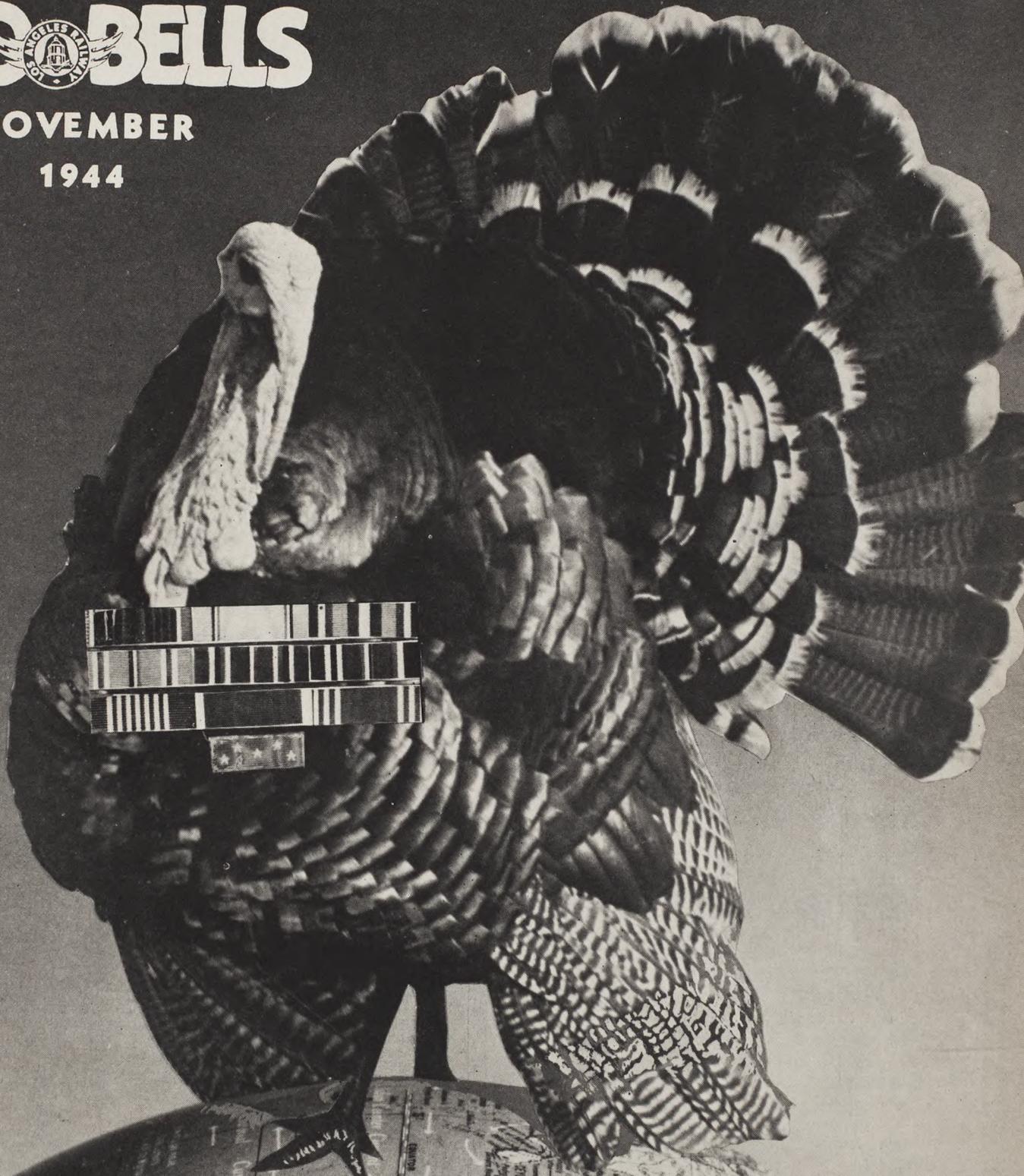
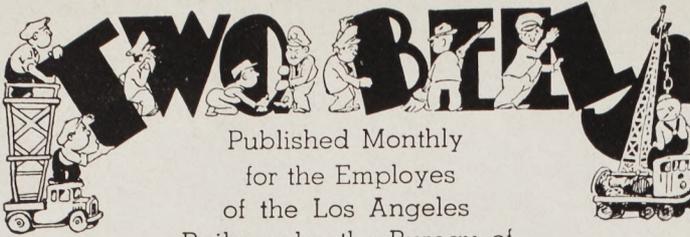


TWO BELLS

NOVEMBER

1944





Published Monthly
for the Employees
of the Los Angeles
Railway by the Bureau of
Public Service

Vol. 25 No. 9
NOVEMBER, 1944

EDITORIAL STAFF SUPERVISION

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Helen Fraser

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- | | |
|--------------------------------|---------------------------|
| D. B. Kohl | Once Overs From One |
| L. B. Meeks | The Hillbilly Boys |
| A. C. Zakor | Streamliners |
| Mrs. Emogene Rippert | 16th Street Exhaust |
| George Dickens | Shavings from the Shops |
| W. C. Ulrich | Virgil Venom |
| A. L. Davis | Loose Screws |
| R. O. Bennett | Fluid Drive |
| L. F. Sparks | Yardbirds |
| Walter Whiteside | Short Circuits |
| C. P. Hunt | Sour Grapes from Vineyard |
| Jennie Bevis | Building Blues |
| Ed Bliss | Over The System |

PHOTOGRAPHY AND ART EFFECTS

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**THE EDITORS
OBSERVE**

OUR COVER this month carries the 1944 Thanksgiving motif . . . The turkey who symbolizes Thanksgiving and who at this time of year is as symbolic of America as the eagle, is proudly marching off to every corner of the world. This month also ushers in the Sixth War Loan drive. This Thanksgiving should give us a chance to prove just how thankful we are for the freedom which our boys are fighting to protect. And before we leave the subject of Thanksgiving, have you heard A. C. Zakor's timely gag: One old turkey gobbler remarked to another, "I hear that this year they're gonna take us fathers, too." . . . In this issue we introduce a new writer for South Park Shops, George Dickens, who is taking the place of Mr. R. E. Wallace. We wish to take this opportunity to thank Mr. Wallace for his most excellent job of writing in the past, and of course, we wish to welcome Mr. Dickens to our fold. . . . And Miss Fraser, Women's Editor, still has some patterns available for those wishing to make their own Christmas gifts, as publicized last month. Phone Station 293 or drop a card to the "Two Bells" office.



October G. I.'s

- | | |
|-------------------------------|-----------------|
| John C. Van Mourik | Mech., 16th St. |
| Joseph W. Mills | Mot., Div. 5 |
| John J. Harrington | Mot., Div. 1 |
| Calvin A. Davenport | Con., Div. 1 |

RETURNEES FROM MILITARY SERVICE

- | | |
|-----------------------------|-----------------------|
| William P. Eunson | Supr., 16th St. |
| Louis Cappello | Mot., Div. 5 |
| James H. Hearne | Car Repr., South Park |
| Jesse F. Heard, Jr. | Opr., L.A.M.C. Lines |

Stars in L. A. Railway Service Flag 531
Stars in L. A. M. C. Lines Service Flag 126

MISSING IN ACTION

Marcus J. Lemley	T. E. Nolan
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PRISONERS-OF-WAR

Paul Lewis	Jack M. Dark
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IN MEMORIAM

- | | |
|-------------------|----------------------|
| 1. H. F. Osborne | 7. Antonio Hernandez |
| 2. J. H. Baldrige | 8. W. C. Thorman |
| 3. L. M. Kelsey | 9. L. D. Canatsey |
| 4. L. G. Hume | 10. L. M. Lininger |
| 5. Z. A. Barrows | 11. R. F. Chesnut |
| 6. W. P. Cody | 12. George L. Barron |

**GEORGE L. BARRON
GOLD STAR NO. 12**

On June 7, 1944, the Grim Reaper appeared at the Corona Naval Hospital to take away with him George L. Barron, former conductor at Division Five. George had served in the Navy for twenty-three years, and the only civilian life he ever had was when he worked for the Los Angeles Railway from February, 1936, to August, 1940, at which time he returned to the Navy and was shipped overseas. He was buried in Sawtelle Cemetery with full military honors. Although he was quiet and unassuming, George will be very much missed as he was one of the best liked men at Division Five. To his wife, Margaret, we send our sincere condolences.



TROLLEY OF TOMORROW-- YESTERDAY?

From out of this war will come the trolley of tomorrow with its plastic body, its jet propulsion, its tear drop lines, and its smooth super speed, for competition with helicopters and dreamlike automobiles brings home the possibility that street railway transportation, too, will change.

LET'S take a closer look at the trolley of tomorrow.

Rumor has it that car designers have built a post war model containing many unheard of ideas. TWO BELLS, always curious, queried the scribes for their own ideas on how the post war street-car could be improved. But their ideas dealt mainly with the problem of moving the passengers from the front to the rear of the car.

However, some did offer good, sound, new suggestions, or did they? L. F. Sparks had really no post war car in mind except that the streetcar of tomorrow should be powered with something besides electricity. It is his contention that another gas could be manufactured so that the trolley wires could be abandoned.

"Why bother with a streetcar in the street?" asks D. B. Kohl. "Why not have a series of movable platforms upon which people could step, like a horizontal escalator, with a seat on the upper platform? This moving sidewalk could take the place of the present sidewalk."

"Too much space is wasted between the streetcar and the trolley wire," says Jennie Bevis. She suggests a double deck trolley car.

Walter Whiteside of the Electrical Department let his mind run on the subject of trolley poles.

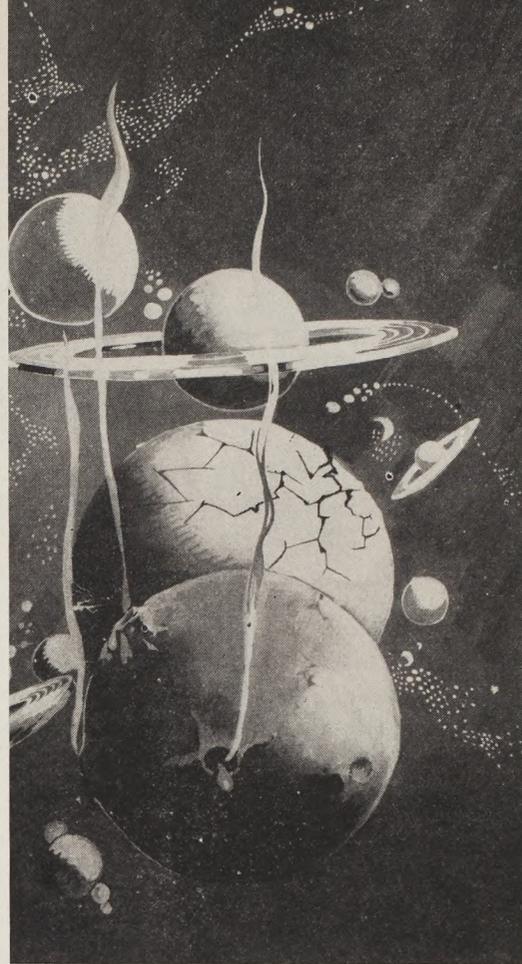
Walter suggests that the streets would be made more beautiful if the trolley poles were designed to bend toward the center of the street, forming an arch to which could be attached the trolley wires. Awnings could be run up over these poles in rainy weather and enclose the whole street, if necessary.

The air conditioning of the future streetcar worries A. C. Zakor. He believes that arrangements should be made so that people could open the whole side of the streetcar in the summer, if they should so wish. In other words, Zakor suggests an adjustable streetcar.

L. B. Meek comes through with a rather novel suggestion. He thinks streetcars should be made in a long group of compartments, each having a separate truck which has a motor of its own. When the passenger reaches his particular station on the line, he releases his own compartment from the train and flies home a la automobile.

"Scoop loading" for streetcars was suggested by George Dickens. Passengers would board and alight much easier if they were automatically picked up and put on the car or if a traveling belt of some sort were used.

A street indicator on every streetcar and coach is wanted by "C. P." Hunt. This indicator could



be operated by the wheels of the car which would change the signs as they passed the streets. This would eliminate the necessity of the operator shouting himself hoarse and would be more easily comprehended by the passengers.

