

TWO BELLS

JANUARY
FEBRUARY
1948

LOS ANGELES

TRANSIT LINE

SAFETY

COURTESY
SERVICE

SAFETY
FIRST



EDITORS OBSERVE

THE fellow on the front cover with the big grin and the Three Year Award Pin in his lapel is S. K. Lanum of Division Two. He's been piloting coaches since 1942, and has piled up an aggregate of a fifth of a million safe miles.

He has never had one single avoidable accident.

What's more outstanding is the fact that he's made only one accident report since he joined our service. That was for a minor incident which occurred in May of last year.

When Lanum broke in on the job, he was taught how to make out accident reports. He was instructed in all the various types, for it was part of his training. But after five years and 125,000 miles of operation without seeing one of those reports, he came up to the clerk's window the night of May 7 slightly befuddled. The clerk pushed an accident report form toward him. Lanum studied it, flipped through the carbons, then found himself a quiet corner.

He looked like a man trying to figure exemptions on an income tax blank. Eventually the report was handed in but according to the story we heard, he would never have made it if one of the newer men hadn't pitched in to help.

We doff our chapeau to Lanum for his excellent record and we hope he never again is bothered with making out a report.

The wall of the Two Bells office is slightly changed. It has something of a "new look," for on the space generally reserved for an attractive calendar hang five awards, all decked out in gold seals and red ribbon. (See picture below.)

These "Awards of Merit" were won by Two Bells in a recent contest sponsored by the Southern California Industrial Editors' Association, of which group we are a member. In this contest the best house magazines of Southern California were entered.

Two bells was named one of the top ten for overall excellence in the competition. This award was based on readability, typography, make-up, and the type of reporting job done.

We received first prize for the best cover in color art. This was the cover of the "Progress Report" issue of the magazine in April.

First prize was won for the best cartoon; third prize for the best photo feature, and third prize for the best job in typography.

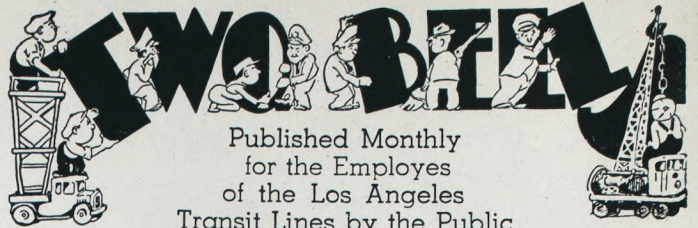
All in all, Two Bells did pretty well and the editors, though proud, are still mindful of the fact that we had plenty to talk about during the year. The conversion, the new equipment and the efforts of the men to build this company into the finest transit system in the nation made our job of reporting easy.

This year will bring more conversions and more progress, new ideas and new developments.

Our pages should overflow with interest.

Last but not least we have the story of the cute little working girl in Chicago who was waiting for a bus to take her to work. A great, big beautiful car drew up to the curb where she was standing, a gentleman stuck his head out of the window and said, "Hello. I'm driving south."

"How wonderful," said the girl, "bring me back an orange."



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Two Bells 1947 Awards



Twenty-eight Million Miles Of Safety

*Five Hundred and Thirty-three Operators
Receive Award Pins for Twenty-eight
Million Five Hundred Thousand Safe Miles*



AS the streets become more and more jammed with the moving mass of people on wheels, the science of safety receives more and more attention. The National Safety Council carries on a continuing campaign to teach the art of staying alive, and owners and operators of fleets of vehicles are concentrating on the science of safety.

The Los Angeles Transit Lines has taken the lead in this area in promoting safety, not only on the cars and coaches but in the shops and garages as well. Since the inception of our safety program three years ago, much has been done along accident prevention lines. Safety points, good for valuable merchandise, are given to each and every operator when he completes a month without an avoidable accident. His division rating brings him additional points in the form of a bonus.

But the highlights of the program are the yearly Safety Award presentations, at which time a lapel pin is given each man who has operated through the previous year without a chargeable accident.

A pin bearing the numeral "2" is given to men with a two-year record of safe driving, and the three-year award carries the figure "3" emblazoned on a green shield.

This year the presentations were made at divisional safety meetings when five hundred and thirty-three operators were honored. Two hundred and twenty-four of these men have operated three consecutive years under the safety program without a chargeable accident. One hundred and sixty-six received their two-year pins, and one hundred and forty-three were given one-year awards.

These men piled up a grand total of 28,500,000 safe miles and a total of one thousand one hundred and forty-seven years of safety. This does not include the great number of operators who did not receive an award because they had one or possibly two avoidable accidents. They, too, piled up a great number of safe miles and should be commended.

The awards were presented by C. A. Tengblad, Safety Engineer. At the meetings officers from the Los Angeles Police Traffic Department complimented the operators

upon their cooperation with police officers. They also showed an interesting training picture of accident investigations, which gave the men an insight into the traffic job the Department does in the field of safety.

An imposing figure is the grand total of safety points the men have earned. For the past three years there have been issued 9,815,561 of these points, and the men have spent 3,389,251 of them for items which pleased their fancies. Thus the amount of points being accumulated to buy more expensive prizes exceeds the amount which has been spent.

What do the men spend their points for? They have purchased every item from a fishing pole to diapers for the baby. The most popular, of course, are toasters, waffle irons, etc. Here are six of the most asked for items and amounts purchased during 1947:

Toasters	168
Waffle Irons	150
Mixers	99
Cooking Utensil Sets	93
Bath Scales	58
Cutlery Sets	55

And so another safe year begins—a year which we hope will call for the distribution of many more safety points and for a safety award pin on every operator's lapel.

Here, division by division, are the men who were honored for operating three consecutive years without a chargeable accident:

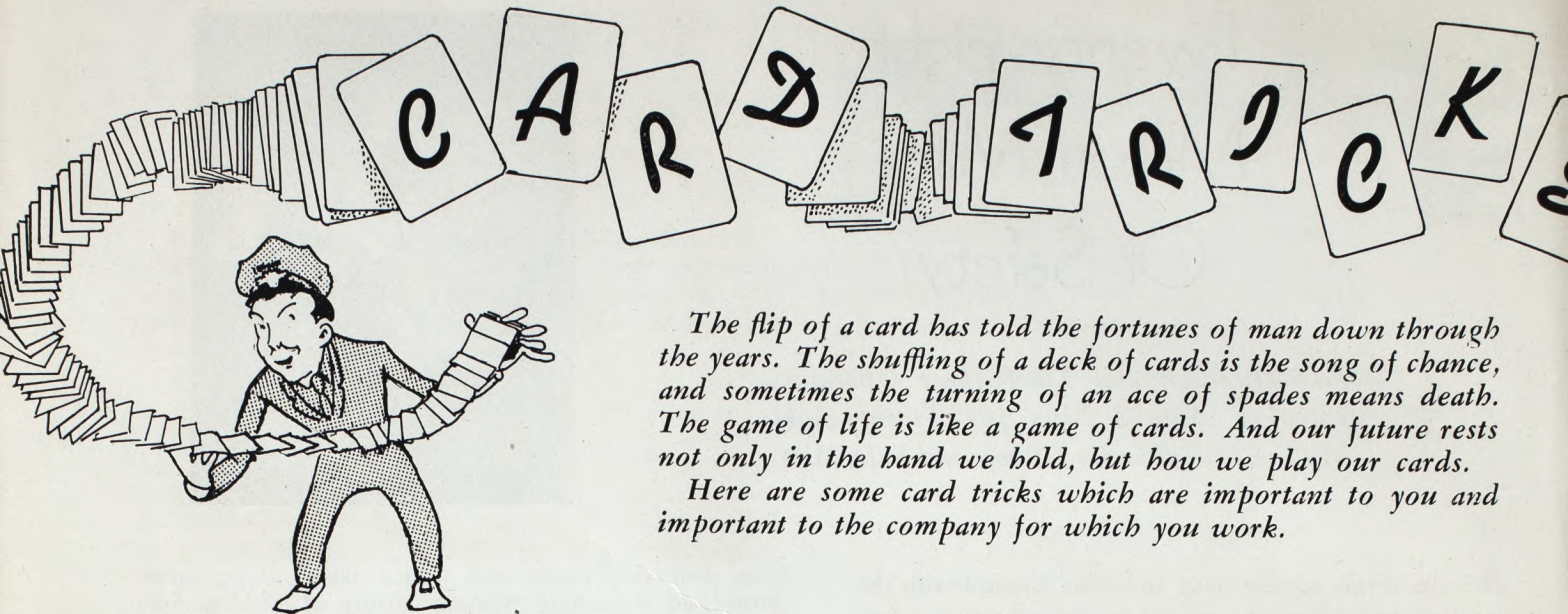
DIVISION ONE

Athenous, E. V.	Herschall, J.
Beckner, C. W.	Hills, L. M.
Bell, J. H.	Kime, W. T.
Buckman, H.	Lennen, H. M.
Cary, A. A.	Middleton, A. H.
Farr, L. H. B.	McCarter, E.
Fuller, R. A.	McCurry, J. W.
Gore, V. W.	McKinney, C. V.
	Webber, L. M.

DIVISION TWO

Adams, D. L.	Johnson, O. F.
Bandle, L. L.	Kerr, O. K.

(Continued on Page 12)



The flip of a card has told the fortunes of man down through the years. The shuffling of a deck of cards is the song of chance, and sometimes the turning of an ace of spades means death. The game of life is like a game of cards. And our future rests not only in the hand we hold, but how we play our cards.

Here are some card tricks which are important to you and important to the company for which you work.

THE familiar refund card is small and looks unimpressive. You have probably handed out hundreds of them in your transit career in order that you might get your money back after you have made a refund to a passenger. Each year 39,000 refund cards are issued on this property. They are filled out by patrons when mistakes have been made at the farebox. This means that each year we are offered the opportunity to make 39,000 very good friends for ourselves and for our company.

When a person drops in the wrong fare, we must consider that that person is a stranger, and Los Angeles has more strangers per year than any other city of its size. We must consider that this person is not only a stranger to the city, but also to our fare structure—that he is unfamiliar with our streetcar transportation.

CURBSIDE PUBLIC RELATIONS

When a man drops 25¢ in the farebox and asks for tokens, he offers you a chance to practice curbside public relations—a chance to try your hand at making friends and influencing people. You offer him a refund card, explaining in a courteous manner that he must sign it so that you can receive the amount refunded him from the company. Explain it to him that tokens are purchased from the operator.

After he signs the card and you give him the money, read the card carefully and call him by name. Say, "Thank you, Mr. Jones." That statement will make a friend, because the thing that every human likes more than anything else is to hear the sound of his name.

THERE'S MAGIC IN NAMES

Certain oil companies issue credit cards. When you extend your credit card to the service station attendant and you sign a receipt for the amount of the purchase, he invariably calls you by name. It is always, "Thank you, Mr. Smith." He reads your name on the credit card and knows that you like to hear it.

If you cannot read the man's name on the refund slip, ask him to spell it, and print it in yourself in a legible manner. Then thank him and repeat his name. He'll like you for it.

Do not hesitate to give your befuddled patron travel information. If you discover that Mr. Jones is actually a stranger, suggest a few other trips by streetcar. Who

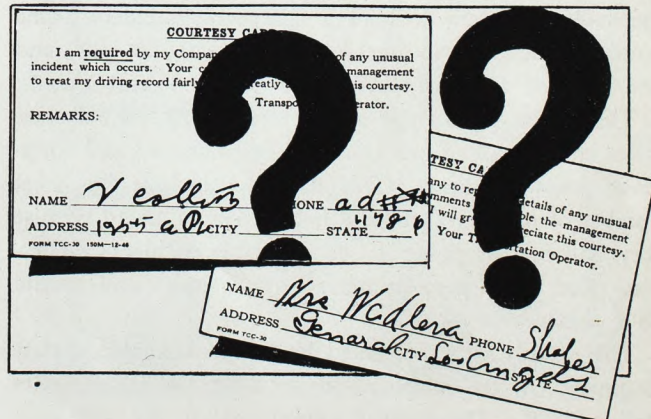
knows? He may spend the rest of the tokens before the day is over on trips which you have suggested.

And selling extra transportation has become a necessary part of your job, for automobile competition is on the increase and revenue is on the decline. From here on in it will be necessary to concentrate on the job of selling extra rides.

And why shouldn't we sell extra rides? Los Angeles is the greatest tourist town in the world. Thousands of people pour in each day and expect to see the city. They want to see the movie studios, the Coliseum, the stars' homes, the Planetarium, the golf courses and hundreds of other attractions.

