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**TWO BELLS**

JANUARY  
FEBRUARY  
1949



# FOR YOUR INFORMATION

by T. J. Manning, President

**R**ECENTLY considerable publicity has been given the varied aspects of a possible rapid transit system for Los Angeles. Undoubtedly you have all been reading the reports regarding the activities of the Los Angeles Chamber of Commerce and the Los Angeles Traffic Association who are looking toward the development of a rail rapid transit system. Because urban transit is your business, and all the facts should be at your disposal, I am briefing a review of the background and circumstances of this much talked of issue.

## RAPID TRANSIT NOT NEW

A rapid transit system for our City of the Angels is not a new idea. The subject has been cussed and discussed periodically over the past twenty-five years. In fact, in 1924 when the new City Charter was adopted—at a time when the motor coach was in its infancy and before the auto became a universal transit mode—the possibility of rail rapid transit was one of the subjects treated. It was apparent at that time, as it is today, that Los Angeles would continue to grow.

In those days the public was far more dependent upon rapid transit than it is today. Today a great majority drive their own automobile.

Interest was stimulated at that time to the extent that the City and County participated jointly in an extensive study. This study was carried on by an Engineering firm known as Kelker and DeLeuw, of Chicago. These gentlemen after considerable research made recommendations that were published in 1925. These recommendations included the construction of subways and elevated structures as part of an extensive rail system as the basic pattern for the mass transit movement of Los Angeles. But, at about that time there came a change in the use of public transit as more and more people drove their own automobiles and the plan was shelved for the time being.

## SURVEYS CONTINUED AND FREEWAYS PROPOSED

In 1933 Donald Baker, a local consulting engineer, conducted a survey for the Central Business District Association. He recommended a subway under Broadway along with other rail routes to alleviate transit difficulties.

Later, in 1938, a Transportation Engineering Board was appointed by the Mayor of the City. This Board made a factual survey of the use of street cars and coaches compared with the use of private automobiles for transportation. By that time the private automobile was a very important element in the transportation scheme and street traffic was a major headache. This Board proposed a system of freeways for the City of Los Angeles to alleviate and relieve the congestion. They did make some suggestions on rapid transit and proposed, among other things, the operation of coaches on the freeways. In order to make this rapid transit service as attractive as possible they suggested that the coaches pick up the patrons in the residential areas, travel to the freeways and operate at a high speed to the central business areas where they would distribute people to their destination by use of surface streets.

## FREEWAY LAYOUT APPROVED

In 1945, at the suggestion of Mayor Fletcher Bowron,

outstanding consultants in the fields of freeway design, rail rapid transit, local surface transportation and street traffic control were engaged to make a joint survey of traffic and transportation problems of the community.

One of the members of this group was Mr. DeLeuw who had participated in the earlier study in 1925, prior to the time when automobiles played such an important part in our every day movements and in traffic congestion.

These gentlemen approved the general freeway layout which had been prepared in behalf of City and State Agencies and they also recommended that some coaches be operated on the freeways. Mr. DeLeuw at this time proposed that rail rapid transit be incorporated with the freeway program and he also suggested that a north and south subway through the business district be considered.

He specifically recommended that the Hollywood Freeway feeding into San Fernando Valley was most desirable for a rail rapid transit route.

## METROPOLITAN TRAFFIC AND TRANSIT COMMITTEE DEVELOPES PLANS

In 1948 the Metropolitan Traffic and Transit Committee selected a group to develop specific plans for rapid transit. Their plans included some rapid transit rail routes taking advantage of the freeways and existing private right-of-ways on which the Pacific Electric Railway operates. On some of the routes they suggested coaches as an alternative to rail operation.

They also recommended that the Hollywood Freeway was adaptable to a rapid transit layout of some sort but subsequent studies showed it was too late to incorporate any rapid transit with the Hollywood Freeway as it was well along in construction stages.

In urging the completion of rail rapid transportation, this committee pointed out that eventually this coastal plain, of which Los Angeles is a part, would have a population of 6,000,000. They pointed out that rapid transit had been introduced to the City of New York when it had a population of 1,250,000; to Chicago when the population was 1,000,000; to Boston with a population of 500,000. When you consider these other cities you may wonder how Los Angeles has gotten along so well without rail rapid transit.

Of course, it should be remembered that those cities had reached that stage of development—in the horse and buggy era, that is—before the automobile was available to most every one as it is in Los Angeles.

## POPULATION DENSITY DIFFERS

Los Angeles is a city which is entirely different from any other metropolis. There is a large difference in population density. People who come to Los Angeles have a desire to live in single dwellings. Let's compare the population. Los Angeles has 4500 per square mile, compared to New York's 25,000. Even San Francisco has a greater density of approximately 11,000 per square mile.

Our city developed after the automobile became a popular means of travel. More people drive automobiles in Los Angeles than in any of the cities which have rail rapid transit facilities; we have more streets surfaced so that

(Continued on Page 24)



## Fan Mail Brings Shoulder Patches

*Three Pats on the Back Bring a  
Patch on the Shoulder to Honor  
Members of Courtesy Club*

**P**ROOF that Courtesy is more than just the middle name on the Los Angeles Transit Lines shield is evidenced by the fact that nearly 500 operators have received letters of commendation since the inauguration of the Courtesy Club last August.

The little courtesy pins which were given with each commendation are brightening a number of uniforms, and now the honor member shoulder patch is making its wearers truly men of distinction.

The shoulder patch was an innovation suggested by Cone T. Bass, vice-president, because so many operators had received from three to eight letters regarding their public relations ability out on the lines. It was decided to present each person with three or more commendations this honor membership award. The shoulder patch is carefully designed. It carries a green shield with a bright yellow "C" blooming in its center. Around the edges are the words, "Honor Member Courtesy Club." Five patches are given to each of the operators receiving three or more commendations — one for his coat, one for his jacket, and



### SHOULDER PATCH FOR THE GENERAL

• First Courtesy Club shoulder patch is sewn on the coat sleeve of President T. J. Manning by Vice-President, Cone T. Bass, which marked the institution of honor memberships into the Courtesy Club. This is not the first shoulder patch for Mr. Manning as he has worn the wings of the Air Corps and the General's star for some time.

three for his shirts. As of January 15, forty men became honor members and one representative from each division appeared at the Safety Roundup on January 22 to receive his decoration from Mr. Bass. The remainder were presented by the division superintendents. A letter accompanied the shoulder patches, which reads:

"It is with gratitude and personal thanks for the manner in which you have displayed courtesy and assistance toward those with whom you come in contact that I welcome you as an Honor Member of the Los Angeles Transit Lines Courtesy Club.

"The five shoulder patches enclosed are emblems of courtesy which you have earned, and I know

that you will wear them with pride.

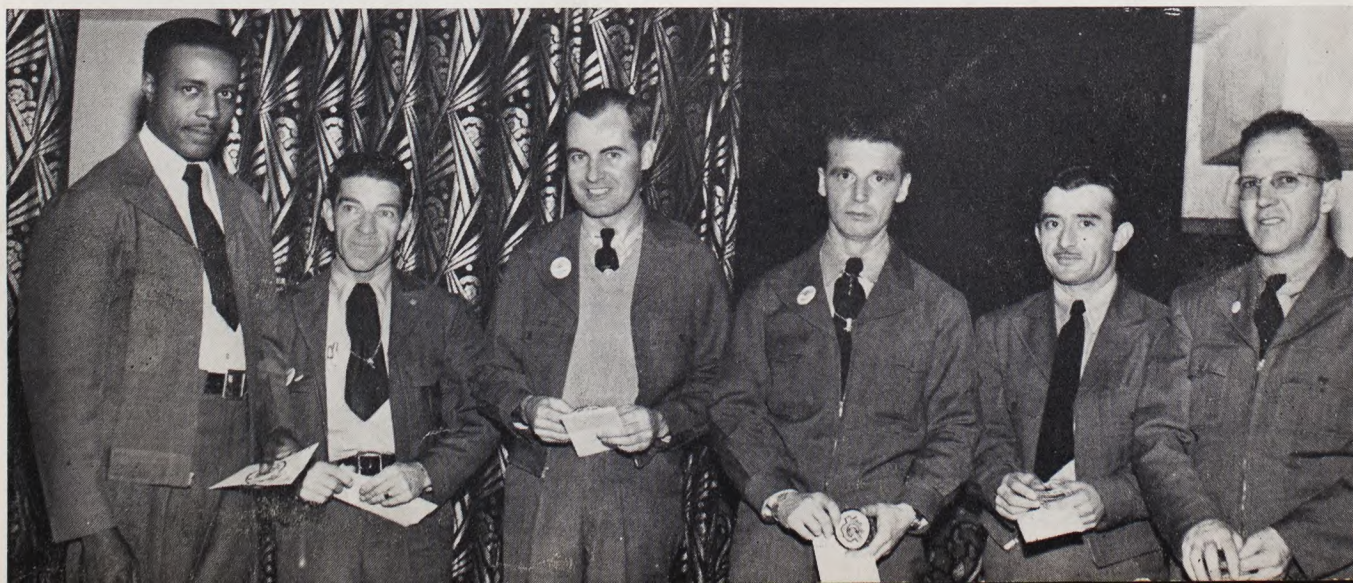
"You have achieved this Honor Membership by virtue of your courtesy and helpfulness, which have been recognized and acclaimed by your passengers."

As soon as a man receives three commendations from his public, he automatically becomes an honor member of the Courtesy Club and receives his shoulder patches from his division superintendent.

Considerable attention has been placed upon letters from the public and the department in the Transportation Building, formerly called the Complaint Department is now known as the Courtesy Department. Miss Gertrude Wentz handles all courtesy

*(Continued on Page 11)*

• One man was chosen from each division to receive his shoulder patches at the Safety Show held on January 22. These exponents of courtesy from left to right are: W. B. Jones, C. H. Milligan, E. B. Neufischer, G. D. Tripp, R. Bustamente and P. O. Blackwell.





# SAFETY ROUNDUP



**T**HE annual Safety Roundup held on Saturday, January 22, is still the talk around the Divisions, and congratulations are still being received by the Safety Department for its efforts in making this night one to remember.

A highlight of the evening was the presentation of a Certificate of Achievement to the Los Angeles Transit Lines by Jim Bishop, President of the Los Angeles Chapter of the National Safety Council. Cone T. Bass, in accepting the award for the company, called upon D. D. McClurg, President of Transportation Union, Division 1277, A.F.L., remarking that the Certificate belonged to the men because it was earned by them.

Paul Jackson, speaking for Joe Reed, Assistant Chief of Police, who was unable to attend, thanked the operators for their contribution to Safety in the city. He stated in part:

"This is one of those rare occasions when we're spared the necessity of telling our listeners about the many traffic problems we face here in Los Angeles. Your record of performance indicates that you are well aware of these problems, and you have earned this recognition on the part of your Police Department. We appreciate your contribution to safety in the city. We appreciate your strictly professional detachment from the common faults and bad driving habits possessed by the average driver; faults and habits which ordinarily set the stage for accidents. It has taken a lot of care, courtesy and just plain sensible driving on the part of each of you to have logged 32 million passenger miles while carrying 160 million passengers to safety. Again, may I say that your Police Department appreciates your consistent efforts and your constructive program for safety."

Following the third act of vaudeville, the first four-year safety award pins were issued to a representative from each Division. They were: B. R. Wood, Division One; H. Evans, Division Two; W. A. Clark, Division Three; Y. W. Beal, Division Four; D. V. Lewis, Division Five, and M. R. Petter, Division Six. These six men have an average of 16½ years of service and an average of 12½ safe years. Each man has operated an average of 315,000



• Above T. J. Manning congratulates Bryant Kirk, the safest man in the city, while J. W. Prutsman, Safety Director, looks on.

• Upper left: Cone T. Bass, Vice-President of the Transit Lines, and D. D. McClurg, President of the Union, hold achievement award presented to the Company and the men at the Safety Show by Jim Bishop, President of the National Safety Council.

safe miles and has safely transported 1,573,000 passengers. The four-year safety award pin is a golden shield, distinguished from the others by a flashing red ruby.

Division plaque awards were made to the following:

Division Two received the coveted Bus Passenger plaque. It was accepted by Ray Corbett.

For winning Bus Traffic honors as well as the Blind Accident Contest, Division Three was awarded a bronze

## THE CROWD ROARED

• The P.E. Auditorium rocked with laughter at the vaudeville acts which were presented after the award presentations at the Safety Show. Shown here are Gifford and Pearl swinging into their famous Spanish dance before a backdrop which said "160,000,000 patrons thank you for the 32,000,000 safe miles."







● Cone T. Bass, center, extends congratulations to six operators who received 4-year Safety Award pins. Each were representatives of their respective divisions at the Safety Show. From left to right, they are: B. R. Woods, Div. 1, Harvey Evans, Div. 2, W. A. Clark, Div. 3, Y. W. Beal, Div. 4, N. R. Petter, Div. 6, and D. V. Lewis, Div. 5.

cup and a plaque. They were accepted by T. O. Latham, Division Four was the Sweepstake winner and Jim Madigan accepted the awards for both the rail traffic and rail passenger safety records.

Department Ten in South Park Shops received the Mechanical-Man-Hour plaque for the South Park shops, and Division 1 car barns and trolley coach division won the Mechanical-Man-Hour plaque for carbarns and garages. These plaques were accepted by George Powell and Cy Watts.

Last, but by no means least, because of the trolley coach operation which caused complications during the year, Division One was issued a special award known as the "Eight Ball" award. A. E. Vejar, Division Superintendent, commented that the next year would see him out from behind the Eight Ball and away out in front in safety records.

Door prizes were given to the lucky winners of tickets which were distributed at the door of the auditorium. Pretty little Lois LaVerne Donnelly, daughter of Francis Donnelly, Union Business Representative, drew the lucky numbers which were held by: G. Rothermel, Division Five; W. J. Fuller, Division Four; S. Vicaris, Division Four; C. W. Walter, Division Three; T. Dean, Division Three; T. A. Hill, Division Two; J. P. Fleming, Division Three; H. E. Richards, Division Four; H. F. Alexander, Building; W. A. Laird, Division Four, and R. McDowell, South Park Shops.

#### TOP DIVISION WINNERS

● Ray Corbett of Division 2; T. O. Latham of Division 3 and Jim Madigan of Division 4 pose with the awards presented to their divisions. Corbett received the plaque for the least coach traffic accidents and a bronze cup because his division had won the Blind Accident contest. Jim Madigan took both the rail traffic and the rail passenger plaques for decreases.



#### SAFE MAN HOURS.

● George Powell, General Superintendent of Automotive Equipment, and J. T. Watts, General Superintendent of Railway Equipment, hold the Mechanical Man-Hour Safety plaques.

#### BEHIND THE 8-BALL

● Billy Vejar of Division 1, receives his award from Cone T. Bass, which is known as the 8-Ball Award.







• Ken Reilley, secretary to T. J. Manning, files record of a pass issued to an employe.

## Magic Carpet In Cardboard

**T**HE New Year brings many things; it brings resolutions, fancy calendars and to the employes and their dependents of the Los Angeles Transit Lines, it brings a new Annual Pass.

This tiny cardboard is a magical carpet. It takes you wherever you want to go, whenever you want to go on the coaches and street cars. It gives the bearer distinction which other workers do not have for it is something that cannot be purchased.

The Annual Pass is a tradition of the railway, for each year they have been issued to the employes since the Company was formed. The job of preparing the passes is no easy task and on these pages we show the staff responsible for getting them to you so that your transportation will not be effected.

