

TWO BELLS



Vol. 23 MARCH No. 2

GIVE US MEN !

"God, Give us men! A time like this demands
Strong minds, great hearts, true faith and ready
hands;

Men whom the lust of office does not kill;

Men whom the spoils of office cannot buy;

Men who possess opinion and a will;

Men who have honor; men who will not lie;

Men who can stand before a demagogue

And damn his treacherous flatteries without winking!

Tall men, sun-crowned, who live above the fog

In public duty and private thinking;

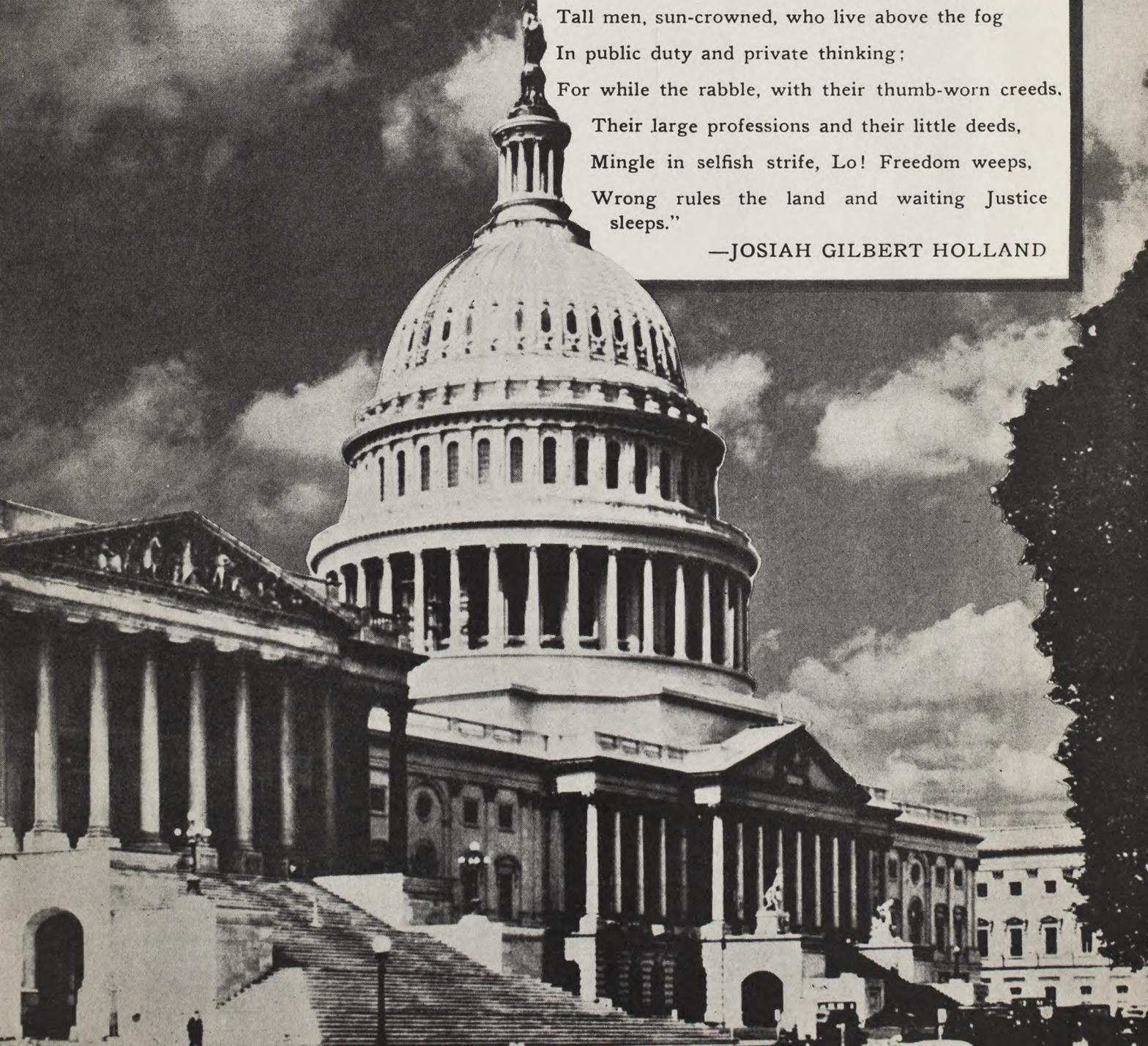
For while the rabble, with their thumb-worn creeds,

Their large professions and their little deeds,

Mingle in selfish strife, Lo! Freedom weeps,

Wrong rules the land and waiting Justice
sleeps."

—JOSIAH GILBERT HOLLAND



HOW BEST WE CAN HELP

UNTIL RECENTLY the word "priorities" was just something often mentioned in the newspapers, but now, since it has grown to mean no more aluminum for kitchen pans or rubber for civilian tires, it makes one realize that certain needs and interests come first in these trying times.

The air raid alarm of February 25 brought several priority needs to light that should be pointed out at this time in order that confusion caused by future alarms may be minimized.

As a public carrier, the residents of Los Angeles are dependent upon us to operate our service to meet their needs and demands. By the same token, our livelihood depends upon the riders getting to their jobs that they may, in turn, earn their livelihood.

The very nature of our work demands that the riding public be given priority rating—our first consideration must be given to their demands if we are to fulfill our important function in this war offensive.

The public is appreciative of the splendid job done by men acting as volunteer auxiliary police and air raid wardens. In most cases these men are employed in positions and in industries not directly affecting the public.

Each and every one of you who operate streetcars or busses, or who maintains their operation, is playing a more important part in the war offensive than is any member of the civilian defense corps. Ours is a twenty-four-hour job, three hundred and sixty-five days a year. We must at all times be relied upon to transport the war worker to his job and back, especially so at the conclusion of an air raid alarm, as it is at that time that the resulting congestion is the greatest.

My sincere appreciation is extended to each of you who made that extra effort to reach the garage and car houses, in face of trying conditions, in order to be able to "start moving" at the sound of the "all clear" signal.

C. J. Harris

Los Angeles Railway Employes Who Left the Company for Duty in World War I Pose with 25 Year Old Service Flag



Front Row, left to right: Foreman of Electricians Nelson Lane (Elec. Dept.), former 1st Sgt., Com. B, 55th Ammunition Train, Coast Artillery Corps; Mechanical Foreman George Borngrebe (16 St. Garage), former Pvt., 3rd Prov. Com.; Engineer of Way & Structures B. H. Eaton, Former Capt., 211th Engr.; Motorman L. H. Stevens (Div. 4), former Pvt., Com. F, 13th Infantry, 8th Div.; Auto Mechanic Erland Hansen (16 St. Garage), former Pvt., 16th Arrow Squadron, 2nd Aviation Inst. Center, A.E.F.; President P. B. Harris, former Capt., Com. M, 22nd Engr.; Motorman G. S. Mattern (Div. 4), former Corp., 12th Div., Plymouth Ambulance Com.; Power Supervisor P. T. Klingel Smith (Power Dept.), former Elec. 2nd cl., Submarine Service; Conductor C. E. McCarthy (Div. 5), former Sgt., 32nd Infantry.

Back Row, left to right: Comptroller R. O. Crowe, former Vol. Pvt., Canadian Forces; Motorman H. L. Myer (Div. 5), former Corp., 13th Ammunition Train; Conductor J. M. Boehm (Div. 5), former Pvt., 1st cl., 91st Div., 364th Marine Gun Com.; Conductor A. G. H. Trager (Div. 5) former Pvt., Com. C, 9th Infantry, 2nd Div.; Machinist Sherman C. Kriewald (So. Park), former Pvt., Com. C, 315th Engr., 91st Div.; Conductor G. H. Drinkwater (Div. 5), former Sgt., Com. C, 53rd Ammunition Train, also Sgt., 46th Trans. Co., Ry. Eng.; Electrical Engineer L. J. Turley, former Officers' Training, 1st Com., Coast Heavy Artillery; Meter Repairer Walter E. Jones (So. Park), former Ship Fitter, 1st cl., U.S.S. Beaver, Pearl Harbor Submarine Base.

TO honor the service flag upon which they were represented, seventeen remaining Los Angeles Railway employes out of some two hundred and eighty-nine who saw duty in World War I, gathered in the library on February 27. It was the first time that many of these men had

ever seen the twenty-five year old flag upon whose honor roll they were represented by stars. The service emblem, approximately eight feet by fourteen feet, bears white stars for the Army, blue stars for the Navy and gold stars representing the men who gave their lives.

Flown from the seventh floor of the Pacific Electric Building, which, at that time, served as a home of the Los Angeles Railway, this flag gave evidence that our company boasted a World War service record as fine as any organization its size in America.

'WAY BACK WHEN

OR DOWN WENT MCGINTY

ABOUT 1906, when Los Angeles was just stepping into its first long trousers, a new idea in power generating plants was conceived by C. C. Moore and Company of San Francisco, and was sold to the Pacific Light and Power Company at Redondo to provide power for the Pacific Electric Railway, the Los Angeles Railway and the Los Angeles and Redondo Railroad.

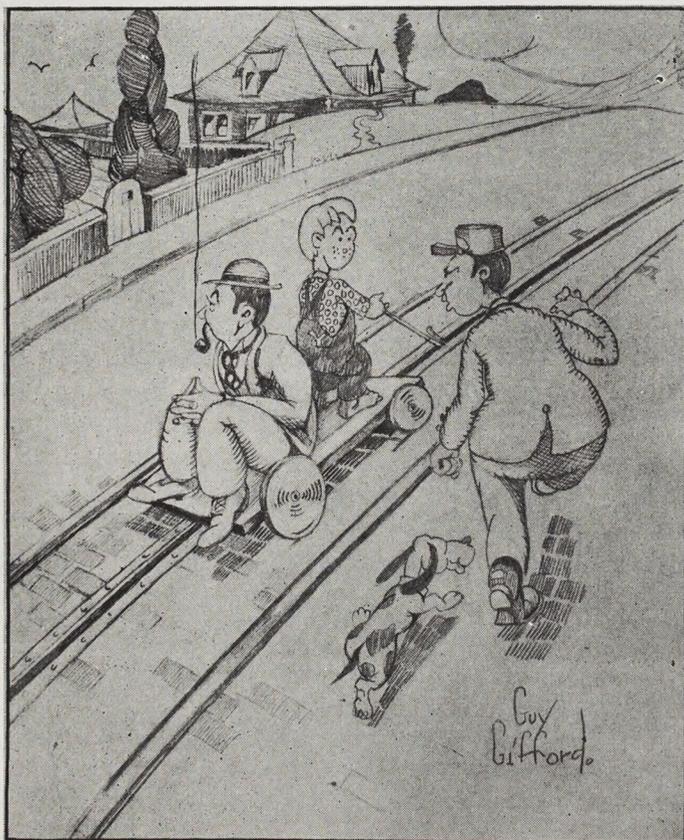
The contracting engineers, believing their steam power plant to be the most efficient in the United States, wagered the power company that it would deliver 170 kilowatt-hours per barrel of oil. If it did not deliver the amount specified, the contractors would pay a penalty for every kilowatt-hour it fell short provided the power company would pay them a bonus for every kilowatt-hour it went over. As such high efficiency was unheard of in those days, the power company officials felt they had a sure bet, but it is interesting to note that the plant so far exceeded the expectations that it not only earned a bonus of \$363,000, but through efficient operation enabled the power company to be repaid that amount in the first three years of its operation.

