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American's CREED

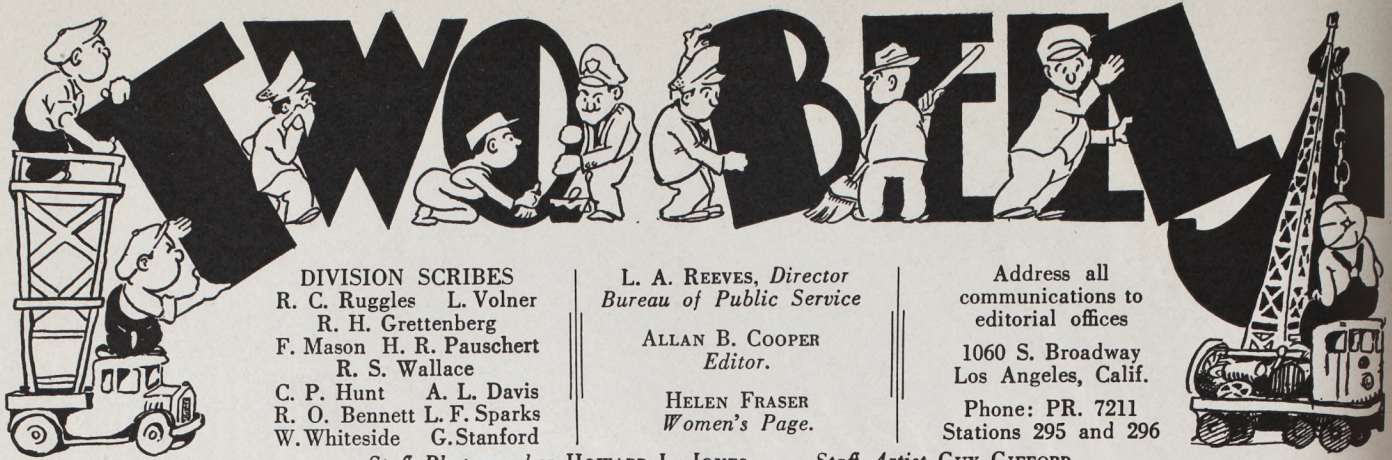
I believe in the United States of America, as a government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and inseparable; established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes.

. . . I therefore believe it is my duty to my country to love it, to support its constitution, to obey its laws, to respect its flag, and to defend it against all enemies.

—WILLIAM TYLER PAGE

Adopted by Act of Congress April 6, 1918

TWO BELLS



DIVISION SCRIBES
 R. C. Ruggles L. Volner
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 F. Mason H. R. Pauschert
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Women's Page.

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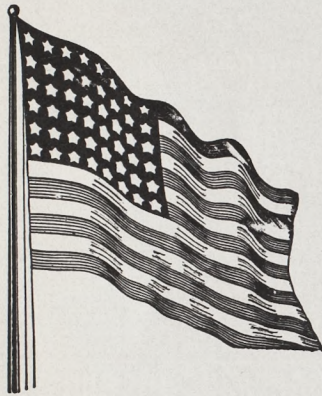
Staff Artist GUY GIFFORD

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

VOLUME 23

AUGUST, 1942

NUMBER 7



EMPLOYEES CALLED FOR MILITARY SERVICE MONTH OF JULY

Name	Occupation	Name	Occupation
Scrimes, W. W.	Opr.—Motor Coach Div	Neufischer, E. B.	Mot.—Div. 5
Stephens, K. S.	Con.—Div. 3	Roberts, B. H.	Opr.—Motor Coach Div.
Fox, Lewis W.	Mot.—Div. 5	Hobbis, B. R.	Opr.—Motor Coach Div.
Shaffer, R. S.	Mot.—Div. 4	Wynne, R. B.	Mot.—Div. 5
Beck, C. R.	Opr.—Motor Coach Div.	Vincent, L. P.	Mot.—Div. 3
Leisure, A. L.	Mech., Dept. 18	Dotts, C. C.	Con.—Div. 4
Benton, J. R.	Scrubber, Dept. 11	Graham, G. E.	Traffic Observer, Schedule Dept.
Smiley, W. D.	Switchman, Div. 1	Bowman, R. H., Jr.	Mot.—Div. 4
Chubb, T. H.	Con.—Div. 5	Donald, E. L.	Opr.—L.A.M.C. Lines
Jackson, R. A., Jr.	Yardman—Dept. 8	Johnson, D. C.	Opr.—L.A.M.C. Lines
Rupert, C. J.	Con.—Div. 1	Cowley, Earl	Opr.—L.A.M.C. Lines
Galloway, A. R.	Opr.—Motor Coach Div.	Boysal, O. D.	Opr.—L.A.M.C. Lines
Brim, W. F.	Con.—Div. 5	Matzenbacher, Ray	Opr.—L.A.M.C. Lines
Rounsavell, D. P.	Mot.—Div. 1	Palmer, E. D.	Opr.—L.A.M.C. Lines
Haeberle, J. F.	Mot.—Div. 1	Douglas, H. A.	Opr.—L.A.M.C. Lines
Trammell, G. J.	Mot.—Div. 5		

Stars in Los Angeles Railway Service Flag 245

Stars in Los Angeles Motor Coach Lines Service Flag 41

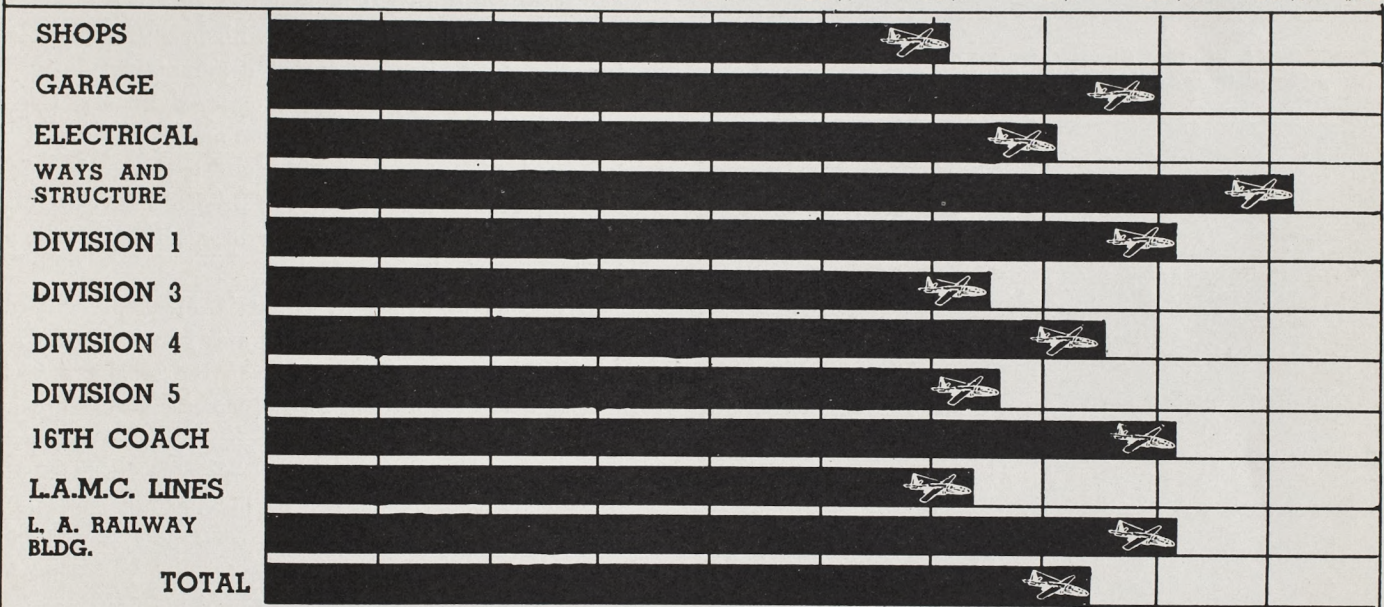


Your Bonds

KEEP 'EM FLYING KEEP 'EM ROLLING!

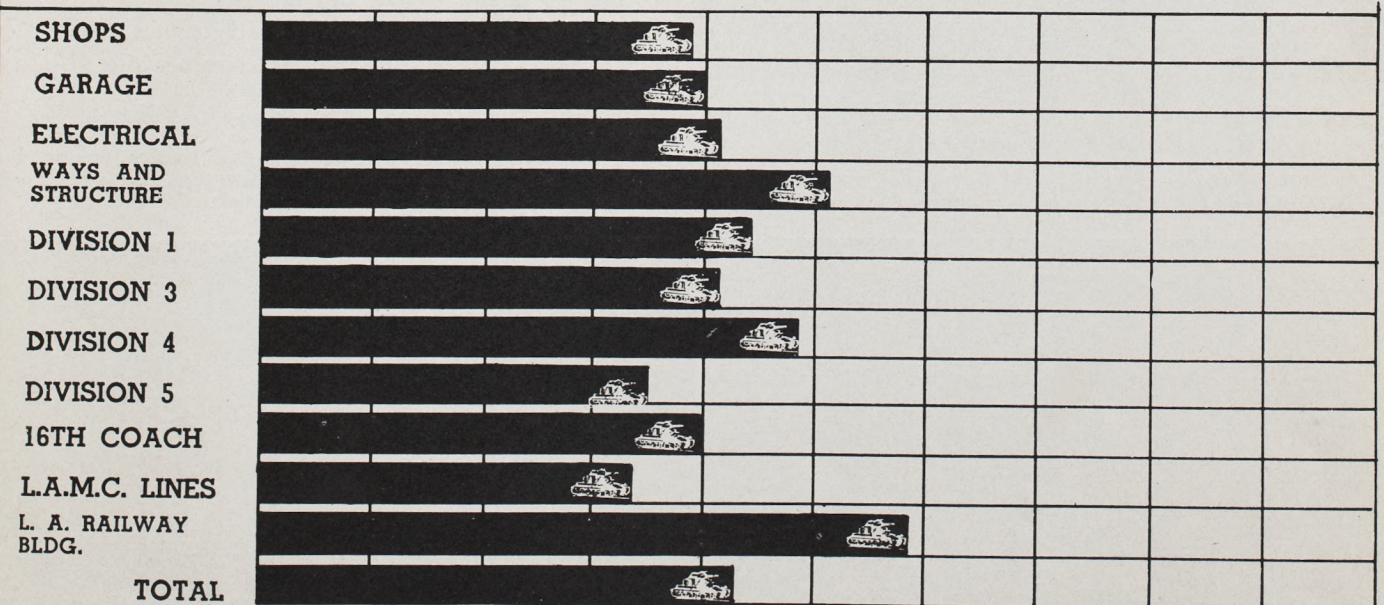
PERCENT OF EMPLOYEES PURCHASING WAR BONDS

10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



PERCENTAGE OF PAYROLL GOING INTO WAR BONDS

1% 2% 3% 4% 5% 6% 7% 8% 9% 10%



If liberty is worth fighting for it's worth paying for—Buy War Bonds.

