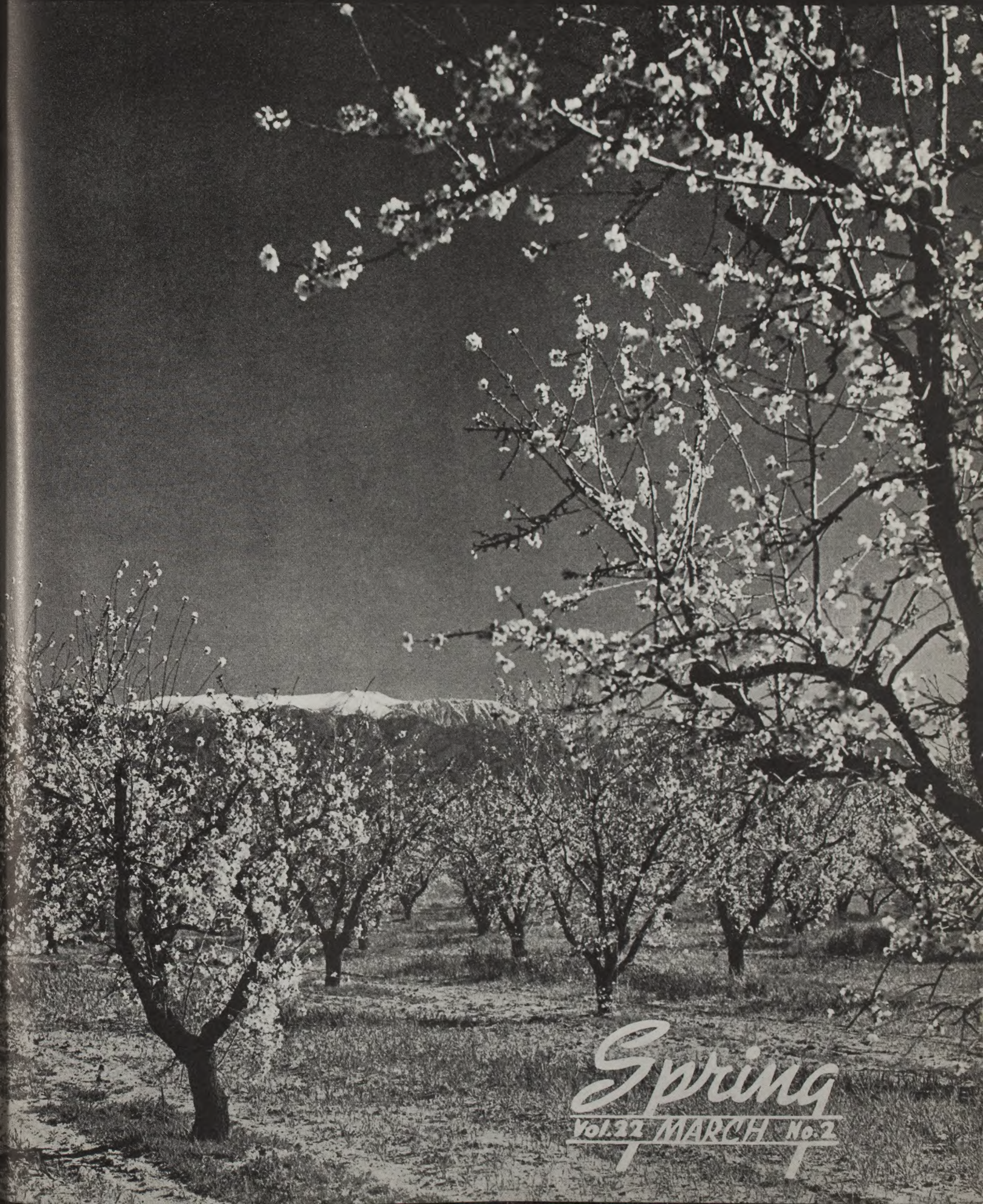


TWO BELLS



Spring
Vol. 22 MARCH No. 2



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 R. C. Ruggles L. Volner
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 Fred Mason C. H. Hardy
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NUMBER 2

In This Issue

Almond Blossoms at Beaumont	Cover
Preventive Maintenance	3
Spot Lighting Mechanical Divisions	4
Fundamental Job Qualifications Offered by Employee	6
Personnel News	6
New Books in the Library	7
Trading Post	7
Dear Ladies	8
Sports	10
Clubs and Vets	11
Rider's Remarks	14
Newsmen Report	16

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

	1941	1940	1941 Increase + Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,059,273	\$1,030,082	+ 29,191
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)	931,806	940,274	— 8,468
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	81,010	80,063	+ 947
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,395	67,798	— 403
Total Expenses	1,080,211	1,088,135	— 7,924
Leaves Net Profit or Loss	—20,938	— 58,053	— 37,115

PREVENTIVE MAINTENANCE

ADVANCED DIAGNOSIS OF EQUIPMENT PREVENTS
PUBLIC BECOMING SUBJECT TO ANNOYING DELAYS

By A. L. DAVIS, *Superintendent of Car Houses and Street Inspectors*

PROVIDING safe and efficient mass transportation in this streamlined era consists of many services and requirements not apparent to the casual observer.

The fact that an army of men, women and their jobs are so little known by the average public, speaks highly for their efficiency in performing their assignments; for their job is one of preventive maintenance rather than curative practices.

In order to effectively prevent mechanical and electrical failures, it is necessary to be able to diagnose and anticipate when and where the trouble is most likely to occur. Obviously this forecasting necessitates a large amount of data and information.

Due to the very large number of separate parts of any piece of car or coach equipment and the large number of different types of equipment, a detailed report or history of each item would not be practical. From existing records, however, literally hundreds of comparisons and cross-checks can be made as to the performance, service to be expected, cost of maintenance of the various types of equipment, and the many individual units that make up each car or coach. These records are in constant use day and night for the guidance of the personnel of the Mechanical Department. Each member of the Mechanical Department is taught to realize the value of these reports and every effort is made in reporting data to make it accurate and complete. An individual history record of each car setting forth in detail the mechanical repairs and troubles it may have had, is maintained.

There are two classes of inspections or service periods regularly followed in car house maintenance. They

are classified as "A" and "B" inspections. Approximately 225 descriptive paragraphs were necessary to outline the requirements of an "A" Inspection on cars exclusive of Type "P" cars in our Car House Inspection Manual, and approximately 250 were necessary to describe similar requirements for a "B" Inspection. The "A" and "B" Inspection Manual for Type "P" cars is a small volume in itself.

The "A" and "B" Inspections constitute the backbone of the car house maintenance work, however, numerous repairs originating from motormen's reports, regular safety inspection made each time the car is in service, servicing of cars while they are in operation by the mechanical Street Inspectors, and the cleaning of the cars inside and outside are other parts of the car house work.

The car house maintenance force consists of approximately 290 employes. The major portion of these employes are distributed at the four car houses with a few being deployed to other locations.

Car House No. 1 out of which operate the "B", "D", "G", "H", "R", "S", "2", "4", "E", "Gage", "Indiana", and "Mateo Street" lines, is located at Sixth and Central Avenue. The personnel of this car house consists of approximately 70 employes. In order to service the car equipment used on the aforementioned lines, an average of approximately 400 "A" Inspections are made per month and approximately 35 "B" Inspections. Total mileage of the cars operated from this Car House is approximately 563,928 miles monthly.

Car House No. 3 out of which operate a portion of the "A" and "5" lines, the "O", "W", "9", and "10"

lines, is located at Avenue 28 and Idell Street. In order to maintain the cars at the lines operating out of the car house, approximately 300 "A" Inspections are made each month and approximately 30 "B" Inspections. The personnel of the car house consists of 60 employes. Equipment from this car house operates approximately 504,779 miles per month.

Car House No. 4 out of which operate the balance of the "A" line; the "J", "N", "P", and "3" lines, is located at Sentous and 12th Place. This is the home car house of the Presidents' Conference Cars, and is the source of one of the most exacting problems the car houses have to deal with. The personnel of this car house consists of 70 employes. Approximately 220 "A" Inspections and 40 "B" Inspections are necessary to maintain this equipment. Cars operating out of this car house make a total of approximately 559,174 miles per month.

Car House No. 5 out of which operate the "F", "K", "U", and part of the "5" line, the "7", "8" and portion of the "9" and "10" lines is located at 54th Street and Second Avenue. This is the largest Car House with respect to numbers of units and mileage operated. At this car house approximately 600 "A" Inspections are made each month and approximately 60 "B" Inspections. Cars from this Car house operate approximately 794,338 miles per month. The personnel necessary to maintain these cars consist of 85 employes.

In addition approximately 15 other employes are necessary in order to furnish street inspectors and to service approximately 120 service cars and pieces of equipment used in maintenance of track, line, and other equipment.



Car House No. 1, Days



Car House No. 1, Nights



Car House No. 3, Days



*Left:
Car House
No. 3,
Nights.*

SPOTLIGHTING MECHANICAL DIVISIONS

Our Army of "Behind the Scene" Technicians
Who Constantly Service and Maintain Equipment

*Right: Trolley
Man F. C. Porter,
Car House No.
1, nights, is
shown giving
a trolley
wheel his
personal
attention.*

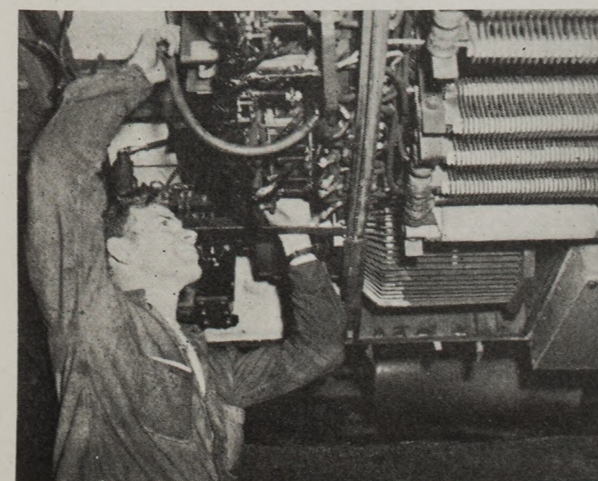


*Below: Asst. Foreman (left) A. H. Graham and
R. W. Mills, in the office at Car House No. 5,
getting a little clerical work done.*



*Above: C. C. Boen (left) and T. G. Hubbard,
Jr., Car House No. 5, Nights, getting a worm's
eye view while teaming up on an obstinate
brake adjustment.*

*Below: J. H. Baldrige, Car House No. 4,
Nights, prowling around among some of the
gadgets underneath a Type "P" car.*



Car House No. 4, Days



Car House No. 4, Nights



Car House No. 5, Days



*Right:
Car House
No. 5,
Nights*

Fundamental Job Qualifications Offered by Employe

Inglewood, Calif.
Jan. 22, 1941.

