

# TWO BELLS



GIANT WISTARIA  
SIERRA MADRE  
Vol. 23 APRIL No. 3  
1942



**DIVISION SCRIBES**  
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 R. H. Grettenberg  
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 R. S. Wallace  
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 R. K. Kissick L. F. Sparks  
 W. Whiteside D. Ladhoff

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

ALLAN B. COOPER  
*Editor.*

HELEN FRASER  
*Women's Page.*

Address all  
 communications to  
 editorial offices

1060 S. Broadway  
 Los Angeles, Calif.

Phone: PR. 7211  
 Stations 295 and 296

*Staff Photographer* HOWARD L. JONES

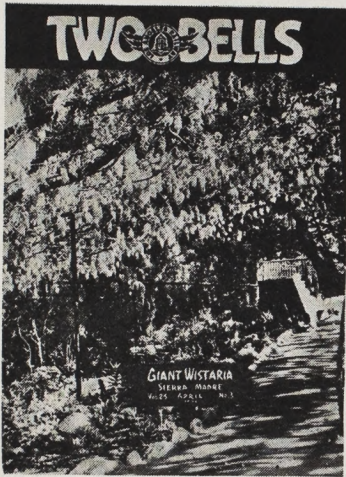
*Staff Artist* GUY GIFFORD

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**COVER**—Sierra Madre's World Famous Giant Wistaria Vine Now in Flower. Covering One Acre, This Forty-nine Year Old Vine is the Largest in the World.

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**EMPLOYEES CALLED FOR  
 MILITARY SERVICE**



**MONTH OF MARCH**

Name	Occupation	Name	Occupation
Weiser, W. O. ....	Car Repr.—Div. 1	Heaton, R. L. ....	Mot.—Div. 5
Pacl, R. S. ....	Con.—Div. 3	Johnson, M. L. ....	Con.—Div. 1
Almada, F. ....	Temp. Lab.—Way & Structures	Witzel, A. G. ....	Mot.—Div. 1
Tolle, G. K. ....	Con.—Div. 5	Waggoner, A. C. ....	Switchman—Div. 4
Templeton, R. B. ....	Opr., Motor Coach Div.	Bailey, R. G. ....	Mot.—Div. 4
Allison, W. H. ....	Mot.—Div. 4	Teeter, R. L. ....	Opr.—L.A.M.C. Co.
Martin, L. W. ....	Con.—Div. 1	Henley, P. F. ....	Opr.—L.A.M.C. Co.
Cordes, L. C. ....	Opr., Motor Coach Div.	Shannon, D. U. ....	Opr.—L.A.M.C. Co.
	Hudgens, J. A. ....		Opr.—L.A.M.C. Co.

# Salvage for Victory

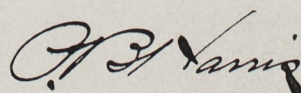
*W*ITH the effects of war moving closer to us everyday, with more and more ESSENTIAL materials being removed from the market and reserved for war use, we are faced with the fact that civilian needs must be made subordinate to the needs of our FIGHTING forces.

In the years past, it has been our DUTY to the Company to follow the sound business practices of conserving materials and equipment and to avoid waste in all operations. NOW to waste a single item is not only poor business policy but is unwitting SABOTAGE of our country's war efforts.

The Los Angeles Railway is lending an all out effort to the SALVAGING of worn materials and REPAIRING them for further use. Worn bolts are being cut smaller and RETHREADED. Old car washer brushes are being used for scrub work. Segment plates are cut to smaller sizes for REUSE. Discarded door rubber bumpers are UTILIZED for insulating wire. Scrap trolley wire is annealed and MADE INTO track bonds. Broken broom handles are CUT DOWN for signal flag handles. Scrap paint cans SERVE as buckets. Worn feeder cable is USED for ground cable. As materials become scarcer, additional SUBSTITUTIONS will have to be made.

EVERY ITEM that we use—every rubber band, sheet of paper, pencil, paper clip, typewriter ribbon, carbon paper, envelope, wrapping paper, scratch pad—EVERY OUNCE of rubber, copper, steel, solder, brass—EVERY PIECE OF EQUIPMENT, brush, truck, streetcar, coach—EVERY BIT of paint, lumber, nail and wire must be conserved and used carefully.

The time has now come that it is a PATRIOTIC DUTY to relearn the old fashioned lessons of THRIFT. AMERICA'S LIFE is at stake. Our VICTORY depends largely upon the amount of essential war materials which WE can save and use.



# RELAX! FOR BETTER WORK

BY *Dave Briggs*  
PHYSICAL DIRECTOR  
Downtown YMCA

On every side we hear more and more of the need for planned relaxation in these strenuous times—planned relaxation in order that we may be able to handle many new problems and “speed up” activities placed upon us by the emergency situation.

The American Medical Society advises “Relax—keep fit—you owe it to yourself and your country to keep well.”

As Dr. Stewart McClelland, University of Tennessee, so aptly said, “Right now this country needs not a ‘good five cent cigar’, but a Will Rogers, a Dr. Dooley or a Mark Twain. We need to laugh more.”

It is common knowledge that a high strung, tense, nervous person is more mentally ill, more physically sluggish, is more accident prone than is the alert, physically fit, relaxed individual.

Yes, but why and how?

When people are tense muscled due to the strain from long hours, “speed-up”, concentrated, continuous effort, they are easily irritated in contact with others. The result is sharp, harsh answers to ordinary questions. People who are tense make more mistakes—the accident curve goes up—home life is effected and everybody is jittery.

Each of us is capable of doing more and better work than we have been doing as we shall see as we go

further into our offense program. So why allow ourselves to be jittery, irritated and irritating. The answer is simple. “All work and no play makes Jack a dull boy.” I have had people tell me, “I am too busy to play.” Poppy-cock! Nobody is too busy to take care of himself. Anybody, everybody can so arrange his time (if he will think or try) so as to take a little exercise once or twice a week. You will be surprised how much more and better work you can do if you will plan to relax scientifically—and keep at it.

You owe it to yourself to develop a state of mind that will enable you to perform your duties normally with confidence born of a belief in yourself, your country and your fellow workers. Take time off to go to the movies—take the wife and children out, also the girl friends. Make a pact with yourself to keep fit physically and keep happy. You will work sprightly and laugh easily. “Let’s relax and beat the axis.”

Editor’s Note: A special group rate discount plan providing considerable savings on Y.M.C.A. membership fees is available to all Los Angeles Railway employees. Trial workout guest passes to the Downtown Y.M.C.A. are available to employes at the Personnel Department.



# LIBRARY NOTES . . .

## Railroad Boosters Club Obtain a Wealth of Historical Information From Company Library

By CARL BLAUBACH, *Club Librarian*

**R**AILROAD Boosters is one of the many railroad clubs in the United States whose interests lie in the operation and promotion of street railways, interurban, steam and electric railroads, as well as in the historical and novel aspects of railroading.

Railroad Boosters was organized in 1939 in Los Angeles, for railfans to make excursions in this part of the country, to learn how the railroads started here, and to study their future development. Since then many excursions have been made by the club, in fact there have been forty-five trips by streetcar, interurban and steam railroad.

This club is the one and only club that has a private car. It is the "Descanso", formerly a Los Angeles Railway funeral car. This is used by rail fans as a retreat. The history of the car may be found in the *Electric Railway Journal*, July 17, 1909, a copy of which is in the Los Angeles Railway Library. In addition the Railroad Boosters have printed a special report about the "Descanso". Mr. E. L. Stephens, Master Mechanic of the Los Angeles Railway Corporation, designed the car in the South Park Shops. When it was operating it ran to the local cemeteries, the Evergreen and the Inglewood, with the casket and the mourners. It was built in 1910 and ran for about ten years. When automobile hearses came in the funeral car was stored. In the summer of 1940 the Railroad Boosters acquired the car through Mr. P. B. Harris, President and General Manager of the Los Angeles Railway and Mr. J. R. Brittain, Chief Mechanical Engineer.

The car was shipped on a flat car to Summit, located on the Santa Fe and Union Pacific Railroads, midway

between San Bernardino and Victorville, California. The Santa Fe gave the club a strip of land there, and every week end a few Railroad Boosters went up to work on the old car. Now it is equipped with a complete set of kitchen utensils, an old wood stove, and a kerosene lantern. In addition, it has been given a coat of paint inside and out.

Did you ever hear of railfans cleaning a railway's private right of way so that they could operate on a historical line? That happened here in Los Angeles on the Los Angeles Railway's right of way. In September, 1941, Railroad Boosters made an excursion on the Los Angeles Railway. One of the main points of the trip was to try to operate a car on the Grand Avenue private right of way, discontinued for passenger service in 1940. The track was not in good condition, the weeds were high and dirt partly covered the rails. A few "juice fans" got some tools and cleaned the right of way so that a car could operate over the line safely. With a grant from the

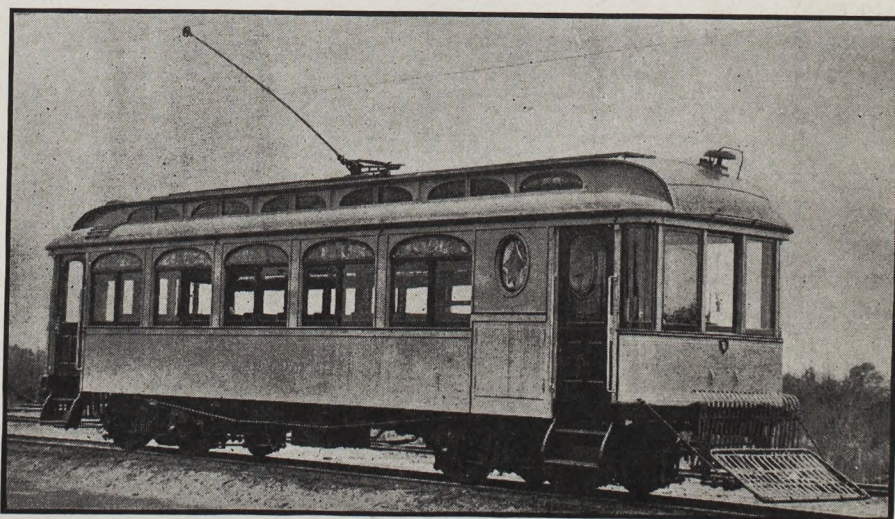
L. A. Ry. we set out to operate our car over the line. The trip was a great success. We attracted much attention, for who would not be surprised to see a streetcar operating in that deserted spot.

