



TWO BELLS

VOL 22 - NO 10



NOVEMBER 1941



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

VOLUME 22

NOVEMBER, 1941

NUMBER 10

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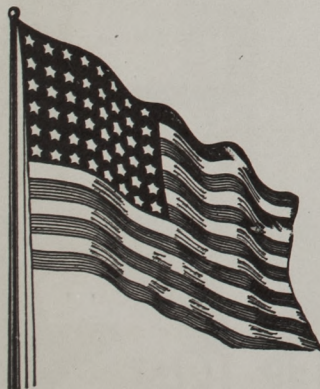
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EMPLOYEES CALLED FOR MILITARY SERVICE

Month of October, 1941



Name	Occupation
W. E. Davis	Motorman—Division 5
D. E. Edmondson	Motorman—Division 4
W. T. Rouse	Motorman—Division 1
R. S. Rees	Sub-Station Operator
H. Lair	Car Repairer, Div. No. 5, Mechanical

Railroads Just Couldn't Be in 1825

*R*EMEMBER the times when you had an idea that you thought might be good for humanity and might revolutionize the world, only to have someone tell you that "you're batty".

In the state of Ohio, along about 1825, a schoolboard refused the use of a classroom for a debate as to whether railroads were practical or not. The members of the board stated that such things as railroads are impossibilities and "to travel at the frightful rate of twelve miles an hour by steam" was simply "rank infidelity".

The school board just KNEW that railroads couldn't be.

One hundred years or less, after that WE KNEW that we couldn't get along without railroads and that the propelling power needn't necessarily be steam or the termini be great cities.

Today there are more passengers carried in electric, gas and oil driven vehicles than by steam and many more use the street corners for loading and unloading depots than use the stations of the great steam railroads.

Railroads just couldn't be in 1825.

The things you have in mind in 1941, and for which ideas someone has declared you insane, might be the very things civilization can't do without in 2041.

George Westinghouse was declared a fool when he said he could stop a train with air. You may be just exactly that same kind of a fool . . . and that's not much of an insult.

LIBRARY NOTES...

TRAFFIC SAFETY AND DEFENSE

By JOSEPH M. KAPLAN

Director of Public Education, Greater Los Angeles Safety Council

During these critical days of national defense, we are sacrificing one life every fifteen minutes and injuring another every twenty-six seconds in motor vehicle mishaps. If our present automobile accident trend continues, approximately 40,000 persons will be killed and 1,500,000 others will be injured this year on the streets and highways of the United States.

Confronted with this rapidly rising traffic toll President Franklin D. Roosevelt has issued a Proclamation, calling upon all national and local safety organizations and all citizens to help save lives and prevent injuries. Although the safety problem has become a national hazard, it must be solved locally. Just as selections are won in individual precincts so will our accident problem be conquered in our various cities and states.

Locally, we are attempting to reduce our highway toll with the application of scientific techniques of accident prevention. These include selective enforcement, constructive engineering and progressive education. These plans for improved safety involve every one of us either as drivers or as pedestrians.

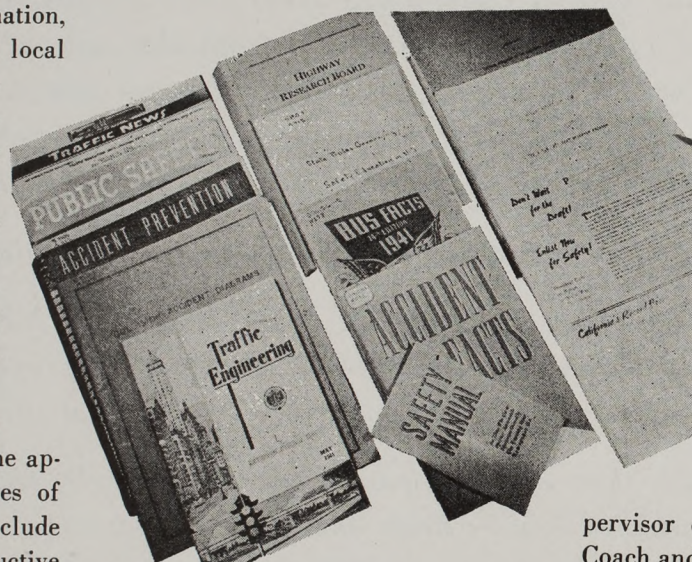
Realizing that education must assume an important role in the campaign to reduce accidents, many of the current publications devoted to safety are combining traffic safety with national defense. In response to President Roosevelt's call upon the National Safety Council to mobilize its nation-wide resources in leading a concerted and intensified campaign against accidents, the Council is whole-heartedly devoting the channels of its various publications to traffic safety and defense.

Readers who are desirous of ac-

quainting themselves with the various safety publications distributed by thirty leading national safety and civic organizations are advised to consult the Bibliography of Traffic Safety Materials and Publications compiled by the General Motors Corporation. This bibliography is a general guide of publications and materials pertaining to some of the more popular traffic subjects.

Safety and Safety Education:

An Annotated Bibliography pre-



Many publications devoted to safety are available in the library.

pared by the National Education Association of the United States is another compilation consisting of two main parts of books, pamphlets, bulletins and magazine articles appearing in periodicals. Various other safety bibliographies are published by the National Safety Council, the National Conservation Bureau, the National Highway Users Conference, the Los Angeles Railway, the Yale University Bureau for Street Traffic Research, the United States Department of Agriculture, etc.

The most current selected bibliography on mass transportation in re-

lation to national defense has been compiled by the Los Angeles Railway Corporation Library. It is a definite contribution to national defense and a valuable guide to all those interested in mass transportation. Each of these bibliographies is available to you either at the Los Angeles Railway Library or at the office of the Greater Los Angeles Safety Council.

In addition to these various bibliographies the booklet "Enlist For Safety," prepared by the National Safety Council, suggests a program of practical measures for meeting the national accident emergency. What can I do? How can we do it? These and other problems are discussed as part of the emergency safety campaign.

The practical value of any of these suggested safety materials rests with their successful application and ultimate reduction of accidents. We are certainly appreciative of the sincere efforts of John C. Collins, Safety Supervisor of the Los Angeles Railway, F. C. Patton, Manager of the Los Angeles Motor Coach, C. L. Srack, Safety Supervisor of the Los Angeles Motor Coach and C. T. Nolan, Safety Supervisor of the Pacific Electric Railway, who have successfully applied safety theories and converted them into reality in our local mass transportation units. These and others are cooperating with the Greater Los Angeles Safety Council to help create a safer city in which to live.

Americans are confronted with an internal war on our streets and highways. Current safety books and pamphlets are the best ammunition for our national defense. It isn't enough to read them. We must also apply their recommendations.

A complete list of new books and other printed material, recently received, as well as abstracts of magazine articles, will be found in the October issue of the Library's TRANSPORTATION DIGEST.

'WAY BACK WHEN

or "Ta-ra-ra-boom-der-e"

WHEN—1886 Glendale was only a name on a crossroads post office. The real estate tract maps showing available subdivisions carried across the top in boldfaced type "Pasadena's first and only Rival."

Naturally from such a stupendous advertising program the City of Glendale blossomed forth. Houses soon dotted the landscape and it became painfully apparent that transportation facilities were needed to Pasadena and Los Angeles.

The citizens thereupon subscribed to the promotion of the Los Angeles and Glendale Railroad which secured a franchise on February 15, 1857 to build a single or double track steam railroad from Glendale to North Spring Street (or Downey Avenue), Los Angeles.

Work was commenced in short order, and on July 15 it was reported in the newspaper that the line was more than half completed. Citizens of Glendale looked forward jubilantly to having modern transportation by Christmas time.

However, a clipping from the Los Angeles Herald, dated January 27, 1888, sadly reports:

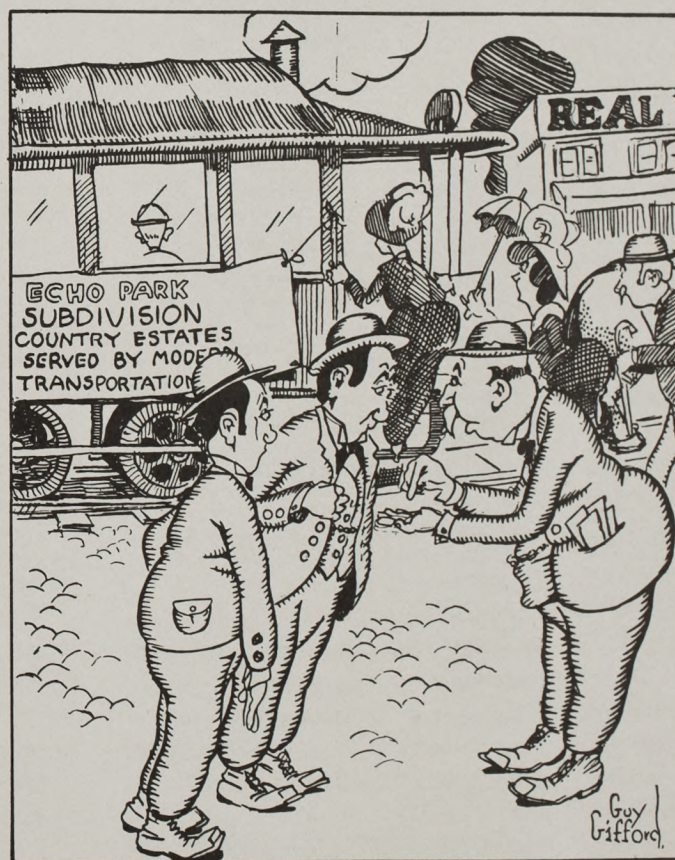
"The Glendale Road is in a great dilemma. It is impossible to tell how the thing happened, and without attempting to do so, the facts are: 'When the Glendale Railroad Company commenced work on the road it was decided they would have a 3-ft. 6-in. gauge—and the road is being built to that gauge. Coaches have been ordered, and received. When they were taken out on the line it was found that the gauge of the trucks was 3-ft 4-in. When the engine arrived, it was discovered it was built for a

TWO BELLS presents the eighth 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.

3-ft. gauge.' They have not decided what to do."

VOLUMES have been written on salesmanship; colleges teach young hopefuls the art of clinching sales, selling technique has advanced to near perfection but modern real estate promoters must doff their hats to the oldtimers.

One of the angles for the book is



"Remember boys, in selling these lots, don't tell the prospects that someday this will be part of a great Metropolis. They're not that stupid."

found in a letter regarding the activities of the Elysian Park Railway Company, written by a party who, back in 1890, resided in the territory of Sunset Boulevard.