GARAGE EMPLOYEES WIN AWARDS AT LAPIDARY EXHIBITION

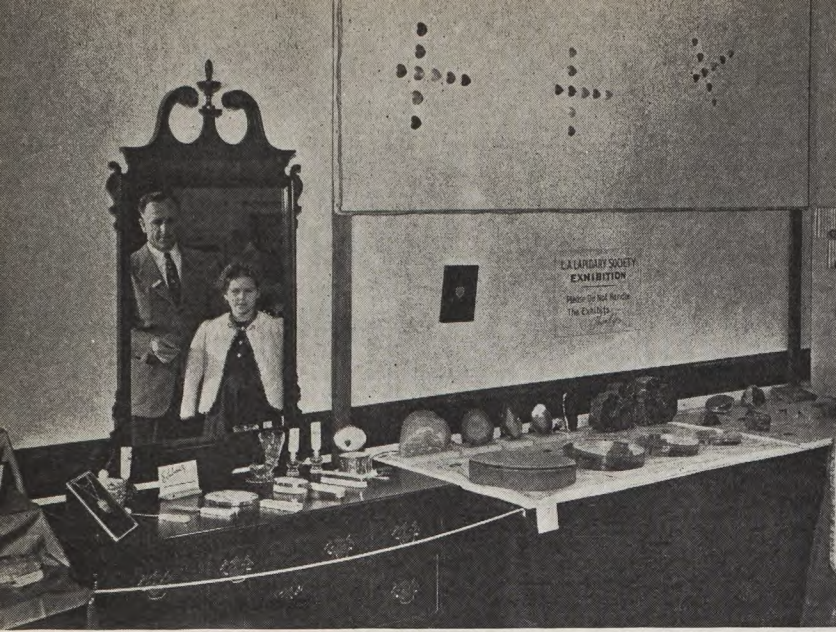
THE Los Angeles Lapidary Society, consisting of one hundred and fifty gem cutters, held their Second Annual Exhibition recently in the Hollywood Masonic Temple auditorium. In this exhibition were entered several Los Angeles Railway employees whose exhibits won competitive awards.

J. H. McCornack, Clerk at the Sixteenth Street Garage, came away with the gold ribbon, or special award, for the best display in the novelty class for his vanity set, cut from solid rock and mounted in silver. Made of howelite, a snow-white borate with beautiful black veining, the stone was dug out of a mountain side in Tick Canyon, above Saugus. Also entered by Mr. Cornack were thirty-six beautiful hearts made from opal and imported rock, together with four telescope lenses, accurately ground and polished to predetermined parabolic surface with a maximum error of one-half of one-millionth of an inch.

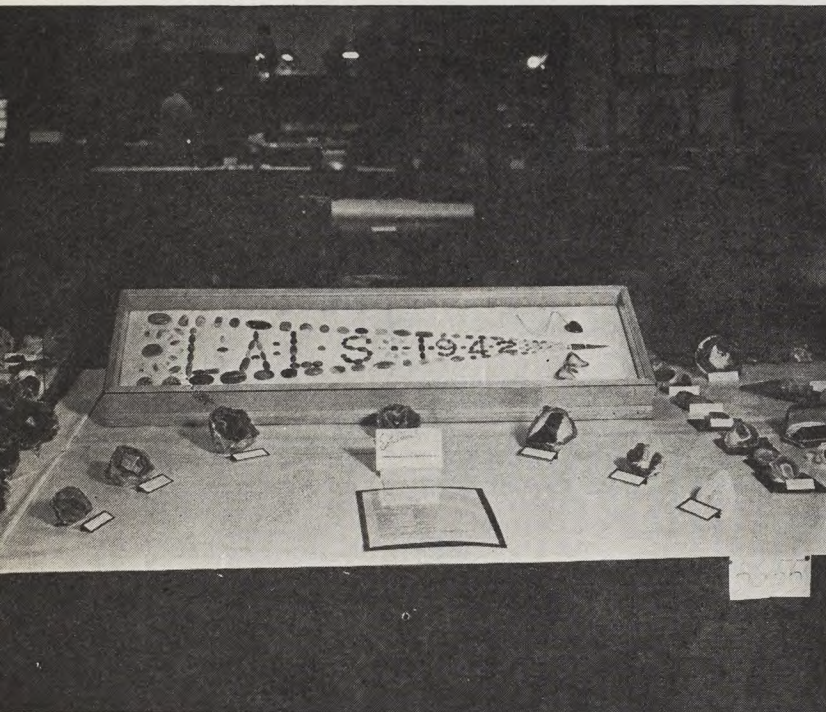
A display of Frank A. Bruner's, Mechanic, Sixteenth Street Garage, of four hundred and fifty-seven cut gems from all parts of the world, won the second award in the cabochon exhibition. Mr. Bruner's interesting hobby of collecting, shaping and polishing semi-precious stones started in 1940 while convalescing from a serious illness. Noticing some people picking out rocks at the beach one day, he asked them what they were looking for, and was told, "Moonstones, jaspers, and what have you." He started looking and found his first moonstone which he took home and worked into a watch charm.

Mr. Doyle Rishel, General Foreman at the Sixteenth Street Garage, with a display forming a pennant of the initials of the society and the year date, won considerable interest at the exhibition as the stones were not only collected in California, but were from scattered parts of the world.

THE FRIENDLY but highly competitive rivalry among lapidary members is sustained by a society ruling that all material exhibited must be finished by the exhibitor.

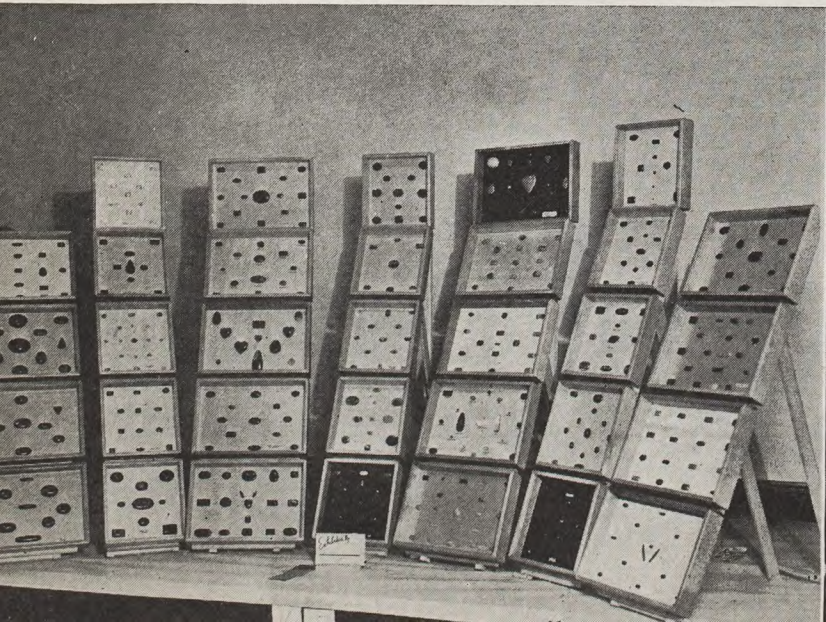


J. H. McCORNACK, 16th Street Garage, and daughter, look with pride at their vanity set which won special award.



CUT GEMS made in the form of a pennant is the unusual display of Doyle Rishel's, General Foreman, 16th Street Garage.

FRANK A. BRUNER, Mechanic, 16th Street Garage, entered an interesting display of 457 cut gems from all parts of the world.



WAR MODEL BUSES

EASY TO BUILD—LARGE CAPACITY IS TREND OF MASS TRANSPORTATION VEHICLES

NEW times create new problems. Old ways of doing things must be changed and established customs discarded. Transportation's wartime problem is to get the largest number of workers to and from their jobs in the shortest possible time. Equipment developed for this is very different from the old type.

Among the first "war model buses" was the ODT Express Trailer. Designed and built in 30 days by ODT and WPB and consultants, it led the way in a series of startling new designs. With a carrying capacity of 140 persons, it is a very impressive vehicle, but far from beautiful. It is simply a large truck trailer, 45 feet long and weighing 12,000 pounds. TRANSIT JOURNAL NEWS for April 18th gives a good account of it.