Railroad Boosters obtain considerable historical information from the Los Angeles Railway Library. There they have periodicals, maps, and books about the old horsecars and cable cars that used to operate in Los Angeles, as well as a wealth of other information.

In the Los Angeles Railway Library is the only history of the Railway that has ever been written. It was written by Edwin L. Lewis and gives the history of all the horse cars, cable cars and electric lines, that ever operated in Los Angeles. Mr. Lewis was an official of the Los Angeles Railway for over fifty years and retired in 1938. The title of the two volume history is, "Street Railway Development in Los Angeles and Environs".

An event of interest to rail enthusiasts will be the showing of the feature length picture "Railroading" in the club room of the Pacific Electric Building on April 17 at 8 p.m. Los Angeles Railway employees are invited to attend.

SEE TRANSPORTATION DIGEST FOR NEW BOOKS AND MAGAZINES IN THE LIBRARY.



*Former Los Angeles Railway funeral car "Descanso," now club car for Railroad Boosters.*

# 'WAY BACK WHEN OR HER EYES DON'T SHINE LIKE DIAMONDS

IN THE EARLY 90's, when Los Angeles was suffering from growing pains, the newspapers, for lack of more important front page news, played up every battle between competitive transportation companies. The battle of the Twelfth and Flower Street crossing made newspaper history for those days.

It seemed that the Los Angeles Consolidated Electric Railway proceeded to cut the tracks of the Cable Line Company without first informing them that they intended placing a crossing at that point. The Cable company swore out a complaint and a number of policemen were sent to serve the warrant. The work gang was arrested and, of course, promptly bailed out.

The next day the Cable Railway Company placed two cablecars on their tracks to block the intersection. When the electric construction crew arrived to complete the installation of their crossing, they were met by a crew from the cable company.

Excited onlookers, anticipating trouble, called the police. Forty policemen soon joined the spectators on the sidelines to cheer as they watched the electric crew shovel dirt out of the crossing while the cable crew shoveled it right back.

The courts settled the situation a week later.

MARCH 19 marked the birthday of the Los Angeles Railway Company, for it was on that day forty-seven years ago, 1895, that the bondholders of the Los Angeles Consolidated Electric Railway Company incorporated the Los Angeles Railway Company for the sole purpose

*TWO BELLS presents the twelfth 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.*

of taking over, holding and operating all streetcar lines of the Los Angeles Consolidated Electric Railway. The articles of incorporation provided that the principal place of business was to be in the city of San Francisco, California, life of the company to be fifty years and capital stock \$4,000,000.

The new management, under the

Railway's policy: "We intend to abandon all the cable lines now in use. We will also add greatly to the rolling stock. About fifty more cars will be put on and better service will be given on some of the lines. I have already ordered eight new cars and the next order will be for forty cars. There is no definite arrangement in mind concerning the extension of the road or any of its branches. There have been any number of such suggestions made to us. None of them are definite enough to justify talking about them."

THE YEAR 1897 found traffic congestion at Second and Spring Streets so acute that a citizen risked his life to peddle his bicycle through this intersection teaming with bug-

gies, spring wagons, drays, coaches and electric streetcars, to say nothing of an occasional pedestrian. The Los Angeles Railway came to the rescue and relieved the traffic congestion at this intersection by routing their lines that had terminated at Second and Spring to Temple Street. There was considerable rejoicing on the part of the citizens until they discovered that the rerouting of the cars had simply moved the congestion from Second and Spring Streets to Temple and Spring Streets.

AIR BRAKES on street cars in Los Angeles were more or less introduced to the city with a big bang. History reveals that on August 25, 1900, one of the cars that was equipped with the new air brake system as a test for installation on all cars, broke an air line while descending the west incline of the First Street viaduct and crashed into another streetcar at the foot of the grade. Whatever the trouble was it did not appear again. Air brakes were soon installed on all cars.

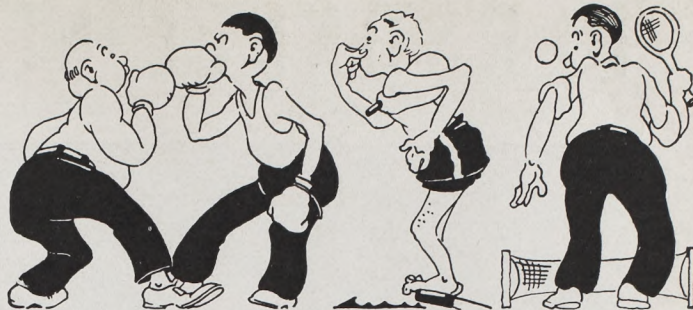


*"Who gets off to blow against the wheels—you, or the conductor?"*

general direction of F. W. Wood, began moulding all lines in Los Angeles into a unified system. The "Express" of August 20, 1895, quotes Mr. Wood on the matter of the

# SPORTS

By W. WHITESIDE



With the coming of spring a young man's fancy turns to baseball and again we would like to look forward to another successful inter-company league.

Looking over the box scores of last year's games, we are reminded of a number of well fought battles. We can well remember the games between the two leading teams—Coach and Vernon. Both teams were well matched in each position with hitting strength and pitching about evenly divided. On paper each team was on a par, so the games resulted in those nerve racking affairs with each team waiting for the other to break. In this sense Vernon withstood more pressure than Coach, who went to pieces a little more than Vernon with the resultant championship going to the Vernon boys.

Yes sir, those were the games, and as the last spike was hung up, everyone was looking longingly toward 1942.

During the winter months, however, an All Star team was entered into a City league and by excellent

playing finished the season heading their divisional group. This group championship entitled them to enter the playoff for the All City championship. The All Stars were sailing along nicely in the playoff series until the semi-final round, when they had an off day, being knocked out of the final playoff.

Now comes spring and we are sorry to learn that there will not be an inter-company league this year.

However, all is not lost, as we understand that there will be two teams entered in regular City Playground leagues—so better start oiling up the whistle to help cheer them along.

Plans also are being arranged whereby each division will enter a softball team in an inter-company league. We are assured of the cooperation of a number of teams so far, and at this writing the league promises to be a huge success.

The field lighting at Vernon is considered one of the best lighted fields in the southland, so says all

teams who have played there in the past.



Manager J. P. Lipscomb receives the Los Angeles City Playground trophy awarded the L. A. Ry. All Stars for rating "tops" in their section.

## LARY REVENUE FOR FEBRUARY, 1942 OPERATING RESULTS FEBRUARY, 1942 vs. FEBRUARY, 1941

	1942	1941	1942 Increase+ Decrease— Over 1941
<b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) .....	1,091,496	950,299	+141,197
<b>Less:</b>			
<b>OPERATING EXPENSES</b> (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) .....	929,400	860,536	+ 68,864
<b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) .....	83,205	85,013	— 1,808
<b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) .....	68,066	66,763	+ 1,303
<b>Total Expenses</b> .....	1,080,671	1,012,312	+ 68,359
<b>Leaves Net Profit or Loss</b> .....	+10,825	—62,013	+ 72,838

# PERSONNEL NEWS



## R. O. CROWE RETIRES

On March 31, 1942, R. O. Crowe retired after forty years' service with the Los Angeles Railway.

Entering the employment of the Company as Timekeeper in 1902, Mr. Crowe soon held the position of Assistant Roadmaster, and in 1907 was appointed Chief Clerk for Mr. G. J. Kuhrts who was the Chief Engineer. In 1917, he was appointed Special Accountant in the auditing department, and in 1920 he was made Assistant Auditor, in 1922, Auditor. He became Vice-President in 1927 and was made Comptroller in 1932 and has since served in that capacity.

Mr. Crowe's many friends extend

their best wishes and hope that the years to come will be packed with well-earned enjoyment.

### EMPLOYEES ATTENTION

With the declaration of war and the placing of our country on an emergency basis, it has been necessary for the Los Angeles Railway to take precautionary measures for the protection of equipment and property in order to prevent sabotage of any portion of our transportation system upon which Los Angeles defense efforts are so dependent.

The rigid restrictions placed upon the entrance of all strangers and em-

ployes alike are a necessary part of the Company's war effort. The special guards and watchmen are instructed to challenge every person entering the department to see if they are authorized to enter. Company employes who do not have special assignments for entering the various departments will be prohibited. These guards have an important job to do. Your cooperation makes it easier for them.

Every employe of the Company, regardless of his years of service, naturally and rightfully feels that he is a part of the Company. When his right to enter any department is challenged, he may feel that his personal integrity is involved. Such a feeling is unfounded. Every employe should realize that the Company is engaged in its toughest assignment—that through necessity it must place rigid restrictions upon all strangers, all employes. Such restrictions are for the protection of the country, for the protection of the Company and for your protection while on the job. This is war—let's not forget it.

### NEW SCHEDULE FOR SAFETY RALLIES

"We did it before and we can do it again," so says Mr. C. E. Morgan in announcing the new schedule for employe safety rallies.

These get-togethers for the men and their families proved very successful as well as entertaining in the past with each division endeavoring to outdo the other in the presentation of the program.

Those of you who have never attended one of these affairs have missed an evening of fun and merriment. Festivities begin in the Auditorium with vaudeville acts and short talks by men prominent in safety campaigns who deliver very interesting and instructive suggestions. Around 9:30 the crowd adjourns to the ballroom to dance to the tunes of the L. A. Railway orchestra under the able leadership of James Murray.

