

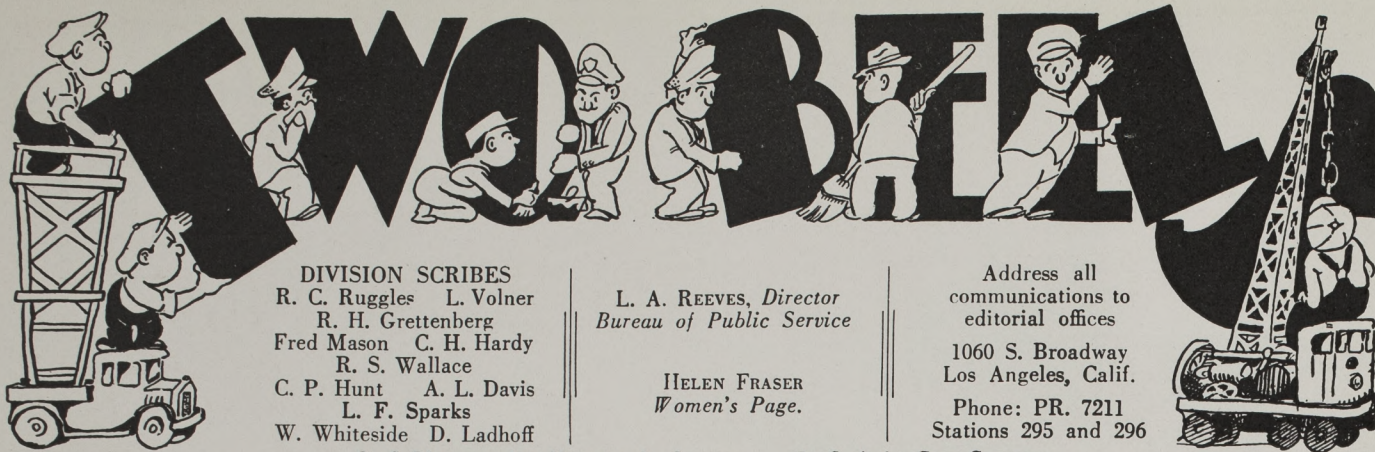
TWO BELLS



Vol. 22

September
1941

NUMBER 8.



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

HELEN FRASER
Women's Page.

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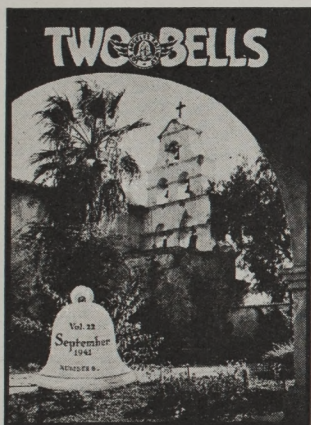
Staff Photographer HOWARD L. JONES *Staff Artist* GUY GIFFORD

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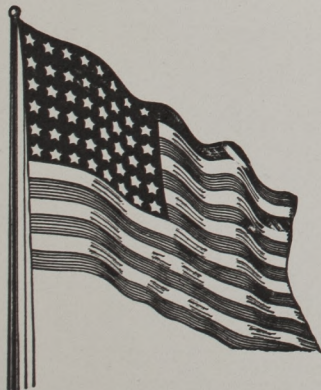
NUMBER 8



COVER—San Diego Mission. Early missions played an important part in California history. Historical September events include: Balboa discovered Pacific Ocean September 29, 1513, Cabrillo landed in upper California September 28, 1542, Sir Francis Drake entered Pacific Ocean September 25, 1578, the city of Los Angeles was founded September 4, 1781. Four missions were founded in September — San Gabriel September 8, 1771, San Luis Obispo September 1, 1772, Santa Cruz September 25, 1791 and San Fernando September 8, 1797. California was admitted to the Union on September 9, 1850.

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EMPLOYEES CALLED FOR MILITARY SERVICE

Month of August—1941

Name	Occupation
M. E. Myers	Stores Helper, Garage Purchasing
H. Fisher	Con.—Div. 4

"TODAY IS THE TOMORROW YOU WORRIED ABOUT YESTERDAY"

Yesterday you fretted and worried about what was going to happen "tomorrow." Yesterday you made your share of mistakes and you had your aches and pains. You thought of the possible adversities of "tomorrow."

Today is the "tomorrow" you worried about yesterday and chances are the sun rose with great majesty and the greater part of the things you worried about yesterday didn't even come to pass.

Yesterday is gone; today is yesterday's "tomorrow"; tomorrow will, in a few hours, again be "today".

Only one day can be lived at a time; there is no use to regret the mistakes you made yesterday or to fear those you will make tomorrow. No more can be expected of you than that you make sure that tomorrow does not see you making the SAME mistakes as you made yesterday or today.

Failures do not come from making mistakes. Failures come from being unable to gain profit from mistakes we have made to the end that we do not repeat the mistakes.

It is unnecessary to fear either mistakes or the future.

Our greatest men have all made many mistakes but they were able to recognize them and never repeat.

You can bet that when a man is successful there's a reason and most of the time it is that he had no fear of the future because he knew that he wouldn't repeat yesterday's mistakes tomorrow.

PERSONNEL NEWS

PENSION ROLL

Owen Charles Deniston, Conductor, Division 5, has been placed on the Special Roll, effective August 2, 1941. Mr. Deniston was employed as Conductor, Division 2, September 24, 1919, and transferred to Division 5, July 31, 1932. His present address is 1117 Fairview Blvd., Inglewood, Calif.

Bruce B. Boyd, Superintendent Division 4, has been placed on the Special Roll, effective August 3, 1941. Mr. Boyd was employed as Conductor, Division 4, December 11, 1912, appointed Assistant Foreman, Division 4, April 1, 1919, and Foreman, April 9, 1920, appointed Acting Superintendent Division 5, December 1, 1937, appointed Superintendent, Division 5, December 29, 1937, and transferred to Superintendent Division 4, March 1, 1939. His present address is 4010 Arlington Ave., Los Angeles.

Thomas B. McEntire, Lineman, Line Department, has been placed on the Special Roll, effective August 8, 1941. Mr. McEntire was employed as Helper in the Line Department June 16, 1919, and appointed Lineman, Line Department, February 1, 1932. His present address is 3409 Fay Ave., Culver City, Calif.

OBITUARY

The wife of Joseph J. Riedel, Machinist, Automotive Department, died August 14, 1941.

The wife of Charles P. Pendergrass, Conductor, Division 5, died August 3, 1941.

The wife of Jasper H. Stanley, Conductor, Division 5, died August 12, 1941.

Carl L. Thompson, Conductor, Division 5, died August 10, 1941. He was born in Savannah, Missouri, December 22, 1889, and entered the service of this Company as Conductor Division 5, April 8, 1924.

The wife of Clarence S. Halde-

man, Special Roll, died August 23, 1941.

James Joseph Tobin, Cost Accounting Clerk, Auditing Department, died August 25, 1941. He was born in Galesburg, Illinois, March 23, 1887, and entered the service as Distributing Clerk, September 19, 1923, appointed Cost Accounting Clerk April 1, 1940.

BELLS

Coach Operator (16th Street) M. L. Mariscal married to Miss Corinne McGinnis on July 25.

Coach Operator (16th Street) Hoy Bilyeu married to Miss Florence Baxter on August 12.

Coach Operator (16th Street) A. A. Carrizosa married to Miss Jean L. Rodriguez on August 24.

Miss Eileen Chambers (Claim De-

partment) married to Mr. Frantz Lilloe on September 6.

YELLS

Carolyn Jean, born to Motorman (Division 5) and Mrs. S. R. Hawkes on July 12.

Deeda Arleen, born to Mechanic (Vineyard) and Mrs. Jim Rowan on July 14.

Cludie Louise, born to Conductor (Division 5) and Mrs. G. A. Savage on August 2.

Claudia Jean, born to Conductor (Division 4) and Mrs. A. C. Zakor on August 8.

William Thomas, born to Mechanic (Vineyard) and Mrs. W. A. Koeneke on August 7.

Richard Eugene, born to Serviceman (16th Street Garage) and Mrs. H. Nystrom on August 21.

Robert Charles, born to Conductor (Division 5) and Mrs. R. R. Ferguson on August 23.

LIBRARY NOTES . . .

NEW MAGAZINE ARTICLES

Brakes

BRAKES: THEIR ANALYSIS AND BALANCING. S.A.E. Journal. August, 1941. A discussion placing stress on brake rigging, and its maintenance.

Diesels

LUBRICATION OF SEVERE-DUTY ENGINES. S.A.E. Journal. August, 1941. Differences in diesel and gasoline engine design and operation which result in significant differences in heat flow and distribution in the engine.

Equipment

OPERATING RESULTS AND ELECTRIC EQUIPMENT. Mass Transportation. June, 1941. Improvements of electric-drive vehicles which make for economy in mass transportation service.

Metals

METAL CLEANING. Iron Age, July 24, 1941. A new method of cleaning oils, point and scale from metal.

Parking

THE PROBLEM OF PARKING FACILITIES. Public Roads. July, 1941. Parking in relation to general transportation and city planning.

Rims

WIDE BASE TIRE AND RIM CONSTRUCTION. S.A.E. Journal. August, 1941. Existing tire sizes on rims 1 to 1½

inch wider than at present seem most satisfactory.

NEW BOOKS AND PAMPHLETS

CROWELL'S DICTIONARY OF ENGLISH GRAMMAR. Weseen. A handbook of common grammatical rules and errors.

REFERENCE LIST OF NATIONAL DEFENSE PUBLICATIONS. 1941. A list of bulletins and articles prepared by Defense Program Agencies.

RESULTS OF MODERNIZATION WITH MOTOR BUSES IN SAN ANTONIO, TEXAS. A.T.A., 1941. First of a series covering the results experienced in various cities through the use of new equipment.

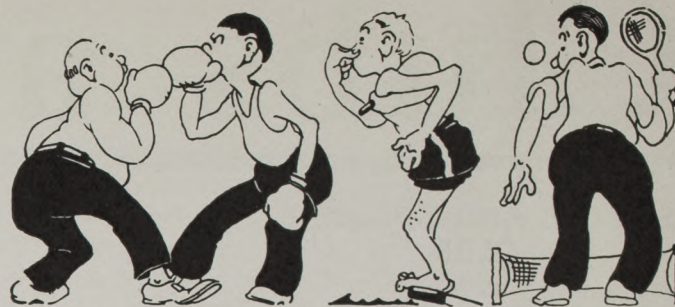
SAFETY LIGHTING. Ralph Dorsey. A plea for adequate traffic safety lighting with chart showing collisions occurring after dark at 25 intersections in Los Angeles two years before and two years after installation of sodium vapor safety lighting.

SECRETARY'S HANDBOOK. Taintor and Monro. 1941. Revised edition containing new material on filing; cables, radiograms, telegrams; how to address officers of the Army and Navy, and other information.