Cab drivers concentrate on selling rides to tourists. A cabby can spot a stranger a mile away and he goes after his business. There is no reason why these people should not ride our vehicles to the places they want to see, and there is no reason why they should not be informed as to which vehicles will take them there. Oftentimes a stranger will ask an operator the location of a certain place, mentioning that he or she is a stranger to this city. Here is an opportunity for the operator to sell some extra rides. It only takes one additional breath to say, "And have you seen the Planetarium?" Or, "Don't miss Chinatown."

• A great number of the courtesy and refund cards which are turned in by the operators are placed in the "Heaven Only Knows" file. Take a look at the two samples below and see if you can decode the names and addresses on these cards. Do the courtesy and refund cards which you turn in need a decoding expert?



THE COURTESY CARD

You may also perform tricks with the courtesy card. This is the little piece of cardboard which you hand to people when you have been involved in an incident. It is vitally important that names and addresses on these cards be legible. The Transit Casualty Company advises us that about 50% of cards received are not legible enough to be used in case of necessity, and the Cashier's Office tells us that 70% of the refund cards are hardly readable.

An illegible card may make a great deal of difference to the operator, as well as to the company, for he may need that person to testify in his behalf. So, it behooves the operator to repeat the name when he thanks the passenger for the card. The passenger will be pleased. He will be happy that he signed it, and he will be friendly should he appear as a witness in court.

Obtaining a witness' signature on a courtesy card does not always depend upon how we ask a person to sign it after an accident has occurred. More often it depends upon our actions when and after the passenger boarded the car or coach. Did we have a friendly smile as he dropped in the fare? Were we neat? Did we call streets in a pleasant manner? Was his ride smooth? Did the operator sell himself and the company before the accident happened?

If he did, the witness will be happy to sign the courtesy card. And this gives us a chance not only to make a friend but to refresh the memory of the witness. Ask him if he has any comments to make, and if he does ask him to write them in the space for "remarks." The most common statement by a witness is that he or she did not see the accident. When he makes this statement, call his attention to how things looked at the moment. Where is the automobile which was involved? In what position are the persons or vehicles involved in the accident at that particular moment?

We have in mind the case of the passenger whose statement won a case in court. This passenger was reading a paper when a streetcar came in contact with an automobile. He was the only passenger on the car and the operator's only witness to the affair. The operator had received his signature and had called his attention to the position of the vehicles. When the passenger stood on the witness stand, he disproved the automobile driver's claim that the automobile had been pushed a great distance by the streetcar. In this particular instance the streetcar operator was at fault. He had hit the automobile. The company had offered to pay the proper damages but the driver, realizing the scarcity of witnesses, had decided to collect a sizeable amount. The statement of a passenger who did not see the accident won the case.

So, remember, you can do tricks with cards. You can do marvelous tricks, because those cards contain people's names. They like to hear their names spoken. It inflates their egos and fills them with self-importance. They are willing to sign just to see their name.

Andrew Carnegie knew this. He named one of his steel mills the Thompson Steel Works after the President of the Pennsylvania Railroad. Carnegie was not selling steel rails to this particular railroad until after he built that particular mill. Thompson paid off by insisting that Pennsylvania rails be bought from this mill.

So, start doing card tricks today. See how many friends you can make with those refund and courtesy cards.

Ed Urban - Top Man



CAP Badge No. 1 traditionally goes to the top man on the seniority list. The wearer of the badge is truly the king of the operators, especially at shake-up time. From all the runs listed, he takes his choice. If there is a "grave train," he can work it. If he prefers to meet a lot of people, he might work an early morning run. And there have been top men who liked to mingle with the owls.

The badge passed on from John Corsen upon his retirement and was officially presented to Ed F. Urban of Division One by M. Edwin Wright, General Superintendent of Transportation. "This is an honor," said Wright, as he pinned the lapel badge onto Urban's coat, "which can only be earned one way. Time is the essence and it takes years to win the right to wear this badge of distinction."

Urban certainly has those years, for he joined the company in April, 1904. In April of this year he will have served 44 years.

Ed is a large fellow, very jovial and philosophical. He likes to talk of the old days when he began as a conductor and was one of the best on the old Grand and Downey line because he, with his long reach, could "grab nickels from even the passengers standing on the lowest step." He recalls the old cars which had a running board completely around the vehicle on which the conductor walked to collect fares as the car rolled along.

When he began work there was one cable car on Temple Street. The horse cars were, of course, long since gone. The young fellows of today, says Ed, don't realize how much easier the job is than when he first broke in. The runs were twelve hours long and sometimes longer, and you worked every second of the day.

Ed is now working as a one-man car operator, which he finds restful. "All you got to do," he says, "is relax and get a little rhythm in your movements. Just take it easy and you'll have no trouble."

Sickness is one of the things which never bothered Ed Urban. The only time he remembers being off sick for any length of time was some sixteen years ago when he was called to the hospital for a tonsillectomy. He went to the doctor with a vicious cold on the day that it snowed in Los Angeles and the doctor ordered his tonsils out. Ed says that he didn't mind the eventful snowstorm but he guesses it was too much for his tonsils.

Push Button Control



• Leroy Burr describes to Hugo Hinze, Superintendent of the Trackless Trolley Division, the simple method by which he directs the trackless trolleys. The arrows in the two photos indicate the corresponding switch and light.



Fingertip Control of the Trackless Trolleys at Division One is the Newest Company Innovation.

THE switchman's job has become a restful profession with the introduction of push button control at the Trackless Trolley Division. From his shack, which the air force minded boys refer to as the "control tower," the switchman directs each and every trackless trolley entering the yard to its proper spot by simply pushing a button.

The trackless trolleys move into ten separate lanes. Lanes No. 4 and 5 are used for inspection. The balance are used for storage, with the exception of No. 9, which is kept clear so that the trackless trolleys can move onto the washracks. The switchman checks each coach as it comes in and puts it into its proper space. If it needs inspection or service, it goes onto the proper lanes and if it needs a cleanup job, it moves onto lane No. 9.

All of the vehicles are under complete control of the man in the control tower. The one button which he pushes automatically operates all switches and locks them into position so that the operator of the trackless trolley can turn with the light. If a vehicle following is to go into another lane, the switchman waits until the first has made its turn and then he again pushes a button which sets all the switches so that the second vehicle can also move into its proper place.

All trackless trolleys move at a slow rate of speed through the yards, approximately five miles per hour. They can follow one another in with the switchman manipulating the controls for each vehicle.

The switchboard has push buttons with corresponding lights inside the control tower. At the entrance to each lane in the storage yard are also lights which hang beside the trolley switches. The operator of the trackless trolley, when he sees a light flash ahead, knows that this switch is open for his vehicle and he turns with the switch into the proper lane. Lanes are also numbered on the asphalt directly below the switch.

The overhead electric switch operates in a similar manner to the selectric switch which is used out on the streets, except for the fact that the selectric switch, familiar to trackless trolley operators, is controlled by the position of the

coach. The coach begins a turn and because one trolley pole moves ahead of the other, switch is automatically thrown so that the vehicle can take that turn.

All of the electrical overhead construction was installed by our Electrical Department under the direction of L. E. Dye, Superintendent of Electrical Equipment. The actual work was done under the immediate supervision of William Yandell, and the boys on the job, who finished the terrific task in approximately thirty days, were R. F. Walton and H. V. Crowell.

With the trackless trolley yards being constructed to allow assembly line movement, this latest addition of push button control adds much to the efficient operation of this plant. Soon twenty more trackless trolleys will be delivered to Los Angeles. They will find their proper places in the storage yard and eventually roll out onto the No. 3 line, giving it a full complement of trackless trolleys.

• Doing it the hard way is C. Canales, as he manipulates his pole in changing the trackless trolley switch points.



Pistol Packing Papás



by Monte Munn and Bill Hunter

THE Los Angeles Transit Lines Rifle and Revolver Club has been granted its charter from the National Rifle Association and is now going full speed. Members have received their membership cards and the National Rifle Magazine, and they have the privilege of ordering their own personal rifles of the Enfield and Springfield variety for a small cost.

Charles Shelton of the Way and Structures Department, President of the Club, L. C. Thompson, Superintendent of Way and Structures, and B. G. Ruiz, Division Five, have now made it possible for the members of the club to start firing on their own rifle range. This range is just off of Glen Oaks near Hollywood Way in the vicinity of Roscoe. Our range boasts three separate sets of targets. The 200 yard range has sliding targets, the 100 yard range has fixed targets for small bore rifles, and the 50 yard range has fixed targets for small bore and pistol firing. All ranges may be used simultaneously.

A lot of thanks are due R. L. "Bob" Gilliland who spent many a weary hour of his time helping make this range what it is. Bob is well known to all employes of Way and Structures and any one else in the L.A.T.L. system who needs maintenance work done in a hurry.

The Department of Civilian Marksmanship is furnish-

Veterans Club Auxiliary

by Janice Billings

A JOINT installation of officers of the Auxiliary and the Veterans Club was held January 31 at Patriotic Hall.

Officers of the Auxiliary installed were: Janice Billings, President; Ella Hoyle, Sr. Vice President; Rose Brugmann, Jr. Vice President; Margaret Sparks, Secretary; G. Ebert, Treasurer; Jo Clark, Chaplain; Betty Roche, Sergeant-at-Arms.

Refreshments were served in the dining room after the meeting to guests, club members and Auxiliary.

• Top, L. C. Thompson gives a demonstration for the Rifle Club. Left to right, front row: B. G. Ruiz, Thompson, C. W. Shelton, F. A. Ferrini, W. H. Corwin (behind hand), W. E. Jones, D. W. Cole, M. E. Scovill, E. C. Baman and R. M. Walton. Second row, left to right: S. C. Taylor, B. L. Hartwell, P. E. Snider, C. C. Templin, W. G. Lynn and R. W. Ryan. Third row, left to right: W. P. Stuart, J. H. Prickett, S. R. Hawkes, A. H. McCarter, C. E. Forkner and W. E. Hunter.

Left, the officers of the Rifle and Revolver Club, B. G. Ruiz, Secretary and Treasurer, C. W. Shelton, President, and L. C. Thompson, Executive Officer.

ing eight weapons, including the M-I Garand, the 30.06 Springfield, the Enfields and small bore for familiarization. Use of the range and any of these rifles is exclusively for club members and their guests. Members are kindly reminded to be sure to read and comply with the rules, a copy of which will be sent to each. This cannot be over emphasized, for these rules are for your convenience and for your safety.

Shelton, better known as Charlie, is the originator, first charter member, and now the first president of the club. He and all his officers wish to extend a cordial invitation to all employes of the Los Angeles Transit Lines and the Los Angeles Motor Coach Lines to attend the next meeting of the Rifle and Revolver Club, to be held March 3 at 8:00 p.m. in the Instruction Room at Division Four. Further meetings will be held on the first Wednesday of each month. The club now boasts a membership of approximately one hundred, but there is room for all who are interested in competitive firing.

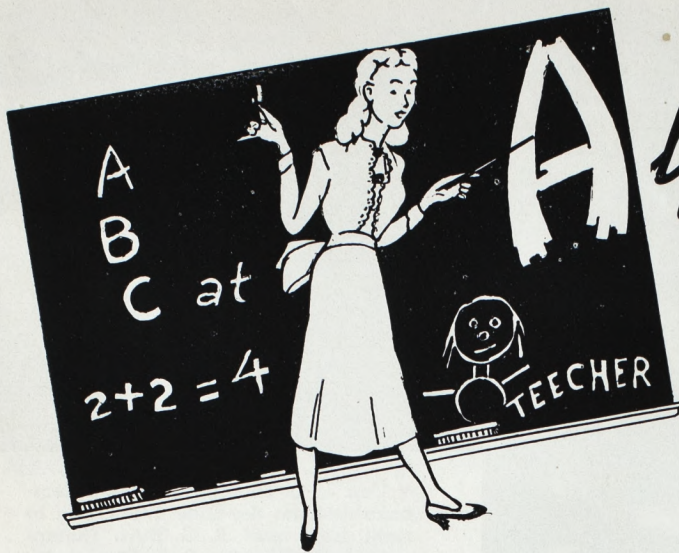
Veterans Club

by Larry Staten, Adj.

