

# TWO BELLS



*Vol. 22  
August 1941  
No 7*





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 Bureau of Public Service

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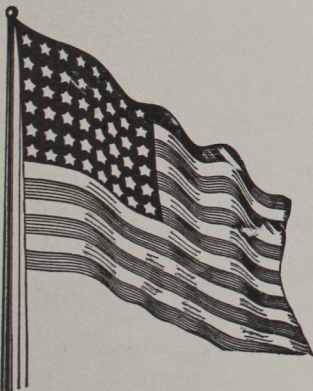
**COVER**—Photograph of automatic coach washer at Vineyard. First to be installed on the Pacific Coast. Washes and scrubs fleet of 145 coaches in three hours.

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## EMPLOYEES CALLED FOR MILITARY SERVICE

Month of July—1941



Name	Occupation
W. Bestwick .....	Con.—Div. 3
J. R. Tungate .....	Con.—Div. 1
G. T. Bucher .....	Con.—Div. 4
M. E. Myers .....	Stores Helper, Garage Purchasing

### ATTENTION!

We are attempting to obtain the correct addresses for all employees called into military service in order that we may place their names on the TWO BELLS mailing list.

Anyone knowing where any employe on military leave is stationed, please advise the Bureau of Public Service.





## AN AMERICAN



★ **A**T the beginning of 1941 the Los Angeles Railway adopted a slogan which reads . . . THINK, ACT, STAY AMERICAN. ★

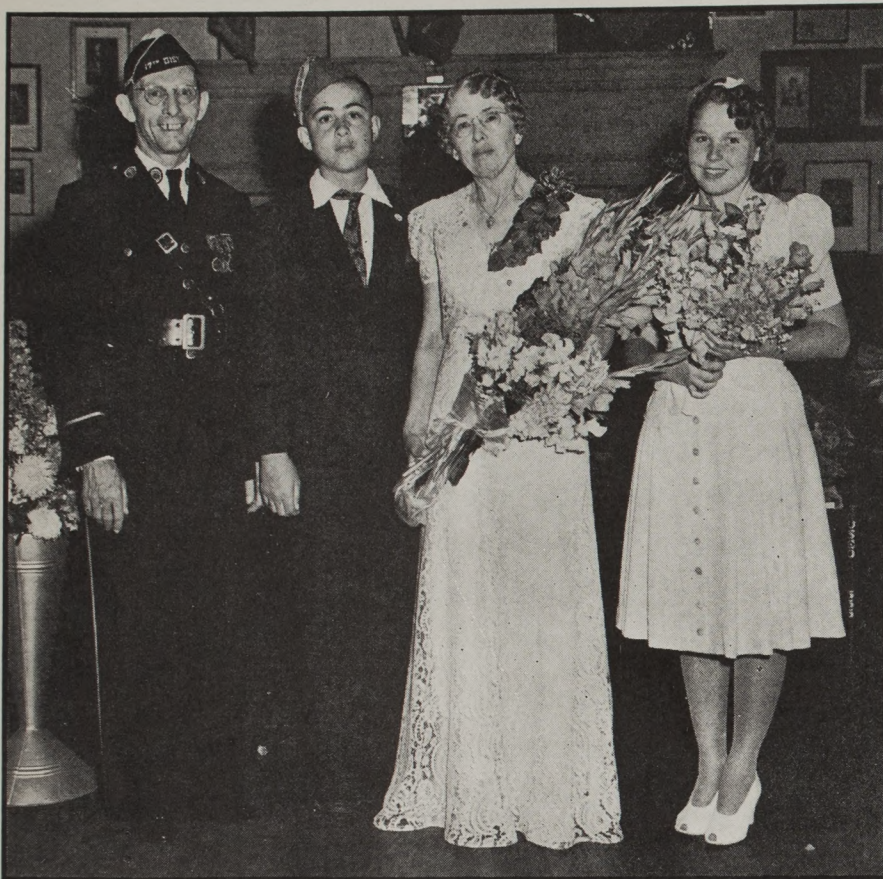
★ The question naturally arises . . . What is an American? ★

★ An American is one who worships his Creator as and how he pleases; who finds no need to remove his children from his own home for safety; who looks up at an overhead plane in curiosity rather than fear; who goes to market and purchases what and as much as he pleases; who probably never has seen a bomb shelter or a gas mask; who chooses his own political party and who may criticize or laud any of its policies; who may converse freely and express opinions on any subject; who is not forced to register with the police and who may move his person or residence at any time without governmental permission; who carries memberships in whatever clubs, lodges and societies he desires; who believes that political changes should be made through peaceful elections rather than bloody revolutions and who believes that everyone has the right to live peacefully, happily and where and how it pleases him best. ★

★ We again call attention to our 1941 slogan and repeat . . . Think . . . Act . . . Stay American, according to the principles set forth in that great document, the Constitution, which guarantees *Life . . . Liberty . . . and the Pursuit of Happiness*. ★



# Clubs and Vets



*American Legion Post No. 541 Installation of Officers. Left to right, Leo L. Leasman, Commander; George Mattern, Captain, Sons of American Legion Squadron; Ann Charlesworth, President of Auxiliary; Ruby Blank, President of Junior Auxiliary.*

## AMERICAN LEGION

By R. H. MANNING, *Adjutant*

Tuesday evening, July 15th, the following Comrades were installed in office of the Post for the year 1941-42: Commander, Leo Leasman; 1st Vice Commander, R. J. Smith; 2nd Vice Commander, C. J. Jackson; Adjutant, R. H. Manning; Finance Officer, E. B. Logdsdon; Chaplain, J. R. Dean; Historian, Leopold Nowak; Sgt.-At-Arms, F. E. Davis; Asst. Sgt.-At-Arms, P. Castaldo; Executive Committee, A. J. Brehm, S. L. Wickham, H. D. Plank, and L. L. Mattern; Delegates to the Department Convention to be held in Sacramento August 10th to 13th, Leo Leasman, R. H. Manning, and Leopold Nowak;

Alternates, A. J. Brehm, F. E. Davis and G. C. Gilliland.

The 17th district Ritual Team assisted by the 17th district Commander, Dee Holder, did the installing. They did their usual snappy work.

Officers of the Squadron were installed at the same time with the Post officers: Captain, G. Mattern; 1st Lieut., Mayo; 2nd Lieut., Wickham; Adjutant, W. Smith; Chaplain, Bobby Carson; Historian, Howard Favour; Finance, Manning; Sgt.-At-Arms, D. Smith.

A fine business meeting of the executive committee was held at the home of the Commander July 24th at which time the various committee

chairmen were appointed with approval of the committee. The next Post column in TWO BELLS will be written by W. Y. Stearns who has been appointed as Publicity Chairman. You all have read his poems in the past and enjoyed them and we know you will enjoy his Post column.

Our newest member has been appointed as Hospital Chairman and we know he will do a good job of it, so if you get sick call Comrade J. R. Dean, at TH 1764.

We are very happy to report that Comrade Zellers has returned to work after two months on the sick list; Comrade Plank is now at home, 2606 Tilden Ave., West Los Angeles, but unable to return to work; Comrades Fisher, Pierson, Webb and Truster are just marking time, and they say they would like a visit from any of you Comrades; Bill Christmas is still in the hospital at San Fernando.

Next regular meeting of the Post will be held Tuesday, August 19th, in Patriotic Hall, 1816 south Figueroa St., at 8.15 p.m. All members are urged to be present as that is the night of the Post dividend club drawing, also the delegates to the convention will make a report.

Attention: To all employes of the L. A. Railway who are eligible to membership in the American Legion (Yes, and all employes of the L. A. Motor Coach), you can join the post now and will be taken in as a 1942 member. That gives you the rest of 1941 and all of 1942 for only \$4.00.

The membership committee has started on a drive to make our quota before November 11th, so comrades give them your support by paying your 42 dues as soon as possible.

Why not give the boys who you worked with (before they were called to service) a little encouragement and drop them a line?



## WOMEN'S CLUB

By MRS. H. A. DEWEY

The Red Cross Auxiliary is working on children's sleepers, girls' dresses, baby clothes and sweaters.

Officers of the Auxiliary are: Mrs. Paul Brown, General Chairman; Mrs. C. H. Lewis, Assistant Chairman; Mrs. Cooke, Secretary; Mrs. Smokel, Supply Officer; Mrs. C. Hendricks, Knitting Chairman; Mrs. Ellis, Sewing Chairman.

Mrs. C. H. Lewis is completing another of the many dainty baby blankets.

The first Fall meeting of the L. A. Railway Women's Club will be held September 4, from 1:15 P. M. to 3:00 P. M., with a social hour to follow. There will be a "get acquainted" and "renew old friendship" program.

A class in Standard First Aid will be started the second Thursday in September, to be held every Thursday morning thereafter from 9:30 A. M. to 12:30 P. M.

## AMERICAN LEGION AUXILIARY

By MARIE MANNING

As the new publicity chairman for the Unit, I will try and make this column as interesting as possible with news and doings of the Unit.

Tuesday, July 15th, the Unit joined with the Post, Squadron and the Juniors in a very impressive joint installation of the new officers for the year 1941-1942; the hall was packed to capacity with many distinguished guests present. Marie Lipinski, President of the 17th district Auxiliary, was the installing officer. Assisted by the 17th district Ritual Team, the following officers were installed: Past President, Mary Beyer; President, Ann Charlesworth; 1st Vice, Mae Carson; 2nd Vice, Oda Dell Smith; Secretary, Bettie Leasman; Treasurer, Lona Davis; Chaplain, Mrs. Clubb; Historian, Mayme Nowak; Sgt.-At-Arms, Elena Detrick; Marshall, Esther Wickham; Executive

committee, Esther Wickman, Etha Mayo and Elena Detrick.

The Delegates and Alternates to the Department Convention to be held in Sacramento, August 10 to 13, are Ann Charlesworth, Bettie Leasman and Mae Carson as Delegates; Esther Wickham, Elena Detrick and Lona Davis as Alternates. The following officers were installed for the Juniors: President, Ruby Plank; 1st Vice, Margaret Detrick; 2nd Vice, Pauline Smith; Sec.-Treasurer, Bedur Davis; Sgt.-At-Arms, Shirley Favour; Chaplain, Josephine Mayo; Historian, Helen Davis.

Mother Clubb, our chaplain, is a Gold Star Mother, and we are very happy to have her as a member of the Unit.

We are very pleased at this writing to state that our members who are on the sick list are improving very nicely and we hope to see them out to the meetings soon.

The next regular meeting will be held Tuesday, August 19th, and all members are urged to attend and hear the reports on the Department's Convention just closed.

Now that we have elected the new officers, let's turn out and support

them and make this a banner year for Unit 541. There is much work to be done and we can work together and do our part towards National Defense.

## SQUARE AND COMPASS CLUB

By C. J. KNITTLE

The Square and Compass Club is literally on vacation, July and August being its dark months, and Vice President Billy Greenwood hopes that all members and their families are enjoying as fine a vacation as he did on a recent trip to New York.

Sometimes we wonder if Brother-Secretary Joe Steenrod really takes a vacation. Right in the midst of this glorious season Joe pops up to remind us we have forgotten our 1941 dues. Let's come out of it, fellows, and get that little item off your minds.

