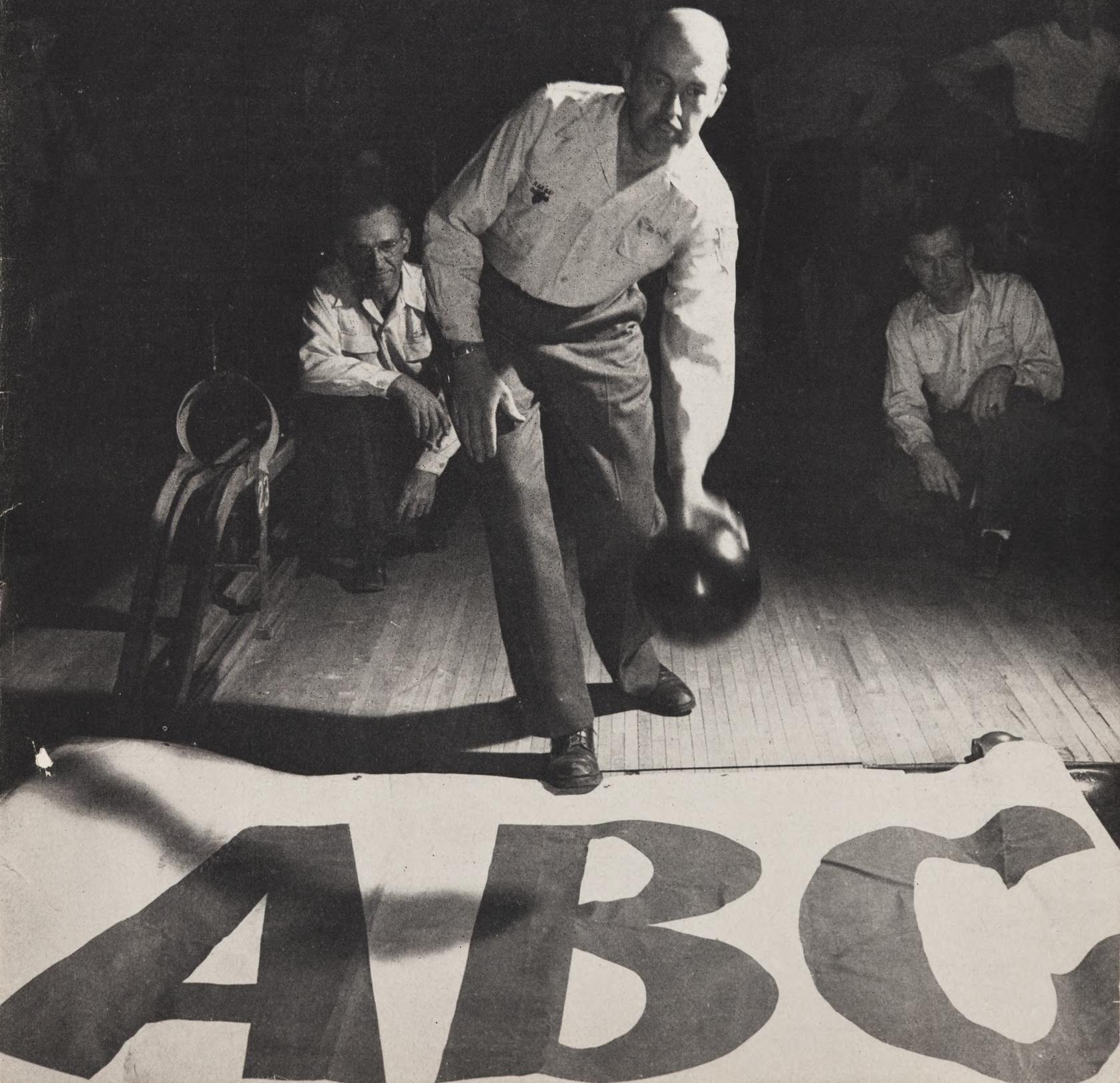
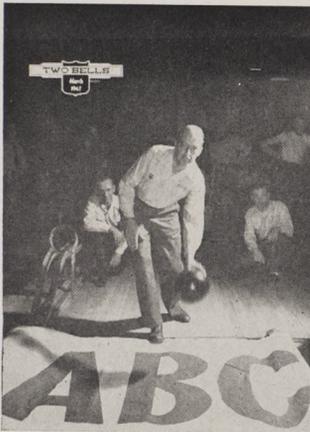


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**TWO BELLS**  
March  
1947



# EDITORS OBSERVE



**O**UR cover this month shows "Lefty" Hellman, President of the Transit Bowling League, hitting the "A.B.C." for March 27 when the Forty-fourth Annual meeting of the American Bowling Congress get under way in the City of the Angels with three Los Angeles Transit Lines teams participating. Members include: TEAM ONE: L. Hellman, W. K. Erdman, Wally Weberg, B. Miller, H. L. Anderson. TEAM TWO: Ray Roberts, Bill Snoddy,

H. E. Ivey, K. C. Lambert, Art Tengblad. TEAM THREE: Danny Crooks, Jack Stewart, Elmer Thornton, Johnny Manning, Paul Prutzman. Alternate bowlers will be W. E. Matthews, Forrest Mays, and Harry Sasso.

## PICTURES OF THE MONTH

Most of the employees on the property are camera-minded, for the Los Angeles Transit Lines has been photographed from every angle in the past two years. So, when a news hawk or a photographer wanders through the shops or garage, little attention is paid to him. But when thirty-four cameramen, all at one time, begin shooting pictures right and left, that causes a commotion.

Recently, G.I. veteran students from the Santa Monica Technical School were taken on a photographic tour of the Los Angeles Transit Lines properties. They made pictures of everything and from every conceivable angle at Vineyard, went down into the pits at South Park, climbed over the roofs at Division Two, completely covered Division Five, and ended the tour at Elysian Park. The tour was conducted by the Public Relations department. Howard Jones, director of the school's photography department, supervised the shooting.

Two hundred prints were finished and presented for print competition. Three of the prizewinning pictures are shown on the back cover. First honors for "Action" was taken by Ben F. Sparks who shot the picture showing the photographers taking pictures of the coach coming out of the washer. First prize for "Planning" was won by William Gillette for the dynamic picture of the coach in Elysian Park. First prize for "Interest" went to Howard Sprecht. This is the picture of the man washing the wheel.

## THE RED CROSS WAS THERE, TOO

The blast which occurred last month at the O'Connor Electro-Plating Corporation shook the plate glass windows and the buildings as far west as Broadway. Fifteen people lost their lives and hundreds were injured. Houses were flattened like cardboard props. Fourteen men at Division Two rushed to the scene of the catastrophe and aided the police and firemen.

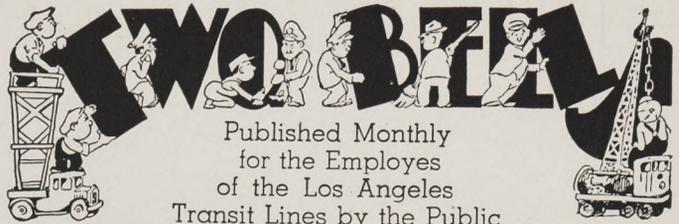
The Red Cross workers were there, too. This group stayed on far into the night giving aid to those who had suffered and serving coffee to the workers. The Red Cross was at the scene of this blast just as they are at every scene of disaster, whether in peace or in war.

The blast was just one of many such disasters. Last year, the Red Cross was on the job at 271 disasters. They aided more than 136,000 victims of hurricanes, fires, floods and epidemics.

March has been set aside for the Red Cross' fund raising campaign, and the Los Angeles Chapter's quota is \$1,610,000.00. At some time or another, every American may be helped by Red Cross workers—perhaps at the time of a disaster. It might be one of us.

Let's double the amount we gave last year. Let's set ourselves a higher personal goal.

And let's give gladly.



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## EDITORIAL STAFF SUPERVISION

L. A. Reeves.....Assistant to General Manager

## EDITOR

Guy Gifford

## WOMEN'S EDITOR

Helen Swallow

## ASSOCIATE EDITORS

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Bart Billings .....	American Legion
Bedur Jones .....	American Legion Auxiliary
Glen Tolle .....	Veterans Club
Mrs. M. S. Thomas .....	Women's Club
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H. K. Conacher .....	Car House Highlights
Walter Whiteside .....	Short Circuits
Tom Smalley .....	Blow-bys
H. M. Young .....	Sour Grapes From Vineyard

## PHOTOGRAPHY

CBS	Howard Specht	Ben F. Sparks	NBC
Arrow Studio	Daugherty Bushby	Stan-Art Studio	William Gillette
Ronald P. Beldon			

## LOS ANGELES

### TRANSIT LINES



"Now for the alterations"

—Off Peak

# PREPARATION FOR OPERATION

**T**HE proverbial bee is losing his importance as a synonym for busy times and work. Instead of "Busy as a bee," the cliché should be, "Busy as Division One."

Yes, the men and women of Division One are putting the symbolical "hard worker" in the background as they labor night and day, completing their modernization and rebuilding program.

Workmen have completed painting the main office building, installing new equipment, and are now preparing the north yard of the division, readying it to receive the new Trackless Trolleys.

To do this, the old transit building that formerly stood on this spot had to be razed (picture upper right), the resultant debris cleaned up, and the yard filled in with dirt and then paved so it could accommodate both the rubber-tired trolley coaches and streetcars.

Out of all this busy confusion, though, the big news of the day is still the forthcoming operation of the Trackless Trolleys. South Park Shops steal part of the limelight on this project, with the building of trolley coach models to be used in various public relations programs to familiarize the Los Angeles riding public with this new type of transportation. Real life trolley coaches are also receiving their company colors at South Park, getting ready for the day they will go into operation.

New life is flowing back into the old Vernon Yards, as the grounds are being prepared to receive equipment for lines "H" and "B," which will operate out of Vernon on a temporary basis. Necessary office and maintenance work for these lines will be carried on at Vernon until operation of these lines can be returned to Division One.

Rails are being laid in the trolley



coach section to accommodate both the Trackless Trolleys and streetcars—making double use of the space—which follows the Fitzgerald planning style for more efficient operation.

Most important in the preparation for operation is the over-all training program now in process. Over 1100 transit operators are taking additional training to qualify for a different type of work if they care to do so in the future. Coach drivers are voluntarily studying streetcar operation. Rail men are becoming coach operators, conductors are becoming motormen, and vice versa.

Yes, the walls of Division One are tumbling down. New and better ones are rising in their places. There is hardly a spot on the system that has not felt this new surge as we plan to make the Los Angeles Transit Lines a showplace of operating efficiency without parallel in the United States.



## WE BUILD OUR OWN

• J. T. "Si" Watts, Superintendent of Railway Equipment, examines a nearly completed model of a Trackless Trolley, as Raymond Shollin rushes completion of the others.

# EVERYBODY'S GOING TO SCHOOL

NEW employes are being familiarized with all property operations. Supervisory personnel are learning different operational functions and how it affects them. Potential statisticians are learning the intricacies of schedule making.



**SOMETHING** new was introduced to the transit industry when the Los Angeles Transit Lines inaugurated a series of special classes designed to conform with the Fitzgerald's policy of developing leadership among the employes and giving specialized training to future department heads. This new type employe advancement training program consists of three different, yet correlated, phases of instruction and familiarization.

The first phase of this educational program is the introduction of future trainmen, conductors, and operators to the various divisions of the property to give them an insight into the work and planning that is responsible for the maintenance and operation of Los Angeles' transit vehicles.

Going into the Leadership Training phase of the program, Wayne Stewart, whom W. Ralph Fitzgerald recently appointed Director of Supervisory Training, gives instruction in this work through the media of public speaking.

Stewart, who formerly managed the Long Beach City Lines, combines his thirty-one years of transportation and public speaking experience to make the course both informative and interesting.

M. Edwin Wright, General Superintendent of Transportation, is in charge of the third instructional phase of the program, which is composed of two separate groups of "transit students."