"A streetcar, to be really super, should have a separate cab for the operator where the passengers couldn't get at him," opines Bill Ulrich. This compartment, he thinks, should be high on the front of the car directly above the destination sign.

R. O. Bennett suggests an adjustable step which could be lowered to the ground level when the car pulled up to the stop. This would eliminate any falls.

Good suggestions, yes, but are they new ideas?

Let's take a look at the record.

Digging back into the files of our Library we find in 1892 a streetcar which operated on rails without a trolley pole and with-



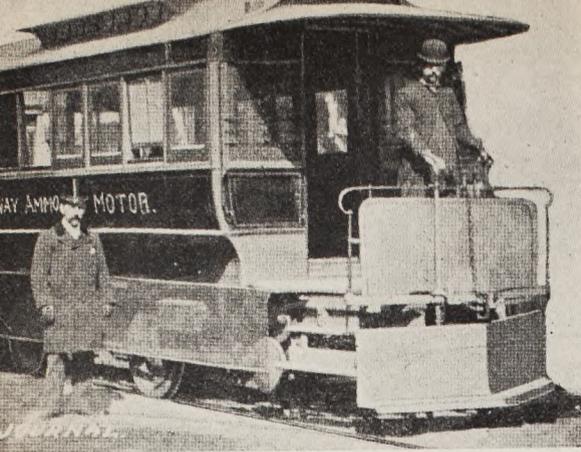
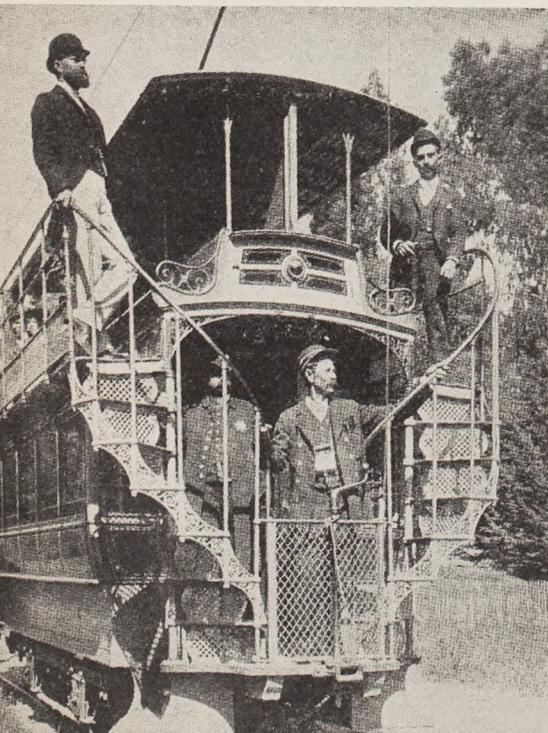


Figure 1—In 1890 a new source of power was perfected. Wonder what happened to it?

out horses, using an improved **ammonia** motor. This probably answers Mr. Sparks' idea for a different method of propulsion. The car was built by the Railway Ammonia Motor Company and the principle upon which it operated depended upon the expansion of liquid anhydrous ammonia, which gives a 100 pound pressure at 60°, and at 80° gives 150 pounds pressure. The ammonia cylinder is surrounded by an exterior tank in which is carried enough warm water sufficient for a car to run thirty miles. The absorption of the ammonia gas is so rapid as to relieve the engine of all back pressure, while the heat generated is sufficient to prevent freezing from the expansion of ammonia, the expanding ammonia separated into a cylinder containing a piston similar to steam

Figure 3—This swanky double decker was truly something super.



engines. (See Figure 1). Not a bad idea, what?

How about the other suggestions! For Mr. Kohl's offering we find that a design was patented in 1890 (see Figure 2) to facilitate quick transit by means of continuous rolling sidewalks. Three parallel narrow gauge tracks carried three continuous moving platforms, each one a step higher than the other, each one moving at a different speed. The first platform moved at 3½ miles per hour, which is equal to the speed of a walking pedestrian. The assumption was that any person could get on or off such a moving platform by taking hold of a post. The second platform moved 7 miles per hour which was only 3½ miles faster than the first platform. The third moved 10½ miles per hour and this one carried seats. Each platform was operated by a cable. Of course many platforms could be built attaining any speed wanted.

The double deck streetcar is an innovation which operated extensively in 1891. (See Figure 3). This fancy car had brass uprights, tapestries on the windows, quartered oak decorated ceilings, and crystal sheet glass with embossed patterns in the doors. The car was provided with spring seats which were also covered with tapestry. The main feature was the fact that it was lighted by electricity. Two novel ideas were incorporated in the upper deck. It had a glass front between the deck and the roof and a glass partition between the backs of the seats so that no one's view was obstructed in any direction.

There it is, Jennie, your double deck streetcar. Of course, double deck cars, called "trams", have been in use in England for many years.

Walter Whiteside's idea of the trolley poles was also suggested at an earlier time. (See Figure 4).

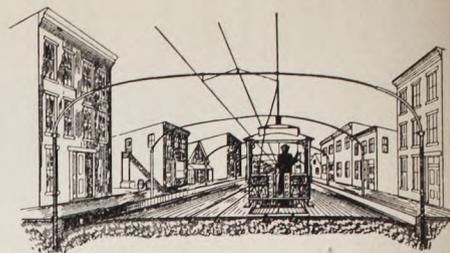
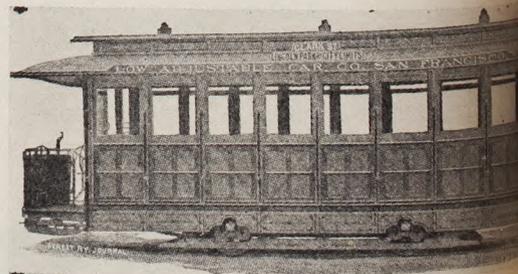


Figure 4—The trolley arch.

We will agree that it does enhance the beauty of the street and would probably work out. These trolley wire supports were designed in August, 1891.

The adjustable car for the trolley of tomorrow, as suggested by A. C. Zakor, sounds very feasible. We, too, have been packed into a streetcar on a very hot day wishing there was some way in which we could kick out all of the sides. The adjustable car is a novel feature but IT HAS BEEN DONE BEFORE. (See Figures 5 and 6.) The Lows adjustable car was publicized in 1891. And a good idea it is, too, for all one had to do was flip the seats over and he had the open air. In the winter the passengers sat facing each other and on hot days they looked toward the sidewalks. This car is advertised as being no heavier than the ordinary box car and had the novel feature of conducting the rain from the roof through pipes. At the same time these pipes served as handles which the passengers could grasp to help themselves onto the car. These cars operated in San Francisco, Portland and Chicago. So, there it is Zakor. On the car of tomorrow,

Figure 5—NOW YOU SEE IT. The Lows adjustable car all buttoned up for winter weather.



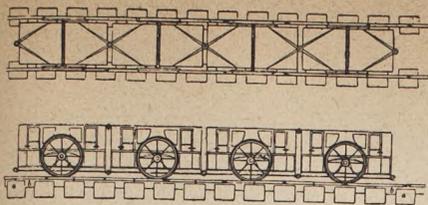


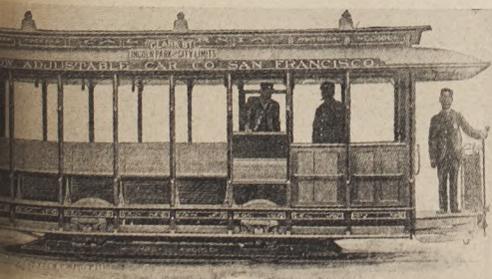
Figure 7—Separate compartment cars were developed in 1890.

when you press a button, the sides will flop over behind you.

The post war trolley with separate compartments is a dream which only cartoonists have dared to publish. One car to a person on its own separate truck is really a fantastic idea. But, Mr. Meek, as fantastic an idea as it seems, our fathers thought of it in 1892. (See Figure 7). The picture speaks for itself.

In 1890 a scoop loading design was submitted by an eminent mechanical engineer. (See Figures 8 and 9). This engineer says in part, "Since this design is only part of the plan, take it to bed with you and I think you will eventually gravitate towards it as a sick kitten to a warm brick. Here is your transit problem as I understand it—greatest number of passengers moving at maximum velocity in minimum space of time with greatest happiness to all concerned with least expense. My improvement consists of an endless train completely coupled together and moving at 40 miles per hour without stops. It would be always loading and unloading without cessation in the following manner: It would provide a rotunda with the floor elevated 20

Figure 6—NOW YOU DON'T. The seats have been turned and the passengers are given the air.



feet above the car's platform. A chute would run from the rotunda to the platform, said chute to commence with an easy slope and to continue with a hyperbolic or any other indescribable curve to the end. It should be thoroughly lubricated with some highly unscented unguent, this lubricant to be furnished without expense to any passenger. The passenger, after depositing his ticket in the chopping box, enters guilelessly into the chute **a plomb** (that's French but it means "erect"). Upon encountering the unguent he immediately experiences a sensation of the eternal sublimity of rapid transit.

"Here then is loading accomplished automatically, mechanically, rapidly. All are provided with seats, there is no discrimination of sex or previous condition of servitude, and how beautifully it is accomplished!

"To unload the train at the termini I would provide diagonal scrapers, sweeping the platform of the car, said scrapers (Figure 8) to be covered with metal highly burnished and liberally lubricated to avoid friction with the passengers."

So much for scoop loading.

But how about a street indicator? Has that ever been done? Yes, Mr. Hunt. In 1893 the street indicator, which could also be used for advertising, was patented and used in a number of cities. One novelty about this indicator was that it operated by action of the car wheels. All that the motorman had to do was to pull a cord to change the indicator. (See Figure 10).

The special compartment for the operator, as far away from his passengers as possible, was also done in 1892. (See Figure 11 which explains itself).

Mr. Bennett's offer of an adjustable step was done in 1892. (See

(Continued on Page 7)

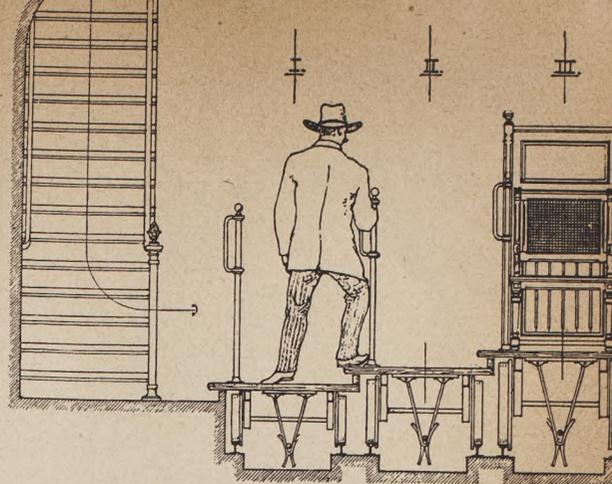


Figure 2—Horizontal escalators or movable sidewalks patented in 1890.

Figure 8—Quick loading and a seat for everyone.

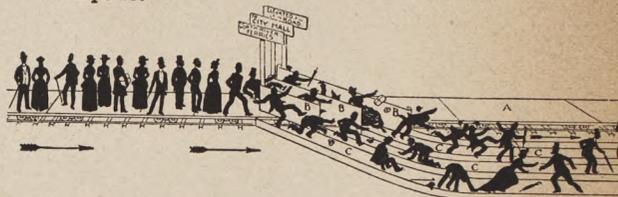


Figure 9—Quick, simple unloading with seats for all.



Figure 10—This street indicator was used in 1893.