Dear Sir:

I was cruising through a large "Volume Library" and came upon an article which I have reproduced in substance for your approval and I hope, a place in Two Bells.

Now just what prompted me to do this?

We have many new men coming into the service and if the constructive thought, the personal challenge and the appeal for a high standard of character should take root and grow in the heart of just one of them—well, its worth while.

But wait! Here is the payoff. I have been a coach operator for L. A. Ry. for seven and one half years. Last night I worked on this article for two hours, pored over it, studied it. Then I found myself making a personal application, and "woe is me." I found this earthly tabernacle had some very dusty corners in it.

Today I am determined TO DO better.

Sir, if one man can still find dusty corners after seven and one half years service and be stirred to clean house, just from a few minutes' reading, isn't it reasonable to assume that some other men might need and use the same broom?

Sincerely,

W. J. BALLARD, No. 198
Coach Division.

Keeping A Position

The fundamental qualifications of a good employe are good health, intelligence, technical excellence, honesty, sincerity, punctuality and a carefully groomed appearance; the last named being maintained at a high standard. Your appearance is your front to the world and you

should try to look your best when you meet the public.

Cleanliness comes first. Wear fresh underclothes, shave carefully, shoes well polished, clean shirt and collar, and well-creased trousers.

Other important factors are loyalty, a pleasing personality, an understanding of human nature, the ability to get along with others, *flexibility in adapting oneself to varied conditions*, self-confidence, and a *sense of humor*.

Try to make as good an impression as possible with intelligent replies to the questions that may be asked you. It is not a felony; not even a misdemeanor, to say "I don't know," if such is the case. The point is this, "I will learn the answer and be ready for the question next time."

Since you have obtained the position don't be disappointed if it is not so important a position as you had hoped it would be and if the salary does not come up to your expectation. Be glad to get the experience that may lead to a better and more remunerative opportunity later.

Be punctual in the morning and greet your associates with a friendly "Good morning." Don't indulge in too much shop talk with either your friends or your business associates and be careful not to reveal anything that is of a confidential nature. Don't resent criticism and don't sulk if you are reprimanded.

Be willing to do your share, even though the job you are asked to help out on is not your regular work.

Be loyal to L. A. Ry. Don't broadcast your notions about the inefficient way the business is run, and take care to do your own work so well that none of the inefficiency may be traced to you.

BELLS

Motorman J. M. Craft (Division 1) married to Miss Helen Jones on January 2.

Motorman W. Meeker (Division 1) married to Miss Doris Jessica Owens on February 2.

Motorman A. F. Leahy (Division 1) married to Miss Helen Hawkins on February 5.

Motorman J. B. Whitehead (Division 1) married to Miss Elein Frances Lantz, on February 16.

Motorman L. H. Bates (Division 4) married to Arlene Van Nattan on March 8.

YELLS

Darrill Joe, born to Conductor (Division 1) and Mrs. G. W. Templin on May 17, 1940.

Dennis Jay, born to Wilshire Operator (16th Street) and Mrs. E. J. Sayre on January 14.

Richard Lee, born to Motorman (Division 5) and Mrs. L. L. Bradford on February 5.

Robert Lee, born to Conductor (Division 5) and Mrs. C. Deaton, on February 15.

Gerald, born to Coach Operator (16th Street) and Mrs. Ralph Suderth on February 16.

Jesse Calvin, born to Auditor and Mrs. J. C. Yarbrough on February 20.

APPRECIATION

Acknowledgements of appreciation for the thoughtful expressions of sympathy extended them during their recent sorrow have been received by the company from William Brotherton and family; Mrs. Robert A. Pier-son; Mrs. John C. Schneider and family; Mrs. Ella Gay and family; and Mr. R. B. Burnett and family.

OBITUARY

Bertram Adelbert Ferris, Chief Elevator Operator, Los Angeles Railway Building, died February 23, 1941. Mr. Ferris was born in Sumner, Michigan, April 28, 1869, and entered the service of this Company April 20, 1921.

PENSION ROLL

Harry Clifton Trabue, Messenger, Division 3, was placed on the Pension Roll, effective January 28, 1941. Mr. Trabue was employed as Motorman, Division 1, April 19, 1904, appointed Uniform Inspector Division 3, August 1, 1924 and Messenger at Division 3, July 1, 1939. His present address is 3410 Merced Street, Los Angeles.

Courtland Rodney Meeds, Watchman, Transportation Department, was placed on the Pension Roll, effective February 20, 1941. Mr. Meeds was employed as Conductor Division 3, August 16, 1911, appointed Flagman, October 1, 1932, and Watchman March 1, 1940. His present address is 6232 Aldama St., Los Angeles, California.

Virgil Emilious Scott, Motorman, Division 1, was placed on the Pension Roll, effective February 25, 1941. Mr. Scott entered the service August 30, 1920, as Motorman Division 2, transferred to Division 1, July 17, 1932. His present address is 718 East 41st Place, Los Angeles.

Who's the guy that counts the stars,
And tells what's doing on the planet
Mars.

Why—That's Bradley.

Say, who says the sun will shine so
bright,

When it starts to rain and pours
day and night.

Sure—That's Bradley.

Who is it that smiles so sweet,
When you feel liking kicking him
square in the seat?

Sure—That's Bradley.

Say, just who is the guy that blows
his horn

From night until the early morn?

Sure—That's Bradley.

Who is the guy that shouts and begs,
And spent his dough for Ham and
Eggs?

That's Bradley.

Who's the bard that studied Greek
and Latin.

Who ran away from that place
called Patten?

Sure—That's Bradley.

NEW BOOKS IN THE LIBRARY

LIBRARY NOTES March

AMERICAN TRANSIT ASSOCIATION PROCEEDINGS

1940

Report for the 59th Annual Convention held at White Sulphur Springs, West Virginia, September 22 and 26, 1940.

ALCOA ALUMINUM AND ITS ALLOYS.

Aluminum Company of America. 1940. General information about aluminum and its wrought alloys, aluminum alloy castings and fabricating practices. (Pamphlet).

ALUMINUM CASTING ALLOYS.

Aluminum Company of America. 1940. Aluminum alloys for casting and other purposes. Describes general foundry principles, design of castings and description of alloys. (Pamphlet).

COMPLETE ANALYSIS OF MOTOR-TEMPERATURE RISE.

Fremont Felix and H. G. Jungk. December, 1940. Shows a general method of "mapping" the heating performance of electric motors over their entire speed-torque operating range so that their maximum performance may be judiciously realized within their heating limitations. (Paper of American Institute of Electrical Engineers).

EARLY INTERURBAN TRANSPORTATION IN THE LOS ANGELES AREA.

Early history with good illustrations. Historical Society of Southern California.

THE "ELECTROGEAR": A NEW ELECTROMECHANICAL VEHICLE DRIVE.

Ernst Weber. Describes the principles of the "Electrogear" which has been used in gas and Diesel engine cars of all types including buses, trucks, railcars and track-laying vehicles.

AMERICAN SOCIETY FOR TESTING MATERIALS. 1939 and 1940 Standards.

LEAD STORAGE BATTERIES IN THE TRANSPORTATION FIELD.

Roland Whitehurst. December, 1940. A review of storage battery applications

in the railroad, motor bus and aircraft transportation fields. (Technical paper of the American Institute of Electrical Engineers).

NATIONAL PAINT DICTIONARY.

J. R. Stewart. 1940. A handy reference volume for those engaged in consumption and application of paint and allied products. Contains definitions of terms and information regarding chemicals, analysis of raw materials, and equipment employed in the paint industry.

PRINCIPLES OF ELECTRICAL ENGINEERING.

Timbie and Bush. A text for electrical engineering students which aims to provide a first course in the subject.

RIVETING ALUMINUM.

Aluminum Company of America. A new booklet explaining riveting aluminum and its alloys. Contains illustrations and tables.

SANDPAPER—ITS HOW AND WHY.

A small booklet describing the making of sandpaper.

SPECIAL NAILS, RIVETS, SCREWS AND COLD FORGED PRODUCTS.

Hassal Company catalog showing sizes, dimensions and illustrations of their products.

DEFENSE.

National Defense Advisory Commission. A new government publication giving weekly summary of activities in the national defense program. Official bulletin of the National Defense Advisory Commission.

VIBRATION IN ELECTRICAL CONDUCTORS.

A bibliography. Hydro-Electric Power Commission of Ontario, Canada. A bibliography of 3200 references to vibration in electrical conductors and allied researches. It records scientific and engineering articles on vibration, galloping conductors, wind structure, wire rope research, sound and noise, and fatigue of metals with related subjects. A supplement brings the list up to October 1st, 1940.

FLUID DRIVE.

A brief, and simply worded explanation of the fluid drive by W. E. McGraw, Chief Engineer, Chrysler Corporation of Canada.

.... TRADING POST

FOR SALE—One-half acre in Lawndale near the oil fields. Price \$750. See R. J. Weatherly, Trim Dept., South Park Shops.

FOR SALE—Hi Standard target pistol. .22 calibre, 6-inch barrel, A1 condition. \$15. D. A. Overturf, 16th Street Garage or 209 W. 101 Street.

Dear Ladies



After the rains, we are very eager to get out and do things --outdoors. What could be more fun than to dig in our gardens? Not only would this be a pleasure but a profit would be shown a few months hence--producing beautiful results.

Our thanks is extended to Germain's for the following article.

Plan Your Garden for Twelve Months of Bloom

By A. J. W. PIETERS
Germain Seed & Plant Co.