TODAY, thousands of autos daily whisk by the intersections of First and Chicago Streets, Mission Road and Baldwin Street, North Broadway and Hancock Streets, Vermont Avenue and Washington Boulevard, Twelfth and Olive Streets, Ninth and Grand Avenue, but believe it or not, fifty-three years ago, when Los Angeles boasted of 50,000 inhabitants and not a block of

TWO BELLS presents the eleventh in a series of transportation stories of by-gone days, some of which have been told to us by older trainmen and others unearthed from Company records.

paved streets, plodding horses pulled their cars in and out of the horsecar barns located at these very same intersections.

BACK in 1888, when streetcar fares, like a bucket of beer from the corner saloon, were only a nickel, a person never started from his home to tour Los Angeles with less than ninety cents in his pocket.



"Listen. When we told you kids you could hook onto the cable to go up the hill, we didn't think you'd haul passengers."

Because of the old theory that there should be competition in any and all public utilities (the theory being that any interest constructing a car line was a public benefactor, but as

soon as the installations were completed they then became a public enemy and the populace educated to take that view) there were nine railroad companies, the largest number to ever operate in Los Angeles.

Public transportation consisted of one steam line operating four and one-half miles; two independent cable companies four and one-quarter miles; one electric railway operating five and one-half miles; five horsecar lines operating thirty and one-quarter miles. Each company charged a five-cent fare. There were no transfers issued between lines.

To cover the city one way required a fare of forty-five cents.

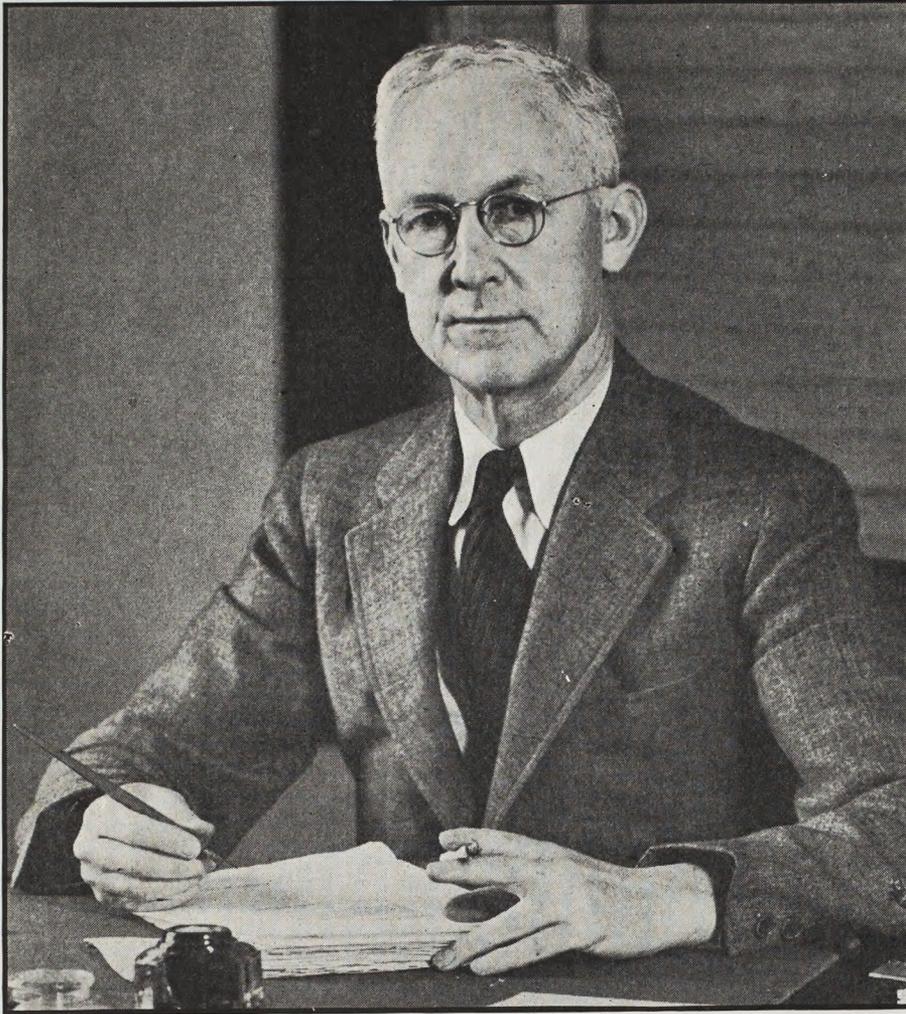
IN 1888 when the problems of the conductors' integrity was a continual headache to the cable car officials, an idea imported from England was used for the first time in Los Angeles to check up on passenger loads.

It consisted of a sheet of heavy paper ruled into squares, carried in a special frame inside the car. One-half the card was for the passengers on the open section and the other half for the passengers on the closed section.

The passengers at the terminus were entered in the starting space and as other patrons boarded the cars along the line they were recorded in one of the squares of the proper half of the waybill. Inspectors boarded the cars at any point en route, counted the passengers, checked the

waybill record and if everything was in correct order, signed their initials. Due to the cold reception which the scheme received, it was discontinued within a year.

PERSONNEL NEWS



S. A. BISHOP RETIRES

When the head of any department endears himself to his associates, it naturally follows that it is with reluctance that we write of that one's retirement.

As such things are inevitable however, we regret to announce the retirement on March 1 of S. A. Bishop, General Claim Agent.

Ranking as one of the outstanding authorities in claim work, Mr. Bishop began his transportation career in 1894 with the Market Street Railway.

First as a motorman, then a conductor, then as cash receiver, a job paying 22½¢ an hour with a twelve hour day, seven days a week, he took advantage of every opportunity to learn the business. In 1898, Mr. Bishop was transferred to the claim

department of the Southern Pacific which, at that time, also handled the Market Street Railway claims. In 1908, he was appointed General Claim Agent for the Pacific Electric Railway, and in 1932, assumed the same position with the Los Angeles Railway, at the same time heading the claim work for the Pacific Electric Railway, a position he will continue to hold until his retirement in some two years.

A prominent member of the Kiwanis Club and a director of the Tide Water Associated Oil Company, Mr. Bishop, in spite of many duties, has always found time for a most praiseworthy hobby; that of aiding, training and vocational guidance of underprivileged boys.

Mr. Bishop's remarkable record, as

well as his rise to a key position in the industry, will serve as an inspiration to all of us. With his warm-hearted kindness, his sympathetic understanding and his desire and ability to train younger men in claim work, he has endeared himself to everyone. Thus, as living proof of the axiom that friendliness begets friendship, S. A. Bishop retires with the best wishes of the entire company and the hope of everyone that he will find much enjoyment in the years to come.

APPRECIATION

Acknowledgements of appreciation for the thoughtful expressions of sympathy extended to them during their recent sorrows have been received by the company from W. F. Kenney; Harry G. Rolph and Mrs. M. J. Wetheridge and family; and the Steele family.

BELLS

Operator H. T. Burley, (16th Street) married to Miss Hilda Gran on February 1.

Car Repairer Paul Booth, (Division Five) married to Irene Beal on February 7.

Operator S. R. Rounsefell, (16th Street) married to Miss Doris Hatfield on February 14.

Clerk Grace Temple (Claim Department) married to Mr. Jimmy Valentine on February 18.

YELLS

Charles Lee, born to Operator (Virgil) and Mrs. L. O'Neal on January 24.

Ken Frederick, born to Operator (16th Street) and Mrs. D. F. Maynard on February 6.

Michael John, born to Operator (16th Street) and Mrs. A. N. Dalbey on February 11.

Carol Ruth, born to Substation Helper (Power Department) and Mrs. Donald M. Payne on February 14.

Dennis Everett, born to Motorman (Division Five) and Mrs. L. E. Klinger, on February 19.

Marjorie Irene, born to Motorman (Division Five) and Mrs. L. W. Duncan, on February 24.

SPORTS

By W. WHITESIDE



L. A. Ry. All Stars

Front Row, left to right: Rodriguez, Anderson, Miranda, Lipscomb, Widick, Landreth, Lusk. Back Row, left to right: Burgess, Carpio, Stoner, Stotelmeye, Smith, Templin, Broman, Morrison.

Playing the semi-final game for the championship, the All Stars, due to a few bad breaks and the temporary wildness of Pitcher Widick, lost to the Onized Club 5 to 7.

This was one of those tough games to lose as it automatically elimi-

nated the team from further competition, but, nevertheless, all team members are deserving of a pat on the back for their splendid playing throughout the winter season. They won 13 and lost only 3. This by far is the best All Star team the railway

has ever turned out, which any of you baseball followers will readily admit.

It was unfortunate that in this particular game pitcher Widick had to have an off day, but that's one of the breaks of the game. He struck out 7 but the 5 walks coupled with timely hitting on the part of Onized led to their downfall.

The task would be difficult to try to single out any one man on the team and call him the star of the season as everyone was always in there on his toes pulling for the team, not himself.

The team is going to continue to play ball throughout the winter months. Ask any player the time and location of the next game to be played, then go out and give them a little support—they like it.

March 1, 1942	R.	H.	E.
All Stars	5	11	2
Onized Club	7	8	0

Batteries—Widick & Smith; Verengia & McDonald.