C. A. Tengblad, Safety Engineer,

and Art Warren, Chief Supervisor, work with Wright in giving the instructors, supervisors, and assistant superintendents, who make up the "student body" at the present time, instruction on a variety of subjects.

Warren's class discusses new operational methods, such as the two-way radio equipment now in use, and other subjects which are of interest to the men who are charged with the smooth flow of streetcar and coach traffic.

Tengblad, who meets with the same group as Warren, introduces new safety precautions and methods, and helps the men work out ways and means to put them into effect in actual operation.

George Goehler, Superintendent of Schedules and Statistics, is the instructor in another class of prospective statisticians, who are learning the art of making the intricate schedules that guide the operation of all our transit vehicles. Slide rule technique and basic mathematics are also taught and reviewed in this schedule making course.

According to present plans, other groups of "transit students" will replace the present ones when they complete their studies. Classes in other subjects are also being contemplated.

Thus, everybody's going to school so they can Go Places with the Los Angeles Transit Lines!

- Wayne Stewart, newly appointed Director of Supervisory Training, is shown speaking to a class of supervisors and instructors. (Seated, around table) M. Edwin Wright, General Superintendent of Transportation, Patrick McKay, Robert Smith, J. W. Cook, C. H. Coxhead, Jack Carlin, I. C. Acuff, W. C. Rogers, Leopold Nowak, H. L. Morrow, W. R. Sparks, A. Biederman, J. W. Tuberdyck, F. J. Bevis, F. W. Lockett, J. M. Bothwell, R. L. Griffith, and Art Warren, Chief Supervisor.



# CAN THIS BE US?

Is the fast talking, wise cracking transit operator character, heard on so many radio programs, inspired by one of us? Are we furnishing the material for radio scripts by our sometimes indifferent or discourteous attitude out on the job?

AS we listen each week to our favorite radio comedy programs, we laugh as do millions upon millions of other Americans to entertaining sequences of human events pictured by the many and various characters. The mortician, the barber, the mailman, the druggist and the senator bring laughter by their portrayals of the people we know.

But recently a new comic character appeared on the humor horizon, a fast talking transit operator. Generally he is cast as a bus driver, and the situations depicted on the bus are certainly humorous. But as we listen, we wonder—can he be one of us?

Radio writers for a variety of programs are having a "field day" with this new character, building innumerable sequences around the bus driver. Where do they get these ideas? Do these writers, while on their way to work, experience situations on sometimes crowded streetcars or coaches with an indifferent operator who gives them the basis for their comedy routine? Are we writing the radio programs by our own actions?

Is the comic bus driver on the Eddie Bracken show a mirror of ourselves? Let's listen.

SOUND: Bus starts.

DRIVER: All right, folks, step lively. Step to the back of the bus please. Let's find out what the boys in the back-room are doing. *There's no housing shortage in the back of the bus . . . in fact, nobody's been back there in years.* So have your fares ready.

We will admit that for faster transportation, riders should step to the rear, but wisecracking will make our patrons appear silly, and our patrons are the most important people in the world. They ride our cars and coaches and pay our wages.

Here's another instance of the driver on the Eddie Bracken show coping with a situation which we have day after day. Could this be a picturization of one of us?

DRIVER: Have your fares ready . . . Have . . . Oh, oh, what am I getting now?

EDDIE: (laughs)

SOUND: Pans clanking, stuff rattling.

EDDIE: I'm having a little trouble getting all my things on the bus.

DRIVER: *What do you think this is, jughead, a moving van? Where are you taking all that junk?*

EDDIE: To the Cederquist Mansion. I'm going to establish residence.

DRIVER: Not on my bus you ain't.

EDDIE: (grunting) It's a little hard getting it through this door.

DRIVER: I'll have it enlarged for you.

EDDIE (finishing the loading) There! You can go now, Mr. Driver.

DRIVER: Thank you! Because of you I should get an Oak Leaf Cluster on my Motor Transit Ribbon. *Look, bud, I don't want any trouble with you today. My head's killing me. Just step to the back of the bus AND LEAVE ME ALONE!*

EDDIE: Who do you think you are, gas jockey. You can't talk to me like that!

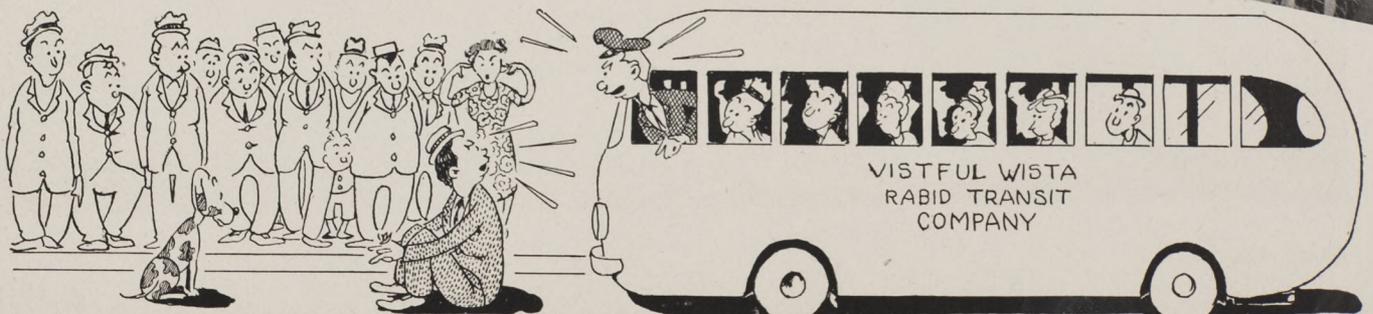
DRIVER: I'm beginning to wonder who I am. *Driving a bus is driving me nuts! Look . . . I'll tell you what. Here's the key. Here's the pretty cap, and here's the bus. It's all yours. I quit!*

Recently, a program which is considered the most popular of all radio programs, depicted a situation which actually happened in an eastern city. Fibber McGee and Molly, waiting for a bus, became annoyed when the driver wouldn't open the door because the bus was crowded. McGee sat down in front of the bus refusing to move. This, of course, wouldn't happen here, because our drivers would have diplomatically handled the situation or would have made room for them in the coach even if they had to hold them on their laps. Read the excerpts below of this very funny program and ask yourself as we do, can the driver of this bus be one of us?

(Continued on Page 22)

Fibber McGee and Molly based a recent radio sequence in *Wistful Vista* on an actual happening in an east coast city.

Two Bells thanks to Fibber McGee and Molley and Eddie Bracken for permission to use excerpts from their scripts.



# POWELL REPLACES CRAVEN

**G**EORGE H. Powell was appointed to the position of Superintendent of Automotive Equipment on February 1. He was formerly Assistant Superintendent under W. L. Craven, who resigned to accept a position with the Oakland (California) Key System Transit Lines as Manager of Operations.

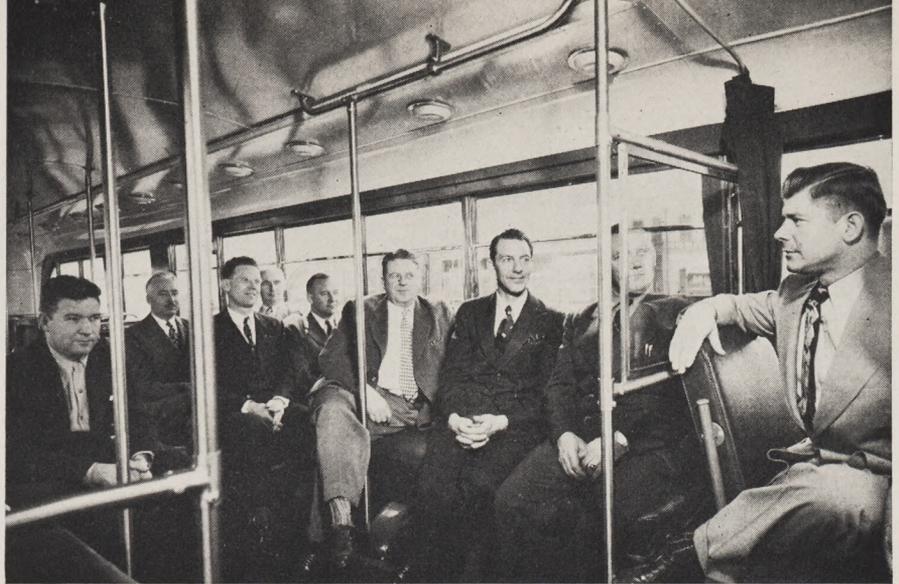
Powell began his career in transportation as mechanic for the Georgia Power and Light Company in 1936. Because of the reputation he rapidly acquired for his skill and ability, Powell attracted the attention of Craven, then associated with the GP&L in a supervisory capacity.

Together, they devised a new cooling system for Mack and Twin Coaches, which proved more suitable for their type of operation.

Later, in 1945, the Fitzgerald's acquired the Los Angeles operation and placed Craven in charge of automotive equipment. Powell soon joined

## PROMOTION TRANSFER

• W. L. Craven, former Superintendent of Automotive Equipment, recently resigned to accept the position of Manager of Operations for the Key System in Oakland, California.



**GEORGE POWELL HOLDS MEETING IN TROLLEY COACH**

• Division superintendents are getting first-hand information on the new Trackless Trolleys. Reading from left to right, Paul Wood, Division Three; E. A. McCurdy, Stores Department; Norman Lane, Department 20; Jim Buchan, Division Two Garage; Frank Brunner, Division Five; Earle Wetzler, Long Beach Mechanical; Fred Yenour, Assistant to Powell; and George Powell, Superintendent of Automotive Equipment.

the Los Angeles Transit Lines as Craven's assistant.

Together again, Craven and Powell designed and built several motor lifts for this property, which have proved a great aid in the reduction of overhaul time, thus keeping more vehicles in actual operation.

Still another of their contributions is a transmission turbine seal which was designed to replace the standard type seal that repeatedly leaked oil. Today, this seal operates into the hundred thousands of miles without having to be replaced.

Powell, who has worked at both Division Two and South Park Shops, is referred to by his men as being an all-round trouble-shooter of the highest calibre.

## Remember the Red Cross

Red Cross is now helping more veterans and their families through its Home Service Department than at any time in history. More than 10,000 staff workers and 19,000 volunteers now are engaged in this work in Chapters throughout the nation. By July, 1947, it is estimated that 57 per cent of our entire population will be veterans who, along with their immediate families, are entitled to Red Cross assistance during emergencies.

Give **GLADLY** to the 1947 Red Cross Fund Campaign.

## Above and Beyond the Call of Duty

**F**OURTEEN Los Angeles Transit Lines employes were commended and a dinner was given in their honor for their voluntary assistance in the recent explosion which occurred near Division Two. These men, immediately after the blast took place, rushed to the scene and assisted the police and firemen.

The following letter was read to the men at the dinner held at the House of Murphy:

February 26, 1947

Los Angeles Transit Lines  
1060 S. Broadway  
Los Angeles 15, California

Gentlemen:

Just a word of praise for the following employes of L. A. Transit Lines, who rendered so much assistance at the recent explosion on East Pico Street. Their willingness to cooperate at all times was very outstanding and it was due in part to their untiring efforts that so much was accomplished.

Kindly extend to them the thanks and appreciation of the Los Angeles Police Department.

W. D. Adkinson	G. G. Moore
A. Berg	W. E. Murray
W. J. Besser	A. C. Nagy
W. R. Briscoe	R. E. Schram
J. J. Comford	T. C. Shaputis
F. E. Harper	R. J. Tylke
F. E. Lampley	M. T. Norton

Yours very truly,  
(Signed) Joseph F. Reed,  
Assistant Chief of Police.