With a climate such as we enjoy in Southern California, flowers may be had in bloom in the open garden at all times of the year. In fact, they are to be seen blooming contentedly and quite obvious of the season in what, to Easterners, would be the dead of winter.

January, for instance, Stocks are commonly seen in the flower markets and occasionally in gardens. The seed for these must be sown in August. The plants will grow well through the fall and early winter and, unless the winter is unusually severe, they will come in bloom in January; if started a few weeks earlier they would bloom in the fall, or if sown a few weeks later the plants would not flower until Spring. The seed must be of a winter flowering strain.

The dainty Virginia Stock sown in the open in November comes into bloom in February.

Pansies or Snapdragons sown in



- for the mixed bouquet

August will begin flowering in March and continue for many weeks.

April should bring a large and varied crop of Spring flowers but one can always make sure of having Calendulas that month by starting a few seeds in October.

In May it is possible to have flowers from seed sown the same year. Petunias or African Orange Daisies (*Dimorphotheca*) planted in early January bloom five months later.

Larkspur sown in November will have made sturdy plants and will be ready to burst in full bloom by June.

Verbenas sown in March or Cosmos Orange Flare planted a month later will bloom during July.

For bloom in August, sow Marigolds in April and if you wish to have Asters in September start the seeds in April too.

Now we are nearing the Fall months. Fortunately there are flowers which just will not bloom at any other time, so, plant some seed of the vivid Orange Tithonia for October bloom. Sow that in April also. Then as late as July make a sowing of late flowering Cosmos to bloom in

November, and round out the year with December bloom from Golden Glean Nasturtiums sown in August.

It is best therefore to be prepared for a rise in the mercury in June or July, and to place in strategic positions a few flowering subjects which can be depended upon to carry on through a spell of weather, when even native sons (and daughters) will admit that it is frankly hot.

Gardens in City Parks of the Southwest have for years depended mainly on three species of flowers for this special purpose. They are the Petunias, the Marigolds, and the Zinnias. Given proper irrigation, these three will not let you down when summer comes but will meet each heat wave with a greater wave of bloom and, fortunately, all three offer the greatest variety of types and sizes.

The Petunias, for instance, may be secured in miniature border type or in large ruffled singles and immense fringed doubles, not counting intermediate forms or trailing balcony Petunias. Separate shades in white, rose, red, lavender, and violet purple are also available. For



abundant bloom the dwarf, compact varieties Rosy Morn, Rose of Heaven, Lavender Glory, and Snow Ball, the bedding mixtures, and the Ruffled Giants of California are very popular.

The Marigold also offers a wide range of varieties in varied types, from the low-growing Dwarf Royal Scot, a striped edging Marigold scarcely six inches in height, to the huge, vivid orange and yellow African strain 2½ feet tall. The French Marigold with flowers of medium size offers rich maroon and brown shades for contrast. Two remarkable novelties introduced recently, Crown of Gold, and Sunset Giants, the latter often producing flowers seven inches in diameter, have made the Marigold the most popular flower of the season.

The Zinnias are so typically Californian, being native of nearby Mexico, that they need no special recommendation. While sticklers for grace may deplore a slight excess of starch in their make-up, there is a glint to their colors that fits in with our Spanish traditions.

Lady Families Favorite Recipes

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



PINEAPPLE COCONUT CAKE

- ½ cup shortening
- 1 cup sugar
- ½ tsp. salt
- ½ tsp. flavoring (lemon)
- 2 eggs
- 2 cups cake flour
- 2½ tsp. baking powder
- ¾ cup milk

Blend shortening, sugar, salt, flavoring and eggs. Add alternately sifted dry ingredients and milk. Pour into two well-greased 8-inch layer pans. Bake 30 to 35 minutes in moderately hot oven (375°F.). Cool. Put layers together with:

Pineapple Filling

Mix 2 tablespoons cornstarch with ½ cup sugar; add 2 cups crushed pineapple (juice and fruit) and 1 tablespoon lemon juice. Cook slowly until thick and clear. Save ½ cup of filling to decorate top of cake. Cover top and sides with double boiler icing:

Put 1½ cups sugar, ¼ cup water and 2 egg whites to cook over boiling water. Beat until icing holds a peak (about 7 minutes). Remove from heat. Beat until thick enough to spread. Cover top and sides of cake with icing, sprinkle generously with coconut and decorate with a ring of filling around outer edge of top.

Submitted by Mrs. C. P. Brown,
wife of Conductor C. P. Brown,
Division 5

COFFEE CAKE

- Sift the following ingredients:
- 2½ cups flour
 - ¾ cup white sugar
 - 1 cup brown sugar
 - 1 tsp. salt
 - 1 tsp. nutmeg
- Mix ¾ cup of salad oil with above ingredients.
- For top icing take ¾ cup of above mixture and add ½ cup finely chopped nuts.
- Then add to first mixture:
- 1 tsp. cinnamon
 - 1 cup sweet milk

- 1 tsp. soda
 - 1 egg
 - 1 tsp. baking powder
- Sprinkle top icing on before baking.
- Bake in two 9" round shallow pans for 20 to 30 minutes in oven at 350°.

Submitted by Mrs. Charles W. Agard, wife of Operator Charles W. Agard, 16th Street

"BILLY GOATS" COOKIES

- 4 cups flour
- ½ tsp. soda
- 4 tsp. baking powder
- 2 tsp. cinnamon
- ½ tsp. cloves
- 2 cups walnut kernels, chopped coarsely.
- 2 lbs. dates, pitted and chopped
- 2 cups sugar
- 1 cup butter or other shortening
- 3 eggs beaten separately, whites and yolks
- 3 tbsp. sour cream or buttermilk
- 1 tsp. vanilla

Sift flour, measure, add soda, baking powder and spices and sift again. Add nuts and dates to the flour mixture. Cream shortening with the sugar and add the beaten egg yolks, the cream and the vanilla. Mix in the flour with the nuts and dates, then fold in the beaten egg whites. Drop by spoonfuls onto a baking sheet and bake in moderate oven until nicely brown.

Submitted by Mrs. Peter Gratzner,
wife of Operator Peter N. Gratzner,
16th Street

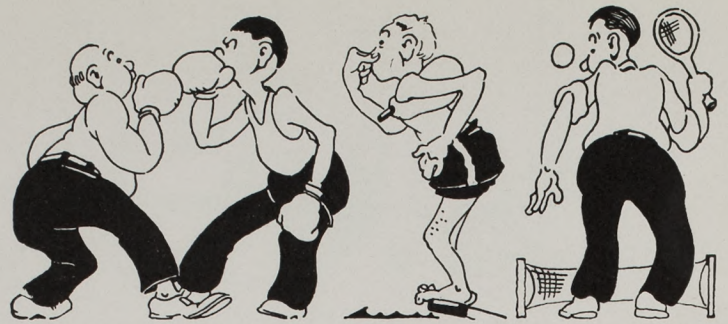
With sincere thanks to the above ladies who have sent in these tempting recipes to be tried (already have been tested).

Gratefully,

Helen

Editor of
Dear Ladies

SPORTS



BASKETBALL

March 11 is the night all real basketball fans are looking forward to. On this night the top four teams clash and history will be in the making. 16th Street with no losses to date need only defeat Vernon and the bunting is theirs. At the last meeting of these two, 16th Street came out on top by the close score of 34 to 33. Since that memorable game Vernon has done some fancy playing making them look plenty tough at this time. Of course, 16th Street hasn't let any bunions grow under their feet either, and are out to erase any doubts in the minds of those who thought their last win was an upset.

If Vernon wins Tuesday the two teams will be tied, necessitating a playoff which will be held on March 18.

For a preliminary warmup to the championship game Divisions Three and Four clash in what promises to be a whiz bang affair. When these teams met early in the season, Division Three won to the tune of 31 to 28. Both teams have improved equally well since then, so it looks like anybody's ball game. Division Three has to win to keep an undisputed hold onto 3rd place. If Division Four wins they will be tied with Three for third place.

An overflow crowd is expected for these games. We advise you to be there early and grab a good seat along the side lines. Tuesday night, March 11—first game at 7:30 P.M., Manual Arts High School Gymnasium,—4121 Vermont Ave. Admission is free.

SCORES OF RECENT GAMES

FEBRUARY 6

	Half	Final
Division 1	4	11
Shops	16	35

FEBRUARY 11

1st Game:		Half	Final
16th Street	30	71	
Division 1	11	25..	
2nd Game:		Half	Final
Shops	13	32	
Division 4	21	46	

FEBRUARY 13

	Half	Final
Division 5	23	38
Division 3	10	28

FEBRUARY 18

1st Game:		Half	Final
Division 4	14	34	
Vernon	15	45	
2nd Game:		Half	Final
Shops	12	20	
16th Street	18	43	

FEBRUARY 20

	Half	Final
Division 1	6	14
Division 3	12	35

FORFEIT

2nd Game:	Half	Final
Division 5	13	32
Vernon	18	42

FEBRUARY 25

1st Game:		Half	Final
Division 3	0	
16th Street	2	

FEBRUARY 27

	Half	Final
Division 4	34	62
Division 1	14	27

LEAGUE STANDING

February 27, 1941

	W	L	P.S.	*P.S.A.
16th Street	5	5	336	299
Vernon	4	6	271	322
Division 3	2	8	262	348
Division 4	0	11	160	382
Division 5	10	0	377	192
Shops	9	1	392	233
Division 1	6	5	278	300

*P.S.—Points scored.

*P.S.A.—Points scored against.

•
*"Hey!
 This is
 no time
 to run
 Sharp!"*
 •



Clubs and Vets

L. A. R. Y. WOMEN'S CLUB

By MRS. H. A. DEWEY

February 6 Mrs. J. F. McCormick, Mrs. E. V. Athenous, Mrs. J. W. Inman, Mrs. J. T. Watts and Mrs. A. R. Hemm presented the play "Miss Tilly's Chair." Mrs. L. F. Robinson gave the salute to the Flag. Mrs. A. C. Stover, Mrs. O. G. McDermith and Mrs. F. O. Rowbottom served refreshments.

