

TWO BELLS



for the GLORY
of the NAVY



John Paul Jones

Isaac Hull

William Bainbridge

Stephen Decatur

David Porter

James Lawrence

Thomas Macdonough

Oliver Hazard Perry

Matthew C. Perry

David G. Farragut

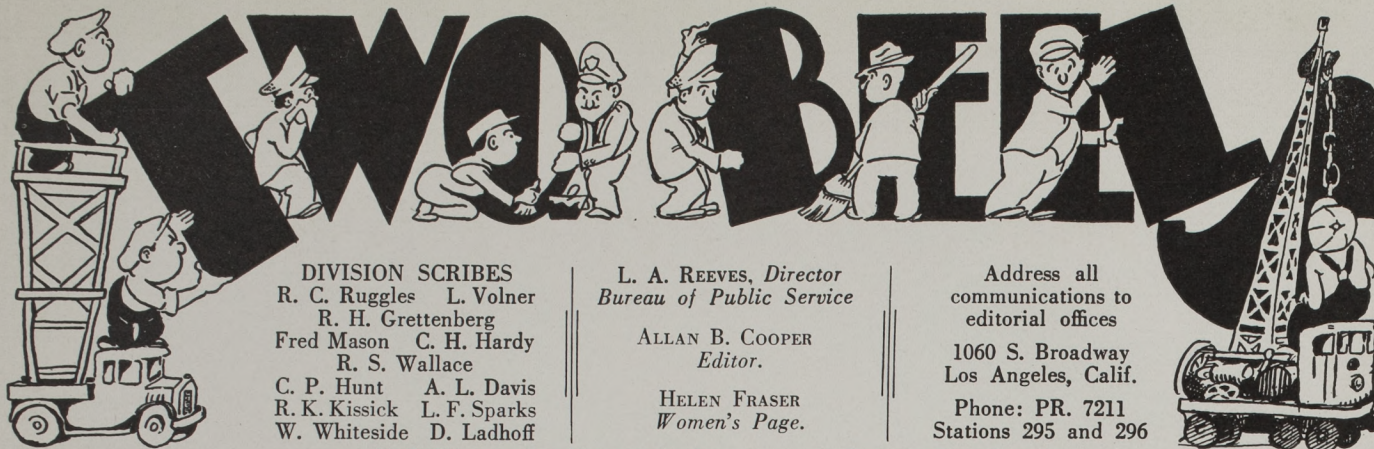
Matthew F. Maury

David Dixon Porter

George Henry Preble

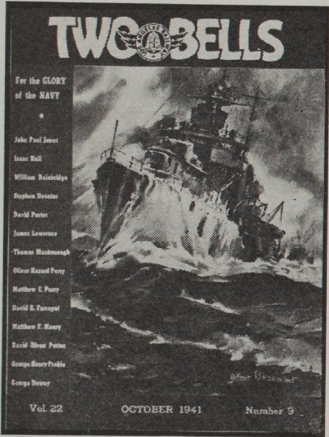
George Dewey





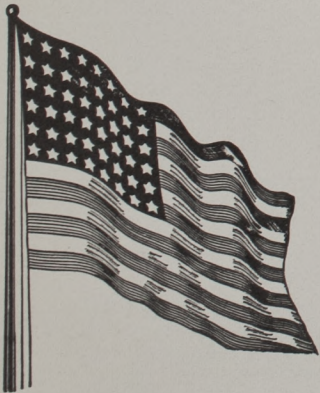
Published Monthly for the Employees of the Los Angeles Railway by the Bureau of Public Service.

In This Issue



COVER—In commemoration of NAVY DAY, October 27, TWO BELLS has chosen for its cover the painting “Neutrality Patrol” by the celebrated Naval Artist, Arthur Beaumont, together with a few of the names of America’s outstanding Naval Heroes during the last three centuries.

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EMPLOYEES CALLED
FOR MILITARY SERVICE

Month of September, 1941

Name	Occupation
Harold G. Bergdale	Mot.—Div. 1

Don't Miss the Picnic

*M*ANY a family has missed a fine day at the picnic because dad or mother were sure that the cloudy sky meant rain . . . and it didn't rain.

It's generally the quantity of nerve which impells people to do things rather than the state of mind, that carries the things through to completion.

Just as long as there's a chance that the cloudy sky does not NECESSARILY mean rain you might have a great day at the picnic.

And just as long as defeat on a project remains only a POSSIBILITY, there is still always a chance to win.

The whole thing is merely the question whether you put one little letter "r" in a word that changes "fight" to "fright" and it takes nerve . . . and plenty of it . . . to take the "r" out of fright.

It is impossible for the human mind to do efficient work along any line if that same mind is occupied with worry about whether the work will turn out satisfactorily.

So don't miss the picnic because of your worrying about the cloudy skies.

ALTHOUGH it is transportation, home and business of thousands in the Far East, the sampan is probably not as well-known to the rest of the world as the picturesque ricksha. Its uses, however, outnumber those of the two-wheeled vehicle. Even though restricted to the water ways it is one of the principal modes of transportation. The writer had a splendid opportunity to observe these small boats while visiting China, Japan, and Indo-China ports as a merchant seaman prior to being employed by the Los Angeles Railway. The sampans are the conveyance and place of business of hundreds of peddlers and tradesmen who sell their wares to the seamen of anchored ships. As most oriental ports do not have docking facilities for many ships, the cargoes are unloaded on junks or barges, particularly if they are of a highly inflammable nature.

Traffic on most of the waterways is unbelievably heavy. The rivers and creeks in many districts might be considered the principal highways. Soochow Creek, which passes through Shanghai and could easily qualify as a river, is probably more crowded than Nanking Road of that city.

The seamen of ships of many na-

tions anchored in these harbors are familiar with the pidgin English

generally privately owned.

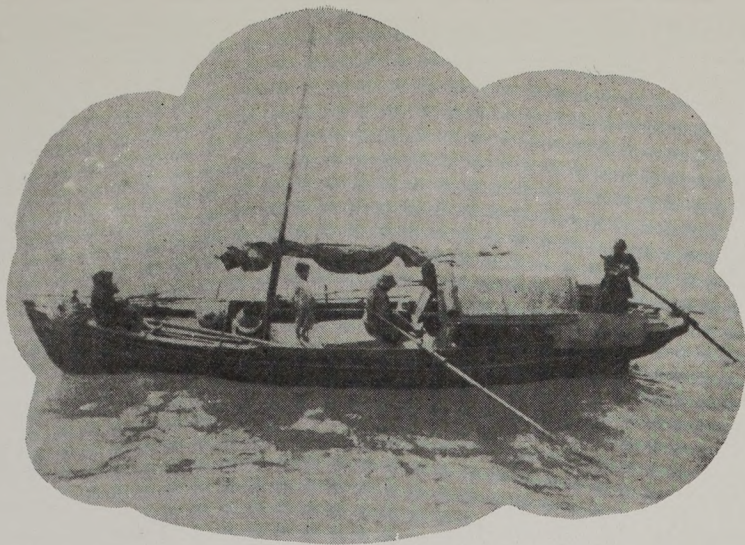
Peddlers who deal in canary birds, precious stones, silks, carved wood and numberless other goods and souvenirs, meet the ships in sampans as they enter the harbor. Corn doctors and

barbers, "washee-washee" and "sew-sew" women all flock to the anchored ships in sampans. Considerable fishing is done, not only for fish, but to salvage any conceivable thing that may be floating in the water. The garbage chutes of ships are carefully and patiently watched and very little escapes the hand nets.

Small children and puppies are usually prevented from falling overboard by means of a leash. Sometimes a gourd is fastened to them to keep them afloat in case they do fall in.

Most sampans are rather well constructed and vary in size. They are propelled mainly by a stern sculling oar and some have a centuries-old sail. The rice pot and tea kettle, which are usually tucked away under the polished hardwood flooring, are of course the most important and indispensable items of equipment.

Typhoons frequently take a heavy toll of these small boats and undoubtedly the war has destroyed many others. But like the rickshas, the sampans will still be part of the Orient for some time to come.



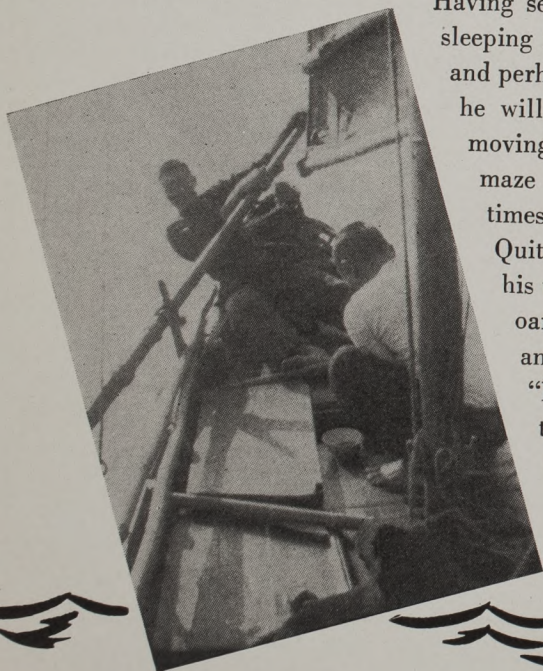
SAMPAN

TRANSPORTATION IN THE FAR EAST

By

C. H. HARDY

query, "You go shore-side?" Returning late at night, a seaman engaging a sampan will be assured by the coolie that, "I take you ship-side." Having seated himself between the sleeping forms of several children and perhaps an aged grandmother, he will find the craft gradually moving through the tangled maze of other sampans, sometimes six deep along the shore. Quite often both the man and his wife will be tugging at the oars. Rarely do they have any difficulty finding the "Melican" ship at night in the dark, unlighted harbor. The sampan coolies do not seem to beg for "cumshaw," or a tip, as much as the ricksha man. Perhaps this is due to the fact that sampans are



SPORTS

By W. WHITESIDE



CHESS

The L. A. Railway Chess Club team playing in the British War Relief Simultaneous Chess Exhibition on September 7 ended the match with a declared "draw," although many experts believe that the team could have gone on to score an undisputed "win".

This event took place at the Hollywood Athletic Club with the white side of the board being played by Herman Steiner, international chess master, and opposing him with the blacks were 100 boards with four players at each board.

L. A. Railway team players were G. Goehler, A. Reid, C. Tatum and E. Ramsey.

Following the play by play of the local game; experts will note that Mr. Steiner made an unusual move on his 5 turn; this undoubtedly to throw the local team off, but the Railway boys started their advantage from this point and on the 22 move asked for a draw as it was becoming late. This was refused, but on the next move the draw was declared.

The accompanying diagram shows the positions after black's 23rd move. Can you score a win for black?