Schedule of the rallies to be held



at the Pacific Electric Auditorium beginning at 8 P.M. are:

Division 1 .....	April 11
Division 3 .....	April 25
Division 4 .....	May 9
Division 5 .....	May 23
Motor Coach Division and Los Angeles Motor Coach Co. ....	June 6

### FIRST AID TO THE RESCUE

The First Aid courses, sponsored by the Company, are already proving of distinct value to the employes as recently illustrated by the quick application of emergency measures on the part of a first aid man.

A few days ago, Tom Marks, one of the first aid men at the Sixteenth Street Garage, was called upon to offer aid to Serviceman Clifton Lawson who had slipped on the stairs to the pit and had cut a deep gash near his knee. The cut was bleeding profusely when Marks applied a tourniquet to stop the blood flow. Lawson was taken to the hospital where several stitches were made in his leg. The hospital reported that serious or fatal results had been prevented by the skilled application of the first aid administered by Mr. Marks.

### PENSION ROLL

Samuel Jerry Riggs, Conductor, Division 3, was placed on the Special Roll, effective March 8, 1942. Mr. Riggs was employed as Conductor, Division 3, April 7, 1910. His present address is 3547 Marmion Way, Los Angeles, California.

Charles Samuel Coover, Messenger, Transportation Department, was placed on the Special Roll, effective March 10, 1942. Mr. Coover entered the service as Gripman, December 6, 1889, transferred to Motorman, Division 1, in 1893, appointed Instructor, Transportation Department, February 1, 1924, appointed Mail Clerk, Transportation Department, September 19, 1925. His present address is 917 Detroit Street, Los Angeles, California.

Fred William Baker, Watchman,

Pension Job, was placed on the Special Roll, effective March 8, 1942. Mr. Baker entered the service as Motorman, Division 2, May 23, 1918, appointed Flagman, Transportation Department, January 16, 1930, transferred to Conductor, Division 2, November 17, 1930, transferred to Conductor, Division 1, July 17, 1932, transferred to Conductor, Division 5, July 18, 1937, appointed Relief Flagman and Watchman, August 3, 1940. His present address is 1816 E. Vernon Ave., Los Angeles, California.

### OBITUARY

Charles Leo Seibert, Motorman, Division 4, died March 10, 1942. Mr. Seibert was born March 20, 1881 in Ohio. He entered the service as a Motorman, Division 4, December 29, 1919, transferred to Motorman Division 1, February 19, 1939, and transferred back to Motorman, Division 4, September 24, 1939.

Robert Albert Eisenhart, Conductor, Division 1, died March 29, 1942. Mr. Eisenhart was born January 21, 1889 in Ohio. He entered the service as a Conductor, Division 5, December 18, 1919, transferred to Conductor, Division 2, April 23, 1923, transferred to Conductor, Division 1, July 17, 1932.

### APPRECIATION

An expression of appreciation for the thoughtfulness and sympathy extended to them during their recent bereavement was received by the Company from Mrs. Charles L. Seibert, Mrs. Fred Boston and Charles Seibert, Jr.

### YELLS

Darnell Earlene, born to Car Cleaner (Car House No. 3) and Mrs. R. E. Boyd on February 4.

Jerome Earnest, born to Operator (L.A.M.C. Co.) and Mrs J. F. Ron-del on February 22.

William Emmett, born to Motorman (Division 4) and Mrs. J. W. Tinsman on February 23.

Norman Alan, born to Operator (16th Street) and Mrs. N. Williams

on February 24.

Robert Charles, born to Conductor (Division 4) and Mrs. Arthur A. Deucher on February 27.

Alvin John, Jr., born to Operator (16th Street) and Mrs. A. J. Reich on March 7.

Patrick Raymond, born to Operator (Division 1) and Mrs. R. M. Kelly on March 9.

Darlene, born to Car Repairer (Car House No. 3) and Mrs. C. C. Boen on March 16.

Kelly Eugene, born to Motorman (Division 5) and Mrs. M. B. Wilkerson on March 21.

Jeffry Michael, born to Operator (Division 1) and Mrs. V. J. Eulberg on March 25.

Robert Charles, born to Operator (Vineyard) and Mrs. John T. Hope on March 28.

### BELLS

Operator H. R. Durall, (16th Street) married to Miss Roberta P. Condax on February 20.

Operator G. P. Bennett (Division 1) married to Miss Dorothy Vernon on February 21.

Motorman G. G. Sparling (Division 5) married to Miss Bernice Sather on March 12.

### THE MIS-OUT

By W. W. WEBB

*16th St. Coach Division*

I can't say the wife  
Was sick again,  
I've told that twice before  
I can't say I had the toothache;  
That won't work any more.  
I'm afraid to say  
My car broke down,  
The chances are  
The Boss might know;  
That the finance company  
Took my car  
About two weeks ago.  
I think I'll tell  
The truth this time,  
Even if I get in wrong  
And admit that after  
The alarm clock rang,  
I stayed in bed too long.

# Dear Ladies



## Conserving Sugar

NOW that the Nation's sweet tooth is undergoing a little discipline, many a homemaker is working out ways to make her sugar supply go further. In the following paragraphs, Dr. Louise Stanley, chief of the U. S. Department of Agriculture's Bureau of Home Economics, makes some suggestions along this line.

"In the first place, we can get along on a lot less sugar than we have been eating—and still have nutritious meals that taste good.

"Sugar supplies food energy in an exceedingly palatable form. But as far as energy from food goes, any reduction in sugar can easily be taken care of by increasing quantities of other energy-giving foods in the diet. There are many other inexpensive energy-giving foods that supply, in addition, valuable vitamins and minerals. Whole-grain cereals are one such food group. Starch vegetables and dried fruits are others.

"Although sugar is a quicker source of energy than most foods—that is it can be digested and used by the body rapidly—most of us who do not work at hard physical labor for long periods of time have no special need of quick energy."

Therefore, Doctor Stanley concludes, cutting down on sugar means little more to most of us than cutting down on a flavor that is particularly pleasing. And with a little thought, she believes, the homemaker can cut the sugar in her meals the necessary amount in comparatively painless ways.

Although these diet plans use less refined sugar than has customarily been bought by the Nation's families in the past few years, the amount

can be further reduced. Here are some suggestions.

Keep a weather eye open for out and out sugar wastes. One of the most obvious sugar wastes, of course, is the undissolved sugar in the bottom of a cup of coffee or tea. Other sugar wastes are over-sweetened foods, cake failures—or failures of any product that contains sugar.

Next, cut down on sugar in least noticeable ways. Experiment to see if the amount of sugar you've been putting on your breakfast cereal or in your coffee is just a matter of habit—whether you could be just as happy with half a teaspoon or less. If the breakfast cereal is topped with dried fruit, you need less sugar than for plain cereal.

In fact, when it comes to eating less sugar, we might take a tip from the diets that are recommended for children. Little sugar is given to a child early in life—so he can learn to like the natural taste of foods undisguised. And his sweets are kept simple—served to him either for dessert or just shortly after a meal. Sweets are such concentrated foods that they tend to take the edge off the appetite—make children or adults less hungry for other foods they need.

Try eating fewer rich desserts—fewer pastries and very sweet cakes. Fresh fruits are among the most nutritious and desirable of desserts—and they carry their own sugar. Canned fruits also come in the class of not-too-rich desserts. Dried fruits are one of the best sources of natural sugar. A pudding made with raisins or dates, for instance, needs less sugar for sweetening than a plain pudding.

Finally, suggests Doctor Stanley, add variety and supplement the week-

ly white refined sugar with other naturally sweet foods. Available now are honey, cane sirups, molasses, sorghum, corn sirup, and maple sirup. Molasses, cane sirups, and sorghum contain a good deal of calcium and iron.

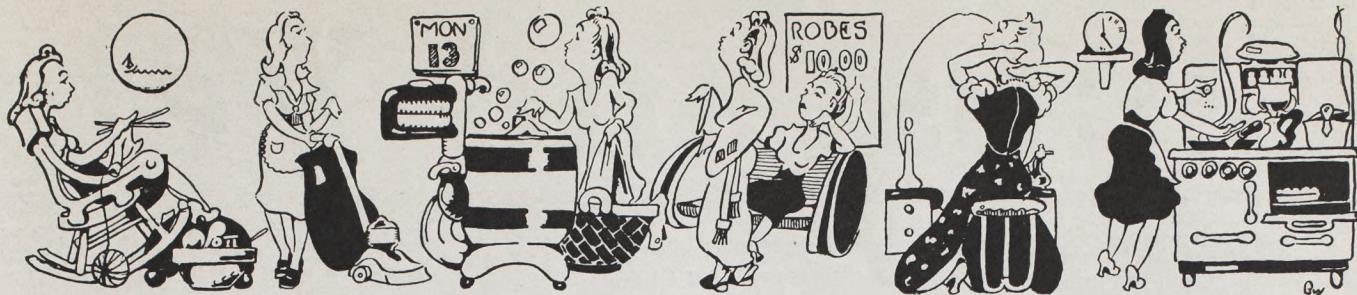
When honey is used merely to sweeten, it may be used instead of sugar, cup for cup. For it is of about equal sweetness. If you use honey in cakes or quickbreads, you have to make certain other allowances. A formula worked out for honey substitution for sugar by the Bureau of Home Economics is this—

If you substitute medium thick honey for all the sugar in a cake or quickbread—reduce the liquid in the recipe one half. If you substitute medium thick honey for half the sugar in a cake or quickbread—reduce the liquid in the recipe one fourth. Bake all such cakes and quickbreads at a moderate temperature to prevent too rapid browning and to keep the good honey flavor.

Sorghum, molasses, and maple sirup—all have their own characteristic flavors. For all, there are available special recipes worked out that yield delicious cakes, puddings, and cookies. Cakes made with sirup are heavier than sugar cakes and they usually stay moist longer. Sirups are especially good in gingerbreads and spice cakes.

Sirups, like honey, may be used merely for sweetening—on cereals, in puddings, sandwich fillings, sauces. It takes about 1½ cups of these sirups to equal 1 cup of sugar in sweetness.

Corn sirup is half as sweet as sugar. It also may be used as the only sweetening in many ways. When it is used in beverages, puddings, custards, and sauces in the place of



sugar—the other liquids in the recipe must be reduced by one fourth.

