

TWO BELLS



APRIL
1941
Vol. 22 - No. 3



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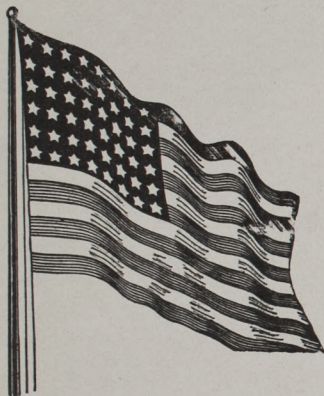
L. A. REEVES, *Director*
 Bureau of Public Service.

HELEN FRASER
Women's Page.

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EMPLOYEES CALLED FOR MILITARY SERVICE

Name	Occupation	Name	Occupation	Name	Occupation
C. E. Johnson	Mot.—Div. 1	D. R. Mevis	Con.—Div. 4	T. F. Hoyne	Oper.—LAMC Co.
D. F. Hammill	Mot.—Div. 1	J. A. Fitzpatrick	Mot.—Div. 4	G. A. Holden	Oper.—LAMC Co.
C. A. Youngs	Con.—Div. 1	R. H. Thomas	Mot.—Div. 4	E. J. Reynolds	Oper.—LAMC Co.
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T. P. Lynch	Con.—Div. 1	G. L. Barron	Con.—Div. 5	W. E. Oglesby, Elec. Repairer,	Dept. 6, Mechanical
F. P. Orton	Mot.—Div. 1	L. A. Phelps	Con.—Div. 5	F. Blocher	Mechanic, Garage
L. J. Paulsen	Con.—Div. 1	R. H. Dirkes	Mot.—Div. 5	B. K. Russell, Temp.	Serviceman, Garage
P. A. Alberico	Con.—Div. 1	C. T. Conway	Mot.—Div. 5	M. F. Page	Serviceman, Garage
C. J. Morrissey	Con.—Div. 1	D. O. Dulin	Con.—Div. 5	I. L. Hearne, Relief	Operator, Power Dept.
R. R. Severns	Con.—Div. 3	C. F. Flowers	Mot.—Div. 5	L. H. Gebhart, Clerk,	Auditing Dept.
R. E. Elmore	Mot.—Div. 3	C. P. Manderscheid	Mot.—Div. 5		
J. H. Daly	Mot.—Div. 3	A. Lucas	Mot.—Div. 5		
G. MacLean	Mot.—Div. 3	M. G. Davis	Oper.—M.C. Div.		
A. T. Thompson	Con.—Div. 3	D. B. Hensley	Oper.—M.C. Div.		
O. M. Anderson	Mot.—Div. 3	B. B. Temple	Oper.—M.C. Div.		
C. W. Meyer	Con.—Div. 4	D. T. Bauman	Oper.—LAMC Co.		
G. W. Honts	Mot.—Div. 4	J. W. Wirth	Oper.—LAMC Co.		

WAY BACK WHEN OR WHAT'S THE RUSH?

WHEN—not so very long ago—in 1873 to be exact, just about the time Los Angeles was struggling out of her swaddling clothes, the first form of public transportation was established in the city. A horse drawn Carryall supplied the necessary service—the purpose being to transport patrons from the junction of Spring and Main at Temple to the Waldron Barroom and Public Gardens miles out on the southwest corner of Washington and Main Streets.

It is not known whether the wealth of Mr. Waldron's horticultural exhibit of thirty-five acres of oranges, grapevines, roses, tropical and semi-tropical plants, proved the super-colossal attraction, or whether it was the beer. Whatever it was it caused this new line to flourish to the extent that a competitive service was established, only to fall by the wayside and become the big attraction of a sheriff's sale.

When Mr. Waldron discovered that public transportation could pay as large dividends as could beer, he and his associates applied for a street railway franchise. This application was the "Padre" of the first effort to furnish street railway transportation in the Pueblo de Los Angeles. Thirty thousand dollars capital stock was needed for this enterprise, but enthusiasm dwindled and the capital did not materialize, hence Mr. Waldron went down in history without the distinction of building the first street railway in the city of Los Angeles.

WHEN — three years later and horse cars had become a common

PREFACE

Members of the staff of the Bureau of Public Service, through association with our older trainmen, have been told many interesting stories of by-gone days. We became so interested that we searched company files for these uncut gems — stories and antidotes of these tales. We believe that you also would be interested. Thus, we present the first installment of a series to be a regular TWO BELLS feature.

tically to the driver to wait for her, duck back in the house, change her clothes—which was no mean job in those days — complete her toilette, then saunter out to the gate only to rush back for her parasol. Eventually she boarded the car, thrilling the passengers with a flash of a pretty ankle. The lucky passengers, born too soon to see the hustle and bustle of today, voiced no objections to these varying delays.

WHEN — in 1874 "slugs" first came into use—"tokens" to you. Bet you thought they were of modern origin, but slugs made of brass were introduced by the Spring and West Sixth Street line, operating from the Plaza, via Spring, First, Forthill (now Hill Street); thence, by Fourth, Sixth to Figueroa, with one horse car on a single track. The Sixth and West Sixth Street people soon discovered that they were competing with Uncle Sam's mint as the "slugs" assumed the medium of exchange since small coins and change were scarce in those days. Sold five for a quarter, the slugs were received for face value any place in town—even good for a short beer.

WHEN—early horse car franchises were awarded, the franchise writers, un-predicting that the city would ever change or grow, lacked the accuracy of present day methods, or maybe they didn't care. It was common practice to anchor

a supposed permanent and stationary condition to a temporary and changing base: for instance, one early franchise reads "X X X X to a point six feet easterly of a tele-



"The boss got him from the dairy—so every day he has to make the milk route before we start on the run."

sight speedily plying their way between Sixth and Figueroa over North Broadway to Johnson Street, it was not an unusual sight to see a lady step out in her front yard, wave fran-

graph pole standing by the willow stump in the swamp, thence in straight line X X X X", and another, "X X X X which said point is opposite to and west of a large but topped sycamore tree standing near the junction of said street with another street running in a southeasterly direction X X X X". In the interim of a few months, Los Angeles was then growing by leaps and bounds—two hundred new citizens per annum, engineers encountered serious difficulties in locating the original points upon which to base measurements for the proper location of the tract.

WHEN — Hugh McGuire, recent member of the Board of Public Works, then a driver on the Main Street line, one afternoon while coaxing his plodding horse encountering a house in the middle of the track between Eleventh and Twelfth Streets which was being moved, won a wager from passengers and onlookers. Realizing that the house could not be removed from the track in time for him to make his schedule, (even horse cars had hot schedules) he put a piece of wood on the track, derailed his car, drove around the house, got back on the track and to the startled astonishment of the gathered crowd, drove merrily on his way.

Wonder if Mr. Harris would object if we tried that with a P.C.C.

YOU cannot legislate peace. You cannot prescribe harmony. You cannot decree co-operation. What is needed is a more positive concept of industrial peace. Any peace worth the name embraces far more than the mere absence of surface manifestations of strife. It is for us, free management and free labor, to demonstrate that freedom and efficiency are not incompatible—that, rather, the highest efficiency depends upon freedom. It is attained by men and women who set themselves, cheerfully and of their own volition, to the tasks of earning a livelihood and contributing to the defense of their homes, their country, their cherished system and visible symbols of self government.—JOHN R. STEELMAN, director, United States Conciliation Service.

LIBRARY NOTES . . .

NEW BOOKS FOR APRIL

FARES, PLEASE! By John A. Miller, Editor of Transit Journal. A story of city transit from the time of the first horse-drawn omnibus to the present day streamliners. Tells about early electric cars, the elevated railway, the subway, the trolley in its hey-day, how emergencies are met, unusual types of transit, the motor bus, trolley bus and the methods used to meet transportation problems in crowded cities. The style is lively and informative and the illustrations and plates excellent. Published by D. Appleton-Century Company, 1941.

DEFENSE. This is a new government publication giving a weekly summary of activities in the national defense program. It is the official bulletin of the National Defense Advisory Commission.

DIRECTORY OF MANUFACTURING. 1941. A manufacturing directory of Los Angeles district containing over 2400 commodities with names and addresses of their makers.

LINCOLN WELDIRECTORY. 1941. A booklet giving information and procedure on arc welding. Published by the Lincoln Electric Company.

MOTOR CARRIER ACCIDENTS. 1939. Interstate Commerce Commission. An analysis of accidents involving motor trucks and motor buses subject to the motor carrier act, 1935. A summary of accident reports for the year 1939, comparison of years 1938 and 1939, type of accident, state in which it occurred, etc. Interstate motor carriers only.

UNITED STATES GOVERNMENT MANUAL. Fall 1940. A manual giving information on the organization and functions of the departments and agencies of the Federal Government, activities of the Advisory Commission of the Council of National Defense, and the operations of the federal departments and agencies as they relate to the National Defense Program.

WELDING METALLURGY. O. H. Henry and G. E. Claussen. American Welding Society. 1940. Gives composition and structure of steel used in welding and how it is affected by the varied conditions of heat and stress. No instruction in metallurgy or detailed acquaintance with welding is required.

LOS ANGELES: PREFACE TO A MASTER PLAN. Edited by G. W. Robbins & L. D. Tilton. 1941. An interpretive study of Los Angeles discussing such problems as land use, housing, zoning, industrial growth, business centralization and **traffic and transportation**. Written by 21 authorities in the various fields. Of interest to the Railway is the chapter entitled "Transit: The Movement of People", by Richard Sachse. This gives the basic findings of various large scale mass transportation studies, need for regional transit plan, description of existing facilities, and problems of solution.

MEN AND VOLTS. J. W. Hammond. 1941. A history of practical electrical development. Describes the growth and development of the General Electric Company and that of its predecessors. Of special interest to transportation men are the chapters of the book which cover early electric traction and the growth of the street railway.

PAMPHLETS

TROLLEY LINES. "Specifications for Single-Section Tapered and High Strength Sectional Tubular Steel Poles," American Transit Association. Two new specifications for tubular steel poles for overhead trolley lines construction.