AT the meeting of December 9, the following officers were elected:

Commander elect, L. H. Brugman, Division Two.
1st Vice Commander, T. E. Lowry, Virgil.
2nd Vice Commander, R. C. Hoyle, Division Five.
Chaplain elect, C. J. Jackson, Division Five.
Finance Officer, R. E. Huddleston, Division Five.
Adjutant, L. T. Staten, Division Three.
Sergeant-at-arms, E. J. Roche, Division Five.

The Installation of Officers was held on the night of January 31 at 8:30 P.M. in Patriotic Hall. Post 13 of the Canadian Legion of Inglewood was the Installing Team.



Alphabetically

Dear Ladies

ACCENTING the miscellaneous, we have collected for you here a few household hints from A to Z, which we hope will help you with your housekeeping P's and Q's.

Helen



B IS for bacon. It won't curl if you dip it once in water before placing it in the frying pan. It won't splatter, either, if the pan is cool.

G IS for grapefruit. For a different flavor, spread the halves with honey or sprinkle with brown sugar and broil for a minute or two. Garnish with marashino cherries, and serve immediately.

C IS for copper. There are so many beautiful copper articles on the market now that this tip may come in handy: To preserve the luster of your lacquered copper, rub it occasionally with a cloth dipped in kerosene.



H IS for hot weather, which will be here before we know it. Try using warm vinegar to remove perspiration stains that remain in blouses and dresses after washing.

D ON'T peel your carrots! Tender young ones should be scrubbed clean with a stiff brush. Not only is this easier than scraping or paring, but it also saves vitamins and minerals, which are so important to health.

I NASMUCH as few of us enjoy ironing, here's a tip for minimum work on slip covers: Iron just the flounces and then work the damp slip cover over the chair. This not only eliminates ironing the back and seat but also produces a better fit.

E GGS are best when very fresh, and a good test for freshness is to look at the shells. If they are rough and chalky, the eggs are fresh. Old eggs have smooth shiny shells, so avoid them like the plague.

J UST a little vinegar rubbed on your hands and wrists after using dry cleaning fluid will keep your skin from smarting. And speaking of smart, you'll find it helps your budget no end if you clean your blouses and sweaters yourself.



F IS for French fried potatoes. They will be more crisp if the sliced potatoes are allowed to stand in cold water for half an hour before frying.

K EEP the candles for a birthday cake on ice for a day before using. They will burn evenly and slowly. This also works for large tapers, especially on a warm day.

Speaking

LEMON juice and honey make an extra good dressing for fruit salads. Blend in equal parts, or vary to taste.

MIS for mock whipped cream: Two egg whites beaten stiff; add $\frac{1}{4}$ cup powdered sugar while beating; then add one cup grated apple and another $\frac{1}{4}$ cup powdered sugar as beating continues. Flavor with one teaspoon fresh lemon juice.

NATIONAL Sew and Save Week starts February 21. If you are doing your own sewing, try this tip: Before cutting material which ravel, mark around the pattern with a wax crayon. Cut on that line and the material will not ravel.

OIS for onions. Try using a regular lemon reamer to squeeze onion juice. It saves both time and trouble. To remove the onion odor from your hands, rub them with lemon juice.

PIS the first letter in popcorn. For a surprise, add a spoonful of peanut butter to the hot butter you pour over the popcorn. Salt as usual.

QIS for a quick way to bake potatoes. Remove a one inch cylinder from the end of each potato with an apple-corer before placing in the oven. Also, escalloped potatoes will cook more quickly if the potatoes are boiled a short time first.

REMEMBER—the bigger the summer vacation, the harder the fall. Start saving now for that really good vacation you've been wanting, and the budget won't pinch so hard afterwards.



SIS for sparkle. Soak dulled rhinestone jewelry a few minutes in gasoline, then polish with a dry cloth. Clean other jewelry in one cup of warm water and one teaspoon of ammonia.



TIS for those people who are like blotters: They soak everything in but get it all backwards.

USE a few drops of ammonia in the dishwater when washing greasy pans. They will come clean quicker as the ammonia increases the alkalinity of the water, which aids in cutting grease.

VIS for vitamins—and they're worth more alive. Don't drown them by soaking vegetables or salad greens in water. Wash them as quickly as possible, for some vitamins, and some minerals, do dissolve in water.

WHITE hats can be a problem unless you know this trick: For felt or straw, dissolve laundry starch in a little naphtha or gasoline to make a paste, and then brush lightly on the hat. Let dry in the sun and then remove by brushing.



XIS for Xercises. A good time to do them is just before your nightly bath. For that matter, they may be done any time except after meals. The important thing is to make them a regular part of your day—every day.

YOU can dress up your favorite rolled cookies by pressing a piece of old-fashioned cut glass across the dough after it has been rolled. The resultant pattern will be most effective.

ZIS for the zest with which your guests will consume Delmonico apples: Place a layer of applesauce in a baking dish. Sprinkle with ground almonds or peanuts, dot with butter and sprinkle with crushed macaroons or cookies. Add a little water and bake 12 to 20 minutes,

Legion Presents School Awards



◦ An impressive ceremony marked the presentation of the American Legion school awards at Berendo Junior High School on Friday, January 23. In the picture left are, left to right, front row: Bart Billings, Barbara Shaw, Ling Wong, Michael Castro, Marvin Mitchell, John Long, Ronald Yoon, George Attarian, Mitzi Meyen, Mary Thuston, Betty Herrman, and Antonia Chavez. Back row: Leon Sherman, Janice Billings, Betty Leasman, Thomas Lowry, Mrs. Foster, Principal, Frank Horne, Mary LaBarre, Roy Teeter, and Dave Coburn.

by Tom Lowry

ON Friday, January 23, our Post presented the semi-annual Americanism awards to the school children at Berendo Junior High School. Dave Coburn, Supervisor of Schedules for the Company, gave a talk to the student body assembled in the auditorium, after which Bart D. Billings, Commander of Post 541, presented the awards, which are based on honor, courage, scholarship, leadership and service. Berendo Junior High School has stated that since the Post began to give these awards in 1937, the students have improved immeasurably, as the awards are such an incentive. Also, the Board of Education has many times expressed its appreciation for the excellent Americanism program sponsored by the Post.

American Legion Auxiliary

by Janice Billings

FOLLOWING the January 20 meeting, the Auxiliary was served apple pie with cheese and coffee by the Post in celebration of the eleventh birthday of the Auxiliary on January 30.

Another successful card party was held at the new home of Arlene and Frank Horne on January 24. After a very enjoyable evening playing various card games, tasty refreshments were served by Arlene and Kathryn Sherman, our refreshment chairman.

Cupid's arrow has gained a new member for the Auxiliary in the person of charming Mrs. Tom Lowry, nee Grace Schulenberg. Grace and Tom, accompanied by Janice and Bart Billings, motored to Las Vegas, Nevada, where they were united in marriage in a lovely double-ring ceremony performed by Baptist minister Reverend F. C. Lovett at the Wee Kirk o' the Heather wedding chapel on January 10.

We welcome Grace to the Auxiliary. She has been active in helping with our work.

There seems to be a boom in the L.A.T.L. Post No. 541. The younger employes have answered our invitation to visit the Post at any time on the first and third Tuesdays of each month. So far there have been eighteen employes who have joined the Post and found great enjoyment at the meetings and card parties.

We welcome all the younger veterans who come to the Post. The address is 1816 South Figueroa Street in Los Angeles. Come on down and see your friends.

The Post hopes to have a good American Legion Jr. Baseball team this year and hopes to be in the finals for the Jr. World Series. So come out and see these fine youngsters play a good game of baseball.

Retired Employes Association

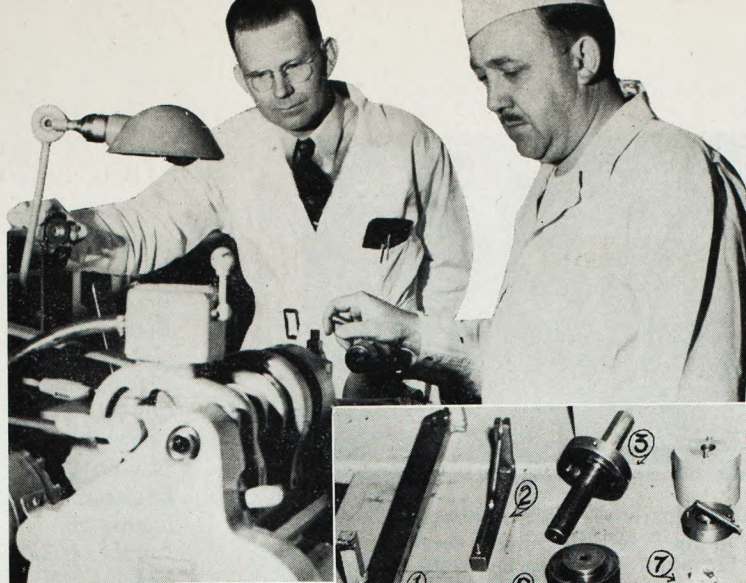
by P. C. McNaughton, Secretary

WE were entertained at our meeting January 8, by Mr. and Mrs. Nordhal, "Mary and Marty," entertainers, who sang many of the old time songs. Mr. Nordhal played many of the old time dances and accompanied the singing, giving us a half hour of genuine pleasure. Also on the program were Mrs. John Brown, vocalist, who sang a number of selections, and Dick McKeen, Irish Tenor, who sang Irish songs in a very beautiful voice.

Paul Horton, noted lecturer and humorist, spoke to us on Today's Happenings, telling of the dangers and conditions of present day sinister influences, and how we need to be awake to efforts being made to undermine our government. He spoke from factual experiences, and indisputable evidence. His talk was sprinkled with humor, and was something to think about and should awaken everyone to present day chaotic conditions.

Meeting adjourned until February 12.

Big Man Little Lathe



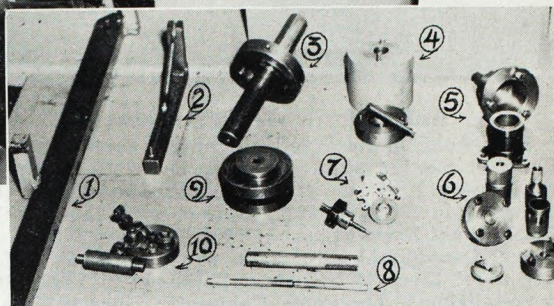
by Tom Smalley

WALTER J. Alport is a big man, doing a big job on a small lathe.

Al started to work for the company on July 22, 1925, at Division Three as rip track helper and promptly began working up to better positions with the company. While at Three, he became relief office clerk and worked inspections. Al left Division Three to go to Division Five in September, 1932, where his duties were rip track inspections. Al was then transferred back to Division Three on December 16, 1935, as relief assistant foreman on the night shift. In June, 1939, Al was transferred back to Division Five as relief assistant foreman and inspections on air equipment, where he stayed until January, 1943, when he was transferred to South Park air room, working on air brakes, valves, and governors. Then he transferred to the South Park Machine Shop and while thus employed he was sent to Vernon Yards in charge of a crew of men to wreck 72 obsolete Paye type streetcars. This work consumed two months, from May 10 to July 26, 1944.

Al then was loaned to Department 20 as a machinist, where he was persuaded to stay as a full-time employe July 1, 1945. Al has done a good job improving and reconditioning expensive company equipment and has made numerous jigs and dies to help speed up and improve our unit and engine overhaul work.

Al and wife, Helen, are happily married and own their own home on North Edgemont Avenue in Hollywood.



• Norman Lane looks over Alport's shoulder as the big man works out another mechanical improvement on his little lathe. Insert picture shows a few of the various tools which Alport has developed:

1. Jig for setting Diesel injector rack.
2. Jig for Diesel injector rack yield link.
3. Special spider wrench for Tourque converter.
4. Special mountings for testing Tourque converter governors.
5. Lathe mandrel for boring camshaft and balance shaft bearings for Diesel engines.
6. Group of special tools for testing Westinghouse air brake equipment.
7. Rotor and frame speedometer parts after remodeling.
- 8, 9, & 10. Special service tools for repairing Hyd. Tourque converter governors.

They have a son, Charles, 18 years old, and a daughter, Patty, recently married and now living in Montana.

Al's hobby is police work. In 1941 Al joined the Sheriff's Emergency Reserve as a deputy. Since then he has been promoted to Lieutenant and spends quite a bit of time working for the Sheriff's Office.

Al and Helen are fond of pets, as attested by the fact that they have a dog, three cats, two love birds, and a canary.

Fan Mail

IN our mail bag for the last month we found letters praising safe, courteous service of the following boys and girls. L. A. Motor Coach leads with twelve letters.

