29. The bride wore blue with a corsage of gardenias. Congratulations!

Mary Jane Spaeth, Auditing, married Charles Myers February 26 at 11:45 A.M. at Cathedral Chapel. She wore white taffeta and carried white roses and gardenias. The bridesmaids were dressed in Nile green taffeta and carried pink roses. The reception was at the Ambassador Hotel, followed by a honeymoon in Mexico. Congratulations to Mary Jane and Charles!

Gloria L. Mowry and Harold L. Webb, Jr., were married March 26 at Grandview Presbyterian Church in Glendale. The bride wore white slipper satin with a finger tip veil topped by a braided satin headpiece.

Birthday congratulations to Beulah English, Auditing, on January 8; Gladys Prather, Auditing, January 22; Emily Barrye, January 24; Gladys McKay, February 2; Joseph McGinty and Janet Jones, February 10; Eva Arce, February 14; Frank Blasey, February 17; Ted Myers, February 20; Mary Ann Elmore, February 25; Rose Showers, March 6; Louise Hackborn, March 23.

We have a new employe in the Valuation Department. Her name is Kathleen Blaine from New York City. She formerly taught school in Kentucky and her home is in Bowling Green, Kentucky. Glad to have you with us, Kathleen.

A breakfast was given at the Pig-n Whistle March 9 for Mary Ann Elmore who has been transferred to South Park Shops. We will miss you, Mary Ann.

It was surely good to see Harold Davis again when he came down from Oakland and visited us the other day.

D.C. had the measles and was out a few days. Glad to see you are okay, Danny.

Nick Carter is a proud grandfather now. Linda Sue was born February 19.

May Livermore's father, Hugh McLeod, passed away March 11. We extend our sympathy to you and your family.

Lawrence Grimm has been out sick and is feeling better now.

Our new girl in the Employment Department is Helen Fannon and she is a native daughter of California. We hope you'll enjoy being with us, Helen.

Nan Young is leaving us to join her husband, Ernest, a Texan, who is a S/Sgt. in the Air Force. He is working on the Berlin Air Lift. He is stationed in Weisbaden, Germany. He and Nan expect to be in Germany for three years. The couple has been married 2½ years and this will be their second honeymoon. It will be spent in Paris as soon as Nan arrives. They will visit Norway, Italy, Sweden, Switzerland, England and Spain.

Nan has been a professional singer for about 7 years with a group called "4 Men of Rhythm and A Note." For about three years they appeared on the East Coast, joined Joe Venutti's band in 1941 and worked with him for a year at the Tavern on the Green in Central Park in New York City. She also appeared at the Club Intime in Mexico City for 2 years. We'll miss you, Nan. Bon Voyage.

Herb Gaskill, Auditing Department, wore a green hand-made tie on St. Patrick's Day that is forty-seven years old. Herb wears this tie on March 17 of each year, only. Art Genn wore his green shirt, and I mean very green, and Harry Alexander sported a green carnation and Frank Blasey donned a green tie for the occasion.

Flora Bridges Brooks dropped in to see us shortly after her marriage. She looked wonderful. Some of her old friends gave her a surprise luncheon at Rodger Young Auditorium.

Faye Ellard and Mae Ryan are no longer with us in the Building since the Printing Department moved to South Park. We'll miss you both.



• Los Angeles Transit Lines is utilizing the car card racks on the sides of coaches and cars so that when advertising clients are not using the space transportation selling copy is displayed. These traveling displays have become one of the most popular means of advertising. J. E. McGinty, Superintendent of Maintenance, is shown here applying one of the first in a series of decals which are being placed on all racks which hold car cards. T. L. Kizer, President of the California Transit Advertising Co., and Guy Gifford watch the procedure.

South Park Diary

by Billy Pinder

SPRING! Ah, lovely spring. Now is the time for all good shop employes to commence anticipating their vacations. Of course, that is between each attack of spring fever when there is sufficient energy to anticipate.

Speaking of vacations they seem to be in order already as John Santoro took his early this year, in February, and went as far as Boston, Mass. He says he hit nearly every kind of weather imaginable from intense heat to snow and wind at blizzard proportions.