The pot luck luncheon, February 13, was a good start for more of these parties and worth another try. There should be more food the next time. Cards were played in the afternoon. Mrs. Louise Thrope, Mrs. E. J. Miller and Mrs. A. P. Rucker or Mrs. Gondol received prizes.

The February 20 meeting was opened with a salute to the Flag led by Mrs. Doris Wilson. Mrs. E. V. Athenous recited the tribute to the Flag. Mrs. J. T. Watts read from Carl Sandburg's book "The War Years." The climax of the day was Mrs. J. F. McCormick's impersonation of Abraham Lincoln delivering the Gettysburg Address. Mrs. Elaine Dudley who was to have addressed the Club was unable to attend due to inclement weather. Mrs. E. V. Athenous and her assistants prepared a delightful lunch of cherry tarts, red, white and blue mints, tea and coffee served from a gaily decorated table with small American Flags on the plates.

During the last month many members have renewed acquaintances. There are more we would like to see next month.

The metal craft class meets every Wednesday from 10 to 12. Miss K. Klinger instructs in copper, aluminum and leather tooling.

March 6 is the meeting day to celebrate the birthday of the Club. There may be special events so you are invited to attend.

Cooking Demonstration, lunch and cards will be the program for March 13 at 6424 Pacific Blvd., Huntington Park. The time 12 o'clock: the price 35c. The "J" car will let you off at the door. Remember this is our way to support the Club. The money is used for welfare within the company. There are no dues but your attendance is needed at these card parties.

The Red Cross Auxiliary is making woolen skirts, layettes, as well as knitting sweaters. There is work for you, either cutting, pressing or sewing. Mrs. Paul Brown will be glad to find something for you to do.

There is a box in the club rooms where you may drop a penny or two for the purchasing of thread, tape, buttons and other items to finish these articles of clothing.

March 20 Mrs. L. B. Meek, the president, promises a surprise for the members. Mrs. A. F. Kiefer will be chairman of the refreshments for the day. That's surprise enough for me to make an extra effort to be at 962 W. 12th Pl.

On Friday night, March 28 dinner will be served from 6 to 8. Members, husbands and friends are invited. Look for further notice on bulletin boards.

SQUARE & COMPASS CLUB

By W. B. HUTCHINSON

Our February meeting was well attended and enjoyed by all present. The show was A-1 and only a "sample" says Bill Greenwood, of future ones to come. New By-Laws occupied the major part of the business meeting, and evidently made too much of an impression on Walter Whiteside, as he was discussing pro and con of them as he was driving home and went thru a stop sign with the "law" looking on. Result: \$5.00.

Our March meeting will be held Saturday the 8th at Van's Cafe with a steak dinner and a big initiation which we have all been looking forward to, with the following men on the receiving end: Fred Osborn, Instruction Dept., Geo. Jameson of Switch Repair, W. M. Weems, Geo. Phipps and W. E. Richards of Div. 4.

Brother Jameson who is Past Master of Gardens Lodge is doing a grand job with our degree team and on the 18th they put on the 3rd degree at South Park Lodge No. 563 for C. P. Ruthledge of Div. 4.

Robert Miller, son of Motorman H. R. Miller, Div. 3, received his third degree at Temple City Lodge on Feb. 18th and Glassell Park Lodge had 35 members in attendance with many of our club members present also.

Calvin E. Vassar, Uniform Inspector of Div. 3 is to receive his 50-year pin soon. He took his 1st degree Feb. 9, 1891 at Hurt Lodge No. 26 in Virginia. He affiliated with East Gate Lodge No. 290 in 1913. Congratulations from the Club, Brother Vassar.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men of the Los Angeles Railway, was held in Room 309, L. A. Ry. Bldg., February 13, at 2 o'clock P.M. There was a very good attendance, and an enjoyable program.

Miss Jodie Kay, a composer of songs, radio performer, and possessing a lovely voice, sang three selections, the last being one of her own composition, "Are You Proud to be An American?" A beautiful theme and well rendered.

Mrs. Taylor, a dramatic reader, gave several humorous selections, much enjoyed by all of us.

Miss Helen Graff, a young lady of

wonderful personality, and with a remarkable coloratura soprano voice, sang several songs, coming back again and again, in response to encores.

The next meeting will be a general "Get-Together" meeting, and no special program. We urge that there be a good attendance, as there are several things to be talked over.

VETERANS CLUB AUXILIARY

By MARIE FREIVOGEL

The first meeting of the new year with Mrs. Susie Hannon presiding as president was held in Patriotic Hall on February 11. Three officers were absent. Fourteen members were present.

Birthday celebrants for February who received handkerchief showers, were Evelyn Staten, Letha Abel, and Marie Freivogel. It was decided by the Auxiliary to contribute five cents for each birthday celebrant and purchase gifts with the money. Esther L. Williams and Gladys Taylor were appointed to take care of the birthday gifts.

President Hannon announced a prize will be awarded by her for the member securing the most new members for 1941. Evelyn Staten, last year's winner, received a beautiful crocheted doilie for having sponsored the most new members during 1940.

The new standing committee chairmen and their assistants were appointed by the president. The club voted to have four members on the refreshment committee, the club to defray the expenses up to a certain amount. Refreshments will be served every other month, according to the wishes of the men.

A letter of resignation of membership, due to ill health, was received with regret from Grace Hollenbeck. The auxiliary members wish Grace a speedy recovery.

The next meeting of the auxiliary will be held in Patriotic Hall on March 11. Let's try to have a banner meeting as many new plans will be formulated for 1941 activities.



*"While we're waiting I'd like you to meet
the Collection Department."*

AMERICAN LEGION AUXILIARY

By BETTIE LEASMAN

March is Community Service month for the American Legion and Auxiliary, so the Unit is planning a real party for the children in the Tubercular ward at the General Hospital, date to be announced later.

March 15, all Auxiliary members are requested to register for National Defense. Applications will be in the hands of the Unit President and Secretary. Also, in March we will celebrate the American Legion birthday.

Poppy chairman Esther Wickham has ordered 2,500 poppies to be sold on May 23-24th. Our Unit will again

be at all the Divisions, Bus Divisions, and at the Main office at 11th and Broadway. Support the Auxiliary by buying your poppies from our Auxiliary. This year's slogan will be, Help the living, Honor the dead, Wear a poppy.

Ways and Means chairman Elana Detrick is sponsoring card parties at the various homes of Unit members.

March 4 is the next regular meeting of the Unit at which time several new members will be welcomed into the Auxiliary.

Esther Wickham, chairman of the Jr. Auxiliary, is requesting the Mothers of Jr. to assist her with the program, as this is a very fine program, and requires a great deal of time.

L. A. RAILWAY POST 541 AMERICAN LEGION

By R. H. MANNING
Publicity chairman

Thanks to Al Brehm for writing this column in the last issue of TWO BELLS, and I will try and give you the latest in Post activities. At the regular meeting of February 18, after a short business session the drawing in the dividend club was held and Mrs. Anita Brehm was the winner with number 132.

Mr. J. F. Netka of the Navy Recruiting Station presented three short but very fine motion pictures, entitled "Eyes of the Navy", "Submarines at Sea" and "First Line of Defense". These were very good and were enjoyed by all.

Sunday evening, February 23, Post Hospital chairman Leo L. Leasman presented a three act comedy in the new theatre at Sawtelle for the veterans at this Facility. Mr. Alpheus Lincoln was director of the play, and Fred G. McMullen of Division 4 played the part of motor cop. Mr. Lincoln and this fine cast are to be complimented for their good work. Comrade Leasman says that this same cast will play at the San Fernando Facility the first week in April.

Post members have filled out the National Defense Questionnaire in good shape and 100%. Thanks to each of you for your prompt return of these blanks.

Commander Chas. Detrick has designated the meeting of March 18 as Past Commander night. Past Commanders Leasman, Brehm and Manning are making plans for this to be the biggest and best meeting of the year. The program will be entirely different from any yet presented, so all you Comrades that have been sticking at home plan on being there Tuesday, March 18.

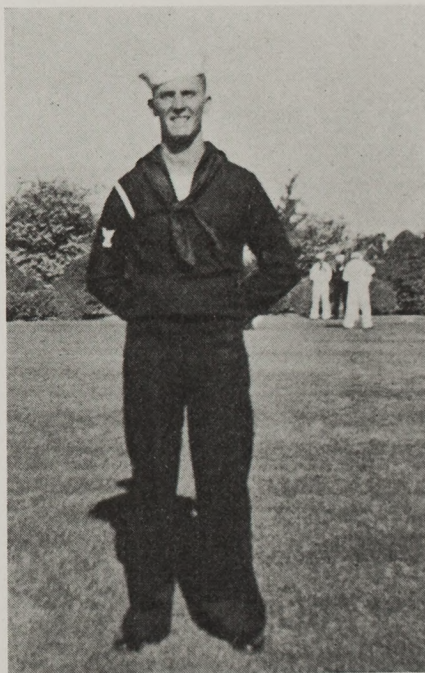
Membership Chairman Ed Cotterly reports that we only need 5 more members to make our Department quota for 1941. Any of you Comrades that have not paid your 1941 dues, do it now and let's go over the top.

All of our Comrades that were on the sick list have returned to duty but Truster, Webb, Fisher, and Pier-son. At last report all were improving slowly, but would like a visit from you.

The theatre party that was to have been held last Saturday, February 22, for the Squadron and the Juniors, was rained out and another date will be set later. At this party the boys and girls will be guests of the management of the Arlin Theatre, 2117 West Jefferson. Mrs. Esther Wickham, chairman of the Juniors, and the Sons chairman are making plans for several outings, so if your boys or girls are not members put them in so that they may enjoy these pleasure trips and shows.

Next regular meeting of the Post will be held Tuesday, March 4, and the Past Commanders meeting March 18.

L. A. Railway Squadron 541, Sons of the American Legion, has 19 members for the year 1941 and there are 8 of them in the regular Army and 1 in the Navy.



Paul C. Bohler, son of Conductor (Division 3) and Mrs. James E. Bohler, is a pharmacist on the U. S. S. Savannah somewhere on the Pacific. Paul is a member of the L. A. Railway Squadron 541.