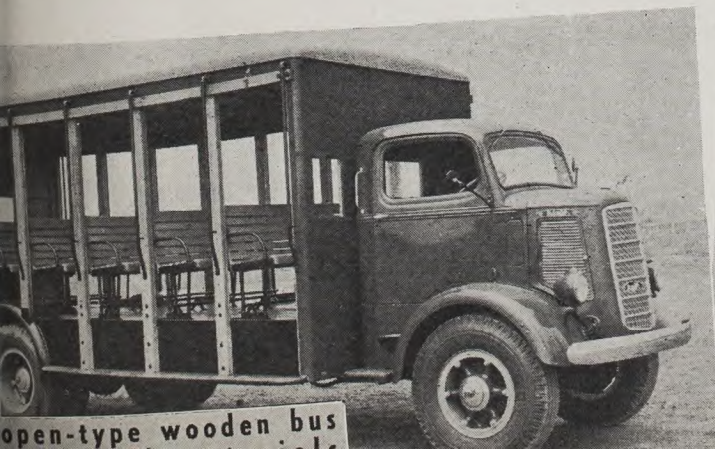
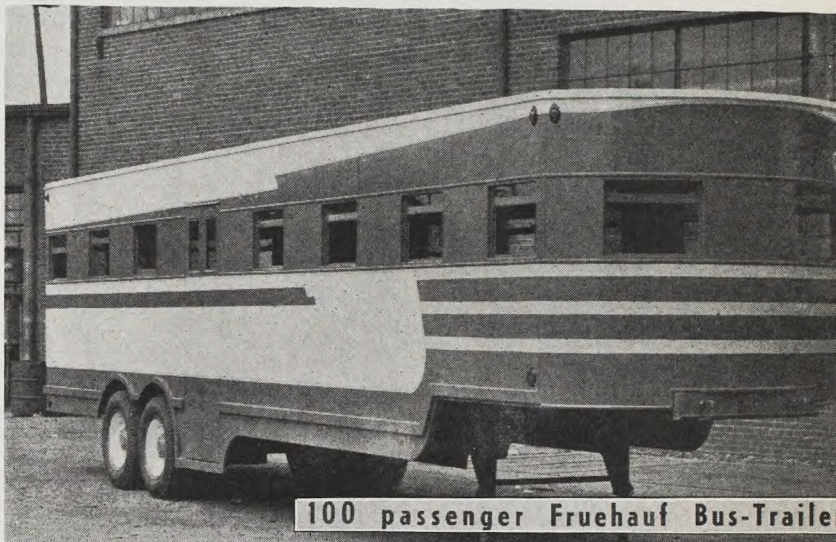
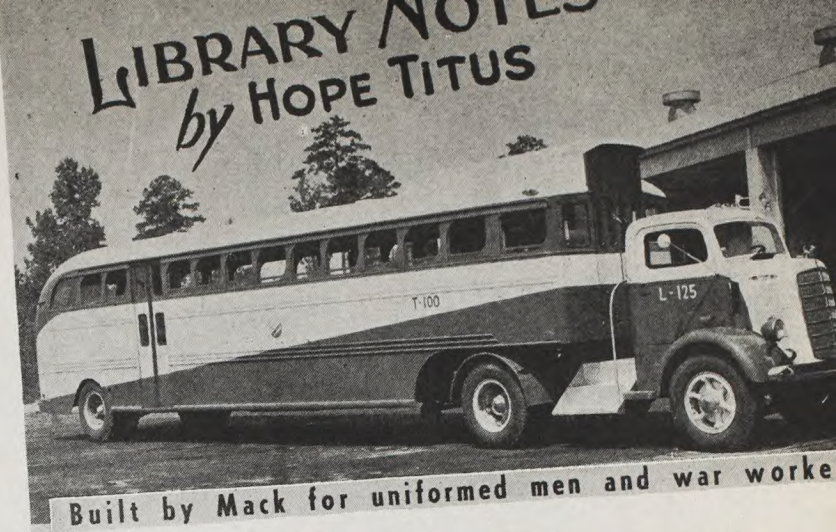
More finished in appearance is the Mack Tractor-Trailer bus shown here. Ten of these buses are in operation on the Howard Bus Lines in Georgia. This bus carries 65 passengers.

The open-type, reminiscent of our old streetcars, is also a Mack product, designed for mild climates and equipped with draw curtains for stormy weather.

Most nearly equalling the ODT Express Trailer in appearance is the Fruehauf Trailer Bus for 100 persons. However, Fruehauf claim "passenger car comfort," its easy riding qualities being attributed to the special tandem underconstruction. A report in AMERICAN CITY for July says this model is particularly economical on tires and saves up to 20% gasoline. We have specifications and further description of this bus, which, by the way, may go into operation in Southern California.

Other special buses, not mentioned here, are reviewed in detail in July's BUS TRANSPORTATION, and you will see that new times have indeed brought new ways—six door, 15 passenger sedans — five passenger cars lengthened to include many more persons—and other changes. This lengthened passenger car type is being designed by those advocating the use of private automobiles in transporting war workers. They are in favor of discontinuing all further bus production and have recently developed the "Fitzjohn Defense Worker's Coach," described in BUS TRANSPORTATION.

While some of these plans are tentative, and there are bound to be further changes, they show the trend of the times in mass transportation.



'WAY BACK WHEN OR MY GAL IS A HIGH BORN LADY

THE FAMOUS "On again, off again, gone again, Finnegan" incident symbolizes the trying situations in providing transportation, but an "In again, out again, in again" expression aptly describes the third track headache at the Santa Fe Depot in the early nineteen hundreds.

It seemed that the folks along Santa Fe Avenue and Mateo Street desired direct streetcar service uptown. Because both the Los Angeles Railway and the Los Angeles Traction Company operated to the Santa Fe Station, it was necessary that if the direct service were provided that the Los Angeles Railway lay a third track along the rails of the Traction Company for one block between Second and Third Streets. This tied the Mateo Street line and the Second Street line together, and gave through service to the business district.

The City Council was immediately besieged by the element opposed to granting a franchise, and on August 30, that body ordered the street superintendent to remove the recently laid Third Street track on Santa Fe Avenue.

Even though the councilman from the Seventh District had approached the Railway and requested that they hold up the moving of the track until a petition from the people, needing the through service, could be presented to the Council, the street superintendent set about removing the rails. In spite of the fact that the Company filled the track from Second to Third Street with empty cars in an effort to delay action, the street superintendent pushed the cars out of the way and removed the third rails.

TWO BELLS presents the sixteenth 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.

The City Council at their next meeting unexpectedly ordered the Company to reinstall the third track. It seemed that action brought about by citizens of the sixth and seventh wards descended upon the Council with such force and vehemence that several members of that body had



changed their attitude.

PETITIONS filed by various groups in an effort to regulate street railways have provided many laughs to the innocent bystander but, at the same time, have proved drastic headaches to the operating management. One petition of note was filed in Los

Angeles in 1911 by members of the League of Justice providing for a car fare of two cents for all passengers who had to stand, and further requested that all streetcars must stop and take on passengers as long as there was room to stand.

In an argument over this petition one wiseacre remarked, "If this ordinance is invoked, the street railway might as well take out all the seats on the car."

A year later in 1912 another petition was circulated reversing the procedure, calling for a "No seat—No fare" ordinance. This unique document provided that the seating capacity of a car must be posted on each end of same. Sixteen inches must be allowed to a seat in computing the car's capacity. No greater number of passengers could be permitted on the car at any time than the seating capacity. Car fare must not be more than five cents within the city and a ten-minute service must be maintained on all lines during rush hours. A universal transfer must be given.

These petitions were prevented from becoming ordinances only by the lack of signatures.

THE Los Angeles Railway is credited with many "FIRSTS" in the development of streetcar transportation throughout the country. One of these is the triangular car stop sign hanging from the span wires to designate the location of a car stop. These were adopted in June, 1911, and were rapidly

patterned after by other street railways throughout the country.

ON APRIL 25, 1910, in order to overcome the misunderstandings arising between passengers and conductors, the Los Angeles Railway introduced its first P-A-Y-E (pay as you enter) car.

A Good Neighbor's Railroad Trip

By CHARLES H. HARDY

(Mechanic, 16th Street Garage)

WHEN the trainman sips his cup of coffee at the terminal lunch room, he probably does not realize that there is an interesting rail trip where that coffee was grown. Quite likely the beans were shipped from Santos, the greatest coffee port in the world. This town is connected with Sao Paulo, the coffee capital, by an interesting railroad below the equator in the Good Neighbor country of Brazil. Sao Paulo, a city with a population of over a million, is located on a mountain plateau 3000 feet above sea level. This city of beautiful parks and buildings is reached from the seaport town of Santos by a British built railway. Some of the railroad grades are so steep on part of the 50-mile trip that cables are necessary to assist the trains. The principal climb, where the grades run as high as 9%, is con-

finied to five inclined planes totalling only about 7 miles. The trains are split and three passenger coaches, or six freight cars, are taken up at a time. Each incline has a powerful stationary engine located under the track for pulling the cables. At the time the writer made the trip a cable jumped off one of the guiding pulleys causing plenty of sparks to fly until the train crew pried it back in place. On the inclines there are only three rails for both up and down travel, the middle one serving double duty. Trains meet at turn out places on the inclines and on the levels where there are the usual four rails for the two lines. This railroad, which is considered a remarkable engineering feat, is probably the most profitable one in South America; largely due to the fact that the port of Santos is the outlet



CABLES pull the trains over the steep grades in the coffee country.

for over 10 million sacks of coffee annually. Perhaps you can jot this down in your note book as a possible trip when travel is safe and normal again and you cash in your accumulation of War Bonds.

BEFORE AND AFTER

By ERIC DAHLHOLM

(Head Car Body Repairer; South Park Shops)

WE have often seen pictures with a title "BEFORE AND AFTER TAKING"—Well, this is a picture showing "BEFORE AND AFTER FIXING."

Under normal conditions, when a President's Conference Committee car is damaged, as indicated in Fig-

ure No. 1, it would be repaired by completely replacing the front dash panel with a preformed panel obtained from the manufacturer; however, due to difficulties in obtaining metal parts under the present priority situation, and, in an effort to keep these cars ready for service

the maximum amount of time, it is necessary to make abnormal repairs. Such repairs as these requires ingenuity and skill and even imagination. In making this repair, three damaged front dashes were used to fabricate one.



Dear Ladies!

LOOKING TOWARD FALL . . .

By MARJORIE LENZ
Hollywood Fashion Editor,
CHARM Magazine.

AUTUMN will soon be upon us with crisp days and that twang in the air that makes us sit up and take stock of ourselves and our wardrobes. This will be our first fall season as a nation at war, and, with the coming of this autumn, we will see the first collections made under the all important WPB L85 restrictions.

You will be proud of our American designers who have taken the rulings in their stride and created fashions for us which are lovely, feminine, wearable and above all designed to conserve wherever possible. Not satisfied with merely meeting the restrictions, our designers, with typical American ingenuity, have spent days figuring ways to make the new fashions as figure flattering as anything we have had in the past.

Whatever your activities—business girl or housewife—your life will be a busy one this fall and your clothes have been designed to meet the needs of your busy lives. They are simply cut, will not go out of fashion, are easy to put on and fit. Many dresses have half belts which tie in front over the skirt fullness. These adjust to any waistline. Preparing for the zipper problem, slack designers have invented trick side pockets which button invisibly to an inside belt and give you as smooth a hipline as any fly front slack. There will still be slacks with zipper closings but these new ideas are fun to watch.

Photos through the courtesy of the following:

*Upper—Lucille Ball, RKO Radio Pictures.
Center—Rosemary La Planche, United Artists Studio.*

Lower—Marjorie Woodworth, United Artists Studio.