YOUR CITY AT WORK. Los Angeles Yearbook, 1940.

SPORTS

By W. WHITESIDE



VERNON WINS CHAMPIONSHIP

One of the largest crowds ever to witness a baseball game at Vernon Yards saw the Vernon team outplay and outscore the Coach team, 13 to 3 in the final play-off game to win the 1941 championship.

This was the third meeting of these two teams in the play-off series. Vernon won the first game, 8 to 7, and Coach came right back the following Sunday to win, 7 to 5.

When both teams lined up for the final game there wasn't much to choose between them, but after the game got under way the results were never in doubt. Vernon was hot, and when they are in the groove they are one hard team to lick. They collected 15 hits well distributed throughout the lineup. On the other hand, Coach just couldn't get started. Although they collected 11 hits they couldn't bunch them to count. Coach also contributed 6 errors toward their downfall.

Thus a very successful season came to an end. Much credit is due all the players and managers for the fine spirit displayed, win or lose. There were a few beefs, yes, but what's a ball game without a fight.

	R.	H.	E.
Coach	3	11	6
Vernon	13	15	1

Batteries: Murray, Widick and Ballenger; Saiza and Quihuis.

Vernon Wins First Playoff Game

Vernon defeated Coach in the first play-off game, 8 to 7. Coach led throughout the game till the 9th inning when 2 errors coupled with 2 hits

enabled Vernon to forge ahead. Coach had one big inning, the 3rd, when they scored 5 of their 7 runs.

	R.	H.	E.
Coach	7	12	2
Vernon	8	9	2

Batteries: Widick and Ballenger; Escebedo, Saiza and Quihuis.

Coach Wins Second Game Bunching 5 hits, a walk, and 2

errors in the 6th inning, Coach was able to score 6 runs to break a pitcher's battle between Mendez of Vernon and Murray of Coach. They went on to win the game, 7 to 5.

	R.	H.	E.
Vernon	5	9	2
Coach	7	10	4

Batteries: Mendez, Saiza and Quihuis; Murray, Widick and Ballenger.



"Say when, Buddy!"

Clubs and Vets

SQUARE AND COMPASS CLUB

By C. J. KNITTLE

It would probably surprise many members, especially the officers, to read any news about the Square and Compass Club for this organization is still resting and probably enjoying its usual Summer "black out."

Next Saturday evening, September 13th, however, will see the reopening of Club activities and many lively stories of vacation experiences—trips, sights, and of big fish that got away—will be exchanged across tables of gorgeous food at Van's (9th and Hill) Cafe.

An extra fine entertainment, including talkies, has been arranged by Vice President Billy Greenwood who hopes every member will hop right in and make this Fall opener one of the banner nights of the year.

POST NO. 541 AMERICAN LEGION

By W. Y. STEARNS,
Publicity Chairman

The last regular meeting of the Post was cancelled to permit the members to attend the installation of officers of the Commodore Perry Post No. 525. This impressive ceremony was very well attended by members of both the Auxiliary and our own Post, and excellent refreshments were served at its conclusion.

At the August drawing in the dividend club, T. D. Starks was the winner, with number 504. The September drawing will be held September 16th, and remember you do not have to be present to win. All that is necessary is that you hold the winning number, and that's as easy as rolling off a log. Just ask T. D. Starks. So get your ticket now from any member of the Post.

If you are eligible to join the Legion, come down to the next meeting

September 16th, at Patriotic Hall and meet the boys. You may run across some old Buddies, and you're pretty sure to meet some new ones.

The Executive Committee held their regular monthly meeting at the home of the Adjutant, 2518½ West Jefferson, on Tuesday, August 26th.

The S.A.L. Committee, composed of Comrades Manning, Wickham, and Davis have made some extensive and far-reaching plans for the Squadron for the coming year. They have an eye on the future, and the interest of the S.A.L. at heart. Under their guiding hands we may look forward to some big advances in the near future. If your son is not already a member, get him to join now so that he may benefit by the splendid program they have outlined.

Three brothers who were members of the Squadron, are now in the U. S. Army, 69th Q.M.C., and have been transferred to Alaska, destination unknown. They are Past Captain Le-Roy Carson, Fred Carson, and Wayne (Kip) Carson. A triple play for the Carson family, and may Papa Carson meet them all at the Home Plate when the game is over.

After the meeting on August 19th the Department of Recreation showed two very fine motion pictures in Technicolor. One was "City At Play," showing the splendid facilities which Los Angeles offers to its children and adults alike for play and self-expression.

Besides the opportunity to play games such as ping-pong, marbles, baseball, gym work, etc., the children receive instruction in swimming, racing, weaving, pottery work, and all forms of competitive and character-building games and sports.

The classes for adults embrace practically all the arts, including tap-dancing, archery, metal-craft, wood-carving, painting, writing, and in-

numerable others. The entire picture was a revelation of what our city offers in the field of self-improvement.

The other picture entitled, "Let's Go To The Mountains," was a virtual travelogue of the many beautiful public parks which abound throughout California. Each scene, in its emerald setting of Virgin forest and rugged mountains, was an invitation to come and spend your next vacation there.

The pictures were a great treat, and after they were over, refreshments were served by the Auxiliary.

VETERAN'S CLUB AUXILIARY

By MARIE FREIVOGEL

The first fall meeting of the L. A. Railway Veterans' Club Auxiliary will be held on Tuesday evening, September 9, in Patriotic Hall, 1816 South Figueroa street. After two months vacation we should be ready to begin a banner year.

By the way, have you girls been saving your labels? Why not bring them to the September meeting and see how many we have saved during the summer months? Don't forget your Ralph sales slips too.

Have you made anything for the linen hamper? Bring it to the meeting so that we can get busy and raffle it. Wouldn't it be thrilling if you won it, loaded with linens? The proceeds will make several families happy on Christmas.

After the meeting, refreshments will be served by Amy Jackson, Theresa Madigan, Betty Roche, and Norma Rowe.

Your scribe is secretary of the Auxiliary and has a number of application blanks ready to be filled. If you have a prospective member, drop me a card, and I will gladly

bring or mail you the blanks. Be sure and bring your new members to the meeting September 9.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The next meeting of the Association will be held in Room 309 L. A. Ry. Bldg., Thursday, September 11. Because of the election of officers for the ensuing year, members are requested to be present promptly at 1:30 p. m., so that the business may all be finished by two o'clock.

At that hour, Dr. J. B. Jenkins, will provide a program; first, a short address by himself, followed by musical numbers of talented artists.

Dr. Jenkins is a musician, a sculptor, and a man of unusual artistic ability. A splendid program will be given.

We are urging that all members who are physically able to be present will come and bring your friends and ladies.

AMERICAN LEGION AUXILIARY UNIT NO. 541

By MARIE MANNING
Publicity Chairman

At our regular meeting held August 19th, delegates to the Department Convention gave very fine reports, outlining the Department plans for the ensuing year.

President Ann Charlesworth appointed the following committee chairmen: Esther Wickham, Parliamentarian, Child Welfare, Past Presidents Parley; Betty Roche, Disaster and Relief, Americanism; Clara Clubb, Community Service; Marie Manning, Education, Publicity, and Radio; Emma Marques, Legislation and Resolutions; Bettie Leasman, Membership, Poppies, National News and Employment; Mae Carson, Ways and Means, National Defense; Ann Charlesworth, Rehabilitation, Co-operative Sales, Coordinating Council; Mayme Nowak, Youth Activities; Lona Davis,

Junior Auxiliary, Music; Oda Dell Smith, Motion Pictures; Edith Crossbis, Pan American, Colonial American Study.

County Council Delegates; Ann Charlesworth, Bettie Leasman and Esther Wickham; Alternates, Marie Manning, Mae Carson and Clara Clubb.

Ways and Means Chairman, Mae Carson, announced that there would be a series of card parties held the fourth Saturday of each month, and the first one was held Saturday, September 6th. Watch for date and place of next one.

Meeting of September 2nd was voted a dark night, and 22 members of the Unit, with a like number from the Post, attended the installation ceremonies of Commodore Perry, Post 525, American Legion. This is one visitation that we all enjoy and look forward to each year.

The Unit was saddened by the sudden death of Mother Carleton, one of our beloved members. The Unit, assisted by the Post, officiated at the funeral. Interment was in the mausoleum in Inglewood Park cemetery.

We are happy to report that Past President Emma Marques is getting along very nicely after a serious operation. Emma would appreciate a visit from members of the Unit. Her address is 3807 West 59th St.

Next regular meeting Tuesday, September 16th. Come and bring a member.

WOMEN'S CLUB

By MRS. H. A. DEWEY

Mrs. Shelby T. Brown, president, announced the first fall meeting of the Los Angeles Railway Women's Club for September 4. It is desired that as many as possible attend our meetings. We wish to extend a special invitation to those of you who have been unable to attend in the past. We feel sure you will enjoy yourself and your attendance will help the club immensely. A welcoming hand is extended to dependent mothers, wives and sisters of employees.

Electric fans have been installed for your enjoyment and comfort.

The women of the Red Cross Auxiliary spent an extra day knitting and hand sewing on the lawn of Mrs. C. S. Wise, August 21. Out-of-town guests were Mrs. Nan Monroe and Miss Shirley Mae Monroe, mother and sister of the hostess. Others present were Mrs. Shelby T. Brown, Mrs. Paul Brown, Mrs. L. B. Meek, Mrs. E. V. Athenous, Mrs. J. F. McCormick, Mrs. C. H. Lewis, Mrs. W. F. Ellis, Mrs. O. Smokel, Mrs. C. Hendricks, Mrs. E. J. Miller, Mrs. A. P. Rucker, Mrs. R. F. Dwyer, Mrs. Ray, Mrs. MacKay, Mrs. Jackson, Mrs. Gongol, Mrs. Dewey. A very tasty luncheon was served at one o'clock with spiced figs as a special treat.

The Red Cross will continue meeting in the Club rooms each Tuesday from 10 to 3. A new supply of clothing to be made is now on hand.

Below is a resume of our meetings to be held before the next issue of TWO BELLS is published:

September 18: Business meeting. Speaker: Mr. R. A. Goodcell from the Automobile Club of Southern California. Subject: "Americanism." Entertainment. Social hour and refreshments.

September 25: Promptly at 1:00 p.m. If you are planning to make the trip through Proctor and Gamble Plant in Long Beach you must contact Mrs. E. J. Miller. Final details will be discussed at the September 18 meeting.

October 2: Business meeting. Speaker: Miss Preto Bell from United Air Lines. Subject: "Travel by Air Plane." Social hour and refreshments.

First Aid Class will be held in the Club rooms, 962 W. 12th Place every Thursday morning at 9:30. Mr. Varraday has been appointed as teacher and class starts September 11. There must be twenty-five in the class, so come and help yourself while you help us.