# TRANSIT QUIZ . . .

By JOHN CURTIS

**A** MAJOR rerouting and conversion program is now under way for the City of Los Angeles. The changes included in this program will affect some twelve lines, and will introduce the trackless trolleys to Los Angeles and the rule of the straight line to the city map. The program has been publicized constantly since the proposals were first presented to the regulatory bodies.

How much do you know about these changes? See how many questions you can answer correctly.

You will find the answers to this quiz on page 18.

- 1—Lines directly affected by the re-routings and conversions are D, F, H, O, R, S, U, 3, 2, 41, 49, 56. Six of these line designations will be eliminated. Can you pick out the six?
- 2—Describe the route of the new trolley coach line.
- 3—What is the other new line to be called?
- 4—Will this re-routing and conversion program have any effect on lines other than those to be rerouted or changed to trolley coach or motor bus?
- 5—Before the re-routing plan was approved by the City and State, it was analyzed in detail by independent transit engineers. One of these experts estimated the amount of time that the service improvements will save for transit riders daily. Was his estimate (a) 250 hours; (b) 500 hours; (c) 5,000 hours?
- 6—What will become of Line "O" that now operates on South Main and North Main Streets? Will it be (a) Combined with Line "F"; (b) Served by Motor Coach Line No. 4; (c) Operated as a trolley coach line?
- 7—We all have observed how vehicular turning movements tend to hold up traffic, particularly at busy intersections. About how many daily turning movements do you think the rerouting plan will eliminate?
- 8—What provision is being made for better service to the University of Southern California, Exposition Park and the Coliseum?
- 9—Line "H" now provides a P.M. peak headway of 5.5 minutes on Maple Avenue. Line No. "4" headway on Maple Avenue will be approximately 3.2 minutes. This improvement is secured by (a) Faster speed of coach operation; (b) Shorter length of route; (c) Combining present closely paralleling services of Lines "O" and "H" into one with much more frequent service.
- 10—Can you give another example of improvement of service by reducing the number of competing lines?
- 11—The "S" line service on Western Avenue is to be discontinued. After rerouting, will the western end of Line "S" be at (a) Third and Western; (b) Third and Gramercy; (c) Third and La Brea, and Larchmont and Melrose?
- 12—What important section will have a new through service to the downtown district?
- 13—Much emphasis has been placed on the benefits this rerouting plan will bring in improving street traffic conditions. We are working for such improvement principally because (a) The government authorities require it; (b) The streets must be kept clear for automobile traffic; (c) Whatever we can do to relieve the problem of traffic congestion will help us and our patrons by making possible a faster, more economical service and reducing delays.

## Quickie Quiz

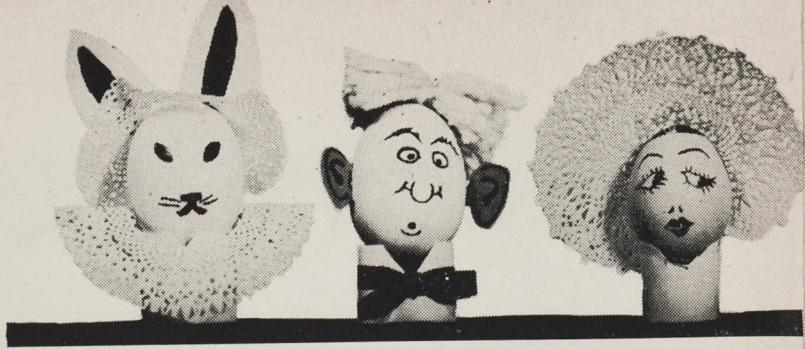


• Answer in 10 seconds. Where is the mirror in your division?

If it takes more than 10 seconds to answer, get acquainted with the mirror. Study it each time you pass by. Check your hat, your tie, your shoes. Look at yourself carefully.

Remember, you're the most looked at man in the city. You're the first attraction the patron's see when boarding a car or coach.

# EASTER PARTY

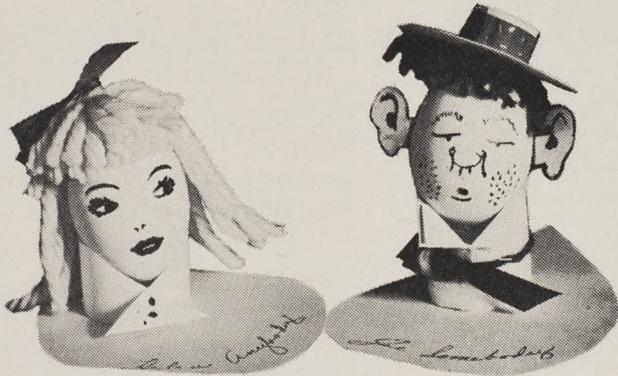


"Funny Bunny"

"Eggbert"

"Madame Egg Foo Yung"

## PERSONALITIES



**T**HERE'S fun, too, in preparing these personalities. You'll enjoy glorifying the hard boiled Easter egg just as much as your guests will enjoy receiving them.

Each personality is a project in itself, and there's no end to the various characters which can be created with a little ingenuity. You don't have to be an artist, for clever hair-dos, hats and collars will overshadow any amateur brush strokes.

### Jaunty Turbans and Fluffy Hair

Jaunty turbans can be made from scraps of material, cocky flat chapeaus from large buttons, fluffy hair-dos from cotton, and even rug yarn, doing it up in a hundred different styles. Take the glamor girl, for instance, with her pretty yellow bangs. This long bob hair-do can be created simply by taking several strands of yarn, tying them in the center, and cutting off some of the strands where you wish the bangs. Add a bit of ribbon on top for a bow.

### Dear Ladies

Whether it be a parade of hard boiled eggs dressed in fanciful finery or little wax ducklets wearing cocky hats, they will add glamor and fun to your Easter party.

*Helen*

Keep your Scotch tape handy for fastening the hair-dos, hats, collars, etc., onto the eggs. Use gummed gift wrapping tape for head bands like the one worn by the Indian.

### Earrings from Wire

Earrings can be made of picture wire. For color, wind ribbon or gummed gift wrapping tape around the wire.

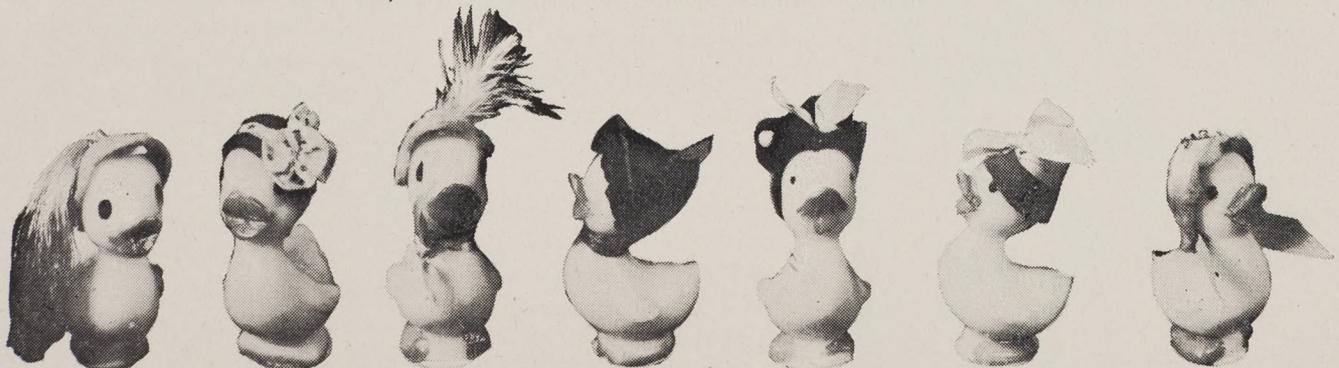
### Stiff Collars

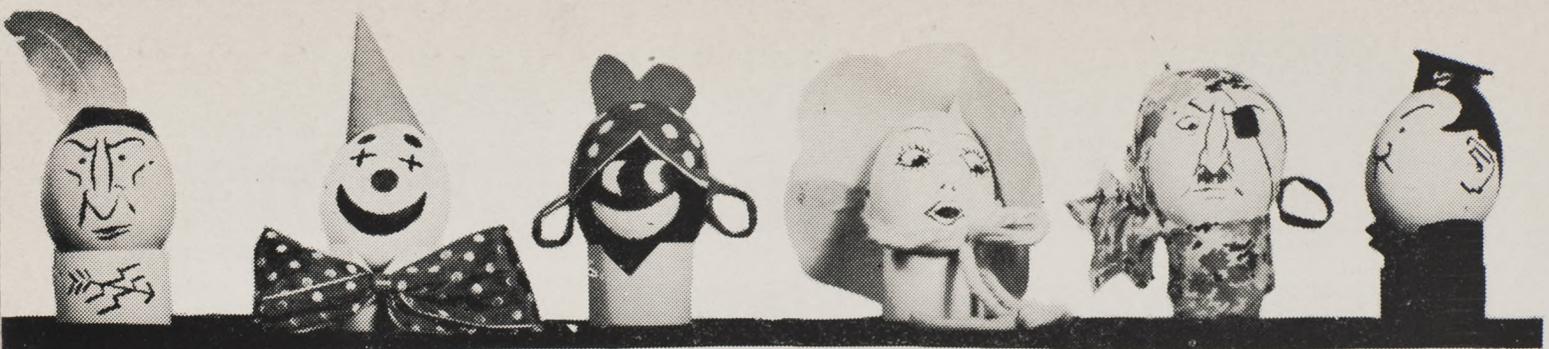
Collars are made of stiff white paper large enough for the egg to sit in easily. Cut a little "V" in the center or cut a straight line and fold back for lapels. You might add a bow tie for effect, or even use pin heads for buttons. And lace paper doily collars give any feminine egg personality a dressed-up appearance.

Ears, Indian feathers and hats can be cut from paper. You can take your children's modeling clay and add noses. A little rubber cement added to the spot where you wish the nose will help keep it secure.

These eggs will be the hit of the party, and your guests may want to keep them. So, it might be a

• **EASTER BONNET GIRLS.** These little ducklets model their latest "creations" and stand ready to serve as favors, place cards or gifts. Mrs. H. Drayer did the miniature millinery work on these Tavern Candle "Ducklet" candles.





"Chief Setting Hen"

"Jester 'Nuther Egg"

"Mammy"

"Slick Chick"

"Alegzander"

"Joe Woe"

good idea to blow the eggs before your start to glamorize them. Here's how to blow an egg. Make small openings on the top and bottom of the shell with a nail and blow hard on the top opening until the contents pass through the other hole. Scramble the uncooked eggs for the family's breakfast the next morning.

A novel idea for your Easter party dessert is to place an egg personality on top of a doughnut. The doughnut resembles a fur neck piece or muff.

Another idea for your party is to use the eggs in an Easter Egg Hunt. Let each guest draw a slip of paper on which the character of the egg is written, such as "The Clown," "The Pirate," etc. You might even give each character a name. Then the guests are to seek the personality they chose. Of course, if a guest finds a character which is not his, he must not say a word or he will be eliminated from the hunt. For the prize, you can give the winner all the personalities that were entered in the hunt.

### Darling Ducklets

The little ducklets are lots of fun to make, too. They are the Tavern candles and can be purchased in most gift shops and department stores. The most stylish Easter bonnets are those made with buttons cocked over the duck's head. Add felt strips or ribbon and pin them to the wax candle. The wax is as responsive to a pin as soft wood is to a thumbtack. Add little gadgets to the hats to make them look chic; for instance, little colored felt dots to adorn milady duck's wide brim creation. You might use a conductor's punch to make these dots. Or, if you wish a hat resembling a nosegay,

• **PLACE CARDS.** Bunny and duck candles in their newest Easter chapeaus are quite a novelty. The egg place cards, too, on the opposite page, will please your guests no end.



• **EASTER DESSERT.** Eggs nestled in a doughnut will not only serve as a dessert, but will be a pleasant surprise to your guests.

use the felt dots to represent the posies. Tiny beads can be added to the hats, too. Once you start making these bonnets, you'll be surprised at your millinery artistry.