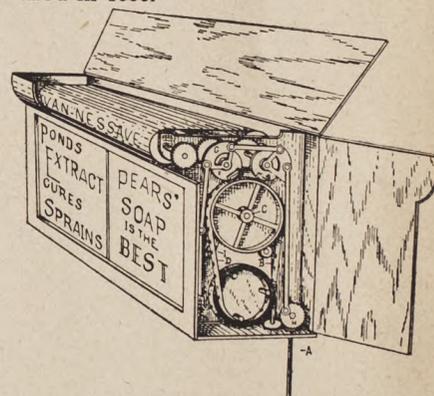
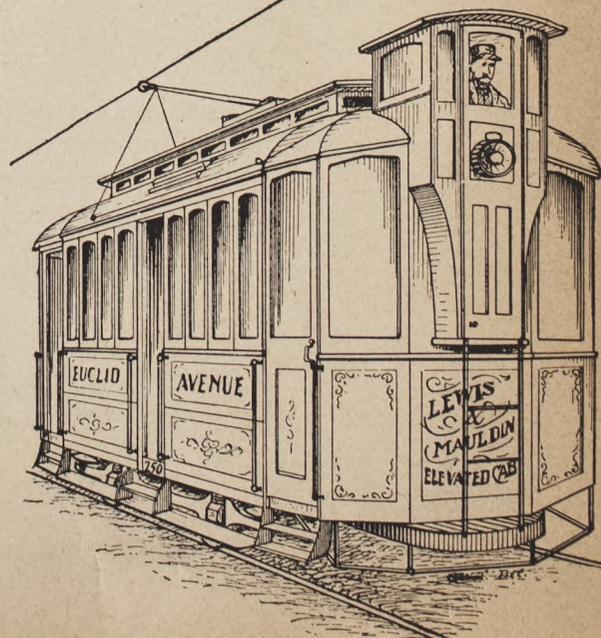


Figure 11—The operator's dream



YOUR INCENTIVE BONUS

... AND HOW TO FIGURE IT

It is old news, but good news, to most of the employes that the Tenth Regional War Labor Board issued a ruling on October 28, 1944, in approval of contract changes negotiated with the Union. This approval was granted for all changes asked except the rate for operating trainees and two weeks' vacation after one year of service. However, in lieu of the two weeks' vacation after one year of service, the Board granted a one week vacation for employes having one year of service and a two weeks' vacation for employes with five or more years of service. Adjustments were also approved in rates for switchmen, towermen, trafficmen, and certain other occupations.

But the big news is the bonus. This war-time incentive bonus should spur on the employes to give better service because now each and every one of us in a sense is working for himself. Now is the time for every employe to use every method to hold the present riders after hostilities cease, because the more revenue per car mile, the more revenue in the carman's pocket. **Let's be nice to our customers.** That's how we'll keep them.

The bonus, of course, is retroactive to employes in the service of the Company on October 28, 1944, for all time worked from May 1, 1944, to August 31, 1944,

inclusive. The bonus for the month of September is payable to such employes in the service of the Company on October 31, 1944. The bonus in each case hereafter will be payable only to employes who were in the service of the Company on the last day of the month following the month for which the bonus is paid. To figure your bonus, as you would check your time worked, it is essential that **you retain your pay-check stubs for the previous month** simply because there is no place on the check to show bonus payments and because the check writing machines cannot be changed under war-time conditions.

In other words, you will be paid your bonus for September on the check for the last half of October, distributed November 10. Nothing will be shown on the check except the regular hours worked for the last half of October but if you receive 95c an hour and one hundred hours are shown, your check will show \$95.00 plus the bonus for September. Now that you have kept those stubs and wish to check on how much incentive earnings you have received, follow this simple formula:

Take the wage rate per vehicle mile for January, 1941, (as published in TWO BELLS) and multiply this by the revenue per vehicle mile for the current month (also published in TWO BELLS). Divide by the revenue

per vehicle mile for the month of January, 1941. From the resulting figure, subtract the wages per vehicle mile for the current month less 15 per cent of the wages per vehicle mile for January, 1941. The result is then converted into cents per hour.

One nice feature is the fact that any fraction of a cent is increased to the next even cent. For instance, if the bonus computes to 6.1 cents per hour, you would be paid 7c.

This bonus also applies to student time, time when you were breaking in if you are a newcomer to the Railway. The retroactive pay for all five months since May figures at 7c per hour. However, **bear this in mind:** because all other adjustments and over-all increases granted such as additional vacations with pay, payment for less than thirty minutes split, etc., the wages per car mile will be affected automatically in the future. They will be slightly increased, which will mean that in figuring the formula as published on this page, the wages per car mile might be 14.2 instead of 13.69, which would make a slight difference in the hourly bonus. In other words, the money which you received through natural increases will have a slight effect on your bonus and, although you have received 7c additional per hour for the first five months, it might not figure 7c hereafter unless by chance there should be an increase in passenger traffic.

This bonus will come in handy at Christmas but each and every employe has the **opportunity to earn another bonus.** He can make himself five dollars for every new employe he sends to 1056 South Broadway. The list of men who have collected in the past exceeds two hundred—two hundred employes who have already taken advantage of this. **Why don't you?**

This chart gives formula by which bonus for September was established.

INCENTIVE BONUS				
Computation Chart for September, 1944				
Wages per Vehicle mile for Jan. 1941	×	Current Revenue per vehicle mile	=	Current Operator's wages per vehicle mile
9.89	×	56.16	=	18.35
		Revenue per vehicle mile for Jan. 1941		Current wages less 15% of Jan. 1941, wages per vehicle mile
		30.26		- 13.69 - 1.48
				(15% of 9.89) = 6.14
				or 7c

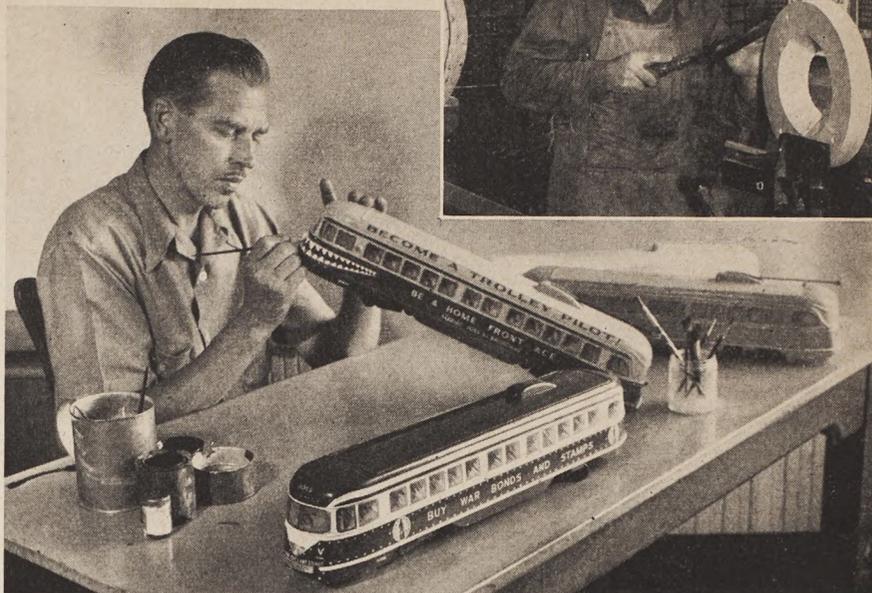
MEET THE PEOPLE WHO DO THINGS

Thousands of Angelenos have seen the model LARY streetcars which were recently exhibited in Bullock's Broadway window and at the ticket office of the Railway Building. These are exact detailed scale models of cars now in operation. One is a replica of the Tiger Trolley with its gleaming white teeth and its one gold tooth. One is the War Bond car which brought so much national comment. Another is the Navy car. A type H-4 and streamline P.C.C. fill the group.

The cars were constructed because of the fact that the Railway is often called upon for models of their equipment to be used in exhibits.

"Shorty" Raymond Shollin is responsible for cutting the patterns from wood. Shorty is 42 years old and was born in Philadelphia, close to the Shrib baseball park. His only hobby at present is discussing the merits of the U.S.C. football team. He talks the loudest when they win. Shorty received three citations for bravery during the first World War. Soon after the war he came to the Los Angeles Railway where he has been a cabinet maker ever since. His accuracy for detail can only be judged by close examination of these models.

The other half of the model building team is David Dent. Dent is also 42 years of age and has been with us since 1927. Prior to that time he did advertising work in Chicago and studied at the Chicago Art Institute. Dent has painted murals in water colors on the



Draftsman David Dent puts the gold tooth on the Tiger trolley car. Pattern Maker "Shorty" Shollin (insert) cut the patterns of the model cars.

wall of his dinette. His children are following in their father's footsteps. The boy, six feet three and three-quarter inches tall, and who expects to enter the Army the first of the year, is quite an artist in his own right. Dent learned drafting from his brother. At the present time he does most of the automotive designing for the Company. He is responsible for the emergency trucks and special machinery pertaining to buses,

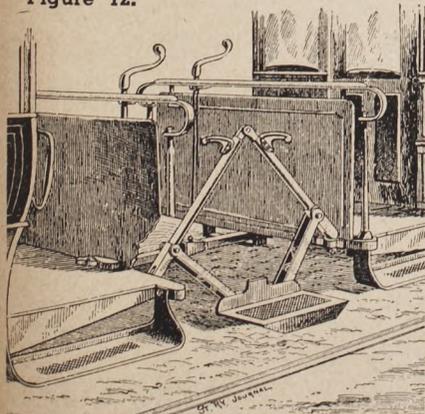
compressors, pumps, service stations, etc. Dent is also an inventor, but he says everything which he has invented has been done before. He just finished building a pencil holder combined with a slide rule to discover that someone had patented the same in 1907. Dent is also an expert at detail as you perhaps have noticed in passing the windows where the tiny trolleys have been exhibited.

TROLLEY OF TOMORROW

(Continued from Page 5)

Figure 12). The step illustrated could be attached to any street-car and operated as a lift.

Figure 12.



Of course, there probably are many ideas for the car of tomorrow which haven't been done before, but we're not sure.

Jet propulsion, plastic bodies, and tear drop lines will be new additions. The war may also bring innovations; cars built like landing barges with the back end lowering to furnish an easier exit. It would be nice to have transfers which disintegrate at the time limit. And scales could even be set in entrance doors to check fares. If the passenger failed to drop seven cents in the box and lessen his weight, bells would

ring. A buzzer which would only ring once for each stop and would be activated by mental telepathy. Reserved cushioned seats for every passenger, built to fit his own personal form. Radios to call streets and offer programs. Changer tubes fitted to the bottom of the fare box to be filled automatically would be a unique innovation. All the operator would have to do would be to pick up a tube of nickels or pennies and attach it to his belt.

And there you have the Trolley of Tomorrow. Nice, isn't it? Or, wasn't it?

PERSONNEL PARAGRAPHS

SOLDIER TAKES A WIFE

THE LAST TERMINAL

Into every person's life comes some sadness, and to the loved ones who recently had sorrows we offer our sincerest condolences. Nine members passed away during October.

Albert M. Jones of the Special Roll reached his final resting place on October 19th. He was born June 6, 1877, in St. Louis, Missouri, and came to the Company as a motorman at Division 2 in 1919. He went over to Division 5 in 1932, and became a member of the Special Roll in 1943.

Peter Lambert, former car repairer at Division 1, passed away on October 20th at the age of 64. Mr. Lambert's first position with the Company was that of an apprentice mechanic at Division 1 in 1942. A month later he was transferred to a car repairer.

Dan A. Okerlund passed away October 24th. Mr. Okerlund was born in Sweden in 1895, and came to the Company in 1942 as an apprentice mechanic in the carpenter shop at South Park, and was later appointed to a carpenter's position.

Supervisor **F. Musselwhite** of the Los Angeles Motor Coach Lines died October 22nd. He was a native of Ashland, Nebraska, where he was born in 1887. Mr. Musselwhite is survived by his widow, Hazel Musselwhite, and two sons, Corp. Jack Musselwhite and Lieutenant Donald Musselwhite, both of the U. S. Army Air Force. Supervisor Musselwhite came to Los Angeles in 1905. He worked nearly three years with the Los Angeles Railway and for a period with the Yellow Taxi Cab Company before coming to the Los Angeles Motor Coach Lines on September 19, 1923.

Mrs. Robert Ballard passed away October 1st. She was the wife of Robert Ballard, blacksmith at South Park Shops.

James Davis of Division 4 passed away October 13th at the age of thirty-three. Mr. Davis was born in Springfield, Missouri, and in 1936 came to Division 4 as a motorman in which position he served until his death.

Frank C. Tarpley of the Special Roll passed away October 16 at the age of 56. In 1921 Mr. Tarpley was employed as a lineman in the line department, and in 1943 was placed on the Special Roll.