Sunday, January 23, was the fatal day for Barbara Calvin, Mail Clerk in the Purchasing Department. She became Mrs. Max E. Wallis in a quiet ceremony. We wish you all the happiness in the world, Barbara.

Does it pay to help thy neighbor? Well, Bix Cox has his doubts. Early the other morning a neighbor of his had trouble starting his car, so Bill, wanting to do his good deed for the day, pulled out from the curb in his car to give him a push. That act cost Bill \$5.00, as "John Law" was there to give Bill a ticket for not giving a hand signal.

Some people give cards or chocolates on Valentine's Day, but Arturo Lohr's lovely wife, Marie, presented him with an eight pound baby girl on February 14. Congratulations!

Another occasion for cigars was February 4 when Bob Lewis became the father of a six pound, six ounce baby son. The lad has been named Ronald Murry and both he and his mother are doing fine. Congratulations!

Harold Axten, Department 12, is not one bit backward these days in talking about his brand new daughter, Jill Lewan, who de-storked March 4 at the convenient hour of 7:30 A.M. Jill weighed a chunky 7 pounds, 1 ounce. Scene of arrival was Doctor's hospital. Thanks for the cigars, Harold.

When it comes to the art of tying an authentic knot on a neck tie, Austin Kilgore has it down to perfection. He will show you the knack of lapping and over-lapping and highly recommends the Windsor Knot.

Arthur Robey and his wife, Maxine, recently celebrated their 16th year of married bliss. Congratulations, and what about that Elderberry wine, Art?

SHOP SCENES:

George Yale, working on a wrecked street car. They come in all shapes; George works them over and they go out like new, but such language, hmmm!

Philippe Villablobos, welding a street car or bus, never seems to grow old. Como esta usted, Señor?

Cliff Dannell, smoking one of his special big cigars, reminds us of Churchill. Chin up, Cliff, old boy.

Orrell Rivers, Machinist, knows his business from the ground up. He's also a morale builder. If in trouble see Orrell, a swell fellow.

Then there is Hank Williams, busy Shop Electrician, hurrying to do a job and always on the go. By the way, Hank is an eligible bachelor.

Smiling Bill Farris cheers you up just to look at him.

I have had numerous requests from several fellows in the Shops to ask Dick Gladdys to sing on the monthly program. How about it, Dick?

Bob Hester seems to be walking on air lately. He is a proud owner of a brand new 1949 Pontiac. George Kickens has a classy new Oldsmobile and we are all waiting patiently for an invitation to go for a ride.

We lost Russell Wolfe last month. He resigned to go back to Colorado to study at Greeley State College and become a teacher.

The latest to fall in line for a television set is Jack Ogden. Jack thought he would be able to see some good sporting events, but his four boys had a different opinion. They finally ended up with "Hopalong Cassidy." Another television owner is Jack Wilson, Office, who says he wouldn't be without a set now. Still another owner is Dave Lockerby, who has a swell 12 inch Zenith set, which makes him another shut-in brother.

Bad luck seems to be following Jim Davison. We are sorry to report he was hit by a car and suffered severe injuries; latest reports say he is coming around nicely.

MAN OF THE MONTH

Ray Shollin, Pattern Maker, has been with the Company since 1922, is a native of Pennsylvania and grew up in Los Angeles. Ray is well liked by all his fellow workers and he and his wife, Peggy, are happily married. He is interested in sports of all kinds, but his favorite is baseball. When asked about a hobby, Ray smiled and said, "I spend all of my spare time looking at Television."

Seems like "Uncle Sam" is taking quite a few of our Stenographers at South Park. The latest recruit is Emmy Bechtold, who is answering the call to work in Japan. Don't forget to write us, Emmy, and we all wish you the best of success in your new undertaking. Bon Voyage.

We have a newcomer, Mary Ann Elmore. We all hope you like it here, Mary. Welcome.

"Streamliners"

by Charles H. Croninger

THE following was thought up or dug up by Homer Holcomb while parked on Seventh Street back of those big red cars. It's to spark your memory on streets from Main to Figueroa.

Los Angeles' Main Spring is Broadway, up to Hill to see Olive, wouldn't it be Grand to Hope to pick a Flower on Figueroa?