LARY REVENUE FOR JANUARY, 1942

OPERATING RESULTS

JANUARY, 1942 vs. JANUARY, 1941

	1942	1941	1942 Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,170,734	1,059,273	+ 111,461
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	985,139	931,806	+ 53,333
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	85,544	81,010	+ 4,534
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,062	67,395	— 2,333
Total Expenses	1,135,745	1,080,211	+ 55,534
Leaves Net Profit or Loss	34,989	—20,938	+ 55,927



LIBRARY NOTES...

Numerous Publications in the Library of Specific Value to Those Interested in Claim Work

By E. C. ELLWANGER, *Acting General Claim Agent*

DID you ever stop to analyze the word "Corporation"? Webster says it is "A group of persons treated by the law as an individual or unity having rights or liabilities, or both, distinct from those of the persons composing it, to act as a single person." Literally, it is more than that—it is a group of persons banded together to do a certain job in a more efficient manner.

Transportation corporations privately owned, as distinguished from public or municipal ownership, are under the law quasi-public corporations, i.e., they inure to the benefit of the public by the very nature of their operations. They owe a duty to the public from whom their revenue is derived.

Getting back to the literal meaning, the Los Angeles Railway Corporation is selling transportation—giving public service. In selling transportation, it derives a revenue from which each of us, who is part of this "banded-together" group, receives a share commensurate with our efforts to serve the corporation and the public to the best of our ability.

One of the largest items of "Expense of Operation" is that amount set aside from the revenue for injuries and damages. That amount is virtually intrusted to the operation of the Claim Department.

It has been said that the Claim Department is the trouble department,

the department from which everything goes out and nothing comes in.

It is with the help of all of this "banded-together" group of which every individual is an important part that we can bring to a minimum this one large and costly item of expense of operation. The kind and number of accidents can be reduced if each person, charged with the safety of others, thoroughly understands the functions and responsibilities of his job. The entire organization must be geared to that objective. How that can be accomplished depends upon a proper understanding of the work of the Claim Department in all its aspects. That understanding, however, must be based upon facts, and their correct interpretation can only be obtained from authoritative sources by careful study and research, not only of our own operating problems but those of other transit companies throughout the country.

Today scientific techniques are being employed in the cause of accident prevention. These techniques are obtained through a cross section study of the cause of accidents, and the study, absorption and application of such techniques in the course of our claims work will do much to prevent potential serious mishaps.

Take for instance, the survey recently undertaken by the American Transit Association, for the first time in five years, covering the public accident statistics of a large portion of the transit industry for the years 1939 and 1940. The results of this survey have been published for the use and information of member companies in the Association's Bulletin No. 621, which tabulates and defines collision accidents and passenger accidents arising out of streetcar, motor bus and trolley coach operation.

Authoritative papers of timely and constructive interest to claims men appear in the 1941 Proceedings of the American Transit Association on such subjects as: "Reduction of Accident Costs"; "The Value of a Personal Injury Claims Index System"; "Functions of the Claim Department in Promoting Public Relations"; "Use of Cameras and Lie Detectors"; "Applied Mathematics in Claims Agency" for the instruction and training of field men, etc.

Veterans in claim work are all familiar with Brittingham's "The Claim Agent and His Work; Investigation and Settlement of Claims for Personal Injuries"; and Collie's "Fraud in Medico-Legal Practice."

Then there are the annual reports of the A.T.A. Committee on Accident Prevention, and the reports of the same committee showing the accident characteristics of specified streetcar lines throughout the country; also "Relative Accident Experience and Accident Cost in the Operation of Motor Buses as Compared with Street Cars" by H. V. Drown of Public Service Coordinated of Newark, N. J., etc.

Of related interest are two recent and valuable references, "Trial of Automobile Accident Cases" by Schwartz and "Camera Take the Stand" by Herzog.

The above are but a few of the publications of specific interest to the men engaged in claims work and they are available for reference and study in the Library of the Los Angeles Railway Corporation, the corporation of which we are an integral part. It is well to remember that "no man's judgment is better than his information", and that accurate and adequate information representing the experience and thinking of experts is ours for the asking.

Clubs and Vets

WOMEN'S CLUB

By MRS. H. A. DEWEY

March 14 Time 6:15

DOOR PRIZES

Plunkett Dinner

Given by some of America's Foremost Food Manufacturers

Adults 50c Children 25c

On March 14 friends and club members will have a dinner and social affair in the Club Rooms at 962 W. 12 Place. Mrs. E. J. Miller will have charge of the dinner assisted by Mrs. S. Ashworth and ten others. Reservations are being made with Mrs. Clardy, RE. 7566 and Mrs. Meek, AL. 2204. Call today or tomorrow sure.

March 19—The regular meeting will start at 1:15 with a play, "Elder Sniffles' Courtship". Music will be given by members of the drama section as special club day entertainment.

Mrs. Miller would like labels and sales slips for the "Home-Makers' Club" turned in at the March 19 meeting.

February 19—A Patriotic program was presented by the drama section. Historical events of our nation were dramatized. Mrs. E. N. Jackson, Mrs. E. J. Miller, Mrs. A. R. Hemm and Mrs. C. A. Evans appeared in the Minuet, and a Lincoln impersonation was given by Mrs. J. F. McCormick. Mrs. A. F. Keifer and Mrs. F. O. Rowbottom served refreshments from a gaily decorated table.

Remember the membership drive is in progress. Won't more of the members make a special effort to attend some club activity during the month of March?

To those who are sick or have sickness in the home the Club wishes a speedy recovery.

Mrs. Paul Brown recently reported

that the Red Cross is not sending material outside our own country at this time.

The Red Cross Auxiliary meets every Tuesday from 10:00 a.m., to 3:00 p.m. These finished garments have been returned to the American Red Cross: sweaters for men, 45, for women, 9, for children, 85; skirts for women, 34, for girls, 30; shirts for boys, 40; dresses for girls, 63; sox, 37 pairs; knitted suits, 18; panties, 67; pajamas, 30 pairs; layettes and bonnets, 48; booties, one pair; baby dresses, 14; gowns, 38; kimonos, 23; crochet jackets, 60; bands, 30; sleepers, 20; quilts, 2; blankets, 55, and diapers, 191.

POST 541, AMERICAN LEGION

By W. Y. STEARNS

Publicity Chairman

The members of the Squadron continue to enlist in the armed forces. Jack Offenstein was the thir-

teenth member to join the service. Our Adjutant, Bob Manning, presented Mrs. Offenstein with a silk service flag containing a large star in honor of the occasion. It is indeed something to make one glow with pride to have such a badge of honor displayed in a window of the home.

On February 20 Governor Olson addressed the members of the 17th District of the American Legion in the auditorium of Patriotic Hall. The Hall was filled almost to capacity with all posts being well represented. The Governor made his entry preceded by the Legion Guard of Honor, lighted by the flash of photographers bulbs, and followed immediately by members and officers of the State Guard.

The Governor outlined some of the plans for evacuating the aliens from the vital defense areas, and also told of some of the difficulties encountered by the authorities in



Patriotic Program Presented by Drama Group of the Women's Club

Seated, left to right: Mesdames A. R. Hemm, C. A. Evans, E. J. Miller, E. N. Jackson. Standing, left to right: Mesdames O. G. McDermith, J. F. Carlin, H. A. Dewey, A. H. Heineman, A. H. Setterberg, J. F. McCormick, W. G. Clardy, C. F. Thun, E. V. Athenous, L. F. Robinson, J. T. Watts.

dealing with this situation.

At the second meeting of the four railway posts on February 24, about forty parents of men from the various posts, who are now in the service, received service flags in a very impressive ceremony. The Pacific Electric Post was host to the gathering in room 399, Pacific Electric Building. It was also announced that a large service flag is to be placed in the lobby of the Pacific Electric Building to represent all men who go into the service.

Short talks were given by commanders and vice-commanders, both past and present, and also by the managers and assistant managers of the four companies, Southern Pacific, Pacific Electric, Los Angeles Railway, and Santa Fe. It is regretted that Mr. P. B. Harris of the Los Angeles Railway was absent due to illness, and Mr. Fred Patton of the Motor Coach could not come because of a previous engagement. Mr. D. D. Canning represented the Motor Coach Company.

Comrade Buron Fitts arrived late in the evening and gave a most interesting and patriotic talk. Delivered in his usual forceful and vigorous manner, it will long be remembered by all who heard it. He brought home to all of us the need of unity and self-sacrifice in these trying times and made every one present proud to be a member of the Legion.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men's Association was held in Room 309, Los Angeles Railway Building, Thursday afternoon, February 12. An invitation had been extended to the ladies of the Women's Club of the Los Angeles Railway, and several of the ladies responded, among them being Mrs. S. T. Brown, president of the club, who invited all of us to attend their next meeting, an invitation which was much appreciated.

The program given was a most interesting and enjoyable one. Mrs. Irene Van Horn, Miss Betty Hall, and Miss Ruth Bilyeu, from the Mc-Kenzie Studios, furnished the entertainment, which consisted of trios, duets and solos, beautifully rendered, and showing great talent. Miss Sylvia Metcalf and our beloved pianist, Mrs. Ina Dale, led the community singing, and all had a genuine good time. Several of us accepted the invitation given by the ladies and attended their meeting the following Thursday afternoon, and very much enjoyed a patriotic program given by the Drama Section of the Women's Club, led by Mrs. J. F. McCormick, who impersonated Abraham Lincoln, giving his famous Gettysburg address. It was inspiring, and we extend to the ladies our heartfelt thanks and appreciation. After the program, refreshments were served, and everybody went home happy.

SQUARE AND COMPASS

By C. J. KNITTLE

You can't keep a good man down, and when President Bill Greenwood admitted the Square and Compass Club attendance (33) at the Hayward Hotel, Saturday evening, February 14, was rather small, we agreed. What it lacked in numbers, however, was made up in enthusiasm. The Swiss steaks were fine and the entertainment topnotch.

Felix Valle presented a novelty rope spinning act. Don Dixon, the "Whirlwind of Comedy," gave an excellent performance and Brother George Jameson introduced a guest artist, the "Minnesota Cowboy and his Guitar." A brief business session followed.

The Club and all Los Angeles Railway Masons are cordially invited to attend the conferring of the third degree on Brother "Moon" Mullins of Division Five at Henry S. Orme Lodge, No. 458, Westgate Temple, Pico and New Hampshire, Thursday evening, March 12. Several members of the Square and Compass Club degree team will assist in the work.