Joseph W. Baker's death came on November 2. He was born in Alpena, Michigan, in 1899, and came to the Company in June of 1942 as a coach

VITAL STATISTICALLY SPEAKING

Sgt. Stork's face turned a deep purple when he learned that a mistake appeared in last month's column. His readers saw that **Mr. George Troutwine** had a granddaughter. But Sgt. Stork was misinformed and says, "No wonder Mr. Troutwine's eyes popped when he read the column. Whose wouldn't when the granddaughter is a grandson and his name is **Patrick Henry Toland?**" . . . **G. L. Beckstrom** of Division 4 saw double on September 27 when he hit the jackpot and had twin sons who are quite poetically named **Lyn Donald** and **Lee Ronald**. "G.L.'s" future plans is to make one a motorman and the other a conductor. The passengers probably will go goggle eyed wondering if they got on the front or rear. . . . Cash Receiver **C. M. Meade** from the streamline division is rocking **Margaret Elaine** to sleep in his time off. Little Margaret saw her mamma and daddy for the first time October 5th. . . . South Park Shops' cradle department had been quite idle up until October 1st when a report crossed the wires that **Kathleen** made daddy **J. A. Arballo** of the air department an extremely happy man. . . . **F. C. Rily** is really reeling ever since October 4th when he became the father to **James Neal**. Rily is a Division 1 papa. . . . Division 4 has kept Sgt. Stork working time and a half and double time on Sundays. **V. D. Brown** and **Z. R. Sherer** are still recuperating, and as soon as they are up to par will let us know the names of their newborns. . . . **G. K.**

operator, in which position he served until his death.

Harry Eugene Crooks, of the Special Roll, died November 4. Mr. Crooks was born in Baltimore, Maryland, in 1872, and came to the Company in 1907 as a motorman at Division 3. He was transferred to flagman in 1931, and returned to Division 3 later that year. In 1939 he was placed on the Special Roll.

APPRECIATION

Messages of deep appreciation have been received from these folk for the sympathy and kindness offered them in their recent sorrows: Mrs. Anna Eliassen, Mrs. J. M. Davis and family, Mrs. A. M. Jones, Eleanor Horn and Alberta Logan, and the Lambert brothers.



Cpl. Lynn Willerton, of the "J" line, and Miss Lydia Rossmiller, also an Angeleno, were married October 6th at Little Rock, Arkansas, where Lynn is stationed. A short honeymoon was enjoyed at Hot Springs, Ark.

Wilch of the West Twelfth Place division is gloriously gloating over **Janet Ann** who presented herself on October 23rd. . . . From the Los Angeles Motor Coach Lines comes word of the arrival of a little boy named **Don Bruce Allen** to the **Augus Mackechnies** on October 8th. Augus is a Vineyard mechanical man. . . . The power department is powerfully happy cause on October 18th **Mr. and Mrs. Roger E. La Voire** had a sweet baby girl whom they named **Kathryn Lee**. Kathryn weighed seven pounds seven and one-half ounces. . . . It seems the Lary family is increasing every day and we send all the moms and dads congratulations.

CHAIRBOURNE COMMAND

Herman H. Leibelt, after nearly forty-two years with the Company, retired from his position as Foreman with the Way and Structures Department on November 4th, and is now the latest member of the Special Roll. He can be found at 230 East Second Street, Los Angeles 12.

One of our watchmen became a member of the Special Roll on October 16th. He is **Arthur F. Cole**. Mr. Cole has been with us since 1904 when his first position was that of Motorman at Division 1 where he served until 1930 when he was appointed to a pension job.

Mr. Cole's leisure hours are being spent at 234 So. Avenue 21.

SONS OF THE LEGION



Believe it or not here's a son of the Legion who is loaded down heavier than the ordinary conductor. He is Cpl. Jack Cannon, son of H. "Red" Cannon, Division 5. Jack is an army photographer with the signal corps taking part in the invasion of France with the land forces and the invasion of Holland with the paratroopers. Jack is a chip off the old block as his father, Red, served in the famous Rainbow Division during World War I. Red Cannon was wounded in action, was cited for bravery and awarded the Military Order of the Purple Heart.

AMERICAN LEGION AUXILIARY

By Marie Manning

Our meeting for Tuesday, November 7th, was cancelled because of the National Election, and a meeting was called for Tuesday, November 21st, when Mrs. Jennie Roland, 17th District Rehab Chairman, will be the principal speaker. . . . Hospital Chairman Bettie Leasman reports over 40 wheel chair robes for convalescent boys and has taken candy and cigarettes to the boys in the hospital. . . . Membership Chairman Ann Charlesworth says that only 12 more members are needed to make our quota. If you have not paid your '45 dues, won't you do so now so that the Unit may get the Citation. . . . President Betty Roche is doing nicely and is

L. A. RY. POST 541 AMERICAN LEGION

By E. J. Roche

Our Post is very proud of its Squadron of the Sons of the American Legion and of its membership of 53, all sons of Post members. 36 of these are serving in the U. S. armed forces and the remaining 17 are under military age.

Comrade Bob Manning deserves the greatest of credit for the organization of our fine squadron because it was he who originated it and who has fostered it throughout its years of excellent service.

A Christmas Parcels Committee composed of Comrades W. W. Jones, E. B. Logsdon and John Dulco selected, as our Post's Christmas present to the 36 sons in service, boxes of fine writing paper and envelopes, each sheet of paper and each envelope bearing the name of the son and the insignia of his arm of the service. Nice, eh? Each parcel also contained a Christmas card and the son's 1945 membership card.

The Committee met at the lovely home of Comrade and Mrs. Logsdon on October 10 and, ably assisted by Mesdames Jones, Logsdon, and Gilliland, and Comrades R. H. Manning, G. C. Gilliland and Ed Roche, wrapped and addressed the parcels for shipment before the Post Office deadline of October 16.

Our Post is looking forward to the celebration of its eighth birthday at 8:15 P.M. Tuesday, December 5, in Patriotic Hall, 1816 South Figueroa Street. There will be a brief meeting followed by the serving of delicious refreshments.

VETS CLUB AUXILIARY

By Ella Hoyle, Sec.

Regular meeting will be held in Patriotic Hall Tuesday, December 12th, at 8:30 p.m., to elect officers for the coming year.

All members are urged to be present. If you don't want to hold an office, come out and elect those you would like to serve you.

helping to make plans for the joint meeting of the Post and Auxiliary on December 5th, the eighth birthday of the Post. Bring your friends and enjoy a good time with refreshments. . . . Roma Burgess, a member of the Unit who has been in the WAC's the past two years, writes that she is getting along fine and likes Army life. . . . Don't forget the meetings of November 21st and December 5th.

WOMEN'S CLUB

By Mrs. C. F. Thun, Press Chairman

Every Tuesday—10 to 3. Red Cross Auxiliary. More women are needed for this very important work. Come and bring a sandwich. Tea and coffee are served.

2nd Tuesday of each month—USO Canteen. Contact Mrs. L. B. Meek, Chairman. AL-2204. Next group serves November 14th, Union Station.

November 18 — Christmas Welfare Party and Handicraft Exhibit, 4 to 10 p.m.

December 7 — Dime Luncheon at noon. Mrs. E. V. Athenous, hostess. The program will feature Miss Lisbeth Freschl of the American Red Cross whose topic will be "Prisoners of War". Mrs. Athenous will give the Red Cross Semi-Annual Report, and work done by our own chapter will be on exhibit.

December 21—Dime Luncheon at noon. Mrs. L. B. Meek, hostess. Christmas program. Small gift exchange of a 25c limit. Candy for the children. Lela Osborn, concert soloist, will sing Christmas carols. Mrs. J. F. McCormick, Director of the Drama Group, will present a Christmas pageant.

EMPLOYES EMERITUS

By P. C. McNaughton, Sec.

At our regular meeting on October 14th we had with us Madam Annette Keyser who was born in Russia and came to this country as a very small child. She went back to Russia in 1920 and was there during the revolution in that country. Madam Keyser is an opera singer and has sung in most of the big cities in Europe. She also composes music and is a poetess. She sang some songs and played a march, "America", of her own composition, which was first played in this country by Philip Sousa. . . . Added to the entertainment were solos by Mrs. Carol Yerkes and Miss Alta Turk. Miss Turk is a teacher and composer of music. Mr. Ed Vandeland, who worked in the auditing department about twenty years ago, played the violin. A protege of Madam Keyser's, a child of ten years, gave a reading and played the accompaniment to one of Madam Keyser's solos. With community singing and closing with "God Bless America", we indeed were glad that we live in these United States.

MEET THE PEOPLE . . .



FOR HER BOYS

Mrs. Albertino Tenchavez has two boys in the armed service, Paul, with the goatee, and Rudy, with the mustache. We are proud of Mrs. Alber-

tino Tenchavez. She is holding down a job to make sure that her boys, somewhere overseas, never lack for tanks, guns, planes and ammunition.

"I can't help but write this letter and praise one of your motorettes on the "U" line. When we reached Jefferson the signal changed. She gave two bells, looked in her mirror, then she barely had started when she stopped. I turned sideways to see what she saw to make her stop. A young soldier blind, using a white cane, had started to cross the street against the signal. She opened her door, jumped up and held her hand out to stop any auto that might go past the streetcar as the streetcar was in the way, and the autos could not see the boy crossing. She watched him. When she realized he wanted the streetcar she jumped down and helped him up through the

front door. Then when the boy was at the rear of the car paying his fare she turned to no one in particular, and her eyes were full of tears as she said, 'I have two boys overseas somewhere and I've often thought of them coming home that way. I don't know if I did wrong letting him in through the front door, but if I did this is one time I don't mind if I get scolded.' This happened while only two signals were lost. I felt a knot in my throat to think a girl like that with a man's job could have a heart so big, and I was proud of my sex right then and there. So you see you don't blame me for writing in. Her number is 904." Mrs. Georgia Anderson

ADMIRATION FOR ANN LANGLEY OF DIVISION THREE

"Last Sunday I was riding on one of the 'W' cars and was impressed by your operator No. 3286. First, because she was a gracious, efficient and attractive representative of your company. I feel that both of you should be congratulated.

"Second, I was impressed with the interesting social change. I remember when I was a small boy and rode the West 39th streetcar line that one of my great joys was to stand as near the motorman as possible, ply him with questions and once or twice I was even able to ring the bell. How times have changed!

"A group of young ladies boarded this 'W' car and gazed in frank admiration at the lady operator. I just

imagined they got as big a kick out of riding up front and watching what she was doing as I did watching the motorman when I was a twelve year old."

R. W. Belknap
Occidental Life Ins. Co.

ORCHIDS FOR THESE

- Division One
- L. D. Ackley—kind to elderly.
 - J. D. Gentry—helped blind man.
 - E. Goetsch—kind to everyone.
 - C. A. Miller—good natured.
- Division Three
- R. G. Monahan—meritorious.
 - M. B. Wickline—outstanding.
- Division Four
- H. C. Baker—a true gentleman.
 - W. E. Blackley—friendly to all.
 - E. E. Johnson—always patient.
 - F. G. Wilson—efficient.
- Division Five
- Bertha Gruber—keeps smiling.
 - J. G. Hartzell—very kind.
 - Mrs. D. Smith—friendly.
 - S. Scheinhert—outstanding patience.
- 16th Street Coach
- O. F. Johnson—pleasant to all.
 - J. T. Lockerman—clear directions.
 - P. McKay—courteous to elderly.
- L.A.M.C. Lines
- J. A. Boulton—(2) kind.
 - M. M. Cohen—polite.
 - E. V. Farley—returned purse.
 - Irene Jones—considerate.
 - E. F. Morgan—thoughtful.
 - Vivian R. O'Gara—cheerful.
 - C. C. Simmons—gracious.
 - J. Varnell—aided passenger.
 - F. D. Wilson—efficient.

ED COTTERLY THRU AN ADMIRER'S EYES

"We only know him as "Eddie", but he must be a very remarkable person! All the school children love him, and many grown-ups talk about him. Such popularity must come from an inherent kindness and sincerity.

"We greatly appreciate having such a fine person as motor coach operator on the Fairview Heights bus line."



O. W. Boyce



Ann Langley



Harold Lloyd

WHO DO THINGS RIGHT

ONE A MONTH WEAR

Champion commendation receiver is Joe Wear, Division 5. Seldom a month goes by but what some sort of letter wanders into our department. To date for this year he has had eleven commendations.

"One day last week I had to go downtown, and boarding the streetcar at Manchester and Broadway on the '7' car I was extremely surprised to hear the conductor say, 'Take your time, lady,' and got off of his chair and stepped down a step to help me on with the baby. Believe me, I surely appreciated that. Some of them can't get the door closed quick enough, and as for helping you with a baby, it is unheard of.