POWER SUPPLY. "Power Supply and Distribution Problems Introduced by Operation of New Street Cars and Trolley Buses", American Transit Association. This report concludes that no engineering difficulty will be experienced when newer types of vehicles are introduced, but that there are certain points on the power and distribution system, which should be watched.

NOISE REDUCTION. "Noise Reduction on Existing Equipment," American Transit Association. A Summary, in tabular form, of the practices followed by a number of operating companies in effecting reduction of noise originating in trucks on street cars of other than the P.C.C. type.

AXLES. "Alloy Steel Axles in High Speed Service," American Transit Association. An investigation into the possibilities of utilizing alloy steels in place of annealed or quenched and tempered carbon steels for axles.

Clubs and Vets

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

Our regular monthly meeting was held in Room 309, Los Angeles Railway Bldg. Thursday afternoon, March 13, at 2 o'clock, Mr. C. M. McRoberts, President, in the chair. We were entertained by Mr. Dwight Halstead, "Uncle Dan" on radio program, K.E.C.A. who told of his work among school children, and of how they responded to the efforts regarding safety measures. He gave several impersonations of noted individuals, and told many stories which were highly amusing as well as enlightening.

The balance of the time was given to a sort of get-together meeting, discussing problems regarding the organizations, and of general interest.

Meeting adjourned to April 10, at 2 o'clock P.M.

AMERICAN LEGION AUXILIARY

By BETTIE L. LEASMAN

March has been a very busy month for the Auxiliary. The Auxiliary and Post celebrated the Amer-

ican Legion's 22nd birthday and the Unit presented the Post with a very lovely decorated birthday cake with 22 candles.

March 27th the Unit sponsored a party for 43 children in the tuberculosis ward at the General Hospital, taking refreshments, gifts, and picture books. April is child welfare month, so at the April 15th meeting, Mary Favor, Unit child welfare chairman will have a guest speaker for the evening.

April 24th is the 17th District child welfare party to be held at Patriotic hall, 1816 South Figueroa. It will be a bridge luncheon—time is 12 noon—and cards in the afternoon. All moneys derived from the luncheon will be used for child welfare. You are welcome.

Margret Detrick has been chosen as the Junior to go on the Governmental tour some time in April. April 3 was Past Presidents' Parley luncheon at 11th and Broadway, in the Cabrillo Club, 12 noon. April 12, the Unit will take part in a program at the Rancho Las Omegas. Please keep these dates in mind.

April 20th our Post will put on a program at San Fernando Facility. Plan on making this trip and assist

the Post. The men in the Hospital are always glad to see the Auxiliary.

Wishing all a very pleasant Easter season.

VETERANS' CLUB

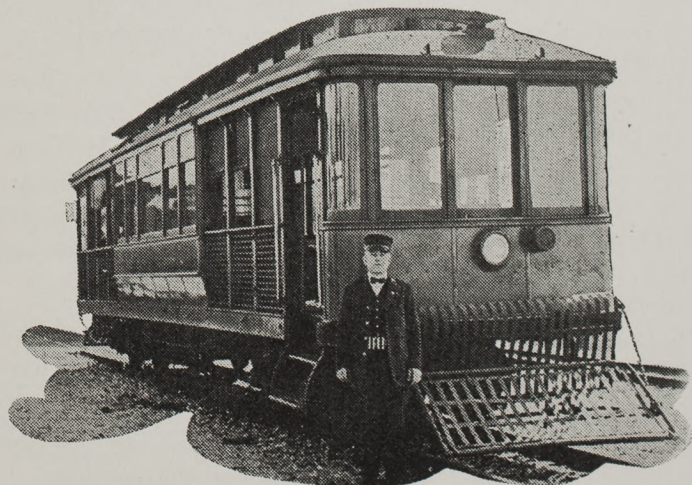
The regular meeting held Monday, March 24, was well attended, considering the fact that the T. U. C. was holding a meeting the same evening.

Commander Cotterly is looking forward to a busy year and, judging from the past few meetings, it will most likely be necessary to secure a larger hall for the regular meeting night of the club. Each meeting brings one or two new members.

At present the regular meeting is held on the fourth Monday of each month and the meetings of the Order of the Sword on the second Tuesday of the month. At the last meeting the Commander requested me to ask all you Comrades through publication in TWO BELLS to make a real effort to attend the April meeting. Between now and the next meeting, if each Comrade will contact a prospective member or one of our Comrades who has not been to the meetings lately, and bring him with you, we expect to fill the hall.

Past Commander Andy Duncan joined the "Mourner's Club" when he failed to attend the last meeting. Andy's name was called for the \$11.00 Bank Night jack-pot, but for the first time this year, Andy was absent. Better luck next time, Comrade.

This issue of TWO BELLS will probably be distributed after the April Sword meeting, but don't forget the regular club meeting will be held on Monday, April 29. Will you be there?



*Harry Gorton,
flagman at
Jefferson and
Main,
shown
with his one-man
car back in
1918.*

SQUARE AND COMPASS CLUB

By C. J. KNITTLE

Teabones, thick and tender—toothsome teabones were the main event of the Square and Compass monthly banquet at Van's Cafe, Saturday evening, March 8th, and, after a short business session, five "blind" candidates successfully trod the rough and rugged road to club-fellowship.

G. P. Phipps, W. E. Richards, M. J. Storer, W. M. Weems, of Division 4, and C. W. Hannon of Division 5 were the initiates. Other candidates, C. P. Rutledge of Division 4 and W. C. Stange of the Los Angeles Railway Coach Division witnessed the ordeal from the sidelines.

On March 20th, members of Manchester Lodge No. 585, Madison Lodge No. 572, and 45 members of the Square and Compass Club journeyed to Moneta Lodge No. 405, where, at the request of the Master, the Square and Compass Drill Team raised Brother Jimmy Murray to the sublime degree of Master Mason. Brother Murray, young and versatile, is Superintendent of the Los Angeles Railway Building and Director of the Los Angeles Railway Orchestra. The team and its coach, Brother O. T. Elrod, were highly praised for their splendid performance. Five past presidents of the Square and Compass Club witnessed the ceremony but no one looked upon the scene with greater awe and genuine enthusiasm than a certain middle-aged gentleman, an L. A. Railway employe and charter member of this Club. That man was Jimmy's father.

A Dinty Moore dinner, (corned beef and cabbage), will be the main attraction at the next Square and Compass banquet, April 12th at Van's Cafe, 9th and Hill Streets, starting at 7:00 p.m. A brief business session will follow. Then Maestro Billy Vejar will unloose his brand new company of all-star entertainers. Brother, can you make it?

AMERICAN LEGION

By R. H. MANNING
Publicity Chairman

Again L. A. Railway Post makes its Department membership quota, but is still behind previous years membership, and if the few who have not yet paid their 1941 dues would do so, the Post would be high in membership.

Commander Detrick says now that the rainy season is over and the summer evenings are here, the attendance at the meetings should increase to half the total membership. Now what do you say, Comrades? We still meet on the first and third Tuesday of each month. Come up and see what you have been missing.

The winner of the last dividend club drawing was Ray Manning with number 298. The next drawing will be held Tuesday, April 15th.

At the meeting of the "Home Defense Forces," March 24th, Comrade Leasman was commissioned as a First Lieutenant in the communications rifle regiment and Comrade Mattern is serving on the Medical Staff.

Sick call and relief: Hospital Chairman Leasman reports that Comrades Pierson, Webb, Fisher, Truster and Plank are still on the list but much better. Comrade Tom Schrader, our newest member, was admitted to St. Vincent's for an operation on his knee and is getting along fine. C. W. Coulter formerly a member of the Post is confined in Sawtelle.

We are happy to report that the wife of Comrade L. H. Stephens is getting along very nicely after a serious operation in Good Samaritan Hospital.

Mr. Dave Malloy of Musicians Post 424, who is chairman of the 17th District S. A. L. band, states that if there are any employes of the Los Angeles Railway who have a boy 8 to 21 years old and can play a band instrument, he would be very glad to have him enroll in his band.

WOMEN'S CLUB

By MRS. H. A. DEWEY

During the month of March the Club celebrated its fourth birthday. This event was attended by the charter members and founders of the organization, March 6. We were very glad that so many were able to attend. It would be a great pleasure to have all of these ladies at our meetings more often.

April 3. Miss Ruth Cornell Fuller was guest speaker at this meeting in the club rooms. The book reviewed was "The Family." Mrs. W. G. Clardy had charge of the refreshments.

April 10, a good day for the Card Party and Luncheon. At 12:30 Mrs. H. W. Bailey will have a surprise lunch for 35 cents. Come and enjoy the afternoon. Many times the prizes are carried home by some member who has not attended for a long time. Bring a friend. They might be lucky.

April 17. The Knudsen Dairy Company will serve the lunch. A lecture on taxes is to be given after the business meeting.

April 24. The last Thursday in the month the ladies of the company are invited on a trip through the shops. Bring your lunch. Coffee or cold drinks will be furnished. Meet at 12:00 noon in South Park. The "S" or "H" cars will take you there. The trip will start at 1:30 and will take an hour and a half or two hours. It is a trip well worth while. If you are driving, go to 52nd and Avalon.

Election of officers for the next year will be held May 1. The nominating committee, Mrs. A. C. Stover, Mrs. F. O. Rowbottom and Mrs. M. S. Thomas are working hard to finish their list of candidates.

Mrs. S. J. Ormston will have charge of the plant exchange. Any one having flower cuttings or seeds they cannot use call AL-0222 or see the flower chairman of the meetings.

VETERANS' CLUB AUXILIARY

By MARIE FREIVOGEL

Our meeting on March 11 in Patriotic Hall proved a success, both socially, and in formulating plans for the year. All officers, except our junior vice were present. Mrs. Ardath Abel was accepted as a new member. We welcome Mrs. Ardath Abel, wife of R. F. Abel, Division No. 4, into our club.