Recent studies made in the laboratories of the Bureau of Home Economics show that corn sirup may be used in standard recipes for muffins, plain cake and drop cookies. The corn sirup may be substituted, measure for measure, for the sugar specified, and the liquid in the recipe reduced one third. These products are less sweet than those made with sugar. The cakes are especially good if served as a cottage pudding with a sauce—or with a sweet icing. The cookies are good frosted or unfrosted and served as accompaniments to a dish of sweetened fruit or pudding.

Corn sirup may also be used in candies, icings, and mousses, but for these special recipes are necessary.

### Fashion Slant

Wearing a suit, a business girl with foresight carries enough accessories in her handbag to see her through any kind of “dress” emergency that may come up during the day. She may set out in the morning as plain as a little brown wren, but for a dinner date after work “something new has been added” a frothy jabot, sparkling earrings, gloves to pick up the color in her hat. Stores everywhere are showing an interesting variety of suits to satisfy everyone’s taste and pocketbook. There is the sturdy tweed suit and for dressy occasions, moire used by itself and in combination with wool or silk. The suit-dress is a newcomer in double-duty costumes. It can be worn as a two piece dress or as a suit by substituting a blouse for the bodice of the dress.

### Helpful Hints . . .

If you have difficulty cutting an angel food cake, don’t use a knife. Instead, draw a very strong silk thread across the cake in one stroke, and the slices thus made will be smooth.

A teaspoon of vinegar will thicken bean soup without leaving a vinegar taste.

Wax on Venetian blinds will help prevent dust from clinging and will make cleaning of the blinds easier.

A sharkskin material is easier to iron if the garment is rolled in a towel and left in the refrigerator for about two hours.

Place short-stemmed flowers inside straws and use them in the center of a bouquet to make them the right height.

To clean a badly burnt aluminum pan, fill it with water and boil an onion in it. The burnt matter will rise to the top.

Mirrors should never be hung where the sun shines directly on them for any length of time.

To keep wicker furniture from drying, spray it occasionally with water. If you can’t do this outdoors, put the furniture under the bathroom shower.

An old automobile windshield wiper blade makes a good utensil to wipe water from house windows after they have been washed.

One young woman we know of keeps sprigs of lavender underneath

the ironing board cover. When she puts the damp clothes on the cover, the hot iron brings out the most delightful perfume. She says it takes all the drudgery out of ironing.

### A Tasty Snack

Is your family snack-conscious? Are the children always coming in from school in the afternoon, “simply starved”? And does the man-of-the-house wend his way kitchenwards in search of a bite or two before going upstairs at bedtime?

For between-meal refreshment, generously buttered grapenut flake bread, together with a glass of milk, or a hot beverage, serves as a super-satisfactory snack. The following recipe makes one loaf, but you will probably want to double the amount as this bread is equally tasty toasted.

\* \* \*

### Grapenut-Flake Bread

- ¾ cup sugar
- 2 tablespoons melted shortening
- 1 egg
- ¾ cup milk
- 2 cups flour
- 4 teaspoons baking powder
- 1 teaspoon salt
- 1 cup grapenuts flakes
- 1 cup washed seeded raisins  
(the sticky kind)

Combine in order given, having sifted the flour with the salt and baking powder. Put into a greased loaf tin, and bake 45 minutes in a 375 degree F. oven.

Sincerely,

*Helen*

# Clubs and Vets

## VETERANS' CLUB

By JAMES MADIGAN

The meeting of Tuesday, March 10, was well attended when Comrades Hill, Hicks, Elsmore, Jesse and Hoskins were initiated into the mysteries of the Order of the Sword. The above Comrades seemed to stand the ordeal better than the old goat; however, Comrade Sloan promises to have old whiskers in good shape again for the April meeting. Following the Sword meeting, refreshments were served in the dining room by the ladies of the Auxiliary.

At the regular meeting of the Club held on Monday, March 23, a discussion took place regarding some amendments to the Constitution. The executive committee will present the proposed changes to the club at the next meeting for further discussion, and Commander Roche urges all Comrades to be present.

The club lost a real worker when Comrade Heaton, who has been Captain of Division Five, enlisted in the U. S. Navy a few days after the last meeting. Uncle Sam is getting another splendid man from the Veterans' Club in Comrade Heaton, and he takes with him the best wishes of every Comrade. We look forward to seeing him back with us again.

Mrs. Hannon phoned me a week ago and said she had just talked to Comrade Hannon over the phone somewhere in the Far East. He is in the best of health and wanted to be remembered to all. Mrs. Hannon was the happiest person in Los Angeles, to say nothing of the pleasant surprise. Don't forget, Comrade Hannon, when you get your copy of TWO BELLS—as I know you do—even if it is a little late, that we are all rooting for you.

I wish all you employes of the Los Angeles Railway who are in the service and who receive TWO BELLS

would send your address to the L. A. Railway Veterans' Club.

The next meeting will be held on Tuesday, April 14, at Patriotic Hall. This will be a Sword meeting. Don't miss the fun. In the meantime, don't forget to buy Defense Stamps with that loose change.

## SQUARE AND COMPASS

By C. J. KNITTLE

Windy March was an eventful month for this Club, not only for an unusually fine dinner and entertainment Saturday evening, March 14, at Van's Cafe, but also due to the fact the Square and Compass Degree Team was called twice to the same lodge to raise candidates to the sublime degree of Master Masons.

March 12, perhaps, will always be a day of vivid memories for Brother Charlie (Moon) Mullins (Division 5) and March 26 will, doubtlessly, be observed as an anniversary by Brother Herman R. Vaden (Division 4), for on those dates Masons from far and near, many of them Square and Compass Club members, hurried from their supper tables to Henry S. Orm Lodge, No. 458, to witness and assist these fine lads over the rough and rugged road, the final test for Master Masonry.

The Square and Compass Club meets again at Van's (9th and Hill) Cafe, Saturday evening, April 11. The main event will be T-bone steak dinners and, through the tireless efforts of Past President Herb Peterson, a talkie in technicolor will be shown, produced by General Electric and depicting the History of Railroading. This picture is in such demand, Brother Herb had to make the reservation five weeks ago to obtain it at this time.

A few of the members forgot to send in their 1942 dues. You're not one of them, are you?

The May meeting will be devoted to the initiation of candidates. Three are waiting. You may be working with a brother Mason who is just waiting for an invitation to join the club. Speak up, fellows. This is your club.

## POST NO. 541 AMERICAN LEGION

By W. Y. STEARNS, *Publicity Chairman*

The meeting of Post 541 on March 10 was of unusual interest in many respects. Carrol Parrish, chairman of the Americanism programs in the Southland, told some startling facts regarding the inroads of the fifth columnists in this area. The extent to which this insidious infiltration has gone is greater than many of us realize. The young squadron captain, now in the R.O.T.C. of the Navy, told how the Youth Defense Council and other youth organizations are cooperating with civic and Legion activities to help combat this menace. He charged that in certain schools these agents were openly flaunting their presence and bragging of their activities.

First Vice-Commander Booth and Past Department Commander Van D. Hogan both gave inspiring talks on the present war and many of the highlights of our country's history.

Comrade Roach presented a service flag to the Squadron Mother, Mrs. Mary Carson, who graciously accepted it on behalf of the Squadron. The flag contains fifteen stars, and many of the mothers of those members represented by it were present at the ceremony.

Adjutant Manning also presented a service flag to Mr. and Mrs. H. J. LaBarre, both of whom were present.

The next regular meeting was announced as April 7.

## VETERANS' CLUB AUXILIARY

By GLADYS TAYLOR

The last meeting of the Los Angeles Railway Veterans Club Auxiliary, held on March 10 was very well attended, and was presided over by President Esther Wickham. We were very happy to welcome Mrs. Lucille Hill and Mrs. Pietz as our guests for the evening.

A fine program of entertainment was outlined at this meeting for the coming year. A luncheon and card party is to be given once a month by a member of the Club Auxiliary, the proceeds of which will be used to aid in as many patriotic ways as possible.

Evelyn Staten was hostess to our first card party of the year, on March 20 at her home, and if this is a sample of the fun and enjoyment we have before us, you better get in touch with a member of the Club Auxiliary and find out the date of the next party. Members and their friends are cordially invited.

The next meeting of the Veterans Club Auxiliary will be held on Tuesday evening, April 14 at Patriotic Hall. Members and their friends are welcome, so come up and enjoy the evening.

## UNIT NO. 541 AMERICAN LEGION AUXILIARY

By MARIE MANNING  
Publicity Chairman

With the month of March, our Community Service month, now history, I would like to say that Mother Clubb, our chairman, presented a very fine program at our meeting of March 3 which was attended by several distinguished guests. Mrs. Laura Mahan, Department Vice President, gave a very fine talk on community service and work that should be done.

The month of April being Child Welfare Month, our chairman, Esther Wickham, had a very good program outlined for the month and had a very fine report to make at our meeting on the 7th.

Mrs. Irene Burgoon, Past President of the Los Angeles County Council, is working very hard to get the "Mothers of World War 2" organized. She has arranged for the first meeting which will be held in Patriotic Hall, 1816 South Figueroa Street, Wednesday, April 15, at 1:30 p.m. There will be good speakers who will tell us all about the organization and what we can do for our sons now.

Mrs. Burgoon states that this will be for all mothers who have sons now serving in the Armed Forces of the United States, whether with the A.E.F. or at home. Irene extends a special invitation to all mothers of the Los Angeles Railway whether they belong to the Legion Auxiliary or not, as long as they now have a son in the Service. She also states that Mother Allie Manning, National Vice President of "World War 1", will be present.

We are happy to report that Mrs. H. La Barre and two daughters joined our Unit at the last meeting.

Our card party of April 9 at the home of Mayme Nowak was well attended and all had a grand time. Watch for date of next one.

## WOMEN'S CLUB

By MRS. H. A. DEWEY

Things to come. Surely worth remembering.