The first step, of course, is preparing the printer, choosing the stock and checking it back through the years. If you will notice your Pass closely you will see that it contains a water mark which is a protective measure similar to that used on checks. This is a special process and in the instance of the Pass the words used in the water mark are, "Safety—Courtesy—Service." Your Pass also contains a number. This number, your name and Division, is filed on two duplicates. The distribution, regulation and issuance of the Passes comes under the direction of Stanley M. Lanham, who signs each and every one with the exception

of those issued to the members of the Board of Directors which are signed by Tim Manning, President. The job of issuing new passes during the year and of filing them falls on the shoulders of Ken Reilley, secretary to Mr. Manning.

From a monetary standpoint the Pass represents about \$120 per year in transportation, including the miscellaneous riding and taking in consideration that a great number of the employes live in the second and third zones. The Dependent's Pass is issued to the nearest dependent of the employe; the wife, sometimes the mother or daughter, if the employe has been with the Company three years. This pass is of a different color than the one issued to trainmen. This year, of course, salmon pink is used. The

• Janet Jones stamps two stripes on passes which go to the female employes.

• Chest deep in new passes are Emily Barrye and Art Glenn.





Dependent's pass carries the same privileges as that of the employe and it carries the same conditions. The pass issued to the female employes of the company carries two stripes across the face.

To give you an idea of the tremendous task of preparing the passes, here are a few of the steps necessary. Each pass is typed from the records of the Personnel Department. There are 4050 Los Angeles Transit Lines employes; 560 Los Angeles Motor Coach employes; 475 on the retired list, 2900 dependents and certain persons who receive passes under our franchise agreements with the city. This makes a grand total of 7985 Annual Passes issued. This multiplied by three, because there are two carbon copies made of each pass, means 23,955 separate slips of paper were handled during the preparation process.

Fifteen persons spent a great portion of their time with one or two devoting all of their time to typing, sorting, filing and preparing your new pass for 1949.

The total number of man hours worked in this project were tremendous. To give you an approximate monetary value of the total of passes distributed we multiply \$120 by 7985, making a total of \$958,200.00 per year. This is the average value of transportation without any of the costs of preparing these magic cardboard carpets.

Numerical and alphabetical records are kept on the passes. Any pass which is spoiled in the typing must be recorded and cancelled with the record facsimile also can-

- Flora Bridges and Minnie Kellogg inspect and check pass lists.

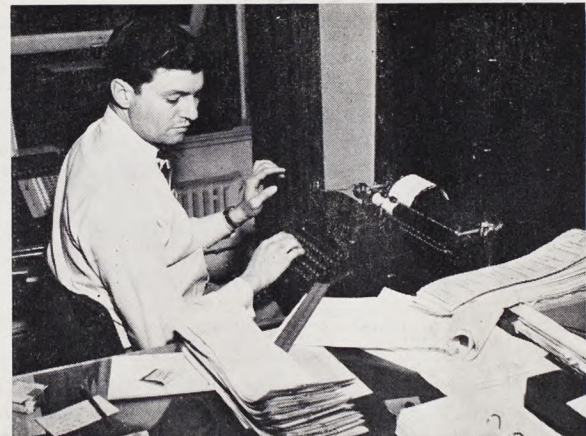


- Gene Gibson types passes in her spare moments.



- Each employe pass carries a seniority shield. Here is Doris Thornburg placing on the years.

- Below, Ray Cripps, secretary to C. T. Bass, lends a hand.

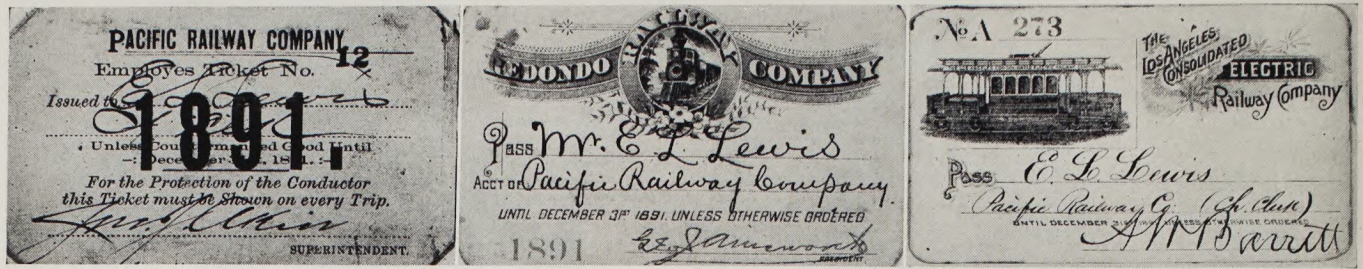


- Everybody lends a hand in getting out the passes. The girls busy at their typewriters below are: Cosette Funkhouser, Nan Young, Lois Blaine, Dorothy Tarazon and Rose Showers.

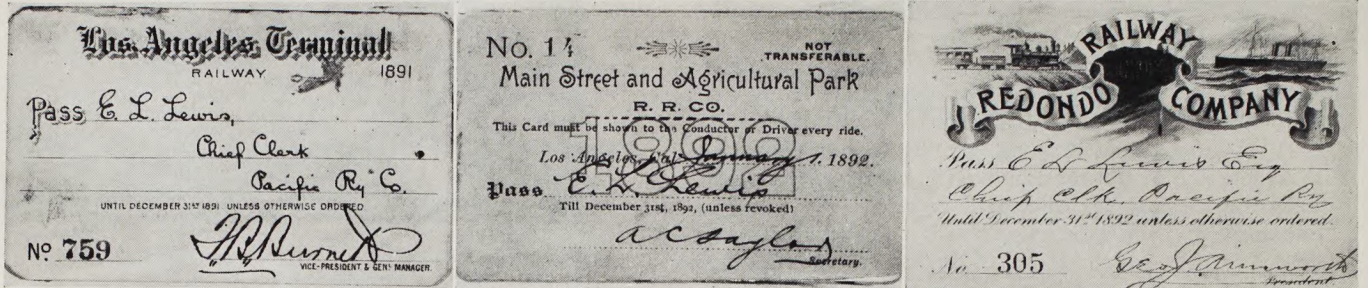




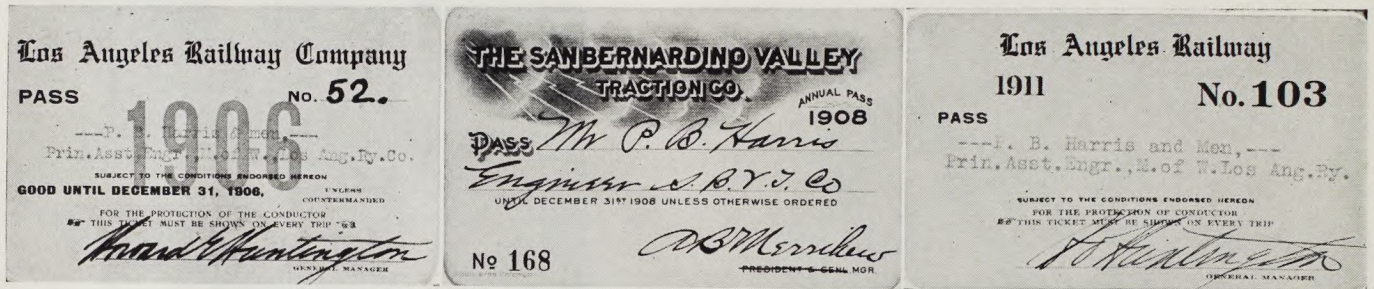
# SOME PASSES OUT OF THE PAST



• Down through the years the issuing of passes has been a tradition with transportation companies. Shown here are a few samples. Note the designs, especially of the Redondo Railway Company. The first pass



issued by the Los Angeles Railway Company in 1906 was signed by Howard E. Huntington. All the railways in this area were consolidated into the Los Angeles Railway Company in 1911.



celled. When a pass is lost by an employe he receives a new one after a certain period of time and the record of his original pass is cancelled. The number of the lost pass is posted so that all employes may keep on the "look out" for it. In operating a car or coach it is important to glance at the number of the pass when presented for transportation. Sharp eyes have aided in the apprehension of thieves when they presented stolen passes as an identification for cashing checks.

Each pass carries a seniority shield in the upper right-hand corner. This green and gold metallic stamp emblazons the years of service of the employe receiving the pass. The task of placing these seals upon each pass is one of no mean consequence and keeps two or three girls busy for several days. The seniority stamps run from one to fifty-six and the total number of years worked by the employes receiving the passes, not counting their dependents, is 53,028. Naturally, the retired list leads the field in seniority, having a total of 16,015. The present personnel is 5,085 including the retired list which divided into 53,028 means the average employe seniority is 10½ years.

The history of the first pass goes back to 1890, prior to the time Henry Huntington consolidated the various companies in the city to make the Los Angeles Railway Company. The passes in those days were very decorative as is shown in these pictures. The Redondo Railway Company carried a picture of a steam engine and the Los Angeles

Consolidated Electric Railway Company carried a reproduction of an early electric car. Later on the Redondo Railway Company switched their design and used a railroad and steamship. Evidently, to impress the bearer of the pass that the two methods of transportation met at Redondo. The pass used in 1882 by the Main Street and Agricultural Park R. R. Co. is shown in this display and one of the San Bernardino Valley Traction Co. showing lightning and clouds, evidently to illustrate the fact that this was an electric railway and not a horse car. In 1906 Henry Huntington entered the field and when he incorporated the various companies into one the pass carried simple lettering and a number. Conditions and the face of the pass have changed very little since that time.

This magic carpet not only furnishes transportation but because of its reputation the men and women who work for Los Angeles Transit Lines use it often as an object of identification. The little shield bearing the seniority number is evidence that the employe is steady when presented to the Credit Manager of any local concern. It is used extensively by employes as identification when cashing checks, which is the reason for the importance of proper signatures by holders.

So, take another look at the Pass which you carry in your billfold; study it carefully and consider a few of the things it brings that are to be found in no other occupation.



# Press Conference Time Changes



• Around the 8-ball table giving forth with stories behind the stories of the day are a group of top-flight Los Angeles newsmen. Reading from left to right are: Fred Beck (back to camera); Judd Baker of the Mirror; Nelson Pringle, news analyst; Jim McNamara (standing); Bill McPhillips; Matt Weinstock, and Announcer Bob Cummings.

**T**HE Press Conference radio program sponsored by the Los Angeles Transit Lines and broadcast from the Greater Los Angeles Press Club is now heard at a new time. It follows Abbott and Costello over KECA every Thursday at 8 o'clock. A galaxy of stars have been guests on the program during the past 36 weeks and the next 13 weeks

promise to be just as spectacular. The list of top-flight reporters who have appeared include the Who's Who of reporters, photographers, commentators and news analysts. Tune your dial and tell your friends and neighbors to tune in, too, to KECA every Thursday, 8 to 8:30 P.M.

## Women's Club

by Mrs. J. T. Watts, Press Chairman

**T**HE New Year got off to a worthy start when Mrs. A. C. Stover, Women's Club President, entertained members of the Board at her home on January 11.

On February 3 a Demonstration Luncheon was attended by members. A clever skit entitled "A Bit of History as Portrayed by Fashions in Hats" was presented by Mrs. H. A. Dennis, Mrs. W. C. Kelleen and Mrs. J. F. McCormick, assisted by members of the drama section.

A noon luncheon and card party will be held on Feb. 24 with Mrs. A. J. Ploeger as hostess. Mrs. E. E. Mitchell is chairman.

The following programs are scheduled for March and April:

March 1: Noon luncheon. 2 p.m. program: Humorous readings by Mrs. H. B. Underwood.

March 17: The Club's twelfth birthday party. Mr. Manning has been invited to be our luncheon speaker. Mrs. Samuel Ashworth will be luncheon hostess.

March 24: Noon luncheon and card party. Mrs. E. D. Mitchell, chairman; Mrs. A. J. Ploeger, hostess.

April 7: Luncheon and meeting at Goodwill Industries.

April 21: Forty-Niner Day.

**STORK TALK:** Mr. and Mrs. George Melcher had an unforgettable New Year's Day. Shortly after midnight, the Stork brought them an 8-lb., 13½ oz. boy. His name is William Henry. The Melchers won the 1949 Stork Derby sponsored by their local newspaper and were the recipients of many lovely gifts from the neighborhood merchants.

Our Club is eager to get **NEW MEMBERS**. Any wife, dependent mother, sister or daughter of any employe of the Los Angeles Transit Lines, not under 18 years of age, may upon application to the Club, become a member. There are no dues.

## The American Legion

by Frank R. Horne, Adjutant

**T**HE Smoker we held the night of January 14 was somewhat of a success. It could have been a lot better had more tickets been sold.

On Friday, January 21, we presented awards at Berendo Junior High to the outstanding boy and girl. The lucky youngsters are chosen by the school faculty and it was a real joy to see how thrilled and happy they were.

The first meeting in February was a joint one with the Don E. Brown and the 91st Division Posts. A good time was had by all. The entertainment was well-planned and the "feed" was excellent. The Auxiliary will meet with us in the very near future.

Our membership drive is lagging. Please forward your dues as soon as possible. Our quota is 190; we have but 63!

At this time I wish to thank all of you who helped toward making the Smoker a success. We came out on the top side and not in the red as expected.

## Veterans Club Auxiliary

by Grace Lowry

**A** JOINT Installation of officers of the Auxiliary and the Vets Club will be held February 12, 1949, at Patriotic Hall.

Officers of the Auxiliary recently installed were:

President .....	Rose Brugmann
Sr. Vice President .....	Betty Roche
Jr. Vice President .....	Lillian Carlin
Treasurer .....	Janice Billings
Secretary .....	Devona Brugmann
Chaplain .....	Ella Hoyle
Sgt. at Arms .....	Gertrude Ebert
Marshall .....	Gladys Taylor

A free dance will be held after the installation and refreshments will be served.

We of the Auxiliary wish to thank Los Angeles Transit Lines for our set of new colors.



# We Proudly Present Honor Members of the Courtesy Club

SEVENTY-FOUR men have become Honor Members of the Courtesy Club. Thirty-two members are shown on the following pages. Those not pictured are R. Adams, V. P. Bailey, D. H. C. Farris, C. H. Milligan, J. P. Morgan, M. T. Norton, S. L. Ogle, S. O. Parker, J. F. Tindel, W. D. Van Schooyck and W. D. Yokem of Division One; J. W. Blizard, T. E. Cooper, A. R. Galloway, C. E. Grace, L. Hamilton, C. F. Hagan, O. F. Johnson, C. Mason, W. E. Ring-

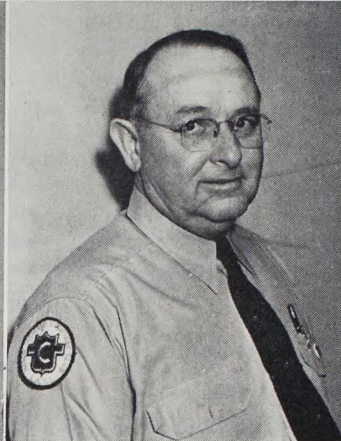
ler and H. O. Smith of Division Two; S. M. Alexander, O. M. Haylett, J. P. Sanchez and S. S. Wollam of Division Three; W. F. Breckenridge, H. J. Olshelski and D. M. Sheffield of Division Four; H. E. Eargle, R. E. Kolath, E. P. Swanson, N. J. Quiring and G. T. Shoemaker of Division Five; A. A. Butel, W. R. Capithorne, R. A. Cope, J. V. McGuire and L. Tibio of Division Six and G. M. Smith of the Traffic Department.