We know you didn't stock up for the duration and we are sorry for others who did as we know everyone will want to try out the new clothes. From the skin out fashions are really exciting. Brassieres without elastic have eyelet adjustments instead. Girdles combine the minimum amount of elastic with lovely non-elastic satins, broadcloths and laces. Slips without ruffles have lace bandings set into the skirts to make them prettier than ever. Of course, you can still buy your old favorites, but we want you to know about the future.

We know from our surveys that suits are always a "must" in your wardrobes and you will find your favorite dressmaker types and two-piece dresses, that look like suits, again this season. The shorter jackets, fitted neatly at waist and hips, look fresh and neat. The skirts have pleats enough to let you stride where you will.

Back to our fashion discourse again, have you been wondering about fabrics? If you must have wools there are still lovely soft Shetlands in trim suits such as the one pictured here with notched collar and skirt with easy fullness. Next, there are beautiful wool and rayon mixtures in gabardines and novelty weaves that will intrigue your fancy. Great news are the rayons of crush resistant type in gabardines and sturdy men's wear type suitings. All-rayon twills have been tailored beautifully for slack, skirt, and jacket ensembles. Rayon and wool and all-rayon fabrics are especially exciting for those of you who are budget-minded—and aren't we all these days when we want to buy our quota of Bonds! Very new and destined for great things is the new part-milk fabric called Aralac. You will find a few slacks and jackets made of it this season, but keep watching it.



To pep up our spirits and keep morale high, let us go in for some of the new colors which will be so good this fall. Reds, greens, gallant and RAF blues, browns, especially in reddish tones, are lovely for suits. We all know that too much demand for one shade or color will create a shortage of that dye, so we want to be original this season and try more combination of colors. A good clue for color combinations is offered in the contrasting trims on suits and dresses. Instead of spending hours trying to match shades, put a green coat over your brown suit, combine a deep red hat with your gallant blue suit, a plaid coat with a monotone suit. Again, black with bright green or red is always pleasing.

New feature for slacks which no longer can come with separate belts is the new attached half-belt which buckles with a leather tab, giving the same mannish effect you liked before.

Date and dressy fashions of soft crepes highlight peg top drapes, front fullness, and often three-quarter sleeves. So skillful is the designing that you won't be aware of the fact that you are wearing the minimum amount of fabric. For cocktails and little dinners, two-piece dresses carry merrily on. These have gay little peplums, contrasting bandings, pipings or rufflings to make them feminine.

For really formal clothes the new tulip draped slim skirts are fascinating in their graceful cut. If you still prefer the bouffant effect, however, there are many dirndl types in taffetas with velvet bodices. The stiff fabrics make the skirts look as full as ever.

For the fall of 1942, we offer a special cheer for our designers who have made our clothes as gay, wearable, and completely American as always. We can wear them proudly and bring happiness to our men whether they are in service or civilian ranks.

Women in the War

The following timely article by Congressman Frances P. Boulton is published to help women realize the important role they are playing in these eventful days when our cooperation is so urgently needed:

"Always as men have stepped forward, it has been the job of women to fall in and help with their work.

"Today's war—with its many fronts and its tremendous need for manpower, puts an even greater responsibility upon the shoulders of women. The men in our armed forces, the men on the production line, the women on the production line—these are the things for which we are responsible.

"And it is going to be necessary that even though we put on slacks and are on the production lines, that we do so with an increased womanhood. We must not let go from us any of the essence of that which makes us the matrix of life and the center of the home. It is not going to be an easy job, and we shall need much courage and the strength that comes from togetherness.

"We, who are the homemakers, can do so much towards keeping our men working. This is a war of production. It is a war in which every man can be a Commando, in the factory, or in the fight. Every man needs the certainty that the woman he loves—wife, mother, sweetheart—believes what he is doing is necessary and worth while.

"Women have a great deal of power in their hands that must be used rightly, used for fundamentals for good common sense. I am certain that America will go forward if we women recognize our joint responsibility and discharge it with a deep humility and a determined courage."

Want a War Job?

Get yourself a pound size tin can with wide mouth and scrub absolutely clean. Save every drop of grease from meat, poultry, lard or shortening. Strain into tin can and keep in refrigerator or cool place until you have a pound or more. Take to your meat dealer who will pay you for it. These grease drippings are needed for paints and varnishes for planes and for tanks, guns and ships—also for glycerine to make explosives, gun powders and medications.

Recipes of the Month . . .

Apple Custard Pie

*By Mrs. Adrienne Savoy,
Mother of Wesley Savoy,
Electrician, South Park Shops.*

Line a 9-inch pie plate with a rich piecrust and build up the edges snugly to the edge of the plate. Place in a very hot oven (400 or 425°) for six minutes.

Make three cups of thick, sweetened apple sauce and let it cool.

Make a cornstarch custard, flavored with vanilla and cool.

Into pie shell, first put the apple sauce, then add custard on top of the apple sauce.

Add to the top of this, a meringue with a little grated orange rind. Put in oven to brown and cook meringue, which will take about twelve minutes.

* * *

Barbecued Frankfurters or Meatballs

*By Mrs. A. J. Brehm,
Wife of Secretary to
Manager of Operations,
Transportation Dept.*

2 tablespoons butter

2 tablespoons bacon fat

Melt butter and fat and add four cups finely minced onions and fry until light brown.

Then add four cups finely minced celery.

MIX:

2 tablespoons vinegar

2 tablespoons brown sugar

1 tablespoon prepared mustard

1 tablespoon raw mustard

2 tablespoons A-1 sauce

½ cup catsup

2 cloves garlic, chopped fine

Salt and pepper

2 cups water

Add the above to the onions and celery and allow to simmer one hour. Then thicken.

Prepare as many frankfurters (prick with fork to keep from bursting) or fried meatballs as desired. Place in a casserole and bake for thirty minutes at 450 degrees. (Cover casserole).

Is your favorite recipe ready to be published? Wives, mothers and women employes are eligible to have their recipes printed in this column. "Dear Ladies" wants yours.

Helen

Editor, "Dear Ladies"

Clubs and Vets



**INSTALLATION OF OFFICERS—AMERICAN LEGION
AND AUXILIARY, JULY 21**

Front Row, left to right: Mary Favor, Historian; Mrs. Clara Clubb, Chaplain; Kay Detrick, Sec.; Lona Davis, 1st Vice-Pres.; Mae Carson, Pres.; Ann Charlesworth, Jr. Past Pres.; Mayme Nowak, 2nd Vice-Pres.; Editch Crosby, Exec. Woman; Amy Jackson, Exec. Woman.

Back Row, left to right: Bettie Leasman, Treas.; Al Brehm, Adjutant; Elena Detrick, Sgt.-at-arms; Margaret Detrick, Marshall; Francis Davis, Exec. Com.; Leo Leasman, Jr. Past Commander; R. H. Manning, Exec. Com.; G. C. Gilliland, Commander; F. F. Favour, Sgt.-at-Arms; C. J. Jackson, Chaplain; Claude LeBarre, Exec. Com.; E. G. Logsdon, Finance Officer; P. Castaldo, Asst. Sgt.-at-Arms.

POST 541, AMERICAN LEGION

By L. L. LEASMAN

Well comrades and folks, Los Angeles Railway Post 541, American Legion, is off on another Legion year with new officers and one of the hardest years ahead that the Legion has known. Because of the war, we are going to do many things this year that we would not have to do under peacetime conditions, so let's all get behind our officers and members, and all who can, come up to the meetings to assist them on putting over the American Legion program. I hope to see many at our next meeting. Let's all get together and make up our minds to attend and help out in

the huge program of our great organization.

We had a very delightful evening at our installation meeting, and after all was said and done, we adjourned to the dining room where the Auxiliary had prepared a grand feed. All had their fill. If they didn't, it was their own fault.

Past Commander Manning was presented with a Past Commander's ring, a gift from Mrs. Marie Manning and Past Commander Leasman for faithful service and untiring efforts given to the L. A. Railway Post American Legion.

Comrade Harry Brown is at home sick and would appreciate seeing some of you comrades.

Next meeting September 1, Patriotic Hall. Don't forget the Department Convention in Los Angeles, August 15 to 19.

SQUARE AND COMPASS

By C. J. KNITTLE

Once in a blue moon a third degree, that momentous occasion in which the candidate advances to the sublime degree of Master Mason, is conferred with such astonishing preciseness and humble eloquence that even patriarchs of the ancient order are impelled to sit up and take notice. This was the case in the raising of Brother E. F. Adams (Instruction Department) at South Park Lodge, No. 563, July 14th.

Worshipful Master Sid Hill had requested the Square and Compass Degree Team to take charge. Brother George Jameson, Captain, filled the chairs for the first section with Club members from the Instruction Department. For the second section, Brother Jameson took the East, with a more representative LARY group in the chairs. The team functioned splendidly. Special mention is accorded Brother Bill Mott, Master of Henry S. Orme Lodge, No. 458, for a fine lecture, and to Brother Dave Mears, who has tiled Henry S. Orme Lodge the past 24 years, for his inspiring "Eulogy to Hiram" and "Altar Poem." Brother Billy Vejar is mentioned for his excellent work as Senior Deacon and Captain Ralph Minniear, whose highly trained and handsomely clad Jinnistan Grotto Patrol presented a series of fancy street drills, deserves a wealth of praise. An honored guest was Private Fletcher Henry, trainee of the U. S. Army Signal Corps and member of Noachite Lodge, No. 507, Muskegon, Michigan.

We are pleased to note Brother E. F. Bond has returned from a lengthy

sick leave and that Brother C. O. Ashton, organist of South Park Lodge, is able to be about after a long, serious illness.

President Bill Greenwood hopes each of us brings a candidate to the Club's fall opening meeting, Saturday evening, September 12th, at Van's Cafe.

Secretary Joe Steenrod says it appears a few members overlooked their 1942 dues. Gentlemen! Gentlemen! He couldn't possibly have meant you!

THE WOMEN'S CLUB

By MRS. H. A. DEWEY

Mr. P. B. Harris was a visitor at the Red Cross Unit on Tuesday, July 21, to see all the work being done by the women.

During the months of June and July, large groups of women have gathered in the club rooms doing Red Cross work: 10 Navy sweaters, 10 ladies' sweaters, 10 pairs pajamas, 7 sleepers, 6 scarfs.

Scrapbooks for the injured soldiers are to be made by the children at these Tuesday Red Cross meetings. There is something for everyone to do, so bring your scissors and thimble ready for work.