As our little guests were Nancy Mildred, the cute little baby daughter of Mr. and Mrs. Larry Staten, and the two sweet baby girls of Mr. and Mrs. R. J. Rowe were also present and entertained the members. We were glad to see Evelyn Staten back with us again.

Many interesting things were suggested by the members to make money for the Auxiliary and swell the treasury. The college quiz program was explained by Mrs. James C. Alverson. We decided to attend the quiz program broadcast from the Hollywood Gas Company, and "maybe" if our team can answer the questions we can win a nice prize. If not, we'll still win some money, enjoy a buffet luncheon, and play cards after the program. We'll pit our wits against another organization sometime in October.

Girls, here's a warning! Be prepared to serve breakfasts to a hungry mob, 'most anytime, as the Auxiliary is holding galloping breakfasts. (Your columnist is afraid they'll really gallop out to the Freivogel's new home at 3525 119 Street, Inglewood.) A fine of 10 cents will be made if you even lift a powder puff, while if you decide to be presentable it will cost you 25 cents. Each galloper will be charged 15 cents for the breakfast, to be served at the expense of the victim.

Past President Esther L. Williams received her pin which had been remodeled and placed on blue enamel with the years '39 and '40 attached, the two years she served us as president. Esther was surprised to receive the pin all fixed up. Says

she, "Your stealing my stuff!" Meaning—she was always planning pleasant surprises for others but never expected one herself.

Installation pictures were shown, and orders are being taken by President Susia Hannon, PL-6883.

April 8 was our last meeting night. Don't forget to bring in your new members and try for that prize Susie is giving. Anyone eligible to join come visit us. We know you will enjoy yourself as we do have good times!

TRADING POST

WILL TRADE—Equity in 5½ acre citrus ranch, Bloomington, California, which has modern 5 room frame house, equipment, approximately 1000 chickens, garage, etc. Balance due, about \$1750.00, for equity or down pay-

ment on house around same balance, vicinity of Division 5 preferred. Write or visit Mrs. F. H. Duncan, 440 W. Slover, Bloomington, California, or F. H. Duncan, Division 5, Operating.

FOR SALE—Two story, five room frame house, with basement. 1½ baths, tile sink, garage—\$2,500.00. See H. L. Ogden, Mechanical Department, Car House No. 1, or 4957 Mt. Royal Drive, Eagle Rock.

FOR SALE — Will sacrifice for cash. Beauty shop equipment for a good sized shop—\$285.00. George Borngrebe, 16th Street Garage, Station 225.

FOR SALE—1935 O'Keefe and Merritt 6-foot electric refrigerator. Good condition—\$30. W. Craig, 1356 W. 99th Street, PL-16253.

WANTED—A two-wheel trailer with 600 x16 tires. Contact R. W. Turner, Station 204, South Park Shops.



"Just because a truck driver crowds your bus, must you always climb out and teach him a lesson?"

Dear Ladies



Spring in all its splendor is sure to be brighter with a hat that is as new as the season.

Bullock's offers suggestions for your millinery inclinations.

Spring 1941 is a special kind of Spring . . . you'll want to be yourself in a new and different way. First begin with your hat. But before you actually begin consider your hair. For the shape of your hat depends upon your hair-do this Spring as it never has before.

Though half of the hats are made for some kind of a pompadour or



bangs there are hats and hats, and very exciting ones too that still tip daringly over your eyes. And here's a tip, almost without exception—every hat sits straight on your head this Spring.

A charming frame for a young face is a bonnet, much like grandmother used to wear . . . perched like a little cap on the top of the head with ribbons tied under the chin in the most provocative fashion. Then there are enormous straw bonnet brims that sit back, far back of the pompadour and make the most flattering frame for your face.

Of course the sailor will perch perilously on many a feminine head. It's a perennial that returns with freshness every Spring. This year it may be very little or very wide of brim. But whatever its size wear it back of your pompadour if you have one, and of course wear it straight on your head. It may wear a bunch of flowers on its brim or a crisp ribbon bow. And very likely it will be tied under your chin with a long swish of veiling. This idea is fun . . . try it, it will give you that most desirable cherished look.

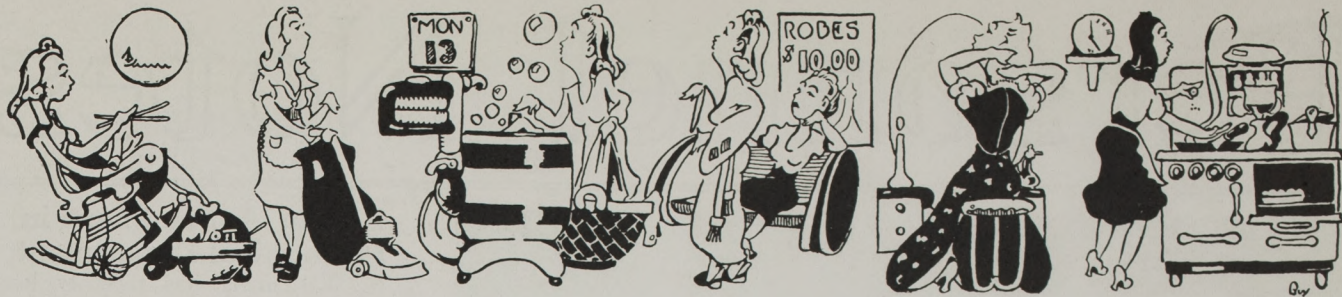
Really there's never been such a season for variety in hats. We could write a thousand words and then never cover the fashion front. When the story is told there is almost every influence under the sun abroad in millinery design. But you do your own choosing. Only let your beloved Spring bonnet be a little foolish and a little gay and more feminine. There is nothing like an exciting hat to lift you right into Spring.



Book Notes . . .

"H. M. PULHAM, ESQUIRE" by John P. Marquand—432 pages, \$2.50. Another novel by the author of "The Late George Apley", Pulitzer Prize Novel, 1938. "H. M. Pulham", Book-of-the-Month Club selection for March, is a story of a man whose life is molded by his surroundings—school, home, society and business influences, which are unbreakable. Men and women today live in such surroundings without realizing it. In the book there is laughter, romance and characters who are like people you know. Men will have the urge to compare their own lives with Harry's, and women will find themselves wondering how well they know their men.

"KABLOONA" by Gontran de Poncins—339 pages, \$3.00. A travel story of the French author Gontran de Poncins who traveled to the north of the Arctic Circle in 1938 beyond the Barren Lands where the Eskimos still live their primitive lives untouched by White Man's civilization.



Lady Families Favorite Recipes

(See December, 1940, TWO BELLS,
for announcement, Page 11)

Tropical Salad Dressing

1/3 cup sugar
1/3 cup chili sauce or catsup
1/4 cup vinegar
1 tsp. salt
1 cup salad oil
small grated onion

Mix sugar and salt in vinegar. Add chili sauce, or catsup, salad oil, and one small grated onion. Mix ingredients well by shaking.

This dressing is delicious on a plain lettuce salad, grapefruit and avocado salad, or on a salad of lettuce, romaine, tomato, avocado, and diced ham.

Submitted by Mrs. D. S. Blackmer,
wife of Operator D. S. Blackmer,
L. A. M. C. Co.

Ham, Noodle Casserole

2 cups diced ham (left over ham)
3 cups cooked noodles
1 can condensed mushroom soup
1 cup buttered bread crumbs

Place enough cooked noodles in bottom of casserole to make a thick layer, add one cup of diced ham and half can of mushroom soup, then make another layer of noodles, a second layer of ham and use remainder of soup. Sprinkle with buttered crumbs.

Bake 20 minutes in oven at 375 degrees.

Submitted by Mrs. H. J. Haupt,
wife of Motorman H. J. Haupt,
Division 3.

Eggplant Souffle

1 large eggplant—cook until tender and mash.

To 2 tablespoons butter, melted, add 2 tbsp. flour. When blended, add 1 cup milk and cook in double boiler.

When thick add eggplant, 1 cup grated cheese, 3/4 cup bread crumbs, 1 tsp.

salt, 2 tbsp. grated onion, 2 egg yolks, beaten, 3 tbsp. catsup. Fold in 2 egg whites beaten stiff.

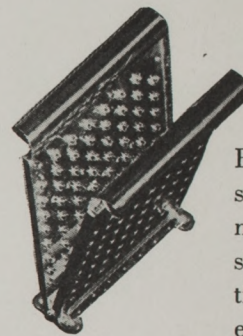
Pour into greased baking dish—set in pan of water in oven.

Bake 375 degrees for 45 minutes.

Submitted by Mrs. O. W. Andrews,
wife of Conductor O. W. Andrews,
Division 4.

ATTENTION—RECIPE ENTRANTS

It has been decided that the ladies who have sent in their favorite recipes for publication in "Dear Ladies" and the ladies whose numbers will be chosen in the coming months of this year to submit their favorite recipes have a chance of winning an award. We know it will be difficult to choose winners as all the recipes are "hits"; however, we are leaving this contest in the hands of an expert, Miss Prudence Penny, Home Economist of the Los Angeles Examiner who, at the close of the year, will go over all the recipes published on the "Dear Ladies" pages of TWO BELLS for 1941 and choose the best five.



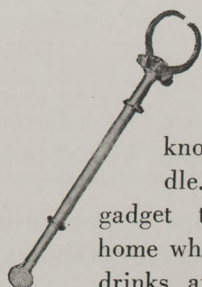
Slice-a-Slice
bread cutter—
for thinly
sliced bread.
Bread for party
sandwiches, can-
apes, patty
shells, combina-
tion sandwiches,
etc., can be made

thin with the use of this cutter. All you do is grip the curled tops together, pressing them firmly against the bread, then use a sharp, thin knife to slice the bread.



Stainless Steel
Servespoon —
takes the place
of spoons, spa-
tulas and chop-
pers. Turns bacon, fish,
steaks, eggs, removes
from pan poached eggs,
vegetables, pie, and with
the sharp edge at the top
it chops parsley, celery, lettuce, nuts,
etc.