Division Two

H. G. Bilyeu—Pleasant, courteous and efficient.
Carl Ebert—Commended for honesty.

A. R. Galloway—Outstandingly kind and courteous.
Edwin DeuPree—Unusually kind and courteous (2).
H. L. Faust—Exceptionally courteous.

Division Three

W. V. Nathan—Assisted crippled woman.
H. G. Sumrow—Courteous to blind man.

Division Four

C. C. Holmes—Unusually polite and efficient.
H. E. Eargle—Outstandingly courteous and helpful.
W. C. Klentschy—Returned lost wallet.
O. L. Evans—Very courteous and excellent operator.

Division Five

W. A. Stephen—Returned lost child to parents.
J. R. Enders—Very courteous and helpful.
H. G. Eamigh—Assisted blind man.
G. Clesceri—Assisted elderly lady.

Los Angeles Motor Coach Lines

Betty Hoerner—Efficient and pleasant.
G. W. Burt—Pleasant, helpful and careful.
L. A. Moore—Pleasant and courteous.
R. N. Whittington—Commended for perfect cooperation.
S. Benavidez—Outstandingly courteous and thoughtful.
F. Poppleton—Courteous and pleasant.
S. Margolin—Considerate, good driver.
N. Shank—Quick-thinking, fine operator.
F. E. Gordon—Outstandingly courteous.
M. W. Meyers—Has personality and diplomacy.
L. E. Barnhouse—Gives attentive service.



Anna Marie Westcott Retires

• Miss Anna Marie Westcott, formerly Assistant Chief Clerk of the Industrial Relations Department, retired on January 1 of this year. Miss Westcott joined the company in October, 1919, serving as a clerk in the Employment Department. In 1930, she joined the Personnel Department as a clerk, and was made Assistant Chief Clerk of Industrial Relations in 1945. She is now living at Lancaster, California, with her brother and father. Many old timers will remember her father, Frank Westcott, who served the company from 1911 until 1937.

In the above photo Miss Westcott is shown receiving the beautiful luggage given her by her co-workers as a going-away gift. Left to right are: Margaret Phelps, Helen Swallow, Miss Westcott, Sid Dupree, Florence Hare, Maude Campbell, Isabelle Anderlan, Nancy Gillespie, Dorothy Tarazon, and Elsie McIlwain.

Bowling Shorts

by Paul Prutzman

AT the end of the second round of Bowling we find in the No. 1 League on Tuesday night, the Shamrocks No. 1 still holding onto their slim lead of 4 games. The Diesel Kids are right behind them and when the two teams meet for position week, the standings could very easily change. These teams are friendly enemies and whenever they meet in League competition it is blood and thunder from start to finish.

In third place are the "Eager Beavers" and if Walter Whiteside can keep up the pace that he has established for the last few weeks, more will be heard from them later. Walter, by the way, has made a niche for himself among the Transit Lines Hall of Bowling Fame by winning a bowling ball and a pair of trousers. His teammates claim that he waited until Virus-X had taken its toll among his opponents before he brought out his best efforts. One thing sure, Walt was taking no chances. He kept score and Walter is a mathematician par excellence.

In the No. 2 League on Tuesday night the "Shamrocks" No. 2 are in first place, with Ted Phillip's "Juniors" worrying them all along the way. In third place are the "Los Amigos" with the "Pin Quins" and the "Little Scouts" in a tie for fourth place. Any team can still win, and if the leaders should falter, the standings can change overnight.

In the No. 3 League on Thursday night, the "Cross Overs" are in first place, with the "Slack Brakes" chugging right along behind them. Wally Weberg, the captain of the "Slack Brakes," had himself quite a night recently at the South Gate Bowl. He found that old strike pocket for fair and proceeded to mow down the maples to the tune of a nice 278 game. In third place are the "Miss Outs," but contrary to their name they are not missing out on a thing

Safety Awards

(Continued from Page 3)

Blair, W.	Klingsiek, H. J.
Blanchard, C. O.	Kloppenstein, I. N.
Bush, H. R.	Lampley, F. E.
Byrne, A. B.	Lane, O. R.
Caraway, O. L.	Lanum, S. K.
Chittenden, C. M.	Lewis, O. M.
Connelly, F. P.	Meyer, C. W.
Cooper, A. G.	Norton, M. T.
Davies, R. S.	Ramstein, J. E.
Engstrom, F. M.	Ringler, W. E.
Evans, H.	Rogers, J. F.
Faught, J. W.	Spendlove, W. P.
Fletcher, D. F.	Stange, F. W.
Gratzer, P. M.	Stoddart, G. J.
Groves, R. H.	Tagney, R. C.
Happel, F. W.	Titmus, G. F.
Haynes, W.	Vaden, H. R.
Hoffman, R. J.	Vespa, H. C.
Hunsaker, J. M.	Weaver, H. E.
Isreal, N. B.	White, D. B.

DIVISION THREE

Abraham, M.	Hyche, W. S.
Aker, C. R.	James, G. A.
Asbjeld, A. H.	Judd, C. V.
Auger, A.	Lahman, O. L.
Bacus, F. A.	Lentz, C. W.
Baker, T. M.	Mackay, N. E.
Belman, B. G.	Mann, I. D.
Bowlsby, P. J.	Martin, J. B.
Buckley, J. J.	Martin, W. D.
Chandler, J. C.	Meek, L. B. H.
Christianson, S. A.	Miller, G. M.
Clark, W. A.	Monohan, R. G.
Dean, B. H.	Morgan, C. T.
Deane, C. H.	Murray, J. A.
Delahunty, C. M.	McDermith, O. G.
Dennis, C. E.	McDonald, K. E.
Evans, B. S.	Olexo, J. J.
Fleming, J. P.	Perry, W. P.
Flemming, J. Y.	Peters, J. I.
Fortney, D. L.	Rinker, W. E.
Gannon, S.	Robertson, R. P.
Gasparro, I.	Rounsefell, S. R.
Gunderloch, J.	Russell, W. T.
Hazelton, O.	Singer, S. J.
Head, B. S.	Swanson, W. S.
Helbling, E. C.	Sweet, L. L.
Hetze, F.	Trabue, W. P.
Hill, J. C.	Uland, C. A.
Holt, J.	White, W. V.
Huddleston, S. O.	Winters, G. M.

DIVISION FOUR

Avery, V. E.	Kennedy, E. L.
Ball, J. T.	Lenoue, R. S.
Beal, Y. W.	Lowen, D. L.
Brassil, E.	Morris, F. L.
Brody, S. H.	Pike, C. F.
Click, J. M.	Rogney, C. G.
Coutant, O. D.	Smith, D. N.
Eide, L. O.	Snyder, P. F.
Favour, F. F.	Stanford, R. Q.
Frankson, M. J.	Stauffer, L. M.
Hurst, M. F.	Warren, W. W.

DIVISION FIVE

- | | |
|-------------------|------------------|
| Beck, L. W. | Lininger, A. E. |
| Bixler, M. | Lloyd, J. C. |
| Blaubach, A. A. | Lyle, F. |
| Boehm, J. M. | Mariscal, A. |
| Bontty, J. A. | Mariscal, M. L. |
| Bradberry, M. L. | Miller, A. F. |
| Brown, T. R. | Milligan, W. T. |
| Bullum, T. J. | Moore, J. R. |
| Cannon, H. | Mootz, C. A. |
| Carey, T. H. | MacTaggart, D. |
| Casey, W. P. | McCarthy, D. |
| Chapman, P. H. | McMichael, O. L. |
| Chaudoir, H. A. | Nelson, H. O. |
| Copithorne, W. R. | Nusko, J. T. |
| Cupp, C. C. | Osborn, C. J. |
| Drinkwater, G. | Osborn, F. O. |
| Eiserman, C. W. | Palmer, O. A. |
| Engle, C. H. | Petter, M. R. |
| Fisk, O. E. | Rhodes, E. |
| Fletcher, W. A. | Schultz, H. E. |
| Forester, P. D. | Seal, G. A. |
| Garrett, A. R. | Sharp, G. R. |
| Gibson, H. J. | Sloan, K. E. |
| Gordon, C. | Sowell, S. B. |
| Gregory, L. R. | Spahn, G. O. |
| Howard, V. Z. | Stahl, C. K. |
| Huffmeier, A. H. | Steedman, R. W. |
| Jacobson, G. | Stevens, C. E. |
| Jefferson, T. R. | Stewart, M. B. |
| Jicha, F. | Strong, R. F. |
| Johns, J. D. | Sybrant, H. A. |
| Jones, C. C. | Tolley, C. A. |
| Jones, K. W. | Trager, A. G. H. |
| Kelley, R. H. | Wakeham, E. D. |
| Kilgore, J. W. | Watson, W. |
| Kirk, B. | Wear, J. A. |
| Lewis, D. V. | Weaver, L. E. |
| Lewis, A. S. | Webber, R. F. |
| Limes, J. E. | Zaker, A. C. |



"Now, Station K.P.U. brings you the latest news flashes from the Associated Press, United Press and all the wire services."

Short Circuits

by Walter Whiteside

WE have a few late vacationers in the Department. Wayne McGowan put on his 10-gallon hat and headed for Arizona.

William Hull just hung around good old L.A. He had the time off during the hot spell, so he didn't have to worry about sitting in the house all day, looking out at the rain.

Shorty Bumbaugh slipped away for three weeks to—we don't know where. Last summer Shorty was supposed to have flown on the Clipper to Honolulu. He didn't deny the report, but we understand he didn't make the trip. Just a case of living under false pretenses.

R. "Pudgy" Walton has taken some time off to complete his home. If he does everything he planned to do, he will have accomplished a lot along with cutting down his waist line.

The other day at Vernon Yards a stray sheep ran in front of the pole truck. Bubbles Share jumped off the truck and ran the critter down. Sometime later he returned to the gang with a lamb leg under his arm, a reward from the packing company.

The pole crew removed a pole from Burlington Avenue that was set in 1895. We believe full value was

received from this one.

John and Mrs. Gerving are the proud parents of John Francis, born on January 5. Maybe we can take his application now for a substation operator.

We have an archery expert in the Line Department in the personage of Rex Beach. Last week Rex set a new world's record of 912. The old record of 904 was set last year. 1120 is the highest possible score. In a shooting tournament there are four sets of 14 targets, a total of 56 targets in all. There are two sets of 6 inch targets, one set at 10 yards and one at 15 yards. There are two sets of 12 inch targets, one set at 25 yards and one at 30 yards.

Rex has been shooting for two years, and started competing in national meets only a year ago. To set a world's record in this short time is certainly remarkable.

The majority of archers make their own equipment, and Rex is no exception. He belongs to a group that appears at any function and puts on an exhibition. These boys put on quite a show. Anyone interested can contact Rex here at the Line Department, and their group will be glad to put on their stuff. . . . it's free.

We asked Rex if he had done any game shooting and he claims two deer, several rabbits, a rattlesnake, and a cat.

"Trolley Buzzes"

by Ronnie "Hoss" Mason



Hugo Hinze

THE man is living proof that he was born. This happened about forty-two years ago. His father and mother, two sisters and two brothers vouch for that. Also that he was a baby for some time. Went to school when he became of age because it was expected of him. Bob joined the Company about twenty-five years ago. Went back East in '27 and worked for a Produce company as truck driver. Said out-

fit still is wondering about the four missing sacks of flour which were the cause for our boys jumping a freight train and heading back to Los Angeles and the L.A.T.L. Worked at the 16th Street Garage as grease monkey, mechanic, trouble shooter and finally was made lead man. Did his hitch during the last war with the Sea B's. Came back to his old job and married one of the girls of the 16th Street Garage office personnel. On the first day of August, of '47, he took over the Trolley Coach Division, Dept. 21, as its first Superintendent.

H. Archer, who spent his vacation getting the Nursery ready for the expected visit of the long legged messenger sometime this month. He claims he's not a bit nervous—YET.

P. Taylor spent Christmas and New Year's with his family, enjoying the best of Holiday's menus, thanks to his wife's marvelous cooking.

E. G. Swayse, who transferred to the swing shift from the graveyard, spent part of the 'Eves' with friends visiting R. Shaeffer, whose wife had to serve them 'breakfast' at two o'clock in the morning. Nothing like starting the day early, I'd say.