More materials can be used to keep these ladies from running out of employment.

September 3—President Mrs. E. J. Miller will extend a welcome to the wives and mothers of new employes and many of the old friends. So, let's have a good turnout.

Mrs. J. F. McCormick has charge of the programs this year. At the first regular meeting there will be instructions for the fall and winter gardens.

With the opening of the club year, the drama section will begin the study of plays to be presented during the year.

September 10—The L. A. R. Y. Women's Club will give a pot luck luncheon on Thursday, the Tenth. This is the first entertainment of the fall season in our club rooms at 962 West 12th Place, and a large crowd

is expected. Serving will begin promptly at twelve o'clock, and those who can spend the afternoon will have the usual social time and games.

The luncheon will be in charge of Mrs. M. S. Thomas and her committee, Mrs. A. H. Middleton, Mrs. L. F. Robinson and Mrs. S. T. Brown. A fine time is guaranteed to everyone who comes.

Call Mrs. Thomas at MADison 2995. She will have a menu prepared and help you make your selection for the pot luck luncheon.

AMERICAN LEGION AUXILIARY

By BEATTIE LEASMAN

Tuesday evening, July 21 at 8:30 p.m., the Los Angeles Railway Unit No. 541 American Legion Auxiliary held a joint installation with the Post at Patriotic Hall.

Bettie Leasman, a past president of the Unit, presented the Junior Past President, Ann Charlesworth, with the Past President pin, a gift from the Unit, and also another gift from the officers who served under her. Many other presentations were made, one a lovely bar pin with the Auxiliary emblem in the center, from Past

Commander Leasman. The Secretary, Treasurer and Chaplain all received their pins from the Unit. The new President, Mae Carson, received a lovely bouquet from Commander Gililand. Also another bouquet was presented by Bobbie Carson, (Captain of the S.A.L. Squadron), to his mother, from the Squadron. And Elena Detrick presented the president with a beautiful bouquet of roses from her six sons, four of whom are in the Armed Forces of our country on foreign soil.

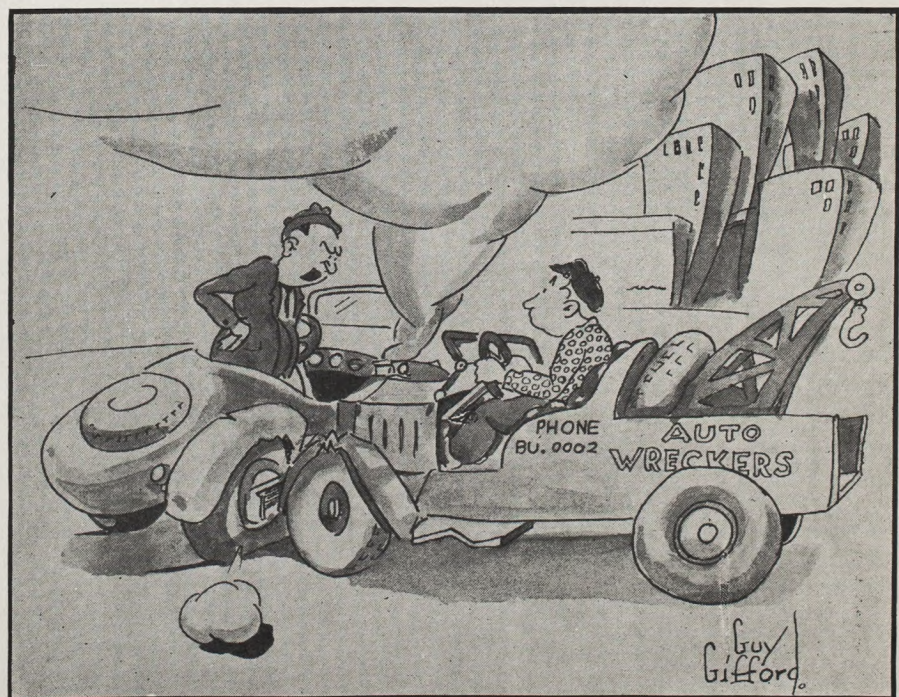
Several guests from the District were introduced: Ruth Myerand, President; Ruby Stump, Secretary; Irene Penny, First Vice President; Jean Hynes, County Council Secretary, and many others.

Refreshments were served by the Post and Unit in the dining room.

At the first meeting in August the president will make all her appoints for the year. Don't forget the Department Convention here in Los Angeles August 15 to 19.

We realize that many of the Unit members are busy with Civilian Defense and Red Cross, but do try to attend the Unit meetings.

**"BUY BONDS AND STAMPS
AND KEEP THEM FLYING."**



"Is business really that bad?"

HITS

THAT HELP US TO WIN



"Deserves a Kind Word"

"I would like to express our appreciation for operator No. 50 (*E. D. Mullaly*). His kindness in smiles and his friendly 'hello' to all make it a joy to ride on his bus. He helps everyone with their streets and does whatever he can to help. It isn't only our family, but so many of our friends have said the same for him. We surely feel he *deserves* a kind word.

MRS. L. E. BELTON,
181 French Ave.,
Los Angeles.

"P. S. He is on the Highland Park bus."

Won Thanks from Public . . .

"The little old lady arose from her front seat just as the trolley pulled away from Western Avenue and said to the motorman, 'Stop the car. I wanted to get off at Western.'

"The motorman replied in a soft, unexcited tone, 'Wait a minute, I can't let you off until the next safety zone because if I stopped the car and let you off now you might get run over. Here is a transfer, get off here, cross over when the light is green and take the next car back to Western.'

"He then helped the little old lady off the car as she was so feeble and helpless.

"I thought you ought to know that his number is 2687 (*A. R. Hemm, Div. 4*) as he not only won the thanks and good will of the little old lady, but also of the several other passengers on the car."

MORTON HARVEY,
146 So. Arden Blvd.
Los Angeles.

Operator 2859 Praised . . .

"It gives me great pleasure to write and tell you that you are to be complimented on having such men in your employ as Operator No. 2859 (*T. O. Knoff, Div. 1*) on the "S" line.

"Not only is he a very careful operator, but there is not the slightest jar when he stops his car.

"Have ridden on his car several times, and his courtesy to the public is wonderful."

H. LEONARD EDWARDS,
1921½ So. Burlingame Ave.
Los Angeles.

"Splendid Service"

"A few days ago one of your employes, Motorman 3322, (*F. A. Nordyke, Div. 3*) rendered a conspicuously courteous service which I thought you might appreciate having called to your attention. I was riding on a No. 10 car going north on Grand Avenue about 7:40 a.m., when two blind boys boarded the car at 30th Street. The motorman went out of his way to see that these handicapped lads got off the car at their destination and even escorted them to the sidewalk. As you no doubt know, Grand Avenue is rather busy at that time of day, and if it hadn't been for the motorman's consideration these lads might have been injured.

"In trying days like these, such splendid service is worthy of commendation."

BRUCE A. FINDLAY,
Visual Education Section,
Board of Education,
1205 W. Pico Blvd.,
Los Angeles.

"Pleasure To Ride With"

"Let me commend the motorman and conductor, No. 2946 (*W. H. Langdon, Div. 5*), a fine, courteous gentleman, on the No. 7 car. It is a pleasure to ride with such a man, who helps women and children and is pleasant at all times."

MRS. O. N. MATTSO.
(No address shown).

Kindliness Appreciated . . .

"Just a word of commendation for Motorman 4216 on Beverly Hills bus leaving 5th and Hill about 10:10 a.m. Sunday. (*E. E. Morgan, Wilshire*).

"Was much interested to note the very courteous and helpful manner with which he handled each and every passenger. Am well aware they have much to try their patience, but such kindliness is appreciated by the traveling public."

MRS. A. R. RHOADS,
573 So. Boyle Ave.,
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

O. J. Allen, Div. 3
L. F. Auker, Div. 4
H. D. Baker, Div. 5
*V. R. Banks, Div. 4
L. W. Beck, Div. 5
C. R. Bentall, Div. 3
W. W. Bitters, Div. 1
J. W. Bond, Div. 1
L. C. S. Brown, Div. 4
W. M. Brown, Div. 1
H. Cannon, Div. 5
V. E. Cartmill, Div. 3
R. Chase, Div. 4
K. G. Crownover, Div. 1
H. L. Deupree, Div. 4
A. I. England, Div. 1
L. T. Frise, Div. 4
M. F. Graham, Div. 3
R. H. Ison, Div. 1
W. D. Jenkins, Div. 5
G. A. Kelsey, Div. 3
N. E. Mackay, Div. 3
A. H. Middleton, Div. 1
A. C. Miller, Div. 1
R. G. Monahan, Div. 3
V. E. R. Nordquist, Div. 4
H. O'Neill, Div. 1
R. W. Pace, Div. 4
H. D. Plank, Div. 4
D. S. Rasmussen, Div. 4
J. C. Rhodes, Div. 4
C. E. Rieger, Div. 3
R. S. Shepherd, Div. 5
W. H. Stanley, Div. 1
H. F. Swabby, Div. 1
D. S. Timmons, Div. 3
R. C. Timmons, Div. 3
**J. A. Wear, Div. 5
W. H. Welch, Div. 4

OPERATORS

H. P. Casebier, E. Jefferson-Coliseum St.
T. P. Comer, Sunset
R. D. Crandall, Sunset
J. M. Fagan, Sunset
R. G. Finley, Sunset
W. M. Fraser, Beverly Blvd.
E. M. Johnson, Ave. 50
H. H. Little, Florence-Soto
R. J. Robinson, Crenshaw
J. Schmidt, Crenshaw
R. C. Troke, Sunset
E. H. Wheeler, Sunset.

NOTE: Each asterisk represents one additional commendation.



ERRORS

THAT CAUSE US TO LOSE

"Unbecoming Behavior"

"This afternoon on the 'R' car en route to the western part of the city I offered for fare a dollar bill. In making the change, the conductor gave me nine dimes, one nickel and five pennies. I asked your conductor if it would be possible for him to make the change in larger denominations, and truthfully I did not intend any sarcasm in the manner I made this request. His reply was very discourteous. He asked, 'Didn't you give me a dollar?' I answered, 'Yes.' And he said, 'Well, you have the correct change, just put in your fare.' I complied with this command, and in doing so, one penny dropped to the floor. He demanded that I pick it up or use another penny. His manner was so provoking that I told him to pick it up himself. I then proceeded towards the front end of the car when he roughly grasped me by the sleeve and held me back demanding that I put the penny in the farebox. His unbecoming behavior angered me still further and I told him to take his hands off me. To avoid any further disturbance with this conductor, I moved forward to the front of the car and found a seat. The conductor soon came up to the front of the car to discuss with the motorman (within my hearing) whether or not to put me off. I stepped forward and asked him if he desired for me to leave the car. He didn't seem to want that, but insisted that I should come back and put another penny in the box. He claimed that the first one had rolled to the ground, which is not true, as the party who was with me will confirm my assertion that the penny dropped to the floor and remained at the conductor's feet.