J. D. Skinner, who hails from St. Joe, Mo., has decided it's better on top of cars and buses than underneath. Johnnie transferred from Mechanical Department at Vineyard to Division Four.

J. J. "Jake" Wolf, the prize chicken and egg fancier, and John Ball, who is from Texas, (he won't say how deep in Texas he's from) claim that the so round, so fluffy, no nicely flavored flap jacks served by Mary at Jack's eatery, will keep everyone full of vim and vigor.

Only three additions to the operator's families reported for this month's issue of Two Bells. One born in December, January and February. Why wait so long to turn in these blessed events? Kathleen Veronica Prado was born around December 19, 1948, at the California Hospital. Operator A. J. Prado is the father and the Mother's name is Dorothy.

The January arrival, also a girl, named Judy Louise, tipped the scales at 6 pounds, 8 ounces. Mr. and Mrs. George H. Stone are the proud parents.

Number three, another girl, (what! no boys?) was delivered by Mr. Stork at the St. Vincent Hospital. Mr. Stork flew away 6 pounds, 3 ounces lighter, after presenting Arthur and Norma Halasz a baby girl named Alisandra Ruth.

The Last Terminal

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

GEORGE C. ROWE, retired, passed away October 15, 1948. He is survived by his mother, Mrs. Mary A. Rowe, Neosho, Missouri. The body was shipped to Neosho, Missouri, for burial.

JOHN COSTEA, Operator, Los Angeles Motor Coach Lines, passed away November 11, 1948. He is survived by his wife, Mrs. Helen J. Costea, 5525 Biloxi, North Hollywood, California. Mr. Costea was born December 27, 1913, in Cleveland, Ohio. He was employed as Operator, Los Angeles Motor Coach Lines, March 11, 1947.

FRED J. ANDERSON, Leadman, Department 12, passed away November 14, 1948. He is survived by his wife, Mrs. Mary E. Anderson, 1855 W. Vernon Ave., Los Angeles 37, California. Mr. Anderson was born June 2, 1895, in Guide Rock, Nebraska. He was employed at Car Cleaner, Mechanical Division 4, April 2, 1934, transferred to Car Cleaner Foreman, September 16, 1934, transferred to Car Repairer, August 22, 1935, transferred to Car Cleaner Foreman, January 1, 1936, transferred to Mechanic "A," Department 12, January 16, 1936, and appointed Leadman, March 24, 1946.

JOHN W. FAUGHT, Operator, Division 2, passed away November 16, 1948. He is survived by his wife, Mrs. Truda Faught, 718 E. 84th St., Los Angeles 1, California. Mr. Faught was born April 7, 1900, in Elkton, Colorado. He was employed as Operator, Division 2, May 21, 1930.

ALBERT R. GARRETT, Motorman, Division 5, passed away November 17, 1948. He is survived by his wife, Mrs. Daphne F. Garrett, 5713 Cimarron St., Los Angeles 37, California. Mr. Garrett was born December 30, 1885, in Jackson, Tennessee. He was employed as Motorman, Division 2, April 29, 1924, transferred to Safety Operator, Division 1, July 2, 1932, transferred to Motorman, Division 5, November 27, 1932. Funeral services were held Monday, November 22 at 12:00 noon in the Utter McKinley Mortuary, 3719 W. Slauson Ave., Viewpark, California. Interment followed in Rose Hill Cemetery, Whittier, California.

EDWARD E. SOOY, Motorman, Division 3, passed away November 19, 1948. He is survived by his wife, Mrs. Mattie E. Sooy, 1031 Las Tunas, San Gabriel, California. Mr. Sooy was born April 25, 1892, in Omaha, Nebraska. He was employed as Motorman, Division 3, October 25, 1927. Funeral services were held Tuesday, November 23, at 2:00 p.m., in the Lee R. Hill Mortuary, 144 Sunset Blvd., Temple City, California. Interment followed in Rose Hill Cemetery, Whittier, California.