Le Roy Burr had an unexpected visitor when his old side-kick, Ira Sherrill, retired a year ago this month from Division One Mechanical, came over to take a 'look see' at the old site where the modern Trolley Building now stands. Burr took him around and showed him all the old landmarks—or rather the places where they used to be.

Congratulations to H. Archer. His wife, Marybelle, presented him with a baby boy weighing 7 lb. 11 oz. on January 18.

The new switching system has given our boys something to talk about. No more poking with that long pole to change a switch in the overhead maze of wires. All they have to do now is push a button and presto, the switch is on and the Coach may be put on whatever lane has been opened. Watchman, 'the eye' Gillpin, was

a very interested spectator as J. Burton was explaining the intricacies of the switch panel to newcomer H. J. Smith.

E. P. Glavin is doing a marvelous job of learning the rules and regulations of the North American King's English. He has only been here about five months, by way of Norway, and already his progress is noticeable in his use of a very pronounced and slangy repertoire of catch phrases.

NEWS FLASH: Smudge, the Trolley Coach Mascot, is now the proud mother of five kittens, born January 19 at 4:42 P.M. The offspring are all grey striped and have been named Foggy, Sunshine, Dopey, Mopey and Questionmark. M. D. Wilson and H. Davis were the official welcoming committee, as they are the only ones with accredited First Aid training.

The whole department made up a pool on the date of the happy event. Leo Biggs was the fortunate winner of the \$4.50. However, there is a nasty rumor going about that he had inside information.

Smudge and her family offer their thanks to the girls of 16th Street office for the beautiful basket they sent. "It's simply too comfortable for words," she purred.

The Last Terminal

VICTOR G. Smith, Checker, Schedule Department, passed away December 6, 1947. Mr. Smith was born September 8, 1898, in Nebraska. He entered the service as Conductor, Division Three, in 1921, transferred to motor coach operator, 1925, was appointed Supervisor in 1936, Operating Instructor in 1942, and Schedule Checker in 1947.

Fred J. Jacobsen, Operator, Los Angeles Motor Coach Lines, passed away December 6, 1947. He was born November 3, 1895, in Nebraska. Mr. Jacobsen entered the service as operator in 1926.

Neut L. Johnson, Division Five, passed away December 28, 1947. Mr. Johnson was born March 8, 1893, in Missouri. He was employed as a motorman, Division Five, in 1926.

John H. Johnson, Special Roll, passed away January 5. Mr. Johnson was born August 8, 1872, in New York. He was employed as a motorman in 1920, and placed on the Special Roll in 1941.

William E. Garris, Special Roll, passed away January 9. Mr. Garris was born July 12, 1887, in North Carolina. He was employed at Division Five in 1920, appointed flagman in 1940, returned to motorman, Division 5, in 1942, and placed on the Special Roll in 1945.

John T. Edmiston, Special Roll, passed away January 22. Mr. Edmiston was born December 12, 1889, in Arkansas. He was employed as motorman, Division Three in 1923, transferred to extra clerk in 1930, returned to motorman in 1939, and placed on the Special Roll in 1947.

Mrs. Elizabeth Smith, wife of Frank A. Smith, Special Roll, passed away December 14, 1947.

Mrs. Edna B. Brown, wife of Harry T. Brown, Mechanic A, Mechanical Department, Division Four, passed away January 6.

Our sincere condolences to the bereaved families and friends.

The Hillbilly Boys

by L. B. Meek

TO start off, one of the best stories I have heard in a long time is the one about Grant Winters, who was going down the street and saw an automobile coming toward him on the wrong side of the street. He stopped and rang his bell. The driver stopped also. Winters got out to see if he could find out what was wrong with the man and found him to be full of spirits of the bottled variety. So they moved the car around the corner and parked it.

Yes, we save a lot of necks we never get credit for.

I just heard the other day that they were going to install tail lights on the switchmen. It seems we had another get hit by a coach in the yards. Jeff Holland was the victim this time.

Sorry to hear that Harry Gilmore is off on the sick list. Maybe it's this Virus X that has hit him. Our superintendent, T. O. Latham, has been off sick several days now.

Tommy Thompson's resolution not to argue with anyone put him in a rather bad spot recently when a loader down on Broadway started to put passengers in the front door, thinking that it was a Line "5" car instead of a "W."

Our (Eddie Cantor) Paul Dianetti has received another girl at his house. That makes three now, doesn't it Paul?

Say did you ever take a trip to Texas? Well, Joe Fleming thinks it is a great trip. Especially if it takes you back to the old home. Joe and wife have just returned and he says it was really nice. Of course, he always brings back a sack of pecans .

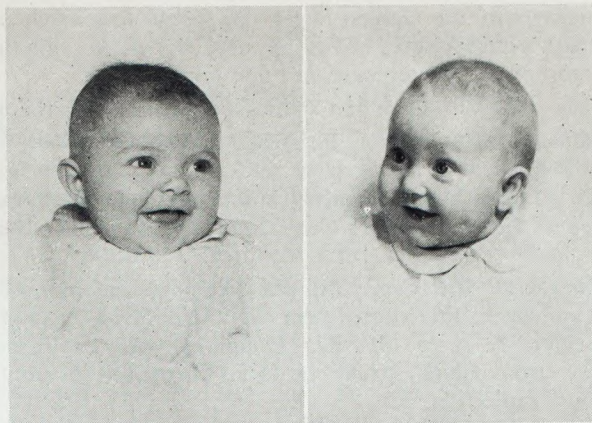
I just heard some good news from our old friend Jimmy Scantlen. After all these years of single bliss and Bachelorhood, he decided to get married to a lovely lady whose name was Clara Crawley, formerly of Florida. May we wish you many happy years.

We have just learned from Fred Hetze what it is like to have the flu in the same house with three others, for it seems that the whole family had it at the same time. And the phone never rang so much before.

You know I never did like to run second, and so we should all be proud when we see the standings of the safety contest for the last three months. We not only won the quarterly period but had the highest score that has ever been recorded since this program started. Now, it is easy to see if we can do that over the holidays it should be a goal to shoot for at all times. Just remember this, that no one person did that. It took the combined efforts of everyone, with consideration for others.

It looks like the stork has been busy in our vicinity again. The first was Thomas Allen Alford, who made his presence known on December 6, in the home of Charley Alford and beautiful wife. Then to proud papa John Guizio a present from his wife in a bouncing bundle was found to be Joyce Marie, on December 7. And now along comes Richard David to take care of any spare time that might be found at the home of Charles H. Davis, Jr. He was born on December 18.

Of course, Santa does not want to be out done so he just dropped in on the John Kashirshys and left them a daughter, Nancy, on December 25. Then he went just a little farther and dropped off a son for the family of Joe Aaron. What goes, Joe? A Christmas present and no name yet?



BEAUTIFUL BABIES

• The young lady on the left is Cathy Ann White, 4 month old daughter of Norman White, Division Four Mechanical. On the right we have red haired, 8 month old Linda Lee, daughter of Mrs. Elsie McIlwain, Industrial Relations Department.

Reports From Five

by Ed Roche

*/ o!lo */* o:::o */* o!***

Which means: "CARAMBA! DONNER UND BLITZEN! NOM DE DIABLE! WHAT THE ----!"
Why?

W-e-l-l, during the 4th quarter of 1947 we failed to maintain our position as the Division with the smallest number of "blind" accidents.

So what?

So, the platform personnel at Five lost more than 80,000 Valuable Safety Points which large number would have bought a lot of Radios, Electric Mixers, Waffle Irons, Pressure Cookers, etc.

Let's go to the Wailing Wall and weep, even as we resolve to win those points, and all others it is possible to win, during EACH quarter of 1948.

Despite that mass misfortune some of the boys are merrily garnering Safety Points. C. C. Albert, H. H. Foster, R. C. Hall, Floyd Monnier, O. C. Adams, K. L. Holford, bought Dormeyer Electric Mixers; C. G. Rumbaugh, a Sunbeam Shavemaster; J. F. Riley, some pleasure game equipment, and Gil Shumake and his lovely wife, Edna, are just raving about their G. E. Twin Waffle Iron. Charming Edna Benzink is now Secretary to Superintendent Frank L. Ervin.

Ford Martin spent a very happy vacation driving back to Boston, Massachusetts, to visit his Mother, who was very happy to welcome Ford after an absence of five years.

Operator-Clerk R. L. "Bob" Heaton, Junior Past Commander of the Veterans Club, had the unpleasant experience of having his Buick stolen. When found it had little left but the chassis.

Chief Instructor Dan Healy has appointed H. L. "Rozy" Rozendal as Chief Instructor at Five; and has assigned Instructor Charlie Templin to Five. Charlie worked out of every Division during 1947, a fine and valuable experience.

K. D. Thomas had the misfortune to injure the index finger of his left hand, and though the injury was painful, "K. D." was back on the job in quick time.

Ralph Huddleston's lovely wife, Lucille, has been installed as Vice-President of La Reina Parlor, Native

Daughters of the Golden West. La Reina does much important welfare work and is responsible for the adoption of more than 100 orphans into fine homes.

Ace old-timer Dan McCarthy is rejoicing over the recovery of Mrs. McCarthy from a dangerous attack of pneumonia.

D. D. De Mary, formerly a fine employe, has again entered the service of Our Company; welcome back, "D. D."

Supervisor Jack Carlin (an old Five boy) and Mrs. Carlin announce the engagement of their lovely youngest daughter, Bess, to Mr. Ray Dougherty. Ray will soon return from China, where he is an Instructor in motion picture projection.

James R. Moore and Mrs. Moore had a very happy Christmas Day. They had three little orphan girls, sisters, from the Los Angeles Orphan Home spend the day with them. There was a beautiful white Christmas Tree, decorated and lighted, a delicious turkey dinner, and presents for each little one. Jerry Mueller, who has lived with the Moores for years, was a happy aide in helping the kiddies to Christmas Happiness.

E. W. McCabe had the misfortune to fall from a ladder and fracture a leg while working around his home and is now convalescing in California Hospital. We wish Mac a speedy recovery.

Walter Barnes was called to Wilmington, N.C., on family affairs. Walt will spend a brief vacation with his parents while in the old home town.

C. E. Stevens, H. Russell, J. M. Wayne, R. H. Liles, D. Ford and L. C. a'Beckett are on the sick list.

Mid-winter vacations are being enjoyed by: S. L. Sorenson, L. A. Ruiz, W. L. Lampley, A. A. Blaubach, F. G. Taylor, O. L. Redding, D. E. Belmer, A. G. Blackwell, W. Wilcock, S. W. McGee, N. Davis, F. A. Carrole, M. A. Wright, W. K. Duncan, R. W. Albers, J. S. Lawson, R. M. Clark, M. W. Sasse, R. B. Durr and C. A. Barnes.

W. E. Fox and Clemie Copeland were married on January 2, 1948. We extend our Congratulations and Best Wishes.

E. G. Wallrich announced the birth of a son on November 17; George Darrow Paton, 9 pounds 4 $\frac{1}{4}$ ounces, arrived at the D. W. Paton, Jr., home on November 21; James Lloyd announced the arrival of Alfred James Lloyd, 6 pounds 6 ounces, at 6:00 p.m. December 6; and Archie Silva reports the arrival of Jackie Ann the same date; E. A. Sorenson reports the arrival of Linda May Sorenson, 7 pounds 7 ounces, at 9:27 p.m. Christmas Eve.

Traffic Operator Hugh Burke and wife have received word that Mrs. Burke's parents in Canada are seriously ill; we wish them a quick recovery.

Nuts & Bolts

by Johnny Boyce

CONGRATULATIONS to the new Parents:

Born to Mr. and Mrs. Douglas Powell, Wednesday, December 17, 1947, a baby girl, weighing 6 pounds and 3 ounces. She was christened Christine Sandra. This is the first child for the Powell's. . . . Born to Mr. and Mrs. Hoegeman for a Christmas present December 25, 1947, was their third child—a girl, who was christened Donna Carol. It is reliably rumored that Harry wants a boy. He now has three girls named Dianna, Dolores, and Donna. If the next child is a girl, he intends to name her Dammit.

Recently Vern Keohen was seen carrying a large can of oil, filled to the brim, from one end of the garage to the other to pour it in the sump. On the way back Jimmy Watson was very helpful—helped Vern carry the empty can.

Two of our men are now off on the sick list and we all wish them a speedy recovery so that we may see their smiling faces around once more. Doug Powell is having trouble with his kidneys and W. J. Andrews underwent an operation on his left knee.