It will, doubtlessly, interest all Club members to learn that the next meeting will be held at our old habitat, Van's Cafe, where convenient parking is available and generous portions of luscious food always in order. Vice-President Clarence Fischer assures us an excellent menu—baked ham and sweet potatoes. Maestro Billy Vejar promises something new in high class vaudeville. So you can make up your minds, we're heading for another great night Saturday evening, March 14, at Van's Cafe.

VETERANS' CLUB

By JAMES MADIGAN

The next meeting of the Veterans Club will be held on Tuesday, March 10, at Patriotic Hall. This will be a meeting of the Order of the Sword, and Grand Master Hoyle has promised a very interesting and exciting evening.

Comrade Heaton, who was initiated into the mysteries of the Order of the Sword at the last meeting, is able to be up and around again.

The regular club meeting held on February 23 was well attended. Comrade Commander Roche outlined a few ideas for the coming year which will be taken up by the Executive Committee before being presented to the club. In the discussion which followed regarding the welfare of the club, a suggestion was made that the club secure a club house for their use in the near future. How about it Comrades? Let's hear from you regarding this.

Comrade Lieutenant Jack Daly was in town last week and dropped in to see some of the Comrades. He is in the best of health and enjoying Army life.

The Veterans Club would appreciate it very much if all employees of the Los Angeles Railway, whether or not they are members of the Veterans Club, who may at anytime in the future become part of Uncle Sam's forces, will notify our Adjutant, Myron Taylor, as to where they may be reached by mail. This also

applies to all men already in the service. Many of you in the service receive copies of TWO BELLS, so if you read this don't fail to send us your name and address. Members of the Veterans Club are urged to secure the address of any man at your division who may enter the service in the future.

THIS IS WAR

What Can You Do? Just This!

You are employed in an industry where it may be necessary for you to have vital defense information to do your job. You may be in possession of information relative to the movement of war material and troops by train and ship.

Espionage agents are present here as they are in every area which is vital to our war effort. You are familiar enough with your job to know whether a person's inquiry made of you concerning this vital information is legitimate. You know what persons are normally around your place of employment. You are in a position to recognize a person's inquiries or activities as suspicious. When something of this nature arouses your suspicion there is only one thing to do. Telephone the local office of the **Federal Bureau of Investigation, MA. 7241**, or call there in person.

The President of the United States has requested everybody to turn such information over to the FBI in order that it can be handled by persons charged with the responsibility of conducting espionage investigations.

Don't talk about such things to others. Turn over the information promptly and completely and you will be doing one of the thousands of little extra jobs required to win this war.

Don't report information which is obviously of no value. However, if it arouses your suspicion and you are in doubt, let the FBI know about it and you will have done your duty.

Be alert at all times.

AMERICAN LEGION AUXILIARY

By MARIE MANNING, *Publicity
Chairman*

Our joint Americanism meeting which was held with the Post Tuesday, February 17, was well attended. Comrade Dee Holder, Past Commander of the 17th District, was the principal speaker and delivered a very fine talk in honor of Lincoln and Washington.

This meeting was also to honor the mothers and fathers who have sons in the service. Mr. and Mrs. James Bales, new members of the Post and Unit, were present and received a service flag for their son who is now in the Navy. This made the eighth service flag that has been presented for sons who are in the service and members of Squadron 541, a total of fourteen sons.

Several members of the Unit visited the Pacific Electric Unit on February 24, and joined with the four Railway Posts meeting at which time thirty employes of the Pacific Electric were presented with a service flag.

Ways and Means Chairman Mae Carson announced that our next monthly card party will be held at the home of Mary Favour, 223 West 40 Place, Thursday, March 12. A light luncheon will be served at 12:30 p.m. Bridge, 500, Pinochle and Bunco will be played with prizes for all games.

Due to the over crowded condition of Patriotic Hall, we will be able to hold only one meeting a month, and that will be on the first Tuesday of the month until further notice.

Plans have been completed to join with the Post and help celebrate the twenty-third birthday of the American Legion and the fourth birthday of our Squadron. You are invited and urged to attend as a very nice program has been arranged.

As March is Community Service month, our meeting of March 3 was devoted to an appropriate program. Mother Clubb, Chairman, was in charge and the main speaker was Laura Mahan, Department Community Service Chairman. Also 17th District Chairman Bettie Leasman had a few words to say.

*"Will
you please
stop
crowding!!
What do you
want!
The whole
seat?"*



Dear Ladies



All Women Can Help Win War

WOMEN everywhere are anxious to do their share in winning the war. Only a few of the millions of American women will play a spectacular part in the service of their country. We can't all fly a plane or drive an ambulance, as much as we'd like to. But let's not forget for a single moment that the housewives and stay-at-homes are the backbone of the nation. Every one of us has

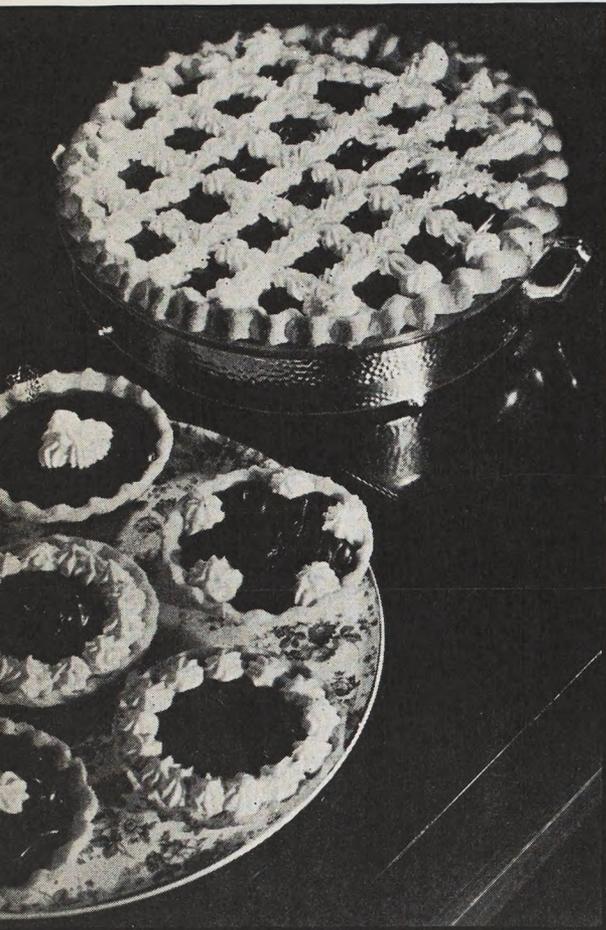
a vitally important job to do and that job is to practice thrift as we never have before, to keep our families healthy, cheerful and happy, to remain calm no matter what happens and be ready and willing to do anything that may be asked of us. We won't receive any thanks for doing these things; we won't get our pictures in the paper and we won't care because we'll know in our hearts that we have done our share.

Right now the nation is feeling considerable discomfort from the transition necessary to harden it to wartime strength. Once this period of adjustment is passed, new satisfactions of the "simple life" will begin to be felt.

Temptation to hoard is a bogey of this transition period. Store shelves are being stripped of golf balls, pineapple and sugar. This seems foolish as well as unpatriotic because even hoarded goods can't last forever and sooner or later the frantic hoarder will have to learn to reduce his wants instead of increasing his possessions.

Willingness to leave the old behind and accept the new will bring an end to confusion and transition from peace time plenty to wartime economy that much quicker.

Well up on the lady-be-careful list for national food conservation are the flavoring extracts, particularly vanilla—some because of potential scarcity, but all because thrift in using the luxury items accumulates more pennies to apply on the necessities.



When you plan a farewell dinner for a departing lad, serve a pie like this—a pie with a touch of festive decoration that spells the cooking of Home Sweet Home.

Chocolate Cream Pie

- 3 squares unsweetened chocolate
- 2½ cups milk
- 1 cup sugar
- 6 tablespoons flour
- ½ teaspoon salt
- 2 egg yolks, slightly beaten
- 2 tablespoons butter
- 1 teaspoon vanilla
- 1 baked 9-inch pie shell
- 2 egg whites
- 4 tablespoons sugar

Add chocolate to milk and heat in double boiler. When chocolate is melted, beat with rotary egg beater until blended. Combine sugar, flour,

and salt; add gradually to chocolate mixture and cook until thickened, stirring constantly; then continue cooking 10 minutes, stirring occasionally. Pour small amount of mixture over egg yolks, stirring vigorously; return to double boiler and cook 2 minutes longer. Add butter and vanilla and cool. Turn into pie shell. Beat egg whites until foamy throughout; add sugar, 2 tablespoons at a time, beating after each addition until sugar is blended. Then continue beating until mixture will stand in peaks. Pile lightly on filling. Bake in moderate oven (350 degrees F.) 15 minutes, or until delicately browned.

Note: For Tart filling follow above recipe.

And when your lad has left for camp, follow him up with a box of homemade fudge.

Icebox Fudge

- 1 package semi-sweet chocolate
- 1 teaspoon butter
- 2 eggs
- 3 cups sifted confectioners' sugar
- 1 teaspoon vanilla

Melt chocolate and butter over hot water. Beat eggs, add confectioners' sugar, and beat with rotary egg beater until thoroughly blended. Add chocolate mixture slowly, stirring constantly. Add vanilla and mix well. Turn into greased pan, 9x4x3 inches. Chill in refrigerator until firm (about 2 hours). Makes 21 pieces.

Now is the time to get together a few emergency palate-pleasers and who better to ask than the old time cooks and women who live far from the corner grocery.

Never, they say, discard the flavoring bottle as soon as it runs dry. Cork it; set it back on the shelf. And the next time you make a cake, fill it with part of the milk you are going to use, and let it stand corked, with the cork touching the milk, while you mix the rest of the cake. The milk will absorb enough fragrance to flavor the cake.

Prune and plum juices are good in spice cakes. A third of a cup of pineapple or apricot juice, replacing the same amount of milk in a standard two egg cake recipe, will make it fresh, moist, and "different," especially if you carry the flavor through to the icing. Pear juice is very good in sponge cakes and tarts.

There are other ways to save. Plan before you market and do as much of the week's shopping at one time as you can and get the benefit of savings from quantity buying.

Use all the left-overs. No more throwing bits of this and that in the garbage because it isn't worth saving. Every thing is worth saving now. Those bits can be used in soups and casserole dishes. Save the tag-ends of soap; when you have enough melt them down to use in the wash tub or for shampoo.