LOS ANGELES RAILWAY VETERANS' CLUB

In the last issue of TWO BELLS the names of the new officers for 1941 were listed—that is, all except one. Past Commander Dick Hoyle was elected Finance Officer for 1941 but his name failed to appear with those of the other new officers.

The next meeting of the Los Angeles Railway Veterans' Club will be held on Tuesday, March 11 at which time several comrades will become members of the Order of the Sword. The ritual team, in charge of Comrade Abel, promises to make it very interesting for the new candidates. The goat has been tied up for over a month and is just raring to go.

Among the men who have been recently employed by the company, quite a number are eligible for membership in the Veterans' Club; and for their information we repeat that all men who have served in the United States Navy, Army, or Marine Corps at any time, whether during the war or in time of peace, and have received an Honorable Discharge are eligible as well as all employes who have served in the armies of the countries with which the United States was allied during the World War. We have quite a few ex-gobs in the club and we know that if some of you new employes will drop in at one of the meetings at Patriotic Hall you are pretty sure of running across some old shipmate.

Meetings are held on the second Tuesday and fourth Monday of each month at Patriotic Hall, 18th and Figueroa Streets. Drop in, Buddy.

WHY IS IT?

Why is it, when I'm short of
change,

(It strikes me sort of funny)

That everybody else is too.—

We all have paper money.

But if I've got a lot of change,

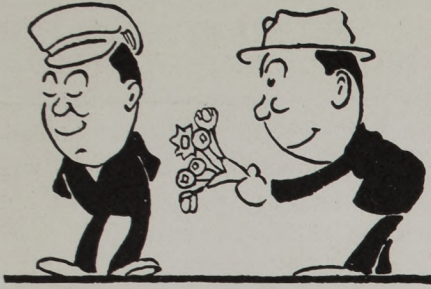
And bills are what I need,

Then all I ever seem to get

Is still more chicken-feed.

W. Y. Stearns

(Virgil)



RIDERS'

"VERY EFFICIENT" . . .

"I wish to compliment your company on the good service on your lines, especially on the No. 3 line which I and my family have used for seven full years.

"The employes are courteous and I think very efficient, and I would particularly like to mention the one who bears the number of 834 (T. D. Wilson, Div 4) whom I consider very efficient both as a motorman and a conductor. Thank you.

THEODORE WERKMAN,
618 S. Harvard Blvd.
Los Angeles.

"EXTREMELY COURTEOUS" . . .

"On Saturday afternoon I boarded at Normandie and 3rd, car 1306, with motorman 101 (J. M. Croft, Div. 1). I think I have number correct. And as I am along in years I think the motorman was extremely courteous. The signal was about to change to red; he waited as he saw I was hurrying. I wish to commend him and let you people know also the conductor (R. P. Doran, Div. 1) whom I thanked and then I went through to the front of the car and thanked motorman 101.

"Such things I think should be called to your attention as I do not drive a car, have to depend upon the street cars, hence my praise."

LILLIAS A. REID,
667 Carondelet St.,
Los Angeles

100% PLUS . . .

"It is so seldom I see anything like this I think it bears mentioning. Last evening at the rush hour your bus driver of coach 4209 (G. D. Bronson, Olympic) at approximately 5:45 p.m. parked his bus in the vicinity of L. A. High School on the north side of boulevard and lead a blind man across the street when traffic was at its worst and one-half mile farther toward town motorists waiting for signal to turn were still commenting about what a white man this fellow is. Let's have more of it."

J. A. FORBUSH,
3440 So. Hope St.,
Los Angeles

CONDUCTOR PRAISED . . .

"Car Cnductr 1794 (O. L. Wike, Div. 4) Pico Street car:

"For some time I have had occasion to travel on your Pico Street car line and very often with the above car conductor. I have thought more than once of writing you regarding him and have decided to do so now. Although prompt and business-like, he is the essence of good breeding at all times. Recently a very feeble, old woman was on one of these cars and his kindly, gentle courtesy in helping her alight was most noteworthy..

"As most of us know, a car conductor's job is not one of the easiest in the world—they have to come in contact with so many different types of people. For the past ten years I have done much traveling in public conveyances in this city and have never received anything but courteous treatment. I take this opportunity of thanking them, as a whole, through you."

MRS. ALICE GRAHAM,
1824 No. Cherokee Ave.,
Los Angeles

GIVES HELPFUL ADVICE . . .

"I just want you to know what a nice helpful conductor you have on No. 5, Eagle Rock, car. I think his number is 1154 (J. D. Johns, Div. 5) on cap. We got on his car twice and through his helpful advice found our parties we were looking for. Being strangers we certainly appreciated this."

MRS. H. G. CONN,
2818 Leeward Ave.,
Los Angeles

NO. 3160 OKAY . . .

"After reading your circular about reporting the goodwill and courtesy of conductors, I watched one for about three-quarters of an hour. I observed some four or five very kind acts on his part. It was on the "A" line—his hat number: 3160 (W. B. Hutchinson, Div. 3). Chalk one up for him—he's o.k.!"

LOUIS FABIAN,
5569 Carlin St.,
Los Angeles.

KIND ACT . . .

"As my wife and I crossed Olympic Boulevard at Rowan, we saw the bus coming west. It would have been impossible to catch him at a regular stop. We took a chance of hailing him and to our great surprise and gratitude he stopped.

"We wish to thank Operator 221 (D. L. Smith, E. 9th Street) for his kindness. One of your riders."

ALFRED DOBBIN,
(No address given)

"GRACIOUS OPERATOR" ..

"I wish to express my appreciation for the courteous treatment shown me and others on the coach on Eighth Street during heavy rain and deep water near the curb which made it easy to enter by your most gracious operator 732 (M. S. Chapdelain, Wilshire)"

MRS. MABEL CLATWORTHY,
620 S. St. Andrews' Place,
Los Angeles

MOTORMAN 711's DEED OUTSTANDING . . .

"Going south on Vermont, time 5:15 p.m. —a lady with a bundle and two small children was trying to get off the car. Motorman No. 711 (C. E. Randall, Div. 5) seeing her plight, left his place and helped her off."

H. G. WILLIAMS,
1200 W. 70th St.,
Los Angeles

CONSIDERATION APPRECIATED BY RIDER . . .

"I wish to commend Conductor 1723 (E. L. Hulberg, Div. 4) on the W. 6th St. line who carefully stepped on the treadle behind an elderly and partially crippled old lady, in order that the door would not close on her."

R. M. ANGIER,
1462 Angelus Ave.,
Los Angeles

REMARKS



GOOD WORK . . .

"In this case, Motorman 3881 (T. H. Perkins, Div. 1) is among the most worthy in street car operators, who does not know me from Adam and should receive merits or likewise department.

"His absolute refraining from jockeying the air-control, is outstanding, handling same like a seasoned instructor.

"Is not a hog on use of current, does not talk while operating his car, lenient in holding car for late arrivals not in safety zones and cautious with alighting passengers.

"Hoping this, along with my few previous cards, will not be looked upon as having any kind of an axe to grind, I merely wish to be considered as a 14-year "S" line passenger.

"Can the mentioned motorman be told to continue his good work?"

A. RICHARD HURST,
824 E. 87th St.
Los Angeles.

FINE ATTITUDE DISPLAYED . . .

"I want to congratulate you on one of your conductors on the No. 5 line, don't know his name—just his number, 1778. (R. C. Timmons, Div. 3).

"Although it was raining last Thursday afternoon, February 20, he had a smile and a cheery word for both young and old.

MRS. EMMA M. HARVOUT,
7303 Crenshaw Blvd.
Los Angeles.

From Our Mail Sacks Also Come Letters of Commem- dation to:

TRAINMEN

D. L. Adams, Div. 4
J. M. Alder, Div. 5
A. Argue, Div. 4
R. W. Barnett, Div. 3

L. Baxter, Div. 4
K. L. Benson, Div. 3
W. W. Bitters, Div. 1
C. P. Brown, Div. 5
G. H. Buttner, Div. 4
C. A. Byrd, Div. 4
E. A. Crockard, Div. 4
A. B. Chambers, Div. 4
C. P. Daerr, Div. 5
W. H. Deskin, Div. 3
*P. A. Draus, Div. 4
U. E. Dunn, Div. 4
A. W. Ehlers, Div. 1
R. E. Elicker, Div. 4
V. J. Eulberg, Div. 1
B. K. Gaedke, Div. 4
T. S. Gardner, Div. 1
*I. Gasparro, Div. 3
*J. M. Gilleese, Div. 4
R. J. Gilles, Div. 1
E. W. Goldsberry, Div. 4
I. E. Gott, Div. 3
R. M. Gross, Div. 5
V. V. Guadagno, Div. 4
H. G. Hall, Div. 4
A. J. Hancock, Div. 1
F. O. Hebert, Div. 3
H. S. Herbert, Div. 1
*M. J. Hoskins, Div. 5
G. D. Howard, Div. 4
D. E. Hughes, Div. 5
*E. L. Hulberg, Div. 4
W. B. Hutchinson, Div. 3
G. A. Jahn, Div. 4
E. W. Johnson, Div. 4
H. A. Johnson, Div. 3
M. R. Johnson, Div. 1
M. D. Jordan, Div. 1
J. L. Kauer, Div. 5
H. F. Keiser, Div. 1
L. C. Kieffer, Div. 5
A. J. Konecny, Div. 5
J. Korin, Div. 1
G. H. Kunz, Div. 4
W. J. LaCreux, Div. 4
M. G. Lytle, Div. 1
N. E. Mackay, Div. 3
M. A. Martin, Div. 4
E. D. Meldrim, Div. 4
A. R. Miller, Div. 3
***R. G. Monahan, Div. 3
R. W. Morgan, Div. 5
H. G. Morgenthall, Div. 4
M. McConnell, Div. 5

W. L. McFarlin, Div. 1
G. C. Parson, Div. 3
T. S. Pierce, Div. 5
T. J. Pugh, Div. 1
H. E. Rardin, Div. 3
L. P. Reed, Div. 3
G. D. Russell, Div. 4
H. D. Shier, Div. 4
D. D. Smith, Div. 3
E. F. Smith, Div. 4
D. M. Spence, Div. 4
R. F. Strong, Div. 5
E. Sullivan, Div. 5
B. Tallant, Div. 4
C. E. Thompson, Div. 3
J. S. Thomson, Div. 5
G. F. Titmus, Div. 5
E. W. Trousdale, Div. 5
D. H. Walker, Div. 4
W. J. Walsh, Div. 5
H. F. Weber, Div. 5
E. J. Wegner, Div. 3
P. F. Welsh, Div. 4
*J. L. Williams, Div. 4
R. G. Wilson, Div. 5
K. L. Wolfe, Div. 3
S. S. Wollam, Div. 3
H. J. Wusler, Div. 5

OPERATORS

R. H. Alley, Olympic
C. G. Austin, Highland Park
C. R. Baugh, Olympic
M. S. Chapdelain, Wilshire
E. P. Dodd, Western
H. W. Ernst, Wilshire
L. M. Graves, Melrose
L. M. Hamilton, Alvarado
D. C. Hull, Sunset
J. W. Jobe, Jr., Wilshire
D. C. Johnson, Western
R. W. Johnson, Highland Park
***C. H. Martin, Western
H. W. Mueller, Sunset
H. C. Oblinger, Olympic
E. J. Sayre, Wilshire
D. L. Smith, East 9th St.
D. C. Sporman, Western
G. K. Stanford, Western
H. A. Walters, Wilshire-Fairfax
R. V. West, Beverly

Note: Each asterisk represents one additional commendation.