"When we moved near Echo Park in 1890 the car was not being run. The one car owned by the company was anchored with chains and padlocked to the Montana Street end of the track. When the real estate owners wanted to sell a few lots, the car would be run regularly until the sales had been made and then stopped again. Lots could be sold but no one went out there to live."

WHEN local transportation was in its infancy, owl services were undreamed of, but many were the nights that transportation promoters found it necessary to indulge in a little after dark activity, as did Captain Cross on the night of Saturday, April 14, 1889, when he learned by way of the grapevine that citizens of Eagle Rock were preparing to make vigorous protest against the abandonment of his line, the Los Angeles-Garvanza-Eagle Rock Railroad. In a few short hours he performed the no mean task of assembling 110 men and 60 teams which he stationed along the entire car line. The next morning the sun, creeping over the local hills, revealed nothing but dust slowly settling in the abandoned road bed. The rails, ties and all other property had been hauled to Garvanza.

The scarcity of city officials on Sunday morning added to the further consternation of the citizens, who tried in vain to obtain an injunction.

WHEN—Back in the easy going nineties, Lewis D. Luni, a horse car operator, acquired a musical education on the Elysian Park Line. We quote: "I would at times take two hours to drive from one end of the line to the other. I learned to play my banjo while the horse plodded along as he wished, stopping to eat whenever he found good grazing, and there was a great abundance of it along the track."

Dear Ladies



Suggestions for Thanksgiving Festivities

Shortly, we will all gather around the table for another Thanksgiving. Without deep thought, we, as Americans, realize our blessings this year more than ever. In this country, we have so much for which to give thanks.

Let's cut down on the work of the homemaker this Thanksgiving. With the holiday season approaching, she will have busy days ahead. Why not try a simple and inexpensive meal with not too many heavy foods, but still a dinner that is a little more elaborate than the everyday "chow."

Because it is a special day, we will want to bring out our fine linen, silver and china. With this as a background, a fruit and nut bowl centerpiece can lay the grounds for your dessert. If you wish to make the customary pumpkin pie, save it for a snack later in the day when your family isn't so stuffed.

Poultry prices indicate that fryers and roasting chickens, ducks and geese will be more reasonable than the traditional turkey. Although turkey is common for the Thanksgiving meal, and is shown on the menu above, you may substitute turkey with one of these other fowls and save those extra pennies for Christmas.

Here is a menu which should suit the "before Christmas" pocketbook.



You can decorate the platter of roast fowl by placing colored pears on autumn leaves.

- | | | |
|--------------------------------|------------------------|--------|
| | Cold Apple Cider | |
| Roast Turkey | Dressing | Gravy |
| (Chicken, Duck, Geese) | | |
| | Colored Pears | |
| | Baked Hubbard Squash | |
| | Candied Sweet Potatoes | |
| Pineapple and Cottage Cheese | Salad | |
| | Hot Rolls | |
| Fruits and Nuts | | Coffee |
| (Pumpkin Pie Later in the Day) | | |

Colored Pears

- 8 pears
- 2½ cups sugar
- 1 cup water
- Few drops coloring matter

Peel the pears and simmer slowly in the colored syrup until the fruit is just tender.

Suggestion: A light orange colored pear placed on the dark green leaves makes an attractive garnish for the roasted fowl.

Perhaps the young folk would like a "get together" with their friends on Thanksgiving eve. A jolly taffy pull in the kitchen will keep them active while stories of school day happenings fly thick and fast. When the taffy has been spun to flaxen threads they can play games in the kitchen.

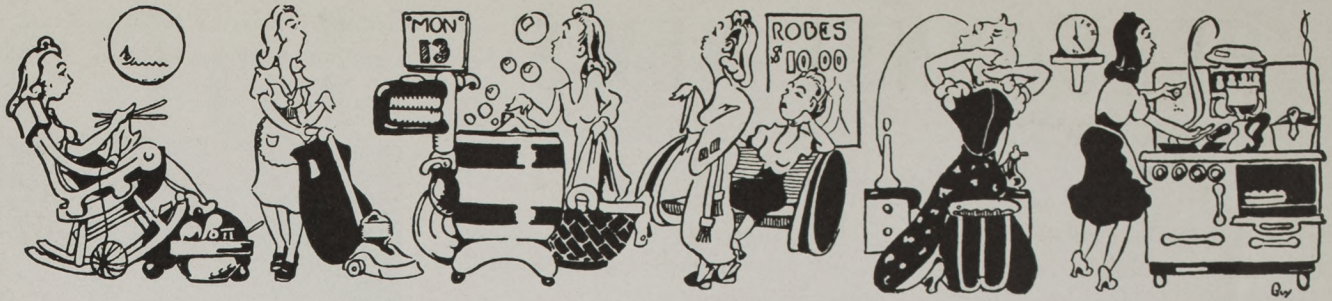
Pulled Taffy

- 2 cupfuls light brown sugar
- ¼ cupful molasses or corn syrup
- 2 tbsp. cider vinegar
- ½ tsp. salt
- 2 tbsp. water
- 2 tsp. butter
- 2 tsp. vanilla

Boil first five ingredients until, when tried in cold water, the mixture becomes hard. Add butter and vanilla. Turn into a buttered pan. As soon as cold enough to handle, pull, being careful to use only tips of fingers. Stretch in a long rope and cut, using scissors, into ¼ inch lengths.

Need mention be made that with your table full and the family and friends gathered around, your Thanksgiving will be truly happy making the simple things in life those most worthy for which to be thankful.

*When the pumpkin pies are bakin'
And their spicy fragrance sends
Spirals o' Thanksgiving incense,
Through the house from end to end,
Oh! it's time for real rejoicin'
And for words o' hope and cheer,
From our friends and many kin-
folks,
Who have come from far and
near.*



Lady Families' Favorite Recipes



Fruit Cake

- 1 lb. flour
- 1 lb. currants
- 1 lb. raisins (puffed)
- 1½ lb. seedless raisins or one pkg.
- ½ lb. butter
- ½ lb. light brown sugar
- 1 cup chopped nuts
- 1 tsp. soda
- 1 tsp. baking powder
- ½ tsp. cinnamon
- ¼ tsp. cloves
- ¼ tsp. mace
- 1 cup fig or strawberry preserves
- ¾ cups sherry wine or brandy

Cream butter, then gradually cream sugar into it, beating until light and fluffy. Beat in eggs, one at a time, whipping in each very thoroughly.

Mix dry ingredients in with flour. Add creamed mixture and preserves. Mix well with wooden spoon. Line pans with oiled or wax paper.

Bake in slow oven about 300 degrees for one hour or more according to size of pans.

To store fruit cakes, leave paper on. When thoroughly cooled, wrap in heavy wax paper. Place in covered container.

You may add cherries and pineapple if you wish.

Submitted by Mrs. S. J. Beals, wife of District Supervisor S. J. Beals.

Three Layer Party Cake

- 3 cups flour
- 3 tsp. baking powder
- 1 tsp. salt
- 2/3 cup butter
- 4 eggs
- ½ tsp. vanilla
- ½ tsp. lemon juice
- 2 cups sugar
- 2/3 cup milk

Cream butter and add one and a half cups sugar gradually. Separate whites and yolks of eggs. Add yolks to creamed butter and sugar, mix thoroughly. Add milk and the flour which has been sifted three times with the baking powder and salt, alternately—a little at a time. Add the vanilla and lemon juice. Fold in stiffened egg whites, to which the other half cup of sugar has been added. Divide mixture into three parts and color each part with food coloring as desired. Pour into three greased and floured cake tins. Bake from 25 to 30 minutes in a moderate oven, 375 degrees.

Icing and Filling

- 1 tbsp. butter
- 5 tbsp. cream
- ½ tsp. vanilla
- ½ tsp. lemon juice
- 3½ cups powdered sugar

Beat butter and cream together, adding sugar slowly. Add flavoring and beat until creamy. If necessary, add more cream. Then spread thickly between layers and on top and sides of cake.

Submitted by Mrs. C. S. DeBaun, wife of Section Storekeeper C. S. DeBaun, South Park Shops.

Hot Milk Cake with Pineapple Filling

- 1 cup milk
- 4 eggs
- 2 cups sugar
- 2 cups cake flour
- 2 tsp. baking powder
- 1 tsp. vanilla

Heat milk and butter together until butter is melted (do not boil). Sift flour, and measure after sifting, and baking powder and salt, and sift 3 or 4 times.

Break eggs in mixing bowl and beat with rotary egg beater until light, add sugar rapidly and beat until smooth; add flour alternately with hot milk, add vanilla and mix thoroughly (batter will be very thin). Pour in well greased and floured cake tins and bake at 340° for 30 minutes.

Pineapple Filling

- 1 tablespoon flour
- Few grains salt
- 1 cup sugar
- 1 cup pineapple, grated
- 1 cup boiling water

Combine flour, salt, sugar, and pineapple. Add boiling water and cook 15 minutes. Cool and spread between layers of cake.

Marshmallow Frosting

- 2 egg whites, unbeaten
- 1½ cups sugar
- 5 tablespoons cold water
- ¼ teaspoon cream of tartar

Put egg whites, sugar, water, and cream of tartar in upper part of double boiler. Beat with rotary egg beater until thoroughly mixed. Place over rapidly boiling water, beat constantly with rotary beater, and cook for 7 minutes, or until frosting will stand in peaks. Remove from fire, add vanilla, and 6 marshmallows, chopped, and beat until thick enough to spread.

Submitted by Mrs. J. D. Johns, wife of Conductor J. D. Johns, Div. 5.

Aids to Beauty

Scrub the back of arms and elbows with hand brush to keep the skin firm and smooth. Many girls and women have small bumps on the back of their arms just beneath the surface of the skin and these are caused by lack of circulation. After your bath be sure to dry your arms thoroughly, rubbing briskly with the turkish towel.

Apply creams to the neck as well as the face and also use a mild bleach on the neck as the pigment changes to darker tones before the face does.

Helen

Editor of
"Dear Ladies"

PERSONNEL NEWS

PENSION ROLL

William Edward Snell, Motorman Division 5, was placed on the Special Roll, effective August 24, 1941. Mr. Snell entered the service October 3, 1919, as Motorman Division 5, appointed Instructor October 20, 1923, resumed duty as Motorman Division 5, June 26, 1930, appointed Instructor April 16, 1936, returned to Division 5, as Motorman, May 26, 1937. His present address is 1752 North Vine Street, Hollywood, Calif.

James Chester McHenry, Conductor, Division 5, has been retired, effective October 1, 1941. Mr. McHenry was employed as Conductor, Division 5, January 26, 1920. His present address is 5437 Third Ave., Los Angeles.