The L. A. R. Y. Women's Club will visit Swift & Company at 2691 East Vernon from 1 to 4 p.m., Thursday afternoon, April 22. Food demonstration pictures will be shown instead of the usual trip through the buildings. Refreshments will be served. Mrs. L. B. Meek, AL 2204, and Mrs. O. G. McDermith are taking reservations. Members and friends, let's have a big crowd . . . A 25c charge for each person.

On April 16, Mrs. W. R. Goddard will be the guest speaker. Her topic will be "Civic Beautification, A Responsibility of the Individual." At this same meeting, the nominating committee, Mrs. H. W. Bailey, Mrs. C. F. Thun and Mrs. L. F. Robinson will make their report.

The Red Cross meets every Tuesday from 10:00 a.m. to 3:00 p.m. in the club rooms. The supply of new material is low but Mrs. E. V. Athenous will accept any old woolen pieces and other materials of salvage.

Now for some of the happenings of the past.

March 19 — Everyone was in stitches over the two actors Mrs. J. F. McCormick and Mrs. A. H. Heine-man in "Elder Sniffles Courtship", a play of the "Gay 90's". Reminiscent of other days Mrs. O. G. McDermith, Mrs. E. J. Miller and Mrs. A. R. Hemm sang "When You And I Were Young Maggie", "Beautiful Dreamer" and "Auld Lang Syne." Mrs. H. A. Setterburg played the accompaniment at the piano.

March 5 — Mrs. S. T. Brown, President of the Los Angeles Railway Women's Club, presented Past President pins to Mrs. Ben Fulton, Mrs. Paul Brown and Mrs. L. B. Meek at the fifth anniversary party. Guest entertainers from the Retired Men's Association were Miss Sylvia Metcalf and Mrs. Ina Dale. After several special numbers, we had a community singing not unlike the ones enjoyed so much by the Retired Men. The speaker was Mr. A. W. Benson.

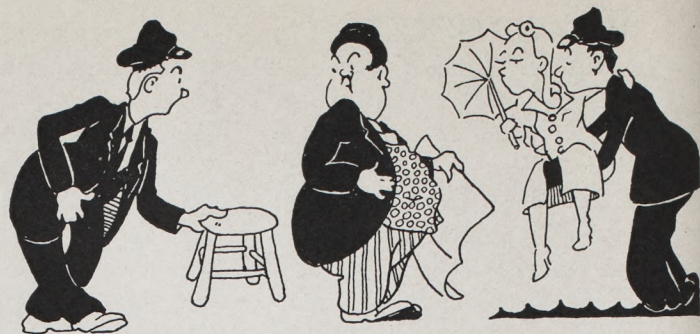
A real birthday cake was cut by co-chairmen Mrs. W. G. Clardy and Mrs. C. A. Evans and passed by Mrs. H. A. Brown, Mrs. Chester Burrell and Mrs. L. F. Robinson.

Door prizes were won by Mrs. S. T. Brown, Mrs. W. H. Travers and Mrs. Ballenger.

Any used clothing, especially wool, which has been washed or cleaned, even if badly worn, will be appreciated and accepted by our Red Cross Auxiliary. The material badly worn can be cut for quilt blocks. All employees who wish to help in this manner may send their material to Mrs. E. V. Athenous, in care of the Women's Club Rooms, 962 West 12 Place (Division 4).

# HITS

THAT HELP US WIN



## Patron Endorses 3215 . . .

"May I call your attention to Motorman 3215 (*M. H. Dorsey, Div. 3*) 'W' line yesterday at about 10 a.m. I was a passenger on this man's car and found him exceptionally courteous, efficient and thoughtful to several elderly people on his car.

"He assisted them to get into the car—in some cases took heavy parcels from them so that they could use both hands to raise themselves up the steps—and yet never missed any time and kept his eyes on the road. We could do with more of his caliber on the 'W' line."

MRS. EMMA B. HARRIS,  
312 Museum Dr.,  
Los Angeles, Calif.

## Motorman Helpful . . .

"I wish to commend Motorman No. 1155 (*G. W. Plummer, Div. 3*) on the "O" car, Main Street, for his courtesy and efficiency in handling the public, also in seeing that the non-smoking rule is obeyed as I am a sufferer from asthma and have to work, so naturally must sit where there is no smoke, and the public as a rule is callous to how it affects the other fellow, so good old 1155 takes care of us very nicely.

"If your non-smoking signs were only larger and worked different, sufferers like myself could ride in comfort, also if some of your other motormen would be as tactful in calling the no-smoking signs to the public's notice, those that suffer could ride in comfort.

"I am not a crank on the subject of smoking but it sure is a form of torture to have to smell on someone else's nasty smoke second-hand and the tablets I have to use are mighty expensive.

"Sorry to be a nuisance but hope that part of this letter will be a boost for 1155 on the "O" car."

MRS. N. K. BOYD,  
221½ East 57th St.,  
Los Angeles.

## Fine Services . . .

"I wish to express my appreciation and that of many others for the fine services rendered by conductor 2656 (*A. R. Sattler,*

*Div. 1*)—we call him "Dutch"—on the "E" line (Evergreen Shuttle).

"No matter what time of day or night I may get on his car, he has a cheering smile and a friendly greeting ready. After a day of shopping and tramping up and down Broadway, it is indeed a relief to find one conductor who is not "snippy" and "cross as a bear".

"Right now I am working, and going home I am usually on "Dutch's" car. I ride from one end of the "E" line to the other, and I haven't yet seen one person who gets on or off at the various stops who hasn't gone on smiling after his greeting.

"I do wish there were many more fine conductors such as "Dutch."

MARY JACKMAN  
1600 Steele Avenue,  
Los Angeles.

## Considerate Driver . . .

"I thought you might be interested in being informed of the ability of your Driver 782 (*C. D. Kelley, Vineyard*) behind whom I had the occasion to ride this morning. While I am not a regular commuter, there are times when it is necessary for me to resort to public transportation and usually use your bus line. However, I have never ridden behind a driver who was more considerate of both the vehicle and the passengers as this person, and was so impressed that I thought I would write you.

"Generally speaking, it seems to me that most of the drivers are either mad or inconsiderate so that operation of this one particular driver appeared all the more unusual."

N. R. WEBER, *Claim Manager,*  
Motor Insurance Corp.,  
704 West Olympic Blvd.,  
Los Angeles.

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

C. E. Anderson, Div. 5  
R. E. Beckett, Div. 4  
C. W. Behymer, Div. 3  
J. J. Buckley, Div. 3  
H. Cannon, Div. 5  
C. C. Cupp, Div. 5  
E. W. I. Deane, Div. 3

H. A. Dewey, Div. 4  
M. H. Dorsey, Div. 3  
J. A. Douglas, Div. 4  
L. Ellingson, Div. 3  
H. Z. Ferguson, Div. 4  
S. L. Foote, Div. 4  
L. T. Frise, Div. 4  
T. W. Fry, Div. 5  
I. Gasparro, Div. 3  
W. E. Gibbs, Div. 4  
H. H. Hessler, Div. 3  
K. R. Kling, Div. 4  
R. G. Monahan, Div. 3  
V. E. Munyer, Div. 5  
F. H. Nolting, Div. 1  
D. Reinink, Div. 4  
O. Schoff, Div. 5  
R. A. Scott, Div. 4  
L. Shelley, Div. 5  
G. M. Smith, Div. 5  
D. M. Spence, Div. 4  
C. E. Striffler, Div. 1  
G. R. Tiefel, Div. 1  
L. W. Tietgen, Div. 4  
G. W. Vandiver, Div. 4  
\*J. A. Wear, Div. 5  
G. L. Whitaker, Div. 3  
M. L. White, Div. 3  
W. V. White, Div. 4  
J. J. Wolfe, Div. 4

## COACH OPERATORS

A. W. Atwood, Beverly  
K. C. Baker, Manchester  
L. H. Barbour, Fairfax  
J. E. Barnett, Florence-Soto  
R. O. Bennett, Creyn  
T. E. Chastain, Chenshaw-Vine  
T. L. Dyson, E. 9-Whittier  
F. M. Engstrom, Florence-Soto  
J. M. Ferris, Avenue 50  
W. S. Goodale, Western  
A. A. Grant, Florence-Soto  
R. L. Griffith, Beverly  
C. E. Holcomb, Highland Park  
M. A. Martel, Fairfax  
D. Maynard, Highland Park  
H. Monahan, Figueroa  
E. D. Mullaly, Highland Park  
E. D. Ohanian, Alvarado  
H. C. Rosendale, Florence-Soto  
F. L. Shafer, Beverly  
P. E. Snider, Florence-Soto  
R. L. Sullivan, Alvarado

NOTE: Each asterisk represents one additional commendation.

# ERRORS

## THAT CAUSE US TO LOSE



### Rude Answer . . .

"Lately I have been especially impressed with the civility and consideration by most of the LARY employes.

"However, yesterday something happened which changed my opinion. I have never before heard such a rude tirade of abusive conduct before! It was not directed against myself but against a rather timid little woman whom I imagine wouldn't have the nerve to report it. I'm sure that everyone within earshot of him was more than a little shocked.

"The little woman whom he apparently had overlooked in the safety zone asked him, 'Didn't you see me standing there?' He gave her an insulting sneer and roared 'Well, I stopped, didn't I? You're in, why don't you quit bellyaching—next time I wont stop for you at all.' And from there on he went in for a torrent of sneers and abusive grumbles which I can't remember . . ."

### Unbecoming Attitude . . .

"I understand your rule is that a passenger is allowed one hour on a transfer. I am a resident of Los Angeles for 35 years and try to obey said laws.

"On March 13, at 8:25 a.m., I boarded a car going south. The conductor gave me a transfer punched 8:40 a.m. (it was then 8:25). When I called his attention to this and told him my destination was 8th Avenue and Crenshaw, he became very indignant and said things unbecoming to a conductor.

"When I got on the "3" car I told him all about it, and he said the other conductor was unfair to me, but he was very nice to take my transfer.

"Will you kindly impress upon No. — that all people are not to be treated as he said. Working people are supposed to be able to make their connections. I told the people where I worked and they agreed that a man of that type should be reported.