Have You
Tried This?



Chrome Ice
Tongs that meas-
ure eight inches
long with color
knobs. Easy to han-
dle. This is just the
gadget to have in your
home when preparing fancy
drinks and for lifting ice.

Wishing you a very
happy Easter.

Sincerely,

Helen

Editor of

Dear Ladies.

Personnel Notes



Charles S. Coover (center), former mail clerk, main building, receives gifts from many friends at a banquet on March 7, feting his retirement.

Mr. A. E. Van Bibber, who has been identified with banking and industrial enterprises, and for the past several years has assisted the corporation with the readjustment of its capital structure, has been appointed a Director of our Company, and will act as a Special Assistant to the President.

BELLS

Conductor A. S. Frum (Division 1) married to Miss Betty Kelley on February 25.

Motorman R. L. Koller (Division 5) married to Miss Geraldine Kraemer on February 25.

YELLS

Robert Ray, born to Car Repairer (Division 4) and Mrs. W. G. Bender on February 11.

Alvin Alan, born to Motorman (Division 5) and Mrs. Alvin H. Setterburg on February 26.

Lloyd Jackie, born to Conductor

(Division 1) and Mrs. L. J. Caudle on February 28.

Beverly Ellen, born to Conductor (Division 1) and Mrs. J. Minear on March 2.

Larry Kenneth, born to Motorman (Division 5) and Mrs. R. C. Parker on March 2.

Kathleen Lola, born to Coach Operator (16th Street) and Mrs. Earl C. Mullen on March 7.

Jeffrey Owen, born to Coach Operator (16th Street) and Mrs. D. D. Gehersky on March 8.

William Edward, born to Motorman (Division 5) and Mrs. W. E. Clark on March 11.

Anita Jean, born to Motorman (Division 1) and Mrs. L. P. Nelson on March 18.

Roy Allen, born to Conductor (Division 1) and Mrs. W. A. Stillwell on March 21.

Carolyn Edith, born to Conductor (Division 5) and Mrs. W. Z. Landreth on March 24.

James Harry, born to Motorman (Division 4) and Mrs. J. E. Odiorne, Jr., on March 25.

Recent Appointment in Mechanical Department

R. W. Turner has recently been appointed Assistant Superintendent of Car houses, filling the vacancy left when Doc Robey retired. Mr. Turner was born on St. Patrick's Day shortly after the turn of the century on a cattle ranch in Western Texas. He enrolled as a freshman at U.S.C. in 1920. The two following years were spent at school in the Trinity University near Dallas, Texas. He had early experience in the railroad field on the Santa Fe railroad in Amarillo, Texas, in 1923, but was prevailed upon by a former roommate in Los Angeles to return to these climes. Later in 1923, he found employment in the Los Angeles Railway Garage, at that time boasting of only a dozen coaches, but the department grew rapidly and Turner's ability also increased, and after four years he was appointed Assistant Foreman of the Night Shift. During 1930, he was transferred to the day shift and acted in the same capacity until 1934. During February of that year, he was appointed as foreman of the midnight or third shift at the Sixteenth Street Garage. In October, 1940, his services were required to temporarily fill the vacancy caused by Doc Robey's illness, and upon Doc Robey's retirement, he was appointed Assistant Superintendent of Car Houses, effective February 1, 1941.

APPRECIATION

Acknowledgements of appreciation for the thoughtful expressions of sympathy extended them during their recent bereavements have been received by the Company from Mary E. Ferris and son; Mr. I. F. Hickox and family; Mr. and Mrs. T. O. Carter and family; Hagerman and Geiger families;

Mrs. Tribble and family; L. P. Nelson and J. B. Rosenberger.

OBITUARY

Jarvis C. Phillips, Flagman, Transportation Department, died March 27, 1941. He was born in Bay City Michigan, March 15, 1870 and entered the service as Conductor, Division 3, September 23, 1901, appointed Flagman, January 11, 1934.

Samuel Nelson Tribble, Motorman Division 3, died March 15, 1941. He was born in Bartlett, Texas, September 8, 1889, and entered the service of this Company as Motorman, Division 3, April 8, 1926.

Alfred John Carter, on the Pension Roll, died March 15, 1941. He was born in England, October 26, 1861, and entered the service as Foreman in the Way and Structure Department, March 31, 1887, appointed Paving Inspector in 1900, and placed on the Pension Roll, September 1, 1929.

Bruce Robert Parker, Motorman, Division 1, died March 15, 1941. He was born in Brownsburg, Indiana, December 8, 1878, and was employed as Motorman Division 1, September 5, 1919.

The wife of Leland P. Nelson, Motorman, Division 1, died March 19, 1941.

Allen Willmot McFarland, on the Pension Roll, died March 22, 1941.

Mr. McFarland was born in Coldwater, Canada, February 22, 1852, and entered the service as Conductor, Division 1, January 19, 1900, appointed Flagman, April 15, 1923, and placed on the Pension Roll, June 1, 1930.

George Asbury Prichard, on the Pension Roll, died March 24, 1941. He was born in Belleview, Nebraska, July 27, 1862, and entered the service as Motorman, Division 1, February 11, 1903, appointed Flagman March 16, 1931, and placed on the Pension Roll, January 1, 1933.

The wife of Ira F. Hickox, Flagman, Transportation Department, died March 4, 1941.

Alfred N. Johnson, Conductor, Division 1, died March 6, 1941. He was born in Northwood, Iowa, July 2, 1877, and entered the service of this Company as Conductor, Division 2, April 20, 1920, transferred to Conductor, Division 1, July 31, 1932.

John Hagerman, Foreman in the Way & Structures Department, died March 10, 1941. He was born in Brown County, Indiana, January 26, 1868, and entered the service of this Company as Foreman in the Way & Structures Department, December 20, 1911.

Marton Santford Fury, on the Pension Roll, died March 4, 1941. He was born in Mayslick, Kentucky, November 12, 1867, and entered the

service of this Company as Conductor, Division 1, June 22, 1906, later transferred to Division 3, and was placed on the Pension Roll, February 13, 1931.

COMMUNITY CHEST REPORTS

Contributions made by generous employes of the Los Angeles Railway to the Community Chest last fall have been working overtime the first two months of this year to help meet human needs through 88 Chest agencies.

S. J. Nock, volunteer employe chairman for the Chest, and all LARy employes are to be congratulated for their part in this tremendous community service. The report shows:

Service and relief to families and individuals, 20,662 cases; care for dependent and neglected children in foster homes and institutions, 1,668 cases.

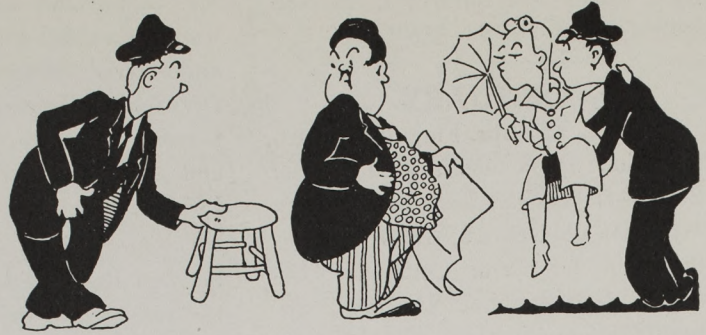
Clinical treatment and care, 33,232 clinical visits to Chest agencies, and 27,654 days' care in Chest hospitals.

Opportunity for youth in group work activities and character building programs carried on through social settlements, recreation centers, and national group work organizations such as the Boy Scouts, Girl Scouts, Campfire Girls, and others reached 48,767 young people.

LARY REVENUE FOR FEBRUARY OPERATING RESULTS FEBRUARY, 1941 vs. FEBRUARY, 1940

	1941	1940	1941 Increase + Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$950,299	\$995,917	— 45,618
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)	860,536	897,498	— 36,962
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	85,013	78,257	+ 6,756
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	66,763	67,173	— 410
Total Expenses	1,012,312	1,042,928	— 30,616
Leaves Net Profit or Loss	—62,013	—47,011	— 15,002

PATRONS' PRAISES



Courtesy Complimented . . .

"This p.m. about 3 o'clock I got on a "3" car at 6th and Hoover going toward town, only to find my coin purse was missing. The conductor (J. P. Longbotham, Div. 4) trusted me with a transfer to get back to the church to look for my purse.

"I am deeply grateful for his deep kindness.

"As we have no car all our travel is done on the "W" and "3" cars, and we wish to compliment the personnel of these cars for their courtesy.

Mrs. ROSS HIRT,
421 Beech St.
Los Angeles

Expresses Appreciation . . .

"I should like to express my appreciation for the courtesy shown me by the conductor (616, B. A. Aslin, Div. 5) on "5" car 1420, Thursday evening, March 6. I lost a billfold while standing in the crowd at the farebox and due to his alertness it was returned to me immediately. I think all of your men are to be commended for the way in which they handle what must be an extremely irritating job, but this young man was particularly pleasant and I take pleasure in complimenting him for it."

BERNICE F. CRAWFORD,
218 East Fairview Blvd.,
Inglewood, Calif.

Thoughtfulness Emphasized

"Because of the very courteous manner of one of your drivers, I could not refrain from writing you of this incident. The driver I am referring to is a Mr. W. W. Chase, 601, working on the Olympic line.

"May I congratulate you upon having in your employ a man so fine and extremely courteous, so very thoughtful of his passengers that no service is too great for him to perform.

"Again may I say "Thank you" to Mr. Chase for his thoughtfulness."

MISS EVA NELSON,
923 S. Tremaine Ave.,
Los Angeles

"Prompt Action" . . .

"Motorman 2935 (W. T. Skinner, Div. 3)

"I was a passenger on this car, on front platform. While coming down San Fernando, a truck came toward our car—loaded with some sort of iron rail which extended far outside the sides of the truck. The driver was coming too fast for that sort of road, and with his load. We all saw that he was going to hit the car with those rails.