Jimmy Watson found out during the rainy spell that his Chevy was not amphibious. At Imperial and Paramount the water got the best of the Chevy. He says it was a long walk home, for he lives in Bellflower. And it was 3:00 o'clock in the morning!

Bill Boyett is now on his vacation. It seems that his Pontiac refused to do its duty so it was either lay off and fix it up or take his vacation now and fix it up. He chose the latter way. Well, Bill, I hope it lasts till you get another vacation.

Bill Aldrich has been complaining about his eyes recently and is having glasses fitted. He was seen out in his yard the other afternoon with a large German-police dog. We all thought that he had procured a seeing eye dog instead of his glasses. The only objection to that theory was that the dog was trailing. The only solution must be the same as the little boy who was seen walking backward down the street and when asked how he could see where he was going, replied, "I don't care where I'm going. I just want to see where I've been."

The only new year's resolution I have heard is the one from Cahill, our storeroom clerk. "I hereby resolve to stay out of jewelry stores. One \$500 ring is enough."

Thumbnail Sketch: This month I would like to introduce you to a popular mechanic and member of the Bowling team, our tall, dark, and handsome Bob Robinson.

Bob was born in Rochester, Pennsylvania in 1918. He spent his childhood days and attended elementary school there, moving to Sunny California in 1930. Here he attended Junior High and graduated from L. A. High School in 1936.

While in school Bob played football and lettered in baseball.

Bob was married in 1946 to a lovely L. A. girl. He entered the service of L.A.T.L. in 1936, in the Stores Department, transferring to the mechanical force in 1940. He did dispatching for some time in 1941. He is now lead man on the inspection crew.

Bob likes various sports, bowling a wicked game, and roots for the Dons in Football and the Hollywood Stars in Baseball.



"I wonder
who sells
people
food?"

Virgil Venom

by Ray Matzenbacher

1948 is well on its way here at Virgil, but all in all most of the fellows don't find it much different from 1947.

L. R. Chapman and his wife, June, have a wonderful start for the new year—their first child, a little girl named Diane, was born a few days after New Year's. Already Diane has made Chapman give up that course in refrigeration.

We have a new girl in the General Office—Ruella Dial, who has just been out here a short time from Washington, D. C.

Mr. Patton is now back in New York attending the Society of Automotive Engineers Convention. He expects to return around the first of February.

Tom Lowery pulled a fast one on the boys last Friday. Tom and Grace made a flying trip up to Las Vegas and were married. Congratulations to both of them.

Guy Dossey, on the way home several evenings last week, kept driving by a new car showroom. Finally one night he stopped in to inquire about the new car, and before he could get away, he was the proud possessor of a new Dodge. We suggest that anyone interested in buying a new car see Guy, as he should be as the top of about three other new car lists.

Bob Woodrow has resolved that during the year of '48, he will drive east on Sixth Street, rather than west, as he did during the latter part of '47.

Someone told us that M. Lewis should resolve to drive without lights during the daylight hours—well, Lewis has been driving the Sunset Owl for so long that he will have to be excused.

Has everyone noticed how bright that smile of Sid Margolin's has been these last few days? If anyone has missed, be sure and have Sid flash that new tooth.

Jerry Ladhoff, former Vineyard mechanic, is now on his way home after spending a year in Korea in the service. D. Ladhoff, L.A.M.C. supervisor, is looking forward to the homecoming and having the boys together again.

A. J. Tagler and S. E. Grover of the shop are now on their vacations.

Talton Perry and Ed Walker have just returned from their '47 vacations. Ed was so tired that he worked a week and immediately started his '48 vacation.

Found a note in our mail box last night giving a little information about some of the boys down Vineyard way. It was too late to pass it on to Harold Young, always has his column written up ahead of time.

Frank Buchanan "The Blonde Terror" has been practicing to crack the "supersonic speed barrier" on his motorcycle.

Ray Owens has just returned from Georgia, where he spent his vacation.

Congratulations to Mr. and Mrs. Cliff Chute on the birth of their nine pound baby girl.

Strange sounds are coming from out in Burbank as the Motor Coach Jazz Combo begins rehearsals. At present the group consists of Allan Kimmell, piano; Maynard Meyers, bass; Bob Woodrow, guitar; Herb Hargraves and Jack Stewart, violins; George Batelle, trumpet; and Al Jacques and your scribe, saxophones. Anyone interested in joining, please contact Al Jacques at Vineyard or Jack Stewart at Virgil.

Lobby Lowdown

by Violet Leach

WELL, this is Leap Year, girls, so remember—not only must we have our best foot forward but both feet. That's so that when you spy that bachelor, you can get a good start.

The Auditing Department Christmas party was quite a success. Jolly old Santa was none other than our Clarence Fisher, and attractive Mrs. Santa was Cathy Hassett. Everyone received gifts. When Gladys Prather opened one of her packages, there was a diamond ring. We haven't discovered who sent that one yet. Ted Myers must love roses. He received four miniature ones. And Clarence Fisher got a can of mackerel. That's one time he didn't have to use bait.

On December 22, when Lillie Hon walked into the Pig 'n Whistle for breakfast, about twenty girls from the Auditing Department greeted her with "Happy Birthday." She was very surprised. Many happy returns, Lillie.

Wedding bells rang for Mae McLeod, Auditing, on December 13. She is now Mrs. N. F. Livermore. Congratulations to the newlyweds.

Art Genn, Research Department, was on the sick list a while back. Take care of yourself, Art.

We all had a pleasant surprise the other day when Dr. Smith walked into the lobby. He is still taking it easy after his illness but hopes to be back with us soon. Good luck, doctor. You're looking grand.

Richard Kissick of the Executive Department is out of the hospital and doing fine.

Ernest Girod of the Auditing Department had a touch of the flu but is back at work again. . . . Mae King, also Auditing, is now back at her desk.

Herbert Gaskill, Auditing wants to lose ten pounds. You look okay to us, Herbert. . . . Helen and Hilda Scholefield, Auditing, have been ill but are now back at work, happy as ever.

Looks like those apartment hunting days are over for Helen and Jack Swallow. We're all glad for you. Let us know when you have that house warming.

January 17 was Jeanne Robert's birthday. Congratulations, nurse.

Dorothea Cover, Elevator Operator, and her husband recently celebrated their paper anniversary. Did that year go as fast as your elevator, Dot? Congratulations.

Our sincere condolences to Clarence Fisher of the Auditing Department, whose father passed away January 18.

NEWLYWEDS

• This happy looking couple is Mr. and Mrs. N. F. Livermore, who were married at the First Presbyterian Church in Gardena on December 13. Mrs. Livermore is the former May McLeod of the Auditing Department.



Once Overs from One

by Louis Patten

OUR resolution for the New Year is simply this line of poetry:

*"May the lives of great men all remind us
We should make our lives sublime . . ."*

R. E. Cleland, L.A.T.L. Safety representative, is currently sharing his charming and highly efficient personality equally between Division One and Division Three. His colorful array of virtues cannot be adequately portrayed even in biographical treatise, let alone in the opening phase of this prologue. However, in the future your scribe will endeavor to obtain at least a profile sketch of R. E. Cleland for the edification of many trainmen, myself included, who have come under his inspiring aegis.

Trackless coach operator Nicolette, Cap No. 1600, ran out of overhead wire when he failed to turn on 57th Street the other night. An aged passenger suddenly appeared like an apparition in the fog, and tapping Nicolette on the shoulder, informed him that he should have turned there, pointing his bony finger in the opposite direction of the coach. Was Nicolette's face foggy or red?

Jack F. Carlin, L.A.T.L. veteran supervisor, once said to me, "Extreme justice is injustice." Volumes of psychology could not be more illuminating, for Jack's profound aphorism truly mirrors his understanding and sympathetic nature. However, tempering discipline with patience comes naturally to him for Jack is twice a grandpappy. (Judging by his activity and youthful appearance, you would think him about forty.) His reassuring smile is a pat on the back to every trainman under his supervision for he believes in correction, not persecution. Jack is an ideal super for he believes in the motto, "To have a friend, be a friend."

When Jack's daily duties terminate, he finds relaxation in playing religious records on his phonograph. His collection of such recordings numbers in the hundreds. Alfred Lord Tennyson, the poet, once said, "As a man thinks, so he is." Jack is a friend to his fellow man. Good luck, Jack, from all of us.



On January 8, your scribe witnessed the main bout at St. Joseph Church, L. A. and 12th St., between Ronnie Arisohn, 15, son of Harry E. Arisohn, and his huge opponent, Henry Costello. Ronnie, who is managed by Harry Shall, was tops. He's only a bantam, but has already won many laurels. I can safely prophesy that Ronnie will before long be the champion of his class.

Hortense Troup, motorman on Line B, practices the L.A.T.L. motto: Safety, Courtesy, Service. His neat uniform is characteristic of his loyalty to his company.

Division One is now really a pleasant place. Keep up its tidy appearance, fellows. Remember, cleanliness is next to godliness.

Mrs. L. W. Sierra gave birth to a 7 lb., 5 oz. baby boy on January 10. This is L. W.'s first child. Keep up the good work and reduce your taxes, Sierra.

Wallace Layton was one of the many laid up with Virus-X. He is now back on the job, however, but in describing the effects of the nasty little germ, he was so graphic your scribe suffered along with him.

Pappy Park was away from the office for several days but not with Virus-X. He was painting and otherwise beautifying his newly bought estate, so that it now measures up to his former Oregon hacienda. I'm told Pappy has enough land to yield all the produce his family requires. If you decide to raise chickens and keep a cow, Pappy, don't forget to bring some samples around.

Blow-Bys

by Tom Smalley

HERE we start off a New Year again, men.

Fellows, Menlo Park had their Wizard. We at South Park have ours. Sunny Sundeen has built a television set all by himself and from all reports it is as good as any that are on the market today. Nice going, Sunny.

Ray and Florence Warfel had a very nice trip to Oregon over the holidays. . . . John and Ida Sturm also took a trip to Oregon to visit their daughter and son-in-law. . . . Adam Mauch reports that his sister and brother-in-law, Mr. and Mrs. A. E. Wilson, are here from Hawaii visiting. . . . Bill and Mabel Van Dorn moved into their new home to start the New Year right.

Tom Rocha and Julio Lopez are now fellow ranchers. Tom and Julio each bought a small ranch recently and are now competing with each other. . . . Jim (Commodore) Homar is now Quoit Champion of Department 20. . . . Bob Marshall says that the new coveralls are not so hot. He says that he cut his off twice and they are still too long. I have the same trouble, Bob. . . . Ben Shipps bought an Oldsmobile body and chassis. Now he's looking for an engine. . . . John Paul tells me that he is Big Bear bound.

Billy Adair is quite a fireman; his Ford caught on fire and Billy put it out with his bare hands. Quite a trick, but he did it. I saw the blisters on his hands, myself.

Leo Keppler is on vacation, and Joe Castro is filling in for him on engine tear-down. Joe really likes that job. He says that it gives him a chance to keep his hands clean.

Claude Nichels told me something that will make the ladies sit up and take notice. Claude says that he started and put an angel food cake in the oven in twelve minutes. How about that, ladies? Can you beat it?

Sam Mahoney received an eye injury recently, but we understand everything will turn out okay and that it will not impair Sam's marksmanship. We hope not, as we understand he is one of the better shots on the S.E.R. Pistol Team.

Homer Porcher bought a home in Azusa and is all enthused about it. If the housing situation gets any worse we will all have to buy a house.

The Christmas program was tops as usual, with De-

partment 20 being well represented by Miss Virginia Lane, 13-year-old daughter of Mr. and Mrs. Norman Lane. Virginia thrilled the crowd with two accordion solos. Jerry Cameron brought the house down with his marimbaphone solos.

Arnold Verlanders, Department 11, was on the sick list for a few days and says he sure is glad to be back on the job again.

Camillo Caringello, Department 11, has made a resolution to hunt and fish more in 1948.

Patsy Giacalone, Department 11, reports that his sister-in-law and niece are here from Chicago for a visit and are enjoying our California weather.

John Halloman is now lead man on the wash rack in Department 11 and has been instrumental in having quite a few improvements made, among which are the new steps leading to the overhead wash platform, which is quite a safety factor.

All of John's friends extend their sympathy to him in the recent loss of his mother, Mrs. Anna Halloman, who passed away in Shreveport, Louisiana. John went back to attend the services.

I want to take these last few lines to thank Mr. Watts, Mr. Heman, and Mr. Porcher for their patience while breaking me in on the piston grinder. These men had much forethought in seeing that the crankshaft grinder was entirely too big a machine for me to handle and they took me in hand just in time.