White	Black
1. P-Q4	P-KB4
2. P-K4	PxP
3. N-QB3	N-KB3
4. B-N5	N-QB3
5. P-KB3	P-K3
6. PxP	B-K2
7. N-KB3	P-Q3
8. B-Q3	P-K4
9. O-O	B-N5
10. PxP	NxQP
11. B-K2	NxNch.
12. BxN	BxB
13. QxB	O-O

WHITE

K		R					
P	P					P	P
					P		
Q							
	B		B	P		Q	
				P			
P	P					P	P
K			R				

BLACK

14. Q-K2 K-Rsq.
 15. R-Qsq. N-Nsq.
 16. B-Bsq. RxRch.

17. RxR B-B3
 18. N-K5 Q-Q2
 19. Q-R5 B-Q5ch
 20. K-Rsq. N-B3
 21. Q-R4 R-Ksq.
 22. P-QB3 B-K4
 23. B-N5 Q-N4-Draw

THE POSTMAN BRINGS...

*Here's to the drivers of busses
 Who save wear and tear on us nusses
 They brighten the night
 With their manner polite
 And answer all questions with yusses
 signed*

*One of the nusses
 Who travel by night
 On the busses*

"You
 guys are
 mad!
 You
 should
 of seen
 the boys
 on the
 Union
 Pacific!"



PERSONNEL NEWS

BELLS

Conductor (Division 5) L. E. Emigh married to Miss Jeane Renaux on August 24.

Conductor (Division 5) J. M. Dark married to Mrs. Bernice Gage on September 3.

Operator (Division 1) P. F. Snyder married to Miss Mildred Mary Despars on September 4.

Serviceman (16th Street) V. E. Bishop married to Miss Hester Mundy on September 16.

Motorman (Division 5) G. C. Williams married to Miss Jane Clark on September 24.

Motorman (Division 4) J. R. Howard married to Miss Henrietta Duering on October 5.

Coach Operator (16th Street) L. P. Leonard married to Miss Ruth Garrard on September 20, 1941.

YELLS

Sally Helen, born to Operator (Division 1) and Mrs. B. J. Edwards on June 22.

LeRoy Allen, born to Motorman (Division 4) and Mrs. B. Meekhof on July 24.

Loren Jay, born to Operator (Di-

vision 1) and Mrs. E. J. Sanson on July 25.

Mona Colleen Anderson, granddaughter of Mr. and Mrs. H. K. Keiser (Division 1) born on August 9.

Juanita Lee, born to Motorman (Division 4) and Mrs. M. M. Garlington on August 23.

Rosemary, born to Car Cleaner Foreman (Division 5) and Mrs. C. G. Smith on August 29.

Calvin Clyde, born to Motorman (Division 5) and Mrs. L. C. Kieffer on August 29.

Alice Pauline, born to Car Repairer (Division 4) and Mrs. Paul Wutherich on August 30.

Diana Elisabeth, born to Motorman (Division 4) and Mrs. W. V. White on September 2.

Wayne Lawrence, born to Conductor (Division 4) and Mrs. W. B. Smith on September 6.

Thomas Sealy, born to Conductor (Division 4) and Mrs. J. F. Tanner on September 8.

Gerald Alton, born to Car Repairer (Division 4) and Mrs. Altan Grossholz on September 11.

Jeanne Marie, born to Operator (Division 1) and Mrs. L. J. McCulloch on September 14.

John Paul, born to Operator (Division 1) and Mrs. R. W. Powell on September 14.

Frederick Eugene, born to Coach Operator (16th Street) and Mrs. I. R. Aikens on September 16.

Harvey Gene, born to Motorman (Division 5) and Mrs. H. W. Morrow on September 18.

Boy, born to Mechanic (Virgil) and Mrs. J. R. Mudgett, on September 19.

Frederick Eugene, born to Operator (16th Street) and Mrs. I. F. Aikens on September 16.

Patricia Colfax, born to Operator (16th Street) and Mrs. R. M. Stinchfield on August 31.

OBITUARY

Alonzo L. Goodrich, Motorman, Division 5, died September 5, 1941. He was born in Richmond, Iowa, May 26, 1878, and entered the service as Motorman, Division 1, January 6, 1920, transferred to Division 2, March 27, 1928, transferred back to Division 1, July 17, 1932, and transferred to Division 5, July 18, 1937.

William R. Elliott, Conductor, Division 1, died September 7, 1941. He was born in Mt. Ayr, Iowa, July 11, 1870, and entered the service as Conductor, Division 1, April 16, 1912.

The wife of George B. Capps, Conductor, Division 1, died September 16, 1941.

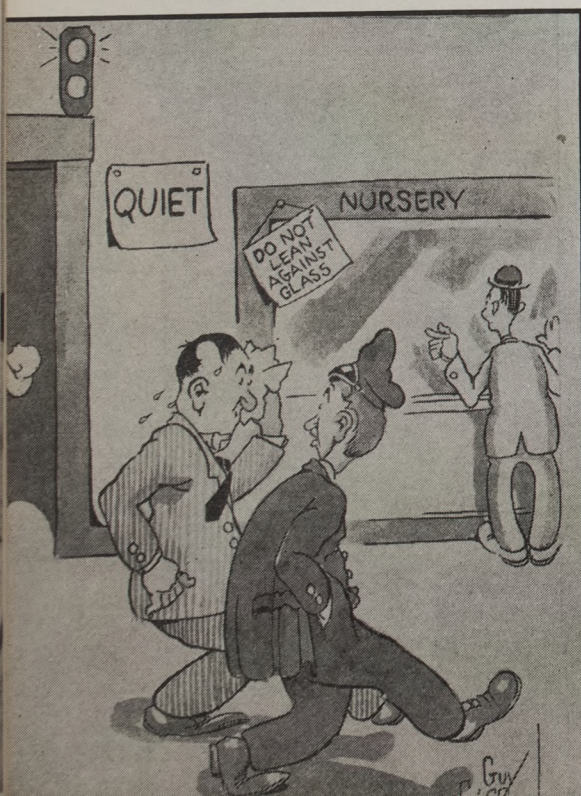
John Thomas Wright, Conductor, Division 4, died September 20, 1941. He was born in Green County, Tennessee, January 29, 1875, and entered the service as Conductor, Division 4, October 18, 1920.

James Murray, Fare Box Repairer, Mechanical Dept., died September 21, 1941. He was born in Scotland, July 31, 1871, and entered the service of this Company as Machinist, September 8, 1913, appointed Fare Box Repairer, January 1, 1932.

APPRECIATION

Acknowledgements expressing appreciation for the sympathy and kindnesses extended them during their recent bereavement have been received by the Company from Mrs. Arthur Day; Chas. P. Pendergrass, daughter Marlene, and family; Joseph J. Riedel, Collette Vickers and Mildred Williams; J. H. Stanley; Mrs. Thompson and daughter; the Murray family; Barbara Jean and George Capps, Mrs. Norris, Mr. and Mrs. R. M. Bartle, and Mr. and Mrs. D. R. Bartle; Helen D. Elliott, Nell E. Long, Minnie Elliott, Vera Long Beall; and Clarence Haldeman and family.

"Frankly, I don't care if it's a boy or girl! I'm pinch-hitting for a guy who couldn't get off!"



LIBRARY NOTES...

Purchasing and Stores Departments find Company Library an Immeasurable Aid in Obtaining Information on Priorities and Material Substitutes.

By W. REYNOLDS

Uncle Sam has not only tightened his belt, but has also shed his coat, in a determined acceleration of the Defense program. Material of all kinds is being diverted into preferred channels, by means of the Priority System.

That little brass ferrule, gayly adorning the pencil you flourish, will be missing from future issues. Double carton containers, extra long paste board flaps on shaving cream and toothpaste cartons, will join white-walled tires and a host of other commodities—sacrificed in the common cause.

Conservation and substitution are the keywords for civilian supply today, and the Purchasing and Stores executive eagerly seeks information which will maintain the life-line of material supply for his organization. Facts are indispensable in his field—what is about to happen is as essential to know, as the history of what has already taken place. The campaign in Manchuria, and China, virtually annihilated the hogs, which furnished the American market with its finest bristles—resulting in inferior brushes until a satisfactory substitute is found. Shipping shortage is reflected in many lines; even the humble Burlap, a product of India is a problem child of war economy. The ravages of disease and unruly elements disturb markets, as exemplified by the sponge, suffering from nautical storms and a malady which threatens extinction of the American coastal beds.

These facts and a thousand others, affect purchasing policy. With governmental orders, allocations, and restrictions a daily dish, where to find the information in time to be of benefit is all important.

Our first source of information is the up - to - the - minute information

published in the bulletins and special releases of the American Transit Association.

A paragraph under "Manufacturers Notes" in Public Utilities Fortnightly, may furnish a clue to a new commodity. The Pacific Coast edition of The Wall Street Journal, offers a summary in detail of the status of the industrial commodity fields, in the light of existing regulations.

The National defense bulletin, published by the Los Angeles County Supervisors through the facilities of the Los Angeles Chamber of Commerce, is the result of Washington observers, and an up-to-the-minute teletype service. Here the facts regarding defense legislation and developments are ably presented.

The official "Defense" weekly, brings a constant stream of new orders, and indications of trends, with buying and selling, part of a national public policy.

Brake drum facts, petroleum data, metal cleaning, these and a host of others, all centralized for the use of those interested, are yours for the asking, in the L. A. Ry. library.

The value of such a wealth of diversified information, is demonstrated not merely by its accumulation in a central location, but through the time-saving affected by its being efficiently indexed, cataloged, and circulated.

We build on facts, and an individual usually gives more thought and time, to what he writes, than he accords to his verbal statements.

Soundest theories, and impressive facts, are to be acquired by reading, whether for business or general improvement. We of the Purchasing and Stores, in our constant task of maintaining a supply of over twenty-thousand items, in a period of un-



paralleled industrial dislocation, receive immeasurable aid from the Los Angeles Railway Library—our own repository of facts.

It is extending a service to all employees, which can be neglected, only at the price of collective retrogression, and individual loss. Are you overlooking it?

CHECKLIST OF RECENT ITEMS ON PRIORITIES OF INTEREST TO RAILWAY

A-3 PREFERENCE RATING REVISED. Transit Journal News, September 20, 1941.

AMERICAN TRANSIT ASSOCIATION MEMBERS OF NEW REPAIR PREFERENCE ORDER. A.T.A. Service Letter No. 290. September 15, 1941.

MAINTENANCE MATERIALS GET A-10 PREFERENCE RATING. Transit Journal News, September 13, 1941.

NEW SUBSTITUTES FOR OLD STAND-BYS. Bus Transportation September, 1941.

BUSES, TROLLEY BUSES, PARTS GIVEN A-3 PRIORITY BY OPM Transit Journal News September 6, 1941.

MASS TRANSPORTATION IN RELATION TO NATIONAL DEFENSE. Compiled by the Los Angeles Railway Library. A list of articles, including purchases and priorities, pertaining to mass transportation in the national defense program.