"This motorman had presence of mind to wave to the driver to get farther over to the side, and I think he missed the car by less than a foot.

"The motorman took it all in his stride, but I think he should be given credit for his prompt action and quick thinking, which I am sure prevented injury to passengers and damage to the company's property.

"I do not know this man, and my only object in calling his action to your attention is that I try to cooperate with you in maintaining good service."

EMMA B. HARRIS,
312 Museum Drive,
Los Angeles

Passenger Grateful . . .

"Just a card of greetings for the boys who, during the past several months, have as usual looked out for my welfare and safety.

"I wish to call attention to the boys on the "U" line (39th and Western) who chartered a private auto to convey me across the intersection at the end of this line during the last severe rain storm.

"This card is for the benefit of all the boys operating on lines running south on Grand Avenue from West Seventh to Jefferson and all lines west of Grand Avenue.

"Again thanking them for past services, I remain",

ALBERT E. AKER (blind)
3848½ So. Gramercy Place
Los Angeles

Good Service Rendered . . .

"It gives me pleasure to report the courteous service rendered me on Saturday evening while riding on the Fairview bus line by your motorman (operator) 76 (N. F. Arhart).

"I do not know his name but thought you might like to know that he was thoughtful and courteous."

K. L. FONDA,
4341 W. 59th Place,
Los Angeles

"Tops" . . .

"Please accept my appreciation of bus driver 626—W. R. White (a young man with auburn hair), Fairfax Avenue line.

"I have ridden in buses from one ocean to the other, but I never have come in contact with a driver as kind, considerate, patient and efficient as this young man. I trust he may reach the top in his chosen field."

Mrs. MAY S. HAGENBUCH,
1406 N. Fuller Avenue,
Los Angeles

Fine Example . . .

"Re: yellow car on 6th St. line, Conductor 2540 (R. L. Boatright, Div. 4)

"Please accept my compliments for and about the above named car and conductor.

"This morning the conductor was especially courteous to all passengers and called the streets so understandingly and also called the converging car line numbers and letters, i.e. "Figuroa St., U car for University; Flower St., No. 2 car going north", et cetera et cetera.

"Not only that courtesy did he show his "public" but on those two bad curves near St. Paul he said "Please watch the curve, and then another curve"—. Down town he called all intersecting car lines. The conductor was well groomed and especially neat and a smile for everyone.

"Just a wee thought to pass along."

A. PEARL EDWARDS,
Stanley Mail Service,
424 So. Broadway,
Los Angeles



Conductor 3278 Lauded . . .

"A bouquet for Conductor No. 3278 (F. M. Groves, Div. 3), on "A" car at Venice and Grand today for the kindness he showed to a blind man in helping him on the car and to a seat. Gee, but it's nice to meet up with men like him."

MRS. J. E. CAMPBELL,
1826 S. Hoover St.
Los Angeles

Bouquet To Motorman . . .

"I'm delighted again to call your attention to a very fine *motorman* in your *splendid* service. It was a very windy day and I was standing in the safety zone waiting for car to approach. It finally did but before I could board, the wind took my hat off and landed it exactly back of the left front car wheel. I called to the motorman not to start as my hat was there. He climbed down and *under* the car and soon up he came smiling and handed me my hat. His number is 1487 (D. D. DeMary, Div. 5) car 285, line "9". Please give him this bouquet."

MISS LILLIAN J. BULPIN,
2919 Valle Vista Drive,
Los Angeles

Excellent Report . . .

"Wish to speak of conductor and motorman on car 16, Ninth St. line going west about noon today, on which I was riding. (Motorman No. 821, J. F. Ries, Div. 4) (Cond. No. 596, L. A. Card, Div. 4).

"They were so kind to a sick man and helped him off at his stop (near Vermont and 9th) taking him in to a store where he could lie down and waited until they were sure he was taken care of.

"People are so quick to report unpleasant things that one is glad to send in a report like this."

MRS. KATE L. SPECK,
3508 7th Ave.,
Los Angeles

Deserves Commendation . .

"The young man on the Huntington Park run who wears Cap 2000 (E. W. Johnson, Div. 4) is unfailingly kind and courteous to your passengers. I feel that he deserves a word of commendation."

A. HOFF,
No address given

"Very Pleasant" . . .

"Conductor 251 (R. F. Lockhart, Div. 5)

"Conductor to be commended for courtesy on this trip, especially in his assistance to elderly persons boarding car. He continuously stepped down to assist older persons into car. When all seats were taken he offered his own stoop to lady.

"He was extremely courteous in answering questions and his general attitude was very pleasant during the entire trip."

Anonymous
(No address given)

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

E. J. Acosta, Div. 4
D. F. Albert, Div. 1
L. H. Bates, Div. 4
J. D. Blagg, Div. 4
F. C. Buhles, Div. 5
T. O. Bull, Div. 1
C. W. Burnett, Div. 5
R. L. Churchill, Div. 5
C. J. Clark, Div. 1
W. L. Clark, Div. 1
H. E. Cubberly, Div. 1
J. L. Decker, Div. 5
P. A. Draus, Div. 4
H. J. Drohen, Div. 5
J. Edwards, Div. 1
E. E. Feb, Div. 1
T. S. Gardner, Div. 1
R. J. Gilles, Div. 1
G. Hatch, Div. 4
F. O. Hebert, Div. 3
J. C. Hill, Div. 3

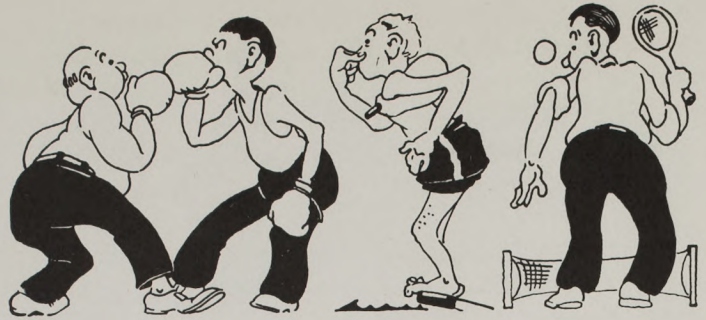
W. E. Hodgson, Div. 1
W. B. Hutchinson, Div. 3
J. W. Kilgore, Div. 5
W. J. LaCreaux, Div. 4
H. W. Laster, Div. 5
D. MacTaggart, Div. 5
E. R. Matthews, Div. 5
*R. G. Monahan, Div. 3
A. B. Moore, Div. 5
V. E. Munyer, Div. 5
*I. Nelson, Div. 4
P. S. Norby, Div. 3
A. B. Parker, Div. 3
R. E. Penney, Div. 4
C. E. Peregoy, Div. 4
C. J. Petersen, Div. 5
E. G. Rehm, Div. 1
R. E. Rice, Div. 5
B. A. Rich, Div. 5
P. L. V. Robert, Div. 4
*G. W. Segelke, Div. 4
R. L. Spencer, Div. 5
C. N. Stowe, Div. 5
M. O. Swaim, Div. 5
G. E. Thor, Div. 1
R. C. Timmons, Div. 3
F. A. Todd, Div. 1
K. M. Umbarger, Div. 5
J. A. Wear, Div. 5
A. L. Wilmeth, Div. 5
T. D. Wilson, Div. 4
S. S. Wollam, Div. 3

OPERATORS

*A. S. Casanova, Sunset
S. A. Collins, Wilshire
E. R. Croy, Crenshaw
D. G. Danielson, Florence-Soto
R. G. Finley, Crenshaw
J. M. Fagan, Wilshire
C. E. Grace, E. 9th St.
L. M. Graves, Melrose
R. L. Griffith, Beverly
O. R. Jordan, Sunset
H. H. Little, Beverly
*Wm. Maher, Jr., Florence-Soto
C. A. Malin, Florence-Soto
P. L. McCollum, Florence-Soto
H. L. Stoner, Alvarado
G. W. Vanden Bossche, Alvarado

Note: Each asterisk represents one additional commendation

SPORTS



VERNON WINS BASKETBALL CHAMPIONSHIP

Playing superb ball all the way, Vernon took the 16th street boys into camp on the playoff game by the score of 25 to 24, thus assuring them of the championship for the 1940-41 season.

The regular season ended with Vernon and 16th Street tied for first place with 11 victories each against 1 loss.

16th Street led the league all season, suffering their only defeat on their very last game. This flashy team composed of boys from the Garage and Motor Coaches has been a strong contender for several seasons. They certainly looked like sure winners this year until Vernon came

along in the last game to nose them out 26 to 20, throwing them into a playoff game. 16th Street started out strong in this game, holding a first period lead of 9 to 3. Vernon played a snappy second period to close in to within one point. The score at half time was 13 to 12. Sixteenth Street forged ahead again and led 20 to 17 going into the final period. Their scoring ended right there and Vernon went on to win 26 to 20.

Undoubtedly this was one of the hardest fought, best played games since the Railway league came into existence a few years ago.

At the playoff game Vernon finally staggered through to a 25 to 24 victory and with it the championship.



Winner of the first bowling pin for the girls in the main building is Mae Stevenson, who upset the pins with a record of 183.

SPORT SHORTS

The horsehide artists are at present working the kinks out of the old muscles in preparation for the forthcoming season. Baseball season will get under way the latter part of April. The shop team, winners in 1940, is confident of having a winning contender again this year. Look for the special announcement later this month listing opening day and also the regular schedule.

Nels Lane's Electricians will again be the team to whip in the soft ball league. Chief competitor will be Henry Pree's Coach Cleaners, the Garage, Division 5, and all other teams.

Eddie Villalobos of Vernon basketball team received a pin for being

"I like
to
live
close
to
my
work."



the leading scorer in the league. Eddie had 187 points to his credit for the 12 games.