It's going to be a good game if we know how to play it. Conservation is no longer just around the corner. It is here, now, today.

Signs of Spring

Bring spring into your house now instead of waiting for it to arrive! It's easy with new linen breakfast and luncheon sets, embellished with gayly colored flower patterns. These may be pur-

chased ready made, but you can whip up several sets yourself if you buy linen dish towelling by the yard. Cut as many place mats as you need for the size of your family, and a longer one for the center of the table, hem the ends, and if you want to do it up brown, in a corner of each mat write out the name of each member of the family with embroidery thread. The children especially will love having their very own place mats.

There are dozens of lovely patterns to choose from among the bolts of towelling and, by the way, this same material makes cheery kitchen curtains.

Ornamental collars, jabots, revers, bow-ties, gilets, usually ruffled and lacy, and with cuffs to match are the Number-one accessory in dresses and suits this spring. White, pink or blue will be used on navy or black costumes.

New Dish...

Wrap the bonny banana in a bunting of boiled ham, decorate with mustard, snuggle in cheese sauce, trust to the oven! Your

reward for these simple attentions to a friendly fruit will be a shining time of palate pleasure!

Banana Ham Rolls

- 1 tablespoon soft butter
 - 1 teaspoon prepared mustard
 - 6 thin slices boiled ham
 - 6 firm bananas, peeled
- Cheese Sauce**

Mix together butter and mustard and spread on ham. Wrap a slice of the prepared ham around each banana and fasten with toothpicks. Place in a buttered shallow baking pan and pour cheese sauce over bananas. Bake in a moderate oven (350 degrees F.) for 30 minutes, or until bananas are tender—easily pierced with a fork. Serve hot with cheese sauce from the pan poured over each roll. 6 servings.

Cheese Sauce

- 1½ tablespoons butter
 - 1½ tablespoons flour
 - ¾ cup milk
 - 1½ cups grated American cheese
- Melt butter, add flour and stir until smooth. Stir in milk slowly. Add cheese and cook, stirring constantly, until sauce is smooth and thickened. Makes 1 cup sauce.

Remember—we have an important part to play in helping our Country win the war.

Sincerely,

Helen

Editor of "Dear Ladies"

*Eat
'em
down...
Banana
Ham
Roll-ups!*



RAVES

FROM FRIENDS WE'VE HELPED . . .



Deserves Credit for Kindness and Courtesy . . .

"I am a daily rider of the "J" line. I have always found the conductors courteous. But I feel the kindness and courtesy shown a blind boy and his dog yesterday deserves credit.

"I was going to Los Angeles on car 3043 and conductor with No. 2553 on his cap (*R. H. Minnier, Div. 4*) was in charge of the car. I am sure his thoughtfulness and kindness to this boy and dog was appreciated by everyone in the car."

MRS. ELSIE COMPTON,
6340 Gentry St.,
Huntington Park, Calif.

Efficient Driver . . .

"It was my privilege to ride with the most careful, efficient driver of one of your busses with whom I have ever ridden on the Soto Street bus. It was during heavy traffic and my daughter and small grandson were with me which made me all the more watchful. The operator's number up in front was 328 (*R. E. Schramm*). This operator's courtesy to all passengers, also calling of streets and transfer points, I think should be brought to your attention."

MRS. K. PARVIN,
181 French Ave.,
Los Angeles.

Skillful Handling of Coach . . .

"I am writing to commend operator No. 732 (*M. S. Chapdelain*) who was in charge of a Sunset bus leaving town about 5:00 p.m. on February 13.

"As the bus was going west on Third Street, a small passenger car going south came into the intersection and stopped in the path of the bus. Although the driver was given practically no warning, he quite skillfully swerved to the right and came to a complete stop in the other street without hitting the passenger car or unduly disturbing the passengers on the loaded bus, many of whom were standing.

"I do not personally know this driver, or any other of your operators."

(Miss) DAPHNE G. ISRIGG
1310 Cherokee Avenue.
Los Angeles.

Splendid Cooperation" . . .

"Just a note to thank you for your splendid cooperation in the matter of returning my lost pass to me.

"On the No. 8 car last Monday night I lost my joint pass. In making the transfer to the "U" I missed it and No. 8 had gone beyond my stopping it, so I turned to one of your men (*D. N. Gagnon, Div. 5*) in uniform with my difficulties. He very courteously telephoned to the Inspector (*Supervisor T. C. Clark*) at Jefferson who boarded the No. 8 there and retrieved the pass. He was taking his place as conductor on the "U" at 7 o'clock.

"It took quick thought for your employe to do that which shows the efficiency of your men.

"I wish to commend the two gentlemen for their kindness and also thank the gentleman in charge of the lost and found department and the sweet girl who answered my telephone call for help.

"I truly thank you all."

MRS. CLARA ZERWICK,
355 So. Alvarado St.,
Los Angeles.

Patron Helped . . .

"Am enclosing two pennies the conductor on Vermont car gave me to make out my fare. I boarded the "R" car downtown instead of "H". Had just another nickel left; no one at Seventh and Vermont would cash a check for me, so I took the chance conductor would help me out. Two cents never looked so big. Was grateful to him.

"His number is 51 (*H. A. Langie, Div. 5*) and car number 893, at 3:30 p.m. this date."

DENA MEINHARDT,
719 Heliotrope Dr.
Los Angeles.

Fine Deed . . .

"I would like to bring under your notice what I consider extreme courtesy of conductor 364 (*R. H. Manning, Div. 4*) on an "A" car going south this evening at 5:30 p.m.

"There was a partially blind woman on car (she carried a white stick and wore dark glasses.) She was accompanied by a child about two years old. When traveling on Hill, she told him she wanted to get out at Seventh and Hill (it was the

peak hour, car crowded). He told her when to get out, carried the child and helped the woman across street. I think if all your men acted as 364 did, there would be a better feeling between the street car company and the public.

EDITH M. GILMOR,
2214 Toberman St.
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to: TRAINMEN

R. W. Barnett, Div. 3
Chas. E. Benton, Div. 4
A. L. Bristol, Div. 5
F. R. Brown, Div. 4
A. Caubet, Div. 4
F. E. Cavenee, Div. 5
R. E. Costello, Div. 3
R. R. Derifield, Div. 5
L. Ellingson, Div. 3
M. H. Elliott, Div. 3
C. G. Ficklin, Div. 3
D. N. Gagnon, Div. 5
C. L. Gaul, Div. 1
H. E. Goslin, Div. 1
H. H. Hessler, Div. 3
H. J. Kelsey, Div. 1
A. S. Knoles, Div. 1
H. A. Langie, Div. 5
R. H. Manning, Div. 4
E. R. Matthews, Div. 5
R. Z. Matthews, Div. 3
R. G. Monahan, Div. 3
J. L. Morris, Div. 4
H. E. Schultz, Div. 5
R. F. Shepherd, Div. 5
J. A. Wear, Div. 5
*W. H. Welch, Div. 4
O. L. Wike, Div. 4
G. M. Winters, Div. 3.

COACH OPERATORS

M. S. Chapdelain, Sunset
R. C. Cooney, Florence-Soto
D. G. DeHoog, Olympic
W. S. Goodale, Western
C. E. Grace, Figueroa
A. G. Hickey, Florence-Soto
J. A. Hurzeler, Florence-Soto
J. H. Mabey, A. 9th-Whittier
P. R. Mossman, Florence-Soto
E. D. Ohanian, Alvarado
R. E. Schramm, Florence-Soto
B. B. Towsley, Figueroa

NOTE: Each asterisk represents one additional commendation.



RAPS

FROM FRIENDS WE'VE HURT . . .

Little Respect . . .

"On February 19 I got on a No. 5 car. I do not know which block, but it was either the Seventh or Eighth Street on Broadway. On entering I gave the conductor a transfer given me on the "W" car. He yelled out, 'what are you doing getting on this car here?' I asked if it was not a No. 5 car, and he said, 'Yes, but you came on a 'W' car, didn't you?' I said, 'Yes,' and he said, 'You are not supposed to get on here.' I asked him where I was supposed to get on, and he told me to ask my streetcar conductor. I told him I didn't want to do what I should not and paid my fare, also the transfer that he kept. Will you please inform me of my error. I do not think I will take another bawling out on a No. 5 car for a whole car of people to hear, as this is the second time it has happened. The other time the car was crowded, I among others were standing. When I got on I gave the conductor a dime, he gave me a nickel and five pennies. I dropped in seven cents and stepped back and he looked at me and said something, and I thought he said, 'Put in some more,' so I stepped up and dropped in another penny, and he yelled 'You put in enough,' and turned his back to me. Well I do not know what he wanted me to do. I have traveled thousands of miles but never saw as little respect as the No. 5 conductor's, I mention, shown the public. If the public did not ride, where would their jobs be? I had only asked for two transfers and paid my fare each time. I guess I do not understand how to use them.

"Politeness never hurts anyone and costs so little."

Rude Attitude . . .

"This was the first occasion I've had to use your weekly pass. When I boarded the car today, 2-26, I showed the pass then asked for a transfer. Conductor looked at me then looked out of car window to street, but said nothing. I repeated my request for a transfer, and it was not until after the car moved away from this stop that conductor replied, 'What do you want to do, take your friends riding?'"

"I felt all he needed to do was explain in a courteous manner that I did not need a transfer when using a weekly pass."

Discourteous . . .

"Car crowded when man passenger boarded, or attempted to board, and operator shouted, 'Hurry up, hurry up'.

"When this man reached platform he said to operator, 'Who are you talking to, a lot of cattle?'"

"Operator replied, 'If you don't like it you can get off and walk.'"

Uncalled For . . .

"I ride your cars every day and make it a point to catch a car at Fifth and San Pedro which reaches that point at about 4:45 P.M. going west to Rampart and Sixth where I transfer to an "H" car.

"Your motorman-conductor passed me up today without making a stop. I ran to catch him in the next block where he had to stop due to a line of cars ahead of him. Upon telling him that I had wanted to get on his car at San Pedro Street, he said, 'Well you didn't get it, did you, so what?' I said I would find out why, and he said, 'What's stopping you?'"

Unkind Remark . . .

"This morning, I was standing in the safety zone when an "N" car stopped and discharged passengers. The car had the "Next Car" sign displayed which I did not notice. I started to get on and I did not see any reason not to since there were very few passengers standing and the car was waiting for a traffic signal. The operator remarked, 'What's the matter, can't you see the sign?'"