"Coming out from town I was lucky enough to ride the same car and the conductor was more than courteous and helpful. It is such a relief to find someone who takes time for a kind word and a helping hand. I think Conductor 1711 needs special praise."

Mrs. W. M. Syfritt
11900 So. Broadway

HAROLD LLOYD, DIVISION 4, CAN HANDLE THEM

"It is not very often that one takes the time to commend an individual for something he has done; usually it is to condemn him. In this instance I believe the operator of your 'P' car 3095 deserves commendation.

"A woman passenger got on the

READ THE RULE BOOK OF 1890

Conductors of open cars will, when necessary, get off and point out seats to passengers who may desire to ride but think the car is crowded.

The conductor will render all needful assistance to the driver when it may be necessary to hold the horses or detach them from the car and will take the horses by the head when they are to be changed from one end of the car to the other.

Persons riding free and others riding on employes tickets must not occupy seats while paying passengers have to stand. If they insist upon occupying seats, they must pay fare.

Lamps will be made to give as much light as possible but not permitted to smoke. Globes and chimneys must be kept clean and no leakage allowed.

No car shall be driven at a greater speed than eight miles an hour on any street in the city.

Conductors will stop to take on and



let off passengers in front of all churches during hours of service, and at prominent hotels.

(Continued on Page 22)

northbound car at Third and Broadway at 1:48 p.m., Friday, September 22. The operator explained to her that the 'W' transfer, which she presented, was actually not valid. She argued with him and a woman passenger seated directly behind supported the argument. Throughout it all he handled himself with unusual sincerity, attempting at one and the same time to protect the Company's interests and not make a disgruntled passenger."

Byron D. Williams, C.L.U. Mgr.
Connecticut General Life Ins. Co.

A CROWN FOR K. CROWNOVER, DIVISION ONE

"During my 84 years in this good old U.S.A. I've had the opportunity to meet many people and some have

been queer ones, but as a whole they are a pretty good bunch at that.

"Take the platform men of the L. A. Railway. As a whole they are a fine lot of men and women, but there is an outstanding one on the 'H' line in the person of operator 2281. He has a cheery 'good morning' for every person who rides his car, and I believe an old 'grouch' would perk up to his friendly greeting. I feel he should know that his friendliness is appreciated by the patrons of Line 'H'.

William P. Schlosser
334 So. Rampart Blvd.

A BOOST FOR O. W. BOYCE

"Being an employe at the Soldiers Home, Sawtelle, and having been a passenger to and from there almost daily for the past eighteen months, I want to express my appreciation for the driver who has been serving from the home at 11:45 P.M.

"His number is '654' and never anywhere or at any time have I encountered a more courteous and obliging a driver. He is the only driver who has ever blown his horn (in warning for his nightly passengers) before reaching the intersection of Wilshire and Sawtelle, or who has ever waited for me to cross the intersection so I can ride home on the 11:45 bus.

Clarine Scott
1250 15th St.
Santa Monica



K. Crownover



Ed Cotterly



J. A. Wear

Turkey Tricks

Prepared by the Wives of
our Employes for

Dear Ladies



For the lucky ones who have turkey on their menu, Mrs. W. G. Clardy offers her suggestions for roasting the bird and making the stuffing. Mrs. Clardy enjoys the holiday in the good old fashioned way by having all her family and grandchildren seated around her table to share the delicious feast which she prepares every Thanksgiving.

TURKEY DRESSING

Mrs. W. G. Clardy

(18 to 20 pound turkey)

Cook giblets in water until tender. Save water for gravy.

Dressing:

12 medium size baking powder biscuits, 2 pieces of cornbread in 3 or 4 inch squares, 2 cups dry bread broken in pieces, 1½ cups finely chopped celery, 1 tablespoon powdered sage, onion (optional), salt and pepper to taste, lump of butter or some pieces of fat from turkey. Moisten with warm water, some from giblets, until not too dry and not too wet. Fry some fat from inside of turkey and flavor dressing. Stuff dressing under skin on breast of turkey, a little inside if you like. Steam the remainder. Tie legs down. Grease and flour bird all over (unsalted). Put breast down in rack, breast up in roaster. Bake from six to seven hours at 250°.

Appetizing . . . yes siree. Mrs. H. A. Dewey's recipe for candied sweet potatoes with pineapple makes every partaker really thankful.



CANDIED SWEET POTATOES WITH PINEAPPLE

Mrs. H. A. Dewey

- 4 tbsp. butter or substitute
- No. 2 can pineapple drained and cubed
- 3 large cooked sweet potatoes, peeled
- 2 cups brown sugar
- ½ cup pineapple juice
- Salt to taste

Cook sugar, juice, salt, butter or substitute and pineapple for five minutes in sauce pan or skillet on top of stove. Slice the potatoes about one-half inch thick. Place single slices in bottom of baking dish. Put two cubes of pineapple from above mixture on top of each slice, then place another slice of sweet potato on top, sandwich

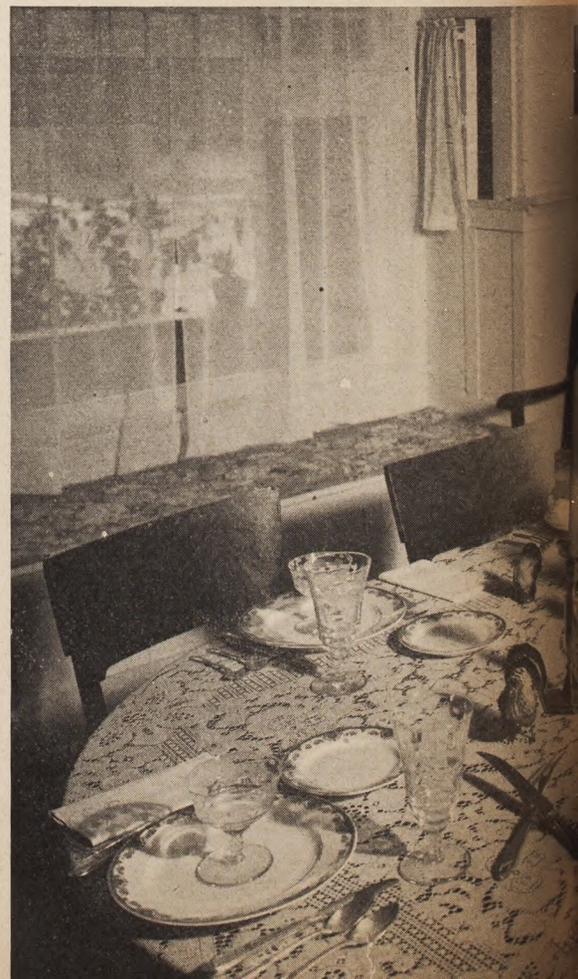
style. Pour the liquid over and bake in oven at 375° for 30 minutes. Baste when potatoes have been in oven about 15 minutes or when necessary.

GRAPEFRUIT COCKTAIL

Mrs. Chester Thorn

- 1 No. 2 can grapefruit, drained (fresh grapefruit can be used)
- ½ cup chopped, cooked prunes or dates
- Mix together with lemon syrup.
- Lemon Syrup
- ¼ cup lemon juice
- 3 tablespoons honey
- Few drops of French dressing.

Do not prepare too far in advance and have all ingredients very cold. Serve in cocktail cups.



and Trimmings

MENU

Roast Turkey	Dressing
Mashed Potatoes	Giblet Gravy
Candied Sweet Potatoes with Pineapple	
Green Beans	
Cranberry Relish	Olives
Banana Nut Bread	Hot Rolls
Pumpkin Pie	Coffee

PUMPKIN PIE

Mrs. Charles S. Wise

1½ C. canned pumpkin
 2/3 C. brown sugar
 1 tsp. cinnamon
 ½ tsp. ginger
 ½ tsp. salt
 2 eggs
 1½ C. milk
 ½ C. cream or canned milk

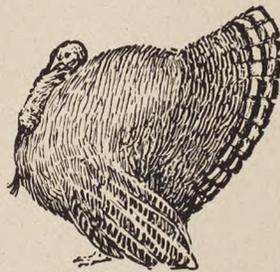
Combine in order given. Mix well and pour into unbaked shell. Bake 10 minutes at 450°, then 325° about 30 minutes till firm. Makes 9" pie.

How To Make Your Own Pumpkin Filling:

Remove seeds and stringy part. Pare and cut into two-inch pieces. Put pumpkin in one inch of boiling water in a tightly covered pan. Let cook on top of stove for 20 minutes. Drain and mash. If necessary, drain again for right consistency.

Pumpkin pie is just about as closely related to Thanksgiving as Santa Claus is to Christmas. Mrs. C. S. Wise knows what her guests hope to have for dessert. And is it good? Try making your own pumpkin filling if canned pumpkin isn't available.

An added delicacy whose life is short lived once it is set on the table. Mrs. H. E. Gasink's banana nut bread is a Thanksgiving treat, and really can't be beat.



BANANA BREAD

Mrs. H. E. Gasink

3 bananas mashed
 2 eggs
 ½ cup lard
 ½ cup sugar
 1 tsp. soda
 1 tbsp. water (no more)
 2 cups flour
 ¼ cup walnuts, chopped
 Salt to taste

Mrs. F. O. Rowbottom's Thanksgiving table is truly traditional. Orange candles in silver candle holders act as aides to the attractive and palatable centerpiece, a silver tray bearing fruits and flowers. Oranges, pears, apples and lady finger grapes encircle the bright yellow and orange marigolds and zinnias. Little toy turkeys stand in readiness with Mrs. Rowbottom to receive her family and friends.

Cream sugar and lard. Add unbeaten eggs and mix well. Add mashed bananas and the one tablespoon of water. Mix soda and salt with flour and add to mixture. Add nut meats. Bake in greased loaf pan at 350° from 45 minutes to one hour.

RAW CRANBERRY RELISH

Mrs. Leona Swearingen

2 cups cranberries
 1 whole orange, rind and all
 Grind. Add 1½ cups sugar. Put in refrigerator several hours or overnight to season.

Helen

Editor "Dear Ladies"



DIVISION NEWS

OVER THE SYSTEM



BY
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Accepting a challenge from Towerman Louie Booth at 9th and Main, I climbed up thru that 1 x 1 hole just to show that it could be done. Of course being double jointed helped a lot. Getting down wasn't so tough either. I'll admit I had to climb out the window and shinny down the lamp post. What if I did rip my pants, bark my shins, scuff my shoes and land astraddle Supervisor Busse's neck—I got down, didn't I?

It is generally agreed that Inspector Dusty Rhodes would make a likely candidate for the current job of Smoke and Fumes Investigator for the county. He spent an hour one morning recently trying to ferret out the location of some smoke in the vicinity of 8th and Flower only to find it to be an incinerator at Robinsons'.

Army Intelligence would do well to study the Main Office grapevine. No sooner does Lou Wilkins, in the main office tobacco stand, receive a shipment of LS/MFT and "Those that satisfy", before the line extends past the elevators, out the door, thru the employment department and

back to the news stand. Oscar Elrod takes advantage of the situation. Anyone not an employe of LARY has to fill out an application for employment or he threatens to tell Lou. However our hats off to Lou, whose genial smile and fair play in difficult times is gaining him a host of friends.

Another one in that same category of gaining friends is Oscar Bing Miller, the official tire inspector at 16th Street Garage. Thanks to his diligence and attention to the rubber situation, the mobile equipment of our company is still on rubber on the city streets. In this respect he is ably assisted by Arthur Sais. Incidentally, Art is part Indian which makes him one of the few really true Americans. Another one claiming that distinction is big Bill Tinder on the guard force. He is a full Choctaw Indian and is proud of it, as well he should be. Remember former Supervisors, Frank Westcott and Frank Rainey? They also are doing a fine job as armed guards on our efficient guard force. You probably haven't heard of the work carried out by this group, but ever since Pearl Harbor, the vulnerable parts of our system have been protected by a select group of men, well trained in police work, with the interest and welfare of the company at heart. So well have they done their job that to this day not one instance of sabotage or serious trouble attributable to the war has been reported.