"I believe some discipline should be shown this conductor whereby he would realize courtesy to your company's riders is the basis upon which your trainmen gain their livelihood."

Sarcastic Answers . . .

"I wish to inform you that this afternoon on your 'B' car northbound I was subjected to a very humiliating experience. When your car approached the Civic Center, I stepped up to your conductor and asked him whether First Street or Temple

Street would be the nearest stop to the Hall of Justice. He replied, 'It doesn't matter to me which is the nearest.' I again asked which would be the nearest stop as I did not care to walk any farther than was necessary. He answered, 'Don't get so snippy.'

"Everyone on the car looked at me as if I had provoked the conductor into making this remark.

"Why the riders, whose fares help pay the wages of this man, are subjected to such discourteous treatment is something I cannot understand."

Discourteous Remarks Given Patron . . .

"I am employed as a nurse on the night shift in one of the local hospitals. This morning, while returning from work, I boarded an 'A' car at Clinton and Hoover and asked the conductor if the car went to 24th and Vermont, to which he replied it did. I handed the conductor a dime and asked for two nickels, as I already had two pennies. He handed me a nickel and five pennies, so I dropped seven pennies in the box. The conductor gave me a very mean look. I then moved forward in the car and took a seat.

"As I had been working hard that evening I soon fell asleep. I awoke when nearing my own neighborhood and decided that I would get off at Ellendale and walk home, rather than ride to Vermont and take a 'V' car south.

"I pushed the buzzer at Magnolia to announce that I wanted to get off at Ellendale, but the car did not stop. I looked at the conductor and said, 'I wanted to get off at Ellendale.' He countered, 'You asked to get off at 24th and Vermont,' to which I replied, 'I only asked if the car went to 24th and Vermont.'

"The conductor had the car stop at the next alighting point and allowed me to get off. As the car pulled away, he said 'If you would stop sleeping on cars and go home nights, maybe you would know where you want to get off.'"

Rudeness to Passenger . . .

"I wish to inform you of the incivility I received tonight from a conductor on the

"9" car. I boarded the car at Sixth and Broadway hurriedly as the car was waiting for the 'go' signal. The conductor stood facing the front of the car and did not mention, as I got on, that the car was one which turned back short of the terminal.

"After I dropped my fare in the box, I noticed I was the only passenger on the car and asked the conductor if the car went through to Western Avenue, to which I received no answer. I repeated my question and received the following reply: 'Can't you read? Didn't you see the sign on the front of the car?' I replied that I was in a hurry for fear the car would start and boarded from the rear and did not see the front sign. He reluctantly gave me a transfer for the next car, but did not stop at Seventh or Eighth Street to allow me to alight, even though I pushed the signal. The car finally stopped at Ninth Street, where I got off.

"I have traveled on your lines every day for the last eighteen years and have never met such a rude individual in charge of your cars."

Inconsiderate Attitude Displayed . . .

"This is to report an incident which happened this afternoon at Fifth and Olive Streets while my wife and I were escorting a handicapped lady, our guest from out of the city, across the street intersection. We were directly in the middle of the street when the 'go' signal changed to 'stop.'

"Your No. 3 car proceeded westbound, with the signal, clanging the gong—forcing us to stand in the middle of the street until it had passed. As the car went by, the operator hesitated just long enough to call, 'You darn fools.'

"The attitude of your operator in forcing us to stand in the middle of the street was most discourteous. The effect upon my wife and I, as well as our guest, was certainly unfavorable towards your company.

"If your operator had waited a moment to allow us to reach the other side of the street before starting, it would have taken but a moment of his time and would have made us feel friendly toward your organization."

PERSONNEL NEWS

YOUR COOPERATION NEEDED

The plea in last month's issue of **TWO BELLS** for the addresses of employes in the Armed Forces whose medallions have been returned to us, because of addresses unknown, met with very favorable response. There still remains, however, a number of employes whom we are yet unable to send these tokens of our good wishes.

An indication of the esteem in which these medallions are held by the men in service is attested to in the following letter received by Mr. Harris:

"I try to learn something every day; from people, machines, events. Today's lesson was comparatively easy. I learned, from two simple but forceful mediums, a medallion and a sincere letter, that corporations can, and do, possess hearts and red blood. Just like the people they're made of. Just like a great nation—America. It's big, tremendous, guides destinies of millions—but it has a heart to match and red blood flowing through. It's the people, all the people, US, always. And so it is with a corporation—the people who manage and govern its polices, show its heart. There's a lot of heart—and red blood showing in the L. A. Ry. to fellows like me in a medallion and a letter. They hold the heart and the red blood, the smile and good wishes that mothers give to sons. The elements of America — her greatness—her **LONG LIFE**.

"I, and the others with me, are doggoned grateful for it and though we may scoff and abuse all the efforts for "building morale", we can recognize and appreciate their value—when a corporation is brave and American enough to show its heart!

"Thank you sincerely,

Dale Meeder."

Anyone knowing the whereabouts

of the following men or the addresses of their families, may aid the men in obtaining their medallions by forwarding this information to L. A. Reeves, Bureau of Public Service, Los Angeles Railway Building:

Albert, Donald F.
Burke, Harry P.
Canatsey, Lawrence D.
Cook, Raymond P., Jr.
Davis, W. E.
Garner, W. A.
Hammill, Donald F.
Kerr, T. H.
Kilby, J. A.
Loff, George W.
Lucas, Alexandre, Jr.
Manley, Wilfred I.
Maze, Paul E.
McPherson, Lewis F.
Ochoa, Sostenes
Parker, Edward R.
Prickett, Jack H.
Renner, Otto R.
Smith, Ned S.
Snoddy, William C.
Thomas, Dan E.
Thompson, Arthur B.

OBITUARY

The wife of Frank Westcott, Special Roll, died July 6, 1942.

George Merrill Morton, Flagman, Transportation Department, died July 22, 1942.

Mr. Morton was born February 13, 1870, in London, England. He entered the service as an Upholsterer, Mechanical Department, May 28, 1906, transferred to Transfer Table Operator, Mechanical Department, September 16, 1932, transferred to Watchman, Mechanical Department, October 16, 1933, transferred to Flagman, Transportation Department, July 1, 1939.

Herman Diver Sipperley, Special Roll, died July 13, 1942.

Mr. Sipperley was born March 13, 1855, in Troy, New York. He entered the service as a Motorman,

Division 2, transferred to Flagman, Transportation Department, and was placed on the Special Roll on February 1, 1932.

YELLS

Edward William, Junior, born to Operator (L.A.M.C. Lines) and Mrs. E. W. Ewers on June 19.

Cliffie Anne, born to Motorman (Div. 5) and Mrs. R. B. Shaner on July 3.

Donald Michael, born to Conductor (Div. 1) and Mrs. F. C. Riley on July 5.

William Paul, born to Conductor (Div. 1) and Mrs. R. F. Snyder on July 6.

Allen Douglas, born to Operator (16th Street) and Mrs. A. A. Carrizosa on July 11.

Kenneth Allen, born to Conductor (Div. 4) and Mrs. Geo. K. Wilch on July 11.

Richard Wayne, born to Mechanic Chas. Hardy (16th Street Garage) and Mrs. Chas. Hardy on July 20.

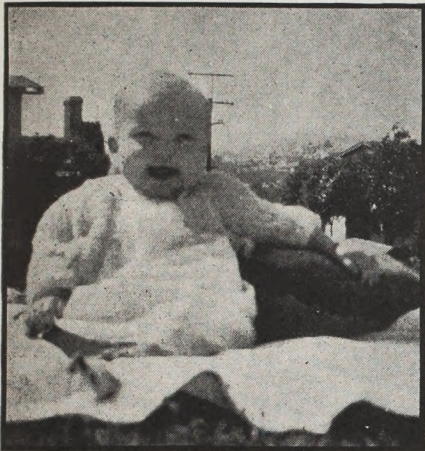
PENSION ROLL

Ulysses Silvester Cupp, Motorman, Division 5, will be placed on the Special Roll effective August 2, 1942. Mr. Cupp was employed as a Motorman, Division 2, May 9, 1905, transferred to Motorman, Division 5, July 31, 1932. His present address is 413 W. 57th Street, Los Angeles.

Henry Martin Guthrie, Flagman, was placed on the Special Roll, effective July 11, 1942. Mr. Guthrie was employed as a Motorman, Division 2, later transferred to Motorman, Division 5, transferred to Watchman, October 1, 1934, transferred to Flagman on March 1, 1940. His present address is 206 N. Herbert Street, Los Angeles.

Herbert Evarts Gaskill, Accountant, Auditing Department, was placed on the Special Roll, effective July 9, 1942. Mr. Gaskill was employed as an Accountant, Auditing Department, November 2, 1910. His present address is 250 S. Gramercy Place, Los Angeles.

Newsmen Report...



MILDRED ANNE, 6 months old daughter of Operator W. Hunter (Division 1) gives a big smile for the cameraman.

DIVISION ONE

By R. C. RUGGLES

In looking over the monthly report, we are happy to state that accidents have shown a decrease this past month, but our witnesses have also decreased about one per cent, which is not on the good side, as we all know. So let us strive to correct this in the coming month by bringing in more witnesses and fewer accidents.

A card was received from R. W. Bringham, retired, who is on a camping trip about twenty miles north of Bridgeport. As usual, on his return, he will be able to tell about the big ones that got away.

A. S. Mason, a former employe, sent us word this past month that he is living at 3910 San Fernando Road, and he would like to see any of the boys who care to drop in.

R. J. Orphan is sleuthing around trying to discover who took his lunch. According to reports, Jim Kenney may know more than he is admitting,

as he stated that he would prefer more meat and less jelly in the sandwiches.