"The insolent manner of this man whose very livelihood depends upon us riders is very provoking."

"Most Humiliating" . . .

"I dropped my seven cents in the fare box and held out my hand for a transfer saying nothing as I followed this procedure many times before. The conductor has always known what was meant. The conductor looked at me and said, 'Well, what do you want?' I replied that I wanted a transfer. The conductor answered, 'Why don't you ask for it then? Can't you talk?' Such an attitude on the part of this conductor was most unnecessary and was most humiliating, especially when I was following the procedure that the majority of riders use on your system."

Patron's Mistake Unintentional . . .

"I was waiting at 54th and Broadway for No. 7 car, to get to 66th and Broadway. A No. 8 car came along first and, not thinking to notice line letter, I boarded and paid my fare. Just then the car started around curve on 54th and I immediately called out to the operator that I wanted to go straight down Broadway. The operator took me several blocks farther on, and refused to give me a transfer to continue down on the No. 7. My mistake in taking the wrong car was strictly unintentional—the operator's attitude was most uncalled for."

Insolence Shown . . .

"At ten minutes to five today (Monday p.m.) I stepped off the curb in front of the May Company on Hill Street to the safety zone to await the Beverly Bus.

"From where I stood with the glare of the sun in my eyes, and not being a Houdini, I could in no way see through two vehicles that a Beverly coach was picking up passengers at the end of the safety zone. Besides, traffic was heavy and many people were milling about the safety zone which made me feel it wise to stand still. When the signal finally changed and I motioned for my bus, he stopped and several others got on at the same time. The bus driver suddenly put his foot on the gas, then stopped in a hurry nearly knocking me flat in the aisle. He fairly threw my change at me and, as I was about to seat myself, said, in an insolent tone, 'Say lady, let me tell you one thing, when I stop down there at the end of the safety zone I don't stop up here, see?' I was so astonished at his tone and manner, for a moment I didn't know what he was talking about or to whom, since several people came aboard when I did.

"Now if I was in the wrong, and I cannot see how, is it necessary that your driver be so discourteous in telling me? Are you people so independent that you feel you can say anything to customers who have no choice but to ride upon your buses. Is man power so scarce that you must pick uncouth barbarians to transport us back and forth?"

"I do not know the man's name but were I ever as rude to the people I contact each day, I should be walking the streets looking for work."

Newsmen Report...



VINEYARD DIVISION

By D. LADHOFF

Tommy Dundas of the garage has started conserving on gasoline by buying a motor bike. How about tires, Tommy?

Art Spring, Assistant Foreman in the garage, has returned to work after being off a short time on account of an accident to his wrist.

Paul Youngman, Serviceman, has been transferred to the Virgil shops.

John T. Hope is expecting the stork to make a landing at his home in the near future.

Orson Wells, Mechanic, was confined to the hospital from February 15 to 20 with boils.

Our wash rack now has a meter to register the number of busses going through each day. Now the coach washers don't have to remember how many they wash every day.

John Treton, Mechanic, was recently elected day shift steward of the A. F. of L.

W. B. Burrill, Operator, was greatly embarrassed a few days ago. It seems he fell under his motorcycle while trying to get started and had to wait until another Operator came by to help him get extricated. Burrill did not want to holler for help because he was just outside E. B. Logsdon's window and did not want to be laughed at, at least until he wasn't in such an awkward position.

The following new men have been added to the Operators' list: W. W. Marvick, G. A. Ross, M. W. Spruiell, H. E. Mayrant, J. M. Jarnagin, C. M. Nelson, D. L. Witt, L. G. Copp.

The best of luck to these men. Our sincere sympathy to W. A.

Bacon, Operator, whose little daughter passed away Sunday, February 22.

Remember Pearl Harbor. Buy Defense Bonds and Defense Stamps.



The two young fellows above are Allen Wayne, 1 year, 4 months, and Shaine, Junior, 2 years, 6 months, sons of Operator (Vineyard) and Mrs. T. H. Allison.

OFFICE

By WALTER WHITESIDE

After a few weeks of hammering, sawing and the smell of paint, the momentous day of February 25 arrived when the Personnel offices moved from the fifth floor to the second floor. The offices are now more conveniently arranged for carrying on the personnel and the employment division work.

And speaking of changes, we wish to extend our congratulations to Earl Ellwanger on being appointed Acting General Claim Agent due to the retirement of Mr. Bishop.

Also, congratulations to Grace Temple who should now be called Mrs. Valentine.

Since the recent air raid we learned that a number of the office employees are air raid wardens and fire watchers in their districts. It is a good thing to know that in case of an emergency we have several trained people in our group.

The elevator modernization is progressing very satisfactorily with trial runs made on car No. 1 proving very successful.

We have certainly missed the genial smile and bright cracks of E. C. Brown who has been confined to the hospital for the past month. At this writing he is getting along as well as possible.

DIVISION FIVE

By FRED MASON

Shortly after the "all clear" signal had been given that cold, nippy morning of February 25, everything at Division Five was normal and it was just another case of "Business as usual." A couple of guys missed out and all the Owl men did not get in on schedule, but when they did get in they came in smiling. The wife of one Owl man called in and wanted to know where her husband was and was told that he was held out on account of the blackout. "Well," she replied, "Don't keep him out there until the war is over." Dick Hoyle is sure mad at the Japs. He had to walk from 78 Place, Inglewood, to the barns. It was a down hill hike all the way or he would have been even madder.

Greetings are extended to the men who recently came to this Division from Division Three.

DIVISION FOUR

By R. H. GRETTEBERG

The slogan "Buy American Democratic Security by Buying Defense Bonds" really brought results from Division Four. This division has shown a hearty response; 65% of us have invested in our National Defense effort and it looks as though this percentage will be raised considerably in the very near future. Mr. Ellis, our Superintendent, is very proud of the men and wants to thank every one who has invested in his country in this worthy manner. There are many of our men who are in the United States active service, either in the Army or the Navy. They are doing their part in one way and we at home are doing our bit in another. Let us continue to buy Bonds and defend America. Now is the time to buy! Now!

I have received news of J. A. Fitzpatrick who enlisted in the U. S. Navy a short time ago. He received word from the U. S. Army that he was needed in that branch of the service, and was released from the Navy and placed in the Army where he had previous experience. At the time of writing, this division has lost twenty-one men to either the Army or the Navy. Among those recently called were: E. D. Meldrim, H. A. Renner, and E. L. Hulberg who had just been released only two months ago. We all hope that this conflict will end shortly and these men will come back to the division to be with us again soon.

We are very glad to see that T. R. Latham has recovered from his recent appendectomy. Latham has been on the sick leave for three months and now feels that the forced inactivity has come to an end. He will be literally overjoyed to be back at the division in his regular place. Two other men who have been with the company for considerable time have been on sick leave for about a month and a half, Motorman A. Halwax and Motorman



Conductor (Div. 4) and Mrs. R. T. Melton and their children, Beverly Ann, Robert and Darlene.

C. L. Seibert. We want to take this opportunity to wish them a speedy recovery. We will welcome them back to work just as soon as they feel "Hale and hearty" again.

Foreman C. A. Evans has had to take time out for illness. At the time of writing he is expected to return very shortly. We are looking forward to his recovery soon.

W. Goode, Janitor at Division Four, underwent a minor operation a short time ago, at which time he had his tonsils and adenoids removed. Goode was saying that there would be nothing to the operation and he would be back to work the very next morning. However, he has since discovered, much to his chagrin, that it takes nearly a week to be able to swallow normally even for a man of steel.

"I have a pain in my abdomen," said the rookie to the Army doctor.

"Young man," replied the medico, "officers have abdomens, sergeants have stomachs; YOU have a bellyache."—Exch.

Husband: "Another new outfit! Where on earth do you imagine I'll get the money from?"

Wife: "Whatever my faults, darling, I'm not inquisitive."—Exchange.



Giving undivided attention to the cameraman is Paul Harvey, son of Operator H. E. L. McCollum (Div. 4).

ELECTRICAL

The Defense Bond drive was fairly successful in this department with a number of the boys signing for a Bond a month. Although this might be a little steep for some of us, it is a step in the right direction and when we can increase our purchases it is a very simple matter to fill out a new deduction card. Also, if you weren't able to sign for the plan when it was instituted, you can do so anytime as Uncle Sam sure does need the do-re-me.

On the morning of February 20 the boys of the Line Department were certainly surprised to see R. E. Baker come walking into the yards as he had kept his re-employment a secret. Raymond left the Company in 1939 to accept a position with the Bureau of Power and Light after working for this Company since 1923.

Yes sir, Donald Payne (Power) really got a swell valentine present from his wife, a baby girl. Congratulations.

The Line Department is blessed with two Kansas City kitties with the hiring of William Hull and James Dalton.

Dick Payne has a couple of new helpers answering to the monicker of Jim Phillips and Arthur Smith.

GARAGE

By H. R. PAUSCHERT

On the first morning of daylight saving time, Ed Hall and Willie Gans reported for work one hour ahead of schedule. Ed and Willie set their clocks according to instructions, but two very thoughtful wives also turned the hands of the clocks forward.

Blackout lights have been installed on some of the company cars. They are certainly true to their names as no light can be seen even when they are turned on.

Storeroom No. 2 has been torn down, but the job was delayed because of the three-inch cork lining which was salvaged. This building formerly housed the Ambassador Brewing Company.

R. L. Crawford, who has been absent from work for two weeks spending one week of this time in the hospital, is back with us.

J. H. McCornack of the Garage Office has been confined to his home with a severe cold.

C. L. Loop, D. Pitts, and E. Tremain have accepted employment at the shipyards. We wish them every success in their new jobs. Robert V. White and Kenneth Canfield filled vacancies in the Store Department.

All employes have been busy with their income tax reports, worrying whether or not everything was tabulated accurately according to the many sources of information.

Seventy new Diesel coaches have been received to date. Twenty-one Whites and four Twin coaches will be changed from Butane fuel to gasoline within the next two or three weeks.



Day Mechanic Roland Taylor (16th Street Garage) as he looked when he started working in the Garage.

16TH ST. COACH

By R. K. KISSICK

During the past month, we have received seventy more Diesel coaches. The receiving of these coaches made possible the changing of equipment on several lines, the most notable being Diesels on Florence-Soto, the "2600" type Whites on Manchester and the "500" type Macks on E. 9th Street. Manchester had a new schedule effective February 22, and new schedules are coming up at this writing on Beverly Boulevard, Figueroa Street, Melrose Avenue, Normandie Avenue and Slauson Avenue.