Dear Ladies



STYLES DESIGNED FOR FALL

*Be attractive and gay
While at work or play . . .*

1. *A jacket dress of flat surfaced black crepe. The jacket has soft folds across the front caught into a set-in belt. An off the face chapeau of black felt with antelope bag and gloves complete the outfit. Warner Bros. photo.*
2. *Comfortable and practical sportswear is enjoyed in a brown skirt with a new casual fitted jacket of green plaid. Jackets in beige or brown plaid may also be worn. Warner Bros. photo.*
3. *Very smart is this black crepe dress with belled sleeves, high draped neckline and triple tiered skirt. Warner Bros. photo.*
4. *Any woman likes to add something "dressy" to her wardrobe. Black crepe trimmed with pink, the dress is styled with the new drop shoulder line, while the peplum is encrusted with pink braid in a floral motif. The pillbox hat of black felt is trimmed with a bow of black veiling. Warner Bros. photo.*
5. *Tunic dress of black crepe with a turned down collar of velvet and black velvet buttons at the front crossing. It is worn with a black velvet pillbox accented with black tulle. Warner Bros. photo.*





Lady Families' Favorite Recipes



Party Casserole

- 1 pkg. (6 oz.) egg noodles, fine.
- 1 green pepper, chopped (can be omitted)
- 1 can cream of mushroom soup
- 1 cup milk
- 2 hard cooked eggs, chopped
- 1 can (7 oz.) tuna fish
- ¼ lb. pimiento cheese
- 6 tbsp. flaked cereal crumbs, buttered.

Cook the noodles in boiling salted water until tender. Remove seeds from green pepper and saute in butter.

Add milk to mushroom soup, a little at a time and stir until smooth. Heat and add the pimiento cheese and stir until the cheese has melted. Then add cooked noodles, chopped green pepper, chopped eggs and tuna fish and mix well. Put into a buttered casserole, sprinkle buttered flaked cereal crumbs over the top and bake in a moderate oven (350 degrees) for 25 to 30 minutes. Serves eight.

Submitted by Mrs. J. C. Clark, wife of Mechanic's Helper J. C. Clark, 16th St. Garage.

Brick Chili

- 1 cup chopped onion
- 4 lbs. chili ground beef (lean)
- 1 lb. chili ground pork (lean)
- ¼ lb. ground suet
- 3 tbsp. chili powder
- 1 tsp. cuminos powder
- ½ tsp. ground spices
- 5 red peppers (cut in small pieces)
- 1 tbsp. crushed garlic
- Salt to taste

Saute onions in small amount of fat in Dutch oven until lightly brown. Add meat and suet. Stir well. Add rest

of ingredients and small amount of water. Cook slowly for 3 hours adding water as needed.

At the end of cooking period, water should be all absorbed. Pour into large loaf pan. Let cool. Place in refrigerator overnight. Wrap in waxed paper, and use as desired. This will keep indefinitely in refrigerator.

Submitted by Mrs. W. C. Allen, wife of Motorman W. C. Allen, Div. 5.

Stuffed Pork Chops

Get six pork chops of about two inches thickness and have butcher slit each chop to form a pocket. Rub the chops with salt and pepper and fill with a stuffing made of:

- ½ cup toasted bread crumbs
- ¼ cup water
- 1 tbsp. chopped parsley
- 1 egg, slightly beaten
- ¼ tsp. celery salt
- ¼ tsp. sage

Brown chops on both sides in a small amount of fat. Then cover them over with one can of tomato soup and one cup of tomato catsup and bake in a moderate oven about 45 minutes.

Submitted by Mrs. George Boos, wife of Operator George H. Boos, L.A.M.C.Co.

Helen

Editor of "Dear Ladies"

Suggestions For Your Child's Lunch Box . . .



Courtesy of the California Fruit Growers' Exchange.

Monday: Wholewheat bread and butter sandwiches. Deviled eggs. Radish or some other vegetable. Glass of junket.

Tuesday: Chopped nut and ripe olive (mixed with a little melted butter or salad dressing) sandwich on wholewheat bread. 3 or 4 pieces of dried fruit or fresh fruit. Cookie.

Wednesday: Tuna salad sandwich with lettuce leaf. Apple. Graham crackers.

Thursday: Cream cheese or other kind of cheese on nut bread. Jar of stewed prunes or some other fruit. Piece of cake.

Friday: Lettuce and tomato sandwich, toasted. Stuffed celery or potato salad. Cookie.

Jelly tumblers with covers or small screw-top jars can be used to hold such foods as salads or desserts. Also, paper cup or containers are handy.

A small thermos bottle filled with cold milk is refreshing on hot summer days, or a thermos filled with warm soup or cocoa on cold winter days.

'WAY BACK WHEN OR KEEP AWAY FROM THOSE SWINGING DOORS

TWO BELLS presents the *Sixth* 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 early newspaper editors received letters from readers, they often dealt with the same subject as do such letters today—namely, transportation. For instance, the Los Angeles Herald, back in 1888, headlined a story on the purchase of the Steam Motor Ostrich Farm Railway in which R. C. Shaw, superintendent, made the statement, "We shall be in complete readiness to furnish transportation to 2,000 people in perfect comfort and convenience."

On February 16, 1888, the same paper published a reply from a complainant who said, "I hope so. But the Railway might consider the people's comfort at all times and not allow the officials to act as shamefully as they did on Sunday, February 12th. Men, women and children prepared only to take a short ride of an hour to the ostrich farm were compelled to pass the best part of an afternoon—that is from 1 to 8 P.M.—on the cars, packed in like sardines in a can while the so-called locomotive up ahead endeavored in vain to get up enough steam to haul one car, not to speak of four. I, for one, with my wife and company preferred to walk back to Ivanhoe where we engaged a team to haul us back to Los Angeles."

When W. H. Brown of the Pacific Electric Railway was employed as a lineman on the construction of the first overhead trolley system in Los Angeles, he often worked as a

conductor on Sundays, his day off. He reminisces that the first electric road was nothing but a real estate attraction to draw people to a subdivision along Pico west of Figueroa. The curious passengers would clamber on the car inside and out until it had the appearance of a honeycomb covered with bees.

The conductor's job was a "snap". He had no transfers to issue, no register on which to ring up fares, and no trip sheets to fill out. The most difficult part of his work was to get rid of Sunday's receipts. Business was so flourishing that all pockets were full of nickels and dimes by 6 o'clock.



"Aw be a sport cowboy! Tie your pony on the other end so we can make this hill!"

In attempting to turn the money into the treasurer's office, he usually found it locked, the treasurer having closed for the day. The next morning on the way to work, he made another

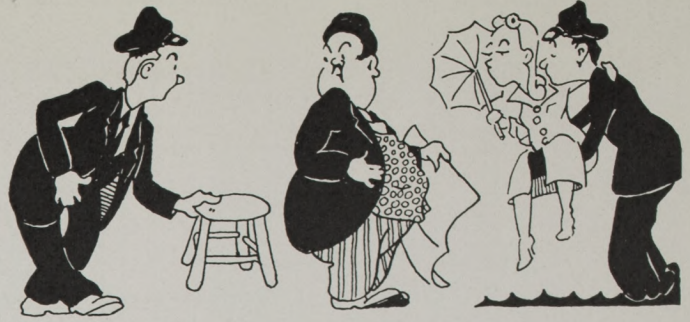
attempt to unload the cash. It was usually necessary to stick around until the treasurer made his appearance. The conductor would then empty his pockets upon the desk. The treasurer would not count the receipts but would grab a handful of small change and would say to the conductor. "Here, go get a smoke."

Some of the men thought this was a great extravagance, especially as the directors were trying to run the road in an economical manner. They operated without a legal or claim department. There were no dispatchers, no mechanical inspectors or trainmasters, and they finally succeeded in completely eliminating the auditing department.

When beer was helping to develop the railways of the Pueblo de Los Angeles back in the early 90's, amusement parks sprang up like mushrooms—the boys in the back room called them "beer gardens". One of note was the "Main Street Gardens" located on south Main at about 37th Street. Transportation was furnished by horse car lines operating on Main Street as far as Jefferson, and no farther. When picnics and other purposeful gatherings were held at the gardens, patrons alighted from the horse car and plowed four blocks through ankle deep dust along the irrigation ditch, or "zanja", to reach the park.

Rumor had it that transportation had been offered direct to the park, but the owner declined the offer on the grounds that a short walk did much to develop a greater thirst for a long beer—especially on a hot, dusty day when there was no water in the "zanja".

Riders' Remarks



Pleasure to Ride with Motorman 3273 . . .

"I was a passenger on your number 3 car line on Friday afternoon between one and one-thirty, from Normandie Ave. to Hill St. and want to tell you of the courtesy and consideration of the motorman in charge. I was just an observer, unintentionally but could not help but notice his consideration for the other passengers. It was a pleasure to ride on his car.

"His cap number was 3273 (H. C. Nields, Div. 4)".

MRS. F. B. PRESTON,
522 So. Normandie Ave.
Los Angeles

Of Much Help . . .

"I am writing this letter in appreciation of the courtesy and consideration shown me by your Operator No. 788. (J. P. McDonald, Western.)

"I am unfamiliar with Los Angeles, and it is indeed difficult to find one's way around in a strange city. So thank you to No. 788. I have a much clearer understanding of the City and how to get there by Los Angeles Motor Coach and other transportation facilities."

DIANE CARLSON,
1037 Byram St.,
Los Angeles.

Comments on Actions . . .

"I want to comment on the extremely helpful and courteous behavior of one of your employes—No. 1904 (A. Caubet, Div. 4) toward me today on an "N" car traveling south.

"He is most unusual and I think his actions should be called, favorably, to your attention. Most of us never fail to report discourtesy; why not courtesy?"

MRS. C. W. MORRICE,
Box 1092,
Taft, Calif.

"Willingness to Serve" . . .

"As a visitor in this city for the past several weeks, it has been necessary for me to use the motor coaches frequently as well as the other public means of conveyance. Today it was my good fortune to ride with one of the most courteous, pleasant drivers that I have ever met. (K. W. Corry, Wilshire). He did not extend any special courtesy to me except pleasantness

in answering the questions of a stranger, but I sat where I couldn't help but notice the patience and consideration with which each customer was treated. And, in spite of the fact that it was a busy time of day, instead of ruffled and irritated spirits there certainly was a demonstration of good humor and a willingness to serve.

"I know you get many letters of the other kind, so as I left the bus, I asked the man for his number as I do not know him nor have I ridden with him before. Number 808 is the driver of whom I am speaking."

ETHEL JOHNSON,
2338 So. Beverly Glen,
Los Angeles.

Public Servant . . .

"It is with great pleasure I report to you the courteous services rendered by one of your employes, namely "Bill Smith" (No. 466, W. B. Smith, Div. 5) working on the "8" car.

"A person who is so capable of meeting the public and handling the street car will in time, I am sure, climb upward in his profession.

"A visitor,"
W. R. CORIUN,
R.R. 2,
Ada, Oklahoma.