Samuel Eber Merriweather, Conductor, Division 5, was placed on Special Roll, effective September 23, 1941. Mr. Merriweather entered the service March 4, 1909, as Conductor, Division 2, transferred to Division 5, July 31, 1932. His present address is 215 West 55th St., Los Angeles.

OBITUARY

Francis M. Hestilow, Motorman, Division 5, died October 22, 1941. He was born in Blum, Texas, October 7, 1888, and entered the service as Motorman, Division 5, January 26, 1923.

The wife of Taylor "C" Chase, Conductor, Division 5, died September 28, 1941.

APPRECIATION

Acknowledgements expressing appreciation for the sympathy and kindnesses extended them during their recent bereavements have been received by the Company from Mrs. James J. Tobin; W. D. Wright and Mrs. Julia Fields; Taylor Chase; and Ellen Hestilow.

YELLS

Margaret Elizabeth, born to Operator (Division 4) and Mrs. R. F. Abel on September 19.

Gerald Edward, born to Conductor (Division 5) and Mrs. A. G. H. Trager on September 24.

Richard Wayne, born to Operator (16th Street) and Mrs. G. F. Mill-edge on September 27.

Marvin Charles, born to Operator (Division 1) and Mrs. M. C. Fisher on October 2.

Shirley Elizabeth, born to Operator (Division 1) and Mrs. T. S. Gardner on October 11.

Sylvia Letitis, born to Operator (Division 1) and Mrs. J. T. Hoffman on October 12.

Sharon Lynn, born to Mechanic (Virgil) and Mrs. George Olinger on October 19.

Judith Ann, born to Conductor (Division 5) and Mrs. L. H. Smith on October 21.

BELLS

Flora Sitts (Research Dept.) married to Mr. Willard R. Bridges on August 30.

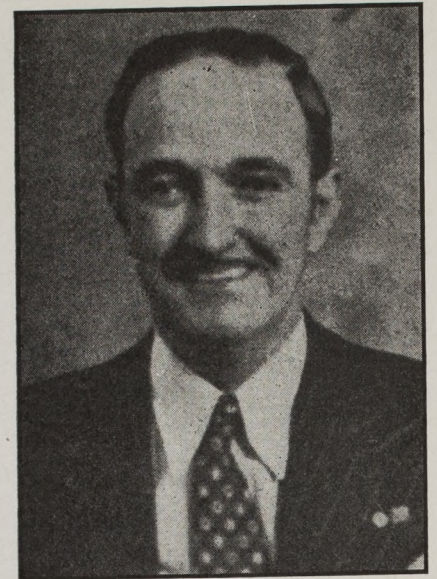
Operator R. S. Wildermuth (Division 1) married to Miss Anna Mae Lloyd on September 27.

Operator U. T. Strong (Vineyard) married to Genevieve Bigelow on September 29.

Mary Wilson (Auditing Dept.) married to Mr. William R. Clayton on October 2.

Motorman Charles F. Paine (Di-

vision 5) married to Miss Alma J. Lucht on October 12.



APPRECIATES EMPLOYEE BENEFIT PLAN

Gentlemen:

At this time I wish to express my sincere appreciation of the outstanding benefits I have received from your organization during the latter part of June and the month of July. I was confined to St. Vincent's hospital at your expense, and I was given every attention by Dr. Weber and his excellent staff. Nothing was left undone to facilitate my recovery. Inasmuch as I suffered a broken sternum and several fractured ribs, which was complicated by double pneumonia, I feel that I owe my life to the care I received.

Nothing which I can say could adequately express the praise due to Doctor Weber for his untiring efforts in my behalf, and to St. Vincent's Hospital for their interest and devoted care.

May I therefore commend you most highly, and assure my associates that the small amount paid in will return a hundredfold if the occasion arises.

Very truly yours

Brooks Benjiman Towsley
Operator No. 151 Ry. Coach
Division.

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**"CAVALCADE
OF INDUSTRY"**

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RAILWAY**

**SUNDAY, NOV. 30th,
1-1:30 P.M.**

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980 ON YOUR DIAL

**Tickets for the broadcast may be
obtained by calling the Person-
nel Department**

Clubs and Vets

WOMEN'S CLUB

By MRS. H. A. DEWEY

The Club's annual Christmas Welfare Party will be held this year in the clubrooms, 962 West Twelfth Place, on November 15, from 5 p.m. to 10 p.m.

The entertainment, to be furnished by the Drama Group, will include a barn dance and specialties by the Old Time Favorites. There will also be a handicraft exhibit, music, games and, as a special inducement, door prizes amounting to \$25.00 in cash. Dinner, in charge of Mrs. S. Ashworth, will be served from 6 p.m. to 7:30 p.m. Music will be furnished during the dinner by the Pinder Hawaiian Quartet of South Park Shops.

One of the features of the evening will be the fish pond, in charge of Mrs. J. T. Watts. It is suggested that as many as possible donate some small article to be used for the pond.

During the evening, one fourteen-pound ham and a basket of groceries will be raffled off.

Those having material to be displayed in the handicraft exhibit should call Mrs. W. G. Clardy, at REpublic 7566. It is requested that articles which won prizes last year be placed on display at the exhibit, although they will not be eligible for further prizes. As many as three new articles may be entered by each contestant.

At the meeting held October 16, Mrs. Rollin Lane, who has spent many years in an effort to bring about the beautification of cities through the planting of trees, presented a stereopticon lecture entitled "Beautiful Trees Around the World." Mrs. Lane was the donor of twenty-five small Monterey Cypress trees, which were given as door prizes.

Mr. P. C. McNaughton was a visitor at the meeting, and urged an increased attendance at the meetings of the Retired Men's Association, which are held in Room 309 of the Los Angeles Railway Building on the second Thursday of each month.

The dinner served by Tiny Piper in the clubrooms on October 25 was a huge success. Approximately 125 guests were served during the evening, and many guests remained after the dinner to enjoy an evening of cards, Bunco and Chinese Checkers.

The dinner was in charge of Mrs. Carlin.

The club wishes to take this opportunity to thank the following girls who so ably assisted in serving tables, thus helping to make the event a success: Misses Cora Rae Foster, Wanda Mathews, Frances Peters, Ethel Dwyer, Alice Meek, Gertrude Carlin, Bess Carlin, Mrs. S. Slade, and Mrs. S. Ashworth.

Games played during the evening were won by Mrs. C. S. Wise, June Hird, Jim Hird and A. C. Stover at Bridge; Mrs. Eunice Griffith, Emily Erskine, Mr. H. L. Griffith and Mrs. J. S. McCormick at Five Hundred; Mrs. B. Ford, Mrs. H. Conacher, Mrs. S. Nickels, Bob Coe and Mr. Miles Erskine at Bunco.



"That's the same guy who use to read the morning paper over my shoulder."

POST NO. 541 AMERICAN LEGION

By W. Y. STEARNS

In spite of the very disagreeable and rainy weather on the night of October 21, an unusually good turn-out was on hand at McCormack Hall, 46th St. and Western Ave., to enjoy the delicious dinner prepared and served by the Auxiliary. In addition to members of the Post and the Auxiliary, several members of the Squadron were also present.

Due to the energy and enthusiasm of the ladies there was more than enough for all, and while a few mere males assisted in minor capacities, the bulk of the work was accomplished by the wives, for which we all wish to express our sincere appreciation. It looked for a time as though the Squadron members were going to create a serious shortage of food, so great were their appetites, but eventually all were well satisfied.

Because of the large number of members of the Squadron who are now in the service, the dues have been reduced from \$1.00 to 50 cents to enable them to keep up the regular membership. This is certainly a very practical and farsighted move, as it will give the boys an opportunity to keep up their interest in the Squadron. Twenty-one dollars a day, once a month, doesn't go very far, and how well we know it.

The joint meeting of all the railway posts on November 4th was a big success. It included the Santa Fe Post 573, S. P. Daylight Post 576, P. E. Railway Post 321 and L. A. Railway Post 541. Special arrangements were made for entertainment, which was much enjoyed by all. At the conclusion of the meeting, refreshments were served in the dining hall.

At the monthly drawing of the Dividend Club, Supervisor Forrest Musselwhite of Virgil Division was the lucky winner. Say, what is this, anyway? Last month Supervisor Nowak of 16th Street got it. Have

the Supers got a strangle hold on Lady Luck? It is rumored that E. B. Logsdon will pay \$10 cash for any winning number after it has been definitely proved it will bring home the bacon. That's what we call good business.

A good way to get your dues paid up years in advance is just to get your lucky number for next month's drawing. But you don't have to be a member of the Legion to enter the drawing. You don't even have to be a Supervisor to be a winner. So contact your nearest Legionnaire and give Lady Luck a chance to smile on you next month.

SQUARE AND COMPASS

By C. J. KNITTLE

It's a safe bet that no members recall a Square and Compass Club initiation more vividly than recent candidates. Ed Rehm (Division 1), R. E. Cleland and F. O. Osborn (Instruction Dept.) are to be congratulated for the sportsmanly manner in which they went through the traces Saturday evening, October 11, at Van's Cafe.

Forty-seven members took big and little parts, heckling, cheering, leading and misleading the candidates through the tear-ifying ordeal which inevitably leaves the candidate mentally upset but physically unscathed. Previous to the initiation the Club and candidates enjoyed a hearty roast beef dinner. Entertainment was later furnished by a talented quartet, guests of Brother George Jameson, who presented many old time songs which were well received. A short business session followed.

At the time this news was submitted, Square and Compass members were looking forward to their greatest event of the year—Ladies' Night, Saturday evening, November 8, at the Hayward Hotel. A fine roast chicken dinner, Billy Vejar's new and gorgeous floor show, Keeno with eight cash prizes, many free door prizes and the raffling of five

large turkeys were among the attractions for Ladies' Night.

It must have been a wonderful evening for all. We'll tell you the details later.

AMERICAN LEGION AUXILIARY UNIT NO. 541

By MARIE MANNING

Our pot-luck dinner of October 21 turned out to be a huge success despite the fact that it rained so hard. Those that attended reported a good time, and that they would be looking forward to the next one.

Regular meeting on November 4 was well attended and lots of business was transacted, with all chairmen giving fine reports of what their committees are doing. Membership Chairman Bettie Leasman reported that we only need a very few to make our quota, so if you have not paid your 1942 dues yet do so now and help to make it. Mrs. Leasman, also employment chairman, stated that she had secured work for 14 persons in the past two weeks.