Bob (pee wee) Withers, former jailer at 77th Street Station, Anton Christenson, of Burglary and Pawnshop Detail fame, and that good Irishman, Denis Cremins, take such good care of South Park Shops, that even Mr. Jordan finds it impossible to enter without showing the proper identification. Speaking of the Irish,

have you ever met Guard Jim Hickey? A truer son of the old sod was never found. A few weeks ago he won a prize in the garden contest.

ONCE-OVERS FROM DIVISION ONE

BY
D.
B.
K
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H
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Received a line from Sgt. Glenn Smith, one time operator from here. He is now in the South Pacific, and according to his story, is taking sun baths in the tropical sun every day. Plenty to eat and nothing to do. Sure sounds good, anyway.

Former Operator O. R. Francis has been heard from in France. He does not paint a very rosy picture. Says he has seen quite a bit of war and now would be satisfied to see an "S" car go by or be on one again. Even a trip in to see the "Boss" would be welcome.

Inspector Clelland has joined our ranks once again, having been transferred from Division No. 3. Mighty glad to see him come over (he works trippers for us).

The old vacation spirit has hit the clerks here all at once. R. A. Roberts is taking off two weeks. He hasn't told us where he is going, but heard him say something about Las Vegas. J. O. McArthur is taking his vacation. When asked what he was going to do, he said he was going to try to wear a hole in the bottom of

the old rocker on the front porch—then if he had any time left he would help his neighbor plant tomatoes. V. J. Eulberg is taking a week off to rest up so he can work the schedule the Foreman has made out for him when he gets back.

This past week brought us back two former employes, J. P. Pennington and H. L. Clark.

Operator R. Ochoa has just returned from a trip into Arizona where he took his mother on account of ill health. He was very glad to get back, stating the heat and insects just about got him.

The boys overseas would get a laugh to know that they are not the only ones to stand in line for everything they want. Looking out in the trainmen's room I saw a line the length of the building, thought maybe it might be a picket line or something, but after investigating found they were waiting for the cigarette man to fill the vending machines so they could get a package of cigarettes.

SHY GUY

Presenting Leslie Norman Harrington, pride and joy of Glen Harrington, Sixteenth Street Coach. Leslie is three years old.



SOUR GRAPES FROM VINEYARD



BY
C.
P.
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The recent loss of Supervisor Forrest Musselwhite was indeed a shock to all of us. He will be greatly missed. . . . The Boss, F. C. Patton, as you very well know, recently spent some time in St. Vincent's Hospital. He is back now and very happy to report that he is quite himself. . . . So, so, for a long time the remark has been heard—well, anyway, it was something about money wrappers. You don't hear it now, not with the Johnston Electric coin counting machine that has recently been added to the cashier's cage at Vineyard. But where oh where did the safe disappear to? . . . Another new and larger edition added to the cage is the can of wax polish. We do know it is not for the new machine. "Cap" Hendricks has forsaken the order of the knights of the open road for shelter in the cage and with Ken Funk there too, it might be a reason for the wax. Then there is D. Ladhoff and Bernie Helbling in there too, and with not too much hair on the top side. What ARE we talking about? . . . Speaking of keeping things bright and shining, the paint job Ted Haws "blew" on the canopy over the pumps will not make things any darker. . . . Roaming around outside like this, we find that Murl Ruhl is now Shop Steward for the Mechanical Department. . . . That master

mechanic H. Forsberg is, for the first time, subject to being called Grandpa. His daughter, Mrs. Lorraine Stocking, on October 21, became the mother of a baby boy, weighing nine pounds, fourteen ounces. . . . G. I. Battelle, the operator who is still busy forming an orchestra for Motor Coach employes, "captured" a run away bus. The bus broke its mooring as Battelle was attempting to pass it while driving his own. Through his act, which necessitated fast thinking, he saved a possible bad accident. . . . Fires, burns, and scalds have been in the limelight the last few weeks. Besides losing one bus—a total loss—by fire, another badly damaged by fire, we have two operators who have met with mishaps of the same type. D. Veeh, while playing with matches, burned his hand. A. M. Jacques met with an accident which scalded the right side of his face and arm. He was attempting to cool off a 3000. . . . L. L. Dodge of Western Avenue fame and self styled "Old Master", is tired of looking at the world in a rosy hue. He is now wearing green colored glasses. . . . John Mahoney is back among us. Johnny was for a while in the desert but decided that L.A.M.C. Mechanical was better. . . . Randolph Hodge, U.S.C.G., paid us a visit and spent most of his time helping out by working the line. Chief Warrant Officer Phil Hingley also paid his respects to L.A.M.C. while here on a short leave. . . . Vineyard Mechanical has lost three members of late to serve with Uncle Sam. They are Jim Bruce and Mark Bergez to the Navy and Willie Field, who teamed up with the Army. . . . Albert Glenn, "Magee" to you, hasn't had much to say of late. If you are able to decipher the utterances, his remark would be, "Just wait 'til I get my new ones." . . .

"Boy! Somebody at de Railway is gonna hear about dis. Our getaway car is tree minutes late!"



VIRGIL VENOM



BY
B
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Greetings, salutations, and all that sort of tommyrot. Have all you great big handsome boys and all you beautiful girls been picking up your hat checks lately? That is the question being asked by the former Mayor of Pershing Square. Oh you know who I mean. He's none other than Bill Terry who spent his 21st year with the Company straightening out the Sunset, Western, and Crenshaw speed merchants. Last report had it that Bill used up three pencils and as many pads. . . . I felt awfully sorry for "Zimmy" of Western Avenue fame the other P.M. He said he was all worn out trying to catch his leader. After delving into the files, I discovered the reason for his difficulties. The poor guy is behind C. P. Hunt, who never did learn

how to tell time. . . . That reminds me of the time Floyd Hughes was working on Olympic. One morning he reported in to the Dispatcher, then boarded his coach, went out on the line, and made a round trip before he made the horrible discovery that he wasn't due out for thirty minutes. Those were the days when he liked to work. . . . Al Williams, one of the newer drivers, missed out one day recently. The next morning he dashed into the train-room, and after much transfer punching and filling out of trip sheets, he found it was his day off. . . . Cecil Simmons is offering free airplane rides in the near future. He owns seven planes at present and expects to locate a field for them soon. . . . Dale Schultz is a little dubious of collecting hat checks at Sunset and Vermont of late. He received, as Lew Lehr would say, "A smack in der puss" by some lady (?) passenger while picking them up. . . . Who was the "gold braid" who copied his schedule and made a five-minute error? Of course, he was to the good, meaning hot. I know, 'cause I followed him. But we won't mention your name, Willie. . . . Harry Reid, the Silverlake Flash, is quite an authority on roses. So, if any of you have any perplex-

ing problems, call on Harry. . . . Jack Cook leaned out the window of his coach as he passed Dan Getchell a couple of days ago and called out, "Are you expecting something today?" Dan said, "Yes. I'm looking for a pie." So "Cookie" reached down and came up with a swell berry pie which one of Dan's admirers had made for him. Why work for a living, Dan? . . . We all deeply regret the passing of Supervisor Forrest Musselwhite. Those of us who had the good fortune of knowing him will miss his humor and his friendly advice. . . . "Gil" Gilliland seems to have an awful time finding the sheet assigning coaches. Last time he lost it, E. B. Logsdon was put on the trail and finally found it in the wastebasket. From the way some of those coaches run, the fellows wish he'd lose it permanently. . . . George Boos has solved the cigarette shortage by rolling his own or smoking a pipe. . . . Bob Crandall, "What is a vacuum?" Bob Selbo, "Nothing shut up in a box." . . . We hear that Jack Perdue, Mechanic, was injured when a battery blew up in his face. We all hope it isn't too



LUCKY FOR PATTON

General Patton could get along all right in Germany for he has a bus driver's son under his command. He is Sergeant Franklyn Wheeler, pride and joy of E. H. Wheeler, Virgil Coach.

CHRISTMAS WELFARE PARTY, NOVEMBER 18th

From 4 to 10 you are sure to have six full hours packed with fun and enjoyment at the Annual Christmas Welfare Party sponsored by the Los Angeles Railway Women's Club. Mrs. O. G. McDermith is General Chairman.

Dinner will be served from 5:30 to 7:30 with Mrs. H. A. Dewey and Mrs. J. F. Carlin in charge. Besides games, entertainment and music, there will be a Handicraft and Flower Arrangement Exhibit (entries must be in the club rooms by noon November 18th). Any employe may enter, but just club members are eligible for prizes. See the Men's Hobby Display of Antiques, and also The General Store with Mrs. M. S. Thomas. Visit the USO Canteen booth, Hospital booth and the Red Cross and United Seamen Service booth. Mesdames L. B. Meek, A. H. Heineman and E. V. Athenous are chairmen for these booths.

General admission 10c, dinner for adults 75c and 40c for children. Cash door prizes amount to \$25.00.

Get your tickets from Mr. J. F. Carlin, AX-24679, or Mrs. B. E. Timbs, TW-2218, before November 14th.

Don't miss this big party of the year, November 18th, in the Women's Club Rooms, 962 West 12th Place (Division 4). Proceeds go for a very worthy cause.

SIXTEENTH STREET EXHAUST

We have had many visitors the past month, some in Uncle Sam's services, others in civilian life. Thomas J. Fletcher, of the U. S. Army proved to us that army life agrees with him. F. F. Shipley, M.P. in the Army, looks fine but would welcome an honorable discharge. Tommy Haw, air cadet, now stationed at Santa Ana



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CUTIE CORNER

Promises of Thanksgiving treats are what bring smiles to Alan B. Weiss, left. Alan is three years and three months old and is the son of conductor A. Weiss, Division 1. The little lady taking the sunbath is Regina Rose Larson. Her daddy, George A. Larson, hails from 16th Street Coach. Going places is three year old Susan Waroff, and why not? She is all dressed up in a brand new outfit. Susan belongs to J. W. Waroff, Division 1.

Air Base, was in looking for familiar faces. He has been away about two years. Harold Nystrom, of the Submarine Division 81, and Tex Lawson, of the U. S. Navy, both would appreciate hearing some garage news. Corp. O. L. Knox is stationed at Fort Benning, Georgia. He is really enjoying army life. Earle Wetzler came by to see us, on crutches, but it won't be long now until he will be back to work.

Fred Yenour went back to Ohio upon hearing of the death of his father. Wayne Spittler flew back to Minnesota, after having received the word of the untimely death of his sister-in-law. Charles Thomas took his wife and child back to New York to see his father who was critically ill. His father passed away before Thomas arrived. We extend our sincere sympathy to the boys.

Verla Sievert and Faye Barger, of the Industrial Relations Department, made a trip to Old Mexico, bringing back cologne, Mexican jewelry, shoes, stamp ration free, but no nylons. Why?

Doyle Rishel, our former General Foreman, visited us on Friday. We were all glad to see "Doyle" as he is one of the old

timers who recently left the service to assume new duties in Sacramento.

Genevieve Koehler is hemmed in at her desk by various pieces of equipment, such as two phones, two typewriters, a heavy steel file, switchboard, one adding machine on her desk, and another on a stand close by. She will be suffering from an equipment failure, if some pieces of equipment aren't placed elsewhere.

Percy Marsh, of the Stores Department, won the hand pieced quilt made by the Women's Club of the Los Angeles Railway. It is really beautiful.

Harry Jones, a former first class mechanic, after an absence of nearly eleven years, returned to work at the garage this month.

Mr. J. A. Elmer, our garage instructor, who is affiliated with Frank Wiggins Trade School, gave a very interesting talk at the S.A.E. meeting. Incidentally, Mr. Elmer took a vacation and went deer hunting. Our second shift foreman, Norman Lane, was pinch hitter for him.

Lee Spencer, one of our capable women mechanics, suffered a painful burn on her right hand, but worked along regardless.

Ask I. Gonzalez how he finds the garage at night after making a coach change. His story is that he climbs a telephone pole, looks for the City Hall, and aims the bus in that general direction.

George W. Matthews, one of the mechanics, recently had his pocket picked. However, his wallet with his endorsed check and pass were returned—but not the money.

Eileen Keppler, one of our women mechanics, is flashing a diamond! Who? When?