### Pleasing Place Cards

Both the eggs and the ducks make very clever place cards for your Easter party. All you have to do is to set them on cards cut in various shapes on which the names of the guests are written.

You who are clever with a brush can draw or add characteristics on the eggs resembling your guests, such as red hair, big ears, dimples, etc., Then your guests may find their own places at the table.

You may have your own party ideas for these little characters. But whatever you do with them you can assure yourself that they will be the hit of the party. Once your guests are introduced to the Easter party personalities, they will make them friends for life.



# SOCIAL LINES



## FROM PAST TO PRESENT

• For something different in the way of programs, the Womens Club on February 20, had a combined patriotic play and spring fashion show. Those who participated are shown from left to right: Mesdames C. F. Thun, B. E. Timbs, J. T. Watts, Harvey A. Dennis, J. F. McCormick, S. T. Brown, George Melcher, Helen Killeen, John Corsen, F. Carlin, and E. V. Athenous.



## HIGH SCHOOL STUDENTS CITED BY LEGION POST

• Receiving recognition for their superior scholastic abilities, a group of students of the Berendo Junior High School were presented awards recently by the Los Angeles Transit Lines American Legion Post and its Auxiliary. Front row, left to right: Mark Rudnick, Don Powers, Richard Andes, Jerome Spencer, William Moore, George Goehler, representing the Los Angeles Transit Lines, Bart Billings, Mrs. Foster, school principal, Barbara Mitchell, Diane Harouff, Victoria Ramirez, Melba Meloy, and Barbara Long. Standing: Leo Leasman, Janice Billings, Edwin Olmstead, Vice-Principal, Betty Louise Leasman, Al Brehm, Mary LaBarre and Harry LaBarre.

## Retired Employes Association

By P. C. McNAUGHTON, Sec.

OUR regular monthly meeting was held on February 13. Harry A. James, lecturer and humorist, who was to be the master of ceremonies, was involved in an automobile accident. He has promised, however, to be with us later.

The program proved very enjoyable. Those who participated were Miss Vaughn, a musical reader; Miss Ellison, a radio singer who offered

a number of songs; and Miss Bertha Saunders who, dressed in Gypsy costume, read palms and told fortunes, creating a lot of fun.

Mary F. Nordhal provided the St. Patrick's Day theme for the last meeting on March 13, with the rendition of several familiar Irish ballads. Nelma Nelson also greeted our guests with well known vocal selections, as did Professor Bernard Lardino, popular teacher of voice.

## Women's Club

By MRS. M. S. THOMAS

NEWS of the month is our tenth birthday on March 20. A special luncheon is being prepared by Mrs. C. H. Lewis. Make your reservation now with Mrs. C. H. Lewis, AL-3089, Mrs. J. F. Carlin, AX-24679, or your scribe, MA-2995. The celebration will feature Jay Johnson, well known impersonator. Don't miss this special program, ladies.

Mrs. V. W. Gore is planning a card party in the club rooms for Saturday night, April 19. Everyone is welcome.

Mrs. C. M. McKinney has been seriously ill. We all miss her, and hope she is feeling better.

In closing the column, we extend an invitation to all wives and dependent mothers of the employes to join our club. We meet the first and third Thursday of each month in the clubrooms at Division Three.

## American Legion Auxiliary

By BEDUR JONES

THE Auxiliary celebrated its 10th birthday on January 21, with a celebration at which District President Peggy Weitz and District Vice-President Jo Lethan were honored guests.

The Valentine spirit prompted a box social on February 15. The event was held at 3727 West 111th Place, Inglewood, California.

Auxiliary Juniors presented the Woman's Cottage at Sawtelle with one hundred favours in honor of St. Valentine's Day.

## Veterans' Club

By GLENN K. TOLLE

THE joint installation of the 1947 officers of the club and its Auxiliary, held in Patriotic Hall Saturday evening, February 22, was a very colorful affair.

The crack drill team of Inglewood Post Number 13, Canadian Legion, B.E.S.L., captained by Larry Doble, provided interesting entertainment during the ceremonies.

# TRANSIT LINES

## Transportation Transcripts

By PHYLLIS BREITSPRECHER

*(Editor's Note: Introducing a new scribe and a new column. Twenty-year-old Phyllis Breitsprecher tackles her first writing assignment in "Transportation Transcripts," featuring notes on happenings in the Transportation Department. A Schedule and Statistical typist, Phyllis, whose last name is pronounced "Bright-Sprek-er," is a newcomer to Southern California, having been with us for just six months from out Wisconsin way. Our welcome to Phyllis to the TWO BELLS staff is also a "Happy Birthday" wish for her birthday on March 16.*

**HURRAY!** At last the pencil-pushers and brain-rackers of the Division Four offices have come into the limelight! Day after day, figures are studied from all angles (what am I saying?), and complicated problems are worked out, but now it shall be known. Dan Cupid, Yehudi, and maybe even Kilroy will go to work for this column. (Yes, he's been here, too!)

Well, to start things off, we'd like to announce that two new faces were added during the month of February. Welcome to the Transportation Department, Theresa Lowery and Charles A. Fineron. Theresa, a native daughter by the way, puts her time in as a schedule typist, and the Safety Department has claimed Charles. By the way, Charles is looking for an apartment, house, or what have you. In this same boat (wish I *had* a boat) is yours truly. So please, somebody, if you know of such an "animal," do let us know.

June Farmer was with us for a short time receiving training on that wonder machine, the Vari-Typer. She'll return to South Park to transplant her new found knowledge. . . . Recent visits were paid us by "Freddie" White, now retired, and R. H. Grettenberg, a former scribe for TWO



### READY FOR THE EASTER BUNNY

• Easter egg hunts are definitely in store for these happy youngsters. Upper right: Joy Diane Thomas, age 2 years, 9 months. Upper left: Joan Helen Herz, age 4, daughter of L. Herz, Department 20. Neil Robert Shannon, son of Business Agent Bob Shannon, likes to sleep late, while Shannon Rose Bull, daughter of Vineyard's Clinton Bull, likes to lounge. Lower left: Marilyn Ruth Clouse, 3½, shows off her "teddy-bear" dress as Bobby Knollmiller smiles at the world. Bobbie's father is "Whitey" Knollmiller, of South Park.

BELLS from Division Four.

Ida May Burkett took an afternoon off to come back to see us and show off her new baby, Ray Willing, Jr. Ida worked for Dave Coburn in Statistics before the blessed event.

A familiar face back among friends is that of Bee Latham, who recently returned after an automobile accident. Good to have her back.

Coming into the home stretch of the bowling league, we find our team, the "Shamrocks," just two games out of first place. Perhaps if some of the feminine members of the department would attend the

weekly pintopping sessions at the bowling alleys on Thursday nights and give the team their moral support, the boys might surprise everybody, including themselves, by blasting their way into first place.

Joe A. Hurzeler enlisted in the Navy last month and is now undergoing boot training at the U. S. Naval Training Station at San Diego. Joe's father, Joseph Hurzeler, Sr., is a coach operator and his mother, Lillian Hurzeler, is a PAX and Information operator here at Division Four. The entire gang wish Joe lots of luck and success in

*(Turn Page)*



#### JUST LOOK AT THE SMILES

• Yes, everybody's happy these days, and leading the parade are these new additions to the transit family. Upper left: Gary G. Powell, age 4 months. Upper right: Lynne Suzanne Thomas, age six months. Lower left: Carl Ebert, Jr., age 3½ months. Lower right: Diane Dale Haw, age 4 months.

### Baby Talk

AND there seems to be quite a bit of it. At Division Five six of the boys get together and compare the weights of their newborns. The causes of the conversations are Jerry Richard to the William D. Hornbacks, Thomas LeRoy to Mr. and Mrs. W. H. Sellen, Patricia Ann to E. G. Wallrich and his wife, Guyla Ann to the Joseph J. Warriner's, Edmond K. to the C. E. Reeds and James Hugh to Mr. and Mrs. Hugh O. Van Patten.

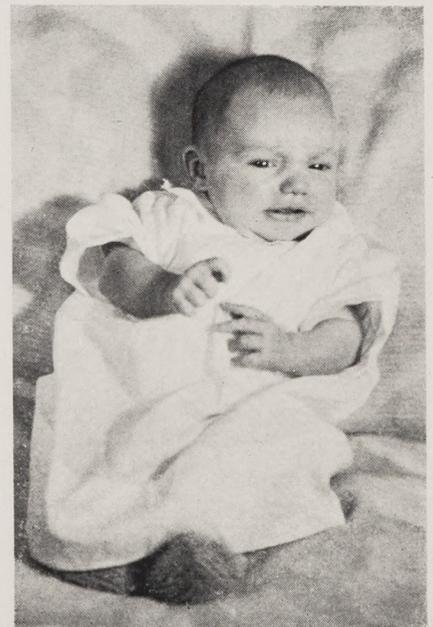
Baby babbling at the Division Two garage is done by Harry Price. He tells about Sharon Marie, who was born February 3, the third wedding anniversary of the Harry Prices. Their eighteen months old son also welcomed the new sister.

Department 20 at South Park hears baby talk from Tom Watts, who tells of what a fine boy Marvin Randall is. Saul Soto converses quite freely about his baby girl, Suzanne. Tommy Rocha was made a papa on St. Valentine's Day, and is very proud of his little girl, who was named Rebecca Valentine.

Congratulations, proud parents.

#### YOU SEE, IT'S LIKE THIS

• Looks like Danny Mack Clouse is set to become a great orator, with gestures and all. Mack Clouse of Division Five passed the cigars.



his new life working for Uncle Sam.

All the friends of Eva Murray, Ticket Office, wish to extend their sincere sympathy to her and the family of her sister, Jean M. Getz, who passed away February 17. Cosette Funkhouser from the Main Building took Eva's place during her absence.

In the line of sports, here's a lulu! R. M. "Nip" Whitman, our champ skier and holder of several trophies, made a trip to Big Bear recently after he had slaved on his and his wife's skis into the wee hours of the morning. The party took off early Saturday, a be-ootiful day, only to find on their arrival that weather conditions were foggy and the snow hard and

crusty. Better luck next time, Nip. Looks like even California's weather is deceiving at times.

All is not gold that glistens. One Saturday Charlie Freestone was out for a drive with his brand new car when something went wrong with the front end. He managed to keep the pieces together long enough to get home, but he aged ten years in the process. Your 1923 never did you wrong like that, did it Charlie?

To keep this column newsy and interesting, how about a little help from all you lads and lassies? Please report to yours truly any items of publishable interest. We want our column to keep up with "the next door neighbor", don't we, so what about it?

## Comments From Central

By WALLY SPAULDING

**LEADING** off this month with a note from the story-of-the-month-department:

Gene Landrum was due to pull in the other night at about 1:00 A.M. On reaching the end of the line, he ran up to the dispatcher's phone, lifted the receiver and said, "I have an accident of a most unusual nature to report." The dispatcher got his pencil and got set to copy the "dope" when Gene said: "This is line 'B' train, and I just ran over myself."

The dispatcher promptly asked how badly he was hurt and if he needed an ambulance. "No." Gene replied, "I feel all right, just a little out of breath. I tried to get my conductor to call you to tell you we were pulling in, but he was busy so I ran over myself."

(Ed's note: Tsk, Tsk, the stuff we have to print.)

Dan Sheffield is a strong believer in the Zodiac, and he seems to be under the impression that August is the best time of the year to do almost anything. Here's the record:

He was born August 14. Married August 11. Joined the Navy August 25. Went overseas August 21. Returned to the states, (two years later) August 8. Joined the Los Angeles Transit Lines August 29. His wife was born August 6. His sister-in-law was born August 15. His brother-in-law was born August 23. His nephew was born August 23. His brother was married August 29. Well, there might be something to it.

Division One has the honor of having in its employ Louis Patten, a man of international fame as a poet. In 1944, he was the official representative of the United States on a United Nations broadcast originating in New York.