Child Welfare Chairman Esther Wickham, assisted by other members of the Unit, completed a beautiful layette for a needy mother.

Several committee chairmen attended the school of instruction, which was held in Patriotic Hall Friday, October 24, and some very valuable information was learned from the department chairman.

We were very happy to have with us again Mrs. Emma Marques, who has been on the sick list the past three months.

President and Hospital Chairman Ann Charlesworth makes regular weekly trips to Sawtelle and San Fernando, taking magazines, candy and cigarettes to the boys and visiting with our adopted veterans, Joe Truster and Bill Christmas.

The next regular meeting of the Unit will be held Tuesday, November 18, so if you missed the last one try and attend this one and help make plans for the Christmas party

which is a big annual affair for the under-privileged children.

Pay your 1942 dues now. Let's make our Quota before December 1.

Flash—One of our Juniors has reported the birth of a baby girl. Mother and baby doing fine. The mother is Kay Carson, formerly Kay Detrick.

Mae Carson, Ways and Means chairman, announced that there will be a luncheon and card party on November 13 at the home of Mrs. Mayme Nowak, 803 East 74th Street. Luncheon is to be served at 12:30 with the card party beginning at 1 p.m.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men's Association was held in Room 309, Los Angeles Railway Building, Thursday, October 9, at 2 o'clock p.m. After a short business meeting, the following program was given:

Vocal selections by Miss Lucille Pipkin, a church soloist, and a very attractive young lady with a beautiful and powerful voice.

Vocal selections by Miss Barbara Dibb, a young lady of beautiful appearance and splendid talent, with Mrs. Ina Dale as accompanist.

Mrs. Suzanna Torres sang a Spanish number, "Aye Aye," playing her own accompaniment.

Miss Sylvia Metcalf sang "Beautiful Dreamer," by Stephen Foster, also playing her own accompaniment.

Mrs. Taylor gave a number of readings, some of them of a patriotic trend. Her last two were comical Negro dialect selections.

Mr. Nelson McDowell, a movie actor and radio entertainer, gave several very funny characterizations.

Mrs. Dale and Miss Metcalf led in community singing in which all joined.

The next meeting will be held Thursday, November 13, at 2 o'clock p. m., same place. The Standard

Oil Co. will show a movie, "Building the West," a very wonderful picture, full of historic interest. Everybody is invited, especially all the ladies.

VETERANS' CLUB

By JAMES MADIGAN

At the regular meeting held on Monday, October 27, the following Comrades were elected to membership in the Veterans' Club: M. I. Moore, C. P. Manderscheid and H. A. Brown, all of Division 5. Welcome, Comrades, and don't forget we will expect to see you on the second Tuesday and fourth Monday of each month at Patriotic Hall.

On Tuesday, October 14, Comrade L. T. Campbell was initiated into the mysteries of the Order of the Sword. The Sword meeting was well attended and the degree team seems to improve with age.

Due to the regular date of the meeting of the Order of the Sword falling on Armistice Day, the meeting has been postponed to Friday, November 14, at Patriotic Hall.

Comrade Commander Cotterly requests all Comrades who have disposed of their books to get in touch with Adjutant Taylor at once. The turkey drawing will take place at the meeting of November 14 and all Comrades will turn in all books or parts of books in their possession before 9 p.m. at Patriotic Hall. All Comrades should make a special effort to attend this meeting.

Adjutant Taylor is anxious to get rid of the copies of the By-laws he has made up for you Comrades, so please ask the Adjutant for your copy.

Don't forget, November 14, Patriotic Hall. Be there and go home with a turkey.

TRADING POST

FOR SALE—A ½-acre homesite in San Gabriel on Wells Street. ½ block west of San Gabriel Blvd. Improvements paid. \$890 terms. Jesse Doerr. Phone evenings, ALbany 0643.

FOR SALE—Engineer's transit and tripod. Eugene Acosta, Sta. 225 or 226.

VETERANS' CLUB AUXILIARY

By MARIE FREIVOGEL

A lovely stork shower was tendered Mrs. Marie Freivogel, secretary of the auxiliary, on Saturday, October 4, at the home of Mrs. Isabella M. Hoyle in Inglewood. Games of whist were enjoyed during the afternoon. High scores were held by Ethel Sausser and Elena Detrick, while Esther Wickham received consolation prize.

A delectable luncheon was served by the hostess. Pink nut cups were filled with mints as favors. Napkins were miniature diapers fastened with safety pins. The honored guest received a complete baby layette, a gift of the auxiliary membership, and at this writing the secretary would like to thank the auxiliary members for the lovely gift and kind wishes.

It was announced that Mrs. Ardath Abel, wife of R. F. Abel, of Division 4, was the proud mother of a baby girl. Mrs. Abel is a prospective candidate of the auxiliary and will be initiated soon. An appropriate baby gift with the best wishes of the auxiliary will be presented to the mother.

A number of gifts were received for the linen hamper which will be raffled in December. That leaves just a short time for you members to bring in your gifts.

Esther Wickham will receive the money each month to take care of the two veterans which the auxiliary has adopted. These veterans, former L. A. Railway employes, are confined to veteran hospitals.

Betty Roche, chairman of the label-saving plan, announced the number of points the auxiliary has to her credit. A new six weeks' period is now in progress, so be sure and bring your labels and sales slips to the next meeting, or see that Betty gets them. The auxiliary will be the guest of the Homemakers' Club on January 5, 1942, and will participate in the "Kwiz Kollege."

The auxiliary attended a meeting of the American Legion Auxiliary 541 in a body on the evening of November 4.



1. En route to Seattle Miss Fraser pauses to snap the Columbia River. Gas and oil for entire trip \$33.00. Meals and lodging, \$6.50.



2. Multnomah Falls near Portland, Oregon, provides an other pictorial subject.

ALASKA

on a Budget

VACATION EXPENSES	
14 Days - Sept. 17 - Oct.	
GAS and OIL	
Seattle to Los Angeles	\$3.00
MEALS & LODGING	
Seattle to Los Angeles	105.00
BOAT STORAGE	6.50
Round Trip	3.50
TIPS on BOAT	
Swagway to Whitehorse	8.00
WHAT-NOTS	25.00
OPTIONAL	
TOTAL EXPENSE	\$197.00



9. Snow Capped Mountains, rising from the protected waters, north of Petersburg, form a rugged International boundary line.



10. Totem Poles at Historic Fort Wrangell, provide more pictures for Helen's memory book.



11. A Herd of caribou swim away from the boat. Miss Fraser gets a snapshot.

Helen Fraser, Secretary, Bureau Public Service, proves that a glorious 14-day vacation the land of the midnight sun is within the means every employe



3. On the Way to Vancouver Helen visits the Parliament building in Victoria, B. C.



8. At the End of the tortuous Wrangell Narrows the boat sails by the old town of Petersburg, originally settled by the Russians.



12. Last Port of Call, Swagway, the starting point of the Trail of '98 to the Klondike



13. Helen compares modern transportation, by rails, with the Trail of '98, in right background.



4. Miss Fraser Wins a game of shuffleboard with J. R. Brittan aboard S. S. Princess Louise. Boat fare (round trip) to Alaska including stateroom and meals, \$105.00.



7. While the boat is docked at Ketchikan, port of Alaskan waters, Helen watches salmon ascending nearby rapids and photographs city from the surrounding hillside.

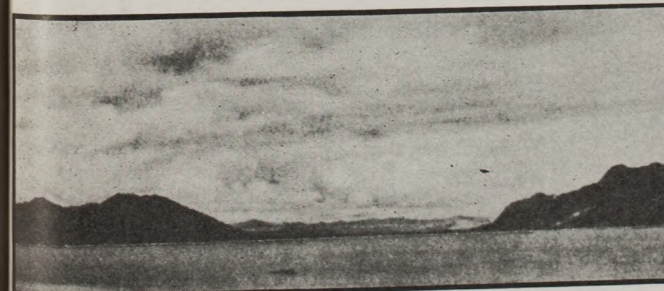
18. Back Swagway, aboard the Princess Louise for home, Helen's smile reflects the contentment of her sojourn.



5. First Port of Call Alert Bay, Cormorant Island, B. C. Location of Government Residential Indian school and village.

6. Indian Cemetery showing graves marked with totem poles and other interesting figures.

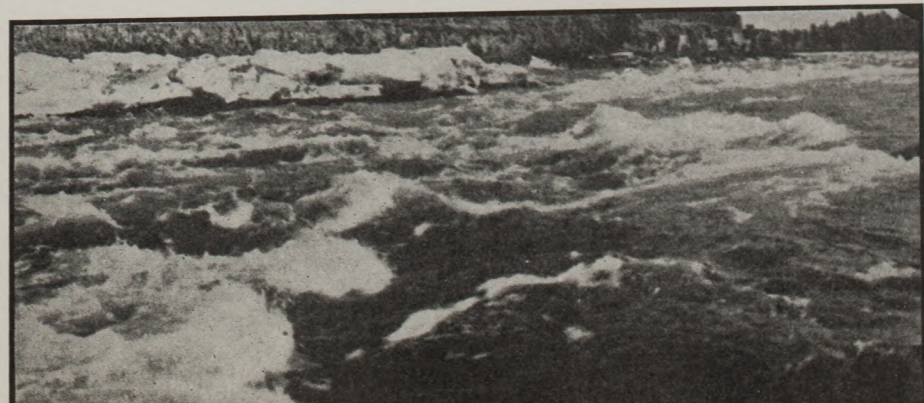
16. A trip to Horse Rapids, treacherous grave of many hopes during the gold rush is included in Helen's train fare. Also a trip to Miles.



17. Whitehorse, river supply to Dawson City of Lake La Barge local of Robert's poem "The Crematorium of Sam McGee."



14. Helen takes a side trip to Whitehorse, Train stops at White Pass Summit, boundary between Yukon Territory and Alaska. Round trip including meals \$25.00.

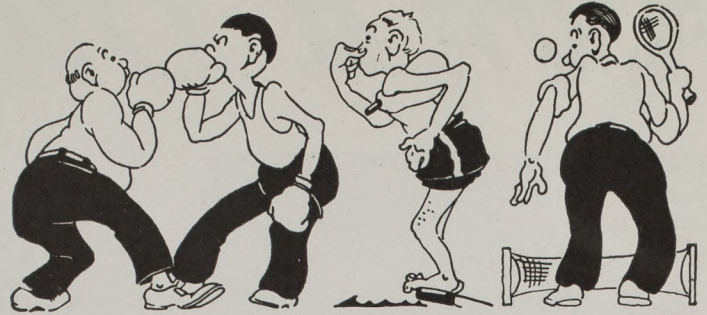


15. Whitehorse Yukon Territory, end of the steel. Headquarters of Yukon river. Southern terminus of river boats from Dawson. Beer \$1.00 per bottle. Oranges 4 for 30c.