RICHARD ALDWORTH, Special Roll, passed away November 25, 1948. There are no survivors known. Mr. Aldworth was born July 14, 1871, in Huron County, Canada. He was employed as Motorman, Division 2, October 6, 1899, transferred to Towerman, Transportation Department, January 1, 1911, transferred to Motorman, Division 2, January 1, 1916, and placed on the Special Roll February 15, 1927. Funeral services were held Tuesday, No-

vember 30 at 2:00 p.m. in the Noble Mortuary, Second and Mott Streets, San Fernando, California. Interment followed in Grandview Memorial Park Cemetery, 1341 Glenwood Road, Glendale, California.

GREEN T. FULKERSON, Special Roll, passed away December 4, 1948. He is survived by the following: Mr. Robert Fulkerson, son, 3715 Homeland Dr., Los Angeles, Mr. Ralph Fulkerson, son, 226 S. Norton Ave., Los Angeles, Mrs. Myrtle Horton, daughter, 1631 W. 53rd St., Los Angeles. Mr. Fulkerson was born October 16, 1857, in Carter, Tennessee. He was employed as Oiler Foreman, Way and Structures, March 27, 1896, and placed on the Special Roll May 1, 1930. Funeral services were held Wednesday, December 8, at 10:00 a.m., in the Clark & Alice Meade Mortuary, 939 W. Washington Blvd., Los Angeles. Interment followed in Forest Lawn Memorial Park Cemetery, Glendale, California.

FRANK ARCHER, Lineman Helper, Department 17, passed away December 4, 1948. He is survived by his wife, Mrs. Nancy L. Archer, 1248 W. 110th Street, Los Angeles 44, California. Mr. Archer was born October 18, 1884, in Loraine, Ohio. He was employed as Laborer, Department 17, April 12, 1926, transferred to Switch Repairer, May 1, 1927, transferred to Lineman, February 1, 1932, and transferred to Lineman Helper, August 1, 1937. Funeral services were held Tuesday, December 14 at 1:30 p.m. in the Utter McKinley Mortuary, 10625 S. Broadway, Los Angeles. Interment followed in Inglewood Park Cemetery, Inglewood, California.

WILL GARDNER, Laborer, Mechanical Division 4, passed away December 3, 1948. He is survived by his wife, Mrs. Coralee Gardner, 905 E. 53rd St., Los Angeles 11, California. Mr. Gardner was born June 10, 1901, in Priston, Louisiana. He was employed as laborer, Mechanical Division 4, December 11, 1946. The body was shipped to Good Shepherd Funeral Home, 1600 Vuene Vista, Shreveport, Louisiana, for burial.

CHRIS G. HOFFMEISTER, Flagman, Transportation Department, passed away December 9, 1948. He is survived by his daughter, Mrs. Eva Oswain, 877 W. 47th St., Los Angeles 37, California. Mr. Hoffmeister was born April 28, 1881, in Boone, Iowa. He was employed from February 19, 1913, to May 14, 1931, as Motorman, Division 5. He was re-employed as Flagman, Transportation Department, March 2, 1944. Funeral services were held Saturday, December 11, 12:00 noon, in the Utter McKinley Mortuary, 4254 S. Broadway, Los Angeles. Interment followed in Inglewood Park Cemetery, Inglewood, California.

ATWOOD B. CHAMBERS, Trolley Coach Operator, Division 1, passed away December 24, 1948. He is survived by his wife, Mrs. Clara M. Chambers, 214 N. Gower St., Los Angeles 4, California. Mr. Chambers was born July 17, 1886, in Curwensville, Pennsylvania. He was employed as Conductor, Division 4, July 22, 1914, transferred to Motorman, Division 1, June 30, 1946, transferred to Trolley Coach Operator, Division 1, August 3, 1947.

Association of Christian Trainmen

by V. E. Munyer

THE personnel of the Los Angeles Transit Lines, Los Angeles Motor Coach Line and the Pacific Electric Railway have again united in the Annual Transportation Banquet of the Association of Christian Trainmen, which was held at Clifton's Cafeteria, (South Seas Hall, Seventh and Broadway), April 29, Friday evening at 7:30 p.m. No tickets were sold and the only charges were for whatever was purchased in the cafeteria. The program started at 7:30 p.m.