"That's why I am writing to you to ask you to tell your men to be more courteous."

### A Duty to Report Incivility

"Never have I ever written you to report the discourtesy of an employe. With jus-

tice to you and to your patrons I feel it my duty to report the incivility of a bus driver last Saturday.

"I had attended a Nebraska State picnic at Sycamore Grove Park that afternoon and when returning home saw people waiting for a bus across the street to take on passengers. I asked the driver if the bus went to 7th and Broadway. He gruffly replied "No!" I then asked if I could transfer to reach there and he replied "Yes". I got on the bus. An elderly couple asked if the bus went to 5th and Main. He replied, "No!" They turned and walked away. He did not tell them they could get a transfer to a streetcar.

"I did not know where to leave the bus so a lady sitting next to me informed me that the next stop was where I should get off. As we approached the street intersection, I asked the driver, 'Is this next street where I will get the 'W' car?' He said 'Yes', and stopped. I asked where do I get the 'W' car? He said, 'Here.' Another passenger, a stranger to me, got off and as we did not see the car tracks on the street on which the bus traveled, asked 'where do we get the 'W' car?' He made no reply, just drove away. A gentleman was crossing the street so we asked him and he turned and showed us.

"As I travel on your busses and street cars so often, I have an opportunity to notice their conduct. All are exceptionally courteous and I hope I may never meet with another like the one I met last Saturday on the bus."

### Argumentive Manner . . .

"I am writing you in regards to a conductor on the "B" line. Time, 8 or 8:15 a.m. this morning. The car was marked 12th and Central only, but the motorman stopped for me. The conductor kept repeating, '12th and Central only'. I knew the car was only going to 12th and Central and would turn north on Central as far as 7th Street. I wanted to go that far so I could get the "R" car. This conductor was very abusive because I got on the car. When it turned on Central he came in the car where I was sitting and started an argument. He said to me, 'Lady my No. is..... if you want it', to which I replied 'I have it.' He became very angry and abusive towards me. I ride the cars every day and have never

had any trouble with anyone else before. It seems like the conductor did not want to let anyone ride the car and I did not know that; if I had, I would have waited for the next rather than had an argument. I am writing because I thought you should know about it."

### Laxness Noted . . .

"I have been riding on the "A" line from 22nd and Hoover to downtown Los Angeles for the past seven years and with the exception of a conductor I have never had a complaint against the action of any of the conductors. However, in the past month it has been my misfortune to happen to catch the car upon which this conductor works. He always has been most deliberate in reaching for your money and it has always been practically necessary for the passengers to take the transfers from his pocket as he refuses to move his hands more than an inch from his pocket or coin changer. I had thought perhaps I myself was to blame but this morning I had proved to myself that it is positively the conductor.

"This morning I caught car at 21st and Hoover. This conductor was on the car. Just as I stepped on the car the car lurched forward and I reached for the fare container to steady myself. In my right hand I had 25c which I held out to the conductor from the top of the container. He had his hand for the money right next to his body and I asked him if he did not want my fare. He did not answer but did not move his hand one inch to take my money for change. Rather than make a scene I handed it to him (I should have made my own change it would have been just as easy) and then I asked him for a transfer. He very deliberately took out a transfer and held it up right at his pocket, so I had to practically remove the transfer from his pocket. This is his usual attitude, but this morning I guess he felt worse than usual.

"I have heard complaints about him from numerous people who are unfortunate enough to ride his cars, and even though employes are hard to get now, I do think a small amount of courtesy is not too much to expect of employes. I have to treat my clients courteously and am sure it makes more friends for my firm."

# Newsmen Report...



## VERNON YARD

By L. F. SPARKS

Welder Foreman, S. H. "Red" Stevens, was proudly passing out cigars the other day in honor of a new bundle from heaven. Red says her name is Carole Anne and she takes after her pa in being a red-head.

Compressor Operator, George Bisbee, was on the sick list for a couple of days; nothing serious.

First Baseman, Johnny Mendez, was also under the weather for a day or so.

Outside of these two, the Ways and Structures Department seems to be suffering good health.

Switch Repairer, Carl Walden, has received his medical examination and expects to be inducted into the Service any day. Good Luck, Carl, and we will look for you to bring back at least two Jap trophies for souvenirs.

Just as tire rationing went into effect, Cleave Traywick had his tires stolen and had a time getting replacements. More recently he had a hammer stolen and when he went to purchase a new one, found himself faced with the task of proving who he was, where he worked, the kind of work he did and the necessity of buying a hammer. After filling out numerous forms and wasting quite a bit of time, he was finally allowed to buy his hammer and leave. Watch your tools, fellows, as it is a big job getting new ones.

The new unit overhaul shop being built at South Park Shops is nearing completion and will be put into service sometime soon. This shop will relieve the crowded condition in the garage repair shop and storeroom.



*Now serving in the Armed Forces is Corporal Lynn C. Willerton, Battalion B-30th C.A., Fort Lewis, Washington. Lynn was a Motorman at Division 4.*

## DIVISION FOUR

By R. H. GRETTEBERG

Additional runs, shake-ups, and fewer trippers at Division Four! In order to take care of the increased travel and make working conditions better for the operators, several runs have been added to the schedules on the various lines of this division. As a consequence, some of the trippers on the previous schedules were replaced by runs on the new schedule. This means that some of the extra men will become regular and will not have to depend on the extra board. The new schedules have been in operation now for a period of two or more weeks, and they are even more satisfactory than was anticipated. Although there may have to

be some minor changes in the future, on the whole the arrangement of hours and the new headways are entirely satisfactory.

Several student operators are being instructed at the present time and it is expected that more men will join the ranks at this division shortly.

I have received a most interesting letter from Corporal Lynn Willerton (formerly a motorman of this division). He is in Seattle, Washington, in the Coast Artillery and has earned two stripes as a Machine Gun Corporal. He wants to say "Hello" through the medium of this column and to greet his friends once again. If some of the men would like to write him, he can be reached at Battalion B-30th C. A., Fort Lewis, Washington.

Also at hand is a letter from H. S. Hawkins who has been in the Navy since February 3. He wants to send regards to the men at this division and says that he will send us his address when he knows where he will be stationed.

We have heard too from Henry L. Foss who left the division a short time ago to join the U. S. Army. At present he is stationed at Sheppard Field, Wichita Falls, Texas.

We present an imposing list of men from this division who have left to join the Armed Forces this month. In the Army there are R. G. Bailey, H. L. Foss and G. W. Honts; in the Navy, W. H. Allison; and in the Marines, J. P. O'Brien.

Several of the men are leaving us for other work. They are R. E. Lynn, W. D. Jensen, D. McMillan, R. H. Thomas, D. H. Campbell, G. I. Kimbrough, R. J. Rowe, D. W. Higgins, P. G. Daly, D. L. Boat-



right, W. E. Gibbs, G. B. Templin and M. M. Garlington.

We would like to convey our deepest sympathy to the bereaved family of Charlie Seibert who passed away after a brief illness. Charlie made an excellent record during his long service for the Los Angeles Railway, and he will be greatly missed by all of us.

Janitor E. Phillips, who was on the sick list over six months, is now back in the harness again. "Phil" was given a royal welcome and everyone is very glad to see him well again.

We were glad to see Motorman C. F. Lindgren reemployed and around the division again. He resigned a few months ago but is now back with us again.

As a reminder, J. K. Hagan is still taking applications for Defense Bonds under the check deduction method. By this means we may all be active in the war effort and help those who are in the Armed Forces . . . Let's *do* our part!

## 16TH STREET COACH

By R. K. KISSICK

In March we received four more 32-passenger Diesel coaches, making a total of 116 Diesels now operating out of our division.

Hear that Marty Fisher found a snail crawling around the instrument panel of his coach the other day, but also hear the "snail's pace" is no indication of the speed Marty drives.

A feminine passenger on Beverly last month requested the operator to please call Western Avenue. This he did in a loud, clear voice. The passenger ran up and asked, "Is this Western Avenue?" The operator replied, "Yes, don't you want to get off here?" The lady said, "Oh, no, my doctor told me to take a pill as we crossed Western Avenue." This is the type of service we are required to render these days.

Our swell boss, Mr. F. G. Ballenger, observed his fifteenth year with the Company on April 5. Mr. Ballenger entered the service as an operator on April 5, 1927, became

an Extra Supervisor in November, 1932, Regular Supervisor in August, 1933, Division Foreman in November, 1938, and Assistant Superintendent of Motor Transportation in March, 1940.

On Saturday, March 14, a day of heavy rain, our Division operated without an accident. Sunday, March 15, with clear weather, we again operated without an accident. Monday, March 16, another clear day, we had only one minor, unavoidable accident. This wonderful record made a total of 71,911 miles operated with only one minor accident. Fellows, Mr. Patton and Mr. Ballenger wish to extend their thanks to you for this remarkable operation, and also they want you to know that such records do not go unnoticed. The above shows just what can be done as far as accidents are concerned. It appears that rainy weather places each man on his toes and the alertness to bad conditions held over for two more days after the rain had ceased. It would appear that the high accident days, which usually

occur on clear days, are mainly caused by everyone concerned not being as alert and on the lookout for traffic hazards on clear days as they are on rainy days.

The Normandie Avenue operators are to be congratulated. During the month of February this line had but one accident and it was a minor one.

A. V. Hitch is now settled in his new home which is located in the Homes Beautiful tract.

Congratulations to Ben Hartsell who was permanently transferred to the Schedule Department March 26.

At this writing a new Beverly schedule is going in, also everyone is looking forward to the next shake-up which is scheduled for the first or second week of April.

We wish the best of luck to four men who left for military service last month: J. M. Roberts and R. B. Templeton in the Army, and F. J. Butler and L. C. Cordes in the Navy. Also, R. W. Johnson, who left to join the Los Angeles Fire Department.

*"Can you tell us why the guy next door refuses to learn how to handle bombs which might fall on his roof?"*



We see by the daily papers that E. N. Bliss and H. F. Snow, cruising special agents, recovered the "black Maria" which had been stolen in front of the police station.