SPORTS

By W. WHITESIDE



BASEBALL CHAMPS HONORED



Vernon Yards Team Receives Trophy at Recent Banquet. Front row, left to right: Joe Saiza, George Manriquez, Jesse Arballo, Joe Miranda, Edward Fleming, Joe Castro, Eugene Rodriquez, Nick Escobedo. Back row, left to right: Wm. Rodriguez, Frank Quihuis, Ignacio Carpio, Eddie Villalobos, Johnny Lipscomb, Ken Sloan.

ALL STARS

L. A. Railway "All Stars" baseball team—a team composed of members of the teams participating in the regular Railway league—are now entered in a Metropolitan league playing various teams throughout the city.

Sunday, October 19, the All Stars met and defeated Arden Farms 11 to 4, Landreth doing a superb job of pitching, allowing only 1 hit. Four of the local's runs were on home runs by Broman, Barnett, Stotlymre and Lipscomb.

October 26 the All Stars met and defeated the highly touted Ver-

mont Plumbers 8 to 6, Carl Smith hitting a home run over the center-fielder's head.

The team has quite a following, and these rooters have been treated to a top brand of winter ball. This looks like the All Stars' year, so why don't you drop over to Vernon Yards and help cheer them along. All games at 1:30 P.M.

Scheduled games:

Sunday, November 9—All Stars vs. St. Augustine.

Sunday, November 16—All Stars vs. Western Rangers.

Schedule of other games will be published later.

BOWLING

Ten enthusiastic bowling teams representing several departments within the company are knocking over the pins every week in a fast-moving league.

The formation of the league finally materialized after several meetings of the different team representatives and special credit is due R. E. Hartman of Virgil Garage for his untiring efforts in the matter.

Teams can be seen in action on Friday nights at Sunset Alleys at 8:30 P.M.

NO CARVING

By W. W. WEBB

(16th Coach Division)

A turkey is a biped
That means two legs, not four
And when I've served
Two drum-sticks,
I can't serve any more.
Knowing how to carve a turkey
Does not make me a wizard;
Yet half the guests at the table
Ask for that one lone gizzard.
Some old gentleman
Will glare at me,
With firm and outthrust chin
When some other guest
Gets the Pope's nose,
Which he had hoped
Would be served to him.
I'll go without
Thanksgiving dinner
And although I nearly starve;
I'll still have lots
To be thankful for
If, I didn't have to carve.

PATRONS' PRAISES

"Outstandingly Courteous"

"It is seldom that an incident occurs which stirs me to write a testimonial letter, but this morning one of your drivers was so outstandingly courteous that I figured you would like to know about it.

"No outstanding event occurred, but not only myself but several other passengers could not help but notice the cordial "Good morning, sir" and the general air of friendliness that this driver displayed. He made everyone feel as though he was their private chauffeur greeting them, and one man said, "He must be a new driver, he hasn't lost his faith in human nature." Please accept my congratulations on this employe.

"I did not get his number, but the supervisor at the corner where I got off said he was on Run No. 5, Normandie line, (B. E. Roper), leaving Florence southbound at 8:40 a.m. today."

DALE C. KENNEDY,
California Metals Co.
8018 So. Main St.
Los Angeles

Honest Conductor . . .

"I got on a street car at Slauson & Vermont. The car that goes on McClintock. I sat in end open section; in transferring money from one section of purse to another, I dropped some paper money and did not know it. Conductor 2860 (T. S. Pierce, Div. 5) saw it at once, picked it up and handed it to me. I wanted him to take a tip. He would not. It is evident he is an efficient employe. If we all would praise more and knock less, the world would be better."

ANNA MARY RICE
3010½ S. Normandie Ave.
Los Angeles.

Passenger Appreciative . . .

"You have many fine men in your employ and I believe I can count many of them as my friends. One fellow in particular is on the north trip from Sunset and Sanborn at 5:40 P.M. small, dark hair, little mustache, and wears glasses (L. H. Speer). He is very polite and shows an interest in his patrons. I think he is on time about as much as possible and will always wait if he sees one running for his bus. This is something that warms the heart of any commuter who is forced to change cars or busses several times to get someplace."

R. W. DOWNING,
3001 Scotland St.
Los Angeles.



A Word of Praise . . .

"May I offer a word of praise for your Conductor No. 1116 (C. K. Stahl, Div. 5) on the No. 9 line?"

"I rode down to work on his car this morning and about every second or third person who got on the car asked about how to get to some place and where to transfer, etc. He gave such clear instructions to them and went to such pains to explain it to them and then didn't just let it go at that. When he got to the intersection where they were to transfer he would tell them again and show them just where to take the other car. And he really knew what he was talking about, too. He really had an interest in his work and was doing a fine job of it."

HELEN H. EMERY,
5030 Brighton Ave.
Los Angeles.

Good Word for Driver 699 . . .

"I wish to comment on the services rendered by your driver No. 699 (D. U. Shannon).

"I have been riding with this driver for some time, and find he is at all times a very careful and efficient operator in addition to being courteous and pleasant to everyone.

"A young man of this calibre is a credit to your company, and I am happy to put in a good word for him."

V. JOHNSON
740½ So. Manhattan Pl.
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

S. M. Alexander, Div. 3
J. M. Alder, Div. 5
A. Ballentine, Div. 5
L. E. Barkley, Div. 3
C. M. Beard, Div. 1
W. A. Bird, Div. 5
S. H. Brody, Div. 4
F. C. Buhles, Div. 5
E. A. Burgess, Div. 4
H. G. Burgess, Div. 4
C. A. Byrd, Div. 4
H. N. Caress, Div. 4
J. R. Dean, Div. 5
W. L. DeGeere, Div. 3
J. L. Dickey, Div. 3
F. J. Donnelly, Div. 5

P. C. Foley, Div. 5
S. R. Harrington, Div. 4
W. H. Hollenbeck, Div. 3
C. H. Hobough, Div. 4
T. C. Isbell, Div. 3
G. A. Jahn, Div. 4
D. C. Kennedy, Div. 3
G. Laird, Div. 5
A. C. Lomax, Div. 4
R. H. Manning, Div. 4
W. E. Marsh, Div. 5
G. S. Mattern, Jr., Div. 4
A. B. Moore, Div. 5
F. B. Moreland, Div. 4
T. S. Pierce, Div. 5
T. O. Pittman, Div. 5
S. J. Pontius, Div. 1
F. Shuster, Div. 4
M. C. Smith, Div. 4
W. W. Smith, Div. 4
C. K. Stahl, Div. 5
R. G. Stevers, (Traffic)
I. H. Stewart, Div. 1
J. R. Theriot, Div. 1
A. J. Thomas, Div. 1
J. A. Thompson, Div. 3
W. J. Walsh, Div. 5
*****J. A. Wear, Div. 5
*W. H. Welch, Div. 4
K. L. Wolfe, Div. 3
R. A. Winer, Div. 5

COACH OPERATORS

G. I. Battelle, Wilshire
J. E. Barnett, Florence-Soto
D. D. Bishop, Beverly
*J. R. Cox, Olympic
T. L. Dundas, Wilshire
F. E. Epp, Wilshire
A. A. Goodrich, Florence-Soto
O. R. Jordan, Sunset
L. J. Lampshire, Florence-Soto
T. N. Marks, Figueroa
C. H. Martin, Western
R. L. McDonald, Wilshire
J. I. Peters, State-Southern
T. F. Richter, Crenshaw-Vine-La Brea
J. M. Roling, Jr., Crenshaw-Vine-La Brea
B. E. Roper, Normandie
D. U. Shannon, Western Ave.
L. H. Speer, Sunset
R. C. Triplett, Beverly
*H. A. Walters, Wilshire
M. R. West, Manchester
B. W. Winters, Vine
C. S. Wise, Wilshire
NOTE: Each asterisk represents one additional commendation.

Newsmen Report...



VERNON YARDS

By L. F. SPARKS

Elmer Koehn has resigned from the service to accept employment with a muffler shop. Best wishes from all accompany him on his new venture.

Bert Reid, formerly employed in the Main Office, was struck by an automobile on Whittier Blvd. while at work. For a time it was feared he suffered severe injuries but he soon snapped out of it and is back on the job as jovial as ever.

Otto Johnson, suffering from two very painful though minor operations, was down on pay day and, while looking peaked, said he was much better and would report for duty next week.

Harold Shelford threw his sacroiliac out of joint and could hardly straighten up. Two or three days treatment put him on his feet again and he is back to work.

Joe Ovard (night welding foreman) has been confined several days with a bad cold and a threat of congestion.

The vacation season is just about over with "Bud" Evans on a hunting trip and "Hold-out" Fleetwood, as the last, trying to make up his mind where and when to go. Fleet says he hears the wild geese calling and has tentative plans to go hunting.

In preparation for the rainy season, which started early this year, several of the automatic sub-stations have received a mopped-on coat of roof paint.

Halloween passed with its usual good times had by all, with the possible exception of the switch repairers who enjoyed (?) the spooky hours guarding strategic hills and curves with bags of sand handy to

cover any grease applied by mischievous boys.

The Community Chest drive was completed on schedule with 100 percent participation by the employees of the Ways and Structures Dept. Good work, boys; may your shadows never grow less.

VINEYARD

By D. LADHOFF

J. "Superman" Arant (Carpenter) doesn't like to brag, but he modestly admits that while working in a service station on a nine-hour shift, he pumped 1,100 gallons of gas, fixed 52 flats, made 11 oil changes and 6 grease jobs and had time for two hours sleep. We feel sorry for Mrs. Arant if she had to listen to that kind of stuff when they were on their vacation to Alliance, Nebraska.

P. P. Patterson and Wayne Gil-land will challenge any other two to a round of golf. P. P. P. says he didn't do a Getchel act as accused in last TWO BELLS issue.

W. E. Ryman and family vacationed at Vallejo, California, visiting relatives.

U. T. Strong and bride enjoyed a vacation and honeymoon in the Black Hills of South Dakota. The rattlesnakes are so thick back there that they don't even have room to spring to strike any one.

G. D. Bronson (Operator) will soon be back at work after three months' illness. He says he will always tell about the wonderful hospitalization and treatment accorded him while at St. Vincent's.

The following Operators are on sick leave and we wish them a speedy recovery: W. R. Atkins, R. G. Seymour, S. W. Rew and G. J. Taylor.