A galaxy of radio singers and musicians were on hand to inspire the transportation people with the finest music available. Brandon Rimmer, former U. S. Army Pilot, was the guest speaker. His inspiring message well flavored the tasty program.

During the evening new officers were installed for the coming year. They were President Victor E. Munyer, L.A.T.L.; Vice-President George Laird, retired L.A.T.L.; Secretary Wilbur J. Green, L.A.T.L.; Herbert R. White, P.E.R.Y.; Divisional Vice-Presidents Emil J. Johnson, L.A.T.L., and Sydney F. Scott, P.E.R.Y.

Officials of Los Angeles Transit Lines, Los Angeles Motor Coach Lines and Pacific Electric Railway as well as Officers of the Transportation Unions A.F. of L. and B.R.T. were on hand with their families to enjoy this banquet.

To those who are unfamiliar with the Association of



• Installation of Officers of the Association of Christian Trainmen brought the following men into office for 1949. From left to right, they are: Sydney F. Scott, divisional vice-president; George Laird, vice-president P. E. Railway; Emil J. Johnson, divisional vice-president, Los Angeles Transit Lines; Wilbur J. Green, Secretary, and Victor Munyer, President, being congratulated by Rev. Wm. J. Roberts, Installing Officer.

Christian Trainmen we wish to enlighten you with a few objectives. There is no question that there is a great moral and spiritual need among all peoples everywhere, and that the working hours of most Transportation employees are very irregular. This causes a serious handicap for them to attend church services if they so desire. The Association can effectively propagate better understanding and good fellowship among the employes as applied in their daily living.

Anyone who is employed by a Transportation Company is eligible for membership, either active or associated. There are no membership dues. Officers receive no remuneration for their services.

You may procure more detailed information if you will communicate with the Association of Christian Trainmen, 714 South Hill Street, Box 19, Los Angeles 14, California.

RAY S. DREW, Special Roll, passed away February 14, 1949. He is survived by Fromia E. Drew, wife, and Mabelle H. Hadley, daughter, both residing at 19501 Devenshire Ave., Chatsworth, California. Mr. Drew was born April 17, 1870, in Chicago, Illinois. He was employed as Motorman, Division 5, September 2, 1919, transferred to Temporary Watchman, Engineering Department, May 1, 1936, returned to Motorman, Division 5, August 1, 1936, transferred to Flagman and Watchman, Transportation Department, November 28, 1944, and placed on the Special Roll, August 17, 1947. Private funeral services were held Wednesday, February 16, at 10:30 a.m. in the Pierce Brothers Mortuary, 6153 Van Nuys Blvd., Van Nuys. Cremation followed.

ROBERT L. JOHNSON, Flagman, Transportation Department, passed away February 25, 1949. He is survived by his wife, Mrs. Elizabeth A. Johnson, 4521½ Wesley Ave. Los Angeles 37, California. Mr. Johnson was born October 13, 1876 in Fort Wayne, Indiana. He was employed as Motorman, Division 2, March 20, 1911 and transferred to Flagman, Transportation Department, May 5, 1930.

HUGH S. TURNER, Special Roll, passed away March 4, 1949. He is survived by his wife, Mrs. Laura B. Turner, 5258 Melrose Ave., Los Angeles 38, California. Mr. Turner was born September 6, 1871 in Linn County, Missouri. He was employed as Conductor, Division 4, April 14, 1905, transferred to Conductor, Division 1, February 19, 1939, transferred to Conductor, Division 4, September 24, 1939, transferred to Watchman, Transportation Department, March 1, 1941, and placed on the Special Roll, September 8, 1946. Funeral services were held Monday, March 7, at 12:00 noon in the Little Church of the Flowers, Forest Lawn Memorial Park, Glendale. Interment followed in Forest Lawn.

ELMER GOETSCH, Clerk, Division 1, passed away March 5, 1949. He is survived by his wife, Mrs. Edwina Goetsch, 3444 Gardenside Lane, Los Angeles 26, California. Mr. Goetsch was born April 12, 1913, in Ixoniz, Wisconsin. He was employed as Motorman, Division 1, October 14, 1942, and transferred to Clerk, Division 1, January 1, 1947.