Newsmen

Report . . .



NEW GARAGE AT VINYARD

By C. L. SRACK

The most popular question of the day seems to be "When will the new garage at Vineyard be completed?" The answer to this question has been and still is depending upon a certain element named Jupiter Pluvius. However, I have it on very good authority that the building, offices and garage, are practically completed and that when the ground has dried sufficiently, the yard will be paved and the process of moving will begin.

For the benefit of those who have not had an opportunity to visit the new garage, I will attempt to describe briefly just what may be found there.

This site is located between Pico Boulevard and Venice Boulevard midway between Rimpau Boulevard and La Brea Avenue. It has a total of approximately 170,000 square feet with an outside storage space large enough to accommodate 150 coaches. The entrance will be via La Brea Avenue and the exit on Pico Boulevard. The offices, trainroom, locker rooms, and wash rooms occupy the west end of the building. These rooms are all well lighted, well ventilated and modern in every detail. Adjoining the locker rooms on the east you will find the battery room, stock room, tire room, transformer room, grease pits and a hydraulic hoist. The garage repair pits and Master Mechanic's office, as well as the stock room office, occupy the east end of the building.

There are six 10,000 gallon fuel tanks and two 6,000 gallon oil tanks. Each of these tanks average in weight, four and one quarter tons empty. All fuel pumps will be electrically operated. Incidentally, according to the Los Angeles Fire Department, this

is the largest service station of its kind in the Country.

There is also an electric wash rack which has a capacity of one coach every two minutes, control being by an "electrical eye". The gas platform and electric wash rack are located so that coaches may be pulled into the yard directly on the platform, thence routed either through the wash rack, the pits, or storage space in the yard.

Electrical power will be furnished by the Pacific Electric sub-station which is located nearby. All in all, the new location and its facilities appear to have been well planned and should function efficiently.

ELECTRICAL

In a recent issue of TWO BELLS mention was made of the youngest grandfather in the company, honor going to this particular party whose age was 41. When R. F. Walton of Line Dept. read this he just mumbled to himself "not for long buddy," for on January 31st his daughter gave birth to a young daughter making Walton a grand-pappy at 38.

Also, the birth of the grand-daughter rounded out five generations on Mrs. Walton's side of the family, a rare event these days, the oldest generation, the baby's great great grandmother, age 89.

Jack Wilson was seen visiting an "interpreter of dreams" rancho following a recent escapade he had during a dream. We don't know the exact interpretation of the dream but we understand Jack certainly enjoyed it.

Due to some inadvertent error, mention of Paul Tupper's wedding on January 27th escaped the portals of the past issue. However, belated

congratulations, Paul, and it sure was a tough break your having to work all night a few days following the initial step.

We note also that Ralph Roper leaped into the marriage rink by marrying Miss Mildred Cahill. Congratulations from all the boys and it won't take you long to find out that two can't live as cheaply as one.

On March 3rd Ira L. Hearne left the service of the company to spend the forthcoming year training draftees in the Army.

VERNON YARD

Lino Preciado went to St. Vincent's Hospital for an operation and is now recovering nicely.

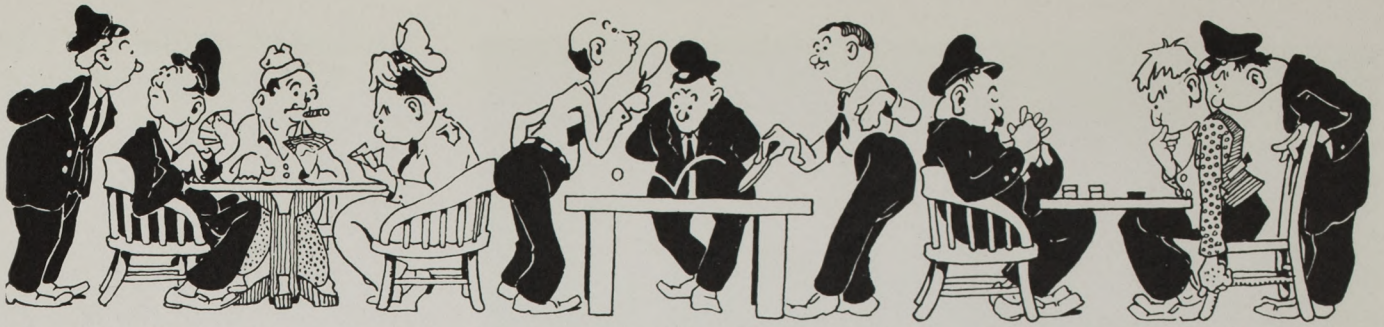
Axel Weberg had a standing invitation to meals for several days while he was off duty on account of painful boils. He has returned to work and is now firmly seated at his job again.

Caryll Thompson's mother-in-law slipped on her crutches and broke a leg, just below the hip. To avoid being in a cast for three months she underwent an operation and had the bones pinned together. At last reports she was well on the way to recovery.

Tomas "Tomato" Escota passed away after 39 years service. For the past few years he has been employed in the Salvage and Scrap Department.

Jack Baldwin reports that his minks are so wet they are learning to swim. He is thinking of going into the otter business if the damp (?) weather keeps up.

Speaking of the weather reminds us of our recent hike into Big Tujunga Canyon to inspect our moun-



tain cabin. We found the cabin and grounds undamaged but the road is in deplorable condition, being completely washed out in many places and all culverts gone. We had to cross the flood waters twice on a hand operated aerial tramway and then climb several high ridges over obscure deer trails in order to avoid deep water. As mountaineers, we have become beachcombers for the duration of the rainy season.

SOUTH PARK SHOPS

We'll start this month off with congratulations to Bob Ballard who has resigned from the Bachelor's Club and taken marriage vows. This would happen just when the members had planned to honor his twenty-fifth year with a gilt-edged certificate of merit.

And thinking of romance it is right in line to tell that Valentino Arnold of the Wash Rack has lost his heart again and is fixin' to get married. They're just one jump ahead of spring.

Bill Oglesby of the Winding Room has resigned to go into the Army as a Draftee.

Well, well, good news for the Machine Shop men. You're going to have some leisure from now on. Yes Sir, Bill Leisure has transferred from the Winding Room. J. M. Boggs is in the Winding Room taking Bill's place.

Eddie Henderson made a bet that his new baby would be a boy, but he lost so had to buy three pints of Canadian Club Whiskey. One of the pints was won by George Graham who was off sick afterwards for a couple of days. Someone said it must have been too rich for his blood.

We thought this pretty good. Going down Avalon Boulevard one day there was an advertising poster wagon

loudly playing "Three Cheers for the Red, White and Blue" and then the big sign came by and it said, Income Tax Service.

16TH STREET COACH

A full evening of high class entertainment is promised at the joint Vaudeville Show and Dance of the Coach Divisions of the Los Angeles Railway and the Los Angeles Motor Coach to be held at the P. E. Auditorium and Ballroom on the evening of Saturday, March 29, starting at 8 p.m. sharp. An all-professional vaudeville program will be presented in the Auditorium followed by dancing in the Ballroom to the tuneful melodies of our own Los Angeles Railway Orchestra. All employes, their families and friends are cordially invited to attend free of charge.

Mr. and Mrs. H. E. Weaver recently moved into their fine new home at 1628 W. Hadley in Whittier. "Bring your own steaks" says Weaver as he tells about his barbecue pit.

We all wish Mrs. C. E. Holcomb a speedy recovery from her recent major operation.

B. B. Temple is our latest draftee. S. E. Moxon has resigned to join the Inglewood Police Department and M. Ostler is leaving us to return to Santa Fe Trailways.

Charlie Lyle is spending most of his spare time fixing up the home he purchased recently.

T. E. Stuckey, vacationing in Tennessee, informs us that he observed bus transportation in Memphis while wading about in two feet of snow. He adds that we do not realize how fortunate we are out here.

Mr. and Mrs. Elmo Welch have returned from an enjoyable vacation spent "south of the border" where they visited Tia Juana and Ensenada. Down in Old Mexico Elmo discovered the kind of life he would like to lead. Ask him about it!

We are proud of the fact that at the time of this writing our Coach Basketball team had won all 10 games played thus far this season. Everyone is looking forward to their big game with Vernon Yard on March 11. Come out and help our boys win.

OFFICE

Employes of the building were honored by a visit from Dr. Basil Federoff, a former employe of the schedule department who left the service of the company in 1931 to complete his schooling in Paris.

In October 1940, Dr. Federoff was graduated from the University of Paris with his "Doctor Engineer of Chemistry degree", returning to the U. S. during January of this year.

At a recent dinner held in his honor by friends and former associates, Dr. Federoff related many of his experiences of his stay in Europe. Those fortunate enough to attend learned of many interesting unpublished facts pertaining to conditions in Europe during the past ten years and of today.