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

Dear Ladies



The Advantages to Homemaking Through Our Defense Program



We are hearing on all sides of us *Defense, Priority Rights, Government Projects, Rising Prices, Government Bonds, Defense Stamps*, etc. At times, to the homemaker, all of these things may seem a very bad headache, along with all of the other everyday problems she must face. But really how fortunate we American housewives are, for as far as I can see, we are not having to sacrifice one thing for which we are not being given a most usable substitute. As a matter of fact, this whole program is giving us an opportunity to finally do the many things we have been putting off from month to month, such as really making an honest attempt to continue caring for our families well, still saving enough for the very necessary Defense Stamps, that we all as good Americans must buy. This *can* be done. It possibly means that we are going to go back and pick up some of our mother's, and even our grandmother's, way of saving. In our meals for instance, expensive roasts are going to be replaced with the luscious pot roasts that she used to have. Remember how good it smelled when we lifted the top of her iron kettle. That kettle was just full of carrots, and onions and potatoes, all simmering in a rich brown juice. And sure-

By MARY COUNSELOR, Director,
Kitchen Round Table
Barker Bros. Corp.

ly you haven't forgotten her chicken and dumplings that were just as light as feathers. Remember she didn't have expensive, fancy desserts every day, but she did take as a matter of course her gingerbread, and the big pans of cornbread, that were so good either hot or cold. What a treat any of



these things are to us today, but unfortunately, how seldom we do have them on our own tables. They are very easy to make and so inexpensive.

Fortunately, here in California, the love of gardening has been kept alive, and it is one of the things that we all can do today. We have, however, been neglecting our vegetable gardens. You know, after all, the vegetable garden can be one of the most fascinating things in the world, and oh, what a saving. With our rich soil and our perfect climate, we can have fresh vegetables all the year around. How nice to have your crisp radishes and onions, the old fashioned leaf lettuce, with its vinegar and bacon dressing, and the lovely golden carrots with their feathery tops. Even in some of the smaller plots of ground, vegetables and fruit can be raised for canning, which takes us back once more to the things

we love to remember. What a feeling of satisfaction it was to know that we had shelves of jams and jellies and pickles to draw from when the unexpected guest dropped in. Canning today has really become a pleasure, as the modern appliances found in practically every home have eliminated most of the labor that our ancestors had.

Styles today are very simple, and where there are children, sewing and even dressmaking can be done in the home. It's interesting, it's a lot of fun, and the satisfaction and pleasure shown on the face of the average child when she puts on a dress that her mother made for her makes it well worth the effort. Picking up this lost art of sewing is going to make us really want to keep our mending done; it's going to give us that inspiration to make new curtains for the kitchen, and all of these things are keeping our minds occupied, taking them away from some of the many factors with which we are faced. They are meaning that more time and thought are being given to our everyday living problems, and they also mean more happiness and contentment, both for our families and ourselves, to say nothing of the saving in actual dollars. We should be grateful for our defense program.





Lazy Families' Favorite Recipes



Nut Loaf

- 1 cup hot boiled rice
- 1 cup cracker crumbs
- 1 cup nut meats, chopped
- 1½ tsp. salt
- 1 egg
- 1 cup milk
- ¼ tsp. pepper
- 1 tbsp. melted butter

Mix rice, nut meats and cracker crumbs. Add egg well beaten, milk, salt and pepper. Bake in a well greased bread pan. Pour butter over mixture. Bake at 350 degrees for 1 hour. Turn on hot platter and serve with sauce.

Sauce for Nut Loaf

- 3 tbsp. butter
- 2 slices onion
- 3 tbsp. flour
- 1½ cup hot milk
- ½ tsp. salt and pepper

Cook butter and onion three minutes, stirring constantly. Add flour and stir until well-blended. Gradually add the milk. Bring to a thickened stage, add seasonings and pour over nut loaf.

Submitted by Mrs. Harley U. France,
wife of Electrician Harley U. France,
Electrical Construction Dept.

Apple Crisp

Fill deep casserole with peeled, sliced apples. Add cinnamon or nutmeg to taste and ½ cup water. Mix 1 cup sugar, ¾ cup graham cracker crumbs (flour may be substituted), and ½ cup shortening until crumbly. Spread mix-

ture evenly over apples and bake 45 minutes at 400 degrees. Serve warm with cream.

Meat Loaf

- Mix:
- 2 pounds round steak (ground)
 - ½ pound ground pork
 - 2 eggs
 - 2 cups milk
 - 2 cups cracker crumbs
 - Onion if desired
 - Salt and pepper to taste
- Mix thoroughly and bake 2 hours at 350 degrees.

Submitted by Mrs. Charles L. Campbell,
wife of Operator Charles L.
Campbell, Coach Division, 16th St.

Codfish Boats

Bake 6 medium sized potatoes. Cut in half, scoop out, mash, season and add 1 tablespoon butter. Return to shells making a nest. Then fill with the following:

- 2 cups codfish
- 2 cups white sauce
- 3 or 4 hard cooked eggs
- salt and pepper

Reheat.

Serve on plate, adding a couple of slices of cooked bacon to serve as oars.

Submitted by Mrs. W. F. Ellis, Wife
of Asst. Car House Foreman, W.
F. Ellis, Div. 4.

Pink Monkey

In double boiler put one large lump of butter. Melt one cup or more of sharp cheese. Stir. In a separate dish mix up paprika, salt and pepper. In another dish break one egg and beat adding enough milk to fill one cup. Put together and add to cheese mixture. In one cup of Campbell's tomato soup, add ¼ teaspoon soda. Add to mixture and stir until smooth. Cut cubes of bread (1 cup) and put in mixture. Serve on toast.

Submitted by Mrs. Grace F. Pease,
Secretary, Treasury Dept.

Have You Tried These?



Popcorn serving set—consists of a large bowl (5 qts.) finished in red; small bowl (3¼ qts. each) finished in red, blue, green and yellow. Bakelite finish on bowls is impervious to the action of salt used in the popcorn.

Plate scraper with push type rubber plate is just the thing for cleaning off the dishes before washing.



Waffle iron brush—you won't be troubled with waffles sticking if you clean your waffle iron thoroughly with this tempered steel wire brush. It gets in between the treads which are so often missed with other cleaners.



CLEANING GLOVES

To clean washable gloves, put them on your hands and wash in warm water and mild suds. Rub soiled spots gently with very soft bristled brush. Remove and rinse well in clear water, the same temperature as that used for the washing process. Hang up dripping wet and if you have one of the wire forms sold so inexpensively these days, you will have the fingers formed. Otherwise when almost dry, blow in the gloves to prevent the fingers sticking together.

Helene

Editor of
"Dear Ladies"

Clubs and Vets

AMERICAN LEGION AUXILIARY UNIT NO. 541

By MARIE MANNING,
Publicity Chairman

The second of the series of card parties put on by Unit ways and means chairman Mae Carson was held at the home of Esther Wickham 3707 South Grand Ave. on Thursday, September 25, and was a huge success, with 10 tables of Bridge, 500, Pinochle, and Bunco being played. Door prize was won by Mother Clubb.

Next play will be held Thursday, October 9, at the home of President Ann Charlesworth, 739 East 76th St.

Music chairman Lona Davis presented a very fine musical program for our meeting October 7. Mrs. Davis is also Junior chairman and has a very nice program outlined for the Juniors, for Saturday night, October 25.

Mrs. Esther Wickham, inter-unit chairman, has been making the rounds of the various Units and will have a fine visitation report at the end of the year. Bettie Leasman and Esther Wickham both made radio reports of the National Convention which was held in Milwaukee. Bettie Leasman, membership chairman, reports that several members have already paid their 1942 dues and would appreciate it if the rest would send theirs in early so that they may reach department headquarters before November 1.

Ann Charlesworth, hospital chairman, visits the hospital weekly taking out candy, cigarettes and magazines to the boys.

At our meeting of September 16, Chaplain Mother Clubb conducted Memorial Service and draped the Charter in memory of Mrs. Margaret Carleton who has passed on.

The Unit extends thanks to Com-

rade Ed Roche for his very fine talk on the Constitution of the United States. Comrade Roche is always welcome to give his talks to this Unit.

The members all say "hurry up, Emma Marques, and get well so you can come to the meetings again."

SQUARE AND COMPASS

By C. J. KNITTLE

It was Square and Compass night again, Saturday, September 13, and 66 members settled down in Van's Cafe for a choice T-bone dinner. Between bites they chatted freely across tables, occasionally ribbing one another and later, after a short business session, a fine program of entertainment was presented.

McCormick, the world's funniest ventriloquist, dished out a whale of humor and then talkies in natural colors depicting Hawaii in all her glory was shown.

Many members attend Square and Compass dinners without sending in reservation forms. Sometimes this creates a problem for the chef. So, brothers, please bear this in mind next time.

Saturday evening, October 11, our next Square and Compass night will be devoted to new business and the initiation of candidates. Bring in your prospects, fellows,—the Club will "treat 'em right".

Ladies' Night will be presented Saturday evening, November 8, at the Hayward Hotel. A special dinner, super-fine floor show, turkey drawing for a number of turkeys, and other novelties are being planned. Lots of free prizes will be given out. Chances on the turkey are now being sold at 10c by Club members. Further particulars will be announced by special bulletins. No reservations will be accepted for Ladies' Night. Tickets will have to be secured in advance. Due notice will be given in ample time regarding price and from

whom tickets may be purchased. This plan has been adopted to avoid the confusion occurring in previous years when considerably larger numbers turned out than for which reservations had been received.

The Club was saddened by the sudden death of Brother James Murray, Sr., on September 22. He was a charter member of the Club, attended all meetings, and will be greatly missed. Brother Murray was a member of St. Nicholas Lodge, No. 93, Aberdeen, Scotland. He was laid to rest September 24 in Inglewood Park Cemetery.

VETERANS' CLUB

By JAMES MADIGAN

Adjutant Taylor reports that there are several candidates for initiation into the Order of the Sword at the next meeting to be held on Tuesday, October 14, at Patriotic Hall. The degree team should really put on a good show after two months' rest.

A large delegation of the club were present at the Installation of the officers of General Harrison Gray Otis Post No. 566, American Legion, at the Los Angeles Times Building on Wednesday, September 24. The post put on a very interesting program which was enjoyed by the Comrades.

At the last Club meeting, held on Monday, September 6, Comrade Andy Duncan once again was the Jack-Pot winner, but again Andy was not present and the \$8.40 is still waiting for some one who really wants it.

The Adjutant has a copy of the Constitution and By-Laws for every Comrade, so don't forget to get your copy at the next meeting. Don't forget also that he has several new caps on hand. If you need a club cap see the Adjutant now. There will be no caps available after these are sold.

Don't forget next Tuesday night is the night. Be there early.