Club activities will be resumed September 13. On that Saturday evening members will gather at Van's Cafe, 9th and Hill, for another grand dinner, vaudeville show, and a half hour of talkies. Plan on being there, brothers. We'll be looking for you.

*"General Smooge was caught in an open field where there weren't any trees during the battle of the Marne."*





# 'WAY BACK WHEN

## or FATHER, DEAR FATHER

WHEN—back in the early days, as even today, it often took rains and wettish weather to bring out real geniuses in the transportation industry. Take, for example, the case of the Second Street Cable Railway: the winter of 1887: climate, rain, rain and more rain. Unable to digest the flow of mud and water, the turntable, at the bottom of the Second Street hill, wheezed to a stop. This necessitated blocking the water from the end of the track in such a way as to keep it from getting back into the turntable. Our genius, in this situation, pondering where to divert the water, noticed a deep basement which had been dug for the Bryson block on the northwest corner of Second and Spring Streets. He ran a pipe under the street surface from this basement to the cable car slot just in front of the turntable. The water roared into the Bryson block and completely filled the basement by the time the turntable was prepared. When Mr. Bryson arrived bright and early the following morning, he stopped in amazement and stared wide-eyed at the lake-like basement and remarked to the aforesaid genius who had just finished removing all signs of the night's work, "Good Heavens. I had no idea it had rained that hard last night." To which the transportation man replied blandly, "Yes, it was a phenomenal storm all right." Mr. Bryson shook his head and went on his way quite satisfied.

WHEN—back in 1887, January 4 to be exact, Mayor Workman set a precedent—a distinction which no other mayor has since equalled. Our mayors have all had their turns at officiating at corner stone laying cere-

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

monies, kissing babies, meeting notables and greeting visiting firemen and Elks, but Mayor Workman claimed the distinction of being the first to operate the electric "troller" car in the City of the Angels.

Mayor Workman also set another record, which will never be equalled, of being the first mayor to help push an electric streetcar, the same car.



*"Thank Heavens, these contraptions aren't here to stay!"*

When the streetcar, leading the parade which inaugurated the first electric street railway in Los Angeles (Pico Street line), reached Pico and Burlington, it came to a halt. The slight rise in the street was too steep for the motive power, whereupon the notables, the officials and the

Mayor alighted, and encouraged by loud heehaws, boos and wisecracks from the spectators, proceeded to push the car over the hill. Once the grade was topped, the car continued to the end of the line under its own power.

WHEN—the first electric cars were installed in Los Angeles, the people saw no great change in appearance from the regular cable cars. The car was pulled by a dummy similar to the cable car dummy. The dummy was not much bigger than a dry goods box, having just enough room for the operator to stand. The current was transmitted to the motor from the trolley wires by a four-wheeled "trolley" or carriage; hence, the derivation of the word "trolley". This four-wheeled contrivance ran on the two

wires; one was a positive wire and carried the current from the generator, and the other a negative which carried the current to the power house. The carriage was connected to the car by a cable which served the double purpose of carrying the current and drawing the "trolley" along the wires.

It was a common occurrence for the trolley to leave the wires. For that reason a ladder was carried on each car to provide an easier way of replacing the trolley back on the wire. On one occasion when one of the cars was travelling at a high speed on a straight track, the trolley left the wire with such force that it broke the connecting cable. Flying through the air, it lit in a grocery wagon which was in the act of passing a streetcar. The mystified crew searched high and low for the trolley, then walked to the car-house where they made a futile attempt to blame their strange loss on the pixies. Several hours later the grocery boy, completing his deliveries, returned the trolley to the astonishment of the crew.



# LIBRARY NOTES . . .

## New Books and Pamphlets

**ACCIDENT FACTS.** 1941. National Safety Council, Inc. Accident statistics for 1940 for motor vehicles, railroads, industry, aviation, etc.

**ACCIDENT RATES IN THE TRANSIT INDUSTRY.** 1940. National Safety Council. 1940 reports covering employe injuries arising out of and during the course of employment.

**ALLOWABLE CONCENTRATIONS OF TOXIC DUSTS AND GASES:** Hydrogen Sulfide, Carbon Disulfide, Benzene and Carbon Monoxide. American Standards Association. January 15, 1941.

**THE AMERICAN CITIZENS HANDBOOK.** J. E. Morgan, editor. National Educational Association. 1941. 366p. A handbook of facts concerning problems and responsibilities of citizenship—what everyone should know about law, charters of American democracy, famous addresses and other useful information.

**ANNUAL METEOROLOGICAL SUMMARY.** 1940. Compiled by L. H. Daingerfield. Data concerning rainfall in Los Angeles during 1940.

**DIRECTORY OF LOS ANGELES COUNTY NEWSPAPERS** (Exclusive of metropolitan dailies) Los Angeles Chamber of Commerce. July 1941.

**DRAFTING STANDARDS: ACCEPTED & PROPOSED.** Higgins Ink Co. 1941. A thirty-page pamphlet describing drawings and drafting room practice. Includes lines and line work, dimensioning screw thread representation for bolts and threaded parts, lettering and welding symbols.

**FACTUAL APPROACH TO THE ACCIDENT PROBLEM.** Merwyn A. Kraft. A. T. A. Accident Prevention Engineer. An address in which Mr. Kraft points out how transit management can seek the facts about the causes and cure of accidents in the same exact manner that they approach the problems of routings, schedules, etc.

**FIRE DEFENSE.** National Fire Protection Association. 1941. A manual for fire-fighters in war-threatened zones. Includes experiences of fire fighters in bombed cities in the present war.

**HOUSE MAGAZINE DIRECTORY.** 1941. A directory of house magazine publications giving name of company and publication, for whom intended, size, frequency and printing process.

**LIGHTING.** American Transit Association, April, 1941. A report presenting information on all new developments in the field of lighting mass transportation vehicles.

**MODERN BUS TERMINALS AND POST HOUSES.** Manfred Burleigh and C. M. Adams, editors. 1941. 174 p. Photographs, plans and specifications of terminals and post houses representing some of the most outstanding buildings in the country.

**NEW DEPARTURE SHOP MANUAL.** 1941. A pamphlet describing approved methods for handling, mounting, and lubricating ball bearings.

**PETROLEUM FACTS AND FIGURES.**

American Petroleum Institute. 1941. 192p. Statistical data covering production, refining, storage, transportation and distribution of petroleum and petroleum products.

**STANDARD SAFETY SIGNS.** American Standards Association. Five types of industrial accident prevention signs.

**BUSES IN THE BATTLE OF LONDON.** Canadian Transportation. May 1941. How motor coaches are "carrying on" in war-torn England.

**MODERN TRANSIT VEHICLES.** G. M. Woods. Mass Transportation. June 1941. p.157-160. Article describing improvements and features of electric drive vehicles which make them more economical and more attractive for mass transportation, and shows an increased interest in electric transmission for buses.

# PERSONNEL NEWS

## APPRECIATION

Acknowledgements expressing appreciation for the sympathy and kindnesses extended them during their recent bereavements have been received by the Company from Mr. M. C. Finn, Mr. Ernest Hill and brothers and sisters of Mrs. M. C. Finn; J. E. Connell; and J. H. McCornack and Marilyn.

## OBITUARY

Arthur Wellington Day, on the Pension Roll, died July 31, 1941. He was born in Chicago, Ill., April 6, 1872, and entered the service as Blacksmith Foreman, January 3, 1905—placed on the Special Roll, May 1, 1925.

The wife of John Howard McCornack, Clerk in the Automotive Dept. died July 24, 1941.

## BELLS

Coach Operator J. D. Burns (16th Street) married to Miss Corinne Bonelli on July 8.

Conductor W. D. Allen (Division 5) married to Miss Clara Scott on July 10th.

Conductor D. F. McGaughey (Division 1) married to Mrs. Dolly Kay on July 12th.

## YELLS

Duaine Clayton, born to Conductor (Division 4) and Mrs. B. C. Boyer, July 24.

Shirley Anne, born to Motorman (Division 4) and Mrs. N. W. Broyles July 25.

Edward Earl, born to Conductor (Division 4) and Mrs. E. A. Duncan June 29.

Dennis Frank, born to Motorman (Division 4) and Mrs. F. W. Starkey June 30.

Carol Louise, born to Motorman (Division 4) and Mrs. H. A. Harris July 6.

Kathryn Marie born to Serviceman (16th Street Garage) and Mrs. J. E. Clark on July 17.

Patricia Ann, born to Conductor (Division 5) and Mrs. G. R. Vanhorne on July 17.

Darleen, born to Conductor (Division 1) and Mrs. F. A. Engle, on June 18.

Frank (on boat)—"That's a nice flock of pigeons."

Jack—"Those are gulls."

Frank—"Well, gulls or boys, they're a nice flock of pigeons."



# Dear Ladies



## Camping Can Be Fun Or An Ordeal

### Suggestions for an enjoyable outing

SOUTHERN California is ideal for the recreationist — here they have access to a suitable area the year round for climatic conditions permits the use of sections of this territory when others may be inaccessible. A more ideal situation would be difficult to imagine. Realizing this fact and with proper foresight the United States Forest Service in conjunction with State, County, and Civic organizations have developed suitable and adequate picnic and camp areas for the use of the people and are, with the further development of roads into the mountain area, continuing the program of improvement of camp sites for use of all the people.

Camping is a hereditary privilege handed down to most of us from our forefathers who had that indomitable urge to forge ahead and commune with nature and to learn of places beyond the horizon — a nomadic instinct that is born to us.

And camping may be fun, or it may be an ordeal. Too little thought is many times given to the venture, and to these a camping trip is a nightmare never to be tried again. The first consideration then for those contemplating this type of vacation is a comfortable bed. The days of the "saddle blanket and frying pan" camp have passed. There are several kinds of arrangements and combinations of equipment that may be utilized for this purpose, in-



*Well equipped camp essential for relaxation.*

cluding the folding cot, the collapsible spring cot, or the blanket roll. However, it is generally recognized that the air mattress and sleeping bag are the most advantageous. This combination requires a minimum of space and through the use of the air mattress a hard or soft bed may be had. The bag itself eliminates the necessity of transporting a quantity of blankets and affords a handy receptacle for carrying your toilet articles.

If circumstances necessitate the use of a cot and particularly a folding canvas cot, bear in mind a pad of some sort is essential and in its absence a padding of paper will suffice.

The selection of a tent is more or less controlled by the individual taste. However, the umbrella type is easily erected and may be had without center pole—a true space saver. Be sure and buy one with sewed-in floor and with mosquito netting over

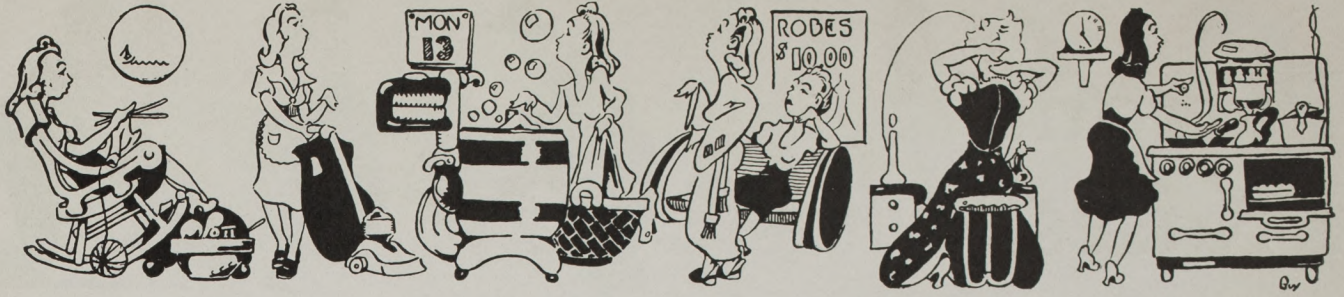
door and window—the loss of sleep from bugs or mosquitoes at night means a short temper tomorrow.