Fine Standards . . .

"Recently I had to go to what was to me an unknown section of the City.

"The driver of the bus, Operator 700, was most courteous and helpful. (R. J. Robinson, Wilshire).

"I wish to congratulate the Company on its standards and the thorough manner its employes exemplify those standards."

RALPH ORKIN,
679 So. Ardmore Ave.
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

B. A. Aslin, Div. 5
C. J. Breslin, Div. 4
J. J. Buckley, Div. 3
E. A. Burgess, Div. 4
H. P. Casebier, Div. 5
F. J. Coleman, Div. 3
C. P. Daerr, Div. 5
W. L. DeGeere, Div. 4

C. M. Delahunty, Div. 3
U. E. Dunn, Div. 4
O. E. Everett, Div. 5
J. P. Fleming, Div. 3
*H. D. Grush, Div. 3
E. C. Haskell, Div. 3
C. G. Hauck, Div. 4
D. W. Higgins, Div. 4
A. T. Holland, Div. 3
H. J. Holt, Div. 5
W. Z. Landreth, Div. 5
O. N. Lee, Jr., Div. 4
G. H. Melcher, Div. 3
R. H. Melick, Div. 3
R. T. Melton, Div. 4
R. G. Monahan, Div. 3
V. C. Morris, Div. 3
E. M. Meyers, Div. 3
R. McClelland, Div. 1.
C. P. Pendergrass, Div. 5
B. A. Rich, Div. 5
C. P. Rutledge, Div. 4
C. R. Simmons, Div. 5
K. S. Stephens, Div. 3
W. F. Story, Div. 3
J. F. Tanner, Div. 4
T. L. Vader, Div. 3
V. E. Vaughan, Div. 1.
C. Voss, Div. 3
*W. J. Walsh, Div. 5
***J. A. Wear, Div. 5
*W. H. Welch, Div. 4
S. H. Wersal, Div. 1
T. A. Wilson, Div. 5
B. R. Wood, Div. 1
J. L. Zellers, Div. 5
H. L. Zimmerman, Div. 3

OPERATORS

L. C. Burris, Wilshire
A. S. Casanova, Sunset
T. E. Chastain, Crenshaw-Vine-La Brae
K. W. Corry, Wilshire
R. B. Crownover, Sunset
G. W. DeVoe, Sunset
*T. L. Dundas, Wilshire
B. J. Ellis, Olympic
A. G. Gribbling, Beverly
E. M. Johnson, Highland Park
O. R. Jordan, Sunset
F. C. Kraner, Wilshire
H. D. Lester, Wilshire
C. H. Martin, Western
H. Monahan, Manchester
J. M. Polhamus, Crenshaw-Vine-La Brae
R. C. Troke, Fairfax
C. F. Wolfe, Wilshire

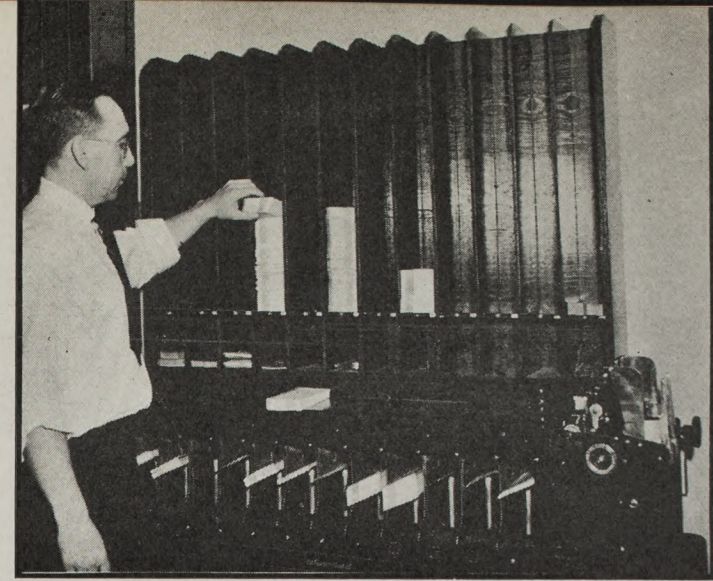
Note: Each asterisk represents one additional commendation.

TIME AND EARNINGS														
DATE	NO	DAY	Y	DIVISION	LINE	W.R.	EMPLOYEE	HOURS AND MINUTES	ACCOUNT NO.	RATE	MIN. CONVERSION	EARNINGS	S	P
00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
77	77	77	77	77	77	77	77	77	77	77	77	77	77	77
88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
99	99	99	99	99	99	99	99	99	99	99	99	99	99	99

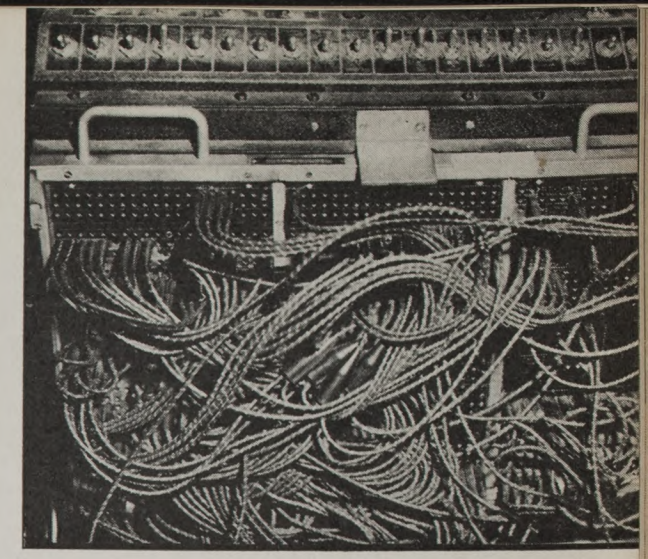
PUNCHED CARDS with holes representing employe's name, number, Social Security number, occupation, rate, department, etc. Sample card shows John Doe, August 11, 1941 worked out of Division 4 on Line 24 ("J"-W. Jefferson and Huntington Park). His cap number is 4500, and he worked eight hours and twelve minutes. Only one-half of the card has been punched. The other half will be used for some future date.



THE MULTIPLIER operated by Mary S. computes the amount of Social Security Pension and State employment taxes for each employe. The machine automatically subtracts the taxes from the amount earned.



AUTOMATIC SORTER SEGREGATES punched cards in any category the operator desires. Harry Williams is shown sorting daily time cards in cap number order.



THE ARRANGEMENT of the wires in the electrical control board determines how the electric circuit will be distributed to the controlling mechanism in the machines, and thus controls the information obtained from the punched card as they pass through the tabulator.

YOUR PAYROLL CHECK

TWO BELLS SHOW HOW IT'S MADE



KEY PUNCH machines for punching tabulating cards are operated by (left to right) Hallie Whitaker, Harriett Burton, Dorothy Anderson and Lillian Guyer.

THE writing of your payroll check is one of the many routine jobs of the Tabulating Department of the Auditor's office located on the Ninth Floor of the General Office Building.

The principle of the Tabulating System can be compared to that of a player piano, except that the air passes through the holes in the music roll and causes the various notes to be struck, whereas, the holes in the tabulating card allow the electric current in the brushes to make contact and causes the number or letter to be recorded. The type of

machine and set-up of the plug board controls the information which is to be obtained from the punched cards.

The following is the procedure for making up payroll checks:

A daily card is punched for each employe, and the cards run through the tabulator to obtain the total hours, which is checked against predetermined totals. The cards are then sorted in cap or employe number order and filed automatically by the Collator with the cards for previous days. At the end of the payroll period all the cards are run through

the tabulator, which lists the time worked by each employe by days, automatically totals the hours, and at the same time punches a card for the total hours worked by each employe. These cards are then collated with the master rate cards, and the rate per hour reproduced in the card. The cards are then put through the multiplier which automatically multiplies the hours by the rate of pay per hour and punches the total earnings in each card. These same cards are put through the multiplier again after it has been reset to compute the Social Security Pen-

sion Tax and the State Unemployment Tax and to subtract them from the earnings. The cards are now collated with the employe's name master cards and the miscellaneous deduction cards. The three cards for each employe are run through the printing tabulator, and the payroll produced. The plug board of the tabulator is changed and the same cards re-run to print the payroll checks. The checks are then turned over to the Treasury Department to be signed and forwarded to the various departments for distribution.



PAYROLL CHECKS are written by the printing tabulator as the three tabulating cards for each employe pass through the machine. The tabulator, operated by Jack Klemroth, is a combined adding, subtracting and printing machine.

LEON DE MARA (left) is operating the Collator to file the daily cards of one day with the cards for previous days of the payroll period. The machine automatically matches and separates certain cards in accordance with the set-up of the electric control board.

PRINTED CHECK (right) is the finished compilation of the information taken from the daily time cards, the name card and the miscellaneous deduction card. All computations are made automatically. You will note from an examination of the check that it is not negotiable unless countersigned.

LOS ANGELES RAILWAY CORP.
CHECK NO. A 49272

EMPLOYEE NAME
DOE JOHN

AMOUNT EARNED	S. S. TAX	UNEMP. TAX
1062061	091	91
UNIFORM	T. U. C.	COM. CHEST
200		
ADVANCES	W. D. B. F.	PAY PERIOD ENDED
		81541
SOC. SECURITY NO. 99999999		

THIS STATEMENT OF YOUR EARNINGS REPORTED BY US IN YOUR PAYROLL CHECK IS NOT VALID UNLESS IT IS COUNTERSIGNED BY YOU. IT IS ALSO YOUR RECEIPT FOR DEBIT TO YOUR ACCOUNT. SUGGEST THAT YOU SAVE IT CAREFULLY AS IT IS THE BASIS FOR CLAIMING UNEMPLOYMENT OR OLD AGE BENEFIT.

STUB BEFORE PRESENTING FOR PAYMENT

LOS ANGELES RAILWAY CORPORATION

PAY TO THE ORDER OF
DOE JOHN

DEPT. 104 EMP. NO. 4500

LOS ANGELES, CALIF. A 49272

MONTH	DAY	YEAR
8	15	1941

THE SUM OF **86 DOLLARS 79 CENTS—\$**86.

Collis H. Holladay
TREASURER

NOT NEGOTIABLE UNLESS COUNTERSIGNED BY T. G. DUVALL OR F. P. SNYDER OR S. UNDERWOOD

BROADWAY AND OLYMPIC BRANCH
SECURITY-FIRST NATIONAL BANK OF LOS ANGELES
1051 SOUTH BROADWAY
16-262 LOS ANGELES, CALIFORNIA

COUNTER-SIGNED



Newsmen Report...



DIVISION THREE

By L. VOLNER

Recently this division had a little expression of the nature of the men of which it is composed. Motorman A. B. Parker being on the disability list and thinking he would never have need for his watch again was raffling it off. Almost every one, when the cause was explained to them, took a chance. The watch was won by Conductor H. T. Warren, who very gratuitously returned same to Mr. Parker. When the notice of the drawing was posted in the bulletin case and the men saw what action Mr. Warren had taken they were glad to have been able to have taken part in the transaction.