With their amount of earnings for 1941 received, nearly all employes are figuring out how to cut down on income taxes.

Did you hear about the lady on Melrose who complained of being shortchanged 25c? She called two days later and stated she had just found out her little girl had taken the money from her purse.

So far we have had 263 men sign up for Defense Bonds on pay roll deductions with several more promising to sign up shortly. We are proud to announce several men having a Bond a pay day coming out of their checks and many more purchasing one a month.

Congratulations to Glen Graham who has been appointed Division Foreman. Glen will complete his sixteenth year of service in August.

On February 26, Marshall Chamberlain celebrated his seventeenth year of service. Fifteen years of this period have been in the capacity of Supervisor and Operating Instructor.

Our deepest sympathy is extended to A. G. Hickey whose mother passed away February 7.

Received a card from J. H. Richards, who is in the Army Air Corps, reporting that the weather is swell in Tucson, Arizona. A. C. Davis is back in the Navy, and W. F. Kagarrice is in the U. S. Coast Guard. F. J. Butler has been sworn into the

Navy and is waiting to be called.

Two men took marital vows last month, namely H. T. Burley and S. R. Rounsefell.

We welcome the following new men to our Division: P. A. Emanuel, W. R. Dansie, A. S. Miller, H. E. Stith, A. J. Farrell, J. H. McCray and F. E. Reddish.

W. E. Pike and E. M. Kirby left February 24 for a fast trip back East and expect to be gone only eleven days.

Ask J. C. Brewer what caused him to try to take the wrong coach out of Palm Place Loop one day last month.

At this writing, we have just finished our first early morning black-out. Mr. Patton and Mr. Ballenger wish to thank all men for their splendid cooperation and willingness to work whatever runs were assigned them during the emergency, also for their efficiency in getting all lines on regular schedules in the shortest possible time.

SOUTH PARK SHOPS

By R. S. WALLACE

Sherman Kriewald had a few disturbing moments one morning a while back, as he went to his garage to get his car. Something unusual had happened in his garage during the night. Perhaps it was sabotage, Sherm; any Japs in the neighborhood? Get details from Sherman.

Due to government restrictions, our weather forecasts from that source are very meager, and we are sometimes in doubt as to whether to take the week-end outing. However, we of the Shops are fortunate in that we have our own forecaster. A word or two from Bradley may assure you as to what weather to expect, or would it?

Did you ever read the Prophecies of Mother Shipman of England? She was famous in her profession as Seer during the reign of King Henry VII, about 1485, before America was yet discovered. I doubt, however, that even she, with all her purported

power of seeing into the future, could have foretold the horrible uses to which those instruments below quoted would be used. Here is her forecast, written in a sort of rhyme:
Carriages without horses will go;
And accidents fill the world with woe;
Around the world thoughts shall fly
In the twinkling of an eye.
Waters shall yet more wonders do;
Now strange, yet shall be true;
The world upside down shall be;
And gold shall be found at the root
of tree;
Through hills man shall ride;
And no horse or ass shall be at his
side;
Under water man shall walk;
Shall ride, shall sleep, shall talk;
In the air man shall be seen,

In white, in black, in green;
Iron in water shall float
As easily as a wooden boat.
Gold shall be found mid stone
In a land that's now unknown;
Fire and water shall wonders do,
England shall at last admit a Jew;
And this world to an end shall come,
In Eighteen hundred and eighty-one.

With the exception of the last prophecy, the old lady scores about one hundred per cent.

On Thursday, February 12, there was born to Mrs. Catherine Skinner, a baby girl. They call her Margaret Kay Skinner. And who does she call Granddad? None other than our old friend Bill Davis of the Air Brakes Department. It's a brand new handle for Bill too.



"Sabotage! One million we spend advertising our speedy service, then someone stands these at each stop."

On February 16, Mr. V. D. Burgess returned to the Shops after a couple of months leave doing repair and reconstruction work at our Union offices.

A. T. Carmichael, Upholsterer, is now eligible to the Night Floor Walker's Club. Master James Phillip Carmichael arrived February 16.

Art Perez, who for several years has done the switching at the Shops, has transferred to the Air Brakes Department. E. L. Kunkle, Carpenter Shop, is handling the switching at present.

Mr. Donald Hargraves, a newlywed of the Machine Shop, is seeking information on how to recondition a second-hand baby bed. Suggest he contact Jimmy Inman, Carpenter Shop, and find out what he expects to use. In case they cannot come to any kind of an understanding, I further suggest they confer with "Pop" Villalobos, Welder in Carpenter Shop. His experience with thirteen should be of some value to those amateurs.

Safety tip—Small cuts or scratches may become infected. Take care of them at once. Report all injuries promptly.

Fake or Fact, the air raid maneuver a few nights back gave us an idea of what would happen if those Jap buzzards began to drop a few eggs.



Bright and husky is Myron Glenn Junior, one year, two and one-half months old son of Spray Gun Operator M. G. Belden (So. Park Shops).

DIVISION THREE

By L. VOLNER

As March 15 is the last day for filing income tax returns, our men are going to have theirs in before that date. The ones who are going to get hit the hardest are the single men, and we have many of them with no dependents or any other claims for deductions. Some of our married men have other sources of income, which will also make them pay quite a tax. Altogether, the employes of the Los Angeles Railway will hand Uncle Sam quite a sum.

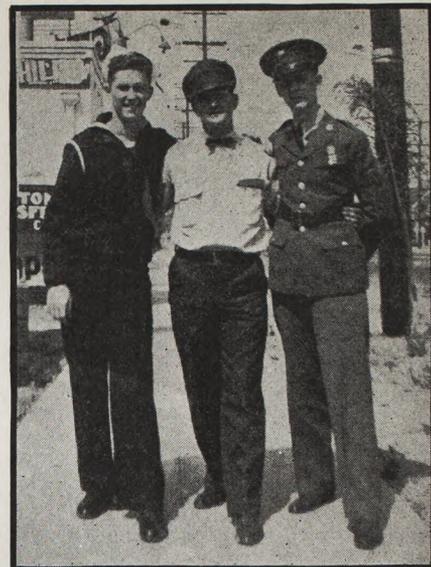
A letter has been received from Paul E. Maze, a former employe of this division, from Fort Knox, Kentucky, where he is stationed in the Armored Division of the U. S. Army. He likes army life real well, but would like to hear from all the boys. Address him: Pvt. Paul E. Maze, Co. C, 4th Bn. A.E.R.T.C., Fort Knox, Kentucky.

For some time Motorman J. A. Murray thought he had something in his eye, but he could not find anything, and it didn't seem to come out. Finally he went to a doctor and was told he would have to have an operation to remove the obstruction. At this writing he is off duty with his eye covered up, but thinks he will soon be back on the job.

After a week off on account of the flu, Clerk Harry Gilmore is back at his window. Mr. Gilmore said that his wife also had to catch it and both were sick at the same time.

Conductor J. A. Thompson was visiting at the division but does not know when he will be able to go to work, as he is still under a doctor's care for rheumatism in his leg. He says it is awful tiresome just loafing and will be glad to get back to work.

Since former Motorman J. Hellman was placed on the pension list the men thought they would not hear of him around the division any more, but we have been informed that he is going to bump Watchman Dixon, and those who like to take a nap during



Conductor J. E. Bohler (Division 3) with his sons who are doing their part for Uncle Sam. Paul is in the Navy and James in the Army.

the afternoon will surely lose out.

Conductor B. W. Bentley has two sons serving in the Navy. Bob enlisted when seventeen and is now an aviation mechanic on the U. S. S. Saratoga. He has been to the islands many times, and tells many interesting tales. Bill is twenty-three and is now a first class electrician on the U. S. S. New Mexico. He has been all along the Atlantic coast, north to Iceland and through the Panama Canal. Both boys enlisted in November, 1940, and think the Navy is the only place for boys wanting excitement. They like it very much.

Conductor O. C. White has two sons in the Air Corps. "C. O.", his elder son, age twenty, is a sergeant major stationed at Albuquerque, New Mexico. "G. P.", age eighteen, is a flying cadet at Curtis Field, Brady, Texas, who will complete his course in a few weeks and says that when he gets going the Japs won't have a Chinaman's chance.

"Red" McGown hurried into the assembly room to call for his run and he was informed by the clerk that he didn't have a run on that date. He looked at the calendar he carried in his pocket and saw it was a 1941 edition, also, it was Friday, the thirteenth.

Having had previous service in the Navy, Conductor J. J. Olexo has been called for examination and, if he is still O.K., thinks he will serve again.



Ginger, (left) daughter of Car Repairer F. H. Annala (Div. 5) and Jean, daughter of Car Repairer R. W. Findlater (Div. 5) celebrated their birthday together on October 12. Both girls were born in the same hospital the same day.

MECHANICAL DIVISIONS

By A. L. DAVIS

CAR HOUSE NO. 1

C. C. Mulinex had the misfortune of breaking his back while at home. He is wearing a "cast" but has been moved to his home where he is doing nicely.

E. M. Angel has been off sick a few days with the flu.

E. O. Arnold is wondering about removing his phone after he received more than several inquiries as to whether he works on Sunday any more.

DEPT. NO. 2

Street Inspector E. R. King has been on the sick list for several weeks. We are hoping his recovery will be speedy.

CAR HOUSE NO. 3

P. T. Lathrop leaves us on March 2 for a training camp to serve in the armed forces of our country. We wish him luck.

M. M. Howe, car cleaner, also left us and went in the armed forces of our country.

M. Krakar was off on sick leave of absence, but is back on the job again.

CAR HOUSE NO. 4

The fire brigade at Car House No. 4 has been getting instructions from the Fire Department on how to handle incendiary bombs.

K. McDonald has been transferred to Car House No. 1.

John Thewlis took a two weeks' leave of absence for a trip to Canada and to bring back his family.

Richard McDowell and F. J. Rappe were on the sick list for several days with the flu.

CAR HOUSE NO. 5

Two palm trees were seen growing out of a Willys coupe. What's it all about, Jim?

The boys are all back at Car House No. 5 again, after being loaned to the garage and car houses temporarily.

Oscar Lund had the misfortune to come in contact with live wires while working on an "H-3" type car, resulting in burnt face, arms, hands and eyes, requiring hospital treatment. We hope to see you back on the job again soon, Oscar.