For lighting the camp at night a single burner gasoline lantern is sufficient; to eliminate breakage of mantles when traveling, invert the lantern in the carrying can—it helps materially.

A three burner gas stove is preferable, and a collapsible stove stand is a great aid to the cook. It is a back-breaking job to cook on a stove at a low level.

Two folding type tables are a boon to the camp chef—they save time and temper. An ice box is useful if near a supply of ice; otherwise an iceless or desert cooler is the best bet. These are a few suggestions. Many innovations are on the market to add to the comfort of camping—some good, others just gadgets. Experience soon teaches us the value of each item—the main item to consider in all cases is a good bed.





## Sun Tan? Well Listen . . .



Diana Lewis, M. G. M. Star, applying "sun screen."

### Points to Remember--

1. Drink lots of water in advance to help keep your skin from becoming dry.
2. Be sure to use a "sun screen" of cream or lotion as it will absorb the heat before the sun reaches skin.
3. Colognes and toilet waters sometimes leave splotches on skin, so it is best to leave them off until after you come out of the sun.
4. Timing is of utmost importance. Stay in the sun 8 minutes first time, giving 2 minutes to each side. Increase this amount to 5 minutes each day for 2 weeks. Doing this, you shouldn't have to visit the medicine closet for relief. At the end of 2 weeks your body should have natural protection enough to stay in the sun 2 or 3 hours at a time. If you find

you turn a pink instead of tan, cut down time prescribed above to half and after a two weeks' period you may be able to take a little more of direct sun exposure. If you plan on being in the sun for some time, it is a good idea to equip yourself with a wide brim hat or parasol. Brunettes, as a rule, tan easier than blondes unless blondes have a dark skin; therefore, timing differs.

5. Above rules apply to normally healthy people. Those suffering from skin or systematic diseases should consult a doctor before going in the sun.
6. Kerchiefs for the hair will keep it the natural color. Sun glasses are essential to protect your eyes from sun glare.

### Lady Families Favorite Recipes



#### Dream Bar Cookies

Cream together:

- 1 cup shortening
- 1 cup brown sugar
- 2 cups flour

Pat into a cookie sheet. Bake 15 min. in moderate oven or until light brown.

Mix together:

- 3 eggs beaten whole
- 2 cups brown sugar
- 4 lbs. flour with 2 tsp. baking powder
- 1 tsp. vanilla
- 3 cups coconut
- 2 cups walnuts

Place on top of first mixture and bake

30 min. more.

Submitted by Mrs. E. E. Johnson, wife of Truck Driver E. E. Johnson, Way and Structures Dept.

#### Spinach Souffle

- 1 large can spinach
- 1 tsp. grated onion
- ½ cup fine, dry bread crumbs
- 1 tbsp. butter
- 2 eggs
- ½ tsp. paprika
- ⅛ tsp. pepper
- 1 tsp. salt
- 1 cup medium cream sauce

Drain spinach and chop finely. Brown onions in the butter and add to spinach with bread crumbs and seasonings.

Add beaten egg yolks and cream sauce.

Fold in well beaten egg whites and bake at 350 degrees in a greased baking dish or individual molds about 45 minutes.

Garnish with pimientos and slices of hard boiled egg.

Submitted by Mrs. E. O. Brown, wife of E. O. Brown, car repairer, Dept. 8, South Park Shops.

#### Banana Prune Muffins

- 1¾ cup sifted flour
- 2 tsp. baking powder
- ¼ tsp. soda
- ¾ tsp. salt
- ½ cup finely cut dried prunes
- ¼ cup shortening
- ⅓ cup sugar
- 1 egg
- 1 cup mashed bananas

Use all yellow or fully ripe bananas. Sift flour, baking powder, soda and salt. Add prunes and mix well. Beat shortening until creamy. Add sugar gradually and beat until fluffy. Add egg, beat, add alternately flour and bananas, mixing until smooth. Turn into well greased muffin tins. Bake at 400 degrees for 20 minutes.

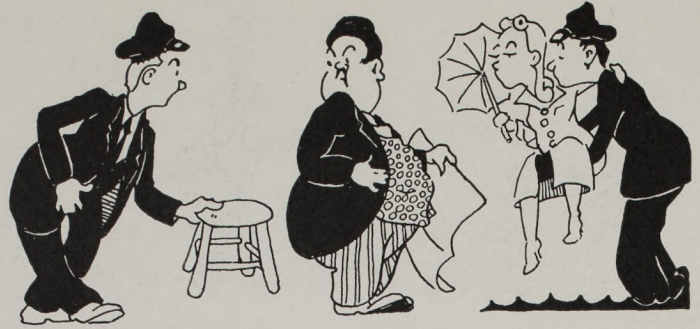
Submitted by Mrs. A. L. Barrett, wife of sub-station operator A. L. Barrett, Power Dept.

*Helen*

Editor of  
"Dear Ladies"



# Patrons' Praises . . .



## "A Million Thanks . . ."

"A million thanks to you (C. O. Griffeth, Div. 1) for finding and delivering my purse to the electric car man. Everything was returned to me intact this A.M. I am a poor working person and without the glasses, I cannot see to work. The rosaries were gifts from friends. Kindly accept this \$1.00 as if it were a hundred, and may the Lord bless you and reward you as you are deserving.

"May God bless you always."

MRS. DORA ROBERTS,  
921 W. 4th St.,  
Los Angeles

(Note: Mr. Griffeth returned the award, which is also commendable.)

## Impressed by Kindness . . .

"Just want to call your attention to your Conductor No. 339 (C. G. Hauck, Div. 4). Last night as I was coming in on the "A" car from Edgemont and Fountain I was impressed with the kindness shown a certain lame gentleman who boarded the car with a heavy suitcase. No. 539 helped him on with the case and when he left the car even carried the case for him to the door and handed it to the man after the man was on the pavement. He was acting as though the man was a special guest of his own. Really it made you feel like he had invited you to go for a ride in his car. I know others noticed his actions too and feel the same way as I do. Men like him are a big asset to your service.

"I am writing this expecting no answer, so just tell him his efforts are appreciated."

F. E. DANIEL,  
253 S. Broadway,  
Los Angeles

## Promoting Good Will . . .

"Your conductor 2224 (B. C. Boyer, Div. 4) on the "A" line, was extremely decent and kind to me the other morning when I got on his car, at Hoover and Temple, to go downtown. When I discovered I had forgotten my money, to save me embarrassment, he very kindly loaned me the fare, telling me I could give it to him the next time I saw him.

"I enclose it herein. Please see he gets it.

"I do want to congratulate you on having real honest-to-goodness gentlemen for

employees, as I have more than once witnessed courtesy and consideration on their part. Now, don't you overlook these splendid fellows like 2224, whoever he is, God bless him and give men like that all the promotion and advancement you possibly can for they deserve it by their good conduct and efficiency and also promoting good will from the public towards your corporation, and many, many thanks to my benefactor."

C. N. REDMOND,  
117 Bimini Place,  
Los Angeles

## Congratulations in Order . . .

"You have a man employed by your company who deserves a recommendation, thanks or something.

"My husband and I were coming home from work tonight after having dinner downtown. A man tried to board the car at the wrong end. He was well dressed, up in years and pretty much on the drunk side. Your one man car conductor and motorman combined man, not only got out, helped the poor soul into the car and seated him, he also helped him off and safely deposited him on the sidewalk. It was all done in a most courteous and kind manner.

"May I congratulate you on your motorman 93 (W. J. Curry, Div. 4) on car 1212 who let us out on South Normandie here tonight at 7:20 p.m."

MRS. LOIS KANTROWITZ,  
746 S. Normandie Ave.,  
Los Angeles

## Many Kind Acts Noticed . . .

"I am a daily passenger on Line "7" of the yellow system and wish to say a word in regard to Motorman 1711 (J. A. Wear, Div. 5). This man is without doubt the most courteous of any I have seen serving the public the twenty years I have been a street car rider. I could go into details and mention hundreds of kind acts I have seen him perform.

"However, I am sure others have mentioned them many, many times in the past."

E. J. WILSON,  
Stimson Bldg.  
3rd & Spring Sts.  
Los Angeles

## A Fine Young Man . . .

"Criticism and blame are often told—and seldom praise. I want to offer the latter to one of your conductors on the "V" line running on Vermont. His car number, I noticed, was 2834 (V. E. Munyer, Div. 5) a fine young man, who was very courteous and unusually patient with the passengers—and very helpful."

MRS. S. L. HUNEY,  
228 So. Catalina St.,  
Los Angeles

## Yes, Recommended . . .

"I live near the "W" line in Highland Park and coming home from town on July 22, about 4 p.m. I had the pleasure of riding behind one of the most efficient and careful motormen in my street car riding experience.

"I don't know his name but his number was 874 (S. E. Park, Div. 3).

"May I recommend him?"

ALBERT N. HANSON,  
143½ So. Ave. 61,  
Los Angeles

## Indeed a Help . . .

"May I call your attention to the oft-repeated helpfulness and courtesy of Traffic Regulator No. 25 at 7th and Grand during evening rush hours (H. S. Herbert, Div. 1). He is indeed a help.

M. A. M. STUZMANN,  
536 S. Hope St.,  
Los Angeles

## Tactfully Handled . . .

"I wish to express my appreciation of the kindness and consideration of a conductor on the Pico line yesterday. You can identify him as one who reported an accident to me.

"I caught my foot on the skirt of a passenger and fell flat across the aisle. I was pretty badly rattled and shaken up. The conductor helped me to a seat and didn't start the car until he had seen me safely alighted. I think he was quietly efficient for you too, in getting names and addresses of witnesses. (Man involved is Conductor No. 2107, E. J. Carter, Div. 4).

"There was nobody to blame; it was one of those things that will happen."

EUNICE STEBBINS,  
1209 Crenshaw Blvd.,  
Los Angeles





### Friendly, Helpful Interest . . .

"Sometime ago I expressed my appreciation to your organization for the courteous service rendered by one of your bus drivers. He was then an extra driver and though the occasions on which I happened to ride with him were infrequent enough, I was always impressed by his skillful handling of the bus and by his friendly, helpful interest in his riders.

"Recently it became necessary for me to ride the Alvarado bus daily, and I was pleasantly surprised to encounter this same driver operating a regular schedule on this line. I am very glad to say that he still extends the same smiling courtesy for which I remembered him.

"Who is this driver? Why, 241, of course! (F. J. Butler, Jr.).

PATRICIA DALTON,  
636½ Fetterly Ave.  
Belvedere Gardens, Calif.