Many employes will remember Mildred Williams formerly of the Publicity Department. We are in receipt of an announcement from her that she and friend hubby are the proud parents of Susan Jo, born March 18.

Mrs. Rose Horrack of the Coffee Shop, wishes to extend, through this column, her appreciation for the thoughtfulness and sympathy extended her at the death of her son.

## 16TH STREET GARAGE

By H. R. PAUSCHERT

Cleo Fitzsimmons is a new employe in the store department, and R. Robinson has been transferred to the mechanical department. Other new employes at the garage are J. Birchfield, H. Bell, C. Mondt, R. Rice, P. Davis, N. White and C. Williams.

Willie Moody has returned from Oklahoma, where he attended the funeral of an uncle. The trip also afforded him the opportunity of visiting his sister whom he had not seen for twenty years.

E. O. Brown, who received a minor injury in an automobile accident on his way to work, March 20, has fully recovered.

Claude Simmons, a former employe, has sailed for Honolulu to help rebuild Pearl Harbor.

Emogene Rippert is taking the course in First Aid.

The dry winter of this year made J. Douglas a happy man as he did not have to get out the old wheelbarrow and remove excess dirt washed on his lot from the adjoining property by the usual rainfall.

Believe it or not, there are two good meat markets in the battery room. Trombley & Co. for rabbits, Juris & Co. for porkers.

Geo. Riggs is the best cyclist in the personnel. Needless to say, he is the first one to return to the bi-

cycle as a mode of transportation.

The new unit department at South Park Shops for overhauling all mechanical units will be completed in the very near future.

Employes are again reminded that they may purchase U. S. Defense Bonds from the Credit Union, using stamps, cash or funds from their share accounts. Up to February 28, 1942, 147 bonds with a maturity value of \$6,250.00 have been sold. To keep 'em flying, keep on buying!



*R. W. Lyons, 21, who is the son of Car Repairer Jerry Lyons (Division 5), is now serving his country in the Marines.*

## DIVISION FIVE

By FRED MASON

In the top spot for the month of April we find Conductor N. A. Matlock, who celebrated his golden wedding anniversary on April 3. Open house was held at the Matlock home on Sunday, April 5, and hosts of friends dropped in to offer congratulations and best wishes. All of us at Division Five join in sending best wishes to Mr. and Mrs. Matlock.

Conductor George Laird is always wearing a cheery smile, but the last couple of months we have noticed an extra little twinkle in his eyes. And for a good reason too. He is a grandfather to a bouncing baby girl. Congratulations to you and the wife, George.

One good turn deserves another, but it did not work that way with

Conductor Jim Bunch. Jim was breaking in a student recently and assisted a blind man, who had alighted from his car, to the sidewalk. When he turned to get back on the car, he saw it going merrily on its way, so there was nothing for him to do but wait for his follower and ride with him to the terminal.

Foreman Jim Madigan is in receipt of a letter from Jimmy Schulz who used to do the night clerking here prior to joining Uncle Sam's Navy. Schulz writes that while change from clerking to "shinnying" ropes is quite a contrast, he is feeling fine, having fun, and sends his best regards to all the boys.

Our best wishes are extended to the following men who left the service during the past month: Motormen H. P. Burke and R. L. Heaton, Conductors S. K. Johnson and G. K. Tolle, who are now doing their bit with Uncle Sam's Navy; Conductor L. E. Forbus, now with the United States Postal Service; Motorman J. P. Taft, resigned on account of ill health; Motorman J. T. Johnson, Motorman E. H. Bunck, Conductor H. J. Drohen, and Conductor C. C. Goodson, who are all back East working on farms; Motormen D. W. Dailey, A. B. Craver, R. D. Snow, and E. A. Elbon who left to take up other work.

We are very glad to report that Motorman R. Hitchcock, who was badly injured when hit by an automobile on January 20, is now out of the hospital and recuperating in Council Bluffs, Iowa.

Word comes from Mrs. C. W. Hannon, and right hot off the wire too, that her husband, Clarence W. Hannon (U. S. Navy) is O.K. On Thursday, March 26, she received a telephone call from "Somewhere in the Far East". He said he never felt better in his life, and to say that Mrs. Hannon was elated to hear from him would be putting it mildly. It goes without saying that all his friends at Division Five and all the other divisions are glad to hear news of him.

## MECHANICAL DIVISIONS

By A. L. DAVIS

### CAR HOUSE ONE

E. F. Bond, Night Assistant Foreman, had the misfortune of falling and injuring his knee while answering a fire drill call. He is now at home, and will be glad to see anyone who wants to come over. He lives at 808 W. 53rd Street.

E. M. Angel and H. S. Murray are both off sick with the flu.

"Al" Wutherick is certainly glad he did not sell his car when he planned. He had the motor rebuilt and now has it well broken in.

### DEPARTMENT TWO

E. R. King, Mechanical Street Inspector at 5th and Hill, has been off sick for several months and is now up and around again but still not able to work.

T. J. Watts, who has been pinch-hitting for E. R. King, is down with the mumps. We are hoping for his early recovery.

Paul W. Brown has been visiting the dentist and now he is on a forced diet for a while, drinking "thupe".

### CAR HOUSE THREE

Car House Mechanical Department first aid team, G. Atkins, B. E. Brenn, T. Lathrop, G. B. Magin and G. F. Treneer received their standard and advanced certificates in the Red Cross instruction course, and took second place honors in the demonstration contest. The team participating in this contest were instructed by H. Wescombe and M. Storer.

G. F. Treneer was asked by his fellow employes to make the presentation of a fancy combination cigarette case and lighter and cigarettes which was donated by fellow employes to T. Lathrop as a remembrance for his friendship toward all of us. Phil replied to the few presentation remarks, thanking the boys for their kind remarks on his leaving the service for service in our Armed Forces, where we know Phil will make good.

We welcome R. E. Taylor and J. L. Brown to our division.

### CAR HOUSE FOUR

R. B. Dyer, E. R. Saliger, J. L. Scott, and J. T. Hutchinson are the new car repairers at Car House Four. Welcome to our gang.

R. W. Rhoads and G. J. Gerst resigned to go to work in the shipyards.

R. M. Ells was transferred from Car House One, nights, to Car House Four, days. Welcome to our gang.

W. O. Weiser has been recalled into the Army and last reports are that he was stationed in Nevada.

In a recent competition of Red Cross teams, the team from Car House Four, Cecil Gerrard, Chas. Furrer, Leland Lee, Joe Campbell and Norman White, won the trophy given by Mr. Kenway.

I. J. McEntyre carried off all honors in the fire and bomb drill held by the Los Angeles Fire Department.

R. E. Wibe and N. Hamilton are busy taking up their duties as first-class car repairers.

E. D. Gaston, John Johnson, and

Cecil Rumbaugh aren't boasting of their fire bridge laying experience. We wonder why.

### CAR HOUSE FIVE

John Sottile and mother drove to San Francisco to visit his brother who is in the Army.

Mel Graham and wife are the proud parents of a boy born March 3. (Cigars received.)

Assistant Foreman Jim Inman worked a week of his vacation on his ranch making improvements and reports a pleasant time was had by all, outside of the cold weather and snow.

Oscar Lund had the experience of finding out what happens when the gas is left on and not burning. He had moved a cook stove, leaving the jets open, and turned on the main outside. After lighting a match, a loud explosion was heard and Oscar is minus his eyebrows.

Pat Knight made a trip on the bus to El Paso, Texas, to visit his brother who is in the Army. He reports a pleasant trip.

*"I'll bet you were surprised this morning, Tex, when you discovered that the telephone pole that you lean against has been removed!"*





*Interested in her gardening is Marlene, daughter of Operator (Vineyard) and Mrs. Edward Cleveland.*

## VINEYARD DIVISION

By D. LADHOFF

J. H. Carroll, Operator, is beaming with happiness since his wife and his baby son have joined him in Los Angeles.

Joe Walton, Mechanic, has left for Arizona on account of ill health.

Who is the mechanic who started on a road call and had to call in to find out where he was supposed to go?

New men to join the operating department are: O. W. Boyce, F. K. Liley, E. O. Sollee and A. L. Williams. We wish these men the best of luck.

Bicycles are becoming more prevalent at Vineyard. W. E. Ryman and R. H. Alley now ride their bikes to and from work to help save on tires.

Elmo Rose, Mechanic, recently made a road call, and, in testing out the rear door, caught his foot in it and almost had to be a contortionist to extricate himself.

Harry Wellington, Mechanic, is really a humane sort of person. He spent one whole day trying to save one chicken's life. Harry has a large chicken ranch, totaling twelve chickens.

A. G. Mayrant, Operator, who lives

at 923 Parish Place, Burbank, is quite proud of his garden. He has strawberries and all kinds of vegetables. If some one would like some nice fresh onions and radishes, the same may be had by driving out to Mayrant's place.

B. B. Zimmerman, Operator, has his left ear bandaged. He says it is infection, but the boys think that his wife bit him.

Wrong Way Corrigan has nothing on one of our drivers who recently pulled out in the early a.m. on Line 85. On reaching Pico and Crenshaw, he turned south on Crenshaw instead of north, causing quite a delay to some of the other operators who were waiting for him to take them to work.

K. E. Funk's long years of experience in getting up very early in the a.m. stood him in good stead on the morning of February 25 when he had to leap out of a warm bed at 3:00 a.m. and go about his Air Raid Warden duties.

If it weren't for the L.A.M.C. families, the San Fernando Valley and surrounding territory would be quite deserted. Some have lived there for some time and others have moved to that vicinity just recently. Those who live there are: Bill Terry, Jack Stewart, Joe Elmore, A. M. Jaques, B. J. Bostwick, Lloyd Ewing, J. J. Mack, Ray Brown, J. Rash, E. H. Wheeler, Dave Coburn, F. C. Kranner and C. P. Hunt.

Who was the operator on Wilshire Boulevard who ran one hour sharp a few days ago?

Some operators should invest in a new alarm clock.