C. L. Farrah enjoyed a ten days vacation at Big Bear.

W. H. Stanley had the misfortune to be held up on July 13th on his pull in trip. He lost about \$30 of his own money.

A. W. Ehlers received a card from J. W. Tungate, who is in the Convoy Service of the United States Navy. The card was mailed from a province on the east coast of Africa.

A. R. Burke was operated on this past month for a broken bone in his nose.

George King was in the Division, sporting another stripe, making his third since his enlistment a year ago.

Johnnie Johnson writes us that he is located in Salt Lake City, on recruiting duty.

There has been a request put in for the address of Allen Barrows. In the hope that this will help out, we print the following address: Private Allen Barrows, 319th Technical School Squadron, Sheppard Field, Wichita Falls, Texas.

We welcome the following new men to Division One: L. S. Drysdale, C. A. Velderrain, J. E. Powell, A. G. Morrissey, O. E. Walton, C. A. Williams, O. P. Turner, C. A. Butcher, C. F. Howery, G. E. Schumer, J. H. Rosenthal, J. Van Osbree and R. B. Warner.

The following men are on the sick list: F. A. Geel, A. Haley, D. F. McGaughey, H. E. Cubberly, O. E. Brown, C. E. Moore, C. R. Ream, G. M. Katzenberger, E. R. Tomlin, F. Hawley, B. J. Lytell, M. L. Howell, J. W. McKeown, F. C. Shafer, and S. J. Singer.

DIVISION FOUR

By BOB GRETTEBERG

Letters from the Armed Forces . . .
 "I would appreciate getting TWO BELLS and hearing from any of the boys if they would care to write. If any of you folks ever get up here, look me up and I'll show you around. Please say "hello" to Mr. Ellis, Steve and all the other boys for me."—Lt. Harry Fisher, Lamoore Field. "In closing, "hello" to all the gang, and especially to Mr. Ellis. I hope this finds you all in the best of health. Good luck for a good year in '42. Keep 'em flying."
 —Corp. Lynn Willerton, outside the U. S. Boundaries. We also have a letter from Earl Meldrim stating that he is outside the boundaries of the U.S., somewhere in the Pacific area. He said: "For each War Bond you fellows buy, I'll get ONE Jap!"

Not a letter this time, but a per-

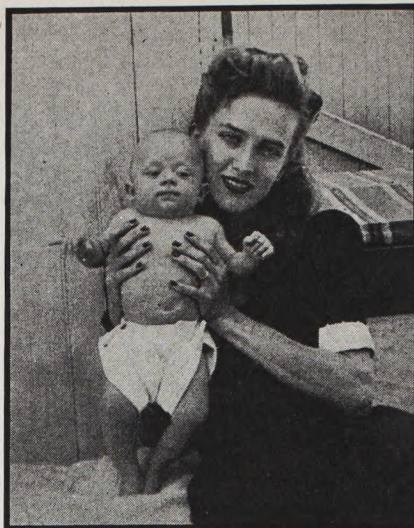


FORMER EX-OPERATOR Harry Fisher (Division 4), now a lieutenant, about to step into his plane.

sonal visit from one of our men who has joined with Uncle Sam. He is Seaman Guard H. L. Hawkins, stationed at San Diego. He dropped into the office one day recently to tell us that he received his medallion from the Los Angeles Railway and that he treasures it very highly. We also had a pleasant visit from Staff Sergt. G. W. Honts, who has also received his medallion and expressed his appreciation. There are others, too, now with Uncle Sam, who have not forgotten us and are in touch by letter—Pvt. H. A. Renner, who is stationed in Texas, and H. L. Foss at Hamilton Field, California. They have each asked to be remembered to all of the boys. NOTE: If any of the men would care to write to any of these boys, I have their addresses and would be glad to give them to you!

Results of the Bond Drive: You men have seen the visible graph posted on the bulletin board that out percentage of men buying War Bonds has increased slightly, but we are far from the desired goal of 90%. There are many men who must still put aside 10% for democracy if we are to attain this goal, and prevent automatic payroll deduction. Let's give this Bond Drive "all we've got" and get up to that 90% for our Banner!

Witness Record . . . We are still proud to say that some of our men are getting large numbers of witnesses to accidents and doing it every time they have an accident. Apart from other reasons and abilities of their own, they have confided one little secret that helps them attain this record. Each man carries, thoroughly ready, in his pocket, a group of twenty sharpened pencils tied together with a rubber band. Then, when there is an accident, they are able to extend the courtesy of a pencil with each witness card, so there isn't any reason why the passenger shouldn't just go ahead and sign. This little lesson may be of help to some of the men who are getting poor percentages of names when an accident does occur. Perhaps the



SHARON DIANE, 4 months of age, with her mother, Mrs. E. C. Rogers, wife of Motorman C. E. Rogers, (Division 4.)

"pencil with the witness card is the thing!"

We are glad to report that Mrs. W. H. Paschall, wife of Motorman W. H. Paschall, is recovering nicely from a recent appendectomy and is now well on the road to recovery.

"Dusty" Rhoads, Inspector, working out of Division 4, received a traffic ticket for running a red signal with his automobile! What is the fine, "Dusty"?



THIS INTERESTING shot shows Ex-Conductor Earl D. Meldrim (Division 4) somewhere in the Pacific?

VIRGIL

By C. P. HUNT

Have you ever wondered how far reaching the circulation of "TWO BELLS" is? Other than following our men in service, some one entirely strange to us wrote from "way back East" to "Willie" Stearns congratulating him on his poetry, and, well he should be, we think.

If you, by any chance, need any extra "change" for your vacation or whatever else you want, why not try one of the following three "hot" spots:

Now, if you can get "Chief" Dickerman to escort you to a "bank-night" show, you will be in the "dough." He probably wouldn't want a share of it, in fact, all he ever carries away is bus stop signs. Or, if you need the change real "sudden," hop a ride on "Matching" Wehinger's bus, wave a 10-spot at him. He will not take it and will give you 10 bucks in change. Then we have W. Bishop. Slip him a \$2.00 bill and you will receive \$5.00.

Imagine "Rabbi" Bostwick, now famous for weight lifting, appearing in a leopard skin?

Indeed a tragedy was the death of Jack Hanan, a former employe, and his wife and daughter. They met with a traffic accident in Los Angeles.

Vacations for the most part are being spent at home by those who are taking them. However, we did learn that Methe spent his vacation in and around Palm Springs, and "Red" Sawyer motored North to Seattle. "Draw One" Whelchel spent his vacation working around his duplex.

That sad look on D. D. Canning's face, seen recently, is due to the fact that he managed to get a Sunday off to go fishing. He spent the entire day on board the boat, but they never left the harbor. All due, of course, to military precautions. Maybe it won't be long, and then the fish will be bigger and better.

Some of the latest new men seen on the property are C. R. Andrus,

F. R. Williams, M. L. Woodward, F. H. Blair, C. R. Dalton, C. Carroll, G. Mayberry, A. B. Totie, P. L. Haralambou, B. A. Burton, C. P. Tharp, V. Montoya and F. Carter. We wish them the best of luck, health, and happiness.

In regards to those men who have been called in service, you will always find them listed on the first page of TWO BELLS.

The sick list at Virgil is the smallest it has been for some time. By the same token, however, the names thereon are about the same. Those men, namely E. B. Ramey and W. C. Lane, have been sick for a long, long time, and though we don't always keep our promises to call on them, we do think of them and wish them well.

"Breakfast King" Mills, however, is back on the job, and we are all mighty glad to see him.

E. H. Wheeler had a misfortune of late. His son obtained a leave of absence from camp and, of course, came home to visit his parents. While there he borrowed "Dad's" car. The sad part is that he met with an accident and completely wrecked the car. But "Dad" is happy that his son was not seriously hurt.

Little news is obtainable from the Mechanical Department. They are too busy making parts and repainting coaches. They do report a new painter's helper. Al Trembly, and we wish him success and happiness.

Bet you didn't know that a halibut matures at the age of about 11 years. 40 years is a ripe old age.

Take a gander at the chart. See how YOU are doing!

**THE MORE BONDS YOU
BUY, THE MORE PLANES
WILL FLY.**

Colonel: "Your reports should be written so that even the most ignorant person can understand them."

Sergeant: "Yes, sir. Now what part didn't you understand?"—Exchange.

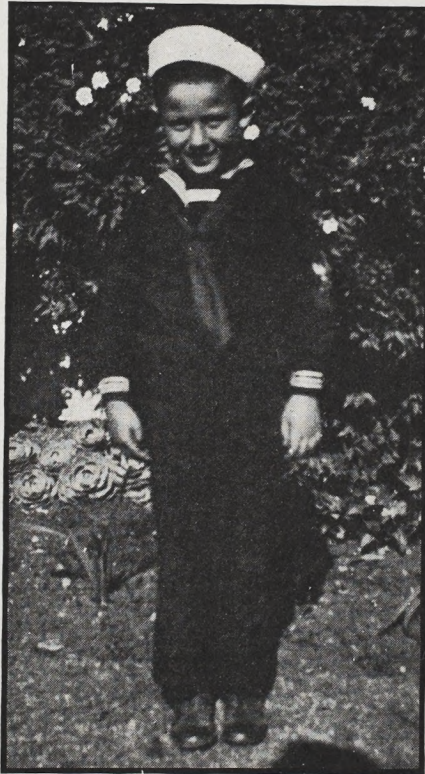
When you throw away three cans you are throwing away enough tin for one hand grenade.

SOUTH PARK

By R. S. WALLACE

An embryo Burbank is Bill Small, Carpenter Shop. His first attempt, however, was not quite a success. He carefully cultivated a pansy with a common weed. With such a cross, he wouldn't have to pull up so many weeds.

Some like to drive a mountain road and enjoy the scenery as it unfolds ahead, but Duke Billings, Carpenter Shop, takes it in reverse. On a recent trip to Big Bear, he backed his car up the mountain and watched the scenery fold up. And he "en-



THE YOUNG NAVY cadet awaiting his call to arms is Michael, four year old son of Car Trimmer (South Park Shops) and Mrs. John Pontrelli.

joyed" this for about seven hours.

The many friends and fellow workers of Mr. George Morton were surprised and shocked at his sudden passing away July 22nd. Our deepest condolences to the family. George was an employe at South Park Shops for a number of years and was held in high esteem here.