### Initiative Taken . . .

"I was about to board one of your cars around 3:20 P.M. today. Motorman No. 3019. He noticed a Ford with a wheel off in the center of the track. He immediately went over to the telephone and called for an emergency car. Two more street cars came up behind and the three motormen had a short conference and evidently decided that they should wait and let the emergency car take care of the situation. The owner of the car was half heartedly trying to remedy the situation when one of your switch tenders, No. 3050 (Eugenio Rodriguez) decided to do something about the situation. He took his red flag out, placed it on the crossing and placed the wheel back on the axle. He then had the owner take some of the lugs from the other wheels and after tightening these in place removed his flag and climbed aboard our car. The emergency car came into sight after we had already gotten under way, thanks to the initiative of your switch tender. I happened to overhear another passenger tell your employe (Rodriguez) 'it's a good thing you were along.' Since I knew your office would probably not hear of this man's good work any other way I took the trouble to write to you.

P. GARNIER,  
354 So. Spring, Room 210,  
Los Angeles

### Unusual Thoughtfulness . . .

"This afternoon around 4:15, I was a passenger on a Sunset bus going to Hollywood, driven by Operator 789 (A. Casanova).

"An elderly lady was a passenger. She was obviously upset about a transfer she was to make at Third and Vermont, and asked the driver about it several times. Either she wanted reassurance, or else forgot between times that she had asked already. Each time the driver answered her courteously and kindly, although it must have been a trial to his patience.

"When the bus arrived at Third and Vermont, the old lady was so bewildered as to which direction she should go, and where she should take her car that the operator took the time and consideration to conduct her from the bus to the safety zone on the opposite side of the street, and gave her specific instructions.

"I felt that this unusual thoughtfulness of Operator 789 should not go unnoticed. I would appreciate it if you would let him know that another passenger on the bus noted his kindness with gratitude, and wanted to thank him for all of us who have mothers and grandmothers."

MRS. DOUGLAS MAVES,  
1384 No. Edgecliff Drive,  
Los Angeles

### Appreciate Courtesy . . .

"I was on my way to Sycamore Grove to attend a picnic on Sunday, July 27. Coming from Culver City, I boarded the "W" street car and asked the motorman if he would kindly let me know when to get off. After riding for about forty-five minutes I was beginning to wonder if he had forgotten to let me know and was about ready to get up and ask him when he stopped the car and came over to tell me that this was where I was to get off. He also helped me off the car and told me how to get across to the park safely. Being an elder who finds it hard to get around and who appreciates kindness and courtesy from your employes to its riders, I would like to commend Motorman 3331 (R. Z. Matthews, Div. 3) for his courtesy to me."

MRS. BERTHA KROC,  
3854 East Boulevard,  
Mar Vista, Calif.

### Coolness and Efficiency . . .

"While riding on an "S" car this afternoon, I saw an auto coming at a terrific speed across the street when we were about two-thirds across. Everyone in the car held his breath expecting to hear and see a terrible accident, but through the coolness and efficiency of your Motorman No. 1586 (F. Hawley, Div. 1) the accident was averted. I hope you have many more men on your cars who are of the same caliber as this motorman."

MRS. WESLEY HAUKE,  
1815 Magnolia Ave.,  
Los Angeles

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

#### TRAINMEN

O. L. Ausen, Div. 4  
G. J. Bannister, Div. 5  
W. E. Blackley, Div. 4  
\*E. A. Burgess, Div. 4  
M. M. DeBrunner, Div. 5  
R. M. DeWitt, Div. 5  
H. S. Grove, Div. 5  
W. A. Guthrie, Div. 1  
H. S. Herbert, Div. 1  
F. M. Ludwig, Div. 5  
R. H. Manning, Div. 4  
R. T. Melton, Div. 4  
J. P. Miller, Schedule Dept.  
\*\*R. G. Monahan, Div. 3  
H. W. Morrow, Div. 5  
E. W. McCabe, Div. 5  
D. C. McCormack, Div. 1  
O. G. McDermith, Div. 3  
E. J. Roche, Div. 5  
R. J. Rowe, Div. 4  
J. W. Standley, Div. 5  
J. F. Tanner, Div. 4

#### OPERATORS

F. J. Butler, East 9th St.  
J. T. Colburn, Alvarado  
K. W. Corry, Wilshire  
R. D. Crandall, Sunset  
F. G. Hedge, Florence-Soto  
\*A. V. Hitch, East 9th St.  
\*O. R. Jordan, Sunset  
D. Ladhoff, Olympic  
M. Miller, Wilshire  
A. J. Reich, Alvarado  
F. H. Thompson, Sunset  
W. L. Turner, Vedugo

Note: Each asterisk represents one additional commendation.

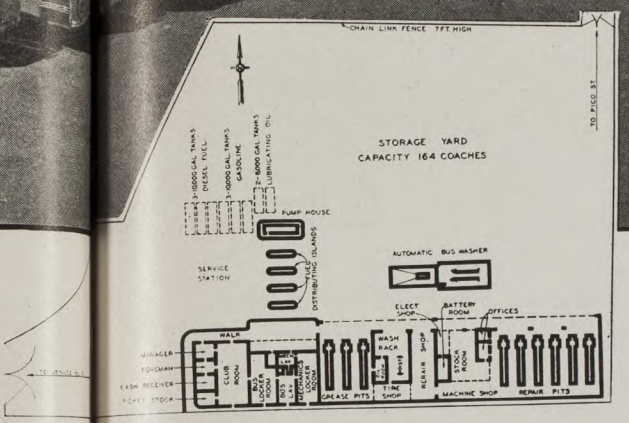




**H. F. FOSBERG** in charge of mechanical operations. Glass inclosed offices allow light throughout and enables work to be dispatched quickly.

**FOUR ACRE** Vineyard site showing servicing and storage facilities.

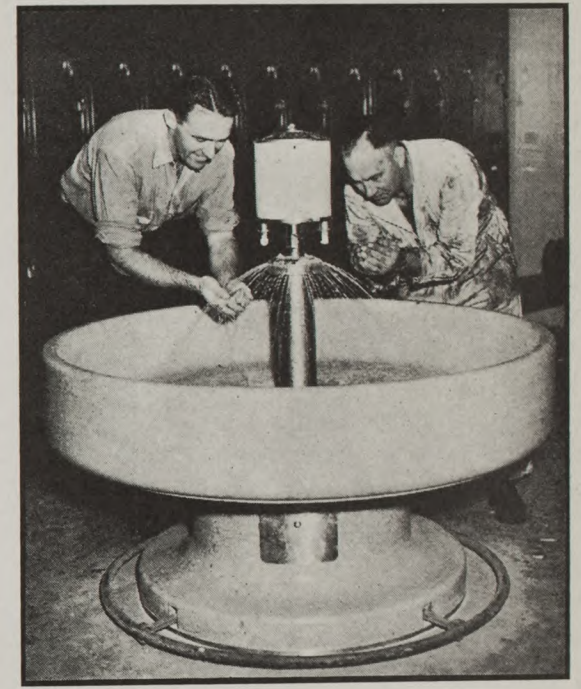
**PLAN** showing building arrangement.



# TWO BELLS *Vineyard* VINEYARD AMERICA'S LARGEST SERVICE STATION

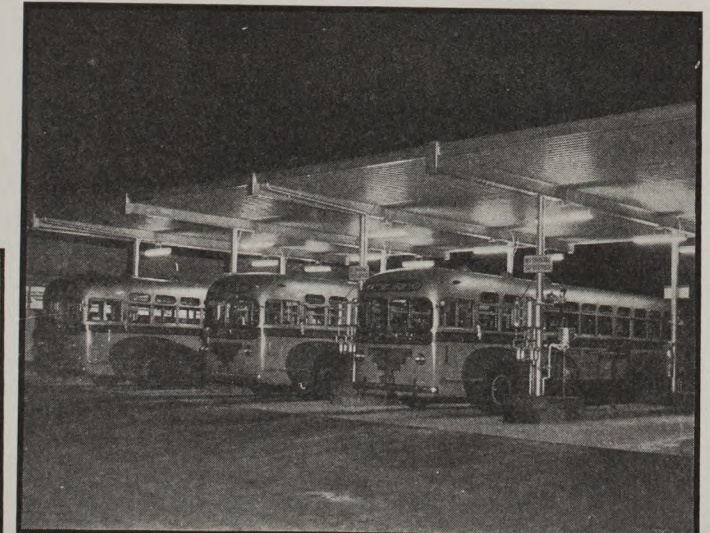
**NEW** L. A. M. C. Company Garage with storage facilities for seventy-six thousand gallons of fuel and oil is the largest of its kind. Vineyard accommodates 164 coaches and has a personnel of two-hundred and eighty-one men.

**FRED C. PATTON**, Manager of L.A.M.C. Co. and Superintendent of Motor Transportation, L. A. Ry., finds his new office a pleasant one in which to direct activities of Virgil and Vineyard Coach Divisions.



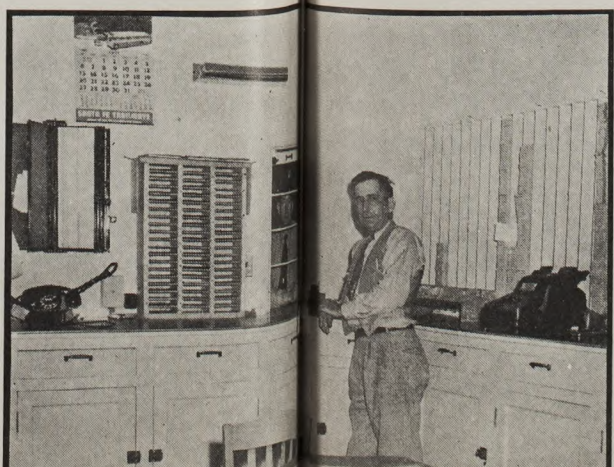
**LATEST TYPE WASH FOUNTAINS** are enjoyed by Vineyard employees. (Left) L. G. Hobbs, serviceman, and (right) T. H. Buttram, electrician.

**POLISHING THEIR SHOES** on one of the two shoe shine racks before going out on their runs are (left to right) R. D. Gallager, F. B. Webster, W. M. Lewis, A. D. DeRee, E. T. Cleveland.



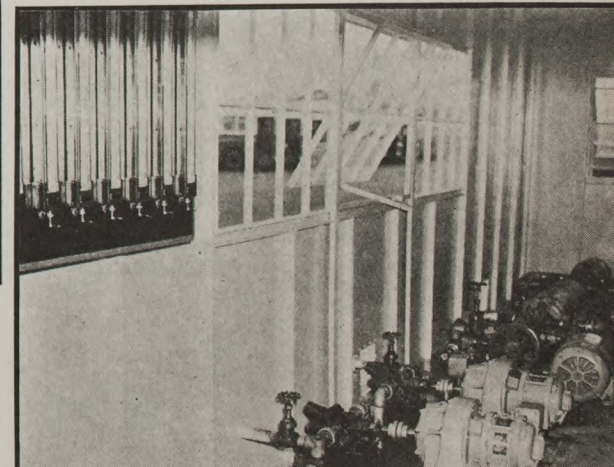
**FLUORESCENT LIGHTED SERVICE STATION** with four fuel and oil islands. Recording meters automatically print ticket for each amount of gas drawn.