FRANK J. MILLER, Special Roll, passed away March 7, 1949. He is survived by his daughter, Mrs. Sevilla Booth, 9755 Yocum Dr., Beverly Hills, California. Mr. Miller was born October 1, 1872, in Chilton, Wisconsin. He was employed as Motorman, Division 5, September 25, 1900, transferred to Flagman, Transportation Department, January 1, 1933, and placed on the Special Roll October 2, 1943.

LESTER STRAIN, Retirement Income Plan, passed away March 9, 1949. He is survived by his sisters, Mrs. Bessie Wexson, Mrs. Buddle and Mrs. Teresa White, 3076 Washington, Fresno, California. Mr. Strain was born December 28, 1883, in Bethany, Illinois. He was employed as Trainman, February 28, 1920, serving at Divisions 3, 4, 2 and 5, transferred to Flagman, Transportation Department, September 7, 1946, and was placed on permanent disability under our Retirement Income Plan, December 1, 1948.

CHARLES TAYLOR, Special Roll, passed away March 6, 1949. There are no survivors known. Mr. Taylor was born September 22, 1873, in Mahaska City, Iowa. He was employed as Motorman, Division 4, September 29, 1920, transferred to Division 1, February 19, 1939, and placed on the Special Roll March 11, 1944. Funeral services were held Wednesday, March 16, at 10:30 a.m. in the Utter McKinley Mortuary, 42nd and Broadway, Los Angeles. Interment followed in Inglewood Park Cemetery.

(Turn Page)

HARRY D. RAMER, Special Roll, passed away March 12, 1949. He is survived by his son, Olen R. Ramer, 2129 Valley St., Burbank, California. Mr. Ramer was born August 21, 1886, in Hinsley, Illinois. He was employed as Motorman, Division 3, July 13, 1920, transferred to Supervisor, Transportation Department, January 1, 1922, transferred to Dispatcher, January 1, 1927, transferred to Supervisor, September 12, 1930, transferred to Motorman, Division 3, June 16, 1931, transferred to Dispatcher, Transportation Department, December 11, 1933, and placed on the Special Roll, October 16, 1945.

CHARLES D. CLARK, Special Roll, passed away March 13, 1949. He is survived by a cousin, Edith E. Davis, 1626 West 49th St., Los Angeles, California. Mr. Clark was born July 9, 1864, in Clayton, Illinois. He was employed as Conductor, Division 1, November 7, 1894, transferred to Dispatcher, Transportation Department, in 1895, transferred to Chief Dispatcher, January 1, 1909, returned to Dispatcher January 1, 1914 and placed on the special roll January 1, 1925.

RAYMOND C. MAJESTIC, Operator, Los Angeles Motor Coach Lines, passed away March 13, 1949. He is survived by his wife, Mrs. Gwendolyn D. Majestic, 8120 Westlawn Ave., Los Angeles 45, California. Mr. Majestic was born December 21, 1912 in Westallis, Wisconsin. He was employed as Operator, Los Angeles Motor Coach Lines, November 28, 1945. Funeral Services were held Thursday, March 17 at 12:30 p.m. in the Wee Kirk o' the Heather, Forest Lawn Memorial Park, Glendale. Interment followed in Forest Lawn Memorial Park.

ARTHUR W. ALWLER, Special Roll, passed away March 16, 1949. He is survived by his wife, Mrs. Elizabeth Alwler, 6007 Eileen Ave., Los Angeles 43, California. Mr. Alwler was born March 9, 1878 in Vanadalia, Illinois. He was employed as Motorman, Division 5, August 14, 1923, and placed on the Special Roll May 15, 1946.

LINAS H. SCUDDER, Special Roll, passed away March 15, 1949. He is survived by his sons, Ernest H. Scudder and Raymond W. Scudder, residing at 183 York Avenue, Hawthorne, California. Mr. Scudder was born October 30, 1861 in Troy, Missouri. He was employed as Repairer, Mechanical Department, August 1898, transferred to assistant Foreman, Mechanical Department 2, February 1, 1932, transferred to Watchman, Department 2, August 1, 1932, transferred to Flagman, Transportation Department, July 1, 1939, and placed on the Special Roll October 22, 1945.