We can't tell you, you have to attend and find out for yourself just what is happening every Monday and Tuesday night at the bowling alley. We can say that the girls are improving with limps and bumps. The regular schedule to date has been:

Monday night—Bowling scores low.

Tuesday morning—Linament sales high.



GIRLS' BOWLING TEAM

Teams play on Monday and Tuesday nights. The group above are: First row, left to right—Maxine Hawke, Mae Stevenson, Lillian Guyer, Pearl Grossline. Second row, left to right—Maude Campbell, Jennie Levett, Margaret Matheny, Elsie McIlwain, Dorothy Anderson, Mae Bass.

Noticed in last issue of TWO BELLS that R. W. White's (Schedule Department) boys picture appeared with a notation of his deliverance of the commencement address for his high school graduation class and also in Trading Post was an ad stating R. W. White wanting to sell a child's streamline automobile and a three wheel tricycle. That's really holding onto equipment a long time.

During the recent storm Jim Goff (Personnel) had occasion to cross a flooded street. He started to climb across a trailer parked at the curb when the driver of the car to which it was attached pulled away. Jim was thrown to a sitting position with his umbrella pulled over his head. He yelled to the driver but to no avail. When the driver reached his destination he got out of the car and was surprised to see Jim. The odd part of the story turned out that where this man stopped the car was the destination of Jim.

DIVISION ONE

We see a number of new faces here at Division One. We welcome the new men and wish them success. The new men who have qualified so far are P. M. Burger, M. C. Fisher, R. L. McCreary, O. J. Tracy, G. W. Whitcomb and D. C. Wyatt.

Motorman O. L. Ausen traded division and seniority with Motorman M. J. Smith of Division 4.

Motorman L. F. Mitchell traded division and seniority with Motorman C. L. Sparling of Division 5. Motorman Sparling worked at this Division in 1937 before transferring to Division Five.

Motorman V. E. Scott, who has been on the sick list for some time, has been placed on the Special Roll.

Conductor L. Rasmussen has been appointed regular flagman March 1.

W. E. Schoenbaum, former motorman of Division One, who was recently appointed regular flagman, has been stationed at Division One as night watchman.

Motorman J. D. Ball and Conductor N. J. Rose resigned during the past month.

The following men have returned from the sick list: O. Daniels, J. O. Huffman, B. J. Edwards, J. Minear, R. C. Maier, H. O'Neill, J. A. Gollither, R. R. Harris, M. L. Howell, J. O. Ashcraft, W. W. Hunter, S. H. Wersal, R. T. Thorpe, S. S. Troyer, E. D. Tallmon, M. H. Remington.

The following men are still on the sick list: O. E. Brown, R. A. Fuller, C. G. Ward, J. H. Johnson, G. N. Chapin, L. D. Newburn, J. T. Johnson, T. W. Rasmussen, E. R. O'Neill, G. G. Harlow, J. A. Hunter, C. W. McGehee, B. J. Darneille, and J. W. Rice who was injured on duty when struck by an automobile at the terminal.

Motorman J. B. Whitehead has returned from a three week's leave of absence, which he spent visiting relatives in Texas, and incidentally it was a honeymoon trip.

Also, we still have on the sick list G. E. Nidick, W. M. Sherwood, H. E. Benson, A. N. Johnson, and B. R. Parker, who have been sick for a long time.

Note: Ask Roy Ruggles about "the skin you love to touch."

L-A-U-G-H-S!

She—"Did anyone ever tell you how wonderful you are?"

He—"Don't believe they ever did."

She—"Then where'd you get the idea?" * * *

Mother: "Now, Reggie, wouldn't you like to give your bunny as a Christmas present to that poor little boy who hasn't a father?"

Reggie (clutching rabbit): "Couldn't we give him Father instead?" — Kablegrams. * * *

Prison Warden—"I've had charge of this prison for ten years. We're going to celebrate. What kind of a party do you boys suggest?"

Prisoners—"Open house." * * *

"What's the matter, Jenkins, can't you satisfy this customer?" snapped a shoe store manager.

"No, sir," replied the salesman. "He wants two shoes that squeak in the same key."

MECHANICAL DIVISIONS

Car House No. 1

We are very sorry to hear of the death of the three day old baby born to Mr. and Mrs. H. L. Underwood.

M. Taylor, B. G. Oliver and J. Hearne are the new men at Car House No. 1, and we are happy to have you with us, fellows.

We all hope "Doc" will have a long and healthful rest. We feel he certainly is entitled to it.

Department No. 2

Things don't seem to be the same around Car House No. 2 with "Doc" Robey being absent. Everyone asks, "How's "Doc"?" We are glad to report that he is doing as well as can be expected.

In appreciation of "Doc's" good fellowship, plans are being formulated by old friends and fellow employes to express their feelings for "Doc" in the form of a gift. The details of this plan will be announced later. We all hope this gift will bring him many happy hours in the days of his retirement.

Street Inspector Gregory is still on the sick list but is improving slowly.

Car House No. 3

W. J. Krol and W. Poorman are the new night mechanics. We are glad to have you with us.

Pat Knight is getting a little daylight while Fred Keller is vacationing.

G. Atkins is still pinch-hitting for W. I. Green who is on the sick list. Pearl Graham and Mary Dews are still on the sick list. We hope you both will hurry and get well.

Some of the boys who live in the south end of town are thinking of starting a ferry with door step service. Not a bad idea during "unusual" weather.

Rudolph Mickens is very fond of pies and sweets? ? ?

D. Dickinson had his yard terraced so well that he did not have any washouts—and in Montrose, too!

Car House No. 4

A letter was received from W. O. Weiser, who was drafted into the

army on Feb. 1, 1941. He is stationed at Fort Ord in Monterey and says he likes the army fine.

John Thewlis is on his vacation visiting relatives in Canada.

After resting up during his week's vacation, Richard McDowell has returned to work.

A. M. Bladel is the new man around our Car House and we hope you enjoy working with us.

Car House No. 5

Andy Duncan was taking it easy one night at home when his swing faucet failed. He decided to go out and buy a new one and discovered the car had a flat tire. So after rolling the tire to the filling station, which

was a couple of miles, he was told that he needed a new tube. He returned home with the new tube and tire and put it on the car. When he lowered the jack the tire was flat (the valve core was leaking). Another trip to the filling station but he was too late for they were closed for the night. Take it easy, Andy, you only have one head of hair.

Who was it that tried to make 40 gallons of soup from what was equal to one gallon?

Frank Shapos had the misfortune to fall from the roof of a car and landed between two fenders, injuring his left leg. We all hope to see him back on the job soon.



"Wish I could remember if I put on my rubbers."



DIVISION 3

Division Three's big show and dance, the first for 1941, held at the Pacific Electric Auditorium on Saturday, February 15, was a big success both as to quality of entertainment and to the number present. There must have been about six hundred in attendance, and it must be remembered what kind of weather we were having about that time.

It is now very well known that when Motorman S. L. Bragg starts to put on a show there will be something worthwhile, and from the way he is packing 'em in, we'll soon have to get a larger hall.

Besides the professional acts on the program there were several by local talent, which deserves much praise: "The Jeff. Holland Trio," so named by Mr. Bragg, sang "The Lord's Prayer," "God Bless This House," and "He's My Uncle." The trio was composed of Florin Garrett, John Galt and Marjorie Holland. Miss Marjorie is Mr. Holland's daughter, while the trio's accompanist is Mrs. Helen Holland, his daughter-in-law.

The music of the Los Angeles Railway orchestra was much enjoyed, and especially when they played the selection "I Dream of Heaven When I

*Entertainers at
Division 3 Safety
Rally, February 15*

Present at Division 3 Rally were S. L. Bragg, Superintendent and Mrs. J. A. Bodley, Mr. and Mrs. C. E. Morgan, and Mr. J. C. Collins.



Dream of You," a selection by Mrs. S. O. Huddleston, wife of Motorman Huddleston, Division Three.

The professional acts by Alma Travis, negro singer; Grant Gardener on the silver bells; U. S. Thompson, tap dancer, and The Kilties with bagpipes and drums, made a top-notch show. Also, there was something else during the evening that was especially pleasing to the men of Division Three, and that was to hear Mr. C. E. Morgan, Manager of Operations, give the figures to put Division Three away on top as to the reduction in the number of complaints. Division Three had a reduction of thirty-nine per cent; Division Four, twenty-two per cent; Division One, nine per cent, and Division Five, seven per cent. Our Division was also on top as to the least number of accidents during January.

Speaking of accidents, our Superintendent says we are having at least six a day too many, but that our responsible ones are not so great—our "Falling in Cars" have also been reduced, as have rule violations; thus the number of suspensions have been reduced, which goes to show that all are showing the right spirit of cooperation and operating in the correct manner. Good work is being done



Gary Holland looks like a real Western cowboy. He is the grandson of Switchman Jeff Holland, (Division 3)

by our Inspectors, Messrs. Rhoads and Acuff.

Our men are continually joining the armed forces of the United States. Conductor R. M. Dingman and Motorman Jack Daly of the National Guard and Motorman G. MacLean of the draft have reported for duty.

During those cold, frosty mornings along in December and January Conductor R. P. Martin was always seen in his shirt sleeves, but when the warmer days of February came around he was seen wearing a very heavy overcoat; in fact, an extra heavy one—about one-half inch in thickness. When asked why, his answer was "I'm a different fellow."

Motorman S. N. Tribble has been off duty on account of an attack of bronchitis, which developed into pneumonia, necessitating his removal to St. Vincent's Hospital. Mr. Tribble is getting along nicely, and would be very much pleased to have his friends call on him.

In our last issue "Jeff and Perry" were thanking the men for collecting tinfoil to be given to the Orthopedic Hospital. Special thanks must be given to Conductor A. E. McGown, who recently turned in twenty-six pounds in one lot.

DIVISION 4

Division Four answers the call for something new and different this spring. The greater safety Rally of March 1st, was really something of an achievement in the way of new thoughts and entertainment and it would be no exaggeration to say that this was one of the finest examples of showmanship and all around good entertainment that Division Four has had the opportunity to present. The master of ceremonies, Billy Vejar certainly knows how to pick worthwhile entertainment and he deserves a lot of praise for his excellent ability and effort spent in perfecting these topnotch acts for your approval. The evening was made complete by dancing to the rhythmic music supplied by the L.A. R.Y. orchestra. These boys deserve a lot of credit for their very important part in a highly successful evening.