On Saturday morning, August 16th, a notice in the bulletin case stated that all dues not paid up to date by 4:00 A.M. Monday, August 18th would make a man stand suspended from the T.U.C., and to be reinstated he would have to come in as a new member with a \$5.00 fee. Every one got out his receipt card to see just where he stood. When Motorman Bob Frazier discovered that if his dues were not paid by that time he would fall under the order there was quite a scramble in trying to locate Switchman Holland in order to get his receipt up-to-date.

Switchman W. H. Meloy has received word from his son who is in the Marines in Iceland telling of the beautiful scenery and of perfectly grand fishing places. He was to start on a fishing trip just after writing.

Conductor M. A. Triboulet has purchased the pool hall at 586 West Ave. 28 and would like all the men to come in and see him. They have four tables . . . tobacco, ciga-

rettes, and soft drinks are sold. Mr. Triboulet has always been a very popular man in the division and one of the most active on the baseball and basketball teams. We hope the undertaking will prove very successful.

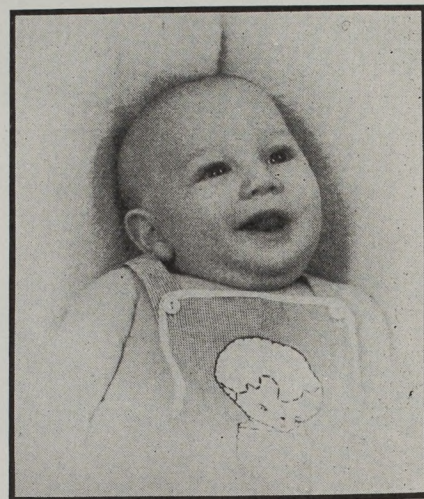
Several weeks ago while changing ends of his car at Avenue 20 and North Broadway, Conductor Joe Seibel had his box with forty dollars worth of passes, a few other articles and some money stolen. The box was found but the passes were not.

While clerk George Herter was on vacation his position was very ably filled by switchman W. H. Meloy, and during the same period cash receiver Smith's hours were filled by Conductor Isbell as Mr. Smith was also on vacation.

Many of our men, when on vacation, stay at home working around the place or taking short trips to the near beaches or mountains. Some see just how many miles by auto they can make during the time. Anyway the vacation is spent and most of the men say they are glad to get back to work again.

Among our recent men taking rather long trips were Motorman W. T. Skinner, and Operator J. San Marco to Saskatoon, Saskatchewan, Canada; J. B. Martin to Waverly, Ky.; W. D. Potts to Malven, Ark.; and D. D. Smith to Spokane, Wash.

Motorman J. H. Haupt had for some time expected his mother and father to visit him. They had started on the visit by auto but in Kansas had an auto wreck in which they were injured. Upon receiving word Mr. Haupt left to be with them. We hope he will find them better than reported.



Bright as a dollar is Burton Allan, son of Conductor W. Okin (Division 1).

DIVISION ONE

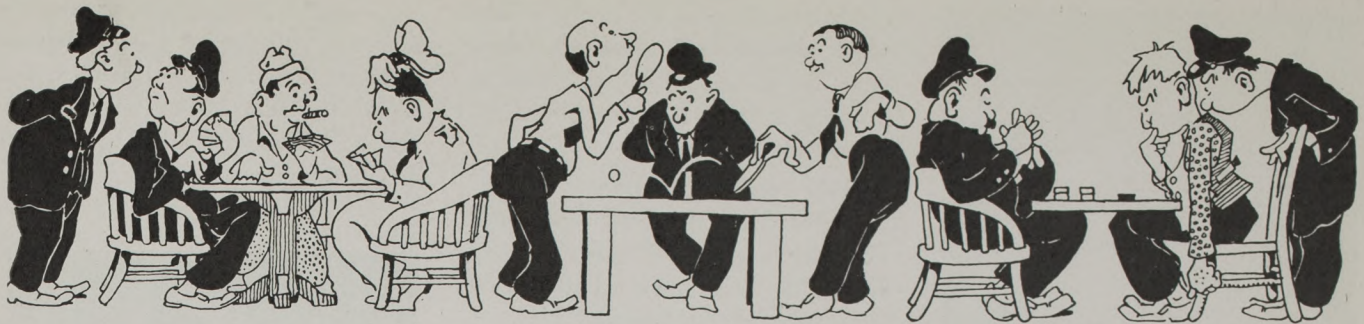
By R. C. RUGGLES

Many changes have taken place the past month in operation and personnel. New schedules were put into effect on the R, S and H lines on August 10th. It was necessary to instruct a large number of men in one-man operation, but at the present writing practically all have finished instruction and work is back to normal.

A card was received from W. R. Mullinax, telling us he is a proud father since he left here. He is at present driving between Chicago and Denver in transportation work.

John Williams had the misfortune to have his changer stolen while changing the trolley at Terminal, and when A. C. Nipher left his coat hanging on the brake handle while flagging a railroad crossing, some one relieved him of his wallet.

Conductor H. E. Anderson's small son hid himself in the car which his



daddy drove to work. After the car was parked and Anderson had gone to work, the little fellow climbed out and started to explore. He was found by a mechanic, brought into the office and was recognized by extra clerk Brennan who played nurse maid and returned him to his home.

Motorman G. R. King who entered the naval service a few months ago was in the Division and stated he was leaving for active service on the African coast.

We were sorry to lose Motorman H. E. Benson who resigned on account of ill health.

Conductors L. A. Chadd, T. J. Pugh and R. Stevens have transferred to the L. A. M. C. Co.

The many friends of Conductor J. H. Stanley who transferred to Division 5 some time ago extend their sympathy to him on the loss of his wife.

Division 1 extends their sympathy to Mrs. Frank Ervin on the loss of her mother, Mrs. Mary J. Johnson.

C. L. Farrah, messenger, E. C. Hickey, transfer clerk and Clerk C. D. Burnett have been on vacation with A. I. Brennan and R. C. Maier acting in their places.

R. W. Guest was hospitalized this past month for a tonsil operation.

The following men have left the service to take up other work: W. D. Pringle, C. E. Green, P. M. Burger, J. M. Strathdee, W. H. Bence, M. O. Heck, R. W. McConnell, C. H. Duncan, E. C. Huff, E. D. Tallmon, C. F. Jacobs, D. J. Thomson, L. S. Staples, R. Hollingsworth, J. T. Stewart, L. L. Everett and N. E. Smith.

The following men have returned

from the sick list: E. E. Sanders, R. T. Thorpe, F. A. Geel, J. T. Hoffman and W. Jones.

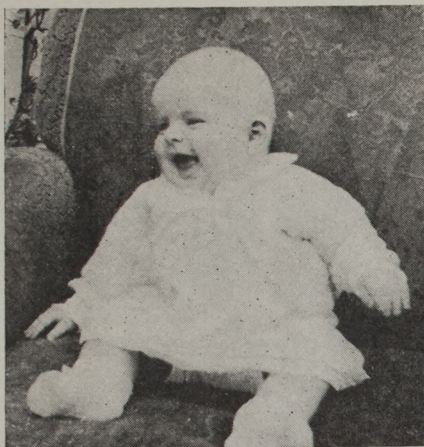
D. W. Seckels, O. E. Brown and A. Haley are still on the sick list.

The following men are taking extra time out for vacations: S. Ashworth, a trip to Vancouver; C. J. Groth, at Newport Beach; J. W. McKeown, traveling for a month; A.

L. Stockman, visiting relatives in Nebraska; C. V. McKinney, visiting in Missouri; D. C. McCommack, in Chicago; J. C. Estell and F. A. Todd in Texas; and O. Short, spending his time in Missouri and Canada. J. W. Bond deserves special mention, having gone to Vancouver to enter his pedigreed dogs in a dog show being held there.



"Now is the proper time, Madam, to take your hand off the horn and put your foot on the brake!!"



This happy little tot is Robert William, six months old son of Asst. Building Engineer Jimmie Hogan (Main Building).

OFFICE

By WALTER WHITESIDE

Good news—Joe Finn is up and around and is nearly as spry as ever. Only last week he was seen cavorting on the board walk at Catalina.

John Harris (Way & Structures) spent a "stopping" good vacation. His wife is collecting Standard Oil Pictures, so she had John stop at every Standard station between L. A. and Seattle and return. John says he only had to buy gas twice to get the pictures. He uses only Shell Oil products.

Earl Cummings (Auditing) started

out for Oakland at 4:30 on a Friday night and arrived there two days later, the result of "Willys" trouble. He remedied that, however, by returning with a Nash.

Fern Preston and Helen Wheeler (Meter & Mileage) both report two weeks of vacation well spent working around the house. Fern built a new brick patio all by herself.

Opal Barber reports an enjoyable trip to Yosemite.

N. H. Greenwood (Stationer) forsook Catalina this year for a week at Idyllwild and a week at Big Bear.

Bill Morgan (Way & Structures) basked in the sunshine at Balboa and we believe he went dancing every night with the young debs.

Anna Wescott (Personnel) took in all the sights of the great valley, Yosemite.

Jack Stirling (Personnel) stayed at home while his wife and daughter visited friends in Canada.

By the time this issue is released, Eileen Chambers (Claim Dept.) will have been wed to Frantz Lilloe. When Eileen first announced the forthcoming marriage the girls in the department were so overjoyed that they immediately got together and held a shower for her. Congratulations, Eileen, from all your friends and fellow workers.

A very enjoyable fishing expedition was enjoyed by Claim Department employes. S. S. Hawkins, Pat Wood, Gertrude Yerka and families. The accompanying photo will attest that one of the party had luck.



While on a recent fishing expedition, the above picture was snapped of Gertrude Yerka, stenographer, Claim Department.

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

	1941	1940	1941 Increase + Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,108,011	1,036,976	+ 71,035
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)	994,045	913,307	+ 80,738
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	86,542	79,849	+ 6,693
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,344	67,939	— 2,595
Total Expenses	1,145,931	1,061,095	+ 84,836
Leaves Net Profit or Loss	—37,920	—24,119	— 13,801

DIVISION FOUR

By BOB GRETTEBERG

Spring fever should be all out of our systems by now. Having traversed the various super-vacation spots that this great country of ours provides, we can settle down to work again. With new and better working conditions in our schedules for the ensuing winter months, it is time for the men at the Division to "put their shoulders to the wheel" and cooperate in trying to put our division on top. Let's set the standard for the other divisions. We can do it.

Recently Indianapolis Street Railway marked and celebrated their fifteenth consecutive year of safety with no fatalities. They carried 1,047,262,376 passengers and its vehicles have traveled an aggregate of 232,264,526 miles. Quite a record! It bears repeating and is something at which this division can aim.