**BUY DEFENSE BONDS AND STAMPS UNTIL IT HURTS.**

## ELECTRICAL

By WALTER WHITESIDE

Ho-hum — spring is here again, and this year most of us will probably take a Scotch vacation—stay home and let our mind wander. Anyway, we can keep the weeds out of the garden or catch up on some of those odd' jobs we have been putting off for so long.

John Jack was the Number One vacationer this year, and he spent the workingest two weeks one could think of building himself a new home in San Fernando Valley.

The other evening Adam Knaus was doing his daily chore of watering the lawn. Evidently, during the course of watering, he imagined just what he would do if an incendiary bomb should light on his property, and in his excitement, attempting to put the imaginary bomb out, he tripped over the hose, injuring his hip. Resultant damage was slight but painful with a couple of days off needed to heal the pain.

Yes sir, Carl Woelker is in his second childhood, at least when it comes to ailments. He had the mumps.

Enjoyed a visit with Lt. Ira L. Hearne the other day when he was in town. He related a number of interesting experiences he has run into while on M.P. duty. Ira was with the group of Army men who convoyed the Japanese to Owens Valley.

Barber—Hair cut?  
Farmer (in chair)—Yes.  
Barber—How do you want it cut?  
Farmer—I'm not particular.  
Barber—I'll cut it any way you like.  
Farmer—That's a bargain. Cut it on shares. You can have half the hair for your work.—(The Chaser).



*The happy little miss is Regina Louise, five months old daughter of Operator (Vineyard) and Mrs. C. F. Conrad.*

## SOUTH PARK

By R. S. WALLACE

The last registration day got most of the boys in the shops who had not been caught in the previous drafts, and by the time vacation period comes around, there won't be enough of us left to bait the fish-hooks for the girls.

Mr. Burchett was down to visit the force in Mr. Jordan's office recently. We are glad to know he is able to get around again.

Moves and Jumps—J. R. Runow transferred to 16th Street Garage; Joe Matula, Head Upholsterer, resigned to accept a position with Civil Service. Sigvald Berg was upped to Head Upholsterer, thus promoting L. B. Rowen and A. T. Carmichael to higher brackets.

Our condolence to Mr. Fred J. Anderson, carpenter shop, in the passing of his sister, Mrs. Grace Froschauer. Interment was held at Forest Lawn on March 3.

Pyrotechnics in cigarettes is the latest ovation in smokes. Leonard Kelsey gave a neat demonstration a few mornings hence.

Mrs. Jennie Langlois, wife of Mark Langlois, carpenter shop, who was run down by an auto recently, suffered broken bones in one hand and one foot.

Buy war Bonds and Stamps, two necessities of life.

Wonder if a "rubber check" would have any values these days.

It is reported that two old time golfers from the carpenter shop picked up a couple of the boys who had never played the game and promised to teach them a few of the finer points of the game. The old timers, by taking charge of the score card, managed to keep the score even.

Wilbur Small, tin shop, has purchased a home and taken up residence in South Gate, being a neighbor of several of his friends in the shops. Bill should get himself a good shovel, and not for fighting fire bombs either.



*The young cow puncher is Bobbie, three years of age, and son of Carpenter (South Park Shops) and Mrs. Berton Miller.*

## DIVISION THREE

By L. VOLNER

With each draft this division has had some men called to the colors, and some have volunteered in order to get the special service they wanted. On April 27 we expect to lose a few more.

For some time Motorman C. Hendricks has belonged to the Naval Reserve. He has been called and, like all military movements, his whereabouts are unknown.

During the past month Cash Receiver Cliff Boring was on duty for several days trying to cure up a very bad cold.

One morning Operator W. E. Gillebrand approached the window to call for his run. When the clerk asked him if he wanted off, he said "yes". He started home, but, before reaching there became sick and was off one week before being able to return to duty.

On March 20, 21 and 22 President Harry W. Gilmore and Treasurer C. Voss of LARCO NO. 3, Federal Credit Union, attended a convention at Long Beach, which was of vital importance to all credit unions in the United States.

Schedule "W" is posted in the assembly hall. This data was put out by the Federal government to all lending agencies, and you should consult same, as there is very vital information to all concerned.

They say the bigger they are the harder they fall. Now the flu or some other ailment has caught up with that big husky motorman, Mr. John Corsen, and for some time he has been on the sick list.

On the morning of March 17 the clerk noticed that work run 106 had not been called for. As this was Conductor O. G. McDermith's run, the clerk called up his home to find out the cause. Mrs. McDermith answered the phone, and the clerk asked if "Mac was enjoying himself." Mrs. McDermith asked if he had missed out again. Mac finally came into the division and, of course, the clock got all the blame.

Mr. Charlie Merrill, former Extra Switchman of this division, has been off for some time on the sick list. He is now at home—3420 Thorpe Avenue, and would appreciate any of you going to see him.

When Operator Edwin Deane got into the Army he asked for an assignment in the Coast Artillery, but being physically a number one man, he has been assigned to the Air Corps.

After an operation of a very serious nature, Mr. Cal E. Vassar is back on duty again. He is holding down the job of Messenger at Division Three. Mr. Vassar has been in the streetcar game for fifty-one years, and is still going strong.

Editor's Note: Due to an oversight, Operator W. T. Russell, Division 3, was omitted from the picture in the March issue of TWO BELLS of the Los Angeles Railway employes posing with the twenty-five year old service flag under which they served. In World War I, Mr. Russell was a Sergeant, Bat. C, Second Anti-Aircraft, A.E.F.

Our sincere apologies to Mr. Russell.



Three year old Barbara Jeanne is the daughter of Operator V. W. Courtney (Virgil).

## VIRGIL

By C. P. HUNT

Why people who report to work at 5 a.m. and insist on engaging in heated arguments is a mystery. But invariably the prize winning "yam" grower, known as "Farmer Summer" and "Rancher Dossey" of no little fame, will do so. But they claim that the thing that perturbs them most is when "Secretary of Agriculture" Forest Musselwhite tries to tell them how they should conduct their farms. Particularly, say they, when the "Sec" can't even raise a good beard.

Have you seen "Photo Flash" Finley's new set of photos? They really are terrible.

R. G. Shannon complains his name was omitted in the list of new men. Perhaps if he had read the January-February edition of TWO BELLS he would have seen it listed in Vineyard's column.

We have all heard of Wrong Way Corrigan, the wrong way to punch transfers, the wrong way to hold a table fork and all that. But did you ever hear of Wrong End J. E. Carroll? On the ninth of last month

he started a Sunset run from the wrong end of the line.

Lou Metlee, the man who leaves 'em without relief, then misses out on a p.m. tripper, has recently been dubbed "Mow em down Metlee." Through the courtesy of our "Secret Dispatches", we have the information that the evening meal at the Metlee residence is always concluded with (the tableware as objectives) his version of how the current battles should be fought. He becomes so engrossed in his maneuvers that he actually "Mows 'em down", and how!

Probably the most exciting bit of news this month, and surely the most worthy of comment is of B. E. Stephens, a Sunset Operator. After much exciting comments from a small girl, Stephens was relieved from his run early one morning. The small girl hurriedly escorted Stephens to her home. There he attended the birth of the little girl's new sister. After all was in order he returned to pick up his run. Stephens is a licentiate mid-wife.

What's this we hear about Operator Bishop having some very

close connections that jump fifteen feet in the air?

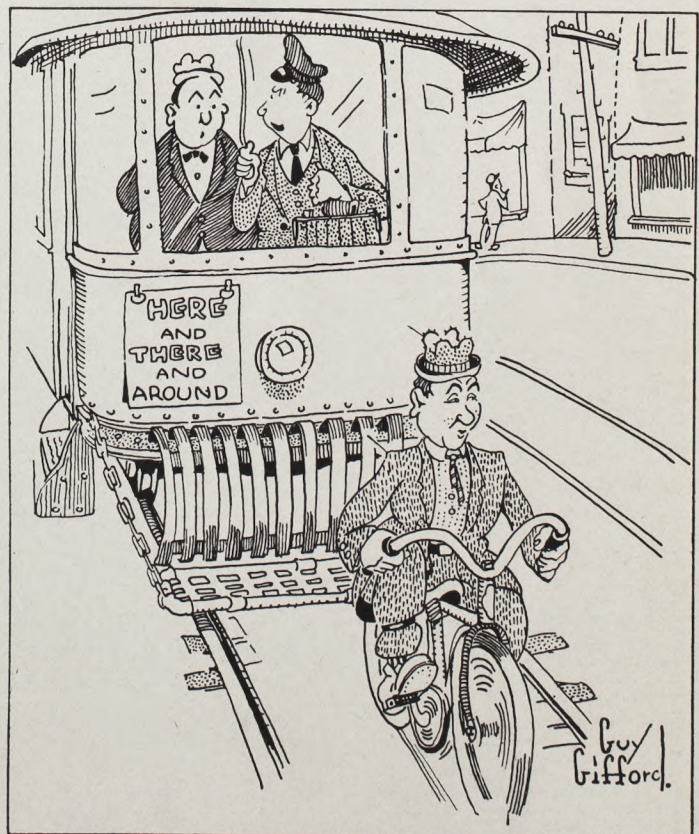
Operator Heaster, a comparatively new man on the buses, but quite apparently not so new in regards to other maneuvers, is wanting a steady run on Silver Lake line.

The reason is that one morning while working the line, a fair damsel up and planted a large, resounding "smacker" right behind his right ear. Then with a tender squeeze on the shoulder exclaimed, "I'll see you tonight, sugar."—No wonder, hey? maybe!?

Several men from Virgil have left to join the ranks of Uncle Sam. Those men you will find listed under a special heading on page 2 as they definitely leave. There are several men here "standing by," but at the time this is being written we believe there was only one man to leave. That was Phil Henley, who returned to the Navy as a Diver First Class, a rating of First Class Petty Officer.

Did you receive a cigar? Check up and see if you missed in the column called "Yells".

*"The government can take the auto driver's tires and gas, but no power on earth can keep him off the streetcar tracks!"*



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