Paul Booth was married February 7 at Yuma, Arizona, to Irene Beal, and we all wish you the best of everything. (Cigars?)

The four men, Tom Lambert, R. Lathrop, J. James, and E. Hess have passed the first aid course successfully and are going on ahead with the advanced course.

F. Dulan wonders how they make streetcars run sideways over at South Park Shops.

Clerk C. R. Fulton lost a few days caused by sickness, but is back on the job again.

Car House No. 5 baseball team offers a challenge to any and all comers.

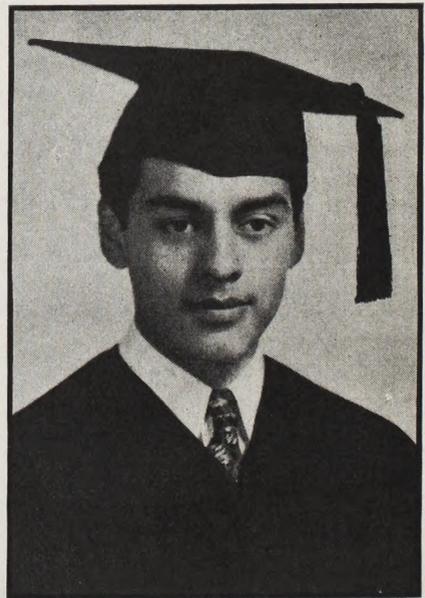
VERNON YARD

The Way and Structures Department joins in wishing the best of luck to Assistant Burt Schaubert and Night Work Train Motorman Les Lininger who have been called into active service by the California State Guard. These boys have spent many hours preparing themselves by training with Guard units three evenings a week and on Sundays. Good luck fellows and here's hoping we will soon be giving you a Welcome Home.

Work is in progress in falling some buildings at 16th Street Garage to make additional parking space for the new coaches.

The grade crossings on Sunnyside right-of-way at 70th and 71st Streets have been lowered making it much easier for auto traffic.

Speaking of auto traffic, were you caught in the jam the morning of the blackout? Several deaths occurred that morning through collisions of autos which would not have happened if all had obeyed the law. In order to be at work on time, many people left home as soon as daylight came, thinking that ended the blackout. Blackout rules require



In cap and gown is Nichols, 18, who was a mid-term graduate from Lincoln High School. Nichols is the son of Track Oiler (Way and Structures Dept.) and Mrs. Ponciano Bustos.

all traffic to stop, night or day, from the first warning signal to the all clear. This includes streetcars and busses as well as private autos and trucks.

Welders Joe Piedra, Al Curfman and Roller Operator Jack Baldwin have been victims of the "flu", but have recovered and are back to work.

DIVISION ONE

By R. C. RUGGLES

At the present writing our chief topics of conversation have been the submarine attack at Goleta on an oil refinery, and our first real air raid warning with the subsequent anti-aircraft barrage on an unknown plane or planes. It was a spectacular sight and gave all of us a feeling of confidence to see the guns in action. But we must not lag in buying Defense Stamps and Bonds, as we may have many more warnings indicating that we are in a real war.

The Bond sale is still about 10%

WHAT PRICE VICTORY

By Conductor O. C. WHITE

Division Three

Who gave the right to choose between
Deceitful loss and victory's gain?

The same to us must surely give
A peaceful right to love, and to live.

O death! Where is thy sting!

O grave! To victory still, thy cling.

'Tis not enough that they, our foes

Should steal the friendly earth

And shed a priceless blood of those

We love as our own from birth.

But truth in distant's great impair

Behold, hath yet been tossed so near

Paths where youth once romped and

played

With spattered blood must soon be

sprayed

As stingy hearts still once again

Demand a price not set by man.

What price! O victory we must share

In silent meditated prayer

For staff, we hold to God's own hand

To down a foe in hell's last stand.

While monuments of youth's one

grave

Spells not alone one victory's brave.

Yeal Words stand out in victory's price

In lust, in foe's own cowardice.

What price victory we must pay

That once again youth romp and play

In victory's lot where stainless floor

Do'th shelter not from cannon roar.

short at our Division, so let us make another effort and have 100%.

T. P. Lynch, one of our former extra men who left the service about eight months ago, paid us a visit this last month. He is now a First Lieutenant in the 160th Infantry.

Operator O. Sherlock is replacing I. H. Stewart in the Credit Union.

Operator D. Burton is breaking in as an extra switchman.

Mrs. J. H. Bell, wife of Operator Bell, has been seriously ill in the hospital, but we are glad to report that she is able to be home again.

G. P. Bennett stole a march on all of us by being married this last month and failing to report it. We wish the newlyweds lots of luck and happiness, but don't forget the cigars G. P.

We welcome the following men to our Division, having been transferred from Division 3: H. J. Kelsey, R. M. Welch, S. J. Dodson, N. L. De Geere, L. T. Pope, P. E. Rogers, I. N. Kempton, J. W. Hughes, E. J. Dansie, K. L. Benson, C. F. McDonald, J. R. Kelly, H. E. Goslin, G. S. Horine, D. W. Gibson and B. L. Johnson.

Other men new in the service are: W. E. Reid, T. C. Gordon, T. E. Languille, F. Robinson, C. E. Hiller, L. Sparks, H. Massey, H. O. Dickfoss, H. W. Stratton, J. F. De Laho, W. E. Gillespie, F. E. Strauss, A. C. Miller, J. A. Corbet, W. E. Walker and S. J. Sanford.

Former employes who have been reemployed are: J. H. Booth, W. H. Burton and A. W. Dakin.

The following men have returned from the sick list: R. C. Maier, F. H. Neville, J. O. Huffman, C. E. Moore, I. Kudler, W. V. McCafferty, R. W. Turbeville, M. A. Kilgo, J. W. Rice, F. L. Jefferson, C. C. Joiner, M. L. Johnson and F. H. Nolting.

The following men are still on the sick list: V. B. Jones, S. J. Singer, J. H. Early, J. G. Birch, L. V. Brown, G. G. Gifford, J. P. Carson, G. E. O'Bar and F. C. Shafer.



The threesome pictured here shows Mechanic's Helper (L.A.M.C. Co.) and Mrs. W. W. Reece with their 5 months' old son, Thomas Frederick.

VIRGIL

By C. P. HUNT

Probably the strangest thing seen around the property of late was "Eagle Eye" Terry herding a bus down the boulevard. If you don't think so, ask the man who followed him!

Everything happens to Courtney. He never has a second hand on his watch, so the first sixty seconds don't count. That's all right, but he let three times that get away from him the other day and it cost him. Now we hear he has been called to San Diego for an examination by Uncle Sam.

The new "steno" in the "G.O." and the only "Blonde" on the property is Marguerite Craner. We extend our heartiest welcome to her.

S. W. Galvin had the "rabbit's foot" with him when he held a ticket that produced the other day. He is now a \$50.00 Bond to the good.

Carl Kuhlman, seen often in the cage at Virgil, has of late been pulling a P.M. tripper on Olympic. Carl seldom lets anything get away

from him, but when he does, it's a dirty mess, you can bet on that. However, he insists that the new Diesels haven't scared him one bit regardless of the fact it has been years since he has driven on the line. Well, something caused it, that's certain.

The man who is, "What every motor cyclist should wear while cycling"—none other than Dispatcher Tudor. Tudor thought he was going to win the glasses, but De Voe beat him to them. Never mind, Tudor, "Esquire" has nice pictures, too.

G. J. Lijon, returning to his apartment from work thought, when entering, that something was missing. Sure enough, his apartment mate was gone, and so were all of Lijon's clothes.

E. H. Whelchel says he has had many a question put to him while driving on the lines, but, says he, when a passenger blows their breath in your face and exclaims, "Can you smell liquor on my breath—my boss will fire me if he notices it"—something should be done about it.

"Little" Alexander, who for many years drove out of Virgil and is now serving in the U. S. Army, exclaimed to a bus driver recently that the one thing he was going to do was to take part of his next pay and rent a room with a GOOD bed and SLEEP.

Old "Cap" Hendricks was seen around Fifth and Hill recently. He looks fine and reports that business is good on the steam lines.

We are all glad to see R. M. Miles back on the line. We wish him the best of health and good luck.

Mechanic St. John of Virgil Shops, we are deeply sorry to relate, lost a son in the "Pearl Harbor" raid. When such tragedies hit that close to home, the picture of war becomes more vivid. All of us extend our sympathies.

If you ever wondered about it, the Virgil Shop last year averaged five complete motor overhauls per month.

We have in the last sixty days

several new faces around Virgil, in fact 29 of them. They are: O. W. Manuel, W. J. Schaberg, R. C. Belcher, R. F. Cormier, B. R. Helbling, J. O. Johnson, F. E. Harris, H. V. Prewitt, H. M. Schmidt, A. Buhler, B. V. Lung, C. A. Brown, A. E. Smithurst, C. Bruce, F. H. Hulse, T. P. Comer, H. E. Floyd, L. E. Paul, G. H. Lynch, J. H. Carroll, J. V. Maxwell, W. R. Elsmore, and H. Hargrave. We wish them all happiness, good health and good luck.

E. B. Ramey, after a long absence from work due to sickness, returned to work for a short while when the doctors ordered his return to the hospital. We sincerely hope it will be for a very short time and we will see him soon on the line.

Whoever the "unrevealed sources" quoted in the last issue are (and I am suspicious of a dispatcher and telephone operator who peddle glasses of a brazen design), they are very badly bemuddled, for as in the paragraph preceding the anonymous one, I declared the one, and only one, missout. Not a second, as the paragraph would have you believe. Blackmail is the word for it.

MOTHER KNOWS BEST

By W. Y. STEARNS

Virgil

The way was long, the wind was cold,

The minstrel was infirm and old. Across the line he finally passed, Then softly murmured, "Here at last."

He pinned his ulster 'round his throat,

And further shrunk within his coat,

Put on his ear-muffs, then his mitts,

The bitter cold had numbed his wits.

He tried to think a cheerful thought,

But all his efforts came to naught.

He heard his mother say, "I warn ya,

"Take warmer clothes to California."

TRADING POST

FOR SALE—Living room set and Electrolux, nearly new. 40 per cent off original cost. Also twenty Rhode Island Reds. See Matahachi Yamashiro, 306 East 54th Street.

"A bus load of beautiful babes, and the take off puts you in my lap!"



FOR DEFENSE



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