**CASHIER'S OFFICE.** W. Davis, operator, at window, and E. B. ... foreman.



**OPERATORS' CLUB ROOM.** Left to right, K. A. Olson, W. R. Wood, F. W. Cox, P. B. Greet, H. A. Margrave, H. F. Myers, P. C. Youngman, J. E. Haymaker, L. H. Wine. Standing at turn-in windows (left to right) W. R. Stanton, R. A. Knapp, R. R. Harger.

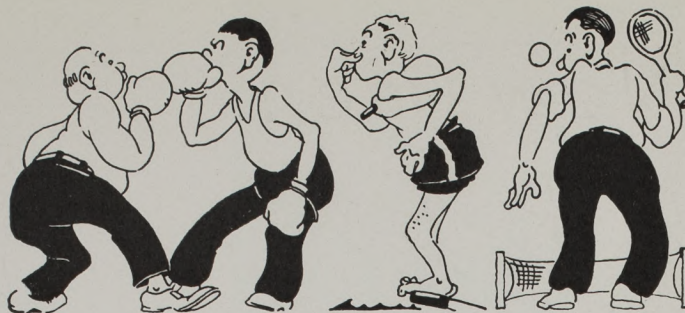
**PUMP HOUSE** with separate force pumps delivering to each island. Gauges in upper left foreground indicate quantity of fuel in each tank.





# SPORTS

By W. WHITESIDE



## COACH AND VERNON IN PLAYOFF

The final three game playoff for the championship finds Coach pitted against Vernon in a series that promises to be a battle from start to finish.

Coach, after going through the regular season undefeated met Division 1 and defeated them two straight by the scores of 7 to 6 in 11 innings and 13 to 3, to gain a place in the final round.

Vernon and Division 5 had to play three games, Vernon taking the first 8 to 0. Division 5 came back and surprised everyone by scoring a 5 to 3 win in the second game. Vernon took the final game 12 to 4.

## VERNON DEFEATS 3

Playing steady ball throughout the game and having enough punch to forge ahead again after 3 tied the score in the 8th inning, Vernon won their last game of the regular season and finished second in the league.

	R.	H.	E.
Division 3	3	5	3
Vernon	4	11	2

Batteries: Christensen and Bestwick; Burgos, Saiza and Quihuis, Villalobos.

## 5 GAINS FINALS

Division 4 forfeited their scheduled game to 5 for failure to appear. This put 5 in a tie with 1 for third place and a place in the playoff. In all fairness to the Division 4 team it must be stated that they thought the game was to be played a week later and failed to show.

## VERNON WINS FIRST PLAYOFF GAME

Scoring runs at random, Vernon defeated Division 5 in the first game

of the playoff, 8 to 0. Carpio scored 4 runs and got 3 hits in 5 trips to the plate to lead the Vernon attack.

	R.	H.	E.
Vernon	8	9	2
Division 5	0	8	10

Batteries: Saiza and Quihuis; Landreth and Templin.



Credit for a successful season is due J. P. Lipscomb, baseball manager, 1941.

## COACH DEFEATS 1

Airtight relief pitching by Widick who relieved Murray in the 6th helped Coach shade 1 by the score of 7 to 6 in 11 innings. This was a tough one for Means to lose but those 10 errors were the telling blows.

	R.	H.	E.
Coach	7	11	3
Division 1	6	10	10

Batteries: Murray, Widick and Ballenger; Means and Tracy.

## COACH WINS AGAIN

It was Coach all the way, the game never being in doubt. By their win the Coach boys landed in the final round.

	R.	H.	E.
Division 1	3	8	2
Coach	13	17	3

Batteries: Means, Sansom and Tracy; Widick and Ballenger.

## 5 BEATS VERNON

Division 5 came back from an 8 to 0 shutout last week to trounce the highly favored Vernon team 5 to 3. The hitting star of the day was Villalobos of Vernon with 3 for 3 but it couldn't match Templin's home run and single that drove in all of Division 5 runs.

	R.	H.	E.
Division 5	5	7	1
Vernon	3	11	4

Batteries: Landreth & Templin; Peralta, Saiza and Quihuis, Villalobos.

## VERNON WINS OVER 5

Vernon won the rubber game with Division 5 and gained the right to meet Coach for the league championship. The score was 12 to 5.

	R.	H.	E.
Vernon	12	13	1
Division 5	5	11	5

Batteries: Saiza and Quihuis; Landreth and Templin.

## FINAL STANDINGS

Coach	6	0	1.000
Vernon	5	1	.833
Division 1	3	3	.500
Division 5	3	3	.500
South Park	2	4	.333
Division 3	1	5	.166
Division 4	1	5	.166



# Newsmen Report...



## GARAGE

By C. H. HARDY

A deep sea fishing trip on a chartered boat was the Garage event of the season. There was plenty of fish for everyone. Even Joe Crawford caught one which is unusual. Tom Juris, who won the jackpot, was being dragged overboard by that 18 pound tuna when two of the men came to his rescue. Dave Pitts lost his appetite and looked for a time as though he had sighted a ghost. Nick Hilger of the storeroom and W. K. Wilson of the Line Department storeroom also turned pale green at the mention of food. Joe Crawford and Earle Wetzler on the other hand had a splendid time eating all of the unwanted lunches as has been their custom on previous fishing trips.

Reports from our vacationists show that the majority are going out to the great outdoor resorts. Among those who took their families to Sequoia are Benny Walters, Les Harrier and Norman Lane, the latter breaking in his new Chevrolet. We understand that Floyd Nolf, vacationing at Diamond Lake, caught so many fish that he had to take an extra week off to recuperate. Virginia Blue brought home the best coat of tan in this Department so far this season. When Tom "Corn" Juris vacationed amid the scenes of his childhood days in Colorado, his name was spread over the front page of the home town paper. We understand that a couple of fattened hens were even sacrificed for the home coming. It was reported that Sam At-



*D. J. Sullivan Jr., recently graduated from Washington High School, is an expert on the rings. His father is D. J. Sullivan, Asst. Engineer, 16th Street Garage.*

kins spent part of his vacation peeping through the fence at South Park in order to keep close tab on the available supply of sawdust for the repair pits. Andrew Seyferth and his wife, who vacationed in Oregon and Washington, reported deep snow on Mt. Lassen last month. Among those who were attracted to Yosemite were Pat Pearce and D. J. Sullivan.

We are informed that Wally Weberg thrilled a large Sunday gathering at a fraternal picnic recently when he sang several of his favorite musical numbers.

Mr. and Mrs. Oscar Miller wish to express their thanks to the men in the Garage for the useful wedding gifts, especially for the clock. Oscar rushed to work an hour early the other morning thinking he was late.

We wish to express our deepest sympathy to J. H. McCornack whose wife passed away recently. Those of us who had the pleasure of knowing Mrs. McCornack knew her as a charming and talented lady.

The Wilshire and Olympic coaches were finally moved to the new garage



*"I'd have never recognized you if you hadn't ducked behind that tree. You used to be a railway supervisor didn't you?"*



and about 30 of our men have been temporarily assigned to the maintenance of this equipment in the new location. Henry Pauschert spent a few days helping to get the clerical end of the new garage established.

The most recent new men in the Garage are H. C. Bell, R. E. Wibe, and J. J. Herring.

It was thought at first that a foreign diplomat was making a goodwill tour of the Garage. A second glance, however, revealed that it was our own "Chick" Jackson who was hiding behind the chin whiskers.

## DIVISION ONE NEWS

By R. C. RUGGLES

Two shakeups in one month is "headline" news. The second General Choice during the month of July took place because of new schedules and one-man operation on the "R" and "S" Lines.

Former Division One trainmen have been around the Division visiting old friends: L. B. Duncan and J. H. Martin, also C. E. Crownover, who has returned for a visit to Los Angeles after six years. C. E. is the brother of Motorman K. G. Crownover of this Division.

How do they do it? Motorman



Supervisors Charlie Polchow (left) and Louis Bean (right) while on a recent trip to Cape Cod, Mass.

J. E. Alverson is driving a brand new Willys Sedan.

Was he embarrassed? M. F. Felton tore his pants one day while on duty, and evidently called in for a barrel, because the clerk sent a conductors money changer out to him. We, along with Felton, wondered how the clerk expected him to squeeze into a money barrel.

Extra Switchman A. J. Rosenstein has finally received his switchman's diploma, after being duly initiated by falling into the pit. He luckily escaped with only a few scratches.

Believe it or not! C. O. Griffith received a dollar reward for turning in a lost article. But contents of purse looked as if owner needed the dollar more than he did and he returned it to the owner with his thanks.

The following men have been on extended vacations: H. O'Neill, visiting his son in Tacoma, Washington; L. Christoffersen on account of death of his father; L. M. Hills, M. A. Kilgo, W. D. Pringle and W. R. Elliott.

Our sympathy is extended to Conductor L. Christoffersen upon the loss of his father.

Motorman W. D. Pringle is taking a month's vacation and will spend most of the time at Seal Beach.

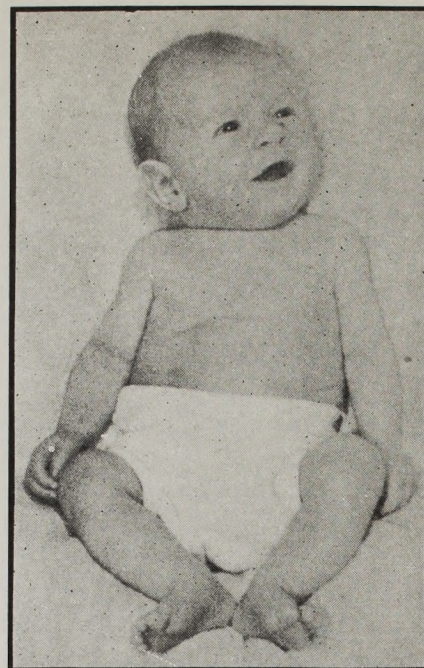
The following men returned from the sick list: A. G. Witzel, D. M. Wiltse, L. L. Smith, L. E. Adkins, J. C. Considine, J. E. Ramstein, H. S. Haag, G. E. O'Bar.

The following men are still on the sick list: A. Haley, E. E. Sanders, J. T. Hoffman, F. A. Geel, E. D. Tallmon, R. T. Thorpe and W. Jones, who was injured while playing ball.

The following men left the service last month for other employment: T. R. Cordell, R. W. Peterson, C. T. Frazier, M. R. Johnson, R. R. Burton, V. E. Armstrong, and W. R. Mulenax.

J. R. Tungate was called back into active service in the United States Naval Reserve.

Conductor V. E. White is with us again after his release from the Marine Corps.



Happy little Galen Pierce is the two months old son of Conductor (Division 5) and Mrs. P. O. Cole.

## DIVISION FIVE

By FRED MASON

We were very glad to receive a visit from Motorman Henry Mast recently. Henry has been off sick since last November and while he has lost a little weight he is slowly improving and beginning to feel better as each day passes.

On Sunday, July 27th, Superintendent W. H. Snyder and Mr. John C. Collins, started out on their annual fishing trip. They took a large shovel along with them which we presumed was to be used to shovel all the fish they caught into their ice box, but after seeing the size of the ice box, we knew we were wrong, and discovered it was to be used to move the big rock Mr. Snyder fell off last year.