WOMEN'S CLUB

By MRS. H. A. DEWEY

* October 25—Tiny Piper's Dinner Party, 50c and 25c.

October 16—Mrs. Rollin Lane, Stereoptican lecture on "Beautiful Trees Around the World." 25 door prizes. Some fine surprises at the meeting. Do come.

First Aid Class every Thursday morning.

Red Cross Sewing every Tuesday, 10:00 to 3:00.

All activities are held in the Club Rooms at 962 W. 12th Place.

Mrs. Shelby Brown announced the combination Christmas Party and Handicraft Exhibit will be held Saturday night, November 15. Mrs. W. G. Clardy will have charge of the handicraft; Mrs. J. T. Watts asked for donations for the fish pond. Just keep November 15 in mind, for there will be door prizes and entertainment for everyone. It is early, but don't neglect to have your entry ready. The perpetual trophy will be presented for the one outstanding. Needlecraft, quilts, tatting, embroidery, leather and metal tooling are a few of the many things to be judged.

Membership in the L. A. R. Y. Women's Club is required if you wish to exhibit your handiwork. Any wife, dependent mother, sister or daughter of any employee of the Los Angeles Railway, or any woman employee of the Los Angeles Railway may become a member. There are no dues. The meetings are held the first and third Thursdays of each month in the club rooms.

A new member, Mrs. H. Chester Thorn is from the L. A. R. Y. Motor Coach division. We would like to welcome more from that source.

Following the business, Mr. R. A. Goodcell from the Speakers' Bureau of the Southern California Automobile Club spoke to the ladies on "Americanism."

Mrs. E. J. Miller wrote and recited, as a parody "Madam Norwalko De Charmo."

Twenty-two birthdays were celebrated during the social hour.

Mrs. C. S. Wise held the lucky number for the birthday gift.

Everyone enjoyed the birthday cake and ice cream served by Mrs. A. C. Stover, Mrs. C. A. Evans, Mrs. O. Smokel, Mrs. C. L. Gerrard and Mrs. L. F. Robinson.

VETERANS' CLUB AUXILIARY

By MARIE FREIVOGEL

Members met for their first fall meeting on the evening of September 9 in Patriotic Hall. The meeting was well attended, and a great deal of business was transacted. Only 2 officers were absent.

Gifts for the linen hampers are coming in slowly. Won't you members please cooperate, and also bring in your labels and sales slips each meeting night? Gifts are turned over to Chairman Ella Hoyle. Betty Roche is chairman of the label-saving plan. So please give these chairmen your cooperation.

Each member will receive a card notifying her of the meeting night. The secretary will also remind you of the linen gift and how much is due for birthday gifts. Please, members, if you joined the birthday club, keep up-to-date with your birthday chairman Esther Williams. Wouldn't you hate to be forgotten on your birthday?

Incidentally, dues are always gladly accepted. Just a reminder!

Ella Hoyle and Gladys Taylor were appointed on a committee to solicit donations from Los Angeles merchants for our hamper and Christmas baskets. A worthwhile project was adopted by the auxiliary as she has adopted two former L. A. Railway employees as "her children". These two comrades are confined to veteran hospitals. In addition to small amount of cash each month, cigarettes and other gifts will be given. I am sure if each one of you members had been present and heard our Senior Vice President Esther Wickham tell us how these gifts are deeply appreciated, tears would come to your eyes, too.

After the meeting, refreshments were served in the dining room.

Next meeting night will be October 14 in Patriotic Hall. We hope to see you there.

POST NO. 541 AMERICAN LEGION

By W. Y. STEARNS, *Publicity Chrm.*

The regular meeting of Post 541 was held September 16 and was well attended. Our adjutant, Bob Manning, who has covered a large part of Southern California in contacting our sick members, reports that Elmer Fisher and Jimmy Webb are getting along nicely.

Our membership continues to grow by leaps and bounds with each new month. At the last meeting U. E. Dunn, T. E. Carpenter, and E. L. Swartz joined the ranks. The latter two are returning after a year's absence. Welcome men into the Post. Hope we all see a lot of you in the coming year. A Pot Luck dinner is to be given by the Auxiliary on October 21, at McCormack Hall, 46th and Crenshaw Blvd. The regular meeting at Patriotic Hall will accordingly be cancelled. If you like good food and a good time be sure to attend this gathering.

In keeping with the spirit of Constitution Day, Comrade E. J. Roche gave a very inspiring speech on Americanism. He showed a most unusual familiarity with the history of our country, as step by step he traced the trials and tribulations of our forefathers from the time of Christopher Columbus, thru the Indian Wars, the Revolution, the Civil War, and down to the present time. His comprehensive presentation of the subject was worthy of a far larger audience, and it is to be regretted that the personnel of the Legion could not have heard it. Comrade Roche is to be highly commended for his intimate knowledge of our country's history, as well as for his splendid delivery of his subject.

The meeting on October 7 was somewhat unusual, in that it com-

bined the musical talents of both the Post and the Auxiliary. Several impromptu Barbershop Quartets added to the general tunefulness of the occasion, and what they lacked in melody, they made up for in the enthusiasm of rendition. Several vocal, piano and stringed instrument numbers were very well presented and greatly enjoyed by all present.

An Executive meeting was held at the home of Commander Leo Leasman, 1421 Valencia St. on Friday night, September 26.

Comrade Leo Nowak, Supervisor at 16th St. was this month's lucky winner of the Dividend Drawing with number 685. Get your next month's number now. Contact Supervisor Nowak, before he contacts you, and find out how easy it is to win.

NOTICE

All members of L. A. Railway Post 541 American Legion and all prospective members, on Tuesday, Nov. 4, meeting will be a joint meeting of the four Railway Posts of the American Legion, Santa Fe Post 573; S. P. Daylight Post 576; P. E. Railway Post 321; and L. A. Railway Post 541.

Meeting will start at 8 p.m. There will be good entertainment and refreshments. Department officers Commander Garner, Adjutant Fisk and

Assistant Adjutant Chas. McGonegal will be present.

Come on, Comrades, ask the wife to let you out that night and we'll show the other Posts and Department officers that we have a live Post.

All FREE—let's go! **TUESDAY, NOV. 4, at 8 p.m.** Bring a prospect.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The first meeting of the fiscal year was held in room 309, Los Angeles Railway Bldg., September 11, at 1:30 P.M.

The meeting was called early for the purpose of electing officers for the coming year, as well as hearing reports.

The following officers for the coming year were elected: Mr. C. M. McRoberts, president; Mr. George M. Wieman, Vice-president; Mr. P. C. McNaughton, sec'y-treas.

We were entertained by Dr. J. B. Jenkins, who delivered a very interesting address, his subject being: "Building the Temple." Dr. Jenkins is a musician, with a wonderful tenor voice, and besides singing solos, led in community singing, accompanied by Mrs. Ina Dale, who has been our pianist for the past two years.

These programs are much enjoyed,

and we are looking forward to many of the same standard, for the ensuing year, and trust that all who are physically able will attend future meetings.

RADIO STUFF

By W. Y. STEARNS (Virgil)

It seems that if you're all worn out,

When you get home at night,
There're several simple remedies,
That are sure to set you right.

If your appetite is sluggish,
And you walk with lagging step,

A stick of "He-Man's Pepsin Gum";
Will fill you full of pep.

But if you're all disheartened,
Unhappy, dull, and blue,
To get your youthful vigor back,—
"Ahhh, Tremble Oil Shampoo."

When your nerves are all ajitter,
And you're full of many ills,
Then all you ever need to take,
Is "Kidder's Little Pills."

The world is full of aches and pains,

The air is full of cures,
My radio is full of Hot Air,
And Brother, so is yours.

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

	1941	1940	1941 Increase+ Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,116,911	1,019,856	+ 97,055
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)	959,948	919,854	+ 40,094
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	86,226	81,810	+ 4,416
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	64,973	67,514	— 2,541
Total Expenses	1,111,147	1,069,178	+ 41,969
Leaves Net Profit or Loss	+ 5,764	— 49,322	+ 55,086

Riders' Remarks



EXPRESSES GRATITUDE AND THANKS . . .

"I wish very much to express my gratitude and thanks for the return of my purse which I lost on the Pico line Saturday afternoon, Sept. 6.

"You will never realize how much it meant to me to have this money returned, as I am an old lady, badly crippled, and have very little money.

"I will never forget the courtesy and honesty which your employe (*R. A. Byer, Div. 4*) has shown in this matter."

Yours truly,

MRS. ERICKSON,

By MRS. RAYMOND D. JEWETT,
1238 S. Serrano Ave.

A REAL SUNSHINE SPREADER . . .

"I should like to take this opportunity of expressing my opinion of one of your employes. The gentleman's number is 1030 (*S. J. Pontius, Div. 1*) and he operates on the "S" line. It is a pleasure to ride on his particular car, as he is always so very polite and courteous. It makes the ride seem so short, from the time I get on until I get off the car. I have watched him on numerous occasions and the manner in which he conducts himself towards your passengers is beyond a doubt the best method of advertising that can be given for the Los Angeles Railway.

"All I can say is that this gentleman is a real "sunshine spreader" to all who come in contact with him, and I would much rather just watch him than sit and read my paper. There are times when one can learn more from watching others than anything that is put in print. He is a perfect example of it, in my opinion."

Yours very truly,

OPAL CLAYTON,

"We are quick to complain when things don't go according to our liking and I think we should be just as anxious to commend those who are courteous and kind to us.

"Therefore, I wish to send in a good

word for conductor 357 (*S. R. Harrington, Div. 4*) on the "N" line. I have been very ill and it was necessary for me to take the "N" car frequently in the morning."

MARIE O'DEA,
Figueroa Hotel,
Los Angeles.

DESERVE MERIT . . .

"For several years I have lived in Los Angeles and after riding West Adams car line many times thought it only fair to write that red-haired Mr. 2753 (*O. W. Willits, Div. 3*) is the smoothest stop-and-start motorman I have ridden with and conductor No. 2427 (*D. M. Spence, Div. 4*) on Pico car deserves a medal for patience with drunks and foolish questions on holidays—two in particular. Please give these boys some merit marks."

Yours,

W. H. WHITE,
852 E. 5th Ave.,
Cedar Rapids, Ia.

HIGHLY COMMENDS COURTEOUSNESS . . .

"Wish to call attention that in motorman 2241 (*L. H. Bates, Div. 4*) and conductor 2655 (*H. J. Kelsey, Div. 4*)—A line—you have employees who show pleasing courtesy toward and consideration for the traveling public."