CHARLES M. HARWOOD, Special Roll, passed away March 24, 1949. He is survived by his sister-in-law, Mrs. Rose Findeis, 5722 West Boulevard, Los Angeles 43, California. Mr. Harwood was born December 9, 1865, in Lucasville, Ohio. He was employed as Foreman, Way & Structures Department, February 28, 1905, transferred to Paving Inspector, November 10, 1910, and placed on the Special Roll September 6, 1938. Funeral services were held Monday, March 28, at 1:00 p.m. in the Little Church of the Flowers, Forest Lawn Memorial Park, Glendale.

BROOKS B. TOWSLEY, Operator, Division Two, passed away March 28, 1949. He is survived by his wife, Mrs. Ethel A. Towsley, 353 W. 65th street, Los Angeles 3, California. Mr. Towsley was born May 13, 1898, in Kankauna, Wisconsin. He was employed as Operator, Division Two, September 20, 1926. Funeral services were held Thursday, March 31, at the Wee Kirk o' the Heather.

Trolley Buzzes

by *Ronnie Mason*

IN the Spring, a young man's fancy turns; a middle aged Joe fancies at every turn; an old man doesn't even turn, unless it's the returns on form 1040; or so say our Trolley Bugs who are getting their guns and fishing tackles in working order for their coming vacations.

Here are some early wormers who have jumped the gun and are already thinking of what they are going to do next year. Dick Credidio says that he should rate another two weeks because he spent his time pacing the hospital corridors. It was worth it, though, because the stork presented him with a second baby girl in three years. Mother and daughter are both doing nicely. Sweating it out for another year is Jesse Burton. Just finished his two weeks leave and already planning for next year. A vacation-honeymoon combination is in order for L. C. Young and his bride of one year cometh May; besides celebrating their respective birthdays in the same month.

The stork has sent LeRoy Stover a notice for an April delivery and he's put in his application for a couple of weeks rest. On May the 13th of every year, Murray Szathmary puts a notation on his log book to the effect that Mrs. Szathmary's little boy has gone through another birthday and all's well.

San Francisco is the one place to spend a nice vacation says Harry J. Smith. And he can prove it, too. He was there for two weeks.

Taki Tahara had a "hurry up" trip up North to see his father who became quite ill suddenly. Glad to add, however, that Mr. Tahara is doing nicely according to his family. Convalescing at home after a two week's sojourn at the hospital where she underwent an operation is Mrs. Paul Taylor. A complete recovery is our wish. After being off for a couple of days, Larry Limpus came back with a very decided drag to his carriage. Nothing serious, you understand, just a normal reaction to being shot—with Penicillin, that is.

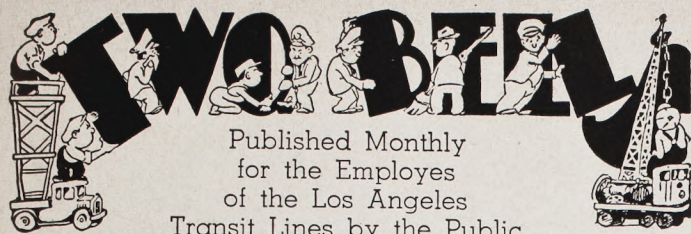
Fred Harrington is very proud of the fact that his son, Benny, is a member of the Huntington Park High School track team. The 660 yard dash is his specialty. See you at the next Olympiad, Benny.

Mr. and Mrs. Bud Morris were proud spectators at the Ambassador the other day when their little daughter, Carol Ann, took part in a dance program sponsored by The Townsend Club.

There's nothing like Television to make a man sports conscious. Leo "Red" Sidles doesn't miss a boxing or wrestling match if he can possibly buy off his little son from his favorite programs.

In case some of you young 'uns don't know it, that's George Elder who gives you the high sign as you come in to park your Trolley Coach. After 26 years with Operation, he decided that he rated something better; so he transferred over to our department.

Here are several communiques for various departments. To Auditing: You may balance your books now. Sam McKee has finally cashed last year's pay checks. He's single, too, gals. To Talent Research: Lend an ear to the Swing Shift warbler, Jack Oliphant, please. Help us cut down our Aspirin bill. To some of the Dispatchers: Definitely, our station is not Inner Sanctum.