Benny "Boop" Bess (Janitor of

the Mechanical Division) drove his '38 Pontiac to Phoenix to spend his vacation. Before leaving, he said he could do it in five hours; now the boys are wondering if he received enough tickets to repaper his house.

N. L. "Corn Squeezins" Clark has been boasting that he has a complete set of Plomb tools. We hope he knows how to use them.

J. R. Mudgett is the Diesel Technician who changes the batteries in the Diesels.

The mechanics are quite proud of their new rain coats recently bought by the L. A. M. C. Co.

R. S. Hodge (Operator) was given an honorable discharge from the Navy and is now back with us. He received a copy of TWO BELLS each month and enjoyed it very much.

Chester Hubbard (Car Washer) famous for his ability to grow hair, has transferred from Virgil to Vineyard. K. E. Funk please take note.

L. A. M. C. has two bowling teams out of this Division. Vineyard team is now in first place of the league, due probably to the following men: R. D. Blum, captain; M. M. Erskine, K. A. Olson, E. Randles and W. M. Lewis. Wilshire team holds about tenth place and includes F. Epp, captain; W. M. Burge, M. Miller, C. W. Courtney and J. Haymaker.

We wish the following men good luck on their new jobs in the Mechanical Department: R. D. Gallagher, E. S. Dent, Joe Walton and Jack Elchlepp.

New men to this Division are: C. F. Shader, E. D. Palmer, H. E. Ivie, D. L. Bolin and A. J. Howard. We welcome you men and wish every one of you the best of luck.

DIVISION FOUR

By BOB GRETTEBERG

Today's news is of the successful working out of the new schedules after recent shake-ups. A general shake-up went into effect on October 12, at which time the men chose runs more closely allied with the winter schedule. A shake-up on line "3" went into effect on November 2 after a complete check was made on the previous schedule and a new schedule with additional hours added to accommodate the existing conditions. At the time of writing the new schedules are working smoothly and to everyone's satisfaction.

As the weeks pass, the faces around the division change somewhat. This time there are many faces missing that we are used to seeing. Several men have left the service for other work. Among them are: D. J. Edmondson, who has been called again from the active reserve list into the U. S. Navy; J. W. Suderman, who is now with the U. S. Postal Service; C. F. Lindgren, who is now doing aircraft work, and C. Vance, D. F. Pickett, G. W. Cassity, W. E. Richards. E. L. Karl has left to work for a steel corporation; C. O. Mitchell has retired to ranch life; E. W. Goldsberry and F. E. Burke to aircraft industries.

We present quite an imposing list of men who have been transferred to other divisions. From Division 4 to Division 1 went H. A. Harris, G. D. Jones, L. C. McPike and A. P. Vidal. We lost the following men to Division 3: W. L. DeGeere, J. L. Dickey, M. H. Elliott, L. H. Hendricks, H. J. Kelsey, J. E. Martin, L. T. Pope and R. M. Welch. To Division 5 went L. C. a'Becket, B. H. Campbell, M. A. Dawson, L. E. Delaney, G. F. Edmonds, R. Hitchcock, R. Meekhof and W. T. Sapp.

There are still a few of the men who are enjoying vacations or leave of absence. Switchman Al Acord has just returned from a vacation to Lake Tahoe and Emerald Bay, where he reports a very favorable spot for fishing and complete relaxation. W. W.

Vance is back at work after a sojourn in Seattle. A. C. Lomax and his family are back from Missouri with many pleasant tales of the "you have to show me" State. At the present time H. A. Renner is on a trip to Seattle, Washington. We hope that he won't find California weather too mild after his stay in the northern part of the country. I understand he is having quite some trip! R. E. Penney reports his efficiency at handling a rifle. Was it two or three deer he managed to bag?

"We must take care of our own first."—Yes, it is that time again. This is the time of year that we have a chance to contribute, through the Community Chest, for the welfare of America's unfortunates. There has been and will continue to be many continuous services, clinics, etc., sponsored by this fine organization. Let's continue to do our part! There is a little time left for you to get your contributions in if you still wish to do so.

From some meter records just received, I note many of the fellows operating in the red again. I wonder

if a check will be made on the operation of these men?

To close, Operate with Safety to yourself and others.

ELECTRICAL

By WALTER WHITESIDE

The unusual electrical storm the other Saturday night really had the night substation operators on their toes with a number of stations being bumped off the line.

"Although it was a rainy trip, I had a good time, but L. A. sure looks clean and nice compared to the metropolitan East," so stated Mr. Turley on his return to the city after attending a convention in New York.

So the gendarmes caught up with Sammy Van Den Burg!

Looking back over the final round of vacations we find that local trips were enjoyed by A. J. Helpes and J. Rose.

Paul Maris, after relieving all summer on the emergency truck, enjoyed a much needed rest visiting with relatives in Colorado.

George Gonge took in the wonders of the Redwood Forests and F. I.

*"I'm from
the Accident
Insurance
Company,
and we
insist
upon that
man doing
shovel
work till
he slows
down
his
backswing!"*



Flynn headed south to take in the races in Mexico.

Load dispatchers E. O. Thurtell and P. T. Klingelsmith spent a lot of time in bed during the past month, Phil spending his time in the hospital for an operation and Ed recuperating at home from injuries received attempting to board a moving car. After these fellows recovered sufficiently, they enjoyed their vacations.

Billy Yandell finally got away to his often postponed vacation.

J. L. Smith went deer hunting in Oregon and Heinie Messner did likewise in Utah. No news—no results.

Roger Rees resigned recently to spend a year or more in Uncle Sam's Army. Roger is commissioned as a first lieutenant.

GARAGE

By C. H. HARDY

Gurney Turner has left us to become a policeman. We understand that the little mustache was sacrificed in the deal. We wish him the best of luck in his new position.

Now that all of our men have returned from the Vineyard Garage, V. McDonald is expected to resume his highly scientific noon-time discussions.

Glen Rorer returned from a visit to the scenes of his boyhood days in Pennsylvania. Bill Mace recently returned from a vacation in Omaha. Ray Anderson took his last week of vacation to finish installing shrubs and lawn around his new home. No watering was necessary that week however.

E. R. Sullivan's pet parrot is very fond of green onions. It is a comical sight to see that bird gnawing his favorite vegetable with tears streaming down its face.

Percy Marsh, the storeroom fisherman, caught a fine batch of lobsters the other day. It seems that all was well until he started cooking them. One of the lobsters rebelled and Percy received a broken finger in the struggle.

Hugo Hinze, Joe Crawford and Floyd Nolff went North to cheer the U. S. C. football team to victory. Joe enjoyed himself so much at Berkeley, despite the defeat, that his pals suspected him of favoring the other team.



Shown above on a bicycle, Dixon, son of Mechanic M. B. Pearce (16th Street Garage), is an accomplished saxophone player.

OFFICE

By WALTER WHITESIDE

Romance is in the air as shown by the number of "aislings" of people in the building during the past few months. We just found out that on August 30th Flora Sitts (Research) became the bride of Willard Bridges, and on October 30th Mary Wilson (Comptroller) became Mrs. Mary Clayton.

Helen Fraser (Public Service) enjoyed a well-needed rest and vacation on a tour to Alaska and the Yukon area. Helen reports a grand trip and on her return we noticed an engagement ring on the third finger, left hand. The lucky fellow is Carl Gulck of Lost and Found Dept.

Betty Hastings, also of Public Service, just left on the Chamber of Commerce tour to Mexico City. We know she will have a swell time and

will have some accounts of the trip for us next month.

One thing we are going to do when Betty returns is to look at her left hand to see if it is catching, then we will be able to advise the hopeful girls whether to go North or South on their vacations.

Ed Ramsey (Drafting) is one proud guy these days—he just moved into his new home in Whittier.

Bill Mott (Transportation) represented Henry S. Orme Lodge at the meeting of the Grand Lodge of Masons in San Francisco.

Bill Taylor has joined the Home Defense Guard and you should have him give you a demonstration in pantomime of his early experiences.

Welcome back on the job—Joe Finn.

SANKS GIVIN' DAY

By O. C. WHITE (Div. 3)

Dear Lord, I sank for dis food
And all der trimmin's too.
You give me every sing dat's good
Dat's why I'm sankin' you.
And when I trose my eyes, dear
Lord
I wook beyond my prate
And sank you in my only words
For every sing dat's drate.
I sank you for der stars, dear
Lord.
And stripes dat's in our flag.
For when der stars and stripes are
don
It's just a dreat big rag.
I see a dreat big lake, and den'
Just on the udder side,
I can see where lots of men
Have fought and bled and died.
I know my daddy's big and
strong
But he want have to go;
You're doin' to teep him here at
home
My mommie told me so.
My Liddow puppy ner'ly died
Din dot back well adin.
Dat's why I'm sankin' you, dear
Lord,
Sanks givin' day. Amen.

DIVISION FIVE

By FRED MASON

Conductor C. F. Fitzgerald makes the news this month, but we are sorry to say he made it the hard way. He alighted from a street car just outside the car house early one dark and rainy morning when he was bumped into by a passing automobile. "Fitz" suffered some body and leg bruises and we are glad to report that he is getting along very well and hopes to be back on the job soon.

The sudden passing away of Motorman F. M. Hestilow on October 22 was indeed a shock to all of us. His quiet and unassuming manner won him many friends. Our heartfelt sympathies are expressed to Mrs. Hestilow.

Conductor H. W. Virchow is back from a two weeks' jaunt to Grafton, Iowa, where he had a short but very enjoyable visit with the folks.

Just back from San Antonio, Texas, we find Conductor T. S. Pierce. He took an extra ten days with his regular vacation, most of which time he spent with his folks.

Texas seems to be the vacation spot for the months of October and November, as we have Motorman R. I. Lee spending two weeks in Odessa, Conductor J. L. Gray, three weeks at Wellspoint, Motorman George Seale, three weeks at Port Arthur, and Motorman C. C. Templin, three weeks at Weston. And so we ask: "What has the State of Texas got that California hasn't got during the months of October and November?" And all the Texans answer in unison, "Football teams." As long as they don't say it's the weather it's all right, as we are getting just as much rain as they are.

We have heard lots of talk of deer hunting this last month, but only heard of two of the boys getting anything. Motorman L. W. Schoffner got one and Motorman Andy Sybert, who never misses, bagged two. Andy didn't bring back any pictures this time but he did bring back plenty of juicy steaks.

Conductor E. L. Kennedy is back from Oklahoma City where he dined

on fried chicken and mashed potatoes with lots of gravy for a couple of weeks.