That's all for now, fellows. See you later.

South Park Diary

by Billy Pinder

THIS is the time of year when one gets his income tax reports and begins to wonder what happened to last summer's wages.

The Shop's Christmas Party was a big success. Everyone in attendance agreed that it was the best one we ever had. We had the pleasure of having with us as a guest, General Manning, our new President, who received a tremendous ovation when introduced. While the entertainment was going on, the all important food and refreshments were being served by Eddie Serabia, Fred Hart, Tom Watts, Buster Campbell and Stewart Hubbard, all of whom appeared quite at home in their aprons.

We hear that Otto Schneider has acquired a brand new Dodge, but idle rumors are going around, to wit: "Never saw Otto go any faster than 20 miles an hour at the most." Just plain jealousy, I call it.

Have you seen the Shops "Spit and Argue Club"? Well, every morning you can get a nice seat if you get in the Machine Shop before 7:30 A.M. That's the time the Argue Club starts and it's all about Diesel and Steam Locomotives. The contestants line up as follows: Ernie Sayer, Joe Manley, Bob Hester, Fred Brenon and Ralph Sloan. You will hear phrases like the following: "When I was Head-end hogger they did it this way"—and—"They will be calling the engineers, motormen the next thing you know," and so on. Don't forget the time, 7:30 a.m., in the far corner of the Machine Shop. It's a date.

Various boys at the Shops have been quite active in civic and Church affairs this past year. Hesse Campbell has been working diligently as Secretary for the Credit Union, and Duke Billings is serving on the Board of Directors for the Credit Union. Jack Ogden is on several

committees for the City of Inglewood, and Bill DuPlante works for the young people of several Church groups. These boys deserve a lot of credit for their fine efforts.

Johnny Pleiser has recently taken up skiing, and so far has been able to report for work Monday mornings.

Fred Hart has become a Grandpa through a Granddaughter by the name of Judy Lynett. But don't start bragging, Fred, as Gus Prenger has just become a Grandpa for the 13th time. Gus announced it was a boy and his name is Britt. Congratulations, boys. At any rate it doesn't seem to slow you up any.

When you see all the boys smoking cigars at the 10 minute rest period, you get to wondering who it was that took the fatal step into matrimony. This time we found that it was none other than Frank Pary, who was married to Miss Gladdys MacIntosh in December.

Everyone was wondering if the Ground Hog would see his shadow here on Ground Hog Day. Well, it is all very simple. As a matter of fact we contacted our official Weather Man, Austin Kilgore, on the subject, and his reply was: "It will depend on the critter. If he gets hungry, he comes out." Mm hm, logical.

The musical ability of Huey Lendy, sometimes called the "Crosby of Inglewood," was suspected and discovered through his singing proficiency every morning when coming to work. Perhaps Huey will soon be singing with the Inglewood Philharmonic. Any-hoo, how about the Shop programme?

Jacob Beveridge took his vacation in January. Nothing like getting your vacationing done early.

Some of the boys have had a rough time with the "Virus X" bug, and have finally licked it. It was a tough fight and we are glad to see everyone back on the job again.

One of the proudest boys at the Shops is "Chuck" Kubin, and the reason is that he became a daddy on January 4, 1948. The little boy's name is Marc Charles, and he weighed 8 lb. 5 oz. Congratulations, pop, and thanks for the cigars.

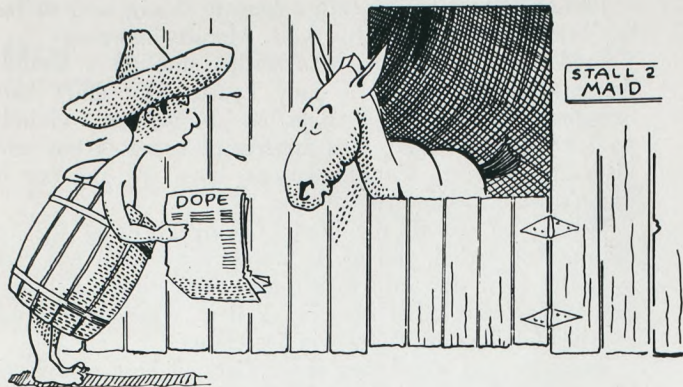
The man who works later than the rest of us is janitor Perry DuBose. He has acquired a sore nose. But it's not from the grindstone—a cold is responsible.

Last minute news flash: Fred Ferrini of the winding room is the proud father of a 7¼ pound baby boy, Louis Alfred, born January 13. Congratulations, parents.



TWO OF A KIND
• This beaming father is Frank Michael, Division Three Automotive, and he is holding his twin sons, Eddie and Eugene. The boys were one month old when the picture was taken.

Pancho at the Races



by Ronnie Mason

AS everybody she know, thee horses hav' thee races at Santa Anita. I hear peepel go thar to ween thee money very esy. All you hav' to do ees for one of thee horses come home weeth thee bacon. I deesided myself I go an' ween some of thee lettuce all theese peepel say eet ees so esy for one person weeth thee sense of horses he can get.

Thees ees a very beotiful park. Whot trees and flowers! Whot a beeg crowd an' all thee color that eet ees meexed weeth! Here one can get thee best look at thee "New See," weethout goin' to thee parade of thee models. Theese gorgs are thee only ones that geev' thee competeshon to thee horses. Thee men donot know whar to look—thee fillies on thee track ronning or thee fillies on thee stands jomping.

Bot let us get to thee beesness of makin' thee dinero grow. Forst, I buy one of theese sheets for thee dope that I see everyone buyin'. No wonder eet ees esy to ween thee money. Thees here guy that writes for thee dopes tells you whot horse ees gonna ween thee race. He ees reely smort. He knows thee horses seense thee time they were born.

I buy a two dollar teeck that I betcha on thees horse thee dope says she ees gonna to ween. I take a very good look at thees filly, an' she does my eye good. She ees a leetle theeng weeth a very sleeck torso an' thee way she strots arond you cannot help bo that I gets my eye on thee beam. Her name eet ees thee Maid of Cucamonga and she ees gonna to race weeth a bonch of other horses.

They put all three horses een a bonch of telephone booths at the start of thee track. That's what eet ees call thee gate of thee star. Now, thee anoncer weeth the loud spoken system takes over thee joint an' you cannot hear me theenk. He goes like thees:

"O. K., here's thee line op. 'Rosebud' enn thee een-side. Weth 'Seesors' next. 'Farmer Boy' and 'City Sleeker' followed by 'Geeve Me A Chance', 'Cucamonga Maid,' an' 'Altar Bound' completing thee field.—THEY ARE OFF.

'Rosebud' cleengs to thee eenside rail as they go ento thee start. 'Farmer Boy' weeth 'Seesors' neeps 'Rosebud' off thee rail at thee forst pole. 'Maid of Cucamonga' she ees going in thee wrong direction."

Thee pressure of my blood eet goes op an' higher as thee horses they make for thee stretch of thee back. I

want thee Maid to ween becose she ees got thee money on thee nose of thee rent my wife ees gonna pay for thee house whan I found one to rent. Caramba! thees ees gonna be thee beeg fight for thee stretch to thee feenish.—Thee loud spoker she goes on:

"—On thee back of thee stretch—eet ees 'Farmer Boy' weeth 'Sleeker' right beside heem while thee 'Maid' has geeve thee stroggle op. Thee 'Altar' nevar had thee chance after thee 'Seesors' cut 'Rosebud' an' thee 'Maid of Cucamonga' faded at thee stretch.—HERE THEY COME—'City Sleeker' weens by thee nose. 'Farmer Boy' he places an' thee 'Maid' barely shows."

Next of thee guy who tells me thot eet esy to make thee money playeeing thee horses, he ees gonna get hes block knock down. I hav' jost learned why thee sheet ees called for thee dopes. Bot what gets mee ees thot weeth thee sense of horses I hav' I peek thee 'Maid' an' she cannot ween thee race. Thees jost goes to geeve you thee prove thot one cannot know what a horse an' a woman ees gonna do by only geeving eet thee eye. Beotifool horse could be bum ronner. Beotifool gorg, thee same whan you marry her. Only one way there ees to find out what she ees gonna be: Eef eet ees a horse, you race eet. Eef eet ees a gorg, you marry her.

Snafu from Two

by Bill Middleton

A. G. GRIBLING has started the new year right by coming back to work after a long illness. Welcome back, "Grib."

Kenny Newell is again recuperating from another operation. Tough luck for Kenny having to spend two Christmas' in bed. The boys send best wishes for a speedy recovery, Kenny.

Tommy Cooper made a resolution after New Year's Eve: he is definitely on the wagon for good. Whan I saw him last he was leaning heavily and crying "Oh, how I wish Mama was here!" By the way, his wife was visiting in Tennessee over the holidays.

Jim Blizzard has turned over a new leaf for 1948. Number 1 on his list was to remember his home telephone number so he could call the little woman and let her know what time he would be home for dinner. (I doubt if he is keeping it, for on the 7th of the month I saw Jim turning his pockets inside out and going through his wallet like made, while hiding in the telephone booth.) Why not look it up in the phone book?

Now I know why O. F. Johnson was pleading so hard to get off New Year's Eve. It was his last day of his three years without an accident. Congratulations, Oscar.

Meet the man of the month, Harry Soberg.

I think most of you know Harry, "the mad Greek" of Division 2, except that Harry isn't Greek. Harry was born in 1908 in Duluth, Minnesota, and is a Norwegian. Being a modest fellow, I had to persuade him to give me some of his life history.

He spent his early years in Minnesota and after finishing school, he took a job in a printing shop where he learned to be a compositor and worked at the trade for 7 years.

Harry said he was a "Dancing fool" in those days and did a little dance promoting in the meantime. He went from Marshall-Wells to the Hartford Printing Co., and then to the Hamilton Advertising Agency. Following this, Harry took charge of the Democratic News in north-

ern Minnesota but wanted to try his luck in California. He came to work here in December, 1934, and now has 13 years with the L.A.T.L. Incidentally Harry spent 3 years in the 1st Armored Division and has been through Ireland, England, Africa and Tunisia. He has received 5 campaign stars and during his service was injured only once when he was riding on the bow of a motor boat and fell off. Harry says, very seriously, believe it or not, he was sober. Here is to Harry Soberg, a swell guy.

This information came to me a little late but I am informed that O. K. Kerr is the proud father of twins, a boy and a girl. Congratulations, Kenny.

Dan Pontious, Safety man for Division 2, has asked me to express congratulations to the fellows for a good job in helping reduce accidents and hopes they make it a new year's resolution to keep up the good work.

Mrs. V. G. Smith has asked me to relay her thanks to Mr. Corbett and the boys for the flowers and donations.

Transportation Transcripts

by C. A. (Jimmie) Schulz

I HOPE all of you are enjoying some Winter Sports in this wonderful California winter season. Many states are boring their way out of snow and ice while others are trying deftly to lift their heads from the unpleasant waters that have rolled into their cities from the mountains and swollen rivers.

Skiing and tobogganing have become the favorite pastime for many Angelenans in the past few weeks; and if you don't believe it—ask "Nip" Whitman who motored up to the mile high frigid air in his "Town Car" to find the snow a little deeper than he was able to cope with. Well, snow isn't any fun anyway unless it's deep enough to get stuck in or fall into like a feather bed. It didn't stop "Nip"; he went right on afoot to his cabin to find that several of his friends left their cars right behind his and enjoyed a brisk climb too. All had fun and flushed cheeks from the energy expended in the crisp mountain air, no doubt.

Our annual Christmas Party on December 24th was the bright spot of our social activity, and was very well arranged by our charming hostess, Miss Fern Preston. 'Twas much fun drawing names and exchanging gifts. It looked like Santa unloaded his entire sleigh for us "sure 'nuff." When you entered Mr. Wright's office, to see the wonderful cake with all the decorations and the pile of gifts to be distributed, you could understand why there were so many beaming smiles.

Birthdays this month bring greetings and best wishes to the following people in our department: January 1, W. P. Stuart, Special Agent; on the 2nd, Betty Underwood, PAX and Information Operator; on the 4th, C. A. Tengblad, our very well liked Safety Engineer; on the 10th, W. P. Eunson, Dispatcher; on the 13th, G. P. Low, Safety Clerk who buzzes the boys on classifications; on the 14th, none other than G. F. Goehler, our Supt. of Schedules and Statistics, on the 18th, Louis (Robin) Roberson, who, on retirement as of the 15th, will be his Snooky's "One and Only," for twenty-four hours every day; on the 23rd, Verla M. Wall, the busy little bee in the office of the Special Agents; on the 25th, Frances Page, PAX and Information; on the 29th, Ben J. New-

land, Traffic Observer and let's not forget our very good friend Jeanne Hartnack whom we all love, for hers is the very last day of the month.