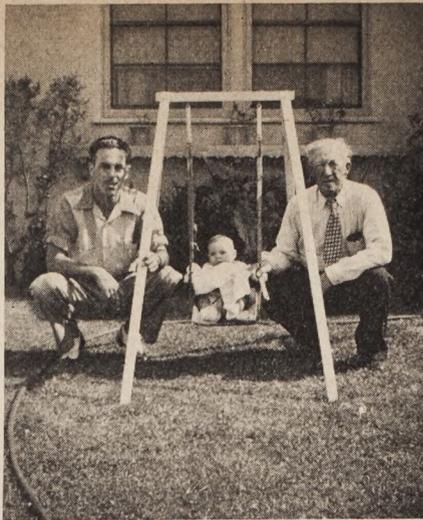
Major C. J. Lynn is on a leave of absence, due to doctor's orders.

A. Winston had a tonsillectomy—he admitted it was rugged, and allowed he lives to eat.

HILLBILLY BOYS



Gorman Griffin, who enlisted in the Marine Corps about two years ago and who has seen active service at Bougainville, Guadalcanal and Tarawa, finally secured a leave to come home. Gorman looks well but after talking to him for a while one can readily see the toll his experience has taken. One just has to talk to him for a few moments to realize how lucky we at home really are and how deeply grateful we should be for the lot fate has bestowed upon us. Hereafter, when you think you are having a rough time, just contact such a man as Griffin. You don't have to talk about the war, or where he has been, but just size him up during the general conversation



ALL IS BRIGHT FOR THE ALBRIGHTS James T. Albright, flagman, recently celebrated his fiftieth wedding anniversary November 1st. The occasion was highlighted by the attendance of Jackie Ray Albright, his grandson. Jackie is the son of James D. Albright, left.

—you'll learn.

W. H. Pearce is the new extra face behind the windows in the office. He is breaking in as extra office clerk and comes with considerable experience, having worked as extra switchman. He knows the importance of getting the cars out on time.

Office Clerk Gilmore has returned to duty, after several days on the sick list, with his sleeves rolled up ready for action.

R. Z. Matthews, Cook 1/c, U. S. Navy, dropped by to chew the fat and tell of some of his experiences. He has seen all the top of the Pacific Ocean from Kiska to Sidney, Australia.

"Look, boys. I appreciate your business, but will you please park that ambulance down the street?"



Received a detailed letter from Corporal Howard T. Deane who is with the 817th Bomb Squadron, 483rd Bomb Group. He tells us that his squadron recently received the Presidential Citation for the good work they have done over Germany, and especially for their raid over Memmingen in southwestern Germany in July.

Jerry Leathhead says she doesn't mind passengers walking all over her, but when they come at you weighing over 300 pounds and can mash through a cowboy boot to break your toe, that is too much. Jerry is known by her cowboy boots.

Receiving Clerk R. B. Smith has been with the Company for thirty-five years. R. B. is now President of the Square and Compass Club. On September 21st he and extra clerk Guy Parson went to Hollenbeck Lodge just to assist in giving the works to Jack Wilde of Division 4.

The Division Superintendent again wishes to express his appreciation for the magnificent work that most of the people at this division are doing. He is referring to you who are doing a job that you know is essential and who realize that, by your efforts, transportation in this city has kept moving. Your Superintendent does not forget you people who volunteer to fill in headways when cars are missing on the line or who, when called upon for extra work due to some outdoor activity, readily volunteer.

LOOSE SCREWS

Car House No. 1

Bratten, car repairer, had a bad fall while changing a trolley pole on a type "P" car.

Department No. 2

Mr. W. R. Cavett was presented a sterling silver cigarette case in appreciation of his fifty years of service with the Los Angeles Railway. Mr. H. E. Jordan officiated in the presentation in his office here at the South Park Shops. At the time, Mr. Cavett was speechless, however, he has asked that we publish the following:

"To my friends and associates—Thank you ever and ever so much for the wonderful present I received in commemoration of my 50 years in the employment of the L.A.Ry. Co.

"It was thoughtful as can be, and nothing I could say would show how much it meant to me, or express my appreciation."

Car House No. 3

Foreman T. T. Clarke discovered there were 2 weeks with only one man off, so he decided to take his 2 weeks vacation. But it was not much of a vacation for Ted. We were sorry to hear on his return to work that Mrs. Clarke is ill, and we are hoping

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she will have a quick recovery.

B. Walters, when on his way home a week ago in his automobile, was hit by another car which turned his automobile over on its side. It was very lucky he was not seriously injured and was able to come to work the next day. But his automobile was badly damaged and had to be towed home.

Assistant Foreman J. Bradley has quite a transportation problem. He has 52 miles to cover every day, and his Buick consumes 1 gallon every 9 miles. And the Ration Board allows 1 gallon to 15 miles—what a problem. Well, Jimmie, get yourself a good hayburner and grow your own fuel, and be independent of the O.P.A. and its subsidiaries.

Car House No. 4

N. A. Keller sold his home for a nice profit and is now looking for another abode.

A. Duncan has grown tired of his own cooking and is anxiously awaiting the return of his wife from Canada.

C. Boen's family has returned to the middle west for an extended trip so that leaves another bachelor on our hands.

Foreman W. F. Ellis and wife have the honor of receiving the "gallon medal" for the donation of their blood to the Blood Bank.

R. J. McEntyre, retired Assistant Foreman, paid us a visit recently and made a generous donation to the War Chest.

SHAVINGS FROM THE SHOPS

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Sgt. Jack M. Sottile, son of John Sottile, car inspector of Department 8, in addition to receiving the Purple Heart, has been recommended for the Award of Legion of Merit for outstanding performance of duty when his company was in combat in the South Pacific.

W. O. Mace, formerly of Department 20, now of the U. S. Army, stationed at Brigham, Utah, was a shop caller recently.

John Sonnenberg, Carpenter Shop, on his way to work, changed cars and went from Ave. 28 back to Ave. 56 before he realized he was headed back home.

E. A. Oglesby, Foreman of the Paint Shop, is on the sick list. Mr. Harold Cass is pinch hitting

WHAT, NO CAKE?

The boys of the upholstery department gave Fred Rappe a real surprise party on his seventy-fifth birthday. Fred has been with the Company twenty-three years. Around the table are H. D. Jewel, W. Atkinson, A. T. Carmichael, W. G. Skinner, G. E. Templeman (standing), J. S. Noble, F. J. Rappe, W. H. Farris, J. W. Nickle, J. J. Brown, S. J. Berg.





**THEY GROW 'EM BIG AT
SIXTEENTH STREET**

Instructor V. G. Smith and Ray Sullivan ponder over the problem on how to get H. W. Lierck into the coach without taking off his head. Lierck is the tallest man in our service, and though he has been dubbed "Shorty," he stands six feet eight inches.

for him.

R. A. Lavigne (ex Navy) is a new face in the Winding Room.

Wilfrid Martineau, ("Frenchie" to the old timers) returned to the Electrical Department after an absence of 8 years. Welcome back, "Frenchie."

James Hearne, ex Navy, has returned to his duties in the Machine Shop.

The Shops lost Dan Okerlund of the Carpenter Shop who passed away October 24th after an appendicitis operation. Our sympathy is offered to the loved ones.

Sherman Kriewald spent his vacation near Bishop, and reports very good trout fishing.

L. Johnson, Mill Foreman, drove in the parking lot a few days ago about 3 minutes to 8 o'clock and wanted to know if the last whistle had blown yet. He says he did not oversleep, but thought it strange he did not pick up his regular rider. Wonder if he looked at the clock wrong.

Walter Jones, Electrical Department, went deer hunting as usual the first of the season, but the usual did not happen. Walt got so tired he had to leave his rifle, shirt, and canteen on the mountain. The next week after he had rested up a little he went back after them.

Bill Corwin, Electrical Department, also went deer hunting and almost got his deer. It seems Bill had a strange rifle. When a deer jumped up in front of him about 30 feet away, he had the safety latch on. By the time Bill recovered, the deer was elsewhere. Better luck next time to both Walt and Bill.

John Devlin of the Machine Shop is in the California Hospital, due to an injury caused by an axle falling on his foot.

E. C. Johnson, U. S. Navy, just out of boot camp, was a caller at the Shops recently. Eddie formerly worked in the "C" Inspection Department.

Louis Kraus, safety man, Department 12, reported the loss of his safety badge, which had been displayed on his person so that all could see and say, "Here comes the Safety Man." Later he reported finding it so displayed on his person that all could see and say, "There goes the Safety Man."

SHORT CIRCUITS



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Another month has come and gone, bringing us closer to the holiday season, and the first holiday is Thanksgiving. . . . Inas-

much as the world is run on money and it takes money to fight a war, the Thanksgiving period is an excellent time to think of these things and contribute "more than before" to the Sixth War Loan. . . . The Electrical Department leads all other departments in amount of purchases per dollar income but we are not quite the leader in the number of employes participating in regular Bond purchases. It will only take a little time to sign the withholding card making you non-participators one of us. Then we can go 100% in this Department. There are only about fifteen of us, so how about it, fellows? . . . Any of you grave yard shift fellows interested in the latest "corny" jokes, just ask George Willson who keeps up to the minute by listening to one of the early morning programs. He even has them playing special numbers for him coast to coast. However, we heard it but George missed out on the program that particular morning. Such is life. . . . They call it a vacation but John Williams of the Power Department calls it just plain work. He painted his house. . . . Dick McDevitt finally bought the box of candy he promised the office force he would get when he received the \$5.00 for introducing Alva Forcade to the Railway. But what we are wondering about is—did Alva receive any of the candy? . . . When "Curly" Runyon makes his stock purchase, he will become a "Capitalist" and will have to change his philosophy. It should be good. . . . My idea for the streetcar of the future is one which would have no congestion on the front end. And here's the best way of ending just that: Take out all the seats on the rear and install pin ball machines. The Company could make both ends of the car pay that way if they would make strict rules not to pay off on a tilt.

YARD BIRDS



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There is never a dull moment on some of these track jobs. Welder Foreman Mike Finn's gang was repairing a joint on the North Broadway bridge and noticed a young man taking off his clothes and preparing to jump. The police arrived in time to tempt the boy with a cigarette and that held him long enough so they could capture him. Maybe the fellow was contemplating suicide because he couldn't buy cigarettes.

Yard Foreman Fleetwood is not content with putting in ten hours a day. He set his alarm two hours fast the other night and did not notice it until he got his breakfast and drove to the Yards at 4:00 A.M. Fleet said he thought that traffic was light, but as he generally gets here before daylight he never thought much about it. Ho Hum! long day, isn't it?

Track Supervisor Ed Fleming received word of the death of his brother L. M. Fleming, retired Roadmaster for the Santa Fe at Hutchinson, Kansas. Most of the men at Vernon Yard remember Ed's brother as he visited here several times.

Foreman Bob Gates had to take a hurried trip to El Paso on account of sickness in his family.

One of our former base ball players, Eddie Villalobos, was wounded in the South Pacific.

Ed played third base on our Champion team but was much better as a basket ball player, helping to win the trophy in 1939, 1940 and 1941. Haven't heard the details of his injury yet, but we all hope he recovers and returns to play again. It will be nice to be able to play after this is over.

Paving Inspector Carl Heffington must have kicked a rat in the face, as he turned up missing the other day with a sprained ankle. A day's application of cold packs put him on his feet again.

Carpenter W. H. "Salt Lake" McEwan had a painful operation and was off for a couple of weeks. He is back to work now, though his arm is still stiff and sore.

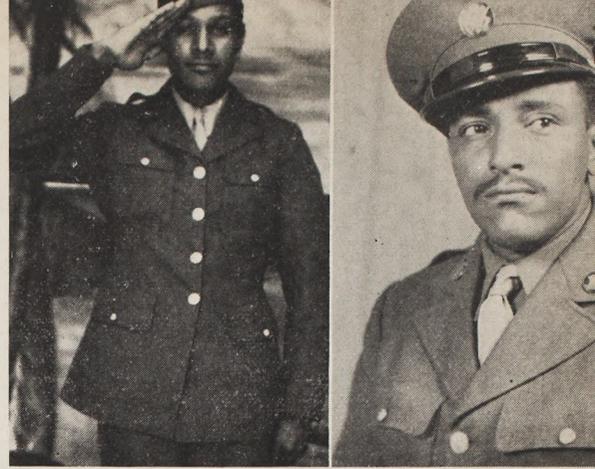
Foremen A. Medina and Billy King are still on the sick list and while they have not complained, we know they would like to have some visitors.