The collision type of accident seems predominant in the records of Division Four for last month. During February there were more accidents per hundred thousand car miles than in January of this year. This is quite a change from Division Four tradition—"The tradition of having an enviable record." However, while the collision type of accident has increased, the Division has not fallen down all along the line because the "Fall in car" accidents have decreased to a point where the February record shows a decided improvement over the month of January. Nevertheless, it must be said that there is still a great deal of room for improvement as this division is very near the bottom of the list. If the men will just take note and try to decrease the number of all types of accidents, especially collision type, perhaps by next month we will have the best record of all the divisions. Also, if we could have a few more days like February 23rd, (with no accidents) we would again be in First Place, where we should be.

I was out to see Mr. A. J. Bowen, who has been on the sick list for the

past two months. He is getting along very nicely, in fact, the doctors say that he has made a phenomenal recovery. He sends his best wishes to Division Four and is looking forward to being back on the job again.

There have been several changes around the Division lately! Two of our old-timers have moved off the Division seniority list to flagging and watchman jobs effective the first of this month. Both Motorman W. Brotherton and Conductor H. S. Turner have been with the company for some time and can remember many interesting events that occurred back in the "horse and buggy days!"

Conductor C. F. Prowse transferred to the Stores Department after meeting the necessary qualifications.

After four (4) years at Division Four, Motorman M. J. Smith traded divisions and seniority with Motorman O. L. Ausen of Division One.

Motorman I. K. Howell resigned to work as Shipping Clerk with the Los Angeles Heavy Hardware Company. He gave up seven years seniority, which might interest some of our newer men.

Extra Motorman H. V. Thorgrimson resigned to work with the Tech-



Norman Douglas, son of Conductor (Division 4) and Mrs. Orval Bybee, is 6 months old and seems to be a pretty husky fellow.

nicolor Motion Picture Corporation.

Motorman D. R. Mevis was called into active duty with the U. S. Army and is stationed at Fort McArthur.

"A new believe it or not"—It took an income tax collector to bring out the fact that Charles Bestwick is not only, not a single man but has been married two years and is a proud father, since January.

FLASH!!—Hidden talent was discovered to the nth degree at our Division Rally when our Superintendent E. H. Ellis and Superintendent of Transportation L. L. Wimberly, gave solo renditions of the L. A. Railway theme song "Smiles." Each one was very good and it is my recommendation that they be called on more frequently. Perhaps Superintendent W. H. Snyder could be persuaded to display a rendition on the night of Division Five's Safety Rally on the 15th. We should all be there, as I have been told by a reliable source that he has a wonderful voice and is anxious to show his ability.

DIVISION FIVE

Two very interesting postcards have been received from Motorman R. H. Dirkes, who was called back into the U. S. Navy recently. The first was postmarked Honolulu, where his ship, the U.S.S. Aldebaran, had docked en route to Pago Pago, Samoa. His ship is a long range Navy supply ship and makes calls at all the out of the way Naval and Marine Bases. He is looking forward to entering the ranks of the "Shellbacks" as he will be crossing the Equator shortly. His second card was from Pago Pago, Samoa, which he said has a very beautiful harbor. Says it is very warm there, the sea water being around 85 and almost too warm to swim in. He is enjoying, very much, his second hitch in the Navy.

Conductor D. O. Dulin resigned on February 25th, having been called into the U. S. Army. Motorman C. F. Flowers also resigned, having been

ordered to report on February 27th. We wish them lots of luck.

During the past month several of the boys have left us having obtained other work in various fields. Here they are: Conductor W. R. Fuller, Conductor L. D. Hanon, Motorman

C. D. Coffey, Motorman H. Kennedy, Motorman H. A. Dillingham, and Conductor R. C. Warford. Our best wishes go with all these boys in their new ventures.

Motorman C. L. Sparling decided to go back to his old Division, Di-

"IT'S A SPLIT" ! * # ! * !

Each Wednesday evening from seven to nine,
It isn't at all difficult to find—

Watson, Carrey, Barnett, McDonald and Barry—
With a group of bowling pins as their quarry.

At the Vernon and Western Recreation Center—
Where all their friends are invited to enter;

To see Division 5's bowling team play—
Against their sturdy opponents at the end of that day.

Now a good man to put all your odd bets on—
Is none other than our good friend Mr. (Elementary) Watson.

And second is a man who seldom leaves 'any to carry',
It's your friend and my friend, the likeable Tom Carrey.

The third man plays his best if with a certain coquette,
It might be—yep it is—It's that man Barnett.

Now it's our Captain's turn for the 1 and 3 pins to fondle;
Everyone should know him, because he's Ed McDonald.

There's now an attempt for all 10 pins to bury;
And he tries darn hard too, this man called Barry.

We are now on our last game and not yet weary;
If you were to ask, we would say "we're still quite cheery."

But alas! We are not all striking a splendid direct hit;
In fact, quite often, it develops into a bad split.

That as you know is when the head pin is down;
The one who threw the ball wishes he were 'neath the ground.

For it's tremendously hard to bring down that spare;
A fella has to throw the next one, like he really does care.

Then all of a sudden a man will follow through;
Believe it or not, he'll leave standing not even a few.

So now it comes time for us all to go home;
It's a bit too late for the streets to roam.

We've had a good time and the friends with us too;
Won't you come over and bring the family with you?

We can all have a good time each Wednesday night;
With not even a predilection of a blamed good fight.

The only commotion will be at the far end of the alley;
To knock all 10 pins down is hard to do, by golly.

vision One, having traded seniority with Motorman L. F. Mitchell of that Division.

Motorman R. J. Gates who has been on the sick list a short time is convalescing at Victorville, and expects to be back on the job in the near future.

Motorman R. H. T. Liles is away for thirty days and is visiting his folks in Naples, North Carolina.

One day recently Conductor C. Deaton came in to see Mr. Snyder to get a week off. When asked why he wanted the week off he replied that it was on account of his wife being sick. "Was she seriously ill?" asked Mr. Snyder. "No" replied Deaton, "she just had a baby boy last night". He got the week off, and, of course, congratulations.

We are glad to see Conductor Ed Moxley and Motorman M. Meek up and around after their sick spells, and hope to see them back on the job soon. Motorman Henry Mast and Dave Cuthbert haven't been around to see us yet, but we understand they are on the mend and will soon drop in on us.

Don't forget Saturday, March 15th. The biggest Show and Safety Rally ever staged. Yes, you guessed it. It's the Division Five show. And you all know where to go. The Pacific Electric Auditorium, Sixth and Los Angeles Streets. All of those who had to stand last time should get there in plenty of time as all advance reports indicate that the house will be packed. The Show starts promptly at 8:00 P.M.

GARAGE

Joe Crawford left recently for the Navy Yard at Vallejo. We are going to miss Joe's cheery smile and his art of mixing wit and humor with a good day's work. According to Paul Wood who saw him off at the station, Joe was already a bit homesick as he stepped on the north bound train. B. K. Russell, who recently transferred to our second shift from another division, has been called for Army Service.

We are always reluctant to print these sad little stories, however in complying with the popular demand of our readers we offer the following: It seems that "Scotty" Crawford had a nice little "nest egg" laid away, but not for a rainy day. He intended to purchase a new set of golf clubs. Somehow his mind has changed and the funds will probably be invested in a fur coat. One morning the Parkers' dinner was placed on the stove to simmer and cook for 3 hours, but somehow the automatic shut-off was not set and after 8 hours the victuals were somewhat cremated. E. Cobb, also, has had trouble with his groceries. The other noon he voraciously tore open what he thought to be his lunch bag and found a couple of pounds of raw Irish potatoes instead of his lunch. He had hurriedly grabbed the wrong bag that morning as he left home.

Virginia Blue has very gamely recovered from a severely sprained ankle without losing any working hours.

Equipped with a pair of ear rings it is said that Percy Bosanko can impersonate anyone from a prima donna to a mazurka dancer.

Our Garage group of free-lance precious and semi-precious stone cutters expect to have samples of their hobby on display at the free exhibition to be held by the Los Angeles Lapidary Society on the second floor of the Swim Stadium at Exposition Park on March 22 and 23, between the hours of 10 A.M. and 10 P.M.

VIRGIL

The first Safety Rally for 1941 will be held in the P. E. Auditorium on March 29. It is being staged jointly by the Los Angeles Motor Coach Company and the Los Angeles Railway Motor Coach Division. A good show has been arranged for to be followed by two hours of dancing in the ball room. Your family and friends are invited, so let's make it a date.

Wedding bells rang for operators

G. L. Atwood, J. W. Draper and F. P. Webster during the month of February. Congratulations and best wishes to you all.

Operators William Bishop and C. D. Kelley announce "blessed events" in their homes. Each has become the proud father of a baby girl.

Operator G. W. Graves was granted an emergency leave this week to visit his father who became suddenly ill. The father's home is in Kansas.

Our deepest sympathy to Charles Kenley whose mother passed away February 27.

Operators E. J. Reynolds and T. F. Hoyne are "in the Army now". "Squads right" and good food for the next year should get the boys in good shape.

Bob Bostwick has returned from a trip back East, and looks as "fit as a fiddle".

Our hats are off to Bill White for the mathematical ability displayed at our engineering class a few nights ago. His technique in figuring horsepower, torque and tractive effort gave the rest of us something to think about. Good work Bill.

A couple of fellows in blue uniforms riding in a white car were seen putting tickets on cars parked along Santa Monica Boulevard opposite the garage. To those of you who do not believe in "No Parking" signs, take notice!

Our Master Mechanic, Mr. Forsberg, announces the marriage of his daughter, Lorraine, to Dale Stocking. The wedding took place in The First Methodist Church in Huntington Park on Friday evening, February 28. Congratulations Dale and to Lorraine, many happy years of married life. It is rumored that while walking down the aisle of the church at his daughter's wedding that "Papa" Forsberg had difficulty in making it. It seems that he developed stage fright and had to shift into a shuffle the last few feet.

George Holden also announces his marriage this month. Congratulations, George.