Our friend and Superintendent E. H. Ellis just returned from a very successful vacation and rest in which he made several short jaunts to the mountain high spots within range of a two day trip from Los Angeles. With the return of Mr. Ellis, Charles Evans, who did a very able job of acting superintendent, returned to his own desk as foreman of the division.

Conductor Harry Fisher was called into active service with the U. S. Army and will be stationed temporarily at Bakersfield from where he expects to be transferred to a part of our vast nation not as yet disclosed. However, he will let us know where he is going as he expects to keep close contact with the division and the men during his maneuvers.

With the winter session of public schools just at hand, more street car rides will be handled each day. Let's greet this busy season with the feeling that it will be a 'bumper' season for Division Four. We can keep those accidents down with a little forethought and an alert mind. Let "safety first" be our motto, and while we are traveling around in our sev-

eral stations of life a good little slogan would be, "A foot on the brake is worth two in the grave."

Although there are not many men on leave of absence because vacation season is coming to an end, we still hear from some of the men who are enjoying freedom from everyday routines. Conductor J. F. Tanner just returned from two weeks leave in Texas; Motorman C. R. Moffett is back at work after a visit in Oklahoma; Conductor E. D. Meldrim has just returned from New York where he was visiting relatives; and Motorman R. H. Minniear just returned from the Old Faithful Lodge in Yellowstone. On leave at the present time we find Motorman J. G. Moss in Dyer, Arkansas; Motor-

man B. K. Gaedke and his son fishing in Missouri; Conductor R. Chase in San Francisco or probably as far as Yellowstone by now; Conductor A. S. McFarland in his old stamping ground again, Texas; Conductor D. W. Higgins motoring to Missouri; and Motorman R. E. Lynn visiting his folks in Des Moines, Iowa.

A few of our men left the Los Angeles Railway for other jobs. Among them were; Motorman A. A. Bell, C. C. Collins, C. J. Anderson, H. A. Parrott, C. H. Robinson, G. N. Etherton and C. E. Kriss who was a former conductor of Division Four and had been working as director of street cars at the New Union Station. He decided to give the L. A. Fire Department a whirl.

An inspiration received from reading the following streetcar advertisement: "Complete funeral services now only \$95," produced the following:

NOW ANYONE CAN DIE

Let me paint a dismal picture,
Morbidly pregnant with anguish and pain,
Enough has been said of sunshine and flowers,
Now let us consider the rain.

Sing of war and of pestilence, horrors and grief,
Drag out the agony, don't make it brief.
Death comes to all of us, that we know,
So bring on the misery,—on with the show.

But wait, there is hope, and all is not lost,
For now you don't have to consider the cost.
For ninety-five dollars they'll lay you away,
So cheer up and die, 'cause that ain't hay.

Reduced from a hundred, the advertisement said,
It almost makes you wish you were dead.
Just think of that, the saving's immense,
So stop walking around to save funeral expense.

Go to the bank and take out your cash,
Then leap out the window, do something rash.
Go to your room and turn on the gas,
But jump at this bargain,—don't let it pass.

Who wants to live when it's cheaper to die?
Gosh all Gee Whillikens, poison my pie.
Get me a gun and a piece of rope,
I'm headed for Glory and Peace—I hope.

—Wm. Y. Stearns.

VINEYARD

By D. LADHOFF

Mr. G. R. Troutwine believes in that old saying, "A change is as good as a rest." He spent his vacation doing manual labor around his home which he recently purchased on Sherbourne Street.

E. L. Donald, operator, has returned from his vacation in Northern California and the High Sierras. He believes in good company; therefore, he traveled by himself.

H. B. Cruelle and his wife spent their vacation driving to San Francisco and Yosemite National Park in a new De Soto coupe.

Your scribe enjoyed his vacation with his Boy Scout troop at Jackson Lake in Big Pines.

Paul Youngman, operator, and family, moved into their new home at 927 Glickman Street, near El Monte. Congratulations and much happiness to them in their new home.

Harvey E. Drysdale, operator, could not stand the noise of the big city while trying to sleep and has moved back to the homestead at Temple City. Harvey is now the proud owner of a new Pomeranian dog.

We welcome back to work coach operators C. Neighbours and P. P. Patterson who have been on sick leaves for several months.

The shock of having a Wilshire coach wait for her was too great for a lady passenger recently. Said lady passenger ran and boarded coach and then proceeded to faint, all of which made operator No. 777 very happy to say the least.

J. Arant who recently changed from Operator to Carpenter looks quiet cute in his new white overalls. He has promised the men a new ping pong table as soon as the rainy season starts. It is rumored that he is waiting for some lumber to float down Venice Boulevard from one of the many lumber yards east of the Division.

Eddie Taggart is doing a super-duper job as the new painter around Vineyard.

W. D. Moorhead admits to us without blushing that a passenger told him that he looked like Edmund Lowe except he, "Moorhead", was younger and better looking.

C. Dunbar, Day Clerk, went to Phoenix, Arizona, recently to attend the funeral of his brother-in-law, Dick Harper, a former Virgil Coach Operator.

The game of "I Spy" is being revived at this Division. Several Drivers start looking for their coaches in the morning, each one calling to the other his coach number; soon some one calls "I Spy" and the rest continue the game until all coaches are located.

Dick Tubb, Second Shift Foreman, and wife enjoyed a vacation traveling in the North.

It is rumored that J. R. Mudgett is expecting a blessed event at his home this month.

We are glad to have with us the following former coach operators, N. L. Clark, N. W. Phillips, C. H. Gunyon, and L. G. Hobbs. All say that they are more than happy in the new division.

A. D. Gardner has been confined to his home with a bad attack of the mumps.

VIRGIL

By C. P. HUNT

Vineyard's personnel, in fact all of L. A. M. C. employes, are "strutting" around over the new garage, particularly after the display of the fine "photos" in the August issue of TWO BELLS. They are splendid and we take pride in showing them to our friends and relatives.

Have you met the little lady that E. W. Ewers is proudly introducing? Looks like wedding bells soon, too.

Our number 1 operator, D. H. Getchell—"believe it or not"—pulled out the other day and made a trip before he noticed the fare box was missing!

The pleasant voice that answers the 'phone at Virgil is greeting us

again. She has been on her vacation, and we welcome her back.

There was an undercurrent of gossip about two operators that remains somewhat mysterious. Having been on vacation at the time this was compiled, I have not had an opportunity to find out all the particulars. But, there was something in the air about an "operator" on Wilshire. Could it have been F. R. Shackelford and something about a rear door? Maybe you can find out. And who was the unfortunate operator who washed away two pads of transfers?

Old "Gabe" Miller didn't do so well on his vacation either. He, of course, went to his cabin at Big Bear, but spent his time nursing a bad case of "flu." Tough luck, "Gabe." We hope you will not be taken sick again.

"Draw one" Whelchel is back on the job again. He has been off sometime with the "flu."

"Grease-hound" Rhul, is not doing so well. He is back on sick list, but he will "whip 'em"—can't keep a good man down, says he.

"Killer diller" of Western Ave.—Dave Sporman—is back on the line after a long spell of sickness. Now the ladies are smiling again on that line.

Another operator that is back "hitting the ball" after a truly long sickness—and we are glad to see him back—is operator C. R. Neighbours.

We would like at this time to extend our sympathy to "Sis" Dunbar, who, recently lost his brother-in-law, "Dick" Harper. The loss of "Dick" was a shock, but the memory of him will always be that of a true friend.

Operator P. P. Patterson is back working Wilshire. He has been on extended leave.

You have heard, no doubt, of people who throw money away, but did you ever know of anyone who threw it in a fire? Well, there is one you know—L. L. Dodge. He threw two books of J.W.P.-1 passes in a fire. \$15.00 gone up in smoke—it's a lesson for us all, however—look over

your waste paper before striking a match to it.

Have you noticed W. Bishop back on the line? The grease job got in his hair, he says.

Another change in the department was that of E. E. Taggart. He now is painter at Vineyard. Congratulations and good luck.

Oh, have you seen R. A. Welch in his new Pontiac. Nice job "pal," nice job.

"Papa" Miller is back at his "task," too. He spent his vacation between Catalina and Bakersfield, where he has relatives. Before leaving, he swore up and down (imagine) that he was not going to fish.

"Woodie" Woodrow is back in harness, too. He and his family went to the "high timbers" and down in the caves at Carlsbad. His brother is in charge of the caves there. That's having your ups and downs.

R. M. Mills, the "guy" that chases "stage" money up and down Sunset Blvd., has returned from his vacation. He and his family spent their vacation in Yosemite.

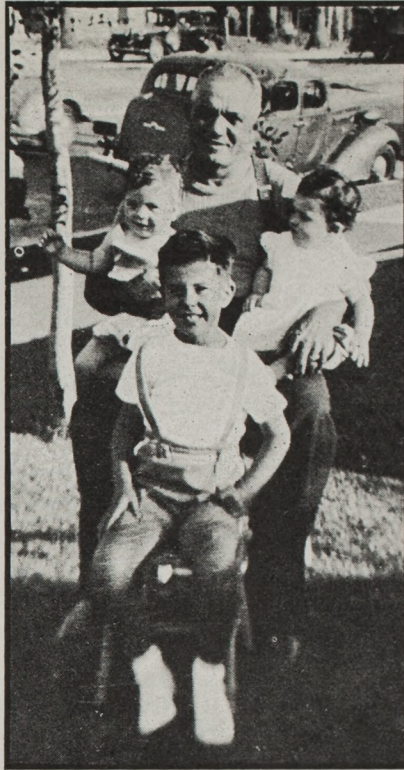
Among some of the others who have had their vacations and are back at the grind are C. F. Dummer, O. R. Jordan and R. C. Troke. R. T. Selbo is back, too. 'Tis said he spent his vacation carving new wooden dancing dolls.

VERNON YARD

By L. F. SPARKS

The Vernon Yards ball team, after a two year slump, rallied to win the play-off for first place against the Coach Division.

Bob Gilliland has had lots of luck, mostly bad. Last year some one broke into the tool house and stole a brand new kit of carpenter tools which cost him \$65.00. This year, the day before his vacation started, his car and garage were completely destroyed by fire and he had no insurance on the car. Here's hoping Bob that the three losses have broken the chain and that from now on your luck will be better.



Foreman Sam Bevilacqua (Way & Structures Dept.) is the dotting grandpa of Richard, five years, (in front), Robert Johnson, one year (left) and Linda, ten months (right).

The Track Department regrets to learn that our old friend, Jake Zuber who is now retired, contracted Tick fever while on a hunting trip up Wyoming way. Late reports state that Jake is improving and will soon recover.

With the rainy season coming on our thoughts increasingly turn to roof repairs. Quite a few people have inquired of Austin Fleetwood as to the price of shingles only to learn that while he has plenty, and we do mean plenty, they are the wrong kind to lay on a roof.

Foreman Bill Bramlett is off sick and for a while was threatened with pneumonia, but escaped, and is now on the road to recovery.