(Miss) GENEVIEVE C. WILSON,
1671 W. 24th St.
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

L. H. Bates, Div. 4
B. F. Beeks, Div. 4
C. L. Branstre, Div. 5
F. R. Brown, Div. 4
C. W. Burnett, Div. 5
*R. A. Byers, Div. 4
W. A. Cobb, Div. 5
W. T. Collins, Div. 3
W. J. Curry, Div. 4
V. E. Delmar, Div. 1

R. S. Drew, Div. 5
R. E. Elicker, Div. 4
C. F. Ely, Div. 3
D. E. Fletcher, Div. 1
W. E. Gibbs, Div. 4
V. W. Gore, Div. 1
S. R. Harrington, Div. 4
F. O. Hebert, Div. 3
H. S. Holcomb, Div. 4
H. C. Jenkins, Div. 1
H. F. Keiser, Div. 1
H. J. Kelsey, Div. 4
L. S. Lawler, Div. 5
R. E. Lynn, Div. 4
P. Manning, Div. 5
P. V. Mathews, Div. 5
W. Meeker, Div. 1
*R. G. Monahan, Div. 3
J. J. McFarlane, Div. 4
E. J. Pennington, Div. 1
S. J. Pontius, Div. 1
J. H. Prickett, Div. 3
R. E. Rice, Div. 5
W. E. Richards, Div. 4
G. E. Robertson, Div. 3
D. M. Spence, Div. 4
R. G. Stevers, Traffic
L. E. Stump, Div. 4
G. G. Valentine, Div. 1
L. F. Walton, Div. 4
*J. A. Wear, Div. 5
*E. B. Weaver, Div. 4
W. H. Welch, Div. 4
C. A. Wells, Div. 1
O. W. Willits, Div. 3
V. C. White, Div. 1
R. R. Youts, Div. 1

OPERATORS

R. W. Acres, Beverly
L. R. Cook, Manchester
T. L. Dundas, Wilshire
R. L. Eibel, Crenshaw-Vine-La Brea
W. W. Erickson, 1st Street
H. Evans, 16th St.
J. M. Ferris, Beverly
K. E. Funk, Wilshire
P. B. Greet, Wilshire
A. J. Grode, Manchester
O. R. Jordan, Sunset
*C. H. Martin, Western
G. F. Milledge, Maywood-Bell
C. E. Tatum, Beverly
H. A. Walters, Wilshire,
M. R. West, Manchester
B. W. Winters, Crenshaw-Vine-La Brea

'WAY BACK WHEN OR I WAS SEEING NELLIE HOME

TWO BELLS presents the seventh 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.

WHEN—local residents of Garvanza back in 1887 boarded their new street car (which consisted of an old trailer from the Temple Street Cable line to which had been added a small upright boiler and an engine with the balance of the car reserved for passengers) they discovered to their chagrin that a round trip ticket was only good for one way.

Their embarrassment was the result of an ingenious Real Estate promotion on the part of one Ralph Rogers. This gentleman had, according to reports, purchased about 100,000 dollars worth of real estate in Eagle Rock valley with a third down payment. He had offered the residents a proposition that if they would subscribe fifteen thousand dollars he would build a railroad from Eagle Rock through Garvanza to Los Angeles. The money to be paid when the road had been operating ten days.

His clinching argument being the promise of a round trip ticket to Los Angeles for thirty cents.

When the grading was finished Rogers appealed to the subscribers for three thousand dollar advance on the amount subscribed. They yielded. When the track reached the end of the line at Colorado Street and Townsend Avenue service was inaugurated to Garvanza only. This operation was continued for ten days and the payment of the full Fifteen thousand was demanded.

A crowd of Eagle Rock subscri-

ers boarded the car, offered a fare of thirty cents and demanded a round trip ticket to Los Angeles, which, naturally was refused. They, then declined to pay the Fifteen thousand.

All press mentions of this line ceased in December, 1887, though a later report in 1888 stated that Ralph Rogers had sold his interest in the road to Nathan Cole and Frank Washburn. Another clipping states that he had also sold the line to H. T. Crab and Company who learned of the other sale when they attempted to record their deed.

WHEN—around 1900.

One of the reasons, according to

Angeles. Passengers passing Bimini slough were often heard to comment, "Heavens' first thing one knows we'll be having those sticky, dirty derricks in every back yard. What a horrible place for children to play."

Around the turn of the century, passenger receipts on the Dummy line had dwindled to the exhaustion point. The line was sold to Sherman and Clark of the Los Angeles Pacific Railroad who used the line chiefly to haul oil from the wells in Bimini Slough at First and Virgil Sts., to their power plant at Sherman.

The oil wells eventually pumped themselves dry, a section crew tore up the rails and hauled them off, natives toted off the ties for their wood stoves, bands of sheep and plodding horses soon obliterated all traces of the Steam Dummy Road.

WHEN—in 1888 a suit was filed by the Depot railway company against the Los Angeles and Vernon Railway Company to prevent them tearing up the third rail on Central Avenue. This was the result of a heated controversy as to whether right was right or if left was right. If left was right then right was wrong and so then were the Los Angeles Traffic customs.

It seems that Mister Stafford, from England, superintending the construction of the L. A. and Vernon Street Railway, followed the English custom, and constructed all switches and sidings to provide for left side passing. When the other Company laid their tracks and were ready to place their switches and sidings, built for right side passing, they discovered that all was not right.

Mr. Stafford was forced to retreat from his stand that left was right and admitted that right was right in the United States.



"I'm sorry, sir, but there's been an ordinance passed prohibiting the shooting of rabbits from the rear platform of moving cars, so you'll have to go up front."

old timers, for the abandonment of the Hollywood Steam Road Dummy line, was because of the passengers distaste for the numerous "smelly" oil wells which were popping up all over the North West District of Los

Newsmen Report...



DIVISION FIVE

By FRED MASON

With the General Choice, which went into effect on Sunday, October 5, now a thing of the past, everybody seems to be happy and we can now settle down to our regular routine.

Operator E. M. Cady and his wife spent a very enjoyable vacation motoring to Monterey, Santa Cruz and San Francisco.

On October 1, five of our very good men left us, having received appointments with the Los Angeles Police Department, and to Motorman A. W. O'Rear and Conductors L. E. Barnett, W. B. Smith, L. M. Simmons and W. W. Crawford, we wish the best of luck in their new venture.

It will be the old army game for Motorman W. E. Davis for the next year or so, he having been ordered to report on October 1. Good luck to you, W. E.

We are very happy to welcome back Conductor L. A. Phelps after completing his stretch in the U. S. Marines, and, needless to say, he is very happy to be back.

The month of September saw three old timers coming back on the job after long illnesses. Motormen M. E. Lynn and A. E. Lininger, and Conductor R. L. Churchill. A hearty welcome is extended to all three.

After twenty-two years of very excellent service, Conductor J. C. McHenry has been placed on the voluntary retired list and we all join in wishing him many happy years in his retirement.

Motorman Emil Watson postcards from Cedar Rapids, Iowa, that despite the fact that the weather is a

little on the wet side, he is having a grand time. Emil and his wife, and his wife's sister, have been gone since September 1 and will be back on October 15.

Conductor Henry Estep and his wife are back from a seven weeks' vacation during which time they made their headquarters at Dayton, Ohio, and report having had an excellent time.

Everybody will be glad to hear that Mr. Charlie Cline, who was badly beaten up by a couple of thugs on Sunday, September 7, is well on the road to recovery and hopes to be back on the job soon.

VINEYARD

By D. LADHOFF

Extra! Extra! Harold Young fixes M. Tudor's seat. We are wondering what it is all about.

Operator No. 850 wrote up coach No. 4248 stating that the gas didn't feed good. We didn't know coaches had been changed from Diesel to gas or have they?

We are wondering who the very attractive Brunette is that E. L. Donald has been seen with so much lately.

L. A. M. C. passengers will be happy to see Pop Summers greeting them again in the near future.

Mr. F. C. Patton has been seen driving a new Chevy.

Sis Dunbar "Cash Receiving Clerk" was able to leave the office on time on Sept. 22, 1941. This is first time since entering office work. Maybe he deserves a medal or something.

C. A. Smith and family have returned from 3 weeks' vacation to Joplin, Missouri, where they visited Smith's parents. He played baseball

with his old team and covered about 4000 miles on the trip, enjoying nice weather all the time.

H. Elmore has purchased a new home in Van Nuys where he will spend his vacation puttering around doing things to put finishing touch on said home. We wish him and his family good luck and much happiness.

P. B. Greet wants it known that he will never pass up another run from now on. Evidently he doesn't like the extra board any more.

P. H. Welty spent his vacation working harder than usual learning the welding business.

H. A. Walters drove to San Francisco, Monterey and San Jose via coast route and reports a very nice trip.

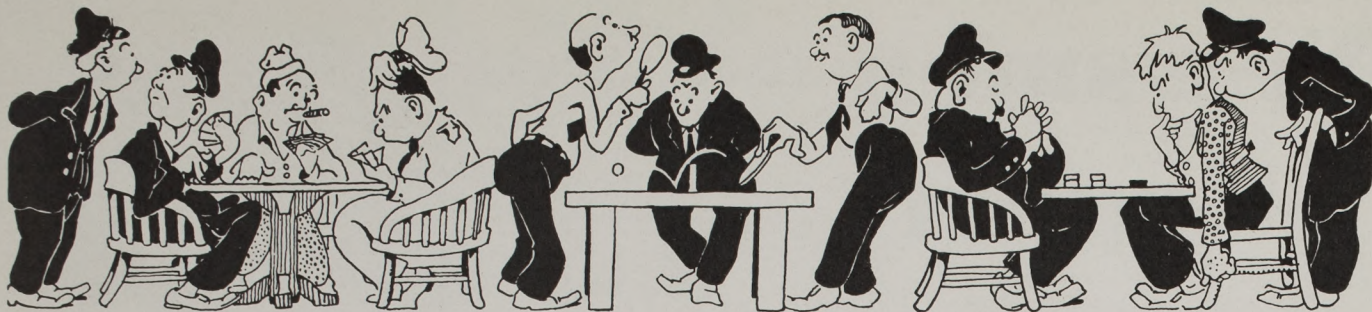
Bill Goodale and wife spent a 10-day vacation at Sacramento, Weed and Dunsmuir and did some fishing but Bill didn't talk much about the fishing so we can probably guess the answer.

A. D. DuRee, in trying to save money by overhauling his car himself, had the misfortune to break his right thumb so will have an unwanted extended vacation.

Our sincere sympathy to A. D. DuRee whose mother passed away recently in Northern California.

Veil Dallas informs us that while he is the one who should be away on vacation it is not himself but his wife who has journeyed to Seattle to attend her sister's silver wedding anniversary.

L. G. Hobbs, "The Smiling Mechanic", is in his new home in North Hollywood. He does not like the idea of mowing the lawn every 3 or 4 days so is trying his luck with a new



lawn called "Diacondra Repins". Best of luck to the Mr. and Mrs. Hobbs. L. G. went fishing September 20 and would have brought some fish back to the boys but got hungry and ate both of the fish before returning home.