Conductor H. A. Chaudoir is taking off four weeks in addition to his regular week's vacation and is going back to Sturgeon Bay, Wisconsin, to visit relatives and friends.

Conductor Herman Schultz is spending a couple of weeks vacationing at Acata, California.

To rest up at home, Conductor L. R. Evans is taking off thirty days.

Conductor O. E. Wilson is just



about finishing up a pleasant three weeks' vacation spent in San Diego, and is due back August 16th.

Motorman Charlie Stowe is now back on the job after resting up for two weeks at home.

Spending three weeks' vacation, Motorman J. L. Millikin will be found at Deer Lodge, Montana.

Conductor R. L. Spencer is due back on August 15th, having taken off three weeks to visit the folks in Council Bluffs, Iowa.

Motorman Ernest Rhodes is back from a very enjoyable three weeks' vacation, one week of which was spent at Yosemite.

All rested up and fresh as a daisy is Conductor C. I. Jones. He is just back from a three weeks' vacation spent at Tonkawa, Oklahoma.

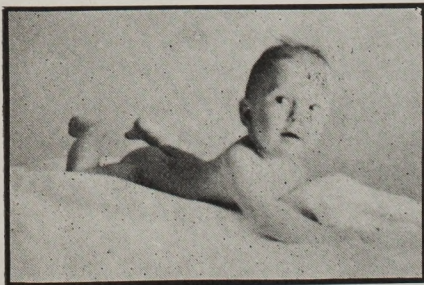
Conductor J. D. Robertson is off for one month and is vacationing at Fruita, Colorado.

Conductor H. J. Klingsiek is back from Safe, Missouri, having been off for four weeks.

Motorman S. B. Smith spent a very pleasant three weeks' vacation at Santa Barbara and is back on the job full of pep.

Congratulations are extended to Motorman and Mrs. H. B. Marques who will celebrate their Silver Wedding Anniversary on August 12th. Open house was held at the home of Mr. and Mrs. Marques on August 9th and 10th and many well wishes were received.

C. F. Fitzgerald is as proud as a peacock these days. His brother, Charles L. Fitzgerald of the Pacific Electric, has just patented three new roses which he developed.



Looking so bright is Frank Edward Moxley, grandson of Conductor (Division 5) and Mrs. E. A. Moxley.

*H. R. Richards,  
Schedule  
Department, shown  
at extreme right in  
front row, while  
attending a recent  
family reunion in  
Philadelphia with  
his eight sisters,  
one brother and  
father and  
mother. Quite a  
family.*



## OFFICE

By W. WHITESIDE

Vacations being the order of the day we find many employes just returning from some very delightful trips.

Frank Munger visited Zion and Grand Canyon National Parks.

Cliff Boughton enjoyed an extended stay in good old New York.

Mrs. Ambrose visited relatives in Utah again this year.

Ed Ramsey spent his first week moving and the second week at Lake Tahoe.

Ira Seehorn visited all the fishing areas in the High Sierras and never had a trout dinner.

Miss Christensen had a very enjoyable tour to Yosemite, Lake Tahoe, Reno and High Sierras.

Frank Shull toured northern California and Oregon.

John Bean also visited the northern part of the country.

Stanley Underwood just loafed around for a couple of weeks.

Guy Campbell visited all the fishing streams in the High Sierras.

We understand congratulations are in order to Pearl Gorsline who took the marriage vows recently.

Word has just been received that Wm. "Bill" Case, formerly of the Ticket Office, has been appointed a Corporal in the 30th Field Artillery. He is now stationed at Camp Roberts, California and will soon be transferred to Fort Lewis, Wash.

## TOOTHFULLY SPEAKING

My dentist is a jolly fellow,  
His nurse is just a dream,  
But how they do gang up on  
me,  
To try to make me scream.

I climb up weakly in the chair,  
And feel a little pale,  
He jabs a needle in my mouth,  
Or maybe it's a nail.

The nurse discreetly covers up  
The ominous array,  
Of villainous looking weapons,  
That lie upon the tray.

And then he grabs a pair of  
tongs,  
And shoves them in my mug,  
"Can you feel that?", I hear him  
taunt,  
And bravely answer, "Ug."

And then he starts to heave and  
pull,  
Happy as pigs in clover,  
And finally drags the molar  
forth,  
And am I glad it's over!

W. Y. Stearns,

(Virgil)

He: How is my little venison today?

She: What do you mean, venison?

He: Well, aren't you a little dear?



## MONTY

Written in memory of the late Mr. C. B. Montgomery, Coach Operator for the Los Angeles Railway.

By T. E. STUCKEY

16th Street Coach Operator

I would like to write a story  
About a friend, that I once knew,  
And I'd like for you to read it  
Because he was your good friend  
too.

We found him among us every  
day  
With a word for one and all.  
And when we wanted a favor  
from him  
All we had to do was call.

He was rather tall and handsome  
And always wore a smile,  
In spite of his cares and worries  
As he rolled on mile by mile.

He set a very good example  
For the new men as they came,  
I've thought about it many times  
And I'm sure you've done the  
same.

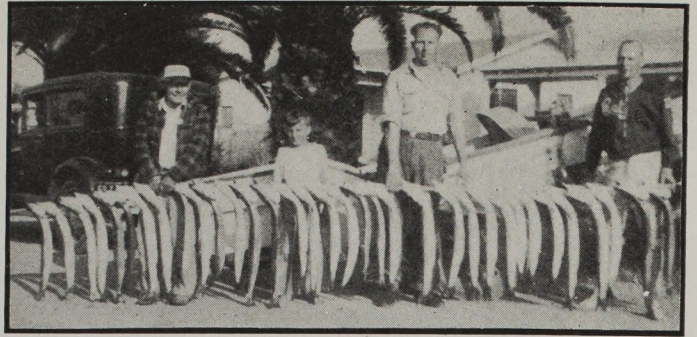
Monty has passed away  
Leaving us his work to do,  
So may we try and do it  
As he would want us to.

Some of us he taught a lot  
And a lot of us must be  
Grateful in more than a hundred  
ways.  
The things he taught were free.

So this to you friend Monty,  
And I'm speaking for us all,  
We'll remember you until the day  
When we also get a call.

You'll have it on us many ways  
When we buck that board up  
there,  
So take it easy on us bud;  
This is my pledge and prayer.

250 pounds of barracuda caught from a boat owned by 16th Street Coach Operator M. R. Petter. Left to right: A. Farnham, a neighbor, Master Richard Petter, M. R. Petter and Supervisor C. E. Carlson.



## 16TH STREET COACH

By C. H. HARDY

Among those taking advantage of the Railroad Booster's Sunday excursion to Ojai and Port Hueneme recently were C. Lyle and J. M. Ferris and their families. H. Nystrom of the Garage also treated his family to the trip. The excursion was very enjoyable and inexpensive. Many stops were made and there was plenty of time and opportunity to take pictures on the way.

R. Rowland, who vacationed at Lake Henshaw with his family, reported catching plenty of fish. V. G. Smith, supervisor, returned from a vacation spent at Salt Lake and Yellowstone Park.

We are happy to report that Ben Towsley, J. V. Wilson and Bill Maher, who have been on the sick list, are rapidly recovering.

A student operator was almost floored when a lady asked Marty Fisher if he would cash a pay check. Just a friendly ungrammatical warning to the students from the old-timers—"You ain't seen or heard nothing yet."

Supervisor and Mrs. L. Nowak announced the marriage of their daughter Betty to Mr. Robert Lutes on July 5.

Jimmy Kresge now has a recording of his song "When I Awake from a Dream Without You" and records will soon be available.

New Oldsmobile owners reported in this Division are R. H. Jackson, L. K. Walker and Supervisor J. W. Cook.

We welcome the following new men to this Division, W. R. Jordon, D. R. McOmie, A. W. Atwood, O.

F. Swanson, K. H. Canfield, R. W. Bennett, R. F. Coulter, W. A. Young, O. S. Lentz, C. J. Cox, J. M. Tangney, L. J. Lampshire, H. D. Cooke, O. L. Schaeffer, B. E. Roper, R. N. Burger, W. W. Scrimmes and H. F. Iee.

Our Coach baseball team started off the finals by winning the first game from Division 1 with a score of 7 to 6, the game going 11 innings. The next game, again with Division 1, was won by our boys with a score of 13 to 3, Widich pitching and C. A. Smith getting a couple of homers.

The first game of the final series against the Vernon Yard team which will decide the League championship was scheduled to be played at Vernon Yards, Sunday, August 3, the results of which will appear in the next issue of TWO BELLS.

Our team appreciates your interest and support and is confident that the championship trophy will be on display at the Coach Division this year.

## DIVISION THREE

By L. VOLNER

During the past month many of our men were on vacation; some just their allotted one week while others secured some additional time. Our Superintendent, Mr. Bodley, accompanied by his wife, made almost two thousand miles by auto, visiting various places of interest in California and Nevada. During Mr. Bodley's absence, Mr. Robert Reid, our Foreman, was Acting Superintendent, and those who received personal invitations to visit his office said he was a right good Superintendent. Harry Gilmore was Foreman, which, with his years of service in the office, was easy for him to fill.



Our Cash Receiver, Mr. Raymond B. Smith, accompanied his brother, Dr. H. F. Smith, government surgeon, on a visit to his son at the U. S. Naval Academy at San Diego during the first part of July.

Conductor O. G. McDermith and wife, daughter and son-in-law, made an auto trip to Alamosa, Colorado. The daughter and husband intend to drive back in their own car, which they will purchase in the East.

Motorman S. A. Christianson has gone back to Ada, Minnesota, where he will visit home folks and then go on to Detroit to buy a new car in which he will return.

Conductor M. B. Wickline and wife spent their vacation in San Francisco and Blaine, Washington.

Motorman John Corsen and wife visited many places of interest in the northern part of the state during his two weeks off duty.

Conductor J. J. Olexo and wife spent their vacation at their cabin in San Gabriel Canyon. Their place is a short drive from the city and an ideal spot for a complete rest.

Our clerk, Mr. A. E. Allen, is going to spend his vacation fishing, and "they say" he will have some original fishing stories to relate upon his return.

The Board of Library Commissioners had served notice that they intended closing the Richard Henry Dana branch of the public library on account of lack of funds. This library, located on Pepper Avenue, serves many trainmen and their families of Division Three, and they would hate to lose it.

Upon reading the papers Monday morning, July 7th, many of our men were greatly shocked to see a report of the sad tragedy of Floyd M. Smith and wife. Mr. Smith, a former motorman of this division, his wife and Mr. and Mrs. Kay Meyers, were burned to death when their car struck a lamp post on West Florence Avenue and overturned, instantly bursting into flames. Several people saw the accident but on account of the intense heat could not give any aid.

Fire engines were called but arrived too late to save them. The Smiths had four children who are orphaned by the tragedy.