This was a world-wide network program, each nation having its own representative. The article read by him on this occasion was entitled, "Invasion". He wrote during the war



### LOVE STORY TOLD ON NETWORK

• Jimmy Wallington, (left) emcee of Columbia Broadcasting System's radio show "Hope Chest", congratulates Harry C. Neilds, of Division Four, and his bride, the former Edith Jones. Neilds is a veteran of three years army service. The bride formerly resided in Alaska, moving to Santa Monica only recently. They were married in the Little Country Church of Hollywood on February 9. The happy couple were Wallington's guests on the February 2 show, which is heard on KNX every Sunday at 3:30 P.M.

for the Army and Navy and for the Office of War Information. He also broadcast many times over the British Network, B.B.C.

At present, he is an applicant for a fellowship in the John Simon Memorial Foundation in New York, which carries a \$2500 cash award and is comparable to the Pulitzer Prize award.

The Paris (France) Herald printed his original poem, "France Is Free", for which the Chamber of Deputies gave him a vote of thanks. During the war many of his articles and poems were printed both here and abroad. He authored the poem below in honor of the unknown soldier.

### The Unknown Soldier

By LOUIS PATTEN

*The 'Unknown Soldier' is somebody's  
father, son, or brother,*

*Known only to the Omniscient God  
above, and to none other.*

*From all the sorrows a hope is left her,  
one; Every bereaved mother  
Claims him for her son.*

*Her only consolation is that perchance  
he that in Washington reposes,  
Is her darling, on whose monumental  
tomb, Presidents adorn white roses;  
And commemorate his guarded hallowed  
ground,*

*With eulogies and speeches, echoing  
round.*

*The whole nation grieves and honors the  
surcease*

*Of the 'Unknown Soldier', may he rest  
in peace.*

*A king or a pope could not in greater  
splendor rest,*

*Than the unknown soldier, beneath his  
marble breast.*

*Mourned, loved, and honored, by all  
the world,*

*For him music plays, and flags wave  
unfurled.*

The remodeling program at Division One is still very much in progress but has gone steadily forward and is nearing completion. The offices are now occupied, and it must be a big relief for "Billy" Vejar and his secretary now that they don't have to come in from the back yard to answer the telephone.

The light in the clerks office is so much better than the old office that one hardly realizes when night comes. The "back yard" is in a condition of havoc while it is being cleaned up for the Trackless Trolleys, which will operate from this division.

Lee Adkins, popular Division One-ite, has his name on the sick list, and the entire gang wish him a speedy return to good health.

# OUR OWN STARLET



## OUR STARLET IN ACTION

• Janie Isbell (right), our own starlet, is pictured with Jean Porter in a scene from the recent Columbia picture, "Betty Co-Ed", in which she co-stars. Ten years ago, TWO BELLS featured a picture of Janie shortly before she received her first movie role in "Sgt. York". Her father is Clark Isbell, Cashier at Division Five.

NOW, we don't like to say, "we told you so," but ten short years ago, TWO BELLS printed a picture of a cute little girl who had won recognition for her dancing and acting abilities at the tender age of ten years, and we predicted a bright future for our "little star."

Today, Janie Isbell, daughter of Clark Isbell of Division Five, can be seen co-starred in the Columbia Pictures production, "Betty Co-Ed."

She plays the mean sorority sister, complete with "specs," which prompted an unknown fan, who had seen the picture previewed, to pen the following lines to Janie:

"Holy mackerel, specs and sex. What'll Hollywood think of next?"

Janie, who has grown into a beautiful young woman, started early in the acting profession. With a background of juvenile dancing roles and a writing assignment for Screen Book, she had her first picture role at the age of twelve in Howard Hawks' "Sgt. York."

Up the Hollywood ladder to larger and more important roles, Janie has appeared in many short subjects and featurettes, including William Saroyan's "Corner Store" at Metro-Goldwyn-Mayer.

"The Youngest Profession," an MGM production which portrayed the cunning and skill of an autograph hunter, gave Janie another entry for her scrapbook.

Appearances before the camera have not occupied all of her time, however. Janie recently completed a tour of veterans' hospitals with Harry Revel's music revue, "At Ease", which was produced and directed for returned disabled war veterans.

Other pictures in which she has appeared include "Man From Music Mountain", "Nobody's Darling", "Woman Doctor", and John Nesbitt's "Passing Parade".

Once again TWO BELLS can say that Janie Isbell definitely has a bright future in store for her, only this time we're not alone. This is confirmed by such Hollywood experts as Sam Katzman, Columbia producer; William Saroyan, nationally known writer; Garson Kanin, director; and Jimmy Starr, Hollywood columnist who repeatedly gives Janie, our starlet, publicized words of praise.

A pink elephant, a green rat and yellow snake walked into a cocktail bar.

"You're a little early boys," said the bartender. "He ain't here yet."

## Garage Oil

By C. H. HARDY

WE take this opportunity to thank you boys at Division Two Garage for your generous contributions to the March of Dimes. We ran up a total of \$41.44 in this department. That's something to shout about.

Fred Price devotes much of his spare time as Scoutmaster of Troop 39 in the Huntington Park area. The character building program of the Scout movement is well-known, and there is an urgent need for more leaders like Fred.

William Penn has practically decided to make full use of his pass from now on. He had to be rescued by a fellow worker recently when he found himself without gas or funds on his way to work. To make matters worse he has been asked not to scare the natives into a panic on rainy days. It is a strange apparition indeed when his car looms up through the rain, shrouded in several cast-off raincoats.

The boys are calling Harry Hoegeman Day Coach because he is having all of his uppers and lowers pulled. There will be the usual soup diet without steak until the "crockerries" are installed.

Tom "Corn" Juris, our rural old-timer who left us some time ago for the quiet life of blasting tree stumps, visited us one afternoon recently. He is looking fine although limping slightly. We have warned him to stand farther back from his work in the future.

A sure sign that Los Angeles is really growing: It has been several months since any 'possums have been caught in the Garage yard, as Sam Adkins, retired, will tell you.

As most of you know, our Safety Committee makes a regular tour of our Mechanical Departments. Your scribe and the other committeemen are, of course, rather proud of their duties and achievements in helping us continue to build an enviable safety record.

## Short Circuits

By WALTER WHITESIDE

**H**ERE we are in the middle of March, giving the old college try on another column. Everyone in the Electrical Department is busy as usual. (Nice opening "commercial", Walter. Ed.)

Carl Welch and his gang, along with Richard Griffin and his gang, can be spotted along the practice loop for trolley coaches, throwing up the overhead.

"Mose" and the heavy gang were doing some work on 54th Street the other day, when a gang of streetcar and coach men came by on a tour of the shops. When they spotted the fellows installing the overhead, they evidenced their interest by asking questions as to their operation, etc.

While we're on the subject of Trolley Coaches, the Central Avenue installation will begin shortly. The major hold-up to date has been material shortage and we have been assured this will be taken care of very soon.

Progress is being made in the painting of substations. Mel Graham is doing a yeoman job of keeping an eye on the painters so they won't touch the "hot stuff", with Morris Lander taking care of the painting of the automatic substations.

To date we have received two new tower trucks and a new material truck in the Line Department, and two new panel trucks for Electrical Construction and substation use.

A new unit with earth boring equipment is expected any day, together with a truck for the pole gang. These trucks are a welcomed addition to the department.

The Eager Beaver bowling team, able representatives of the department, are still "plugging" along. Homer Lawrence, number two man is now known as "no spare Homer". . . . Dave Dent is present top man, and try as we may, we can't seem to beat him. . . . Harry McTaggart is known as the "Ladder Man", or "Elevator Man". He has his ups and downs.

# MULTILITHS ROLL



"HOW'S IT LOOK, BOSS?"

• Fay Ellard prepares another batch of paper to be fed into the automatic Multi-Lith Duplicator, as Adeline Zaryng shows sample of work to L. T. "Curly" Walker, who heads the company's newly established "print shop". The new department, which prepares schedules and regular office forms, is located at Division Four.

**O**VER fifty thousand impressions a day is the production capacity of the newly established Form Duplication Department, headed by L. T. "Curly" Walker.

This new department was designed primarily to provide frequent-interval preparation of schedule forms for streetcar and coach operators. This eliminates the old method of re-use of these forms which necessitated additions and corrections to the schedule being penciled in.

Now, when operating schedules are changed, the Schedule Department sends the revised copy to Walker, who, with his three assistants, run them off on new-type duplicating machines in time to give them to the operator at the start of his next day's run.

Mae Ryan prepares the new form, typing in the figures and information with the use of the amazing new machine—the Vari-Typer. This "glamorized" typewriter gives the operator the choice of eighteen different type faces—enables her to automatically space out each line to uniform length.

After Miss Ryan has completed typing the revised schedule form, it is then photographed and the negative used to sensitize a metal plate. This plate is placed in a po-

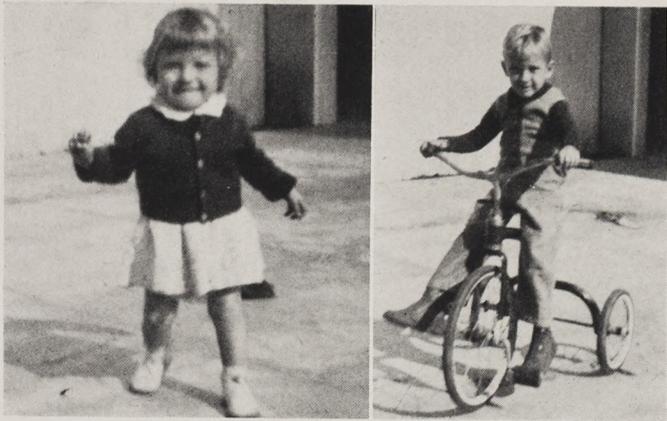
sition on the Multi-Lith Duplicators by Operators Fay Ellard and Adeline Zaryng. This type of machine uses the off-set duplicating process, imprinting the material on the metal plate onto the paper.

There are two Multi-Lith duplicators in the department at the present time. One produces three thousand hand fed copies per hour, while the other, just recently added, is capable of six thousand impressions hourly and is entirely automatic.

### SCHEDULES COMING UP!

• Mae Ryan prepares schedule form on the new Vari-Typer typewriter in company's new Form Duplicating Department.





#### TRANSIT TOTS GOING PLACES

• Terri Anne, age 18 months, and her brother, Tommy, Jr., 4 years, look as if they were headed off for the "hinterlands", on their own vacation. They're the children of Tommy and Alene Haw of Division Five Automotive.

### Blow-Bys

By TOM SMALLEY

**ORE PORTER** had himself quite a time the other weekend when he started to Lake Arrowhead and his newly purchased lot. On the way his car froze up, he received a traffic citation in Ontario and then back in Los Angeles, he had a collision with another car. Then on top of all that, his wife lost a diamond ear ring. You'd better sell your lot and car and stay at home, Ore!

We wonder if there is any truth to the story that Frank Bertini calls up his wife, Agnes, during rest periods to find out if his new car is still OK.

"Chuck" Bauman is bragging about the real bargain he got on some tires and tubes for his car. . . . Nat Duron is taking a week of his vacation now so he and his wife can visit her sister in Mexicali for the first time in ten years.

Leland Lee reports that Ken Bage is now relief toolroom man. . . . John Halloman has his hands full on the steam rack these days, what with all of the equipment coming in for the modernization treatment, and it all has to be steam cleaned first.

First arrivals every morning at Department 20. are Louis Herz, Bob Marshall, B B Phipps, Ed Kennett, and Ed Thomas. . . . Homer Porcher has taken one week of his vacation

already. He says the time was spent just resting at home.

We see Harold Hayes has hired Bob Frampton as a checkers instructor. Harold says that he is going to beat Bertini, hence the instructor. . . . Pete "Lucky" Rodriguez has quite a few rooters among the quoit fans, Joe Lara being one of the most vociferous.