It is rumored that Hank Thompson is going bear hunting soon and will also keep an eye peeled for the deer that he went after recently. They say "Hank can run faster than any bear."

Eugene Tremain went deer hunting and came back with a beautiful case of poison oak. Maybe he should of had a boy scout along to show him what poison oak looks like.

V. McDonald is so concerned about his work that he even dreams about it. His latest dream was that a bellous seal on a Diesel coach blew out at 5th and Hill and that he was wading in oil up to his knees, but we have our own ideas.

H. L. Ahrens and wife enjoyed a very pleasant vacation in Arizona and on the Apache reservation, also did a little fishing. Visited Brice, Zion and the Grand Canyon.

Why are Roland Weldung and Jessie Doerr known as Edgar Bergen and Charlie McCarthy?

Jessie Doerr displays his manly physique to the P. E. passengers each sunny day at noon time under the pretext of taking sun baths.

Ace Froby returned to 16th St. garage. It is said a little homesickness overtook him or was the call of the 1600 Club too strong.

J. Jobe transferred to the garage September 8. We wish him luck. He has made a small electric train which is very complete and well worth seeing.

ELECTRICAL

By WALTER WHITESIDE

Although we are on the downward trend of vacations, nevertheless we have a number of interesting trips to report of the late vacationist.

Harvey Zehner reports a swell time visiting the wonders of Grand Canyon and Brice National Parks.

W. R. Dougherty spent a couple of weeks at his Balboa Beach cabin and in between journeyed to San Diego.

Walter Roark just stayed home and rested.

C. E. Martin traveled all over California, then headed north as far as Canada.

H. W. Lawrence caught the limit in Hodges Lake near San Diego.

Local trips in and around L. A. were enjoyed by I. J. Booth and R. J. Mac Millan.

A. E. Inman looked over and tried to woo the lovely ones at Catalina.

George Willson pitched his tent in Mt. Lassen National Park then rented a cabin when it looked like rain. It rained.

Fred Warrington made his usual trip to Northern California, staying on the Russian River this time.

Ray Kiddoo reports a swell trip to Canada this year.

M. B. Smith spent a month visiting friends and relatives in Toronto and other eastern points.

Nels Lane reports 190 fish caught from several lakes in the High Sierras.

Pete Goodas is one happy guy these days as his son's wife just gave birth to a baby boy making Pete's score to date—2 grandsons and 5 granddaughters.

On the night of September 18,

Mr. Turley showed pictures taken on his vacation trip this year to employees and families of Line Department. Luscious ice cream bars were served during the intermission.

We understand that Sammy Van Der Burg is endeavoring to have an "Advice to the Lovelorn" column in the Two Bells. What do you think of the idea? Any suggestions forward to Sammy personally.

VERNON YARDS

By L. F. SPARKS

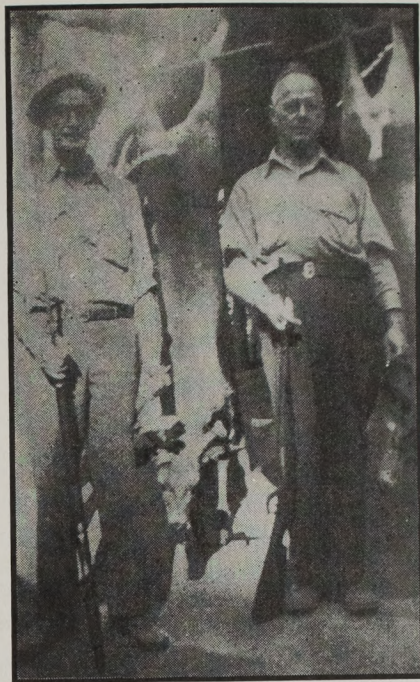
With the vacation season about over, the hunting season opens with a bang and tales are told of more or less successful expeditions.

Jack Baldwin and Rudolph Herman scoured the hills above Fresno and each was able to bag a deer. Rudolph was lucky enough to get his the first day out and rested the balance of the time, but Jack had to climb around for two days before he got a shot. Thanks for the venison, Jack.

Sam Cohen and Bud Evans visited a ranch in the desert and were able to get the limit of doves even though it took all day. Caryll Thompson went out a couple of times and got the limit of doves both times.

Walter Capps had a successful dove hunt in Imperial Valley and on the way home stopped in Pomona to take in the Fair. Walter got intrigued with the possibilities of vegetable juices while at the Fair and now seeks his vitamin "A" in carrot and celery juice. Must be the weather.

Charles Smith just had to be different so he took his vacation late and for a complete change and rest, rode the Streamliner to San Fran-



Jack Baldwin, left, and Rudolph Herman, right, of Vernon Yards, after a successful deer hunt in the Fresno hills.

cisco and took in the sights of that city.

Pete Hughes was in for a short visit recently. Pete used to play ball on the Vernon Yard team and turned professional three years ago and now plays for Spokane.

The Track Dept. regrets learning that Amos Potts passed away last month. Amos was on an Engineer's survey party and left the Company several years ago to go with the Portland Cement Assn.

VIRGIL

By C. P. HUNT

F. C. Patton says, "Watch the Stars". They will mark the speedometers at 35 mph. Virgil division has no equal for fish stories. The biggest disturbance the fish have had of late was when the "Grey Dawn", shoved off, that windy Sunday last month. The fishermen aboard were: Canning, Dickerman, Miller, Logston, Baker, Colburn and his son, Renstrom, Graham, Brem, and two guests. Despite the fact several were seasick, the catch was splendid. Old Bill Baker took the jack-pot with a catch of one large sheephead.

N. K. Miller, although he wasn't going to fish on his vacation, had poor luck on a fishing party he and the Mrs. attended. It took his wife to show him how to keep the laurels at home. She commanded the fishing pole, made a cast and pulled in one 7-lb. barracuda and the jack pot.

That "hard riding" Tudor of motorcycle fame, was competing with Jack Stewart (one time master of a scooter) for the development of a mustache. Tudor's lip became dirty appearing, but with no further development, so he dropped out.

Geo. Clink, of the garage force, had a fine start on a "Van Dyke." 'Tis said his wife objected—so the Van Dyke is no more. Too bad.

Phil Hineley just before going on his vacation had to miss out. That increased his vacation a little, of which he and his wife spent "dolling" up their home in Burbank.

E. B. Logston was seen at Virgil the other day carting off some of the stationery.

No wonder R. A. Brown has a small turn in on his run. He was seen the other day making one trip with the service truck. And after he had had his vacation, too.

Old "Gabe" Miller bemoaningly relates that he swapped his '31 "flivver" for a Pontiac.

Did you notice Bill Terry running around with a patched-up "snozzle"? Sounds funny—he says a rose bush pushed him in the nose!?

For those who would like to bowl there are teams organizing at Virgil and Vineyard.

R. N. Prickett is the proud father of a baby boy—that makes C. P. Prickett "Uncle" now.

Does anyone know what "Slim" Arrington's run number is? He makes many trips but never hauls anyone.

A C. Hancock is back in the "saddle" after a leave of absence.

Did you hear about Ordell Jordon having to call at the lost and found department for his jacket he left on his bus?

Jab Rash is back from his vacation.

He and his family spent it in the north.

As for the most part, the men spent their vacations at home this year, just "loafing" around and working in their yards. Leonard Shrak spent his in San Francisco. "Little" Shrach, Ried, Atkins, Colburn, Wise, Gilliland, and Bloodgood are some who "loafed" at home.

D. C. Hull after a long period of illness will soon report back to work, and we are glad to see him looking so well.

Dave Sporman, we hear, had the flowers in his yard devoured by straying animals during the circus. To top it all off, his wife presented him with a horse on his birthday.

F. D. Wilson pulled out the other day and made a round trip from 5th and Hill to the beach, just one hour ahead of time.

Wonder if he quite an hour early, too?

Now if you would like to see yourself as others see you, let G. P. Dickerman explain the "how" to you. He is back full of "vim" from his vacation, "loafin" at home.

Rabbi Bostwich is going around tossing \$5 bills out of the window of his bus.

P. P. Patterson, we hear, pulled a "Getchell" the other day—no fare box when he pulled out.

The shop at Virgil is getting up a "pot" to offer "D. D. C." to drive the service truck to Westwood. They might lose the jackpot.

Lew Powell is offering his place and one red hunting hat, dirt cheap. He is not going on the proposed hunting trip he had planned, because his cousin was shot at, on a recent trip.

B. J. Wallen nearly lost his thumb while at the brake machine. Some say he fell asleep and his hand dropped on the knife.

A. O. Draviner spent his vacation at Grand Canyon and Zion National Parks.

Bob Hartman offers competition (for a consideration) at target shoot at the pistol club.

Again watch the Stars.

DIVISION ONE

By R. C. RUGGLES

The first of a series of Safety Meetings was held at Division 1 this past month. Superintendent O'Hare gave a short talk on accidents followed by Mr. Collins who spoke on prevention of accidents.

Mr. Wimberley then talked of the changes which would take place about October 1, buses being put on the 2 line and the plan by which the men would change to the Bus Division. A vote was held regarding Seniority list which has not been settled at the present writing. On one day this past month we had a no accident day which we are very proud of. Our accidents have shown a slight decrease but we would like to see an increase in witnesses.

Our heartfelt sympathy is extended to Operator Capps and his little daughter upon the loss of a wife and mother. Mrs. Capps passed away this past month after a lingering illness.

Operator J. A. Golliher met with an accident which may prove to be of a serious nature. After returning from a hunting trip, a friend accidentally discharged a shotgun close to his head, injuring his ear drums.

Operator F. N. Rohrer has left the service, going to work in the Post Office.

D. M. Wiltse, L. G. Homerighausen, F. L. Laycock and H. G. Bergdale have also left to take up other work.

We were shocked at the sudden passing of W. R. Elliott. He will be missed by all who knew him and our sympathy is extended to Mrs. Elliott.

Our stenographer, Miss Goldstrauss has been on her yearly vacation, also Cashier J. O. McArthur.

Operator H. Wobbrock, who was on the sick list, returned to duty and informed us that he had been married. We are looking forward to the cigars.

A. L. Goodrich, formerly a motorman at our Division, passed away this past month. "Lon" as he was familiarly known, will be remem-

bered by the older men and we extend our sympathy to Mrs. Goodrich.

A number of men are taking extended vacations, A. P. Anderson a trip to New York, C. D. Caldwell visiting relatives in Indiana, and D. C. McCormack somewhere in the East.

The following men have returned from the sick list: F. C. Shafer, D. W. Seckels, E. E. Travis, L. W. Wilson and L. Christofferson.

GARAGE

By C. H. HARDY

Fishing seems to be the favorite sport and topic of the Garage force these days. Bill Wilson had the thrill of reeling in a 150 pound swordfish recently. After a struggle lasting an hour and 50 minutes the fish was exhausted and so was Bill. However, Bill won by a slight margin and swordfish steaks were on his table that night. On another fishing trip, organized by Percy Marsh, several large sea bass were caught. Doyle Rishel won the jack pot with one weighing 26 pounds. Although Doyle was very calm at the time, the fish did walk him around the boat about twice.