One of our new conductors was working on a run on the "W" line, and being anxious to help his motorman "get over the road" would close his zipper doors as promptly as possible. The conductor mentioned had a car whose doors closed rather quickly and with quite a noise. The passenger was safely inside the car, but upon hearing the door said to the conductor, "you might have cut my arm off." The conductor replied, "Oh, no, they are perfectly safe, even if it had caught your arm it would not have hurt you, that's what all that rubber is on there for. Just to show you how safe they are I will close it on my neck." At the next stop, there being no passengers using the rear doors, the conductor opened same and stuck his head out allowing the doors to close on his neck, but when his demonstration was over he found that in such a position he could not reach the wheel to open the doors, and after riding for some distance with his head out in the breeze, he had to call on his passenger to release him.

## **SOUTH PARK**

By R. S. WALLACE

We had a wonderful vacation; I can tell by the state of our finances, and the great number of wonderful pictures we took; but it all seems so "far gone" that we are looking forward to the next one. We met several of the boys while at Sequoia, among them was Art Perez, who was camping at Lodge Pole. Art said he slept with a hat full of rocks under his pillow every night. Burglars—? No, bears.

Vern Burgess took in the beauties of Oregon, and thought he would like also to take in a few of the fish; but when he applied for a license, they said the price was fifteen dollars. Vern didn't have the facilities for taking care of that many fish so he gave up the idea.

Jack Bailey and wife vacationed at Big Bear, and Jack says they had all the fish they could eat. They must have camped near some generous fishermen.

Bill Thun, of Truck Shop, is going to take a sixty day leave and motor to Nebraska and Indiana to visit friends and relatives. Bill will probably stop off at Las Vegas and renew old acquaintances. Good luck, Bill.

Austin Kilgore has taken over the weather forecasting for Mr. Bradley, during the summer months, and his first prognostication was right on the nose. It rained.

Bill Leisure says we may quote him as saying that he will, if necessary, take on lions or tigers, but that he is definitely off cats. His latest experience was enough.

R. A. Ball from Division 4 is a new man in the Carpenter Shop.

H. D. Devezin resigned July 25th to accept a position with the L. A. M. C. Co. S. A. MacKenzy has been transferred temporarily to the Store at 16th St. Garage.

Understand our Soccer Club will soon be organized and begin to kick things around again.

It is reported that Ed Boswell, one morning recently, was cut in on by a black cat, and detoured four blocks out of his way to be sure he got ahead of the cat.

A super gesture of friendship for an old acquaintance was contributed recently, on the occasion of his fifty-sixth birthday. The boys, mostly of the machine shop, inscribed their names on a birthday greeting card and sent it to Barney Tupper. Claude Nickles also sent him a big cake.

Louis Myers said he painted his house during vacation. It took three gallons of paint and six cases of beer. Was the house painted or was Louis plastered?

Joe Spearing is on an extended vacation of 3 weeks. We understand from reliable sources that Hollywood Race Track was the spot he picked for relaxation. Joe intended to play the jockeys instead of the horses, as they are more reliable.



He also will have time to put some mileage on his new Oldsmobile.

Mr. and Mrs. J. T. Watts and grandson Gary, enjoyed a two weeks' vacation at the Grand Canyon, Gallup, N. M., Albuquerque, N. M., Carlsbad Caverns, Santa Fe, New Mexico, Flagstaff, Arizona, and Prescott, Arizona.

Our telephone operator, Miss Marion Magley, is away on a three weeks' vacation, visiting her people in Cincinnati, Ohio.

Dave Dent, the congenial draftsman of the Mechanical Engineer's Office, whose generosity of heart is approached only by his altitude, caused a near major calamity recently when he presented the mother of car repairer Ed Hess with a potentious bird aviary, including a single prize canary. Hess was detailed to the transportation job, but while negotiating the wilds of Figueroa Street, met with a catastrophe which dispersed the aviary over the surrounding countryside, and permitted the temperamental canary to depart on an exploring venture of its own.

To date, the canary has not returned and the result is that Hess now occupies the aviary, which is the nearest approach to a proverbial dog house available.

## DIVISION FOUR

By BOB GRETTEBERG

A week's vacation is good for a man even if he doesn't go to points far and distant. Your scribe has just returned from one week of his vacation during which time he obtained a lot of rest and visited several points in California. The high light was a day of deep sea fishing. The water was nice and the day was beautiful—but—where were the fish?

Ten of our extra men have been loaned to Division One, during the month of July, due to a shortage of men there. We are glad that the men were available, allowing them an opportunity to get better acquainted with the system by working various other lines.

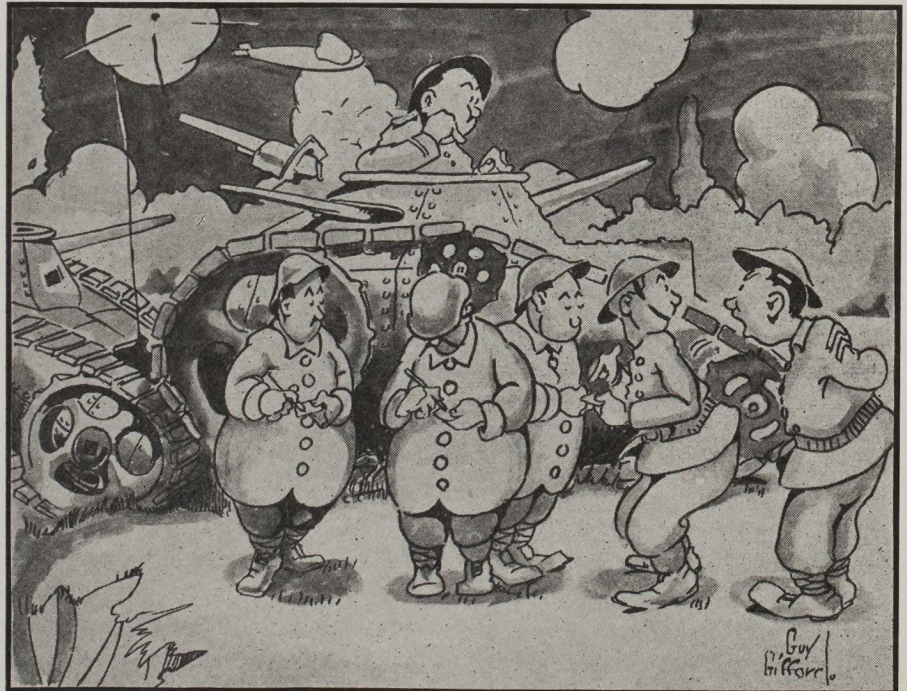
Evidently our Superintendent E. H. Ellis meant business when he put out a bulletin on July 18th, pointing out the seriousness of the accident record and complaint situation. Many wings were immediately clipped and from recent indication, wings will continue to be clipped until this record is better and the accidents and complaints have been reduced to a minimum.

Conductor G. T. Bucher recently was called from the active reserve list to the United States Navy. Bucher has been with the company for 6½ years and had a very good record. He was well liked by everyone and will be greatly missed.

I have just received a letter from one of our men who was drafted into the U. S. Army: Motorman J. A. Fitzpatrick. He says that he would like to hear from some of his old friends at the division, as he enjoyed the work with the L.A.R.Y., and wishes to keep in touch with the men. At the time of writing he was stationed at Battalion K, 14th Coast Artillery, Fort Worden, Washington.

We have news from vacationers, East, North and South (none to the

West, yet!). Some of the men are away for a month or more and some just for two weeks. But all say "having a fine time—wish you were here". Clerk A. M. Emerson just returned from an active and exciting stay in Arrowhead, raring to go and ready for another year of work. Clerk S. T. Cooper is looking forward to his approaching two weeks off. He plans to leave with his daughter, Ellen, for Catalina about the middle of August. He hopes to spend most of the time basking in some of this "good old California sunshine". Clerk W. L. Cooper sends greetings from Northern California and Oregon, where he is taking a motoring trip. Motorman A. A. Bell, is spending his vacation motoring in Texas and Colorado. Motorman C. O. Mitchell is another from our ranks who is enjoying a change from the routine of work. However in his case, his vacation is spent doing work of a different sort, working on his own ranch in Fallbrook, near San Diego. Conductor C. H. Edwards is visiting his folks in Bangor, Maine. He is also utilizing the opportunity to straighten up some business matters there.



"How are we going to win a war if you stop and get witnesses every time you hit an enemy tank?"



H. G. Burgess is making a circular trip covering Missouri, Kansas and Iowa. He will return by way of the Northern route, taking in all points of interest along the way. Motorman H. W. Gilbert was given a thirty-day extension on his leave to finish picking a couple of peaches on his ranch in Arkansas. Motorman F. B. Moreland was granted leave for one month to Iowa, visiting relatives. Motorman F. L. Worthy states that he is tired of eating restaurant food—Granted time off to bring his wife back from Clayton, Alabama, where she has been visiting her folks.

Those who have just returned: Conductor C. S. Richardson said that he caught several trout on his fishing jaunt to Yosemite, of which he brought several of them home on ice . . . I wonder! Has anyone seen any of them? Motorman C. D. Welch just returned from a thirty day leave in his new Hudson; completing a trip to Iowa and Illinois where he was visiting his folks.

### ELECTRICAL

By W. WHITESIDE

When do you go? Where are you going? Did you have a good time? These, and many others are the popular questions of the day.

After being off sick for over a month, M. T. Lander started his vacation the day he was released from duty and headed for Sequoia for a

complete rest.

Other visitors to our fine National Parks were Homer Runyon and Howard Jones to Yosemite and Raymond Creal to Yellowstone and Glacier.

Frank Maloney visited that exclusive resort—Lake Tahoe.

J. C. Morgan tried to beat the horses but to no avail, so he packed up and went fishing also to no avail.

G. Sherrill visited friends and relatives in Montana and H. W. McTaggart did likewise in Nebraska.

Local trips were enjoyed by Al Crum, S. H. Phillips, D. O. Conlan, Jerry Coxe, Shorty Bumbaugh and Dick McDevitt.

Carl Brown was sure peeved as he had rested up for 50 weeks for this vacation only to have the misfortune to be ill during the whole time.

Ed Clardy enjoyed two weeks' loafing at Idyllwild.

### VERNON YARDS

By L. F. SPARKS

Bert Schaubert was welcomed back to the day shift for the month of July. Bert claimed he had a hard time getting his owl eyes used to daylight but by using several shades of dark glasses he finally got so he could see.

Sal Burgos was struck by an automobile at N. Broadway and Pasadena but fortunately was not seriously injured.

Early one foggy Sunday morning,

on his way to the harbor to go fishing, Otto Johnson had the misfortune of having a blow-out while crossing a dip in the wet pavement. Otto instinctively slammed on his brake and the next thing he knew his car had rolled over twice. Neither Otto nor his passenger was seriously injured although his car was damaged several hundred dollars' worth.

Austin Fleetwood gave his wife a fur coat for an anniversary present but this hot weather caused her to leave it in cold storage so she hasn't had a chance to wear it yet.

Deepest sympathies are extended to Geo. Bisbee, whose mother passed away last month.

Vacations are still in order but the fellows in the Track Dept. seem to be reluctant to bring in good snap shots for TWO BELLS. A picture beats a hundred lines of type, so loosen up boys and let's have them.

"Babe" Gravino took in San Francisco and points between.

Al Weberg went to San Clemente and reports he caught fish till he couldn't give them away.