Vacations are still in vogue. Many fellows however act as though it were a secret and will tell every one of their travels except the scribe. Come on boys and loosen up with stories and pictures.

Harry Deibert took a leave of absence to spend a few weeks in the desert.

Otto Johnson is taking in the local points of interest.

Chas. DeBaun went to Huntington Beach where he acquired a year's tan in two weeks.

Caryll Thompson is in the High Sierras where he is conducting a one man blitz on the fish in Blue Lake.

Jimmy Taller toured to Oregon to Port Orford and Gold Beach.

ELECTRICAL

By W. WHITESIDE

Local trips in and around town were enjoyed by C. Park, W. R. Pollard, Bob Bass, C. W. Fancher, F. Larkin, F. Archer, T. Psaras, G. Dimos, F. Whittle and D. Mason.

M. R. Lopez camped at the beach while Sequoia entertained such notables as W. Drummond, E. C. Welch, W. T. Smith and D. E. Davis.

Yosemite played host to Leo Maag and F. Tarpley; and F. Domke enjoyed a stay at Yellowstone.

Ed Caldares enjoyed the festivities at Balboa, and Duke Cochran stayed across the channel at Catalina. We understand Duke left the wife at home?

Several of the more ambitious fellows spent their vacations working on "El Ranchos." We find these to be none other than Pete Schaap, S. L. Davis, C. G. Woelker and Jim Coss.

Up in the High Sierras we found F. U. Allfie and B. I. (never again) Boughton, while on the low Sierras (Ridge Route) we found C. Colen.

Elmer Tharp finally got out of the State, camping at Coconino National Forest in Arizona.

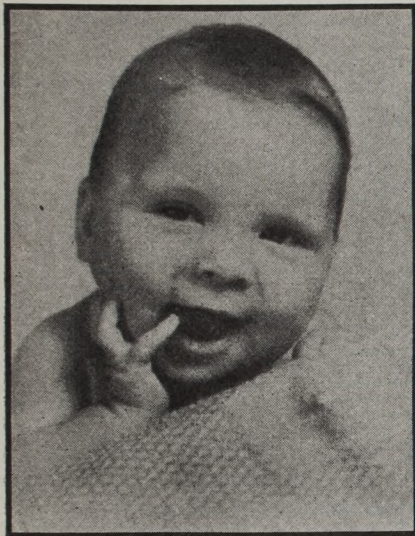
Northern California, Oregon and Crater Lake welcomed Carl Ingraham, A. L. Barrett and L. C. Hunter.

H. Winkler broke all speed laws on his trip to St. Louis and return.

John Jack reports a month well

spent visiting friends and relatives in the State of Connecticut.

O. J. Moser and wife celebrated their twentieth wedding anniversary with a night out at Earl Carroll's at which occasion Mose was so overcome with the "fantastic fanfare" that he lost one of his teeth. No, he wasn't embarrassed.



Quite content is Lois LaVerne, at the age of three months. She is the daughter of Conductor (Division 5) and Mrs. Francis J. Donnelly.

DIVISION FIVE

By FRED MASON

Our night clerk C. A. "Jimmy" Schulz starts the vacationists off this month. He is taking three weeks off, but has not definitely decided just where he is going to go. At first he was lined up to go to Honolulu but on account of some mix up in his reservations, has switched to Havana, Cuba. Whatever he does or wherever he goes, he is going to take a boat ride, even if it's only to Catalina.

Conductor Henry Estep is taking his first long lay off in many years and he will be gone for five weeks. He and his wife are making a trip to Dayton, Ohio, by train, and are going to make a real vacation out of it.

On September 2nd Motorman Emil Watson and his wife started on a six weeks' vacation, most of which will be spent back in the old home town of Cedar Rapids, Iowa.

Conductor T. R. Sims is enjoying a five weeks' vacation around his old stomping grounds, Chattanooga, Tennessee.

Motorman C. Cranston is due back on September 18th following a five

weeks' vacation spent with the folks back in Minot, North Dakota.

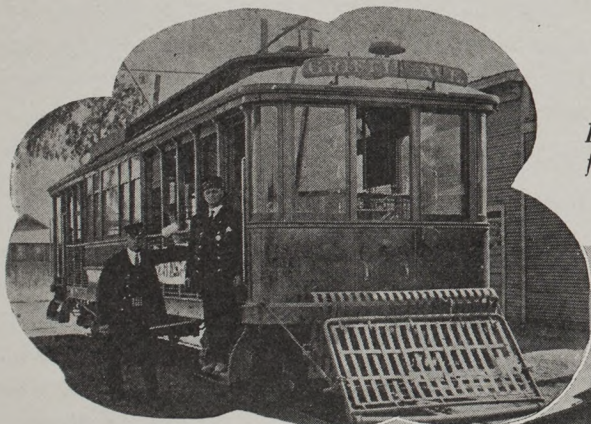
Our best wishes go with Motorman H. S. Morrison and Conductor R. E. Braum who left us on August 18th to work for the Los Angeles Motor Coach Company.

If at any time you are down at the Union Depot and see a familiar face, it will be that of Motorman H. M. Ruiz who was appointed regular Information Man at that point on August 4th.

The following men left us during the past month to take up other work: Conductor L. R. Evans, Motorman T. H. Drake and C. P. Polin.

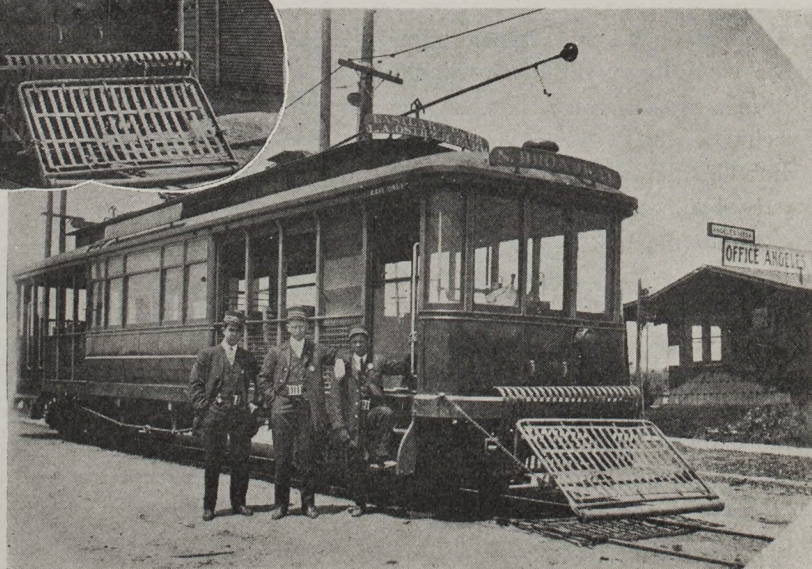
We welcome back into our midst Motorman Fred Barrette and Art Lawler, both of whom were off for some time on account of sickness and are now back on the job enjoying good health.

For trick golf shots see Harold Nelson in room No. 723, Main Office. He uses a number one iron for getting away from the tee and has a beautiful follow through. In fact he followed through so well one afternoon recently that the head of his club left the shaft, landed on the green and the ball just ten yards away from the tee. An oil well is now being sunk where he should have hit the ball.



Former employes of the Company pose for the cameraman in the by-gone days —of 1913.

May 1, 1913, at 54th and Mesa Drive (now Crenshaw) stand left to right: A. A. Blaubach, now a conductor at Division 5, man in center has not been identified, and man at right is Flora Tackenabout.



SOUTH PARK SHOPS

By R. S. WALLACE

The Shops entertainment for July was an all children program. It was a big event and a most enjoyable one. Variety, quality and quantity marked the vast array of choice talent, which, under the able supervision of Mr. Guignard, gave a three quarter hour period of interesting listening and looking. The Shops personnel, through this column, wish to express their appreciation to the parents and others who so willingly gave their time and energy in preparing the children for the gala event, and they sincerely hope there will be more of them to follow. In order that you may become acquainted with our little artists, there follows a list of their names and the part they played: Gilda and Alfred Oliveri, Accordion and Clarinet; Margie Sundeen, Piano Solo; Mary Porter, Song; Gwendolyn Casteel and Billie Jean McKim, Mexican Hat Dance; Robert Abbey, Trumpet Solo; "Miss" Billie (Bill) Atkinson, Recitation; Billie Jean McKim, Accordion Solo; Kermit Robinson, Tap Dance; Stella Rocha, Piano Solo.

Miss Marian Magley, our telephone operator, is back on the job. She may be a little difficult to contact once in a while, but keep on ringing—she's probably thinking of those vacation days back in Ohio. No foolin' Marian, we're glad to see you back.

Several of the boys started their vacation the last half and the last week in August, and a few more will start the first week in September. This will just about end our vacation period for this year.

Joseph Smith, son of H. C. Smith, Winding Room, left for Camp August 22nd or 23rd to take up his duties as a soldier.

It is reported that Otis Keifer, Store Room, was in a train hold-up with several other passengers several days ago, and Otis engaged in a little word bandying with the bandit. Details of the incident are unavailable

as we have been unable to interview Mr. Keifer.

Mr. Rex Guignard took his vacation, starting August 23rd, but didn't have much to say about where he was going. However, rumor has it that he had a date with a little red headed filly at Del Mar. In which case the little fishes which he usually feeds each summer will have to get along without his usual contribution, as the little read haired one will probably "take" him.

GARAGE

By C. H. HARDY

Quizzing the vacationists we find that Frank Claudino, like a true native, took his family to the California beaches. Ray Sudano vacationed at Big Pines. Ed Kennett built himself a workshop adjoining his garage, something he had wanted to do for some time. Omar Dean vacationed with his family at Idyllwild. B. Fairbanks took his family to Anaheim Landing where he spent his vacation with a fishing rod in one hand and good reading in the other. It seems that each summer for the past 14 years John Sturm has camped under the same tree at Yosemite. This year, however, we understand, someone removed the tree and John spent half of his vacation finding another one to his liking.

We offer our deepest sympathy to Joe Riedel whose wife passed away recently.

The 16 newly acquired Mack coaches were made ready for service in record time. They are of the gas-electric type.

Ed Serabia and J. H. "Buck" Jones have been on the sick list, which is something quite unusual for those two "iron" men.

Wilbur Sproule has become an expert chef. His specialty is rattle-snake meat. The last rattler he caught in the mountains cooked up so beautifully that even the somewhat conservative Bob Hester sampled the delicate meat. According to the Garage connoisseurs of venison, there

was not enough of the meat to go around.

Bill Aldrich reports that his parents, Mr. and Mrs. W. Aldrich, were severely injured when their car hurtled out of control over a 20 foot bank near Malibu.