According to "Barney" Larrick, John Sturm and Walter Alport are a couple of tall tale tellers. . . . Jerry Cameron can be seen every noon practicing up on his quoit game. He's showing results, too.

A hearty welcome to Jimmy Lusby and Saul Soto, who recently joined the Department 20 gang.

Our bowling group is going great guns, with Chuck Bauman leading the pack with a terrific 257. . . . Camillo Caringello says he is getting ready for a fishing trip that will end all of Norm Lane's claims of piscatorial ability.

Jake Dainton tells me that Louis Lello and I. Ruiz have been working at the main office the past few weeks painting the office furniture and are becoming quite expert at the "art".

All of which brings us up to—

—The End.

It isn't the ice that makes people slip—it's what they mix with it.

### Virgil Venom

By BILL ULRICH

**LOS ANGELES** smog has caused quite a little confusion around here lately, but that is nothing to the uproar caused by our last shake-up at Virgil.

Here's what happened: Our number one man in seniority, Dan Getchell, bid a run on Vermont after leaving his Silverlake "Pension Run". That move knocked Ray Brown back to Sunset, Earl Wheeler took Brownie's vacated spot, Harry "Pop" Raid and Willie Stearns took over the straight day runs on Silverlake. Jerry Rondel was forced once more to bid Sunset.

New faces at Virgil are owned by Ray Drucker and Aubrey Roberts, a couple of ex-Vineyard pedal-pushers.

Bonnie Krouse was one of the sun absorbing vacationers in Sun Valley. In her absence, Ray Matzenbacker took over her duties.

Sight-of-the-month department: Ernie Gorton, Schedule Department, learning to use the new Vari-Typer. He fondles it like a new born baby.

Fred "Jake" Jacobsen is laid up with a cold, but expects to be back to work very soon.

Frank Wilson, the "Hyperion Hermit", tells of the time that he worked an observation trip on the Vermont Line. After twisting and turning all the way up to the observatory, an excited woman passenger came up to him and asked, "Are we coming soon to Earl Carroll's?"

"Cappy" Hendricks had a crimson face awhile back. He arrived at the John Marshall High School to assist in getting the trippers away. School broke early and Cap didn't get the news 'til it was too late. Oh, well.

Jack Yarnell, not to be outdone by "Sis" Dunbar in the hunting field, recently shot and killed a giant chicken-hawk that had been raiding his dad's chickens.

Rollo Reid, Harry's brother, is visiting from Kansas City, Missouri. Twenty-three years ago there was a reunion sponsored by Rollo. This year Harry is responsible for it.

Glenn and Isabelle Brumbaugh took their new born son on a motor visit to San Francisco, and from all reports, little Harold Glenn really enjoyed his first automobile ride.

Supervisor Bill Terry, who was once mistaken for General Eisenhower, was set upon by some practical jokers recently. It seems that George Earhardt has a seedling orange tree in his backyard and it was thought that it would be fun to see Bill make some sour facial expressions. He peeled the orange and ate it without a change of expression, which really backfired the gag. Bill's only remark was, "If you have a sore throat, just eat one of those oranges and it will fix you up right now. How? Well, it removes the throat!"

Tom Lowry and B. Blunn are among those entered in the ABC Bowling Tournament, in both the doubles and singles events, with the Virgil Coasters upholding their goal in the bowling league by leading the Little Scouts.

#### VIRGIL GREASEMONKEYS

Otto Draviner and Shorty Bradbury look pretty slick in their new coveralls. . . . It's rumored that "Pappy" Cull and Floyd Hughes are the only hunters in the shop. Now let's hear from the rest of you dead-eyes!

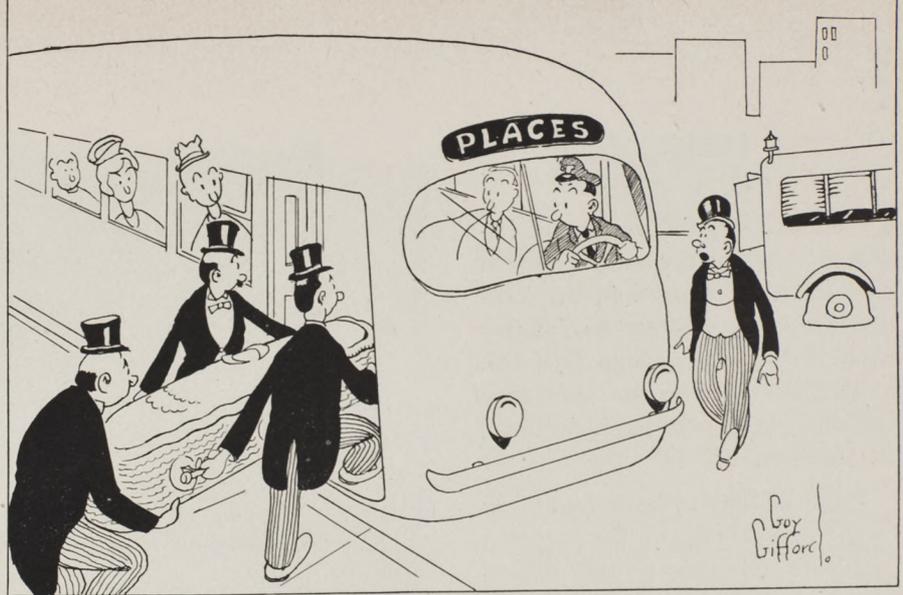
Ken Stewart, of the stockroom, is driving around town and country in a pretty snazzy station wagon, this time without a farebox.

Stan Grover is on vacation and is working on his property, getting it in "A-1" shape to use "in the good old summertime."

Everyone at this division sincerely regrets the passing of Andy Guirado, and wish to express their sympathy to the family.

W. Y. "Willie" Stearns dashed off this poem especially for Ye Scribe.

I wander here, I wander there,  
I bite my nails, and tear my hair,  
It's news that I am out to get,  
I've got a deadline that has to be met.  
But it's not for me to pick and choose,  
I've simply got to get some news.  
I've got a nose for news, I'm told,  
But that doesn't help—I've got a cold.  
But here I go again, on my slap-happy way,  
Praying, digging, scratching for news—  
—All day!



"DON'T LOOK SO WORRIED. WE'RE GONNA PAY HIS FARE!"

### Streamliners

By FRED FISHER

**T**INY WESCOMBE is now sporting the latest in work clothes—real-snow-white coveralls. Tiny and his crew resemble a group of circus tents coming down the street, but they're our boys, and we're proud of 'em!

Thomas J. Moon was spotted early in the morning, 2:00 A.M. that is, counting tokens over and over with much gusto. He must have made a mistake, or was it that *new* second-hand Ford on his mind?

Ted B. Erckert, one of the old-timers, still gives his hard-earned experience to the new students and Ted can really do a fine job.

Robert L. Bradley was commended, via radio, by the "Canada Dry Water Program", with Meredith Willson as emcee. Bob's commendation was for assisting a blind man from his car to the curb, and his proficient way of dispensing his other duties. Keep up the good work, Bob!!

"N" line Brody has taken the place of Ray Baudisch on the "Sharks" Bowling team. Ray has a date with his job in the train room at night. Brody will keep the "Sharks" in there, as Ray did.

P. E. Clark went back to the old "V" line owl. Must be the fresh night air, or is it the spot time?

Thomas Polidori and Frank Reyes, two good rail chums, "sweat it out" during the shake up. Both finally settled for tripper run. . . . Better

luck next time, boys!

Some of our boys are now proud papas, as Mr. Stork has been working over-time these days. Thad C. Rolfe recently added another baby girl to his young 'uns. That makes four! Tommy Polidori passed cigars for a baby boy, born February 1. Clyde Buckmaster followed suit with smokes for a wee male, born January 24.

The Division Four "Sharks" bowling team gave the Division Three "Jokers" a beating by winning four games. That's hitting a new record in the series of our division. Good eh?

Dan Cupid rides again! This time the lad with the arrows scored a bull's eye. The lucky man is Harry Nields, and the happy bride is the former Edith Jones. They were married at the Little Country Church of Hollywood on February 9. Prior to the wedding, the happy couple were guests of the "Hope Chest" radio program on February 2, where the future bride and groom received many lovely gifts to add to their hope chest.

On the sport page, the Line Draggers bowling team celebrated their twenty-four consecutive wins with a party at the home of Captain George Campbell in El Monte. Since the party, however, they have made only three wins out of twelve. No more parties, boys, if you can't beat that.

Speaking of bowling, Ray Grimm and Johnny Waroff are running neck and neck with averages of 151 and 150 respectively. Is it a race boys?

## The Hillbilly Boys

By L. B. MEEK

IN a "dual-purpose" evening of festivities, three hundred employes and their families gathered in the Division Three Club Room on January 31, to honor retiring Superintendent J. A. Bodley and at the same time welcome their new superintendent, Ted Latham.

"Jim" Bodley, as he is familiarly known by everyone on the property, culminates thirty-eight years of service which began in 1909, when he started as conductor at the old Division Two.

Following his appointment in 1910 as extra dispatcher, Jim advanced up through the ranks as dispatcher, chief dispatcher, until 1937, when he was transferred to Division One as superintendent.

He served in that position until his transfer to Division Three in 1939, where he remained until his retirement. During this time he married Ella Christianson, who was in the company's employ until her marriage to Bodley in 1942.

Division Three's new superintendent, Ted Latham, was formerly assistant superintendent at Division Four under J. A. Madigan. He started with the company as trainman in 1929, at the old Division Two, which is now South Park Shops. Later, he was transferred to Division Four, where he advanced to the position he held prior to taking over the reins at Division Three.

Latham's wife, Bee, a former scribe for TWO BELLS, is also employed by the company at Division Four as secretary to Art Warren, Chief Supervisor. The Latham's now reside in Inglewood with their one son, Bobbie, age 7.

Well, John Corson decided that he had been on top long enough, so he retired to let John Ott take over for a while. Corson leaves us after forty-five years of faithful service.

One day not long ago, a nice new car stopped in front of the division



### HAPPY OCCASION WITH SMILES

• Men and women of Division Three recently honored their retiring superintendent, Jim Bodley, and their new superintendent, Ted Latham, in a party in the division club room. Shown above are (left to right) Ted Latham, Mrs. Jim Bodley, and Jim Bodley.

and out stepped Dick Weaver. Yes sir, it was a brand new sedan. . . . Speaking of something new, Bob Monahan is a welcome addition to the Instruction Department.

Byron Derry, Automotive and Rail Chief Clerk, is starting a Garden Club, patterned after the Victory Garden idea in club form. So far he has twelve compatriots. . . . Eleanor McRoberts, secretary to Byron, will soon be out of "circulation", as of September, when she will become the bride of Ted Veyoung, young electrical engineer.

What's this we hear about Superintendent Paul Woods trying to combat the rising scales with a rugged diet?

After looking into the crystal ball, we come up with the prediction that some of the boys are going to go back to Soto Street number 50, since this reconversion job we have coming up will take Alvarado Street number 41 back to Division Two.

Another prediction after the second look in the "crystal ball": After looking over the Trackless Trolley situation, we think they will become very popular with men.

A very familiar figure has moved back into place at Division Three. With Mac Meloy back in the switch shack with Jeff Holland, Jim Bohler, Eddie Deane and George Dixon, the place looks natural.

## South Park Diary

By BILLY PINDER

THERE are a lot of newcomers who are not yet acquainted, so we'll put the show on the road today with a few introductions, starting with "Si".

J. T. Watts, Superintendent of Railway Equipment, is the man with a thousand and one problems, but always with a cheerful smile as he says, "We've got to keep them rolling, boys."

Harold Conacher, Assistant to "Si", says, "Los Angeles is OK, just a little extra heavy fog now and then."

Joe Steenrod, Chief Clerk, introduces himself by saying, "If any of you boys need anything notarized, be sure and see me."