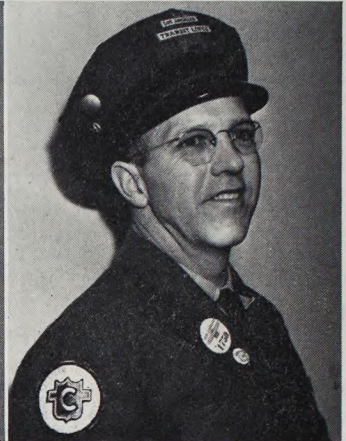
R. M. Kelly  
Division Two



W. Kagarice  
Division Six



I. I. Peters  
Division Three



O. P. Blackwell  
Division Three



C. E. Holcomb  
Division Two



E. B. Neufischer  
Division Six



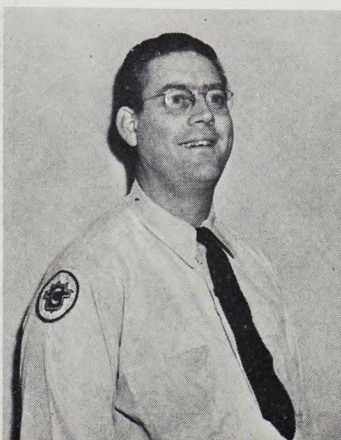
A. E. Bliss  
Division Six



J. E. Ramstein  
Division Two



J. E. Wear  
Division Five



S. L. Jensen  
Division Five



A. O. McNair  
Division One

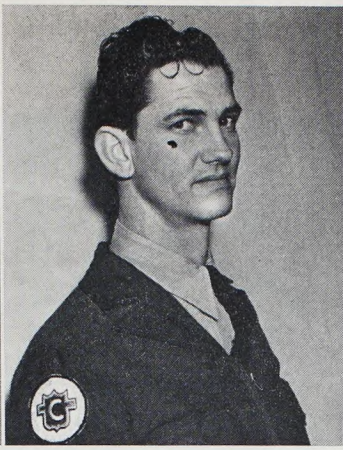


L. C. Straight  
Division One





D. W. Daniels  
Division Six



F. J. Butler  
Division Two



G. D. Tripp  
Division Four



T. A. Hill  
Division Two



M. J. Hensley  
Division Five



E. M. Morris  
Division Two



A. Auer  
Division Three



R. Bustamante  
Division Five



C. Levy  
Division Six



D. E. Dent  
Division Two



R. Chase  
Division Two



B. E. Stabb  
Division Three

## Fan Mail Brings Shoulder Patches

(Continued from Page 3)

recommendations, both those made by 'phone and by mail. She carefully keeps a file book and a courtesy book, entering the letters and the dates. M. Edwin Wright, General Superintendent of Transportation, promptly answers each commendation letter and then a copy of each letter is referred to the division superintendent in order that he might give the operator a pat on the back for his actions beyond and above the call of duty.

The company is proud of these operators—proud of the fact that on the Los Angeles Transit Lines courtesy has become contagious. Public Relations are a most important part of a transit operation and the public relations job must be done at the focal point where the contact is made, by the operator, a representative of the company, and the public. The ordinary person judges the company by the coach or car upon which he rides, or by the

one he has just missed. He immediately blames the company if his ride on the vehicle is disturbing, for in his mind the operator is the company. A smooth ride, a pleasant smile on the part of the operator are good public relations. The reduction of complaints is equally important to increased commendations which is proof again that all the operators are doing their best to sell the company and themselves to their riding public.

*More pictures next page*

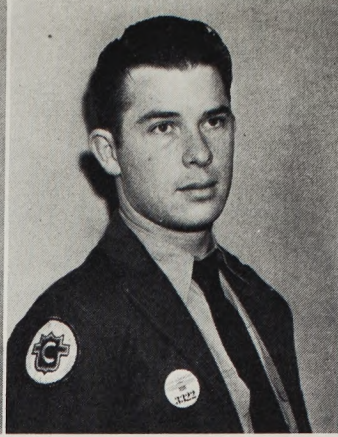




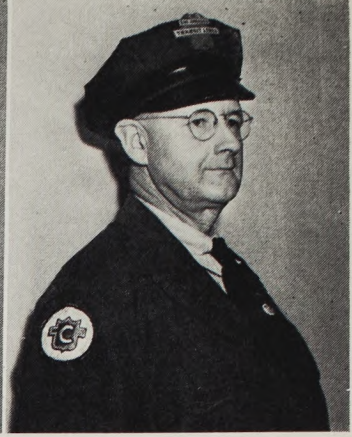
W. B. Jones  
Division Two



E. W. Cotterly  
Division Six



C. W. Walters  
Division Three



L. Staten  
Division Three



F. R. Horne  
Division Four



V. C. Stinson  
Division Three



F. W. Ross  
Division One



C. N. Stevens  
Division Two

## Retired Employes Association

by P. C. McNaughton

AT our December meeting, we were entertained with a moving picture given by Mr. Paul Mortimer, representative of the Denver, Rio Grande and Western Railway, showing "The Royal Gorge," giving the splendid scenery between St. Louis and San Francisco, going through the wonderful "Feather River Canyon," and letting us have a glimpse of the marvelous beauty to be found in this great country of ours.

We also had several vocal numbers by an accomplished artist, Mrs. Winifred Paul, who was very generous in her encores.

Mrs. Fisher led in community singing, and everybody had an enjoyable time.

At the January meeting, Miss Bertha Saunders, gave comic readings in costume, and Mr. "Jimmie" Crowhurst and Miss Isabel Allison sang duets, solos, and performed several vaudeville stunts.

Mr. Paul Mortimer showed a picture, "Unfinished Rainbows," giving the history of aluminum, its extraction from the earth, development, the heartaches and efforts put forth before getting it on a paying commercial basis, and comparing its beginning with the present use and success of the wonderful metal in nearly every department where metals are used. It is a marvelous development. The picture was educational as well as entertaining.

## Veterans' Club

by Larry Staten, Adjutant

THE Auditing Committee met at the home of Larry Staten on Saturday afternoon at 5 p.m. for the purpose of auditing the club's books for the year of 1948.

The Committee was as follows: Finance Officer, Ralph E. Huddleston; Adjutant, Larry Staten, and Past Commander, T. Lee Hutchings.

Finding the books in good order, the committee then enjoyed a delightful lunch served by Auxiliary Past President Evelyn Staten.

At the January 11 meeting officers for 1949 were elected. Commander, Carl Ebert

1st Vice Commander, L. F. Limpus

2nd Vice Commander, R. E. Huddleston

Chaplain, C. J. Jackson

Finance Officer, L. M. Graves

Sergeant-at-Arms, J. F. Carlin

Historian, Boyd Brugman

Junior Past Commander, L. H. Brugman

Adjutant, B. D. Billings

Installation of the new officers was held in Patriotic Hall on Saturday evening, February 12. Dancing and refreshments followed the installation and many door prizes were given out.



# American Legion School Awards

by Ed Roche

**I**N an impressive ceremony held in the school auditorium on January 21st, L.A.T.L. Post No. 541 and its Auxiliary Unit made their twenty-fourth presentation of American Legion School Awards to the three highest ranking boys, and to the three highest ranking girls, of the graduating class of Berendo Junior High School.

General Tim J. Manning, L.M., S.S., D.F.C., B.S., A.M., President of the L.A.T.L. Co., sent his congratulations and best wishes to the Award winners.

The Colors were posted, and the Pledge of Allegiance given led by members of the Berendo Ceremonial and Color Party.

Mrs. Frances Foster, Principal, a member of Victory Unit No. 54, American Legion Auxiliary, delivered a very fine opening address, during which she told of the excellence of the American Legion School Awards Program, and of the great difficulty of selecting winners from the very fine students of the graduating classes; she then introduced the Master of Ceremonies, Adjutant Frank Horne of L.A.T.L. Post No. 541.

Comrade Horne spoke in praise of the fine Faculty and fine Student Body of the school, and of the fine co-operation they have given to the Post and Unit for many years; he then introduced Comrade Ed Roche who delivered a brief but appropriate and well-received address on Americanism.

Mrs. Foster then presented Certificates of Merit to the runners-up: Carolyn Cooley, Charles Doty, Beverly Daugherty, Richard Goff, Mary Ann Hackworth, Bernard Kim, Myrna Tomte, and Charles Thurman.

Past President Mary La Barre presented the 3rd Awards to Carol Aney, and to Lanny Morgan and Ritchie Taylor who tied for Boys 3rd Place.

Senior Past President Bettie Leasman presented the 2nd Awards to Virginia Enfield, and to Herman Lipshutz.

There was great tension as all present awaited announcement of the 1st Award winners. Comrade Frank Horne, an excellent Master of Ceremonies, delighted the entire assemblage by the pleasant, humorous manner in which he jokingly relieved the tension of expectancy; as he prepared to announce the top winners, the silence was intense; literally, "you could have heard a pin drop."

In his fine, clear voice, Frank called: "Jean Bogin," then, "Daniel Baltazar." The entire graduating class gave tremendous applause. As a matter of fact, the great applause given to all winners, including the runners-up, indicated that Principal Mrs. Frances Foster and her fine Faculty had been 100% fair in making the selections.

Among those attending the ceremonies were: Mrs. Elsie Goldman, mother of Jean Bogin; Mrs. Betty Baltazar, mother of Daniel Baltazar; Arleene Horne, 1st Vice-President of the Unit; Arleene's lovely and charming mother, Mrs. Marguerite Moss; Dr. H. Lee Pechota, Ph.D., of the Faculty, a member of Schoolmasters Post No. 448; Clarence E. Stevens of L.A.T.L. Post No. 541; and Stanley Cohen, of STANART STUDIOS, the official photographer.

## "Snafu from Two"

by "Bruggie" Brugmann

**N**OW that the holidays are over we should be able to modify some of our New Year's resolutions made under duress.

That old stork has been a busy little bird around the homes of Division 2 personnel lately. A boy, Robert Earl Endicott, was born December 19; a boy, Roger Dale Swanson, was born December 14; and a girl, Nona Mae Pettis, was born December 5.

Operator DuPuis is recovering from an operation performed at the California Hospital on December 17. Operator Middleton also submitted to a "general overhaul" on January 7 and is satisfactorily convalescing.

The toupee O. L. Schott was wearing for a few days was the result of an automobile accident.

Fellows, the Red Cross has informed us that our reserve blood supply has been exhausted. Let's build it up again. As most of you know, the Red Cross receives our blood donations and places them to the credit of LATL employes and their immediate families. For further information, contact Mr. Snider, Division 2.

Congratulations to our division for winning the 1948 passenger frequency plaque! Although we were within one-half of one percent of winning the traffic plaque, we're off to a good start for 1949. Let's keep SAFETY FIRST.

• Once again the Transit Lines Legion Post presents awards to the students of Berendo Junior High School for outstanding achievements in their scholastic activities. Front row, left to right: Frank Horne, Jean Bogin, Virginia Enfield, Daniel Baltazar, Carole Aney. Rear, left to right: Ritchie Taylor, Lanny Morgan, Herman Lipshutz; Dr. H. Lee Pechota, Clarence E. Stevens, Ed Roche, Mrs. Elsie Goldman, mother of Jean Bogin; Mrs. Betty Baltazar, mother of Daniel Baltazar; Mrs. Mary LaBarre, Mrs. Arleen Horne, Mrs. Bettie Leasman and Principal, Mrs. Francis Foster.





# Fred Beck is Cooking with Gas

*L. A.'s Favorite Costermonger, the Original "Keats of the Beets," Launches His Latest Campaign — A Male Movement Into the Kitchen—"Every man Should Have His Own Pot to Cook In," Contends Fred Beck, Whose Theories About Man's Place in the Kitchen Are Presented Herewith in an Exclusive Article by FRED BECK.*

**F**OR many years I (Beck) have been eating three meals a day.

Frequently between meals I will eat a chocolate bar. I like anchovies on toast with my dry martinis, and frequently in the middle of the night I will creep toward my silent modern gas refrigerator. A tiny flame does all the work.

Swinging wide the doors of the beautiful Servel (adv.) I cast my eyes upon the array of yummy foods on the shelves, every last item, even though a left-over, being from none other than the wonderful, wonderful Farmers' Market (adv.) at W. 3rd and Fairfax.

Even though it be two a.m., I have a fine appetite and can enjoy a snack. I will, possibly, select a few feet of link sausages, from the Farmers' Market, split them and broil them in the oven of my beautiful modern gas range (adv.) built to CP standards.

All this merely means that I love to eat. A man who lives to be seventy will, in his life time, eat 76,950 meals—averaging the customary three-a-day. That hardly seems enough—and it is thus that I aim for five meals daily, personally.

I am not a pig. (See Diagram A). I eat because eating can be one of life's truly great pleasures—but the degree of enjoyment in every meal is, of course, in direct ratio to the excellence of the food.

Life is too short to allow for anything but the best, at each breakfast, luncheon and dinner.

**DIAGRAM "C"**—The art of breaking an egg, says Fred Beck, "is handed down through the ages, just as are many of the eggs you buy most everywhere but at Farmers' Market." Editor's note: This sounds like a commercial.



**DIAGRAM "A"**—"I love to eat for the sheer joy of eating," says Fred Beck, as he delicately trims the pie crust. This is a preliminary step to the stuffing of the pie and the eventual stuffing of Fred Beck.

Home cookery has been allowed to slip. When woman's place was in the home and she stayed there, cookery was taken seriously and our grandmothers set a better table than our wives.

When women took to gadding about all day—and took to working in stores and offices and in mattress factories—the move represented an emancipation that no honest man would begrudge womanhood. Women were, and are, entitled to the new freedoms, but there is something very regrettable in their abandoning of the kitchen as they took up other pursuits.

This had a very marked effect on woman's attitude toward the culinary arts. Home cookery began to slip. People began using puffed rice instead of chopped walnuts, in Vassar Fudge.

Even women who continued to make housekeeping their main occupation, ceased to cook as well as formerly. This was only because cookery itself had become over simplified.

The difference between mediocre cookery and excellent cuisine is primarily a matter of effort. Good cooking is the result of painstaking effort.

It is too late to return the ladies to the home kitchen. They've escaped. A return to better home cookery can be brought about, however, if men will take an occasional turn in the kitchen.

I endorse a home routine in which at least one night a week the man of the house takes over the kitchen. Let the little woman read her evening paper (The Mirror. Adv.)—and let her enjoy a pre-dinner hi-ball while her husband cooks.

In this way the man of the house can set examples that in turn would awaken, in his wife, new interests in cookery.

Now let us take for example—fish.

Let us now narrow down the field. Just which fish shall we take as an example? Red snapper? Filet of Lake On-



THE Ladies Page this month is turned over to something different in hopes that men might be induced into the kitchen. Fred Beck broadcasts five mornings a week over the Columbia Pacific Network (KNX, 7:45 to 8:00 A.M., Monday through Friday)—in behalf of Alka-Seltzer. He was recently voted top columnist on *The Mirror*, in a reader poll. For many years he has advocated carrots from the Farmers Market. Too, he appears in television (KTTV) Tuesdays at 8:00 P.M., sponsored by "Your Gas Company" and The Farmers Market. Thus, if this article is tinged with carrots, gas or Alka-Seltzer propaganda, it must be forgiven on grounds that the author's heart is in his work.