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

Vol. 30

No. 2

March - April, 1949

EDITOR

Guy Gifford

WOMEN'S EDITOR

Frances Ryan

ASSOCIATE EDITORS

"Bruggie" Brugman	Ronald Mason
Marjorie Coleman	Ray Matzenbacher
H. K. Conacher	Billy Pinder
Charles H. Croninger	Paul Prutzman
D. D. Fuller	Tom Smalley
Bill Hunter	Irving Scharf
Violet Leach	Walter Whiteside
Lester LeVitt	H. M. Young

CLUB SCRIBES

Janice Billings	Frank E. Horne
Ella Hoyle	P. C. McNaughton
Mrs. J. T. Watts	

ART & PHOTOGRAPHY

Stan Cohen	Guy Gifford
------------	-------------



Interurban Electric Railroaders

by Ernest Healy

A GROUP of Southern California railfans have now banded together to form an electric railway historical organization under the name of the Interurban Electric Railroaders. The aim of the organization is to preserve historical equipment of various properties of the Pacific Coast. The group will run excursions to help pay the cost of buying and maintaining the cars.

Membership in the Interurban Electrical Railroaders is open to all persons interested in electric railways. The tariff is \$2.00 per year.

Further information on memberships and trips can be obtained from the Passenger Traffic Manager, Interurban Electric Railroad, 3865 Brunswick Avenue, Los Angeles 26, California.

OUR COVER



FISHERMEN have prayed that when they passed this vale of tears their heaven might be Crowley Lake—the fisherman's paradise. There they could relax through all eternity, fishing for the world's biggest trout. And the trout run large at Crowley—thereby average from 3 to 15 pounds.

Crowley Lake is man-made and from it comes the waters Angelenos drink. It sets in the basin surrounded by the High Sierras. To the west from here the picture was taken one can look through to Mt. Ritter and Mt. Banner. The melting snows from which form the head waters of the San Joaquin river. On the east side are the famous White Mountains of Nevada, and White Mountain is over 14,000 feet; to the south and west are mountains including Mt. Whitney, Mt. Williamson and Mt. Russell.

From this landing a Sunday or two ago, nine valiant fishermen braved the elements of Lake Crowley to dangle salmon eggs in McGee Bay, for in McGee Bay fish were being caught by every fisherman in every boat, but the nine. These brave men after three futile days came to the conclusion that fishing was a business of which they knew little and that hereafter they would apply their talents to transportation. The gentlemen who brought back a tan and the memories of big ones that got away were: M. Edwin Wright, who became known as the "early bird," George Goehler, who spent his time trying to crowd close to some fisherman who was having luck; "Kia" Forkner, Guy (Doc) Campbell, who deserted Lake Crowley and went down on Rush Creek to bag a limit, Ray Ashworth, Frank Blasey, Benny Hartsell, Stanley M. Lanham and Your Truly, who became known as the "Captain" due to his marvelous manipulation of the boat when Lake Crowley became rough and the waves rolled eight feet high. Who else could hit two of the only five boats on the big lake in rough weather?

So, this year on your vacation trek move along to the High Sierras where the air is thin and the fish are big.

WHAT DOES IT MEAN TO YOU?

- If the Company in which you work is successful, it means:
- Wages as good as or better than the rest of the industry;
- Good working conditions and equipment;
- Greater assurance of steady employment;
- Greater opportunities for personal growth and promotion.

Our roving cameraman caught some interesting shots as he roved the property this month. Upper right is titled "Patches" and shows Dave Dent, Jr. and the novel method in which he wears the Courtesy Patch. Note the "C" which has been applied on his right pocket.



Good Scout. Left Joe Gorman, Secretary - Treasurer LATL, becomes a good scout when he buys Scout Circus tickets from Twin Cubs.

Wanted, Crying Towel. Al Grant receives the 8 Ball award for the first quarter operation and F. Erwin receives the Blind Claim trophy for the same period. The gentleman loaning the shoulder to Grant is his assistant, Mr. Eulberg.