Joe Prutsman has chosen a new bride in the former Ruby H. Green, whom many of you know. It's been Mr. and Mrs. since December 14, 1947. Good luck, you lovely people; it's the greatest institution in the world.

Have you met Toreador Jimmie Holser of the traffic department? On his way to work the other mornin'—seems he was roundin' the corner from the north on Main to go West on 7th when a mad bull from the stock yards bounded right up in front of him in the opposite direction. Of course Jim thrust his right forward with his hair as bristled as that of a black cat when cornered. The bull kept right on a comin' and Jim didn't know whither or whence, and was without a lance. Only Jim's quick thinking and quicker ducking into a doorway saved him from a gory end with the maddened animal. Donnelly says that when Jim arrived at the office he was as excited as a caged canary with four cats around it and his throat as swollen as if he were trying to swallow a billiard ball. You ought to know that he was gone with the wind and the bull did get a pedestrian on Main Street just a few steps thereafter.

Have you met "Chollie" Haudenschild. He is one of the best schedule makers in the industry, and with whom you will want to become better acquainted since his talents do not stop there. He is quite a man about town since he has become active in the Junior Chamber of Commerce and he does not stop there with his extracurricular activities. You may see him riding over the lines at night checking the men who are driving his schedules to see for himself whether or not he is doing right by his schedules. He works very hard and strives to give you the best of his efforts; and from all we know, he is doing a bang up job and his star is shooting high into the Heavens.

"Chollie" took a nice vacation over the holidays. He visited in Chicago with Mr. Forty of the Chicago Surface Lines and spent a day in the Schedule Department of the Detroit Street Railways—then went on to his folks in Peru, Indiana, where he says he spent a wonderful White Christmas. However, "Chollie" is fur lettin' 'em keep the white stuff back there—he still prefers good old Sunny California, and don't we all?



BIG BOY
• Al Carmichael is the doting parent of this handsome, curly-haired young man. Jimmy is just six years old.

Streamliners

by "Win" Drake

ANOTHER year has dawned. There is little sense in being platitudinous about the departure of one year and the advent of the next. Every year has its share of woe and joy to nations and individuals. A new calendar has no power in itself to transform mankind, to make the evil good, the stingy generous or the arrogant humble. Such changes must grow out of man himself.

1947, the gone but not forgotten year, in which we have been a part of a never ceasing program to bring to Los Angeles a rapid transit system that we may brag about. We have seen the "Sow Bellys" loaded onto flat cars to leave our city forever (I hope), the transformation of Vernon Yards while room was being made for Trackless Trolleys. Long will we remember the conversion of '47, the fingerprinting for the identification program, also the introduction of educational programs. To finish off 1947 with one of the year's most important changes, we welcomed General Tim Manning as president of the L.A.T.L., to whom we will look for our greatest year yet—1948.

In 1948 trackless trolleys, streetcars, and busses will carry approximately 64,000,000 passengers each day in the United States. I have not made up my mind as yet whether "Scotty" is trying to break this 1946 record, or if it can be that he just hates to be alone.

W. L. Lee has not put this in the form of a resolution but he is the guiding light for 1948. He bought a motor scooter and acts as a guide for motor coaches on foggy mornings on his way to work. It is said that if it was not for Lee, one operator would have had a rough time.

As a group of operators were exchanging '47 for '48 passes, H. B. Clay stepped up and said; "What is everybody crowding around Ray for, are they trying to get off, (jokingly) can I have off Ray?" "You are off!" said Ray and handed his run to a shine man so quick that H. B. did not know what the score was. Clay then warned all would be jokers to think before they speak when near that window.

Las Vegas has again had the honor of being the marriage place of two Div. 4 men.

Herb L. Hawkins to Anna Belle Bangston, 12-28-47.

TRANSIT DAUGHTERS

• Rose Ann Miller is the 9 year old daughter of Harley and Vallie Miller. Her papa is a mechanic at South Park Shops. Right, Marguerite Alice, 6 years old, has for her proud parents Michael and France; Weston. Mike is one of Division Five's excellent operators.



D. M. Stevens to Mercedes B. Hall, 12-7-47.

The birth notes this month include Joe and Mrs. Burianek's daughter Patricia Ann, and a baby boy to D. N. Smith's.

More new faces around our Div. (and they brought names to go with them). We extend to C. E. Sims, D. L. Schuller, D. J. Crocker, M. E. Lassiter, G. D. Al-lard, A. E. Hopkins, C. L. Carmichael, J. W. Katthoff, Jr., and back with us again C. C. Holmes, a welcome and best wishes.

Sour Grapes from Vineyard

by H. M. Young

ON December 15, 1947, in the Wee Kirk of the Heather at Forest Lawn, George Burt and Virginia Magee solemnly exchanged vows that made them man and wife. George has known Virginia about three years and she is a native daughter, being born in the City of Alhambra. Best of luck to these newlyweds.

Clint Bull seems to be a very busy man around the yard when he has a day off, so in one of his spare moments he was busily engaged pulling Devil Grass out of his lawn. When he had finished his arduous task and was getting on some clean clothes, he noticed that one of his fingers was sore so he quickly applied some iodine and forgot about it till the next morning, when upon awakening he noticed that his finger was worse. When he had finished his run, he went to the docotr who eased the pain and put a bandage on it. Clint put a new dressing on it every day for about three weeks till one day he got mad and squeezed it real hard and out popped a piece of Devil Grass a half inch long. His finger was better the next day. Watch out, Clint. Don't start playing around with rose bushes.

It seems that all during the war our Superintendent was very fond of a maroon color on his automobile and he was still content with it until his eyes happened to see the new shade of green that the new Fords have on them. But instead of getting his old buggy painted green, he goes out and buys a new Ford with the new shade of green, which has caused a lot of us to turn green with envy. May you have plenty of happy miles out of your new car, Al.

Talking about new cars, we have been told that Arthur Port is driving a new Chevrolet. How about it Art?

Mike Mullins, the five year old son of Clerk "Moon Mullins," delights in going through his daddy's lunch bucket to see what Moon takes to work for his lunch. If he sees anything in there that he likes he just helps himself and closes it back up again. All Moon has left sometimes is a thermos bottle of coffee. Better get a padlock, Moon.

"J. B." Shoopman believes in getting to work on time. He showed up at 4:20 A.M. and called for his run, but the clerk told him he had better go back home and go to bed because that run did not pull out until 9:27 A.M. The very next day Arthur Searls reported two hours early for his run. Better watch your schedules, boys.

Lee Daniel has recently purchased a new home and I have been informed by my man Friday that Lee is planning on throwing a house warming party for the whole division.

Elgin Burton was passing out cigars on December 12 because his wife, Ethel, presented him with a baby boy, Michael Charles, who tipped the scales at 8 pounds 6 oz. Mother and son are doing nicely.

Car House Highlights

by H. K. Conacher

Car House No. 1

Cecil Gerrard and Richard Credidio spent last week end trying their luck at Las Vegas. Better luck next time, boys.

Jack Marsden is spending most of his spare time overhauling his car. Here's hoping his time and efforts will not be spent in vain.

Toney Napoli and family are now the proud owners of a brand new home.

Al Wutherick is also a new home owner and is taking his vacation early to build a garage.

Car House 3

Genial, soft-spoken Eddie Graham had his vacation last month, right at home. Had a trip planned, but cancelled it. Better luck next time, Ed.

"Tex" Lawson, Roland Kornder and Johnny Howell each had birthday candles to blow out this month. That "one year older" feeling is over as far as they are concerned while the rest of us are just thinking about it.

George Bidwell's house was robbed in December. The list of valuables taken included some of "Biddy's" favorite "spirits," cigarettes, jewelry, a radio and an iron. When Christmas came, Biddy just went out and replenished the articles and called them "unnecessary expenditures."

Joseph Stock lost his Mother, December 30th. She passed away at the age of 73 in Green Bay, Wisconsin. Our sympathy, Joseph.

"Tex" Lawson's youngest daughter has recovered from the last of several sick spells. We hope she stays well and strong, for Daddy "Tex" sure worries about her.

Raymond Joseph Hensley was born January 9 to the daughter of Bernard Dysthe, Automotive mechanic. This makes the second grandchild, and Bernard is a very happy grandpa. Congratulations to Mr. and Mrs. Hensley of Muroc, California.

We welcome Earl Wetzler to this Division as Superintendent of Mechanical, replacing Frank Bruner who retired the last day of 1947. Earl has worked for the company 21 years. He started at 16th St. Garage as a mechanic, went to South Park as Paint Shop Foreman, then to Pacific City Lines as District Supt. of Maintenance. Welcome to Division 3, Earl, and we hope you like it here.

Car House No. 4

As the swing shift was going to work one afternoon, we thought that the notorious Los Angeles "smog" had settled in the locker room. We couldn't seem to see anyone with our naked eye. As we struggled toward the source of this confusion, here were about four cigars being exterminated. When we inquired, why? Bob McCray, who had just returned from his vacation, stepped up and said, "I am now a married man." So, what else was there to say but to wish Bob and the new Mrs. McCray the best of luck and the greatest of happiness.

A. D. Grossholz is now a firm believer in signs. Al, who works on road truck No. 66, was having trouble trying to hear over the radio calls that were directed to him. Al began to investigate and sure enough, flying over and around his truck was a large stork, flapping his wings and causing more commotion. Al, a man of "action," drove back to the office, used the phone, grabbed his coat and headed for home. That's right. A brand

new baby daughter. Congratulations, Al and Mrs. Grossholz, to your most welcomed addition to your family.

We offer our deepest sympathy to Harry T. Brown, whose wife passed away recently. Also to J. W. Johnson, whose father also passed away.

Car House No. 5

Willie Poorman, the night leadman, entertained a group of his friends New Year's Eve with a turkey dinner and his new television set.

Frank Castile says it may be wrong to say ain't, but a lot of guys who don't say "ain't," ain't eating.

John Hardy claims the pigeons he feeds at night when he comes to work have decreased in number from fifteen to one.

John "fisherman" Gibson claims he is the only man that ever caught a bearded codfish. He caught it while on an expedition to Pogo Pogo.

Frank Ralphs gives us a story about a wreck, but was he talking when he should have been listening?

Bob Flavey, our philosopher, is writing a book on "The secret life of KATRINKA ALTALOVITCH,"

John Sawdon says he can't sleep in his new home for the Coast Guard cutter passing his front door.

Bob Smith and wife just returned from two weeks' vacation in the Northwest.

Tommy Haw and Paul Booth are back to work; both were on the sick list for a long time.

Bud Banks leaped out of bed one morning last week and dashed to work. Much to his surprise, when he went to punch the clock it was only 2:00 a.m. He didn't say whether or not he went back home, but I think he curled up in a street car and finished his sleep there. He was a wee bit on the droopy side all day.

BILLY COXON

William "Billy" Coxon, of Division Five, is the only painter for the rail department.

Billy was born in Derby, England, June 15, 1884. He learned his trade as a painter with the Midland R.R., which is known today as London Midland & Scottish railway in Derby, England.

Billy left England in 1910, and went to Lethbridge, Canada, where for three years he painted for Canadian Pacific Railway. He came to Los Angeles in 1913, and started to work for Los Angeles Railway.

In 1918, Billy returned to Canada and joined the Canadian army medical corps, later transferring to the R.A.F.

New Year's day, 1919, Billy returned to Los Angeles and the L.A.R.Y.

This month completed his twenty-ninth year of service.

Good luck to you Billy, we hope you have many more years with us.

MEET THE COXONS

- "Billy" Coxon and his wife, Ella, smile for the camera man.



SAFETY POINT BABY

Gary Alfred Morris looks pretty pleased in his new safety point baby buggy. He is the three-month old son of L. J. Morris and his wife, the former Billy Pinkard, first woman employee to operate a PCC car. Papa and mama piloted their transitliners and accumulated enough safety points to buy all the things necessary for little Gary's babyhood. Besides the buggy, Gary is bathed in a safety point bath-nette. His bottle sterilizer and bottle warmer were also purchased with safety points. The Morrises have one thousand points left over, which are to be a starter for Gary's first electric train.