Spring soccer season is off to a good start. The results of our games for the past three months were as follows:

L. A. Railway 4—Rallius	0
L. A. Railway 5—L. A. Rangers	4
L. A. Railway 0—Hispano	5
L. A. Railway 3—Rallius	1
L. A. Railway 2—San Pedro	1
L. A. Railway 3—Hispano	5
L. A. Railway 1—N. A. Aviation	0
L. A. Railway 4—Clan Cameron	2
L. A. Railway 2—L. A. Rangers	0
L. A. Railway 1—M. A. Bears	0

Credit for the team's success go to the following officers and players: H. Eimer, President; W. Lippiatt, vice president; B. Timbs, secretary-treasurer; F. Buhrman, trainer; V. Burgess, P. VanDerplas, W. Wilson, W. Keller, J. Buchanan and R. Le-Clair, forwards; J. Ogden, L. Kelsey, R. Myer and J. Nerney, halfbacks; S. Ormston, captain; W. Mc-Crea and S. MaKenzie, fullbacks, and E. Berkelhammer, goal.

The Los Angeles Railway Soccer Club spring dance will be held April 26th at Viking Hall, 24th and Vermont Avenue. Admission 25c. Remember the date—April 26th.

SCORES OF RECENT BASKETBALL GAMES

MARCH 4

1st Game:	Half Final
Shops	0
Vernon	2

Forfeit

2nd Game:	Half Final
Division 1	0
Division 5	2

Forfeit

MARCH 6

	Half Final
16th Street	17 41
Division 4	8 21

MARCH 11

1st Game:	Half Final
Division 3	14 25
Division 4	12 38
2nd Game:	Half Final

Vernon	12	26
16th Street	13	20

MARCH 13

	Half Final
Division 5	2
Shops	0

Forfeit

MARCH 18

Playoff Game

	Half Final
Vernon	18 12
16th Street	25 24

FINAL LEAGUE STANDING

	Won	Lost	*P.S.	*P.S.A.
16th Street	11	1	438	239
Vernon	11	1	420	253
Division 4	6	6	395	365
Division 3	6	6	303	338
Division 5	6	6	275	322
Shops	2	10	262	352
Division 1	0	12	160	384

*P.S.—Points Scored.

*P.S.A.—Points Scored Against.

BASKETBALL TEAM DINES AND DANCES

Dining and dancing to the tunes of Marvin Dale and his orchestra, members of the various basketball teams together with friend, wife or sweet-heart enjoyed the "night out" at Topsy's.

Marvin Dale certainly made everyone feel at home with his witty, off-the-record quotes and deluxe entertainment. Several La Conga dancers were discovered during the evening, also a few rhumba artists. Someone made the remark "If only Division One's team could play basketball as well as its Superintendent could dance the La Conga they certainly would win the championship."

During the course of the evening, Vernon received the victor's trophy, it being presented by league president Ken Sloan and received by manager Mike Finn. The Vernon players received pins designating their participation on the championship team.



Vernon Yard won the basketball trophy again. This makes the third consecutive year. On March 26, a banquet was held at Topsy's for the champions. Front row, left to right: N. Carpio, M. Salsido, M. Finn, Mgr., E. Villalobos, R. Torres, M. Gonzales, S. Arballo. Back row, left to right: C. Thompson, A. Fleetwood, K. Sloan and E. Fleming.

Newsmen Report . . .



Lowell, 3 years and 2 months old son of Conductor J. E. Davis (Division 1) enjoys life down on the farm.

DIVISION ONE

Back on the job after an absence of three months, I want to take this opportunity to extend my thanks to all of the boys who were so kind to me during my illness. Especially the gift at Christmas time and the shower of cards. All of your kindnesses were appreciated more than I can express.

Baseball talk is heard around the window once again and Spring practice has opened up with Means, O'Neill and Butler, holdovers from last year's team and some fine new material. We may expect a championship year. Let us all support our team by attending the games when the season opens.

Dan Hanley, a former Division One man, is now mail clerk in the uptown office, replacing Charles Coover who has resigned after 50 years service.

Ralph Brigham, watchman at our Division is retiring the first of the month after 33 years of service.

If you see P. E. Ashley walking around the Division with a worried look on his face you will know it

is caused by being our new extra switchman.

R. J. Gillis is breaking in as a division clerk and cash receiver.

We will miss former Conductor A. N. Johnson and Motorman B. R. Parker who passed away this last month.

Our sympathy is extended to Motorman L. P. Nelson on the death of his wife, March 19.

The following men resigned: C. J. Morrissey has gone in the Navy; L. J. Paulsen, F. P. Orton and T. P. Lynch are in the Army; J. W. Micciche, E. D. Helwig and N. G. Rose have gone into other work.

We welcome to our Division E. G. Burchfield, C. T. Frazier, W. T. Beatty, H. C. Jenkins, H. L. Campbell, J. H. Prickett, C. H. Dryer, F. A. Bacus, G. E. Robertson and J. M. Strathdee.

Leave of absence has been extended to W. E. Carlson for a trip to Washington; P. A. Alberico to Colorado; W. H. Bence to Oakland; P. E. Rogers and R. B. Alexander to visit in Missouri.

The following men are on the sick list: P. F. Loveridge and P. H. Desparo, injured in an auto accident, J. N. Orender, R. A. Fuller, C. G. Ward, J. T. Johnson and A. F. Steiner.

The following men have returned from the sick list: D. E. Berri, L. D. Newburn, J. E. Ramstein, H. M. Farr, O. E. Brown, G. N. Chapin, C. E. Moore, T. W. Rasmussen, E. R. O'Neill, J. W. Rice, J. A. Hunter, G. G. Harlow, B. J. Darneille, R. T. Thorpe and C. W. McGehee.

She: "Men fight for my kisses."

He: "O.K. sister. Put up your dukes."

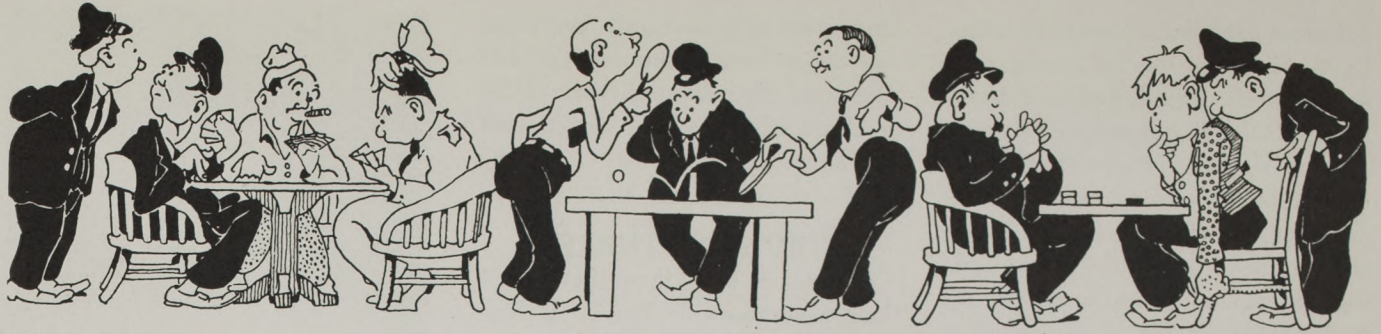
DIVISION FOUR

As Spring rounds the corner again, the "Baseball Bug" hits Division 4. There have been several meetings and the boys are beginning to get the old arm back in shape again. The first warm-up games brought to light many new faces and good material. From all appearances our challengers will have mighty tough games with us this year. If there are any of the men who wish to sign up to play, get in touch with W. J. Curry, W. W. Vance or P. E. Hipes. Let's get back of our team and push them over to first place in the league this season!

The total complaints for 1940 have been analyzed and you will be glad to know that there has been a decrease of 22% since 1939. Superintendent E. H. Ellis feels that this is quite an accomplishment and wishes to thank you all for the fine cooperation. He feels that Division



Iris Patricia, 8 months old daughter of Motorman (Division 4) and Mrs. Iris Stevers, looks as though she might be dialing PR. 7223 to speak to her daddy.



Four is keeping right up in the front and that the men are gaining in diplomacy and tact. Let's keep up the good work!

A new schedule for the "P" line went into effect March 30th, which is working out very satisfactorily in every way. Service and working conditions were improved by this change.

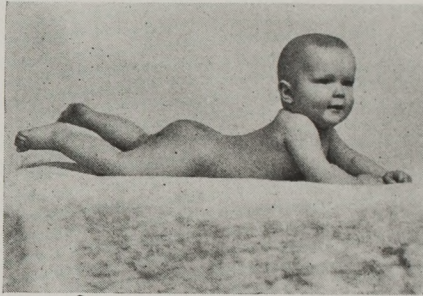
Those called during the month of March for a year's army training by the selective service boards were as follows: Motorman J. A. Fitzpatrick, Motorman L. C. Willerton, Conductor W. D. Clement, Motorman L. D. Canatsey, Conductor G. W. Loff, Conductor E. L. Hulberg and Motorman R. H. Thomas. Thomas will be married to Miss Graham April 16th, even though he will have to spend most of the year away from his bride. Being drafted didn't spoil his plans and he is going to marry his little blonde lady in spite of it all. Best wishes Thomas and we shall be glad to see you after your year is up! So also will we welcome back the others who have left us to join the U. S. Army during the training period.

Motorman H. Andrews has been in North Carolina visiting his mother and dad for the past thirty days and in all probability will not return for another thirty days. He said he was enjoying the life of a farmer. However, I do not know whether he was referring to the time spent by the fireside or the work involved. I will leave that up to those that knew him on the baseball field!

Conductor P. H. Chapman is on extended leave visiting his mother at Tishomingo, Oklahoma. She has been very ill and it is our hope that

she will have a speedy recovery.

Division Four is in last place. We have been having more accidents per hundred thousand car miles than any of the other divisions. Let's do something about this. Superintendent E. H. Ellis is cooperating 100% with us. We should do our part, too.



Snug as a bug in a rug is nine months old Dennis Bowcut, son of Elevator Operator (Main Building) and Mrs. D. J. Bowcut.