Geo. Ramsey is another fisherman who brags on his wonderful luck. He went to Oceanside for his fishing but failed to bring any back with him. Don't be so tight, George, our cat just loves fresh fish.

Geo. Jamison went to Crater Lake where he kept teasing his wife about

### LARY REVENUE FOR JUNE OPERATING RESULTS JUNE, 1941 vs. JUNE, 1940

	1941	1940	1941 Increase+ Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,093,135	1,019,742	+ 73,393
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)	982,978	912,535	+ 70,443
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	86,590	80,509	+ 6,081
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,436	68,029	— 2,593
Total Expenses	1,135,004	1,061,073	+ 73,931
Leaves Net Profit or Loss	—41,869	—41,331	— 538



his latest conquest named Alice. Mrs. Jamison was not bothered however as she knew all the time that "Alice" was a tame deer and was everybody's pet.

Your scribe plans on spending a week working at the mountain cabin and the other week on a yacht at Newport with a trip in between to visit an old Aunt in Ramona.

The Mexican boys in the Track Dept. have proved their abilities as athletes on the diamond and in the courts. One of the latest to win prominence in the athletic field was born at Vernon Yard. His father worked in the Special Work Yard for many years and the boy, Richie Lemos, went into boxing. Last month he won the Featherweight championship of the world.

## MECHANICAL DIVISIONS

By A. L. DAVIS

### CAR HOUSE ONE

Mr. and Mrs. A. L. Williams made a hurried trip to Seattle recently in order to be with their daughter, as she was forced to undergo a serious operation. Al reported upon returning to work that his daughter is well on the road to recovery.

W. H. Moore reported that he and his mother spent a very enjoyable vacation visiting friends in Colorado. On the return trip, they visited Bryce Canyon and Zion National Park. The weather was fine with just enough rain to keep things cool during most of the trip.

We regret to report that Sam Landreth had the great misfortune of having his wife pass away recently. Our deepest sympathies are extended.

### DEPARTMENT TWO

News from this department is very meager this month.

Sam Cohn, veteran repairer, at Vernon Yard, took a week's vacation, but, so far, we have been unable to procure any details in regard to it. A. H. Wutherich was the "pinch-hitter" at Vernon Yard during Sam's absence.

### CAR HOUSE THREE

Day Assistant Foreman, Jim Brad-

ley, is absent at this time—we understand he is vacationing around the homestead.

George Bosler left recently for a month's vacation. We understand he is searching out some of the nooks in his native State of Nebraska.

A. H. Hamberg is back on the job after spending a week's vacation visiting San Diego and local points of interest.

Messrs. L. D. B. Anderson, R. E. Boyd, C. H. Jackson, and J. W. Smith, are a group of new car clean-

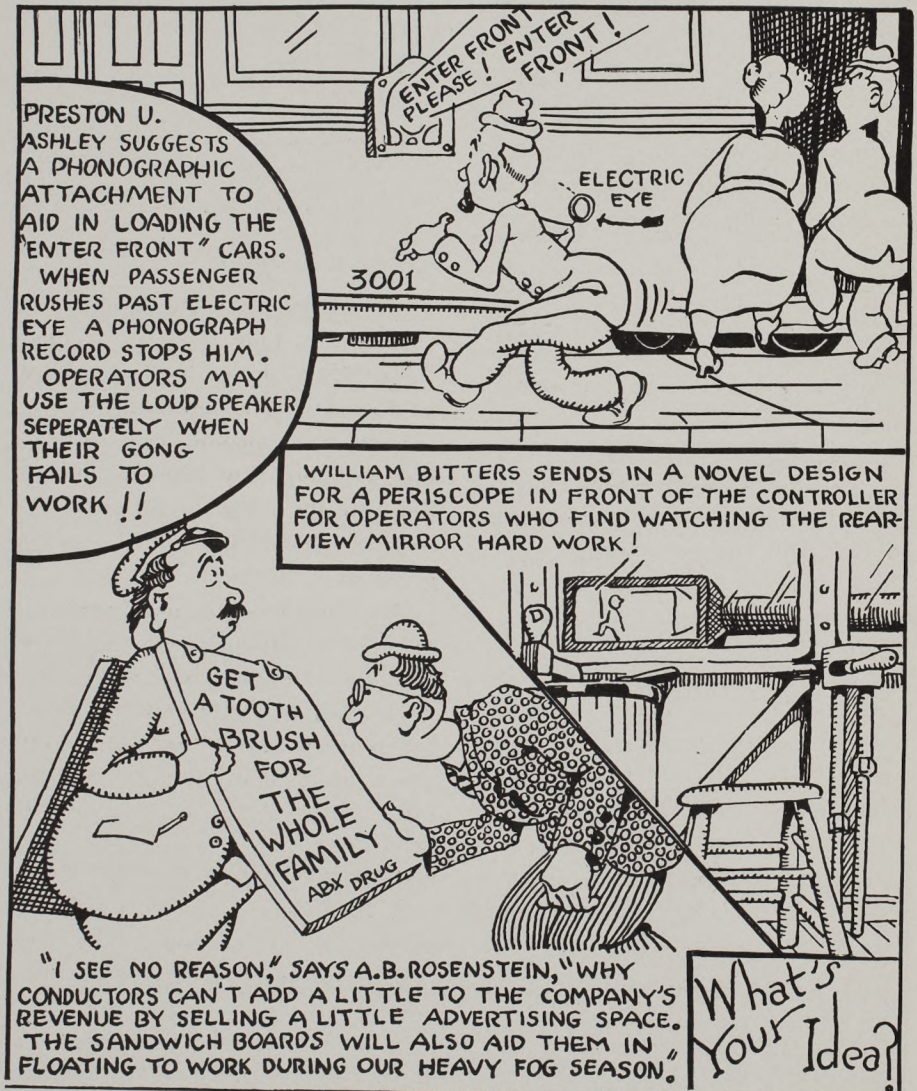
ers who have been added to this Car House recently—welcome to our organization.

### CAR HOUSE FOUR

Through the gossip column, we have been informed that B. Bath and A. Grossholz are "lightning" quick fender change artists. The specific details are unknown, but it seems to be a common topic around their home division.

J. Baldrige has the late shift blues.

Ed Gaston reports that his family



## SCREWLOOSE CONTEST

The screwy suggestions for the Screwloose Contest are flooding the TWO BELLS' office; however, most of the ideas submitted are a little too sensible to be printed. Surely you must have a silly idea on some-

thing which might improve working conditions, help the Company and give everybody a laugh. The crazier the idea the better. Send it in now and win \$1.00.



has gone back East for a two weeks' vacation.

M. Johnson has returned from his vacation after visiting in San Francisco.

George Smith repainted the interior of his house while vacationing, and some of the boys had the audacity to insinuate he returned to work to rest up.

Cecil Gerrard reported an enjoyable vacation in Old Mexico and Catalina Island.

Ed Thomas, H. W. Shaeffer and C. W. Nokes spent their vacations locally doing some of the resting that George Smith was supposed to have done.

The new showers installed during the recent structural changes for the mechanics at this Car House are very much appreciated.

July 16 saw a change in the personnel at this Car House, as it was upon this date that the colored boys took over the car cleaning responsibilities at this location.

### CAR HOUSE FIVE

Tom Cosgrove returned to work after visiting friends in San Diego and reports an enjoyable vacation.

Day Assistant Foreman, Jim Inman, spent his vacation in Oregon visiting friends.

Ralph Lathrop is back on the job after visiting friends in Victorville during his vacation.

E. F. Hess and family had a pleasant vacation visiting Catalina and the beaches.

M. F. Page is the new repairer on nights and we are glad to have you with us.

T. H. Matterson resigned to accept a Civil Service job back East—Good luck.

H. L. Chamblis and H. Howard have been transferred to Car House No. 4—Good luck to you.

Messrs. O. R. Whiszar, J. W. Andrews, H. R. Hamilton and G. H. Taylor are the new car cleaners at this car house. Welcome to our organization.

## VIRGIL

By C. P. HUNT

Gone but not forgotten—so, closes old 54th St. garage. This garage's life was a colorful and a hot one. A terrible place to "duck" a "change check" and it once broke out in a fire. It was born 18 years ago on August 18, 1923 and "died" July 13, 1941. Now we hear nothing but Vineyard. But Vineyard is worthy of all the praise it is given.

The "board" at Virgil now has about 100 operators, thus lessening activity and "gossip" around the train room.

We were all glad to see Forrest Musselwhite appear on the scene the other morning, after a four months' sick "leave", and sincerely hope he will continue in good health.

Another new face in the General Office is D. S. Gilmore. Mr. Gilmore comes to our fold from "P. E." and we extend to him a hearty welcome.

Mr. Heart of the "G.O." has just returned from his vacation.

Miss Cohen, also of the "G.O." has—if you have not already noticed, swapped the "Nash" for a "Plymouth". She will be glad to have you help in dusting it, too!?

Our "George", the "night cashier", has returned from Detroit with a new Plymouth Special. "Ribbon Holder" Al Tieman, in the dispatcher's office, has returned from his vacation. Word has it, he spent it hunting new plant life. "Bill" Terry is back on the job from his vacation. So take care, his eyes look well rested and sharp.

R. L. Woodrow, "grave yard" dispatcher, is on vacation. Where he intends to spend it remains a mystery.

N. K. Miller, chief instructor, and of no mean fishing record, "broke down" while indulging in his favorite sport the other day. A burned out bearing, on the high seas, didn't stop him, he hauled 'em in just the same. "Red" Stemford, noted for "over stays" on the high seas, spent his vacation this year in the High Sierras.

"Leather skin" Gatlin, reports that

Wilshire was never like Vermont. He feels as though he was in retirement.

It has been learned that Mrs. Atkins and "Blondie" also moved to "Red's" new address in Burbank.

Dog fancier, rabbi "Bob" Bostwick, and his wife, soon start construction on their home in Burbank.

Operator 744, recently dramatized over KMPC, has, by his wife, Mrs. R. M. Mills, been lured into building in the Valley.

G. H. Porter and bride, are at their new home in Eagle Rock. Congratulations and much happiness to both.

"Art" Spring, also of the mechanical department, and his bride have moved into their new home in Montrose.

Sam Mahoney, for a long time at 54th St. garage, mechanical department, has been made 3rd shift foreman at Virgil.

The recent changes in the personnel include E. B. Logston, now dispatcher at Vineyard; Jack Stewart, supervisor; and F. E. Caldwell, Extra Supervisor. W. R. White, Asst. Storekeeper, C. Dunbar, H. W. Feller, and F. W. Sommer are the clerks at Vineyard, with C. B. Dossey as alternate and R. A. Renstrom as relief clerk.

G. P. Dickerman holds the office of Foreman of the Operating Division at Vineyard.

A. D. Crow and W. Bishop are in the mechanical department of Virgil.

To those of us whose runs penetrate Beverly Hills, it would be advisable to "watch your step". Beverly Hills' accident record, as you know, is nearly "spotless". They intend to keep it free of any more "spots".

And ALL motorists, be they of bus, truck or pleasure car, must, and WILL abide by their rules. They have no "favorites".

*The photo on the following page is the Fourth of a series of air photos of Company properties that will appear in issues of TWO BELLS.*



DIVISION ONE  
FROM THE AIR