The tickets for the Los Angeles Railway Women's Club annual Christmas Welfare Party, to be held on November 15, are going fast. The price of admission is ten cents, children under twelve admitted free. Mr. Snyder still has some tickets left, so hurry and get yours now.



Darlene May, 10 years, and Lyle Allan, 7 years, daughter and son of Motorman J. T. Johnson (Division 5).

DIVISION ONE

By R. C. RUGGLES

In the general choice held this past month, a number of our men chose runs on the "2" line, which was changed over to buses. The following men left us to go to the Bus Division: J. M. Hunsaker, E. E. Sanders, W. H. Dyson, M. D. McGivney, E. E. Feb, H. Van Riper, H. L. Campbell, H. C. Jenkins and G. V. Henderson, replacing F. L. Jefferson, who is back with us.

We welcome back to our Division the following men: L. A. Chadd and T. J. Pugh, returned from the L. A. Motor Coach and took their seniority back at Division 1. F. A. Todd is back from Division 3, having traded with P. E. Rogers.

R. H. Wendt, who resigned to try out with the Police Department, has returned, and B. J. Darneille, honorably discharged from the Army, has been reinstated.

The following trainmen have been on vacation: J. A. Gollither and C. P. Moore, on a hunting trip in Wyoming; night switchman W. D. Smiley taking time out, destination un-

known; D. L. McDonald, a trip to Texas; J. C. Boyce, in New Mexico; P. P. Ehresman, visiting in Minnesota; D. P. Rounsavell, trip to Kansas; L. V. Brown, in Tennessee, and G. E. Smith seeing Iowa.

Superintendent O'Hare and wife returned from a trip to Kansas City with a story of a good time but some bad weather. On their second morning out they woke up to find their car covered with snow and on their return trip had the misfortune to be forced off the highway by a truck.

We welcome to our Division: G. D. Jones, A. P. Vidal, L. C. McPike and H. A. Harris, who have transferred from Division 4.

The following men have left the service for various reasons: T. H. Burnett is taking up ranching in Palmdale; P. A. Vannice and E. Kaufmann have gone to the Douglas Aircraft; J. B. Whitehead, going to the Lockheed Aircraft; R. B. Milroy has entered the Fire Department; W. Huenergard, working at the California Shipyards; W. T. Rouse, a new draftee for the Army; W. M. Sherwood, resigned on account of ill health; D. C. McCormack and M. D. Carter taking up other work.

The following men are on the sick list: O. Daniels, C. O. Blanchard, R. K. Rose, J. W. McKeown, J. Viellenava, R. E. Priest and N. C. Gilmore. The following men have returned from the sick list: O. E. Brown, J. W. McCullough, I. T. Schuler, A. J. Dominguez, R. W. Powell, F. C. Shafer, G. E. Thor and G. E. Robinson.



Conductor R. M. Walton of "K" line—taken at Florence and Vermont three days before "K" line was converted to coach operation.

MECHANICAL DIVISIONS

By A. L. DAVIS

CAR HOUSE NO. 1

Lee Sherrill, the persistent Izaak Walton, goes trout fishing every other week. He continues to live in hopes that he will be able to catch some fish—but when, we do not know?

At the 35th annual Pastmaster Night and Homecoming of Mizpah Lodge No. 378, F. & A. M., on October 20, 1941, Enos M. Angel was one of several brothers who was presented with a 25 years' pin.

G. Anders, our outstanding "Nimrod," says he is finished tramping the Southern California hills in search of the ever-absent "deer." George and his wife went to Utah and bagged two each. He shot one not over 75 yards from camp.

Not much news around Car House 1 this week as the boys are busy on routine assignments.

DEPARTMENT NO. 2

R. W. Turner, Assistant Superintendent of Car Houses, spent his vacation engaged in various enterprises and none of them were half as discouraging as his personal supervision of his old Alma Mater U. S. C. when they played the University of California at Berkeley, Saturday, October 25.

The balance of Department 2 personnel has settled down to the routine job of keeping the wheels turning during the winter months.

CAR HOUSE NO. 3

P. Lathrop embarked on a duck hunting expedition the first Sunday of the open season. When he arrived at the bank of the lake it was lined with hunters in a manner reminding him of an infantry trench at target practice. Lathrop reports a nice automobile trip—but no ducks . . .

G. B. Magin is back to work again after several weeks off due to an infection in his hand.

A. Roman spent his vacation around home painting and making a trip to Boulder Dam.

Mrs. O. Keaton is the new woman car cleaner at this Car House.

H. Sparks left for a two weeks' vacation to see if his home town surroundings have changed any since he left.

Asst. Foreman J. Bradley is looking for an automatic sealing tire which will prevent loss of air regardless of punctures. If you know of any "self-healing" brand drop him a line.

CAR HOUSE NO. 4

After serving eight months in the United States Army, W. O. Weiser, Pvt. First Class, has returned to Car House No. 4 to resume his duties at "car whacking."

The boys at this Car House bought a radio for their locker room of which we are all very proud.

Asst. Foreman W. F. Ellis returned from a vacation spent resting and improving his new home.

CAR HOUSE NO. 5

For an expert on photography, contact Jim Inman. We understand that he is "tops in the profession."

Bill Nokes spent his vacation in the hospital having his tonsils removed.

E. F. Hess painted his house on the outside and has everything looking shipshape now.

H. Compart has been preparing for the wet weather by fixing the floor furnace so that it will not be flooded out—We Hope!

T. Lambert is looking forward to a duck hunting expedition up around Lost Hills. "Ducks and Duck Hunters—Take Notice."

B. Elmlblad reports an enjoyable trip to Camp Ord to visit his son.

A number of the boys lingered around the Car House Sunday night, waiting the return of Lathrop and Boen, who had gone duck hunting and had promised them a duck dinner. It wound up that the poultry markets around here did a pretty good business that night.

The big contest—a foot race between Lathrop and Bruner—has been postponed on account of rain . . .

Anyone having tin knives to sharpen should contact Andy Duncan, who enjoys sharpening them.

J. Inman's wife is now known as a "Garage Widow." They moved and you can only find Jim in his garage between the hours of 3:30 and 11:00 p.m.

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

	1941	1940	1941 Increase + Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,111,891	1,026,433	+ 85,458
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)	973,251	888,644	+ 84,607
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	85,560	79,859	+ 5,701
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	64,794	66,800	— 2,006
Total Expenses	1,123,605	1,035,303	+ 88,302
Leaves Net Profit or Loss	—11,714	— 8,870	— 2,844



Mechanic Lou Powell (Virgil Garage) and Douglas Powell, son of Walt Powell (16th Street Garage) with part of their salmon catch while vacationing in the North. They canned the salmon for future enjoyment.

VIRGIL

By C. P. HUNT

Oh yes he will. He will make his first trip, this season, down "Santa Claus Lane" Saturday night, November 16, 1941. And, we all know that opens the season for record crowds, and traffic jams.

Congratulations are in order to the "boss"—F. C. Patton. The U. S. Government has appointed him a member of the staff which handles Defense Transportation.

If anyone knows where they may obtain a good used fire gong, they should see Geo. Troutwine. The buzzer in his office is "dull," and he is desirous of a new one.

If Getchell doesn't pull out without a fare box, he pulls off a headlight.

This last month it was "Breakfast King Mills," who after arriving at 5th and Hill, found he was without a farebox.

If at anytime you should see the strings pulled out of the piano in the Virgil train room—blame no one

but A. Casanove. The strumming he exhibits is terrible.

Jack Rash drove some 2000 miles on his vacation and hoped to bag a deer, but didn't. On his day off a week or so ago he drove about 75 miles out of town and "bagged" a 135 lb. one.

"Draw One Whelchel" is a landlord now. He recently purchased a duplex near "Virgil."

That "tent" you see on Virgil Ave. near the garage houses L. H. Speers' new car. Have not been able to tell what it is, yet.

The wonder of the month is how R. A. Renstrom finally discovered, 4 hours late, that train run No. 5 was still in the garage?

Who was the operator on "Western" running 4 minutes "hot" to get to the end of the line to have B. O. brakes adjusted? He didn't make it, if that puzzles you.

F. E. Caldwell's upper lip is appearing "smudged."

Have you seen the "Virgil Gear Busters" bust 'em down the alley—headed by Capt. Sawyer and backed by Cline, Bishop and Brazil?

And have you seen Art Paschke's "Virgil Shopmen" supported with Hartman, Paul, Clausen and Colburn. Both teams are showing good form.

The LAMOCO Pistol Club invites you to their turkey shoot on November 16, to be held at the club range in Eagle Rock Canyon from 10 a.m. to 3 p.m.

Cry, baby cry! But don't you worry, little mother, for Nurse C. H. Martin will tend the baby for you. He will pick 'em up on his "split time," take 'em for a bus ride and make the cutest "goo goo" eyes for them.

What goes on here? Last time it was Superintendent Novach (L. A. Ry.) who won the American Legion Post No. 541 lucky number. This time it was Superintendent Musselwhite (L. A. M. C.) who picked one for 25 bucks. It's a game I'll bet — Karl Kuhlman picked one, too. He left his smaller car

(not the Silver Streak) parked in front of his house. Hearing a dull thud he investigated, and found his own car had been the target for a direct hit, and amidst ships, too.

Mr. Tudor of the "flying cycle" is going to be C. W. Courtney's new conductor. That is, as soon as he finds the trolley on a 3900.

Ask Rabbi Bostwick how he got his face scratched?

R. S. Hodge returns to the line after serving 6 months in the Navy.

Wells, of the mechanical department, at Virgil, has just purchased a new Lincoln Zephyr.

Birthday greetings to Joe Grinsley were expressed by the shop, with a fine smoking jacket.

Art Paschke received a gift of super-dooper wine from far off Cuyamaca. The donor must have thought a lot of him?

Dewey Whitlow will on November 11, celebrate his 44th birthday, and we wish him many more.

DIVISION THREE

By L. VOLNER

That we have the men who can deliver the goods was again proved on Sunday, October 19. For on that date, we did not have a single accident. All the men were well pleased with the record, and our Superintendent, Mr. Brodley, was almost "tickled to death".

Mr. H. A. Russell, a former conductor but now our transfer clerk, recently spent one day in the assembly room receiving contributions to the Community Chest. A person could sign up for a certain amount each month, or pay in full at the time of signing. If anyone failed to see Mr. Russell, the clerk on duty will give you your receipt. Division Three has always made a good record—going over the top 100%.

After being off duty for some time on the sick list Motorman R. Romani is back on the job again.