Jack Wilson, Chief Timekeeper, starts out with, "Are you using (censored) gas? I use it all the time in my car."

Shelby Brown, Time Clerk, passes this one: "I guess it's my job. I see payroll figures instead of sheep when I try to go to sleep at night."

Herb Turner, clerk and first aid man, offers: "Don't worry son, it's only a scratch. I'll have you out in no time."

Julia "Quick and Accurate" McClure, secretary to "Si" Watts, goes "Chamber of Commerce" on us and says, "I like Los Angeles just fine, but we can't forget Inglewood."

When introduced, Emmy Bechtold, receptionist and stenographer, says,

"Me? I'm the voice on the loud speaker."

Jean "Sun Girl" Woolley, stenographer, answered our question with, "Just say that I'm a great booster for the southland beaches, sun or no sun."

Now for the latest news reports:

Jesse Arballo ordered some friction tape and when he received it, the package was marked "Poison". Jesse shouted and wailed about not sending him the right order, but it turned out that he hadn't even looked inside. Yep, it was the tape.

Seems that Ernie Frampton got caught in one of our annual rain storms the other day and really got wet. In front of the Chamber of Commerce building, too.

There are rumors to the effect that Carl Thor looks like Errol Flynn or Andy Devine. All right guys, which is it?

Sherman Krewall industriously combs his nine hairs every day, so the part and "widows peak" will show to an advantage. Sherman is a ripe candidate for the "I Don't Care" club.

Our last shop program was highlighted by none other than Charlie Breene, who gave a grand exhibition of whistling. Nice going, Charlie. Incidentally, the wooden horse used in the show was made by Al Malm, of Special Roll fame.

Shades of ol' Erin as Joe Beggan and George Yale get set to celebrate the 17th of March in a big way, begorra.

George Graham leaves for the Special Roll after twenty-three years of service. The gang sends him on with all their best wishes.

SMOG: Someone mistook Huey Lendy's pocket lighter for a smudge pot the other morning. Imagine!

TALENT: One of the most fascinating persons out our way is John Markano. If any of you have seen Humphrey Bogart smoke a cigarette in "The Big Sleep", you should watch John smoke his cigarette.

MORALE: Nels "Falstaff" Lane frequently drops in at the shops with



#### GANG WAY, FELLOWS!

• Richard Ellis, 11, son of O. E. "Babe" Ellis, of Division Five Automotive, tries out his bicycle on a typical Saturday afternoon. From the look on his face, we'd say he was master of the situation.

his work and is a firm believer of adding to everyone's morale. He will laugh at all your jokes and knows a few of his own.

"Be My Valentine", "I Do", were the words when Mel Wermuth and Theresa Margaret Hunt were married on St. Valentine's Day. The young couple were also on the "Hope Chest" radio program and were awarded several valuable gifts, including a complete set of wearing apparel, service set for six, electric iron, washer, and many other worthwhile gifts. Congratulations and best wishes for the future.

Here are the Sports:

The South Park Aces are the team to watch. They are going places. A comment here on the South Park Bats. A great team. At present they are in a tussle to get out of the cellar position, and with a bit of luck should be climbing again.

Stewart Hubbard is confident they will graduate out of the Ladies free-style league very soon now. This is slightly exaggerated, and the Bats are one of the best, but we're just too modest to mention it.

In the joke department: A man gave a woman his seat on a coach and she fainted. She recovered and thanked him—and he fainted!

## Reports From Five

By ED ROCHE

**S**AFETY Engineer Art Tengblad and his assistant Joe Prutsman conducted a series of interesting and informative safety meetings out our way January 28. Many beautiful pins were awarded to operators who have built up records of safe operation.

Don Auten has been promoted to the position of Secretary to Superintendent Frank Ervin, to replace Ira Aikens who was transferred to Division Two.

Dan Healy, Instruction Department Chief, has as his Division Five staff: Chief Instructor, R. L. Griffith; Assistant Chief Instructor, H. C. Rozendal; Instructors J. M. Bothwell, F. E. Darling, M. L. Davis, H. L. Morrow, C. P. Pederson, J. J. Riley, and R. M. Walton.

Practice Car Instructors: Dan Pontius, Pat McKay, L. R. Gregory, L. J. Cawley, H. C. Hand, L. E. Woodworth, W. R. Sparks, D. L. Laird, C. A. De Guire, and F. W. Taylor. Dan is very proud of these men and of the many fine Line Instructors at Division Five.

The expression, "Los Angeles Transit Lines Family", is not mere "lip music" nor "ink splashing", which is proven continually. For example, Marie Linn's little six year old daughter, LoEmma Lou, recently suffered second and third degree burns. At once Superintendent Frank Ervin, aided by a host of others, did all they could to allay her suffering.

Fellow workers, led by the Paul Forrestre's, D. L. Laird and S. Smith, rendered invaluable aid, donated blood transfusions and supplied the little patient with interesting gifts.

Marie is very grateful and is a fervent believer in the "family" idea.

Jim Riley took a step up recently with a well deserved promotion to Instructor. . . . Al Steiner, who joined us last October, is making good in a big way and enjoys his work.

Dave McTaggart's 18 year old daughter, Betty Ann, graduated from

Turn Page



#### CASTENETS AND SENORITAS

• Fifteen month-old Bennie is oblivious to the dance his sisters, Elsie, 8, and Bertha, 11, are practicing in full costume. They are the children of Ben Lozano, Department 20, South Park Shops.

Manual Arts High School last January 30. . . . Josephine "Jo" Niemczyk is enjoying a well-earned vacation this month. . . . The Hershel Chaney's enjoyed a pleasant vacation, motoring to Las Vegas and Tia Juana.

Jack and Grace Griffin are anxiously looking for an apartment, house, or any suitable place to live. The reason? Well, old man E. Victment is a mean guy.

Ralph Huddleston is very happy these days because his wife, Lucille, is recovering from a serious operation. . . . Carl Ebert, Jr's wife, Gertrude, and baby, Carl III, visited Carl's parents in Sioux Falls, South Dakota, and returned home by plane.

Don't forget, March 17 is the day that all Americans will pay tribute to St. Patrick with the wearing o' the green. Let's join Frank Monaghan in shouting, "Erin Go Bragh!"

Lillian Carlin, wife of Supervisor Jack Carlin, has returned from a visit with her father, J. D. Gilbert, in Stockton, California.

Veterans of World War II who are now on "duty" with us include: Eugene Gullage, holder of two Purple Heart Citations, and the Silver Star. He was Staff Sergeant with the 11th Infantry in the European Theatre of Operations.

Howard Hand, who served with the U.S. Marine Fifth Division in the South Pacific, where he was wounded and decorated with the Purple Heart.

Mack Clouse, another two-time holder of the Purple Heart for his service with the 99th Infantry Division in Europe.

Harold McBride for ten years served as Chief Gunners Mate in the U.S. Navy, was at Pearl Harbor, Guadalcanal, Santa Cruz, and Saipan.

Jim Wendruck, recipient of twelve battle stars, was a coxswain in the U.S. Navy.

Johnny Kondor, BM 1/C, U.S.N., had several years of South Pacific duty while in uniform.

We really mean it fellows when we say, "Glad to have you aboard!"

Jack Nestor has returned to duty after a severe attack of the Flu. . . . Bill Atcheson has been ill for some time but expects to be back soon. . . . H. O. Nelson is glad to be back after recovering from a serious operation.

J. C. Robeson, who was retired January 23 after many years of service, is now on his avocado ranch at Oceanside, California. . . . Jack Bolding, Spanish War and World War I veteran, was retired January 27. He will remain a resident of Los Angeles, so he can drop in from time to time.

The entire division sends its best wishes for Bob Walton's quick recovery from the sick list.

We are sorry to announce the death of Oscar Gilmore on February 1. Burial was in Mountain View Cemetery, Altadena, California, February 14. We join Oscar's host of friends in extending sincere condolences to his bereaved family.

Warren DeMuth died suddenly on January 16. His many friends express sincere sympathy to his sorrowing family.

Mrs. T. Y. Dickey, wife of retired Superintendent Dickey, died January 16, with interment in Inglewood Park Memorial Cemetery.

## Sour Grapes From Vineyard

By H. M. YOUNG

LOS ANGELES Motor Coach Lines has signed up with the Greater Los Angeles Safety Council, Fleet Division, for the purpose of reducing accidents on a competitive basis.

Each line competes against the other to see which line wins the Pennant over a period of six weeks, according to the rules governing accidents laid down by the Safety Council.

On September 29, 1946, the Fairfax Line, captained by R. H. Robinson, won the pennant. Then on November 24, the Wilshire Line, under the captaincy of H. E. Ivie, came through with flying colors to win for that period. On February 2, 1947, Elmer Stowe brought his Olympic Line in to win.

As a result of winning the pennant, the operators working on Wilshire, Fairfax, and Olympic Lines, were presented with a Safety Banquet, February 20, at the Roger Young Auditorium, where they enjoyed a splendid talk on safety following a delicious repast.

The Kenneth E. Funks celebrated their twentieth wedding anniversary on February 11. A special anniversary gift of \$150 and a huge bouquet of flowers was sent them by their young son, John, who is stationed in Korea with the 11th Airborne Division. Their other son, James, is with the Security-First National Bank.

#### DAD GIVES HER AWAY

• Frank Kowal, left, gave his daughter, Nettie, in marriage to Larry French on February 15. Nettie is a member of the Industrial Relations Department.



## Car House Highlights

By H. K. CONACHER

### CAR HOUSE ONE

Albert Wutherick reports a very enjoyable vacation spent in and around Reno, Nevada.

Grant Braatan has given his Pontiac a new paint job and claims it is now good for a lot more miles.

We understand the Dick Credidio's are anticipating a blessed event in the very near future.

Frank Juariste is the proud father of a grand ney baby boy. Mother and son doing fine. Congratulations.

### CAR HOUSE THREE

Welcoming St. Patrick's Day wearing the green will be Eleanor McRoberts and Byron Derry.

One of our most able leadmen, Charles Webking, was recently transferred to Division Two to take up his new duties as Automotive Foreman. Chuck started with us in 1943 as an apprentice mechanic, and worked diligently to become proficient in his chosen profession. His many friends wish him continued success in his new job.

David Bidwell, Alden T. Miller and Bert Hawkins are the new faces seen around the car house, and Stanley Kelly and Jack W. Hanes are being welcomed by the Automotive gang. Another new presence is Joy O. Norman, who came to join the boys from out Division Five way.

### SNOWBOUND VACATIONISTS

• "A far cry from Southern California," say Fern Christine and Delbert Carson. Daughter and son of Ruby Howie Carson, of Division Five, on vacation in Denver, Colorado.



Anthony Pabst is spending his vacation in Arcadia on a horse ranch. Must be wonderful, Tony. . . . Charles Winkler is vacationing at home, and will relax by working in his garden and getting lots of Ol Sol. . . . Leroy Phillips and William Harris are also away from their duties, spending their vacation sight-seeing in these parts.

Byron Derry will be getting his new home ready for occupancy while he is on vacation, but is taking a few short trips for relaxation.

Clifton Lawson has been appointed Assistant Leadman and George Anders has been made Leadman over the Coach Gang. Congratulations, boys.

Alvy Meek, "Firestone Bink," has been seriously ill and is at the Veterans Hospital at Sawtelle. We hope he'll be back with us soon.

### CAR HOUSE FOUR

Joe Decker was called east because of the illness of his mother. We extend our best wishes for her quick recovery.

Susan Lee arrived in the Bob White home January 31st, and Terry William joined the Ernie Busby household February 2nd. Congratulations, boys.

The men at Four are now all decked out in their new white coveralls. All, that is, except "Lil' Abner", T. R. Harris, 6'4" mechanic on the second shift, who is going to have to wait until they piece two suits together.

Introducing two new mechanics at our Division: Floren Smith and Francis Parker. Welcome, boys. Glad to have you with us.