Frances Ryan

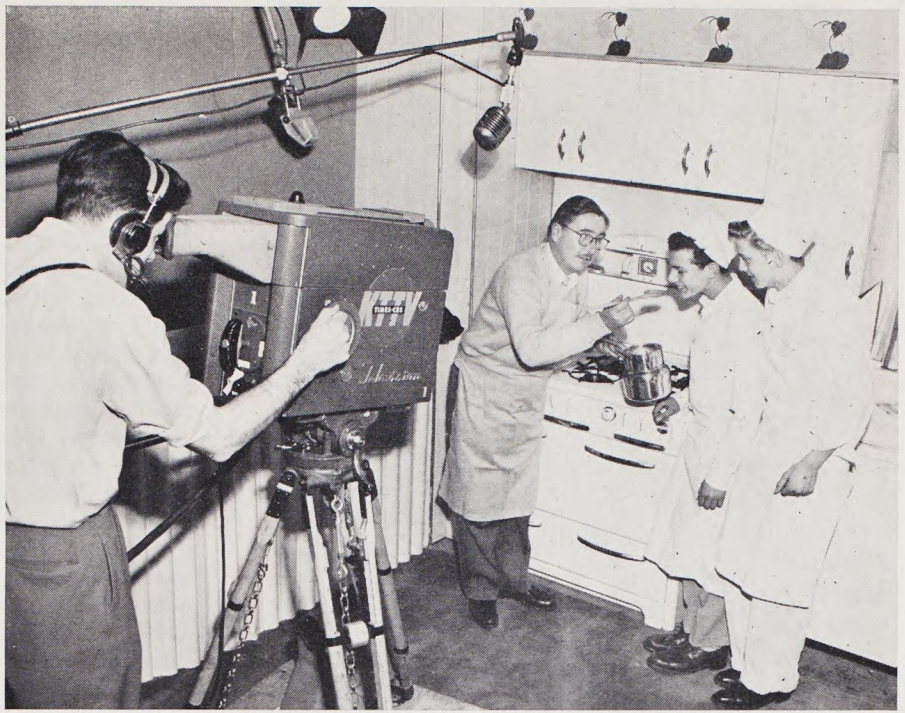


DIAGRAM "B"—Fred Beck, "Keats of the Beets" to his millions of readers, listeners and viewers, shows Mike Polin and Byron Brown the proper way to sample Beck's A'La Bordelaise Beeswax sauce.

tario Pike? A salmon steak? Whitebait? Trout?

Let us decide in favor of sole. Then what kind of sole? A flabby flounder caught off the end of the Redondo pier? A lemon sole? A Petrali sole from the cold deep waters of the Straights of Georgia? Yes—let us now—and for sake of example—say that we have secured two beautiful filets, expertly cut from that preferred sole, the Petrali. (You may purchase such sole at the Farmers' Market, W. 3rd at Fairfax. Adv.)

We now approach, gradually, the whole point of this essay, which, fool that I am, I am writing without payment. Guy Gifford conned me into the assignment, which I am most happy to perform, really, because I feel quite intensely about the importance of Los Angeles menfolk taking an occasional go at things in the kitchen.

It was Thales, a Greek wise man, who said, "The man who does not cook is not fully a man."

One of the most talented and capable men I know is Mr. Virgil Pinkley—but he cannot so much as make a ginger cooky. Pinkley, then, is not fully a man, (if you don't mind my saying so, Mr. Pinkley. Anyway, it was that Greek fellow's idea and not mine.)

We are about to cook fish—filet of sole.

Ninety-nine out of every 100 women who cook filet of sole will cook it in exactly the same way every time they serve it. A man, who begins experimenting in the kitchen, will soon discover that there are countless ways to prepare this morsel.

Humdrummy is the flaw in home cookery. Women are busy and preoccupied—and they sink into the habit of frying filet of sole.

My recommendation is that in learning the basic facts of cookery, a man specialize at the beginning. Filet of sole is an ideal item for men to concentrate on, and you, sir, can become an expert sole chef in short order—but I commend to you that you serve forth your sole in an ever-changing series of variations.

Fried fish is fried fish, and away with it!

Here is one way in which you could essay the preparing of filet of sole. While somewhat similar to Mr. Alex Perino's celebrated Sole Almondine—certain delicate differences mark this as an even greater dish. I call it, modestly, *Sole a la Fred Beck of The Mirror, 5 Cents*.

Place the filets in a skillet, lightly salted and peppered. Pour into your skillet a sufficient quantity of white wine to cover the filets. (A good California Riesling or Chablis would be excellent.) On a surface burner of your modern gas range (adv.)—the filets poach gently in the simmering wine.

(The difference between frying fish, and poaching it in wine, or a fumet, is the difference between a Spike Jones rendition of "Jazz Babies," and the San Francisco Symphony's performance of "Moonlight and Roses.")

Meanwhile you will have shelled some almonds, and chopped the almond meats to the size of grapenuts. In a second frying pan melt some butter, and now you brown the chopped almonds in the butter. But not too brown.

Meanwhile you will have grated an onion—and into the onion pulp squeezed the juice of a lime—not a horrid Bierce lime, but a delicately flavored Mexican lime.

When the sole is poached to a delicate tenderness, drain off the wine in which it slumbered warmly, and carefully remove the filets to an oven pan, or pyrex baking dish. The sole will be very tender—due to the effect of the wine. Some chefs would use half wine and half water, so as to retain a stronger constituency in the filets. If you are careful in removing the filets from skillet to baking dish, they may be transferred without busting asunder.

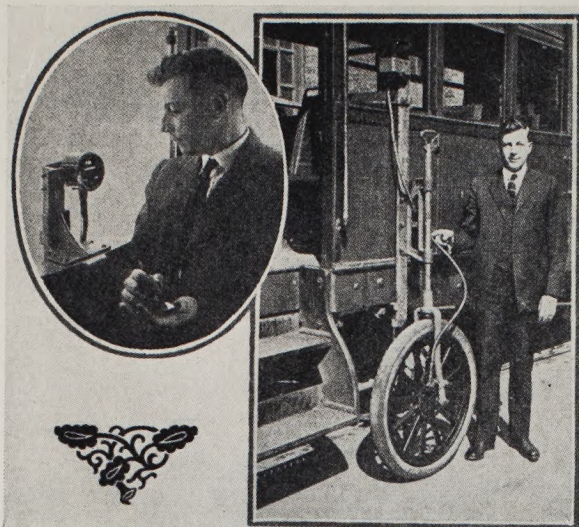
Melt a little butter in the baking dish,—and now place the poached sole in same. Over the top of the filets, you paint on the mixture of onion pulp and lime juice. Atop this sprinkle your browned almonds, (but not too browned)—and now the delectable creation is ready for the oven.

At this point you could stall proceedings—one of the

(Continued on Page 23)



## Dan Healy--- Lion Tamer Extraordinary



Here is a picture taken from an old issue of **TWO BELLS** showing Dan Healy with a speedometer which he designed to discover mileage of the transit routes. This made it easy for Daniel to sit in the seat and chalk off the miles as the car rolled.

by Paul Prutzman

**J**ANUARY 1, 1949 marked the retiring of Dan Healy, Chief Instructor. "Dan" was known as the "Lion Tamer," through his work with the hundreds of students or "Cubs," as they were called, that passed through the Instruction Department in the many years that he was at the helm.

Dan first saw the light of day in Chicago, Illinois, but soon exchanged the wintry blasts of the Middle West for the sunshine of sunny California.

He came to work for the Los Angeles Railway in January, 1905 as a conductor. In January, 1913, after 8 years on the platform, he was appointed dispatcher. In 1917 he transferred to the Instruction Department. In 1921 he was appointed Assistant Chief Instructor and in 1923 was made Chief Instructor and placed in charge of all the activities of that Department. In 1934 he took on the additional duties of Supervisor of Employment. He remained in the Employment Office until 1938, when he transferred to Division 3 as Superintendent. In 1939 he journeyed over to Division 1, where he was also Division Superintendent. In 1940, while searching for something new and different, he transferred to the Schedule Department, where he remained until 1942 when, due to the manpower shortage, men of his calibre were sorely needed in the Employment Department. In 1944 he returned to his first love, the Instruction Department, where he remained until his retirement.

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## Operators Lament

by Harry M. Preble

The bosses claim, right enough  
Our language must be smooth—not rough,  
But the antics of humanity  
Excite me to profanity.

## Pancho's Letter to His Boss

by Ronnie Mason

### PANCHO'S LETTER TO HIS BOSS

Editor's Note: Thees Pyramid Club shes's bring poor little Pancho very little fransheep. In the following letter he attempts to get on the good side of his boss.

**S**ENOR Boss:

Weeth my hat in my hands an' lookin' down towards thee floor, I present me before you an' tell you why my job I quit, in thee forst place, an' why I ask for it, in thee second place. Weeth thees letter I hope you can understand. Fransheep to me is one wonderful theeng; bot it has brought me one beeg ache of thee head. Read for yourself an' see:

Si, senor, I am one guy that like thee fransheep vary moch. An' when thee fransheep she's come weeth dinero, than you know that Pancho is reely after it.

Part of my trouble, Senor Boss,, you owe to my brother-by-the-law. He's thee Joe that thee Jodge he marry weeth my seester. Wal, he explain to me weeth dollar sign words how I can become lousy weeth dinero.

His words are, like thee sweet notes that you play on thee music saw for your wife, thee kinda stuff that sends me. They reely opened my door to thee knockings of Mrs. Oport Unity.

Can you imageen, my dear Boss, that for one little silver peso I can gat FIVE THOUSAN DOLORS? No work, either. Besides thee point, I also gat thee fransheep of thee Fransheep Club.

All thees money an' fransheep torns my head, Meester Boss. I begin to make thee plans . . .

Weeth all thees dough, I says to myself alone, I do not hav' to work no more. That's for shure. To a man of my feenacial stand that I should work is not becoming. So I plan that I should deeg no more deetches.

Naturalmente, I weel buy one automovile. My frans weel expect thees of my social importance.

For my wife, Maria, one of those washeeng machines I weel buy. That way she can double thee bissness. An' one little Jeep for thee needs to deliver thee wash.

For Pepe, my boy number one, I should send heem to college. He weel take care of thee Taxis on thee Income.

You can see, dear Boss, that my intentions were vary good. So do not blame me, if I was carried away by my dream of four roses.

Weethout theenking twice, I went to you an' quit. Thee automovile I bought on thee stall-thee-man plan. Thee washeeng machine an' thee Jeep, too.

Than, thee bubble she borst. Thee cops they say that you can not gat thee dough. My heart she broke, too.

Weethout thee dinero thee automovile I can not pay. Maria, my dear wife, thee washeeng machine she do not gat. So she's gat to wash weeth thee hands anyway. An' thee Jeep went bop-beep-pftff.

I am not worry vary moch 'bout Pepe an' going to college an' lorning 'bout thee Taxis of thee Income. What worry me vary mucho is how to figure thee Income now that our fransheep of thee Club is no more an' thee FIVE THOUSAN DOLORS I can not gat.

Pl ease, Senor Boss, you know that if thee dinero I woulda nevar been. I theenk.

So, on account of our beeg fransheep, by-gones let them go an' can I hav' my job back again, no?

Weeth my head bowed in shame of foolishness,  
I remain yours trooly,

PANCHO.



# Electrical

by *Walter Whiteside*

1949 has sure started off with a bang, with snow, rain, and freezing weather. Two of the boys were a little late to work one day when their cars froze while setting out in sunny California.

The last big news in '48, and it was big news, was the elopement of Jessie Howell. Jessie surprised everyone when she showed up here on a Monday morning wearing the band. She now answers to the monicker of Reed.

Another major event was the birth of a bouncing baby boy in the Donna Bleser family. Donna returned to work for a few days then resigned. Mary Edwards who had taken over Donna's job temporarily is now the regular timekeeper and doing a darn good job.

A choice bit of news to start 1949 off is that L. E. Dye and L. C. Thompson are finally seeing the light and are now in the Ford class.

Harry McTaggart is trying to hold down the job and entertain his folks at the same time. They are visiting him now from the snowbound state of Nebraska.

After working nights, Saturdays and Sundays for some time during the construction of the No. 2 line overhead, Leo Maag took a couple of weeks off to rest up. He headed east, and on running into several storms came home again, only to hit the Los Angeles Freeze.

The fellows are all pleased with the prizes they are receiving for safety award points.

We see W. R. Dougherty driving around in a new Chrysler. He seems very pleased with it even if it is only an old 1948 model.

Here is a question asked me the other day, "Have you ever received a cigar for Ed Clardy's wedding?" Of course I had to say no. Can anyone answer yes?

O. J. "Happy" Moser is taking a couple of weeks off just loafing around the house. Bet he misses the poker games on rainy days.

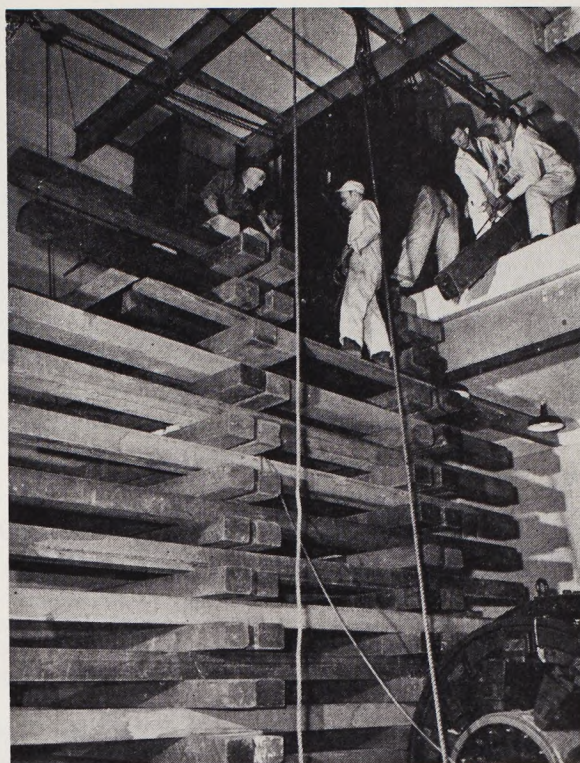
Next month we intend filling this column with news of the Power Department and Electrical Construction Department if they will be good enough to pass along any items of interest.

## "Streamliners"

by *Charles H. Croninger*

"COURTESY, it's good, but sometimes it back fires," says George H. Stone. The following bears him out. A few moons back George was outbound on the "J" line, a newcomer to our fair city of the Angels asked George if he went by and how long it would take to get to the bus depot at Florence and Pacific in Huntington Park. George told the newcomer to get off at Vermont and take a southbound "V" car and get off at Santa Fe and Vernon and then board another "J" car. That way he would save about twenty-five minutes. Yep here comes the back fire. As Georgie pulls up at Santa Fe and Vernon, here's the newcomer waiting for the "J" car to get him to the bus depot twenty-five minutes ahead of George. Seems that said newcomer was enjoying the sights and forgot where George told him to get off.

Speaking of Christmas presents, Operator L. E. Lick received one in the form of a granddaughter, who was born to his daughter on Christmas day. It is his first and L. E.



• This interesting shot shows a heavy transformer taking a timber elevator up to the balcony of the substation at Division 1. This will make this substation a 2-unit operation. Paul Tupper, extreme left, was in charge of this unique elevating task.

says that he doesn't feel any older. Wait til the Christmas present baby has an offspring.

And still they come. J. S. (Steve) Daw and wife, Eva are the proud parents of Kathleen Leilani Daw, born the 29th of December (Well, well, that's my birthday) at the Good Samaritan Hospital. The little one weighed in at 8 lbs. 10 ozs. The whole family is doing fine and Steve didn't lose a pound.

Mel Frankson, who has been at Division No. 4 for about 9 years, has the eviction blues. He has to vacate the first of March, and if anyone could steer him into a 4 or 5 room house or apartment, unfurnished, he will be most grateful. Mel has a boy 'Joni', aged 7 years. Mel can be informed at Division No. 4.

Operator W. E. Rush, of Division No. 4, was married January 8, 1949, to Patricia Ross. Best wishes for a long and happy marriage.

W. W. Warren passed away December 31, 1948, at the age of 58. Our deepest sympathy to the family, and we all will miss Billy a great deal.

Father-in-law of Harry K. Rule passed away suddenly on Jan. 9th. Our deepest sympathy to the family.

Mother of Charles H. Hobough passed away in Indiana on Dec. 31st. Our deepest sympathy to Charlie and family.

Harry Tierney, loader at Rimpau, had a lot of sickness in 1948 and we hope that 1949 will see Harry on the job every day.

Windy Drake has had a siege of sickness the past two months and should be back on the job by the time that this goes to press. Let's hope that he is fully recovered, as we all miss that Will Rogers' humor of his.