OFFICE

Enthusiasm for bowling among the girls is just as strong today as it was when they first started. Orchids for the past month goes to Mae Stevenson for a high score of 183. Mae received a pin from the alley for this feat, and is she proud. Her closest competitor to date has been Maxine Hawke with scores of 164 and 167.

After hearing of the results from the girls' games, the once-started men's team folded faster than a folding bed in a cheap hotel.

In fact, only last week the manager of the bowling alley asked the girls to join in their mixed doubles league but they refused. Guess they were a little self-conscious.

All do not patronize the alleys as two young ladies from the Claim De-



Division 1 Safety Rally, March 1

partment have been observed cutting figure eights on the ice a couple of times a week. Yes sir, Lenore Schroeder and Alice Fraser are plenty good.

With 51 years of service, the second highest seniority rating in the company, Charles S. Coover, mail clerk in the offices of the main building, retired this month because of ill health. Mr. Coover was feted at a banquet given by the Transportation Department offices with Dan Healy as Master of Ceremonies and Bill Mott as speaker, at which time he was presented with a traveling bag, pajamas, slippers and shaving cream given to him by his many friends. Seeking rest and relaxation, Mr. Coover plans to spend some time with his son in Altadena and with Farmer Larson, retired, who has a ranch in Bloomington.

Mr. Coover wishes to express his hearty appreciation to all his friends for the banquet, gifts and good wishes.

Bill Case of Lost and Found Department left the company for a year to take over one of those \$21 per jobs for Uncle Sam.

Seen dancing at recent safety rallies: John Stirling, Jim Tobin, Julius Blum, Maxine Hawke, Brigham Scott, Dolor Bowcutt, Walter Whiteside and Les Drummond. Why don't some of



This smiling little tot is another grandson of Switchman Jeff Holland (Division 3). His name is David John Holland.

you other guys and gals come out and enjoy these entertainments and dances to the magic rhythm of the orchestra under the able direction of Jim Murray?

DIVISION THREE

For some time there have been three generations of Mr. H. A. Russell's family working for the Los Angeles Railway, but the youngest member, B. K. Russell, a mechanic at the Sixteenth Street Garage, resigned to join his regiment, the 160th, on March 11th. This soldier's father is William T. Russell of Division Three, while Mr. Harry A. Russell, his grandfather, is our Transfer Clerk.

After spending some time in the hospital, Motorman S. N. Tribble was released in apparently good health, for on Saturday, March 15th, he was seen riding on the cars and said he expected to go to work the next week, but that evening, while riding in his auto, he had a coughing spell which affected his heart. He was rushed to the hospital but passed away before reaching there. Mr. Tribble was born near Bartell, Texas, September 8, 1889, and lived in the Lone Star State until he came to California. He joined the Los Angeles Railway as motorman at Division Three, April 8, 1926, working in that capacity until his passing. Funeral services were held at W. A. Brown's Mortuary March 19th, where many beautiful floral displays and saddened faces bore tribute to his memory. He was buried in Forest Lawn Memorial Park. Mr. Tribble was survived by his wife and two sons, to whom the men of Division Three extend their heartfelt sympathy.

Conductor T. E. Shanafelt, who has recently been flagging, left for his home town in St. Louis, Missouri, on vacation.

While preparing his trip sheet, getting ready to make his turn-in, Conductor Sam J. Riggs, suffered a stroke while sitting in the assembly room. An ambulance was called and he was rushed to St. Vincent's Hos-



Richard Robert is the 6 months old son of Motorman (Division 3) and Mrs. R. W. Weaver.

pital. Mr. Riggs has been with the Los Angeles Railway for 31 years, and for a man to last that long we know he is a "No. 1" conductor. We all hope to see him back soon.

Mr. M. S. Fury, a former conductor at this division, who for many years has been on the retired list, passed away March 7th. Funeral services were held at the Divine Saviour Church on Cypress and Idell Streets. All the older employes, each one of whom held Mr. Fury in very high esteem, were very sorry to hear of his passing, and to his loved ones extend their sympathy.

To Mr. Ira F. Hickox, a former conductor of Division Three, the members of this division extend their sympathy on account of the death of his wife on March 4th.

After being off duty for some time on account of sickness, Motorman G. H. Thompson was ready to return to work when he threw his shoulder out of place and had to postpone his return.

There is much sickness among our men at the present time, especially the flu, but with the arrival of Spring we hope to soon see them all back on the job.



Here is "Doc" Robey, former Asst. Supt. of Car Houses, beside his radio given him by his many friends on his retirement. His Ford was overhauled also, but was a little too big to be brought inside to have its picture taken.

CAR HOUSE NO. 1

Leroy Burr and family made a special birthday visit to relations in San Bernardino.

We hear that E. L. Swartz paid a visit to his future bride who lives in Santa Paula. He said he made the trip in one day and returned with his Ford still intact.

DEPARTMENT TWO

Our old standby "Bill" Gregory is back on the job after a lengthy siege of sickness. It certainly is good to see him again at his old station.

The other members of Department No. 2 must all be leading quiet and uneventful lives, as we seem unable to find any more news.

CAR HOUSE NO. 3

Tom Hubbard spent his vacation fixing up his home.

Jimmy Doovas has also been "dolling up" his new home with flowers and everything.

W. I. Green, Assistant Foreman, returned to work after being on the sick list several weeks.

Mary Dews returned to work after being on the sick list for several months, and reports that she feels much better.

Pearl Graham expects to return to work about the first of April after being absent for considerable time.

L. S. Lofton is the new day man, transferred from Car House No. 5. Glad to have you with us.

W. Poorman recently returned from a vacation spent, "just resting up."

CAR HOUSE NO. 4

Clyde Holland has been away several days with rheumatism. We wish him a speedy recovery.

Al Dorazio had the misfortune to injure his foot and lost a week's work.

Charles Furrer has checked up on deep sea fishing reports and suggests we wait until it gets a little warmer.

Kenneth McDonald is the new repairman at Car House No. 4. He hails from Car House No. 1.

Private Owen Weiser paid us a visit recently from Fort Ord and states he likes the army fine, but will be glad to get back to Car House No. 4 again.

Lois Jane, daughter of W. F. Ellis, Assistant Foreman, was married to Eugene Tingle in Las Vegas, Nevada, on March 21st. Congratulations to the bride and groom!

CAR HOUSE NO. 5

Fred Shaw transferred to South Park Shops, Section No. 20. Good luck, Fred.

Harry Hunt is back on the job again feeling fine after being ill for three months and recovering from an operation.

G. P. Macqualters, Foreman, let the flu get him down for a day, but is feeling O.K. again.

H. O. White is back on days, after a period of night work.

Jim James has returned to Car House No. 5 after "pinchhitting" for "Bill" Gregory.

Jim Boen changed his vacation period from November to March, so

he could wander among the wild flowers.

Walter Alport, Andy Duncan and their families motored to Big Bear Lake to play in the snow. They reported a very pleasant trip.

C. R. Fulton, clerk, is constructing a back yard fence—(something for the sweet peas to cling to).

We know it is the first sign of spring when the boys shed their jackets and roll up their sleeves. Hess and James are taking sun baths during lunch time again.

We have been trying to marry off a certain young man who works days, so he can avoid the draft, but we can't seem to find a lady that would have him. (Here's your chance girls!!!)

Assistant Foreman J. Inman and family spent a very pleasant Sunday visiting the wild flowers and Inman reports it is one of the most beautiful sights he has ever seen.

In the belief that Mr. Robey will wish more of his many friends, than those who see our Bulletin Boards, to know of his appreciation, I am taking the liberty of having it printed in this issue of TWO BELLS:

"I wish to express my genuine appreciation to all my fellow workers and friends of the Los Angeles Railway Corporation for your wonderful gifts. I shall always remember you, whether driving the Ford, or at home listening to the radio, as they are constant reminders of your friendship. I want each one to know that I appreciate his part in making these gifts possible."

Signed F. F. ROBEY

WHY IS IT?

Why is it, when I sit at home,
Without a thing to do,
And wait beside the telephone,
That not a call comes through?

But if I start to take a bath,
As sure as anything,
The minute I get in the tub,
The phone will start to ring.

W. Y. Stearns,
(Virgil)

DIVISION FIVE

Saturday, March 15th, has passed, but all who attended will remember it as the day on which Division Five staged its finest Safety Rally and Show of all time. As usual, the hall was packed to capacity, and despite the fact that Superintendent W. H. Snyder opened the proceedings by singing "Smiles", it stayed that way. Not a person left their seat, and that is what we call real loyalty, or else it's that we can take it. Much credit is due our Master of Ceremonies "Barnum" Billings for the excellent acts he procured and for the fine manner in which he ran the show. The short and direct to the point talk given by Mr. C. E. Morgan, Manager of Operations, was enjoyed by all, as was that of Mr. John C. Collins. After the show all who stayed enjoyed dancing to the music of the Los Angeles Railway Orchestra.

Conductor T. A. Wilson and Mechanic "Andy" Duncan have been consoling each other over their financial losses. Both their names were called at two different meetings of the Los Angeles Railway Veterans' Club and both were absent and just like all other Bank Nights one has to be present to collect, so the eleven dollars went back into the kitty.

Motorman M. B. Wilkerson has taken off three weeks in addition to his one week's vacation and is visiting the folks in Columbia, Missouri.

Motorman O. E. Everett is also vacationing at Camdenton, Missouri, and he will be gone for thirty days.

Motorman D. R. Munro will be off for three weeks for the purpose of visiting his folks in Brookstone, Indiana.

The month of March found several of the boys leaving us to enter other fields: Motorman L. S. Wilmore to go into the aeroplane industry, Conductor E. E. Knoche, to the United States Postal Service, Conductor E. L. Zimmerman, work with a lumber company in San Francisco, Motorman A. Lucas, called back into the United States



Division 5 Safety Rally, March 15

Navy, Motorman C. P. Mander-scheid, called into the United States Army, and Conductor J. B. Sholander, work with a local steel company.

We are glad to welcome back on the job Conductor J. L. Stevens and Motorman H. G. Rolph, who have been off on account sickness for some time.