STREAMLINERS



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Although his date of employment was in October, marking the 26th year of service for J. R. Deenean, his first day out alone was inscribed indelibly upon his memory, for it was Armistice Day, November 11, 1918. Those of us who remember that riotous day can well picture the plight of Mr. Deenean after 11 A.M. Mr. Wimberly, then Chief Clerk at Division Four, tried to reassure Mr. Deenean by saying, "If you stick it out today you will stay,"



IT'S HARD TO BELIEVE

That Henry Pree, the young fellow who delivers the mail, has a son and son-in-law in the armed services. Left is Pvt. Elijah Pree, his boy, and right is Pvt. Albert Simms, Henry's son-in-law.

and "stay" he did. Incidentally, Mr. Deenean's father worked for the Temple Street Cable Railway for eighteen years, living near the engine house at Edgeware Road and Temple Streets.

H. F. Ransom resigned October 31st to follow his trade, that of building, remodeling, and interior decorating, in Chatsworth, California, near his home.

L. J. (Tex) Morris received a photo of his stepson that was taken in the Gilbert Islands. He expects to be home for a rest soon.

J. J. Wolfe who used to go in for hound dogs, now has over 450 chickens, consisting of 36 breeds of bantams. The eggs from some of these dwarf breeds sell for 15c each! Yes, you guessed it, there is no OPA ceiling price on this type of fowl.

A. M. (Curly) Emerson recently found out he has been doing a lot of unnecessary work. He wound his clock every day for twenty years, then discovered it was an **eight day clock!**

We have a V Mail letter from Lt. Forrest M. Campbell to Superintendent "Pop" Ellis. Writing from somewhere in Europe he says, "In case anyone over there doubts it, there is a war going on over here and it is hell. This thing will be wound up over here in a few months and then to the South Pacific, I hope. I have

my fun along with everything else—but there are a few little things like not getting much sleep on account of the noise and postponing a few meals, but what the heck is that in my young life!”

R. C. Todd certainly has every reason to be proud of his son Jerry, 14. Jerry is the Times carrier who outshone all other newspaper carriers in this section of the country in the sale of War Bonds and Stamps. He sold \$6,257.50 worth from July 15 to September 9. The prize for this was that his mother, who is a WAC, had the honor of christening a ship.

BUILDING BLUES

On October fourth James R. Goff celebrated his seventy-fifth birthday. There was much festivity on the occasion, climaxing



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with the presentation by his co-workers of gifts and a birthday cake.

Vacationists in October included Alice Fraser, who 'dude-it' up at a ranch at Victorville. Louise Hackborn thought she wouldn't be able to get away because of having been called for jury duty, but she managed to visit Big Bear for a few days. Beverly Yates has taken a leave of absence and entrained for Boston where her uncle, an Army Major, is doing work connected with ordnance and where, by strange coincidence, there is located a Navy PT Boat training station.

RULE BOOK OF 1890

Continued from Page 11

Drivers are not allowed to spit tobacco juice so that the wind will carry it on to passengers.

Should he have a baulky horse, driver must not use the whip but detach the team, walk them around the car once, and then hitch them to the car again.

It is the duty of the driver to examine carefully the shoes of his horses before starting on any trip and to report any repairs that are necessary.

Drivers must speak pleasantly to teamsters or any other persons who may be in the way, requesting them to move. When a team is standing alongside of track with the tongue or horses standing with their heads toward the track, ring for the conductor to go forward to pull the horses out of the way.

On the Sabbath the bells on the horses will be muffled.

Brass buttons for uniform will be furnished drivers by their division superintendents. These buttons will remain the property of the company and

must be surrendered whenever any driver leaves the service of the company.

The gong must be sounded vigorously on approaching all street crossings, also fifty feet before meeting car on the other track, and while passing it.

Conductor will keep the car thoroughly clean and tidy at all times. The furniture must be kept free from dust, the windows clean, and the platforms and steps frequently swept.

When a lady leaves the car, the conductor will see that her dress is clear of the car before giving the signal to start.

Conductors must carefully examine slot at railroad crossings to make sure that no iron or other obstruction is in slot before signaling driver to advance.

Conductor will obey the driver's call to collect fare from passengers on the front platform immediately and pass on the outside of the car when it is crowded.

Friday the Thirteenth may be an unlucky day for most people but for Isabelle Anderlan it brought the chance to see her husband for the first time in seventeen months, during which time he's been aboard ship somewhere at sea.

Orv Stanchfield hasn't been well lately which has kept him away from his desk in the Claim Department.

Eileen Ahern had an exciting and eventful trip when she went to Oceanside recently to attend a dance given by the Marines stationed at Camp Pendleton. Pinky claims the Marines were more interested in the punch than in dancing with her, but we notice she winces now every time the word 'jitterbug' is mentioned.

It was orange blossoms and "O Promise Me" on October 27th for Ida Burkett and Private R. J. Willing of the Army Medical Corps. The transportation department, where Ida works, presented the newlyweds with a royal gift—a silver and crystal service set consisting of a cake plate, individual salt and pepper shakers and a creamer and sugar bowl.

OPERATING RESULTS

SEPTEMBER, 1944 vs. SEPTEMBER, 1943

	1944	1943	1944 Increase+ Decrease— Over 1943
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)....	1,787,785	1,657,712	+ 130,073
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)	1,323,780	1,103,268	+ 72,305
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	264,125	191,820	+ 72,305
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates).....	36,377	48,130	— 11,753
Total Expenses	1,624,282	1,343,218	+ 281,064
Leaves Net Profit or Loss.....	+ 163,503	+ 314,494	— 150,991

SWEET SIXTEENTH



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R. M. Caldwell tells me one on himself which makes me think of a story my grandfather told me. This happened years ago in Kentucky. My "Grandpappy" drove his old mare "Molly" down town and hitched her to a telephone pole and there he played pitch all day. After having a few shots of Old Taylor, he walked home, forgetting old "Molly" still hitched to the pole. He had to walk all the way back to town to get his mare and buggy. This is just about what happened to Caldwell, except his means of transportation is a bicycle. R. M. caught a ride home, but the next morning his bicycle was still at the division, so Caldwell missed out.

Speaking of missouts: another of our drivers took his aunt to the train. The train pulled out, the Division received a call that operator . . . would get off the first stop between Los Angeles and San Francisco.

A passenger, not knowing who he was, told me a good one on Willis Fraser who drove for several days while on leave from his duties with the Maritime Commission. This passenger overheard a couple of men riders at the fare zone at Highland. Neither man had hat checks. Quote, "There's no use arguing with this fellow, he's bigger than both of us."

R. H. Liles, B.M.2/c, L. H.

The recent beauty treatment which was given to the Sixteenth Street Coach offices certainly brightened up the place. The original building, including offices, occupied the space now given over to the train room. A new building added to the right contains the main offices, including those of Mr. Ballenger and Mr. Dittman plus the instruction room, the lockers, etc.

Picture No. 1 shows Mr. Fred Ballenger, Superintendent of Motor Transportation, in one of the few moments when his desk is cleared of the day's business. Mr. Ballenger's pinups on the wall behind him are of old time coaches and coach drivers.

2. Mr. J. R. Dittman, Assistant Superintendent, is having a quiet chat with L. Duke, one of the coach drivers.

3. This transfer rack at which C. H. (Pop) Ecton is standing is the talk of the Railway. All transfers and tickets for each and every run go into their own separate compartments. The rack can be wheeled wherever necessary. Charlie Lyle, Clerk, leans away from the crowded window, through which we can make out R. T. Garrett with the cigarette (wonder where he got it?), P. H. McKay, and E. M. Farley. Hardly discernable through the doorway is Cashier L. W. Stevenson.

4. The train room is truly a place in which to relax. The boys in the foreground are D. S. Auten, I. L. Edgemon, and E. E. Saunders. We can also make out G. W. Hunter, H. C. Fleming, H. L. Rustali (Rustali is known as the champion card player of Sixteenth), F. B. Norton, Harold Burgner, L. Duke, S. B. Sowell, and "Shorty" Lierck. The fellow at the schedule board is J. A. Under-

Brugmann, and E. H. DeSpain have paid us visits recently and all are looking in the pink of condition. We are more than glad to welcome back O. H. Boyer and Bill Eunson. Both men have been with the United States Navy for quite a long time. G. A. Larson, U. S. Army, is also back with us. Welcome home fellows! We are all glad to see you again.

Eddie Mullaly, a former driver, and now working part time for us, is employed by the City as an ambulance driver. Eddie has been learning a little surgery on the side. He often helps the doctor sew up patients. For one who can't stand the sight of blood, Eddie, you're doing all right.

I think a good idea for getting passengers to move to the rear of the bus would be to have a treadmill built into the floor which

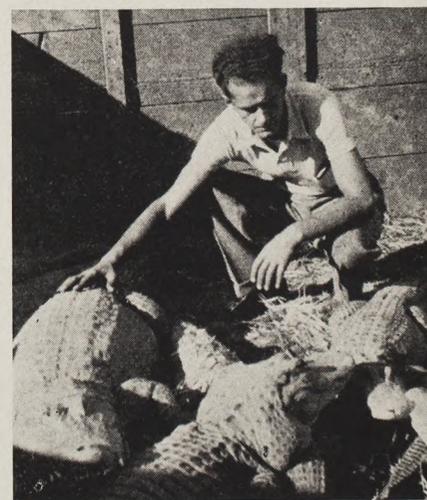


wood. E. M. Farley and Larry Blevins are the two boys playing ping pong.

5. The highlight of Sixteenth Street is the instruction room which contains desks, chairs, maps and everything essential to coach driving education. Instructor V. G. Smith points out some bumps in the road on the map to eager (?) students who are, from left to right, J. Young, Alex Trohanovsky, J. H. Kidd, E. G. Brehm, C. A. Malin, H. J. Scott (another instructor, standing in the back), J. W. Baker (recently deceased—also standing in back), and E. M. Welch, whose nose is just visible. Charles Releford is the one watching the camera.

6. This is the most popular office, as witnessed by the crowded windows. Some of the faces belong to Larry Blevins, O. K. Kern, and E. M. Welch. The clerk at the counter is I. F. Aikens. Stenographer Mabel Carlson is seated in the foreground, and Ray Corbett is busy with his schedules at the little table.

could be reversed and used in getting some of the slow ones to the door when getting out.



ANIMATED BAGS

The bags under this fellow's eyes are live alligator bags. Most people wouldn't want alligators as bosom companions, however Harry Rustali of the Sixteenth Street Coach uses them as wrestling opponents.

Sweet Sixteenth

Story on Pg. 23



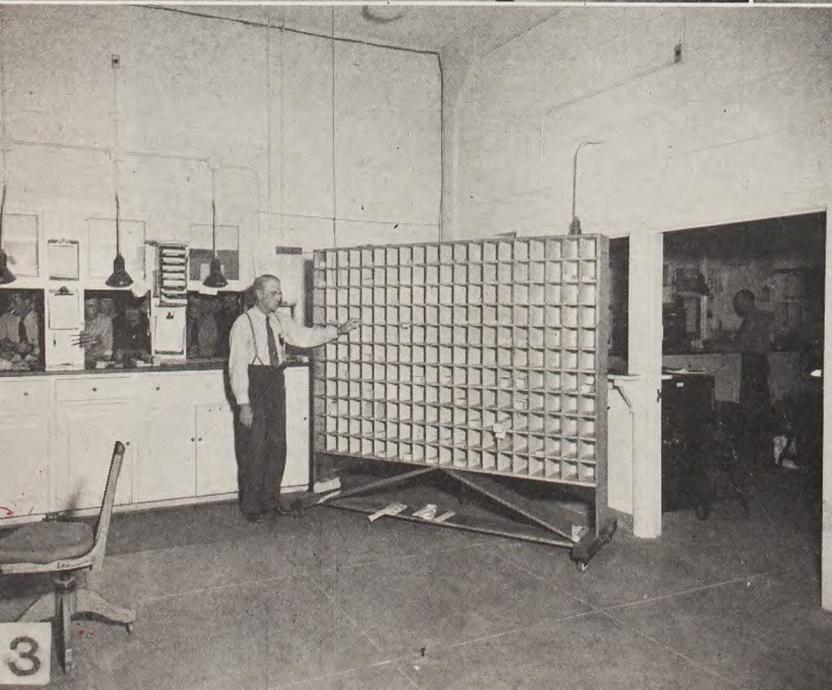
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