#### SOUTH PARK CUTIES

• Transit Tots for this month are from left to right: Wayne David Sturm, 2½ month old son of Paul and Lilliam Sturm. Patricia Diane Dunn, age 4 months, is the daughter of Sgt. and Mrs. N. K. Dunn. Grandfather W. J. Alport, is a mechanic at South Park. Janet Marie is the daughter of Art Comford of the South Park Body Shop.

## Gabs and Gossips of Guys and Gals in Five and Six

by Irving Scharf

**M**ANY things have happened so rapidly during this past month that I think it only fair to tell you about some of the more important ones so without one bit of hesitation here goes:

First of all here is a list of some of the greatest New Year's resolutions to come out of this barn for some time to come, and I quote:

I hereby resolve never to argue with any passenger on my coach or car for a period of let's say 10 years, or better yet, until the next unusual cold wave hits Los Angeles, to let all children whose Mother's say they're only four, ride free, to help all older women up to the cars, providing their packages weigh less than I do, to assist all the younger people to their seats with the least possible commotion, asking them in a nice way to put their bubble gum out of the windows instead of under the seats, and last but not least, to wait for all running passengers approaching the bus or street car providing same are running for said car and not to just beat the green light. With these resolutions tucked safely under our belts, let us proceed with the most unusual subject ever to hit our Chamber of Commerce, namely, the California Freeze, or Close the door, Mabel, my sun-tan is melting. Honestly though, it was so cold these past few days that even my Renault (That's French for Cadillac), sneezed twice blowing off the motor and rear tires. . . . They were last seen heading for Florida.

The safety meeting brought to mind that it's again time to add up our total number of safety points and see how many we have. There are some pretty nice prizes to be given out.

This month our column is dedicated to a man from our bus division, who besides being an able bus driver, is also quite an accomplished machinist, and through this knowledge, has invented quite a number of things both for the house and individual needs. His latest invention is a changer adapter that will speed up the making of change two fold. This man, Tommy Driscoll, is producing these adapters for Johnson Changers and believe me fellows, for the price that he's asking, you can't go wrong. Tommy has been with some of the largest machinists on the Coast, and although this experience was of some value, he learned much more valuable experience working out various problems on second hand machines owned by his many friends. So to this man, our belief in the man of the month, we wish all the luck and success on his coming inventions and that his goal will be attained very soon. . . .

## Dan Healy Lion Tamer Extraordinary

(Continued from Page 16)

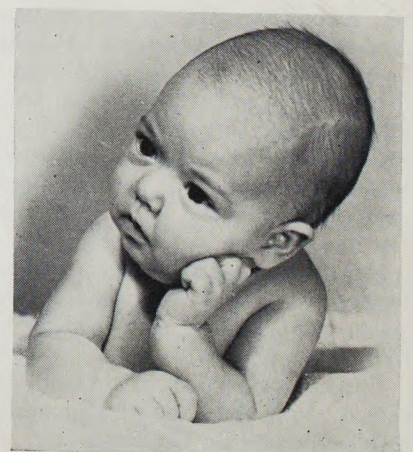
One of Dan's hobbies is deep sea fishing, and he can spin many a tale about the times that he battled with the denizens of the briny deep. Dan is also an inventor of no mean ability, having made the first accurate speedometer that was practical for use on the various types of streetcars in use at that time.

One of the memorable highlights of Dan's career was in 1925 when his son, Daniel Robert Healy, at the tender age of 15 months, won a baby contest. Dan claims that the boy got his good looks from his "Pop."

Dan was always held in high esteem by all the men who worked with him. To show their appreciation of the years of pleasant association, all the members of the Instruction Department got together and gave him a surprise dinner. It really was a surprise to Dan, and he walked in totally unprepared, and for once, speechless. This condition did not last long, however, and he soon had the guests in constant merriment with stories and anecdotes gathered during his 44 years of service with the Company.

The boys presented him with a large easy chair, which was something that he had always wanted. Now he will be able to bounce his three grandchildren on his knee in comfort. Dan's granddaughter is his favorite, and to her "Boppa" is tops. To all the men and women who have come in contact with him, he is also tops, and he can retire with the knowledge that he has the sincere appreciation of management, as well as the heartfelt thanks of the innumerable students to whom he has extended a helping hand. The memory of his unceasing efforts to help everyone and to turn out better-trained men will remain with us always.

From all of us to you Dan, the best of everything, in all the years to come.



• This little miss is Catherine Diane Hassett, 11-week old daughter of Cathy Hassett. Cathy used to work in Auditing.



# Lobby Lowdown

by Violet M. Leach

**N**OW the Christmas holidays are over and a new year has begun. Let's go back and see what some of our employes got as a gag gift on Christmas eve. I didn't get around to see all the gifts but here are some:

Clyde Fly got a cigarette lighter.

Eve Arce—Guess we can call her "pistol packing" as she got a pistol as her gag.

Dr. Smith—A large rolling pin. Glad the Doctor wasn't afraid to take it home.

Danny Crooks—Three packages of cigarettes, which lasted him through Christmas eve.

Jessie Hart—Bath oil tablets.

Frank Blasey—A trombone. Have you started taking lessons yet, Frank?

William Reardon—World bank. You can save your extra pennies, Willie.

Georgiann Poth—A walking kangaroo.

Helen Bates—Dainty notes.

Gladys Prather—A whistle (woody-woodpecker).

Mary Elmore—Stationery.

We understand that things were really popping in the following households on Christmas eve. Minnie Kellogg, Joseph McGinty and Joseph Gorman's. (They all got new corn-poppers.)

Clarence Fischer bought his family a television set for Christmas. (Gee, what a Santa Claus.)

Richard Kissick and his family spent the Christmas Holidays (his vacation) in Mound City, Kansas. Had so many toys and presents to bring back they bought a new car for the trip home.

Mae and Nick Livermore celebrated their first wedding anniversary on December 13. Congratulations! Mae has left us now and is just being a housewife. Lucky gal.

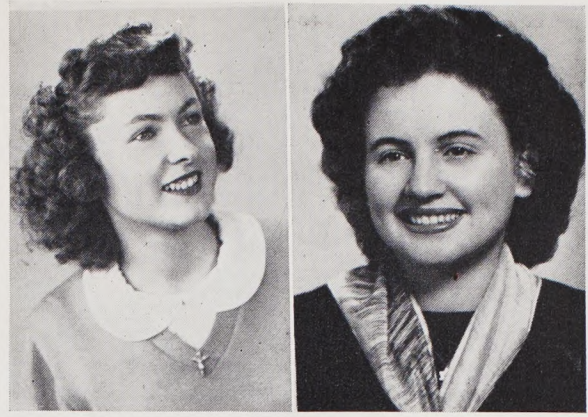
Birthday congratulations to: Gloria Mowry, whose birthday was December 15; Doris Thornburg, who celebrated a birthday on December 11, and Gus Sharp, who took time out to celebrate his birth date on December 13.

Did you see the sack Finley was carrying to work the other day? He said it was his lunch. I believe it was about large enough for a cracker.

Virginia Root from New York City, has joined the personnel of the Public Relations Department. Glad to have you with us, Virginia.

We all miss Flora Bridges and Jean Johnson who are both away at present on leaves of absence.

Welcome back Betty Erickson of the Personnel Department.



## LOVELY TO LOOK AT

• Left, beautiful Marilyn Kennett, daughter of Ed Kennett, mechanic, Department 20. Marilyn is a senior at Fremont High School and president of the Student Government. The gorgeous creature on the right is Jeanne Schapiro, 17 year old daughter of Paul Schapiro, Vineyard Operator.

## Doings at Three

by Serta Sevitt

**I**F any of the operators find a few vest buttons laying around, please return to Mr. Latham, because he is now sure that he has the best gang on the System. As you all know the Division finished on top last year in the Unreported Accident Contest, Witness average and Coach Traffic Frequency. Operators, I believe we are all entitled to stick out our chests and feel pretty proud.

To the newcomers. Please, if you are in doubt about anything that happened on your car, drop in and see your Instructor, as he is there to help you at any time.

It is rumored that the cigar walking man (Roger Wilkerson) is building a house on top of the hill overlooking Division 3. Completion is scheduled for March, 1949. Wilkie, think your car can make the climb?

I hear H. Morrow, Instructor, was sent out to check that voice thrower on the "11" line with Whittaker driving (not knowing what was in store for him). All at once he yelled for Whittaker to stop the bus as somebody was caught on the rear bumper.

Thanks is extended by Mr. Latham to each and every one that visited the Blood Bank. Let's have more donations. Free transportation is furnished by the American Red Cross.

### CONGRATULATIONS!! NEW YEAR BABY!

Proud father is George H. Melcher No. 2627, as son Wm. Henry was born January 1, 1949, 7:00 A.M. and weighed 9 pounds. Mother doing fine.

### BIRTHDAY AND NEW YEAR'S CELEBRATION

The birthday of Lester Le Vitt on December 31, 1948, and the birthday of Roger Wilkerson on January 1, 1949 was celebrated on New Year's Eve at the home of Lester Le Vitt. Among the guests present were: Mr. and Mrs. Harry Ferguson; Mr. and Mrs. Randy Tolkinen; Mr. and Mrs. Roger Wilkerson and Mr. and Mrs. Owen Jones (of Idell Pharmacy). Bingo was played and prizes were won by Mrs. Tolkinen and Mr. Wilkerson.

A Minister, whose congregation regularly spurned seats in the front of the church, was surprised to see one man, a stranger, coming to the very front pew.

After the services, the Minister asked the man why he came to the front seat. The man replied that, being a bus driver, he wanted to find out what inducement the Minister used to get people to move to the rear.



• Luetta May Wooley, born June 20, 1948, is the cute little daughter of M. E. Wooley, Operator at Division 2.





• Ronnie Mason who brings us Pancho—this month brings us a photograph of his family. Reading left to right, they are: Ronnie, Larry Paul, Mrs. Mason, Frankie and Yolanda.

## Virgil Venom

by Ray Matzenbacher

**T**HE "Big Freeze" ceased to be the most important topic of conversation as of January 11, and everyone was talking about the "Big Snow." Out in my part of the Valley it was like something out of "Snowbound" as I left for work at 4:45 A.M.

Bill Hayes, who lives in North Hollywood, woke up his little girl and the two of them went out to make a snow man. This wasn't so unusual, except that the time was 11 P.M.

The cars of Joe Falcetti and Bill Murray froze up on the way to work.

Carl Wheeler's wife wouldn't believe there was snow on the ground, and she thought Earl was kidding when he told her about it.

With Christmas and New Years coming on Saturday, somebody was bound to become mixed up on the following Saturday. The story is that Dave Costley made a full round trip on Sunset before he discovered he wasn't due out of the garage yet.

William Herbert, Sunset operator, flew up to Reno the other day, and on the return trip the tower at Lockheed Air Terminal held him up in the traffic pattern for 45 minutes before he could land. He was wishing about that time that he could pull that plane into the curb as easily as you can a 3300, since he only had approximately 5 minutes of gas left when he finally landed.

A lot of the boys are taking early vacations: Operators H. J. Chapman, J. W. Madison and T. W. Thompson have just returned, and R. Corl and J. Copley are now on their vacations. Down in the shop Dewey Whitlow and Johnny Johnson are just back. Talton Perry, J. C. Dayen and J. R. Moran are now on their vacations. Raymond Smith is all set to go on his.

Bill Haning is still on sick leave and just can't wait to get back to work. Take it easy, Bill, there's lots of time for work.

Bob Salbo and Dave Costley are now acting as traffic starters. Salbo is at 11th and Olive, and Costley at Hollywood & Western.

Bob Pitt is back after a couple of weeks on sick leave.

We hear there is a new girl out at the J. Copley's. Congratulations to the new parents.

## Car House Highlights

by H. K. Conacher

### Car House No. 1

Jack Marsden and Tommy Hartley are still off on sick leave but latest reports indicate that they are both improving. Our best wishes for a speedy recovery.

Our new wash rack is rapidly nearing completion and we expect to be in business before many more days.

After being off on sick leave for several weeks, Al Wuthrich is taking his vacation to recuperate.

Percy Marsh, Division Storekeeper, passed away January 9, 1949, after a prolonged illness. We all join in expressing our most heartfelt sympathy to his family.

E. W. Swanson  
Supt. C.H. No. 1

### Car House No. 3

The recent snow in Los Angeles has caused quite a lot of excitement, A. Dickenson woke up wondering if he was back in Colorado. Quite a few of the boys suddenly decided it was time to add Anti Freeze to their radiators.

P. Davis, Foreman, had taken his vacation during the Christmas holidays, so missed out on the Wonderful Weather we have been having. Paul while on vacation enjoyed a plane trip to Montana.

Harry Ogden, our genial Rail Foreman, is back to work after he finally decided to shake the Flu Bug.

We find on the sick list at the present time, the following boys: Sam Cohn, A. Pabst, and A. Aguilar. The fellows at three all wish you boys a speedy recovery.

Since the cold spell we have observed that Oscar Lund our swing shift foreman, has gone in for wearing his wife's Nylon stockings. We were wondering why the sudden jump in prices.

J. Carrigan has taken a trip to Texas to visit sick relations.

C. O. Maxwell has resigned to accept a position with Naval Ordinance.

J. Scantlen is enjoying a vacation in Florida.

P. Davis is now competing with Ed Graham and Derry, in the flower business. As a side line he is raising Orchids.

O. C. Schmokel  
Supt. C.H. No. 3

### Car House No. 4

The old year has gone and the new is just beginning. Many of us will make resolutions and break the most of them. One we should all make is to think more often of our fellow worker. After all he may have something on his mind and a little cooperation and consideration may make this one of the grandest years of his life.

Owen Weiser is elected the most considerate mechanic of our department. For the last several years he has been packing about one half of his co-workers home from work in his puddle jumping Pontiac. He made a New Year's resolution that it won't happen again. It won't either; Owen went out and bought a new Oldsmobile to make sure that they get home all in one piece. No halfway business with "Our Mr. Weiser." By the way, Owen, when you drive into the gas station don't let them get out and wait on the curb until you come out again.

We wonder if Bill Manley has received all of his Christmas cards yet. The way he has been moving from one house to another Bill will probably get cards the rest of the year.



Art Kasperson was giving three cheers every hour on the day before Duluth Jr. College played Compton Jr. College in the Little Rose Bowl game in Pasadena. After the game the best Art could do was a quiet little peep. He said that he let the old home ties get the better of him.

Oh, Brother, have you noticed the snappy caps that Osby Govan and Milton Robin are sporting these days??? They claim that once you wear one of these caps down the street, you will rush home and use your brand new Stetson for a bird cage cover.

We are all sorry to hear the passing of Will Gardner. Will leaves a lot of friends at 4 and his ever pleasant smile and friendliness will be greatly missed.

Mary Allen spent the first two weeks of December on her vacation. Mary said that she rested up for the home stretch toward her Christmas shopping.

Frances Lewis received a Christmas present which she didn't expect, a live baby pig. She didn't say whether it was tied up to the Christmas tree or poured into a Christmas sock. We bet we know who will have pork chops next year about the same time.

Hattie Harris spent her vacation over the holidays traveling. Christmas she was in San Diego, New Year's in San Francisco, and in between time jumped out to San Bernardino. If there had been another holiday along there some place, she would probably have wandered over to Pasadena.

Chuck Burnside had his vacation and the greatest part was used up trying to keep warm. He said that his lower half hasn't thawed out yet from the freeze.

Have you noticed that sharp mustache that Bob Fierro has developed since he got the job driving No. 111? You don't suppose his association with McKay has anything to do with it.

Our friend Mr. Phillips, who is the Grave Shift Watchman, is so proud these nights, that he can hardly make the rounds punching the clock. He is a grandfather now, and does he like it!!! Everyone concerned is doing nicely, thank you.