When Walt Dewhirst started home from the County Fair recently his thoughts must have been on the old home back in Minnesota for he headed in that direction and was a long way from Los Angeles when he discovered his mistake.

We have just received 18 new diesel-hydraulic, 4-cylinder coaches which will be known as type 6500.

Janitor Cobb washed the office windows so clean that J. Hill, 6 foot 3 of the Third Shift, shoved his head through the glass thinking that the window was up.

You may obtain your Defense Bonds from your Credit Union.

We received word from the northern part of the state that Harold Gilfillan, former employe and Irish Sweepstake winner was accidentally shot while deer hunting.

It may be due to the war and then

again perhaps those extra large helpings of Chinese food at Yee Hung Guey's may be the reason that Paul Wood has been unable to obtain trousers to fit him at any of the local stores.

J. H. McCornack, not satisfied with having hauled about half of the rock formations out of Death Valley during his vacation, took a step further and bought out a part of an abandoned museum at Flagstaff, Arizona. He obtained some fine specimens of petrified wood and also enlarged his workshop to accommodate his growing lapidary hobby.

We understand that Ed Graham bagged a deer right at the start of his vacation.

Anyone looking for a purchasing agent should contact Henry Pree who recently made \$10 go so far that he had difficulty catching up with it. There is no charge except a couple of aspirin tablets in case the deal becomes a headache.

J. Clayton Clark left the service of the Company to teach school in Santa Barbara. We were all sorry to see Clayton leave but wish him every success in his new position.



(Left) Dr. Bentler, a friend; (center) Mr. Broadbill swordfish, caught by Bill Wilson (right), Mechanic
16th Street Garage.

16TH STREET COACH

Beginning with this issue of "TWO BELLS" the 16th Street Coach Division is to have its own scribe. I trust that you will give Mr. Kissick the same hearty co-operation that you have given me in the past. May I take this opportunity to thank you for past favors.

CARLES H. HARDY, *Scribe*
16th Street Garage.

16TH STREET COACH

By R. K. KISSICK

This being my first column for "Two Bells" naturally makes me wonder how long it takes to become a good scribe, if ever. First of all, I wish to express my appreciation to Charlie Hardy for the aid and advice given me and to wish him continued success in his column for the 16th Street Garage. Sincerely hope this column, comparatively speaking, does as well as Charlie's did.

During the month of August, 1941, the Figueroa Street coach line operated 48,000 miles without an accident. Mr. Patton and Mr. Ballenger want you Figueroa men to know this record is very much appreciated and is also a mark for the rest of the Division to shoot at. It is a pleasure to acknowledge records of this type.

Congratulations are in order to King Riley who was made a regular clerk effective October 1.

Wonder how long it will be before D. L. Smith again leaves his changer on a coach that is changed off? He found out those East 9th Street dollar bills are hard to change without a changer.

Hear that J. E. Zimmerman has a special way of getting into the fights at Gilmore; through a window.

Don't be thrown off by the clerk in the office wearing dark glasses. It is still Ray Corbett working there.

Understand from a reliable source that Florence-Soto's most eligible bachelor is spending considerable time with a little blonde. Cupid's dart is on the way.

Fellows, you know our Credit

Union is not only a place to borrow money from, but also a place to save money. It is surprising how a little deposit each payday will soon amount to a nice little nestegg. The Credit Union not only saves and lends money, but also is a reliable source of information on financial matters. Take your next financial difficulty up with a Credit Union officer. Am sure you will not be sorry.

G. E. Peterson visited the Division the other day and, while he has added weight and is looking good, states the U. S. Navy certainly is no place for a lazy man.

Basketball announcements should be out soon so you aspirants to regular berths on the team had better be getting into shape. Have heard competition will really be stiff this year.

Will appreciate you fellows passing on any news item you hear or see. With vacations about over there should be some good vacation pictures—so let's have them. It will be

my endeavor to keep this column not only on the interesting side but also the humorous.

OFFICE

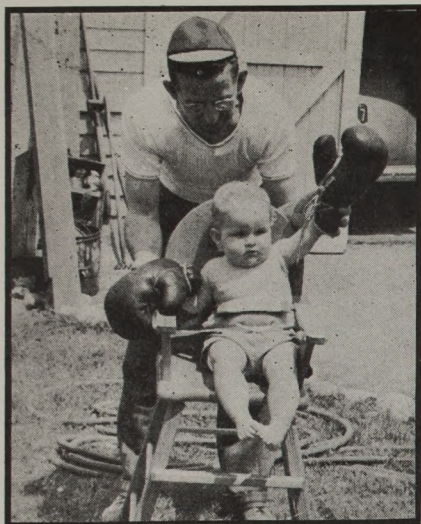
By WALTER WHITESIDE

On September 26, Bill Morgan (W. & S.) celebrated his 30 year with the company. October 10, H. H. Peterson (Electrical) also celebrated his 30 year. These two men have worked together almost continuously and can tell many a tall tale of days gone by.

Howard Lehnhart (Transportation) camped at Yosemite this year. His daughter had never seen a bear, so Howard, being an ever obliging father, hung out a piece of bacon to attract one of the large brown animals. It appeared, late at night after Howard had retired and started to prowl around the camp. Howard arose and attempted to chase the bear



Four generations were present August 28, when David Farwell, grandson of Woodward M. Taylor, General Attorney, celebrated his first birthday. In the picture are Grandfather Taylor, Mrs. Annie M. Taylor, David and David's mother, Mrs. Stanley R. Farwell.



Hurray, the winner!

G. H. Herbert, Carpenter, Main Building, shown with his grandson, Gerald Kimball, who is a very popular fellow in the Herbert family.

away much to the enjoyment of the other campers in the park.

Dolor Bowcutt (Elevator) spent two weeks in Idaho, bringing his daughter home with him when he returned. She had been visiting grandmother during the summer.

Dave Shaeffer (Purchasing) went hither and yon ending up in Reno, Virginia City and Northern California points.

A. L. Juul (Electrical) was also seen looking over Reno's business district and Lake Tahoe.

Mrs. McKinley (Personnel) returned from the High Sierras feeling peppier than ever. She reports a grand time.

Ed. Schwartz (Valuation) wasn't satisfied to drive to the High Sierras, he had to pack in 10 miles where the fish are supposed to be larger. He claims he ate 14 fish at one sitting.

Fred Mellentin (W. & S.) looked over the inner workings of Boulder Dam.

TRADING POST

FOR SALE—13-foot mahogany row boat, \$15. See J. McDonald or E. Wetzler, 16th Street Garage.

DIVISION FOUR

By R. H. GRETTEBERG

Like many other officials in the Operating Department, Superintendent E. H. Ellis started his railway career as a trainman. This is a very fine procedure because it develops a keen insight for appraising human values. When a trainman by special effort secures more than ten witnesses to an accident, Superintendent Ellis sends him a personal letter of thanks. This form of recognition is, doubtlessly, responsible for Division Four's steadily rising witness average. Among the trainmen who received commendations during the past month were the following: Operator S. H. Brody, Line N, Sept. 12, seventeen witnesses; Operator L. D. Gordon, Line J, Sept. 11, twenty-eight witnesses from 40 passengers; Motorman H. H. Foster and Conductor W. J. Knittle, Line P, Sept. 11, thirty witnesses from 65 passengers; Operator R. E. Penney, Line J, Sept. 16, seventeen witnesses. That's fine work, fellows. Several years ago, Conductor R. H. Manning, now at this division, hung up a record for securing witnesses that has never been beaten. Manning secured 195 witnesses for four accidents. That is something, too!

The handsome traveling Trophy which is being exhibited in the clock case at the present time was won by Los Angeles Railway Post, No. 541, American Legion, for the best hand float in the Pre-convention parade which was put on for the disabled war veterans at Sawtelle.

Speaking of parades brings to mind a humorous incident which occurred Saturday, September 20, Ralph Minniear, an operator at this division, took his crack drill team, the Jinnistan Grotto Patrol, to Bakersfield to participate in a "Frontier Days" fiesta parade. The parade covered a five mile course. The team presented scores of fancy formations on the march, receiving a heavy applause, but every public address announcer introduced them as the Sciots Drill Team, an organization not represented in the parade.

Extra man A. P. Vidal, while running across the street to call the dispatcher from the end of the "A" line was struck by an automobile and knocked approximately 20 feet. To everyone's surprise, he jumped up, called an ambulance and then permitted himself to be sent to the receiving hospital. After he had a complete and thorough examination, the doctor pronounced him to be "made of solid rubber." He came through the accident with merely one scratch over his eye where his head hit the pavement and three scratches on one of his legs where the bumper of the car had hit him. Shortly afterwards he was released from the hospital for regular duties. Perhaps it would be well for the rest of us to be a little cautious. After all, we may not all be as lucky as Vidal.

One of our confirmed bachelors—J. R. Howard, at the present time is honeymooning in Catalina. He was married October 5, to Miss Menrietta Duerling. The newlyweds expect to drive to Missouri where Howard intends to show off his bride to his entire family and relatives. Thirty days has been granted for the honeymoon. Lucky man!

Regular Conductor F. W. Seega has recovered fully from an appendectomy. His was a remarkable and speedy recovery as his appendix ruptured before he was admitted to the hospital. However, he is back with us again and in better shape than ever.

Conductor C. Vance has just returned from an auto trip to Seattle, Washington, where he was visiting his mother; Conductor C. A. Bell has come back from a trip to Council Bluff, Iowa; C. O. Mitchell from his vacation and work on his ranch at Fallbrook, California; F. E. Swab from a 30-day auto trip to the Eastern and Northern part of the U. S.

Among those resigning this month for other work were: J. P. Longbotham, R. L. Grim, F. M. Toliver, J. G. Moss and L. E. Gibbett.

A beautiful floral piece represented the sincere sympathy of Division

Four trainmen at the funeral of Conductor J. T. Wright, on September 25 at Brown's funeral Chapel on South Flower. Some of the real "Old Timers" present at the funeral were Jim McKeown, Harry Graybill, Tom Maloney, Dick Daly, J. H. McClintock, M. B. Modden, Saunders, Madithen, Joe Gascon, Pete Flarity, Buchanon, Jim Kelley, Lary Smith, H. S. Turner, Tam McDonald, and Officer Curry. The above men were working for this company 25 to 30 years ago.

MECHANICAL DIVISIONS

By A. L. DAVIS

CAR HOUSE NO. 1

C. R. Lacy's youngest son had his leg broken above the knee in a car accident. We understand that he is progressing nicely.