Division Three has quite a few men at Camp San Luis Obispo and we know they were glad to see their



Motorman Horace Miller (Division 3) with his son, Corporal Bob Miller, in front of Bob's "house" at Camp San Luis Obispo. Bob was a former rodeo bronco rider.

relatives and friends when they held open house on Saturday and Sunday, October 18 and 19.

When Motorman H. H. Baxter called for his run about 4:30 A.M. one morning, the clerk held back, saying, "I can't give you your run without a full uniform". Mr. Baxter did not know what to make of the situation, and began to give himself the once over. At last he discovered he was minus a tie. "Now I had that tie on when I left home," said Mr. Baxter, "I'll bet Hellman (meaning Motorman J. Hellman) took it off me". Out to the switchman's office he went and returned in a few minutes all "tied up" ready for business, for that genial switchman, Jeff Holland, is always ready in any emergency.

The morning was rather cold but it did not look much like rain when Motorman George Richter came in to the assembly room with his rain coat on. Some of the boys began giving him the merry Ha! Ha! about wearing a raincoat on such a nice morning. Mr. Richter gave no re-

sponse, but about 1:00 P.M. when a crowd of trainmen were waiting in the rain for a car at Ave. 28 and No. Figueroa, Mr. Richter being the only one with a raincoat, aptly said: "He who laughs last laughs best."

Several of our men who like to beautify their homes with well-kept lawns and flowers, are trying to raise sweet peas this season. Motorman F. L. Leadbetter planted his rather early and by Christmas thinks he will have plenty of blossoms.

For sometime some of our men have been advocating a Union store, where all members could buy uniforms, as well as other clothing, household articles—in fact anything that would be in demand at wholesale prices. A sheet has been posted at the divisions for all those in favor of same to sign. It looks as if almost everyone was in favor. In order to get part of the capital to start the business, everyone is to gather all the old papers, magazines, etc. for several months, and with the proceeds from the sale of them we will have a fund upon which to build.

As the holidays approach we will have more passengers, traffic will be more congested, and of course the chances for more accidents will be greater. More caution by each one of us will give us some more of those NO ACCIDENT days.

SOUTH PARK SHOPS

By R. S. WALLACE

The bosses have been practicing some mathematics, mainly addition and subtraction, since last issue. Mr. R. Boyd returned from Paint Department, relieving R. A. Jackson, who went to Division 5; Owen A. Drogsvold and Gail L. King bid in two vacancies in the Carpenter Shop; Paul Abbey returned from Car Wiring Dept., and Robert E. Beard, who came to the Carpenter Shop from 16th St. Garage, was released due to reduction in force. L. L. Myers, who was off on sick leave, returned to work in Carpenter Shop.

Two boys of the Car Wiring Dept. have just completed their first score

of years' service with the Company. They are Edward Herbert Ormston and Sidney Joseph Ormston, better known as Ted and Sid, respectively. They came from Canada with their parents in 1921 and settled in Los Angeles. In that same year they both started to work for the L. A. Ry.; Ted, on October 25, in Machine Shop, and Sid, on October 26, in Car Inspection. After a few years both boys transferred to the Electrical Repair Dept., where they have since remained.

Anyone in doubt as to whether Woody Maxwell can perform an "all out" evacuation of an automobile in record time should have observed his performance a few evenings ago, when a "whistle bomb," for some unknown reason, became entangled in the starter circuit of his car. Haven't learned yet what it cost to repair the door latch.

Our sympathy is extended to Vernon D. Arnold, Carpenter Shop, whose brother, Volna August Arnold, was laid to rest October 1.



John A. Wilber, paint shop (South Park Shops) and Mrs. Wilber, celebrated their twenty-fifth wedding anniversary on September 28.

16TH STREET COACH

By R. K. KISSICK

There has been a lot of activity around our Division this past month with the changing of rail lines "2" and "K" to coaches, the breaking in of rail men, line "43" extended, and new schedules on several lines.

Have been informed by men who have worked Florence-Soto for several years (or let Florence-Soto work for them) that the schedule they have at present is the best the line has ever had. Fellows, with your cooperation, these good schedules can be put into effect and maintained and not make the line the "workhouse" it has been considered in the past.

The shake-up vote taken resulted in an overwhelming majority voting not to have a shake-up in November.

Commendations are in order to Operators N. L. Atkinson and J. P. Pennington for the excellent way they handled their respective coaches during recent emergencies. Two serious accidents were avoided and driving of this type is due high praise.

Understand "Sid" Dupree won the booby prize at bowling with a mighty 95, but had more fun than all others combined.

We are glad to welcome Norman Williams back into the service. Norman decided driving a coach was a better job after all.

Springtime is still here for Jimmy Kresge, and if he writes another song the words will probably go something like this: "There's sunshine for me on East Olympic, each a.m. about 6:23."

Hear there are several men with their eyes on that 10 hour and 11 minute straight night run on Washington coming in the next shake-up.

R. W. Bennett had quite a time the other day when, with a capacity load on his coach, a passenger dropped his house key in the fare box and couldn't understand why Bennett wouldn't tear the fare box apart and get the key for him.

At the time of this writing, H. H.

*"Post
a bulletin,
Mr.
Superintendent,
that
there will be
no more
pinochle
playing
at the
divisions."*



Megill is getting his affairs in order preparing for his induction into the Army. Good luck, Harry.

J. M. Hunt just returned from a trek through the Middle West and says nearly all cities back there are operating their coach lines with new diesel hydraulics.

Since cool weather set in, orders for leather jackets have hit a new high. Also see a lot of old dusty caps that have come out from the moth balls where they were stored. Be sure to let me know the first day "Moon" Mullin *doesn't* wear a cap.

There is a rumor we won't have a basketball league this year. All you fellows interested had better start a protest if this is true. (And we were to get new uniforms this year, too.)

We welcome the following rail men to our Division: From Division 5 we have: H. J. McDonald, O. Schoff, C. P. Pedersen, L. P. McAvoy, H. P. Casebier, G. F. Titmus, S. B. Sowell, E. W. Cotterly, R. H. T. Liles, J. E. Limes, E. I. Aiken, L. S. Wilmore, J. A. Kilby and W. B. Barnes. From Division 1 we have:

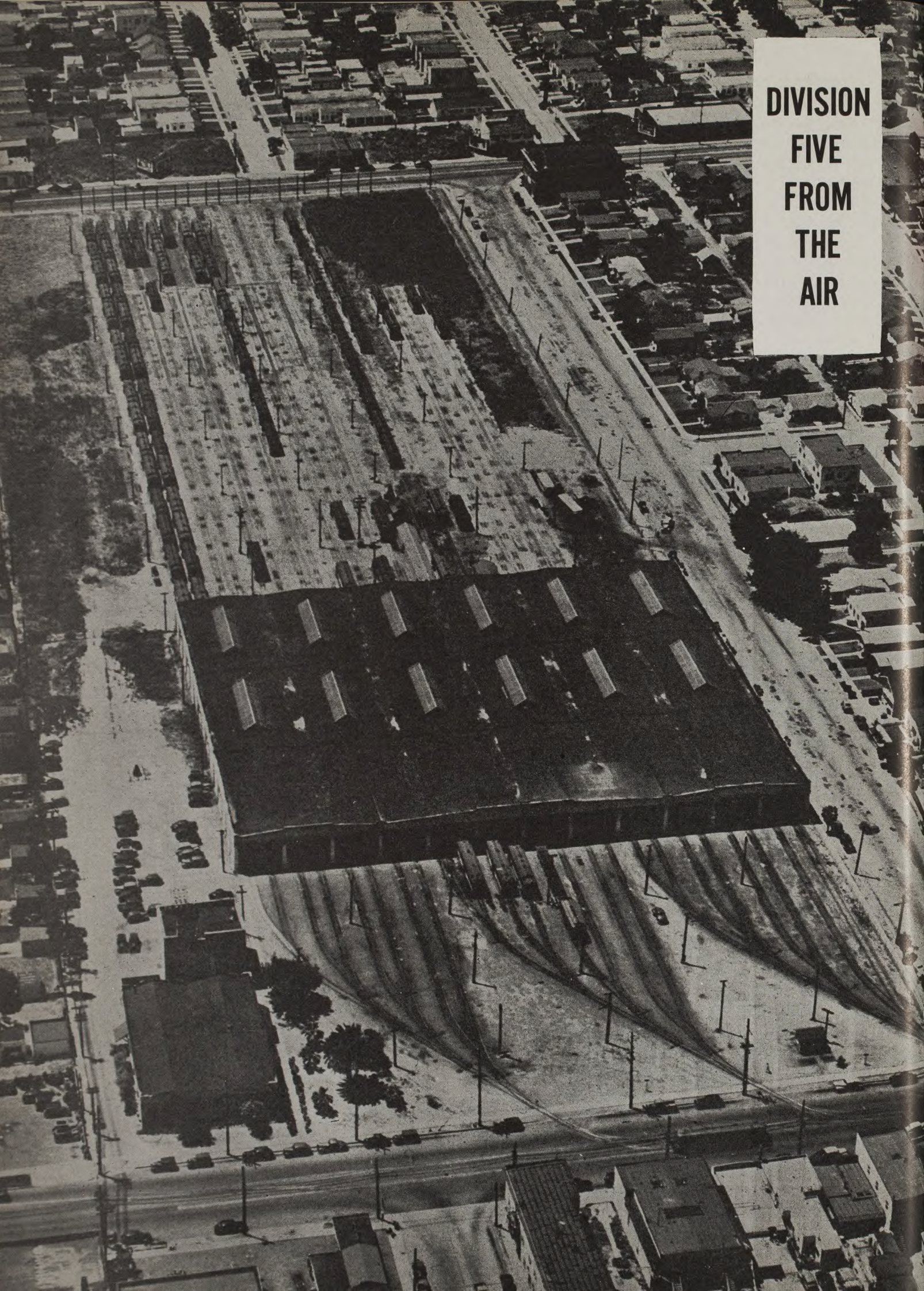
J. M. Hunsaker, E. E. Sanders, W. H. Dyson, M. D. McGivney, E. E. Feb, H. Van Riper, G. V. Henderson, H. L. Campbell and H. C. Jenkins.

FOOD FOR THOUGHT

By W. Y. STEARNS (Virgil)

That turkey that lies on the platter,
Has a message of cheer to convey,
America still has her freedom,
No dictator yet has his way.
Kingdoms and monarchies totter,
Serfdom returns to the world,
Good will eventually triumph,
In spite of the threats that are
hurled.
Victory blesses the righteous,
Invariably this has been so,
Nature has made all arrange-
ments,
God will take over the show.

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



**DIVISION
FIVE
FROM
THE
AIR**