W. F. Ellis  
Supt. C.H. No. 4

#### Car House No. 5

The snow didn't last long here at 5, but it sure startled some of our native California employees. The cold weather still lingers and our heaters are really getting a work-out.

Paul P. Marshall, being so enthusiastic about the recent snow fall, had a document made out and witnessed by several fellow employees that he had thrown a real large snow ball at Charlie Thomas on Monday, Jan. 10, at 10:00 a.m.

The latest temperature readings from Division No. 5 cold weather "Boosters" was a frigid 19° one morning and the snow fall in one back yard measured a whole foot. Some weather, huh???

Andy Duncan, Babe Ellis, and Jack Walker, are still raving about their recently discovered seasoning. Their sales talk about the "stuff" didn't work on Pappy Wood or a few of the others in Division 5.

If you want a bargain in suits, coats, trousers, or any "dry goods," see Pappy Wood. He has some discounting influence in some L.A. haberdasheries. After getting the address, just go up to the front door and whisper, "P. Wood sent me," you're in, and out you come, well dressed.

Andy Duncan loses keys to his car, can't seem to locate them. Try "Ross's Ballroom," Andy!

The cold weather brought out "long johns" on Paul Wood, Boots on Tommy Haw, Willie Poorman, M. Lund, Wiley and Sawdon, and Rubber over-shoes on most mechan-



• Foreman Axel Weberg, holding the poinsettias, and his Emergency Rail Repair crew of Way & Structures, celebrate the completion of another big job.

ics who come in contact with that cold cement. It even blasted Paul Brown out with a hat, and what a hat it is!!!

We here at Div. 5 heard our brother Division 3 was snowed in during recent storm. We're sure glad it didn't reach us rebels here in the southland.

Elected by unanimous vote as the coldest employee in Division 5 was brother "William Laffey." Coming in for a close tie at second place was brother Kieffer and "Chubby" Ralphs.

Alex Martinez dresses very warm these days, he reminds you of a North Pole Aviator.

"Red Muir" in the store room, got mixed up with his colors, and parking in the "Red" put him in the "Red" for \$10.00 on his birthday, too. What a gift!!!

Good luck to former Div. 5 men, J. Cooper and J. Gibson, who are now working at South Park.

P. V. Wood  
Supt. C.H. No. 5

## Alley Gossip

by "Wally" Weberg

**T**HE bowling season has passed the half way mark with eleven more weeks to bowl and the way it looks any one of seven teams can come in first. At the present time, the "Five Spotters" are in first place with 46 wins, then comes the "Toppers" a close second with 39 wins, however, the "Six Hex" are right in there with 38 wins.

Team No. 1, the "Five Scooters" are on the bottom of the list, but they are having as much fun as the top teams. Quite a few of us have been having rather a trying time finding bowlers that will bowl every week, we believe however that all the teams are pretty well organized and should go to a flying finish. The other night C. Werno bowled a smashing 277 game which stands as high game for the season.

At this time I would like to have anyone wishing to bowl, to submit their teams and members to me so we can get set up in time, as we want to eliminate any last minute shuffling and I would also like to remind you that all teams should have six or seven men, so we can allow for vacations and always have a full team.



# Trolley Buzzes

by Ronnie Mason

**WE** have decided to give with some congrats, "we're sorry's" and vinegar dessert for the benefit of those of our gang who have left themselves wide open for such compliments during the past year.

For example, we give you I. Hill, who has been promoted to Utility Leadman on the day shift. He deserves a pat on the back. . . . The same goes for C. Canale, Charley Smith and Rennie Ells, they got the boost from leadman to foreman of their respective shifts. A well-deserved hike, you'll agree. . . . A complimentary salute to Norgie Glavin for his lively determination to learn the language and his swell sportsmanship for "taking it" in his earlier muffs. . . . We'd like to shake the hand of Jimmy Ferry, who has given us a good sample of Yankee know-how at work: Bought a car; got himself married; got a daughter; acquired a lot and now is building a house on it. . . . Orchids and salutations to: Mrs. H. Archer, Mrs. Harry Davis, Mrs. H. S. Smith and Mrs. J. Ferry for making their respective hubbies eligible for less income tax. . . . We're sorry to hear of the run of tough luck that has tagged Dave Ferlin. In the short space of three months he lost three members of his immediate family. . . . Also, to Mr. and Mrs. H. Archer for the loss of Mrs. Archer's father, our condolence. . . . On the lighter side, we're sorry that George Hendrick has broken his New Year's resolve not to tell any more jokes. . . . Down Cupid's Lane: It is speculated that Bob Clenard will make that aisle trek sometime this year despite negatives on the question. Should we congratulate the guy or feel for him? . . . Ditto to Buzz Russwell, Bob Marsden and the rest of the members of the Bachelor's Club who have resisted Cupid and kept their independence. Maybe it's the thought of having to learn to play the musical saw that's held them back. . . . And finally, the Vinegar Desert to those of us who have not forgotten little spats in the past and keep on being peeved in the present.

## THUMB NAIL SKETCH: HARRY DAVIS

Recently the proud father of a beautiful baby daughter, Harry came into the fold about three years ago. Started as a street car mechanic and then made the transfer to Trolley Coaches a year and a half ago. He's relief leadman on the day shift and one of the most dependable of our mechs. Conscientiously neat in his work; a personal trait that he developed to perfection while with the Army Air Force as a Tech. Sergeant.

Harry has a habit of sticking out his tongue when he works. One day he and I went to do a road job on an old "D" car that had a broken bell cord. Davis got on top of a seat and began to go about the business of clamping the splice on the cord. Naturally, his tongue came out to follow the movements of his hands. I caught myself doing the same thing and then I looked around: From the conductor to the last gawking passenger, they were all following Harry's tongue band leading.



# Hot Stuff from Pepper

by Bill Hunter

**NOW** that the snow storms seem to be in the past, I guess it's safe to talk about them without the Chamber of Commerce jumping down my neck. Johnny Harris and Louis Schmidt were really quite excited about the snow scene on the hills surrounding Pepper Street Yard. Johnny got carried away and every time the phone rang he said "Snow Valley" instead of the familiar "Way & Structures."

Loeey Schmidt is very happy now that a new drill press is to be installed and that he now is a confirmed "blacksmith" according to his new pass.

Jack Riley just returned from his vacation with a red nose and he keeps humming a tune about a red apple and a little red kiddie car.

Bob Matson has just become a proud father, with the birth of a son, and his grin really shows it.

Jimmy Taller and Joe Gonzales are now on the day shift after all those years at night. Jimmy has had a tough time getting his eyes adjusted to the day light.

Tommy Thompson is really pleased with his new Ford, the "Golden Goose."

Eastin Boone has taken a months leave of absence to complete some personal business and to have a little recreation in the desert.

Clyde Burden tells me he is going to ask for a diving bell if Charlie Shelton breaks any more water service lines out on 54th Street.

Gilberto Ochoa has resigned to go back to Mexico to see his family.

Lupe Aguirre has just returned from his vacation which consisted of a long rest at home.

Charles Aloquer is another proud papa with the birth of a six pound daughter.

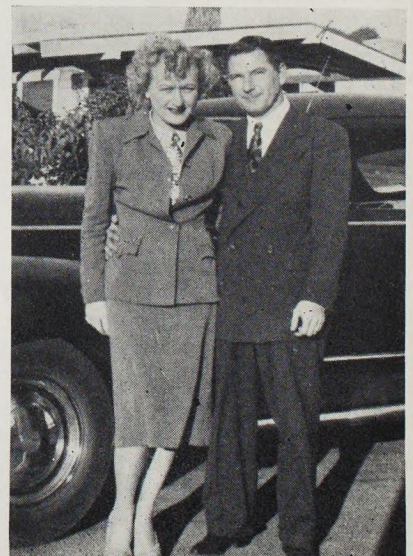
We are all very sorry to hear of John Bowman's wife's illness and we hope for a speedy and complete recovery.

Monte Munn has really become excited over the new "Friendship Club" craze.

The number of accidents within the department for last year has been decreased by over one third of the 1947 accidents. The whole department should be congratulated on that score.

We wish to extend our sincere sympathy to Harvey and Mildred Lindley. Harvey's father passed away on January 11, and was interred at the Inglewood Park Cemetery. Harvey wished me to express his thanks to all for the beautiful flowers sent.

• Art and Marie Clark pose for the cameraman. Art works in Dept. 10, at the South Park Shops.





# Blow-Bys

by Tom Smalley

**G**ET out your snow shovels and clear a path to the mail box. The Two Bells mail man is here again. I hope you have been enjoying our "unusual" weather. During the cold snap we saw Ed Thomas using smudge pots in an effort to save his fruit trees.

Julio Lopez using snow shoes to get to the hen house to feed his chickens. Bob Marshall buying some red flannels, Red Crawford throwing snow balls at sea gulls. Homer Porcher and Ruble Ulmer using a sleigh to get to work.

I saw Stew Hubbard and Bob Thompson cleaning the snow off the ground around their newly opened garage. Stew is the mechanic and Bob the parts chaser in their new venture.

What couple from Garvey fixed Earl and Jerry's bedroom up with corn flakes and salt on their 4th wedding anniversary December 11th? A dirty trick, I call it.

Santa Claus brought 3 year old Ben Lozano, Jr. an electric train for Xmas, but he has never had a chance to play with it as Ben Sr. is quite intrigued with it. Shame on you, Ben.

Howard Ray is taking up amateur photography as a hobby, he has some very nice pictures, too.

Sam Mahoney showed me some very nice pictures of the Rose Parade. Sam is also interested in photography.

Jim Homar back from his vacation in Tucson. Jim says the only trouble he had was a warped valve in his car, but being a valve specialist, Jim had it fixed in no time.

Leland Lee and Tom Lambert went duck hunting recently and Lee promised me some pictures to put in Two Bells but later he told me that the pictures had not turned out well. But Tom Lambert says that the reason Lee didn't show them to me was that Tom shot the largest and most ducks and Lee was ashamed to show the pictures. How about it, Lee?

Tom Crouch is the proud owner of a new Ford.

What's this I hear about Sunny Sundeen getting his hand caught in a mouse trap?

Bob Frampton has made a New Year's resolution not to eat any more ham. What's the matter, Bob, doesn't ham agree with you?



• This "Pin-Up" girl is one-year old Judith Ann Ruddy. Granddaddy is "Pop" Ecton, cashier at Division 2.

Walt Powell has resolved to keep a closer watch on the rear view mirror and speedometer. How much did it cost you, Walt?

Ted Ormston is now an uncle for the first time. Brother Sid of South Park is the papa.

Claud Nickels says that his brother Harry was here from Oklahoma to spend the holidays with him.

Chuck Bauman had his car painted and the next day it snowed. Chuck bought his two boys bikes for Xmas and he says that they are up in the mornings at 5:30 ready to go to school. That's one way to get them up, Chuck.

W. J. Alport is reducing. He is getting so slim that we hardly know him.

Adam Mauch reports that his mother is here from North Dakota to spend the winter. Adam is also expecting his sister from Hawaii to pay him a visit.

Leo Keppler back on the job after vacationing at Palm Springs.

Our good friend Jake Dainton took off January 17 and won't be back until March 21. Jake says he is going to Arizona and rest and maybe pick some grapefruit.

Flash! Art Leisure was just married. I don't know any of the details but will let you know when I find out.

## Fred Beck is Cooking with Gas

(Continued from Page 15)

great tricks of cookery. You could stall while guests finish their sherry—or finish telling the one about the hillbilly who hadn't heard that there was a war on, which right now there isn't anyway.

Timing things so as to serve the dish opportunely—you finish it off in the oven of your gas range built to CP standards. The almonds now take on their final toasty brownness, forming a delicious crust on the sole.

When you taste this dish—*Sole a la Fred Beck of The Mirror, 5 Cents*—your taste buds will detect no specific flavors. You will not be aware of lime, onion, fish, the flavor of the almonds or any other isolated flavor. You will instead encounter a masterful blending of flavors into one supremely delectable dish.

You may have trouble. The fish may stick to the skillet. It may crumble if it poaches too long. All these things are a matter of trial and error—of experience and plain horse sense.

Any man other than a complete dolt can master my poached filet of sole dish in two or three sessions in the kitchen. Once mastered, you should begin trying variations.

Under my guidance men who would take each Tuesday evening in the kitchen, at the end of 52 consecutive Tuesdays would become proficient in the making of a dozen odd outstanding dishes.

The result of man's sally into the kitchen will be varied—among its effects a sort of competitive urge on your wife's part, sir, resulting in her subconsciously attempting to put more thought and effort into home cookery—which is badly in need of a shot in the—well, home cookery doesn't have an arm, but you know what I mean.

Would you like to watch me prepare *Sole a la Fred Beck of The Mirror, 5 Cents*?

I will show you exactly how it is done one of these Tuesday nights at 8 p.m. on television station KTTV—Channel 11. (Adv.)

Editor's Note: Mr. Beck was formerly a member of The Wine and Food Society—was expelled when he was discovered slipping a beef cube into his gravy, to hasten brownness.





• Jake Dainlon of the Stores Department celebrated his birthday in the midst of glamour. Here he is with three beauties from his department. They are: Patti Kelly, Mary Kelly and Evelyn Manieri.

## For Your Information

(Continued from Page 2)

automobiles can travel in all directions. Los Angeles has no barriers which check automobile driving, such as the Hudson river in New York, lakes in Chicago, or the steep grades of other cities. Los Angeles has very little bad weather which also has an effect on driving so you can see the population is never, and perhaps never will be, dependent upon a rapid transit system.

You have undoubtedly heard much about the four hundred million dollar program to construct a rail rapid transit system for Los Angeles. This figure has been estimated in connection with the rapid transit plan first proposed to the people of this area by the Chamber of Commerce. When that plan was presented it was recommended that steps should be taken to cause the State Legislature to adopt an enabling act which would permit the establishment of a transit authority in this area.

### LEGISLATION PROPOSED

Legislation has been proposed and is now waiting action by the Legislature during the present session. There is nothing in the legislation as to what specific plan is to be followed. Neither is there anything in the legislation stating that four hundred million dollars is required. As a matter of fact, the legislation as now proposed provides that before any plan can be adopted or any bonded indebtedness imposed upon the taxpayers of this area, approval of the public must be secured at an election.

Los Angeles Transit Lines has already demonstrated its desire to bring about an improved transit plan for people in the Los Angeles metropolitan area. This has been demonstrated by the great strides made in bettering the surface transportation system since 1945. Routes have been straightened, large sums of money spent for new and additional equipment, new services have been added and all of our operating facilities have been improved. Most important we have adopted the type of vehicles applicable to the passenger demand in various areas. We believe that we have made Los Angeles Transit Lines one of the best urban surface transportation systems in the world.

We believe that freeways do offer a means of improved and more rapid transit for many of the people in this area. To some extent this may be met by rail. To a large extent we believe we can provide a more convenient service to the public by operation of coaches on the freeways.

Obviously, a coach service which picks people up near their point of origin and, after traveling on the freeway, distributes them close to their destination is going to attract a greater number of people than would a system which required the greater majority to transfer once or twice, especially when this can be done without the taxpayers being obligated for a bond issue of many millions of dollars. This is the type of operation suggested by the Transportation Engineering Board in 1938.

## Transportation Transcripts

by Paul Prutzman

AT last it happened, SNOW in Los Angeles! The "Big Freeze" was a long time in coming, but when it did, it was a "Lulu." For the ones who had immigrated from the "Frozen East" during the last few years, it wasn't so bad. They still had their "Red Flannels" and overshoes, but the native Californians had a shivering good time. The Chamber of Commerce has changed its advertising to read, "Come to Sunny California and enjoy the winter sports. Our snow is the whitest, crispest, most crunchy snow to be had anywhere."