GARAGE

The Garage was well represented at the exhibition of the Los Angeles Lapidary Society held at the Swim Stadium in Exposition Park on March 22 and 23. A fine collection of polished semi-precious stones and minerals was shown to about eight thousand visitors. We, who do not know one stone from another, were amazed at the beauty, variety and size of the exhibits. J. H. McCornack was awarded a Second Prize for his display and Frank Bruner won a Special Award. Doyle Rishel also displayed a fine collection of stones.

Percy Bozanko and his family enjoyed their vacation trip to the Grand Canyon and Boulder Dam. Percy was not able to visit all the recreation spots west of the Mississippi

in one week as he had intended.

According to latest reports Ray Anderson's new home is almost completed.

Yes, he's back! Who? Why, Joe Crawford of course!

V. B. Dotson was granted an extended leave of absence in order to take his sister East for medical attention. His position is being filled temporarily by W. S. Lupo, who just returned from naval service.

John Keller, who returned from a "down on the farm" vacation, feels more independent now that he does not have to rely on Tom Juris' pickle crop for relish.

Fred Delight was expected to leave the service of the Company to devote his full time to deep sea fishing as a commercial venture.

Steen Parker is very modest about his bowling. It was only by chance that we learned that he had scored 247 in a recent league game.

At the time of this writing George Baker had recovered from painful injuries received when his car turned over several times after being struck by another car. Also at this time Howard Froby was reported convalescing after a sudden illness.



Carol, 18 year old daughter of Joseph Matula, Head Upholsterer at South Park Shops, often entertains over the radio with the cello. Recently, she left on a concert tour with the Westmont College Choir.

SOUTH PARK SHOP

Hello, folks! There's a new face in the Gallery, or rather, perhaps, an old face in a new place. Mr. Frazier, your ex-scribe thought of an easier way to make a living than being a clerk, so he took a position as Machinist, out in the Shop; and the powers that be have delegated the "column" task to me.

Love is grand, and wedded life is bliss. It takes your mind off things mundane. In fact it takes your mind off so many things which it should be on; as will attest Bob Ballard of Machine Shop. While sitting on a bench at Vernon and Avalon, waiting for street car, and holding a chin-fest with some of the boys, he jumped up to get the car and left that lovely lunch on the bench.

Have you seen the big gun being manufactured on the north side of town. Some of the boys report hav-

ing seen the monster. It is water cooled and requires two flat cars to haul it. Can any one vouch for the story?

"Be ready for any emergency", is a good slogan, and from what we are told, it would be well for Tom Fowler, of Machine Shop to keep it in mind.

16TH STREET COACH

Ben Towsley shattered a precedent by going over to Beverly after 8 years on Figueroa. E. "Moon" Mullen also picked Beverly after many years on East Ninth.

When a policeman blows his whistle L. Brugmann stops and does not argue. During the recent rain storm, Brugmann was cruising along in No. 1201, the farebox conveyor, when a traffic officer at the North Figueroa tunnel tooted his whistle. Brugmann stopped and just then several tons of earth avalanched into the street a few feet away.

E. C. Feddersen has always considered himself modern in his views. However, now he doubts whether zippers should ever entirely take the place of good old fashioned but-

tons. The other day a zipper jammed and his modesty necessitated a desperate call for a relief man at the end of the line.

We welcome the following new men in this Division—R. A. Carter, D. W. Winter, M. M. Burke, G. E. Mowry, and O. L. Caraway.

E. Ohanian and G. F. Milledge created quite a sensation at Westlake Park the other day. Tired of driving around in their spare time, they purchased a gunny sack of stale bread and fed the ducks at the park pond. A large crowd joined in the fun.

Our Coach Basketball team lost the final and deciding game of the season to the Vernon Yard team by a score of 25 to 24. Although our boys did not have the pleasure of winning this big game they can well be proud of the hard fought games they have won this season.

Frank Butler returned from a fishing expedition and generously presented his entire catch of three tom cods to R. O. "Whispering" Bennett. As he prepared the sumptuous fish dinner, Bennett reproachfully informed Butler that the least



Coach Divisions Safety Rally, March 29

he had expected was a catch of mackerel.

T. N. Marks was seriously burned while trying to start his car during the rains. According to reports the fuel he was pouring into the carburetor became ignited and his gasoline-saturated clothes were ablaze instantly. We wish him a speedy recovery.

N. L. Atkinson is expected to set the style for golfers with a combination golf and swim suit. We understand that he spends most of his time in the lake fishing out his golf balls.

We understand that our rural pal, A. C. McFaul, has had a bit of trouble with his livestock. A couple of week-old calves he was transporting almost kicked the back out of his car the other day.

COACH DIVISIONS STAGE GALA SHOW

The joint entertainment and dance held by the Los Angeles Railway Motor Coach Division and the Los Angeles Motor Coach Company in the Pacific Electric Auditorium on Saturday evening, March 29, was a

great success. The attendance can best be described by stating that "everyone" was there. Our genial Master of Ceremonies, Paul Rowley, introduced Messrs. C. E. Morgan, F. C. Patton, D. D. Canning, and F. G. Ballenger. The opening musical number "Smiles" was played by the Los Angeles Railway orchestra and sung by the audience under the direction of Mr. Morgan and led by Mr. Canning who did most of the singing for his quartette of dignitaries. After short talks on safety measures by Mr. Morgan and Mr. Patton, the surprise of the evening was presented when Captain F. Williams, Director of the National Driver's Analysis Bureau and formerly Assistant Director of the Pennsylvania State Police, was introduced. After a brief talk, the Auditorium was darkened and a series of candid motion picture scenes of traffic violations was flashed on a screen. These pictures were actual occurrences photographed by a Highway Patrol camera car on our own county highways and were explained by Captain Williams. Be sure to watch for the date of our next big show and dance!

VERNON YARD

Ho-Hum! Spring is here with its usual urge for camping and fishing. Caryll Thompson's two young sons jumped the gun this season with a camp fire in the middle of the rug in the sun parlor. Fortunately they were discovered in time to prevent any serious damage. Caryll was the next to feel the call of the wild so he took his new handmade fishing pole for a trial: results a nice yellow fin. If the Thompson family would only get together we might all have a fish fry.

Congratulations to A. Medina who is taking out his naturalization papers. He has passed his first and second examinations and comes up for his finals the latter part of April.

A severe attack of laryngitis kept Otto Johnson on a whispering campaign for more than a week during which time he lost all his arguments.

Bill Rankin witnessed a bank robbery on Broadway and got a good look at the bandits. That week his hand got sore and he thought he had a felon on it but it turned out to be a carbuncle which is equally as painful. About as painful in fact as the look on Bill's face when Sam Bevilacqua kids him about identifying the bandits. Cheer up, Bill, when the suspects are lined up in the Shadow Box they can't see you.

We all regret the passing of Johnny Hagerman—a real Old-Timer. Johnny was born in Brown Co., Indiana, in 1868, coming to Los Angeles and going to work for the Company in October, 1887. He left the service in 1892 and returned in 1897. He again left the service in 1906, returning in 1911 and remaining in service ever since. He was struck by an auto on his way to work on May 29, 1940, and never fully recovered from the accident, being in and out of St. Vincent's Hospital several times.

We also regret the passing of another Old-Timer, Al Carter. Al was paving inspector and retired from active service in 1924.



This fine looking family belongs to Jack Robinson, Truck Driver (Vernon Yard). Left to right are: Beth, Ann, David, Maureen, Pat, Mike and Jimmy.

Another of our Old-Timers, also a retired paving inspector, Charlie Harwood was both lucky and unlucky the other day. A machine failed to make a boulevard stop at 54th and West Blvd. and hit Charlie's car, turning it over. No one injured and no serious damage to either car.

VIRGIL

New cars at Virgil are a new Oldsmobile Deluxe coupe purchased by Operator Phil Henley, and Operator R. H. McLeod is driving a new Dodge and Operator E. B. Stowe a new Ford Sedan.

Operators on leave from Virgil with U. S. Army; Captain T. J. Hoyne, 2nd Lt. George Holden, 1st Sgt. E. J. Reynolds and just plain Private A. C. Alexander.

Quarterly shake-up will be delayed a few weeks until completion of new garage. Winter rains which were unusually heavy are reason for delay.

Motor Coach Bowling teams, Wilshire and Virgil, are still in the running at the Broadway Arcade, with final game being played at Vogue Bowling on Saturday, April 19, 8:30 p.m. This will be a 20-team match.

Supervisor Forest Musselwhite suffered a heart attack Tuesday, March 25. His condition is unknown at this writing.

Many operators are returning to work after a long siege with old man "Flu"; our sick list is still large, and our hospital list is the largest ever. The following men are confined at St. Vincents: J. Faulkman, H. Gaither, H. Mueller, H. Oblinger and W. Ruhl. Following are on sick leave: R. E. Bice, R. D. Crandall, I. C. Jacobs, W. W. Nichols, P. P. Patterson, R. E. Troke, P. C. Youngman, C. G. Olsen, W. C. Lane, and T. G. Scott.

Virgil greets the following named men and we wish you many years of operation: Erhardt, G. M., Hudgens, J. A., Draper, J. W., Watson, T. M., Currans, W. L., Taylor, G. L., Fazal, C. M., and Gerbl, L. L.

ELECTRICAL

During one of the recent downpours Elmer Tharp's wife started out in the family car to call for the children at school. After leaving the school and on heading home the car stalled in a flooded street. They had to evacuate the car as water rose into it, literally covering it. We are pleased to report no one was injured and the car was insured.

Congratulations George Agraneotis on obtaining your citizenship papers; there is little wonder why you are so happy now.

We understand Bill Boyd, recently of Electrical Construction, is in the Legislature now . . . he is keeping the currents flowing in the State Capitol Building.

Frank Larkin and T. B. McEntire, who have been off sick for a number of months, are getting along as well as expected and are looking forward to being back on the job right soon.

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"Believe
it or
not
I got
the
idea
from
a
club
sandwich!"