16TH STREET COACH

By C. H. HARDY

Big Bear seems to be a favorite vacation spot with our operators. Among those seen there with their families were B. Hartsell, L. Bruggmann, L. M. Graves, L. N. Kelley, and M. Chamberlain. R. W. Johnson also spent his vacation at Big Bear fixing up a cabin. Al Hitch and his wife enjoyed a vacation trip to Salt Lake City via Las Vegas and Reno. Roads were reported as being in excellent condition. Al was particularly interested in Salt Lake's trolley busses. L. K. Walker vacationed with his family in and around Snohomish, Washington. He also had occasion to examine the trolley busses in Seattle.

C. G. Austin, C. Malin and C. O. Storie represented this Division at a deep sea fishing party near Catalina recently. Our men were quite truthful and admitted that the fish were small. Their entire catch of 31 fish in a soaking wet sack weighed practically nothing. It is reported that in many cases the bait was slightly larger than the fish caught. Austin won the jackpot of \$12 with one that tipped the scales at 2½ pounds. More recent, however, their luck has improved and they have been catching dinner-size fish.

We offer our deepest sympathy to A. T. Biederman whose father passed away recently.

It seems that S. H. Collins and R. Perlman grew weary of accumulating rent receipts and decided to do something about it. They have purchased homes of their own.

Operator J. M. Ferris, as most of us know, is Vice President of the Railroad Boosters. One of his other hobbies, however, is Chapter No. 1 of the United States Juvenile Crime

Prevention League, a non-profit, independent organization of which he is Secretary. Ferris informs us that he and his fellow members will be glad to be of service to anyone in the great Los Angeles Railway family who may have juvenile delinquency problems to solve.

J. McKeen was painfully lacerated about the face and legs when attacked by two large police dogs recently. He was returning to his home in the suburbs in the early hours of the morning after work when the two ferocious animals pounced on him from the entrance of a grocery store.

The games of the final deciding series are over, "but we don't talk about that." However, the results were as follows—Vernon Yard won the first game with a score of 8 to 7. Our Coach team took the second game 7 to 5. Vernon Yard clinched the climax by chalking up 13 to 4. Our Coach boys may well be proud of their showing for the season even though it did not include the final coveted victory.

MECHANICAL DIVISIONS

By A. L. DAVIS

CAR HOUSE NO. 1

Ed Muse, foreman of Car House No. 1, returned from a restful two weeks' vacation spent fishing and camping around Moro Bay.

Ed Swanson, Assistant Day Foreman, is taking time out to recuperate from a sudden attack of inflammatory rheumatism. We understand that he may be away for a few weeks and, as he can have visitors during the evening, no doubt, some of the boys might care to stop in and see him. We hope he has a speedy recovery.

DEPARTMENT NO. 2

W. R. "Bill" Cavett has been enjoying a two weeks' vacation. To date, we have no report as to what he has been doing. Otherwise, things are very quiet around Department No. 2.

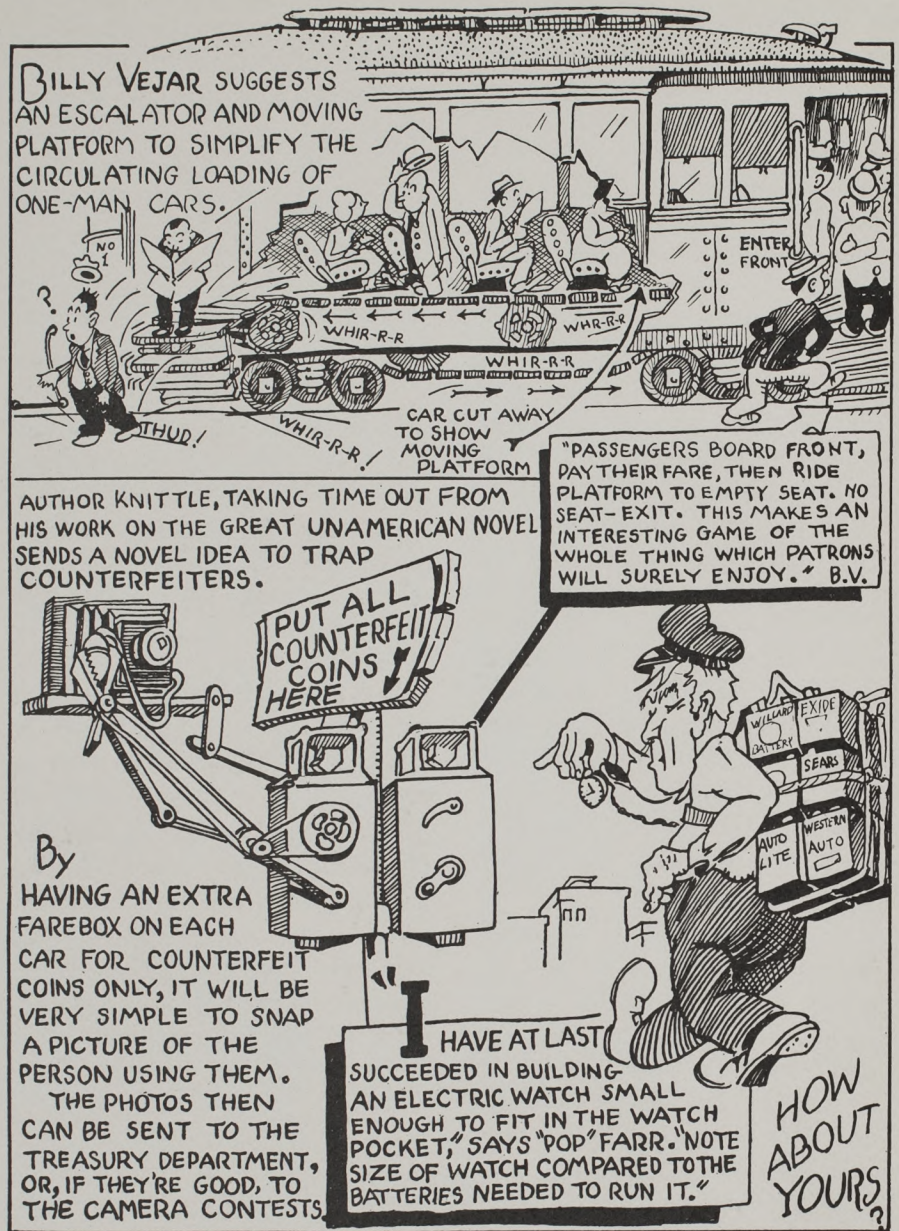
We still have an occasional report of good health and well-being from our old friend "Doc" Robey.

CAR HOUSE NO. 3

A. L. Wolpers and family recently returned from a week's vacation spent in Yosemite National Park. They

report that this is a lovely spot for a vacation.

G. H. Bosler is back on the job again after a three weeks' vacation



SCREWLOOSE CONTEST

Well, the silly-dillys dribble in, but three a month is not enough from three thousand screw balls. Where's your loyalty? Must the artist go insane alone? Surely you have a silly idea for improving your job!

To make the contest easier for the guys who are afraid they'll break their arms writing out an idea you

have our permission to tell it verbally to your division scribe. He'll put it into English and you'll get the dollar. Do it now. Think of the fame. How'd you like to have every man on the job whispering as you pass "There Goes Sprftzt. He's nuts."

THINK OF IT!

WRITE YOUR'S OUT TODAY!

spent in the wilds of Nebraska.

Mrs. Ferguson, wife of L. W. Ferguson, is home again from the hospital where she was recently confined due to a serious operation. We all hope for her speedy recovery.

Harry Wescombe, more generally known as "Tiny," is busily engaged in studying and the instruction of Red Cross and First Aid Work.

Jim Bradley, Assistant Day Foreman, spent an enjoyable two weeks' vacation improving his homestead out in the Valley where the sun is nice and warm.

A. G. Dickenson also spent his vacation improving his home.

CAR HOUSE NO. 4

Foreman W. W. Aldrich and wife had the misfortune of turning their car over on the Roosevelt Highway the first day of which was to be their vacation, and both sustained painful injuries; however, we are glad to announce that last reports indicate they are recovering nicely. We hope they continue on the upgrade.

E. F. Newhard spent an enjoyable week's vacation in the Big Redwoods.

Chas. Furrer and J. F. Emerson took advantage of their vacation to rest.

Private W. O. Weiser paid us a visit recently and expects to be back car wacking soon.

CAR HOUSE NO. 5

A. H. Graham, night assistant foreman, spent his vacation resting.

B. G. Allen is doing a little repair job leveling up his house. We understand that he is getting tired walking "up-hill" in all the rooms.

Geo. Prakel divided his vacation between San Diego and Adelanto.

Harry Goodman spent his vacation around town visiting old friends.

By the looks of Andy Duncan's stomach you can tell that he has spent his vacation on his back at the beaches.

John Sottile is in the market for a new home of his own—no reason given.

Those wires coming out of the journals of car No. 1431 are not an aerial for a radio, but conductor leads to an instrument for testing the heat of the journal bearings.

E. F. Hess is quite busy these days showing off Southern California to his mother-in-law who is visiting him from the East.

Assistant Foreman, Jim Inman, reroofed his cabin on the desert, or perhaps it was his two sons that did the job while Jimmy supervised from the shade.



Elaine, daughter of Watchman and Mrs. L. E. Jarman shown in her "bunny" costume which she proudly displayed on Easter.

TRADING POST

FOR SALE—Well-built darkroom, 5 ft. x 8 ft., with wood shingle roof, cupboard and work benches, and special ventilation. Equipped with triple plumbing and wiring for tri-color printing, including 2 1/4 x 3 3/4 Praxidos enlarger and extra lens for 35 m/m work, Curtis Color-Printer for separation negatives, re-touching and viewing desk, and many other accessories. Cost over \$450.00. Will sell for \$200.00, including transportation to your home. Call Sta. 309 or WALnut 8234.

PIANO ACCORDION AND PIANO INSTRUCTION: Lessons. Also interested in organizing a piano accordion

band among children of the Railway employes. See Mrs. Mildred Lindley, 335 West 109th St. or call TW. 5955.

FOR SALE—Complete Univex 8MM. Home movie outfit including camera, projector, splicer and viewer. \$20. C. Lyle, Cleveland 67874.

FOR SALE—Three piece bed-room suite for \$15.00. See Mr. Bradfield, South Park Store.

WANT TO BUY—A small one-sixth or one-fourth horse-power electric motor. See R. S. Wallace, South Park Shops.

A BUS DRIVER'S DREAM

By W. B. Webb,

16th St. Coach Division

A place where every passenger
Has the right change for his fare;
Who knows his destination,
And just how he reaches there.

Where private auto drivers
Don't drive like they were wild,
And traffic corner policemen
Are very meek and mild.

A place where a supervisor
Is some thing that's obsolete,
Remembered only as some thing
less
Than the dirt beneath a driver's
feet.

No transfers to punch
And harass a driver's mind,
And people never jaywalk
As though deaf, dumb, and blind.

A bus driver's Utopia
Almost like heaven it seemed,—
That he'd over-slept an hour,
Was one thing he had not
dreamed.

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

DIVISION FOUR
FROM THE AIR