Nip Whitman, who used to do quite a bit of professional skiing was right at home. He left his "Green Hornet" in the garage and came to town on skis. His wife came along piggy back. Guy Wheelock had to shovel snow for two hours to get his car out. He had left it in the driveway overnight. He still had enough snow left on it when he got to work to furnish ammunition for a first class snowball fight.

One thing about the adverse weather though, it did prove the truth of the Company's slogan, "For Safety, Courtesy and Service, Ride the Yellow Cars and Coaches." Many a stalled motorist, his engine frozen up, and probably late for work, wished that he had heeded these wise words.

Jack Donnelly has managed to keep his age a secret for many years, but the truth came out at last. The expose came about when he received the news that he was now of all things, A GRANDFATHER! The boys in the office are getting together to buy him a cane and rocking chair. Cheer up "Gramps," you still have a few good years left. A little "Color Back" will fix those "White Side-walls" around your ears.

"Doc" Livingston, of the Timekeeping Department, does not have the sense of direction that his famous namesake, of African exploring fame, had. A visitor from the Auditing Department, asked him for some directions recently. After walking around for an hour the visitor gave up and came back and asked Leon De Mara. Lo and behold, his destination was just around the corner. Frances Coppola was hostess at a housewarming party celebrating her new domicile. A wonderful time was had by all. Keeping an "Eagle Eye" on the silverware, was Billie Racoosin and her Junior "G" men.

Violet Walton flew to Oklahoma City for the holidays. It was her first trip by air and she enjoyed it very much.



• This pert young lady is Karen LaVerne Williams, age 3 years. She is the daughter of R. R. Williams, Clerk at Division 2.



She should have got a few advance tips from Lottie McKenzie the "Flying Grandmother." June Bradway is thinking of asking the "Boss" for another raise. All the gold hoarding she is doing is getting expensive.

Dorothy Morris deserted the ranks of the city dwellers and moved to the country. She says that it is just like life on the farm. She gets up before daylight to get to work on time, and it is after dark when she gets home. Agnes Robertson had better quit feeding her cat so much red meat. She has a fresh set of scratches every morning. It is not nervousness that makes Ray Roberts go shadow boxing down the hall. He just purchased a new television set, and he tunes in the prize fights every night that they are broadcasted.

Harold Redmond of the Dispatchers Office, has acquired the nickname of the "Absent minded professor." Being thirty the other day, he was going to buy a "Coke." He had a dollar bill in his hand when the phone rang. He wadded up the dollar, then threw it in the wastebasket. After taking care of the call, he forgot what he had done with the money. He turned his pockets inside out, and was just ready to call out the Special Agents, when Bill Eunson told him where he had thrown the money. Was his face red. You can take a boy out of the country, but you can't take the country out of a boy. This old proverb was illustrated recently when Charlie Freestone, who immigrated from "Bonnie Old England," many years ago was making a floor plan of the Transportation Department offices at Division 4. When designating the various offices and rooms on the floor, he listed the Coffee Room as a Tea Room. Shades of Thomas Lipton! We shall be forced to put lace curtains at the windows and serve crumpets.

This month we turn the spotlight on "Clint" Coxhead, "Dean of Dispatchers." Clint was born in the small town of La Mar, Colorado. He soon moved to Wichita, Kansas, where he received his education. Clint says it is not true that they burned the schoolhouse down to get him out of the third grade. His whole life has been devoted to the Transportation Industry. He started out by driving a "Jitney Bus" from Austin to Kansas City, a distance of 40 miles. The fare, two dollars. The route was all over dirt roads, and during the rainy season, when the bus would get stuck in the mud, resourceful Clint would "fast talk" the passengers into getting out and pushing while he stayed inside and steered. Most of his passengers were brawny construction workers, so he never ran short of "horsepower." Next came a position as motorman for the Kansas City Ry Co. In 1917 he enlisted in the army



• This hombre is Al Lohr, vacationing in Mexico. Al is a welder at South Park.



#### REFRESHMENTS

• Bill Hockstra, left, Paul Glosser and Lloyd Breckbill drink up with orange juice following the donating of whole blood at the Red Cross regional blood service center here.

## Pilgrimage of Blood

OUR operators are making almost daily pilgrimages to the Red Cross regional blood bank at 925 South Western Avenue. In this way they are building up a credit of whole blood to draw on in case transfusions would be needed by either immediate members of employees' families or for fellow workers.

C. A. Tengblad, Director of Industrial Relations, is directing the Company's cooperation with the Red Cross. Thomas O. Latham, Division 3 superintendent, is serving as recruiting chairman.

The Red Cross motor corps is providing transportation for the current mass visitations being made by our streetcar and coach operators, as well as for personnel from the maintenance and mechanical departments.

The blood service center is open Mondays through Thursdays from 12:30 to 7 p.m. and from 3 to 9 p.m. on Fridays.

and spent 2 years in the Field Artillery. After his discharge he took Horace Greeley's advice and headed west. He arrived in Sunny California in 1922 and after a short period with the Pacific Electric, came to work for the Los Angeles Railway in 1923. He spent the next 10 years operating streetcars in all sections of the city. It was this experience that was to stand him in such good stead when, in December of 1933, he was appointed Dispatcher.

In the 15 years that he has spent on the dispatching board, he has heard more tales of trouble and woe, than the average man would hear in a lifetime. Through all the fires, floods, earthquakes, and yes, even snowstorms, he has pursued his steady way. In a job that is more nerve racking than figuring out your Income Tax, he sails steadily along, calm and untroubled. He makes the job look as easy as shooting fish in the bathtub, but then he has had fifteen years of practice. He bought a homestead out in the southwest part of town years ago, when that area was mostly wide open spaces. He had a horse that he used to ride over to the streetcar line but the horse died so he was forced to buy an automobile.

He has always been quite a deep sea fisherman, but the years have brought about some changes in the way he pursues his hobby. He used to take a small boat and row far out to sea, miles from shore, there to eagerly try and hook onto the largest fish possible. Now he sits on the pier in the sun and sings "Fish stay away from my line." Good luck, Clint, it's swell to know you, and a pleasure to work with you.





"Boy, Oh, Boy! Will he snort if that is a continued story."

## South Park Diary

by Billy Pinder

**H**ERE we be again, and will try to bring you up to date on happenings around these Shops. First of all, since our last report: A merry time was had by all at the annual Shop Christmas Party, a delicious dinner was enjoyed along with the entertainment, and above all we were happy to see all the "Young Old Timers" with us again.

The Stores Dept. had a nice surprise party on that spry and remarkable fellow George Holmes last month when George celebrated his up-teenth birthday. His fellow employes supplied a nice large cake with all the trimmings and candles etc. and one of the largest birthday cards I have ever seen, size 3 feet by 10 feet long, with all the names of the employes. When it came time for a speech George, after brushing away some tears, thanked them one and all for their remembrance. I doff my sombrero to such a popular man. Congratulations.

Speaking of birthdays, it was Ernie Sayre's birthday last month and the boys of Dept. 6, presented him with a nice cake with one large candle in the center. At the noon hour sweet voices were heard over the public address system, singing "Happy Birthday To You." Ernie wants to thank all the boys and girls who remembered him.

Engagements and marriages are not quite as numerous this month, might be the fever is over for the present. And speaking of newlyweds, "The Pat Kelleys" still hold hands, they try hard not to act like newlyweds but they don't fool us a bit. A swell couple.

Don't mention a bumper jack when you are around Aubry Gardner (Stores), as he will show you the evidence of what one did to him, right on top on his head.

After 17 years of married life, and of telling people what he would do if he had any children, Sid Ormston became a father on Jan. 4th, 1949, of a 6 pound, 5 oz. baby girl (Shirley Jean) at the Glendale Community Hospital. Mother and baby are doing fine, and the father will recover.

The best inventory taking in the history of the Shops, was taken last month of the Stores, and it was found to be a 100 per cent inventory, with no minus or plus. Bill Reynolds in appreciation of the efforts of his staff, had a 25-pound turkey with all the trimmings cooked for them with Bill doing the carving, and wearing a one foot high chef hat. A merry time was had by all.

Art Comfort was walking with his chest out and his head high the other day. Asked him why he felt so good? Art said he had been with the Company for three years. I reminded him Les Hewey and Ernie Sayre had been with the company going on 40 odd years. Last seen, Art was walking kind of dejectedly. Cheer up, Art, the first 40 are the hardest.

The boys in the Winding Room presented Arturo Lohr with a home-made wooden baby buggy. A very practical gift for the coming blessed event. It's the thought, Art, not the value.

Some of the boys in the machine shop want to know if Dave Lockerby has opened any more left-handed doors of late?

### "MAN OF THE MONTH"

Carl Thun, foreman of the Air Dept., is a veteran of many years in the Mechanical Air Dept.; he has just completed his 26th year of service with the company. He is happily married to his wife, Jane, and has a family consisting of one daughter and one son, also a granddaughter and grandson. Carl has an amazing zeal for unearthing and solving those problems that come to light in the Shops daily. He likes dancing and all kinds of sports, but his favorite is bowling. A swell fellow.

You could hear some of the boys the other morning in unison saying: "What is it? A bird? A plane? No, it's Superman! Could it have been the sweater Harold Axten was wearing?"

The musical ability of Nan Young (Mr. H. Alexander's secretary) was suspected and discovered through her singing proficiency, at the annual Christmas party at the Shops. Nan promised us she would be down and sing for us again at our next program. We are patiently waiting the treat.

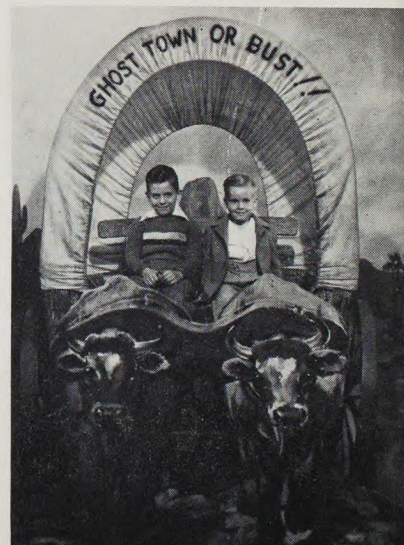
Here's a thought: The eminent scientist who once said that we all behave like human beings obviously never drove a car. Well, anyway, that is what Mickey Holland thought when some person or persons smashed into his car the other night.

One thing you will have to admit about Emil McCurdy (Stores) and the word is neat. You see floorwalkers in Dept. stores wearing carnations, but instead of a carnation "Mac" always has a nice clean kerchief in his lapel pocket.

### "MAN OF THE HOUR"

Mr. Orrel Rivers, not to be outdone by some of his colleagues, went and bought himself a brand new Dodge car. Not satisfied with that he next went and bought a 10-inch

• The two modern pioneers are Blair, age 7½, and Galen, 3 yrs., Capek. Sons of Elmer Capek, Vineyard Operator.





Hoffman television set, and he also wants it known that he got a beautiful electric clock to match. As we have stated before in this column, Mr. Orrell Rivers is a very remarkable man, and I might add this time he really hit the "jack pot."

George Yale hasn't lost any of his cunning when it comes to the art of playing the game of quoits. You can see him in action any morning in the Body Shop, a champion in anyone's estimation.

## Sour Grapes from Vineyard

by H. M. Young

IF you should happen to drop into the Vineyard Division some morning around 4:45 A.M. you would notice a gentleman sitting in one of the chairs apparently asleep, but upon closer examination you would see that he is just relaxing and waiting, watching the clock till the time comes when it is time for him to check in on his run. This operator is none other than our good friend Charles Wise who entered the service June 19, 1932, and worked as an operator or a conductor on the old double deck coaches that operated on Wilshire Blvd. Charles always liked to operate the coach better than stand on the rear platform and be a conductor, so when a run came open he quickly grabbed it and continued to operate on Wilshire Blvd. for 8 years, where he made a host of friends with his passengers. When coaches replaced the rails on Olympic Blvd. Charles decided to change also and for the past 8 years he has operated a coach on the Olympic Line where he has made friends with his passengers. Charles has had only 1 miss-out in all of these years and he also has an enviable accident record. Our only comment is that Charles is an asset to the company that he works for.

In the wee small hours of the morning on January 11th the Stork hovered over the Suburban Hospital in South Gate and at 2:30 A.M. he dropped a precious little bundle by the name of Maryln Rennee Michon, who tipped the scales at 7 pounds 10 ounces. She is the daughter of Robert and Blanche Michon. This makes their second child, the other being a boy, Robert, Jr., 16 months old, who was taken care of by Operator and Mrs. T. F. Sullivan while Mrs. Michon was in the hospital.

On January 12th George LeVine was anxiously pacing the floor of St. Johns Hospital in Santa Monica, until the nurse came and told him his wife just had a boy. They have another son, Daniel Jordan age 4.

Clifford Hanson, wife and son started out to visit relatives in Seattle, but just as soon as they hit the Ridge Route they



### HEARKENING BACK TO CHRISTMAS

• Although Christmas and its activities are last year's news we are reproducing a photograph of the cake served at M. Edwin Wright's Christmas party. It was a replica of the Candy Cane Coach.

were forced to drive through a blinding snow storm and they had bad weather all the way. Clifford says that he will take his vacation in the summer from now on.

Clarence Good was born in the East and he loves the snow so much that he is visiting relatives in Ohio where they really had some snow, but he writes that he should have stayed in Sunny California, because he could have seen all the snow he wanted and he wouldn't have to go away back to Ohio to see it.

### A. P. STEVENSON GOES OUT OF HIS WAY TO WIN COURTESY AWARD

Sirs:

On December 22, 1948, at approximately 5:15 p.m., at the intersection of Eighth and Central, a truck traveling west on Eighth struck a pedestrian causing fatal injuries. This truck continued on without stopping.

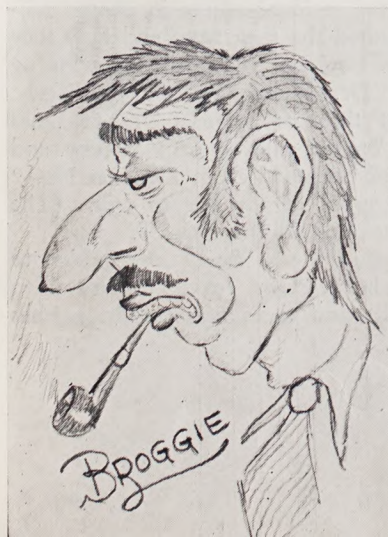
At the time of the accident, one of your motor coaches, operated by A. P. Stevenson, of 6540 West 87th Street, Inglewood, was traveling north on Central approaching Eighth Street. After stopping to pick up a passenger, Mr. Stevenson followed the truck west on Eighth Street, overtaking and stopping at San Pedro. At that time, he approached the cab of the truck informing the driver that he had struck a pedestrian. He observed that the driver was intoxicated and after taking the license number, he gave the information to an officer at the intersection of Eighth and Maple.

The alert action of this driver was instrumental in the apprehension of this individual and the successful prosecution of the case.

It is our desire to bring to your attention the action of this driver and, although it might be a slight deviation from your operating policies, it certainly was right for the general welfare of the public of Los Angeles.

C. H. Horrall,  
Chief of Police.  
B. R. Caldwell, Deputy Chief  
Director, Traffic Bureau.

• Character sketch of Brugie Brugman, Two Bells scribe at Division 2, is done by D. E. Dent, Jr.





# It's Your Move

by George F. Goebler

**T**HE fury of the battle had been raging for over an hour when, after a concentration of power on the extreme left flank, the black forces made a sudden effective shift to the middle and the white position began to disintegrate. A black column quickly exploited the "break thru" displaying strength at both the left and the right behind the main line of resistance and the engagement flared up in all its intensity then suddenly subsided, the white "King" was "hors de combat"; checkmated.