M. W. Creager spent his vacation deer hunting around Tule Lake.

R. M. Ellis has just returned from an enjoyable two weeks' vacation spent in the vicinity of Truckee. He reported bagging a 250-lb. deer.

DEPARTMENT NO. 2

W. P. Beck and his wife recently returned from their vacation. They visited Carlsbad Caves and made many side trips.

The desert is reported to have been quite hot, but we understand it had nothing on Beck's car, as it was boiling also.

W. G. Gregory took five days off to visit the dentist and as far as we can see he has nothing to show for it. It was different with R. P. Sherrill who also had a brief visit to the dentist and his mouth proves it—he is now on liquid diet for a while.

CAR HOUSE NO. 3

R. H. Wescombe suffered a severe injury when he fell in the car house recently. He states that as far as he is concerned, extreme care for safety's sake is more than worthwhile.

G. B. Magin required hospitalization due to a case of blood poisoning in his hand. We understand that he is improving as rapidly as could be

expected.

Mary Dews has been off duty on the sick list.

M. J. Veil recently transferred to the night shift as Foreman of car cleaners, and we wish him success in his new endeavor.

J. W. Smith has resigned from the service to accept a position in Dayton, Ohio.

B. J. Hancher and J. E. Robinson are the new men at Car House No. 3.

CAR HOUSE NO. 4

Foreman, W. W. Aldrich is back to work and he has nearly recovered from his automobile accident. Mrs. Aldrich is also getting along nicely.

L. W. Lee and family visited friends in Sacramento on his vacation.

R. W. Scudder, Clarence Nokes and A. Dorazio spent their vacations just resting.

From the postal cards received, Nina Wright enjoyed her visit to Old Mexico, while on her vacation.

E. Webb, Assistant Foreman, spent his vacation visiting local points of interest and resting.

O. D. McKimmey has resigned to accept a position with the State Employment Bureau, and we wish him success.

R. J. McIntyre, Assistant Foreman, visited the Pomona Fair and Catalina Island on his vacation.

E. Gaston took an extended leave on his vacation to visit friends and relatives in New York.

Those cigars that F. J. Rappe passed out recently weren't what you would think, but in celebration of his 72nd birthday.

Congratulations to you—Rappe. . .

CAR HOUSE NO. 5

P. Booth visited Sequoia National Park during his vacation and reported seeing some wonderful sights.

Jack Eastin spent his vacation traveling to the northern parts of the state.

For fine roof painting see Hank Williams. (He never spills a drop?)

Walter Alport spent a week in Yosemite National Park and had a wonderful time.

J. James painted the outside of his house and visited friends during his vacation.

G. Macqualter, Foreman, and his wife visited San Francisco and the surrounding points during their vacation.

Ralph Nokes spent his vacation around home.

Clerk, Raymond Fulton is devoting his spare time to the raising of Fuchsia and reports that he has approximately three dozen different varieties.

We wonder what that foreign substance was that Andy Duncan found on his lawn one night after work—(Your scribe also wonders, but can't furnish any information).

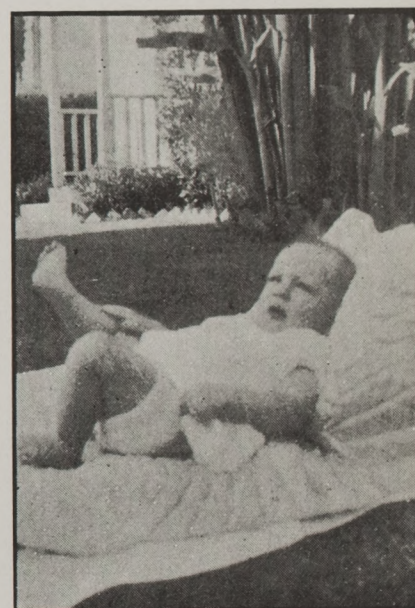
P. Knight is the new car repairer days, having been transferred from Car House No. 3.

Hank Williams is looking for information on the proper planting of tuberous begonias. When . . . How . . . and Where . . .? All information will be gladly accepted and applied.

DIVISION THREE

By L. VOLNER

On September 10th, at three different periods, meetings were held at this division. Mr. John Collins gave



Howard Dale, 5 months old son of Motorman (Division 3) and Mrs. G. E. Broman.

an interesting and instructive talk on the proper operation of street cars, and if these suggestions would be followed by each one of us, accidents would become a thing of the past. It was especially pleasing to hear his praise of this division and to place harmony among its men as the reason we have made such a good record.

Mr. Wimberly, Superintendent of Transportation told about the seniority rights when a car line is substituted by a coach line; and, in fact, all angles of the various changes which may be made. Since then an election has been held and each one has had the opportunity to choose the plan he most desired.

On September 12, Conductor John Kasbeer and his wife moved into their new home on Avenue 56.

During the past month, having a few days' furlough, our good friend Lieutenant Jack Daly came home. Jack likes the army life and is looking fine.

Motorman Horace Miller received a letter from his son in San Luis Obispo, who is in the U. S. Army at that point, stating that he had been on a hunting trip and bagged a deer which weighed one hundred pounds when dressed, and that he had it in storage and that when he was able to come home he would bring the deer with him and they would have a great feast. This boy has always been considered an extra good marksman with a rifle, and was told by a ranger that his was the largest deer that had been killed this season.

Mrs. Carolyn Ross Huddleston, wife of Motorman S. O. Huddleston, has been writing lyrics and poems for songs for over ten years, but has never tried to commercialize on her talents until 1938. She writes under the pen name of Carolyn Ross, and had sent one of her lyrics to an Eastern Publishing Company for criticism and looked for it to be returned with a rejection slip, instead she received a contract and compliments from the company, which gave her the courage and ambition to con-

•

*"I'm
trying
to
find
the car
I left
a
rattlesnake
on!"*

•



tinue her efforts. The song published was "I Could Never Forget." She has written many lyrics since then, among the most popular being: "I Dream of Heaven When I Dream of You"—"Counting on You"—"An Angel Sent You"—"How Can You Say You Love Me," and many others. The song "I Dream of Heaven When I Dream of You" was published by Cine-Mart Publishing Company of Hollywood in January of this year and has been played by popular orchestras all over the country, including "Maurice" and his band from the Rendezvous Room of the Biltmore Hotel, the Los Angeles Railway Orchestra, and has also been broadcast over local radio stations. The famous "Woody" Herman, who has had a record run at the Palladium in Hollywood, is rumored intending to make a record of it, which, of course, means success for Carolyn Ross, who we feel has worked very hard to make good and deserves this break. We all wish her the best of luck.

During the time he has been off the cars, Motorman G. H. Thompson

has been acting as Watchman, but on September 22, he started on his new job as Flagman and was stationed at Macy and Alameda. Never having done this kind of work before, we were wondering how he would make out.

We hate to hear of our men losing passes, tokens, or anything of value. Operator S. S. Wollam of the "O" line was trying to locate a roll of tokens that had got out of his pocket.

Conductor J. P. Fleming was preparing to go to bed when he received a telegram from El Paso, Texas, stating that his wife's father was very low. He phoned to the division to get off and started immediately by auto. They found the gentleman had suffered a stroke, but after a few days had improved so much that Mr. Fleming could return to duty.

Brown: "I told my wife she needed a new hat yesterday."

Green: "You told her that? Good gracious! What did she say?"

Brown: "She said: 'You sit down quietly, dear, while I phone the doctor.'"

SOUTH PARK

by R. S. WALLACE

Mr. Joe Gordon, former Blacksmith foreman, visited the Shops recently and renewed old acquaintances. Joe was looking mighty fine and we were all glad to see him. Come soon again and often, Joe.

Mr. F. T. Burchett is now home from the Hospital convalescing after undergoing treatment for an injured arm.

Mr. V. R. Bell of "C" inspection is ill in St. Vincent's Hospital.

Harry Longway has completed his annual vacation. He just recently returned from practically no where after enjoying practically no activities.

Our sympathies are extended to the bereaved ones of Mr. Ignacio Mendoza Sr. and Mr. James Murray. Mr. Medoza was the father of Ignacio Mendoza Jr., car repairer. Mr. Murray was repairman in the fare-box room. His passing was preceded only a few weeks by Mrs. Murray.

Revive the old tune to "Show Me the Way To Go Home" and sing it to the words, "Show Me the Way To Get to Work," and dedicate it to Jack Bailey, Freddie Hunt and perhaps a few others. Recently, on their way to work via street car, they realized the car was making an unusually long stop, and oblivious of their surroundings, thinking the car was waiting for them to get off, they proceeded to unload, then "foot-slapped" the pavement from down Slau-son way to the Shops. Bailey, probably asleep, was standing on the treadle which held the door open and the car couldn't start, and when some one yelled "Get Off!" he proceeded to do so and the others followed.

Kilgore has dubbed Art Robey, "Horizontal" Robey. Why "Horizontal"? He can go to sleep as easily in a perpendicular position as any other.

Mr. R. E. Smith, Paint Shop, who was injured in a fall from a ladder a few weeks ago, visited the Shops

recently. Mr. Smith hopes to be able to abandon his crutches in a couple of weeks. Here's hoping, Mr. Smith.

Mr. H. E. Jorden, Superintendent of Equipment, accompanied by Mrs. Jordan are visiting various cities in the east and also attending the American Transit Association Convention in Atlantic City, New Jersey.

For the last several days there has been a black widow spider "scare" among the boys in the P.C.C. car repair pits. Recently, our friend, Eric, working in the pit, felt something crawling up his sleeve—up towards his shoulder. His mind instantly pictured a big, "juicy" black widow spider getting set to grab an armful of Swedish meat! He clamped his hand over the place where the spider was felt and pulled his shirt sleeve from his arm. He yelled frantically to Mr. Burgess and asked him to come quickly and cut the sleeve. Not wishing to ruin Eric's shirt Burgess refused to cut the sleeve to remove the black widow spider. However, through their

frantic efforts they managed to tear the sleeve from the shirt. Eric held fast in his hand the black widow spider and unfolded the torn piece of shirt from his hand. His captive flew out of his hand . . . YUMPIN' YIMMINEE!! it is only a YUNE BUG . . . exclaimed poor Eric. . . .

Toni: "I never loved anyone but you."

Jane: "Nonsense!"

Toni: "You are the light of my life."

Jane: "I've heard that before."

Toni: "I can't live without your love."

Jane: "Foolish talk."

Toni: "If I could only tell you how much much I love you!"

Jane: "Think of something new."

Toni: "Will you marry me?"

Jane: "Well, now you're talking."

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



An intregal part of the South Park Shops monthly entertainment program is the South Park Shops Chorus. From left to right they are: H. E. Gasink, E. A. Oglesby, E. R. McMurray, M. W. Maxwell, L. M. Stanley, J. Oliveri, R. R. Casteel, M. G. Belden.

16TH STREET GARAGE
AND COACH DIVISION
FROM THE AIR