W. O. Weiser ground the valves on his Pontiac and claims it runs better than new again. Must be near vacation time, eh, Weiser?

John Clancy has the honor of the first vacation of the year. But he is back again and has a whole year to work through before another. (Ed's Note: Don't we all?)

### CAR HOUSE FIVE

They have started tearing up Cen-



WITH UNCLE SAM NOW

• Now undergoing his "boot" training in San Diego is Joe A. Hurzeler, who recently enlisted in the Navy. Joe's mother and father, Joseph and Lillian Hurzeler, are both with the Los Angeles Transit Lines.

tury Boulevard, and Bob Mills, third shift rail foreman, claims that during the last rain he is sure he heard a Coast Guard cutter pass his front door.

Andy Duncan says he used to have a set of good tools, but now that his son is interested in hot rods, he really doesn't think he has many tools left. Hot rods seem to be the rage nowadays, so you really can't blame the boy; one has to keep up with the latest style.

Jack Walker, second shift mechanic, and wife had a visit from the stork this month. He left them a baby boy.

"Irish" Ireland is buying himself a new green suit and pulling his nose in for St. Patricks Day.

When Chuck Thomas and Bill Lafayette were asked about their bowling scores in the L. A. Transit Bowling League, they made no comment at all. This naturally leaves us to understand that they're leading the league???

James Perry, first shift mechanic, is the proud dad of an eight and a half pound baby girl.

L. Ballas and wife are vacationing for two weeks in Palm Springs.

## The Last Terminal

**WALTER J. Forster**, retired, passed away on January 6. Forster was born in Canada in 1878 and came to the Company in 1920 at Division Four. He retired in 1941.

Francis L. Wilburn, investigator for the Transit Casualty Company, passed away on January 24. He was a native of California. Wilburn joined the claim department of the Los Angeles Railway in 1928 and remained in that department when the Transit Casualty took it over in 1945.

Andrew P. Guidrado, mechanic for the Los Angeles Motor Coach Lines, reached his final resting place on January 29. Guidrado was born in Los Angeles and came to the mechanical department of the Los Angeles Motor Coach Lines in 1942.

Fred L. Leadbetter, retired, passed away on February 1. He was born in Maine in 1876 and became a member of the Company's transportation department in 1922. He retired in 1945.

Ivan A. Wardrobe, retired, died on February 3. Being born in California in 1864, Wardrobe joined the Company in 1905 as a motorman. In 1933 he retired.

Arthur D. Kinsey, of Division Three, passed away on February 6. Kinsey had been with us since 1920

when he became a trainman in the transportation department.

William L. Dow, Division One trainman, died on February 8 as a result of an automobile accident. He was born in Kansas in 1917 and came to Division One in October of last year.

Otis A. Gilmore, of Division Five, passed away on February 10. He was born in Pasadena in 1906. In 1941 he was employed as a motorman at Division Three and appointed extra cash receiver at Division Five in 1943.

Ernest F. Brown, laborer at the South Park Shops, died on February 12. He was born in Texas in 1900 and came to the Company in 1944.

Ben Gardner, retired, passed away on February 25. Gardner was born in Missouri in 1868, and came to Division Five in 1913, retiring in 1944.

Mrs. James Orvel Bricker, whose husband works at Division Three, passed away January 9. Mrs. Charles H. Doughty, whose husband is retired, passed away on February 1. Mrs. William O. Wammack, whose husband is employed at Division Five, passed away on February 25.

To the families of the above members, friends and fellow workers extend their sincerest expressions of sympathy.

## New "Transit System"

**ADD** another "transit system" to your transit directory!

Eagle Rock City Lines, a new one-car system, is now in "operation" under the guidance of the world's youngest\* transit "president," Allan Weeks, twelve-year-old Eagle Rock youth.

Allan became interested in his hobby several years ago, when he started riding the streetcars to school every day. Soon, his interest assumed hobby proportions and every Saturday afternoon he would take the family "Kodak" on a photo tour, snapping pictures of the different types of cars in operation in the Los Angeles area.

Allan's car, which is in the backyard of his home at 4882 Wyota Street, is painted in the colors of the Los Angeles Transit Lines, and is complete with a facsimile of a controller and door and air brake handles.

B. M. "Barney" Larrick, Operating Manager, and J. T. "Si" Watts, Superintendent of Railway Equipment, keep the lad supplied with suggestions and ideas, and are honorary members of a club, started by Allan, whose members meet and study the history of Electrical Transportation.

## Can This Be Us—

*(Continued from Page 5)*

**DRIVER:** All right . . . let 'em out, please! . . . stand back, Mister . . . let 'em out!

**SOUND:** Murmur of excited passengers.

**MOL:** What does he mean "Let them out? They're packed in so tight the minute he opened the door two of 'em flew across the street.

**FIB:** Well, come on, snooky. Lets climb on and—

**DRIVER:** No more room, folks. Take the next bus, please.

**SOUND:** Door slam.

**FIB:** Whaddye mean, no more room! (pounding on door) You just let five people off . . . you got plenty of room!

**DRIVER:** (slightly off) And I needed it, brother. I gotta breathe, haven't I?

**MOL:** Not on our account you don't, you big larrikin! Open the door, Richard!

**DRIVER:** The next bus is right behind me, lady. We're behind schedule now.

**FIB:** We know you're behind schedule, you rumdum! We've been waitin' here since we got out o' high school! (pounds on door) Come on . . . open up!

**DRIVER:** Listen, Mac . . . *I don't want any trouble with you . . . I gotta schedule to make . . . Get outa the way, will ya? You hold me up much longer, Mac, and I'll part your hair with a tire iron!*

Like the stage, the radio is but a mirror of life. What the future radio programs do with this new comedy character depends a lot upon what we, ourselves, do.

The transit operator of today is a gentleman of the highest caliber. He is a skilled specialist in a most important field. Into his hands each day are placed the lives of thousands of people. Upon his shoulders fall the task of moving the masses, giving them safe, courteous service.

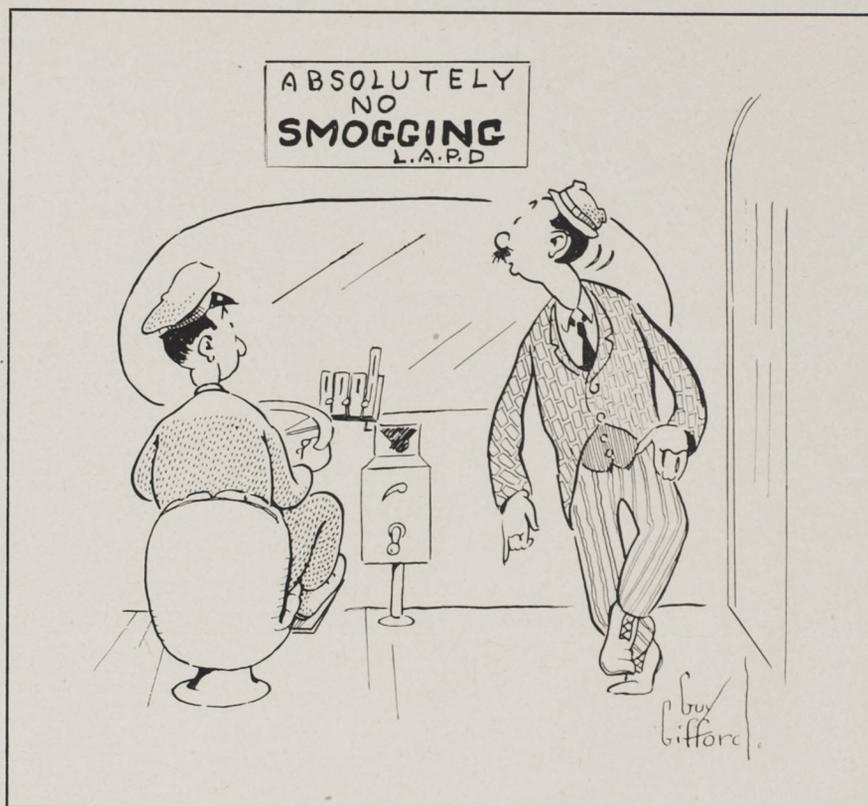
It is probable that the bus driver portrayed on the radio may become more of a wisecracker as comedy sequences become harder to write. We wouldn't want this to happen to us, would we?

By proving that we are the exact opposite, we can discourage the script writers. So, let's greet each passenger, when he boards the car or coach, as though he were a famous radio writer. Maybe he is. Let's not give him any inspiration.

## Answers To Transit Quiz

### Questions on Page 7

- 1—D, H, O, U, 2, 56.
- 2—Trolley Coach Line No. 3, to be called "West Sixth Street and Central Avenue," will operate between Sixth Street and Gramercy Place and 58th Street and Central Avenue via Sixth Street and Central Avenue, through the downtown district. The westbound route of this line will be Fifth Street between Central Avenue and Beaudry Avenue. This will permit the city to establish one-way traffic on Fifth and Sixth Streets between Central and Beaudry. Fifth will be a westbound street, and Sixth Street will be eastbound.
- 3—The new motor coach line will be Line No. 4, "Melrose and Maple Avenues." This line will run from Melrose Avenue and La Cienega Boulevard, to Virgil, Third, Flower, Sixth, Maple, Woodlawn, San Pedro Place and Main Street to Florence Avenue. Westbound through the downtown district, the line will operate on Fifth Street between Maple Avenue and Flower Street.
- 4—Yes. With a large number of new trolley and motor coaches added to the Los Angeles Transit Lines fleet, additional units of equipment will be available to improve service on many lines not directly involved in the re-routings and conversions.
- 5—The approximate figure is 5,000. The estimate was 4,820 passenger riding hours saved each day.
- 6—(a) and (b) tell the story. The "F" line will be extended on North Main Street over that part of the present "O" line route. The South Main Street portion of present Line "O" will be served by Motor Coach Line No. "4" on Woodlawn Avenue and South Main Street.
- 7—The number of turns by Transit Lines vehicles will be reduced by approximately 9,000 on the average week-day.



- 8—The Alvarado Coach Line is to be extended from its present terminus at Adams Boulevard, south on Hoover Street and Hoover Boulevard to Exposition Boulevard in order to provide a direct service to the University district from the north, and by transfer to the Figueroa Motor Coach Line, an additional north-south cross-town service.
- 9—(c) is the correct answer. This elimination of competition between two lines will permit a much more attractive service for the area.
- 10—The re-routing of Line "F" from Hoover Street to Vermont Avenue between Florence Avenue and Santa Barbara will make it possible to offer much more frequent service on both Vermont Avenue and Figueroa Street and maintain proper spacing of the north-south lines in that area.
- 11—Line "S" will be extended west on Third Street to La Brea in place of the "R" line with alternate trips turning on Larchmont to Melrose in place of the present "3" line service. Line "R" will terminate at Third and the Gramercy Place right-of-way. These changes will improve the operating characteristics of both the "R" and "S" lines so far as east and west traffic balance is concerned.
- 12—Melrose Avenue between Western and La Cienega, which is now served by feeder coach Line No. "56," will have a through service via new motor coach Line No. "4" on a frequent headway. Patrons in this area will enjoy substantial time savings in travel to downtown areas and will have a convenient route to the Civic Center by transfer to the Adams-Temple Street No. "11" coach line on Virgil Avenue.
- 13—Of course (c) is the vital reason. Public authorities and civic organizations are working to the same end, and the Los Angeles Transit Lines is cooperating to the fullest extent possible as every improvement in street use benefits our service.

# PICTURES OF THE MONTH



## PHOTOGRAPHERS GALORE

Coach comes from a shower to face cameras of veterans from Santa Monica Technical School.



A few of the thirty-four photographers at Vineyard. Instructor Howard Jones (extreme right) chats with Albert Tieman, Superintendent, (fourth from right).

Best picture of the coach was taken in Elysian Park. (Below)

Before a picture was taken, coach was made photogenic.

They caught a busy cleaner and flopped the print for composition.