The non-combatants, too, were in a precarious position, for as the battle reached its conclusion, in a final burst of fury the generalissimo of the defeated forces with an angry gesture brushed his wooden army off the table striking the bodies of the observers.

This was my introduction to chess again as it is being played in the trainrooms of the Los Angeles Transit Lines. Instead of seeing the operators playing the usual pinochle during their off-duty hours, I was seeing small groups kibitzing (like in contract bridge) hovering around participants who were directing the activities of their wooden armies in as assiduous a manner as any big name general on the battle field.

Chess is the royal game of the ages, a game that has enjoyed greater popularity over a longer period of time than any other sport. Historically it dates back to the Yin Dynasty of ancient China and there are records from India telling of the fabulously wealthy Princes playing the game with live slaves. When the slaves were advanced to opposing squares battles to the death ensued. In modern times the game has been played the world over and in

• **Hedda Hopper Uses Her Head.** We have seen faces that will stop a clock, but it took Hedda Hopper to invent a hat that will stop a coach. This picture was published in a number of national magazines and is a publicity stunt connected with the opening of KHJ's new station.



America the game has always enjoyed great popularity. West Point and Annapolis recommend it as an extra curricular activity and high schools and colleges hold chess classes as an aid to develop memory and the ability to concentrate.

Recently the Russians led by Botvinnik and Flohr have been successful in winning World Championship tournaments, but Americans are again coming to the front and such excellent players as Fine, Denker, Steiner and Reshevsky are winning important games.

As I visit the operating divisions I am asked repeatedly, "How does one learn to play chess?"

Like most sports, a basic knowledge of the fundamentals, experience and the ability to plan and coordinate are necessary to play the game enjoyably.

For the beginner, it is advisable to study the essentials from two very excellent books which can be obtained from libraries or purchased for a nominal sum. They are Capablanca's "Chess Fundamentals" and Ruben Fines', "Chess The Easy Way." After a few weeks study try playing with opponents of somewhat equal strength. One of the best places to find suitable players outside of the divisions is at one of the Chess Clubs, which meet at the Cities Recreational Houses such as the Los Feliz Chess Club at Riverside Drive and Los Feliz Blvd. The fees are usually two dollars a year to join and twenty-five cents a night to play.

Another good conditioner for chess players is the correspondence medium. The Correspondence Club of America has groups for all classes of players. During the years I played by mail my chess game improved remarkably and I received a great deal of enjoyment from the correspondence with my opponents. One section that I played in was composed of a University president, a cadet from West Point, a life convict at Folsom, a chicken rancher at Chula Vista and an FBI agent whose address changed faster than the moves of the game.

To me some of the most interesting sidelights of my chess experience were: Seeing the immortal Cuban, the Worlds Champion Capablanca displaying his emotionalism during a tense moment of competition by hurling Spanish invectives at his Russian opponent only to receive similar treatment in French, a language that was understandable to both; playing against the 14 year old boy wonder, Sammy Reshevsky, as he won 48 out of 50 games simultaneously; playing on the American teams against Spain and Argentina by radio; giving a simultaneous chess exhibition at the Long Beach hospital for injured service men and receiving a letter from the resident officer in charge telling how completely absorbed the men were and how they temporarily forgot their troubles; the thrill of winning from the great savant, Dr. Michaelson, of Cal Tech; playing as a member of the Los Angeles Transit Lines Team against Hermain Steiner and getting a draw and finally playing a group of operators from Division No. 2 and having to play the game of my life to win. (The score of this game is included in the article).

Wherever you go the world over from coffeegarden to the plush lounges of exclusive clubs, from Timbucktoo to the Behring Sea you will find chess players and neither



an understanding of language or ideologies is necessary to play the game. Whenever you play it is your planning and maneuvering that decides the game; a game where there is no such element as luck, no "breaks of the game"; it is the one place in life where you alone are responsible for the outcome—why not play the game—it is your move.

### SICILIAN DEFENSE

Here are the moves of the game played by Goehler against a group of operators from Division 2. There were 33 moves and the ending is quite interesting. The capital letters refer to the chess pieces; for example, "P" means Pawn; "K" means King; "KT" means Knight. The figures indicate the square to which the pieces were moved. The standard chess notation is used.

<i>White</i>	<i>Black</i>
G. F. Goehler	Division 2 Allies
1 P-K4	P-QB4
2 Kt-KB3	Kt-QB3
3 P-Q4	P x P
4 Kt x P	Kt-B3
5 Kt-QB3	P-Q3
6 B-K2	P-KKt3
7 B-K3	B-Kt2
8 Q-Q2	O-O
9 Kt-K3	B-K3
10 B-KR6	B x B
11 Q x B	Q-Kt3
12 Q-Q2	QR-B
13 O-O	KR-Q
14 QR-Q	P-Q4
15 P x P	Kt x P
16 Kt x Kt	R x Kt
17 B-Q3	Kt-Kt5
18 Q-K2	Kt x RP
19 R-Q2	Kt-Kt5
20 Kt-B	Kt x B
21 Kt x Kt	Q-B2
22 KR-Qsq	R-KR4
23 P-KR3	B-Kt5
24 P-B3	B-B4
25 Kt-B2	Q-Kt6
26 Q x P	B x P
27 Kt x B	R x B
28 R-Q8ch	R x R
29 R x Rch	K-Kt2
30 Q-B8ch	K-B3
31 R-Q6	K-Kt4
32 QK7ch	K-R4
33 R-Q5ch	Resigns



Guy Gifford

"Your husband talks in his sleep. My husband walks in his sleep. Everytime your husband calls Sixth and Main, mine jumps out the window."

HE stands on the corner, in rain or in shine,  
 Watching the cars and keeping them on time.  
 He nods to each crew as the car rolls by  
 Checking their time with a practiced eye.  
 He's always so neat with badge gleaming bright,  
 Be it morning or evening or late in the night.  
 If the crews have trouble, he's right on hand,  
 Be it motors or drunks or just out of sand.  
 He makes out reports (not of you, if you're good)  
 But of broken rules (as Supervisors should!)  
 So don't run sharp when there's no reason to;  
 Think of your follower, and he'll think of you.  
 And don't pass 'em up when the going gets rough  
 Or you'll find the Supervisor can really be tough.  
 He's most understanding, his job makes him so,  
 And not a *bad* fellow, as the crews all know.  
 So when you pass by and he isn't jolly  
 You're probably running sharp, by golly!

Trolley Topics  
 San Francisco Municipal Ry.

Employer (interviewing applicant for job)—"Know anything about electricity?"

"Yessir."

"What's an armature?"

"A chap who boxes for nothin'!"

"What did Mama's little boy learn at school today?"

"I learned two fellers not to call me mama's little boy."



# The Last Terminal

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

**WILLARD S. MILLER**, Supervisor, Los Angeles Motor Coach Lines, passed away December 29, 1948. He is survived by his wife, Mrs. Margaret E. Miller, 944½ Hyperion Avenue, Los Angeles 27, California. Mr. Miller was born on March 27, 1899 in Pueblo, Colorado. He was employed as Operator, Los Angeles Motor Coach Lines, December 2, 1924, transferred to Temporary Supervisor, July 13, 1942, transferred to Supervisor, November 24, 1942. Funeral services were held Friday, December 29, at 11:00 A.M. in the Paschall Mortuary, 234 McNeil St., San Fernando.

*William S. Warren*, Conductor, Division Four, passed away January 1, 1949. He is survived by his wife, Mrs. Elsie L. Warren, 160 S. Hudson Avenue, Pasadena 5, California. Mr. Warren was born October 4, 1890 in Halifax, Canada. He was employed as Conductor, Division Four, February 16, 1920, transferred to Temporary Clerk, Instruction Department, May 18, 1939, returned to Conductor, Division Six, November 1, 1939. Funeral services were held Wednesday, January 5, at 10:30 A.M. in the Ives and Warren Mortuary, 100 N. Hill Avenue, Pasadena. Interment followed in Mountain View Cemetery, Pasadena.

*Marion Bixler*, Special Roll, passed away January 2, 1949. He is survived by Mrs. Kathryn Bernice B. Rand, daughter, 10215 O'Dell Avenue, Sunland, California, and William A. Bixler, son, 912 E. 76th Place, Los Angeles, California. Mr. Bixler was born October 28, 1882 in Marion County, Missouri. He was employed as Conductor, Division Five, September 25, 1949 and placed on the Special Roll May 4, 1948. Funeral services were held Thursday, January 6 at 3:00 P.M. in the Utter McKinley Mortuary, 4254 S. Broadway, Los Angeles. Interment followed in Inglewood Park Cemetery, Inglewood.

*Russell B. Smith*, Special Roll, passed away January 5, 1949. He is survived by Mr. Herbert M. Smith, son, 958 E. 57th St., Los Angeles 11, California. Mr. Smith was born August 23, 1875 in New Market, New Hampshire. He was employed as Repairer, Mechanical Department, September 5, 1905, transferred to Machinist, Mechanical Department, June 1, 1907, transferred to Rabbit Moulder, Mechanical Department No. 10, February 1, 1932, transferred to Mechanic "A," Mechanical Department No. 10, May 1, 1945, and placed on the Special Roll October 1, 1946. Funeral services were held Saturday, January 8 at 2:00 P.M. in the Reed Bros. Tapley & Geiger Mortuary, 721 W. Washington Blvd., Los Angeles. Interment followed in Inglewood Park Cemetery, Inglewood.

*Percival Marsh*, Stores Helper, Stores Department, passed away January 9, 1949. He is survived by his wife, Mrs. Dorothy B. Marsh, 1443 W. 107th St., Los Angeles, California. Mr. Marsh was born January 18, 1891 in Lancashire, England. He was employed as Stores Helper,

Purchasing Department, August 9, 1929, transferred to Stores Helper, Stores Department, April 1, 1946. Funeral services were held Wednesday, January 12 at 2:00 P.M. in the Pierce Brothers Mortuary, 720 W. Washington Blvd., Los Angeles. Interment followed in Inglewood Park Mausoleum, Inglewood.

*John F. Smith*, Operator, Division Six, passed away January 24, 1949. He is survived by his wife, Mrs. Helen L. Smith, 14828 Grevillea Avenue, Lawndale, California. Mr. Smith was born October 20, 1891 in Owasso, Michigan. He was employed as Motorman, Division Five, October 14, 1919, transferred to Mechanic, Mechanical Department, April 16, 1928, transferred to Supply Car Operator, Purchasing Department, May 1, 1928, transferred to Motorman, Division Five, June 17, 1931, transferred to Operator, Division Six, December 5, 1948. Funeral services were held Thursday, January 27 at 3:00 P.M. in the Hardin & Flanagan Mortuary, Prairie and Kelso Streets, Inglewood. Interment followed in Inglewood Park Cemetery.

*John R. Dean*, Special Roll, passed away January 26, 1949. He is survived by his wife, Mrs. Florence W. Dean, P. O. Box 74, Pearblossom, California. Mr. Dean was born July 28, 1882 in Winnipeg, Canada. He was employed as Conductor, Division Five, October 10, 1919 and placed on the Special Roll August 5, 1944. Funeral services were held Monday, January 31, at 1:00 P.M. in the W. A. Brown & Son Mortuary, 1815 S. Flower, Los Angeles. Interment followed in the Inglewood Park Cemetery.

*Herman E. Schultz*, Operator, Division Six, passed away February 3, 1949. He is survived by his wife, Mrs. Osie Schultz, 2112 Gates Ave., Redondo Beach, California. Mr. Schultz was born April 20, 1893 in Bovania, Germany. He was employed as Conductor, Division Two, April 8, 1920, transferred to Conductor, Division Five, June 12, 1932, transferred to Operator, Division Six, December 5, 1948. Funeral services were held Monday, February 7 at 10:00 A.M. in the Dunaway Funeral Home, 300 E. Broadway, Hawthorne, California. Interment followed in Inglewood Park Cemetery, Inglewood.

*Ira F. Hickox*, Flagman, Transportation Department, passed away February 5, 1949. He is survived by his sons, Everett D. Hickox, 941 Strozier, El Monte, California, and William H. Hickox, 2245 Angeles St., Garvey, California. Mr. Hickox was born September 15, 1876 in New Barrington, Illinois. He was employed as Conductor, Division Three, December 5, 1903, transferred to Watchman and Flagman, Transportation Department, July 21, 1933, transferred to Messenger, Division Three, March 1, 1939, transferred to Flagman and Watchman, Transportation Department, July 1, 1939. Funeral services were held Wednesday, February 9, at 2:00 P.M. in the Grace Chapel, Inglewood Memorial Park, Inglewood.



## Our Cover



• When Los Angeles has snow it is big. Notice the size of the snow flakes settling down in front of the City Hall. This picture was taken by a staff photographer of The Times.

## Diesel Fumes

by Marjorie Coleman

IF 1949 keeps up in the pace with which it started, it promises to be quite an eventful year; at least one of many surprises.

One of the unusual events thus far was the flurry of snow that came to Sunny (?) California. Charles Dummer was vacationing in his mountain cabin when the "Big Freeze" came, and it apparently was so cold that it froze his plumbing. Now he will have to extend his vacation a few days while he makes repairs and digs his way back to civilization.

Speaking of flurries, Harry (Tyron) Koll is certainly in one since he received a ring the other day (and it didn't come over the telephone). We all knew he wasn't wearing those green shirts for nothing. Who is the lucky girl, Ty?

We understand W. A. Bennett has just about recuperated, but it isn't from the snow. He was still suffering from the effects of the last earthquake, and he had to take a vacation to bring himself back to normal.

### HATS OFF DEPT.

The man we are going to salute this month comes from Canada. In fact he attended school in Winnipeg, and later worked for the Canadian National Railways.

In 1927 he came to California and started on his first job here in Vernon Yards with the Los Angeles Railway where he was employed as a Trolley Tender. From there he was transferred to 16th Street Garage as a "grease monkey" in 1928.

He waited many years, and finally got his break when he was transferred to the day shift here at the Garage, picking up parts. After one year of this, he was promoted to the Inspection Pits and worked with Norm Lane. From there he did Road Service Work for three years and then returned to the Garage until the War came, when he became a Dispatcher.

During this time, he met and married a girl named Lillian, and they now have a fine 3½ year old son, Gary.

We are told he bowls and sings for a hobby. In fact, he has taken singing lessons for three years, and not long ago the famous Baritone, Leonidas Coroni, was so interested in Wally, that he tried to persuade him to become a Tenor with The Metropolitan Opera Company, but Wally refused. He sang for a year at the monthly South Park shows, and



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### EDITOR

Guy Gifford

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Frances Ryan  
Fred Beck pinch-hitting

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George Goehler	Irving Scharf
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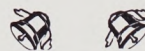
Lester LeVitt

### CLUB SCRIBES

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Frank E. Horne	Larry Staten
Grace Lowry	Mrs. J. T. Watts

### ART & PHOTOGRAPHY

Stan Cohen	Roy Finley
D. E. Dent, Jr.	Guy Gifford



represented 16th Street Garage, during which time he practically stopped the show.

Right now he is a Mechanical Road Instructor (plain old trouble shooter, he says) but if the right opportunity should ever present itself, he would be interested in Opera.

This man, as you know by now, is Wally Weberg, and the Company is proud to say "Hats off, we salute you."

We were sorry to learn of the death of Paul Boggs father, and we wish to take this opportunity to extend our sympathies to Paul Boggs and his family.

It was also our sad experience to learn of the death of Percival Marsh. Mr. Marsh worked at 16th St. Garage for many years, and his death will be felt here as well as throughout the entire company.



**PICTURE OF THE MONTH**

The signing of 8,000 passes has contributed to a bad case of writer's cramp for Stanley Lanham, Director of Planning. Dick Kissick, his secretary, is the heavy-laden individual at the left.