Distinctive arm bands have been distributed to the Shops personnel

which will permit them, in case of a blackout, to proceed on foot to their job. You boys living twelve to twenty miles distant, just park your car, don your arm band and start hoofing it, but fast.

Chick Jackson, Unit Overhaul, who has been off with an eye injury, has sufficiently recovered to resume work.

R. J. McMehan, Truck Shop, is recuperating from a surgical operation.

"Poor Old Sherm" was the consolatory greeting on a number of vacation post cards received by Sherman Kriewald, in charge of Machine Shop during vacation period. They all depicted the delight of vacation activities, all of which was not conducive to Sherman's peace and tranquility.

The sanctity of the lathe operated by Mr. O. Rivers in Machine Shop, has been violated. Mr. Rivers gave positive instructions that no one except Mr. Kriewald should be allowed to operate the machine during his leave on vacation. However, Don Hargraves "snuk" in and used it to turn down some axles. And the lathe still operates.

NURSERY RHYME UP-TO-DATE

By M. E. M.—"Mechanic"
Vineyard

Little Johnny Triple-toe
Looked so mournful, full of woe;
The boys felt sad to see him so,
Gave a piece of pie to Triple-toe.

Johnny always has an appetite,
So he grabbed the pie to take a
bite;
The pie bounced up and hit his
nose,
Or that's the way the story goes.

Johnny gave the pie an awful
yank,
And just then who turned up, but
Hank?
You can guess the rest, now
Johnny's wise,
Won't bite again on stone-age
pies.



OILER JOE CASTRO (*Vernon Yard*) poses in uniform. He is a corporal in the California State Guard.

VERNON YARD

By L. F. SPARKS

Thanks to all the men in this department for the scrap rubber collected; for the boots and tennis shoes, balls and car mats. The proceeds from some 780 pounds of rubber went to the U.S.O.

Let's put the war in the past tense. Let's change "Win" to "Won"!

By thinking of the letters I and O; by thinking as individuals—"What do I O the war effort?" By buying Bonds and bringing in scrap, we can make the change and soon be talking of the war that was.

Track Supervisor Ed Fleming enjoyed a prolonged vacation of a month at his beach cottage at Anaheim Landing. He reports lots of fishing and lots of fish.

Machinist Louis Schmidt had to combine his vacation with a trip to New Mexico to attend a funeral.

Night Trainman Harvey Lindley is back to work after injuring his spine in an accident. He is still in a plaster cast for safety's sake, but can get around O.K.

One good thing came from the hot spell, all the flu germs were burned up. There were no sickness cases reported for several weeks.

Herman Liebelt is still finding lost articles. His latest find was an envelope full of valuable papers lost by a radio operator in the Merchant Marine.

Let's not let down on the Bond Drive. Ten per cent from our pay check would be better than 1 per cent domination by Hitler or Hirohito.

DIVISION THREE

By L. VOLNER

During the past month our Superintendent, Mr. Bodley, took a two



QUITE A TODDLER is Nancy Mildred, 16 months old daughter of Operator (Division 3) and Mrs. Larry Staten.

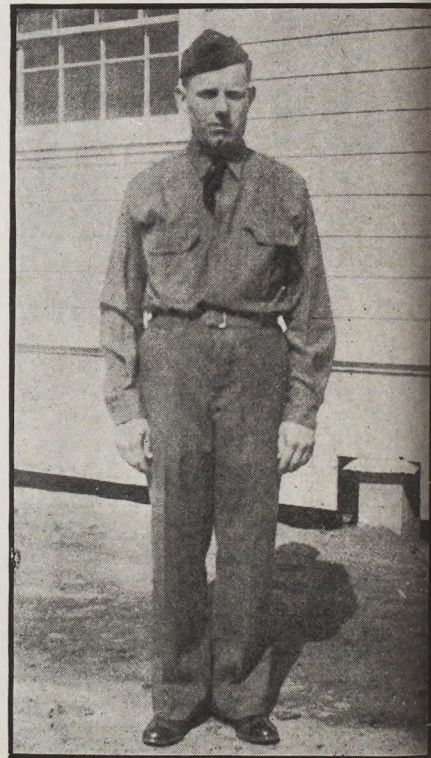
weeks vacation, which he says was spent in his home town of Eagle Rock. Upon his return to the office, he posted a note in the bulletin case expressing his thanks for the wonderful cooperation the men gave Mr. Robert Reid, who was Acting Superintendent during Mr. Bodley's absence.

Mr. Harry Gilmore filled the Foreman's office, and Extra Clerk Guy Parson was called in to complete the force.

For reasons unknown, Motorman Horace Miller passed up two women who were dressed in shorts. The women went home, put on dresses and caught the next car and asked the conductor if it was against the law for women to board a streetcar in shorts when they were going to play tennis.

Many of our men have put in vegetable gardens. The time and labor which was spent on flowers is now put to raising fresh vegetables for the table, and most of them are having an abundance of everything but tomatoes, which seem very hard to raise this year. Conductor C. L. Smithwick says he never saw anything to equal his tomatoes—the vines are just loaded down, and I'm sure that if those who had bad luck with their tomatoes would get in touch with Mr. Smithwick he would be glad to give them proper instructions.

All of his friends were glad to see Motorman Clyde Braman around the Division. While he will have to wear his cast and the large pair



PRIVATE HOWARD T. DEANE, former Operator of Division 3, is now stationed at Fort Logan, Colo. Best of luck, Howard.

of coveralls for sometime, we know he is getting along fine, and everyone will be pleased when he is able to get back into his uniform.

On August 17 a record equalled by few will be established by Motorman John Corsen, for on that date he will have seen forty-two years of service with the Los Angeles Railway. "Johnnie" says he has seen many changes during that period in the growth of the Company and the improvements in the rolling stock. Many changes have been made in the personnel, and many of his early friends have passed on. It takes a good man to stay with an organization for that period of time, and Mr. Corsen is still going strong. Congratulations!

DIVISION FIVE

By FRED MASON

We were very glad to receive a visit from Ex-Motorman R. H. Dirkes, now serving with Uncle Sam's Navy. He was in action in the Coral Sea battle and came through O.K. and is now serving on the East Coast on a sub chaser.

Our best wishes are extended to the following men who are now serving



"*WHOA BILL!*" Georgia, 3 years and 10 months old daughter of Conductor (Division 5) and Mrs. E. L. Kennedy, stops for a picture.

in the United States Armed Forces: Motorman E. B. Neufischer and Conductors W. F. Brim and T. H. Chubb in the Navy, and Motormen G. J. Trammell, R. B. Wynne, D. E. Merritt and L. W. Fox in the Army.

The following men left us during the month of July to take up other work: Motormen V. S. DeWitt, H. E. Quincy and C. J. Hull, with the Los Angeles Police Department; Motorman M. F. Parrish, going into the ministry; Motormen O. E. Everett, C. E. Gaither, F. Whitcomb, J. W. Benton, C. E. Nelson, L. F. Nachtwaih, M. A. Dawson, C. W. McCracken, H. S. Morrison, W. L. Corbett, G. L. Seger, R. F. Parker, D.



SPORTING the familiar smile of his Grandpa is 8 months old Melvyn Herman Anderson, grandson of Conductor (Division 5) and Mrs. H. E. Schultz.

B. Gibson, and M. O. Williams; Conductors W. W. Breece, W. Z. Landreth, and M. T. Price.

We welcome back in our midst an old-timer, Motorman H. E. Hutchison.

Our deepest sympathy is expressed to Motorman Ted Shuler who, on the same day, received word that a brother in Sutherland, Nebraska, had died of sunstroke, and that another brother was taken suddenly ill and was not expected to live.

Are you keeping your eyes on the chart showing the standings of the



PRIVATE R. O. ROBERTS, son of Motorman F. O. Roberts (Division 5) gives us a salute.

different Departments and Divisions in the War Bond Campaign? The Ways and Structures are on top with the Garage a close second, whereas our standing is only fair. Let's get together and change the standings with Division Five on top, and we won't even care who is second. **LET'S DO OUR LITTLE BIT AND OUR JIMMY DOOLITTLE WILL TAKE CARE OF THE LITTLE NIP!**

AT SUNDOWN

By T. E. STUCKEY
16th St. Coach

We are sitting around
While the sun goes down,
And wondering just what to do
At the end of a day
That has faded away
Just another mark for the blue.
The dew is falling,
Night birds are calling,
The wind has long ceased to
blow.
We look at the sky
And wonder just why,
A day of such beauty must go.

16TH ST. COACH

By R. O. BENNETT

In taking over the job as scribe last month, I took it on such short notice that there were several things I forgot to mention. One was the appointment of several former drivers to the position of clerks, cashiers and supervisors. The following men were made regular Supervisors: Jack Dittman, Bill Eunson, Harold Scott, Al Grant, and Tommy Tucker; Relief Supervisors: R. C. Triplett and E. N. Jackson; Roger Stinchfield to Regular Clerk; Lloyd Brugmann to Relief Clerk, and R. H. Jackson to Relief Clerk and Relief Cashier; Sidney Dupree appointed Assistant Student Instructor. Lots of luck, men.

Received the information that C. H. Ecton, better known as "Pop," and Mrs. Ecton are spending their vacation at Big Bear Lake. It seems that "Pop" and wife are staying at the bridal cabin. What is this, "Pop," a belated honeymoon? Also vacationing at Big Bear are Mr. and Mrs. R. J. Sullivan.

Roger Stinchfield went on a two-day fishing trip and came back with a bad case of sunburn and no fish. He's been on the sick list ever since his return. Costly fishing trip, I should say, "Stinch," eh, what!

Willis Fraser and Mrs. Fraser have returned from a three weeks trip to Nebraska.

Mrs. Bennett and your reporter called on Mr. D. L. Gladwell in the California Hospital the other night. Mr. Gladwell is one of the Operators who was burned by steam from the radiator of a 500-type coach on the East Ninth Street line. He's getting along fine now and has had a nice rest???. He will be home by the time this issue is released. We also intended calling on Murray Cook, who had been confined to the same hospital for a minor operation, but found that he had been released and sent home.

H. D. Cooke was also injured in the same type accident as Mr. Glad-

well, but fortunately not seriously enough for hospitalization.

R. H. Jackson, breaking in as Relief Cashier with Charlie Lyle, pulled a good one on himself the other night. Jackson was checking cash in bags and came to one in which he couldn't find any tokens. He asked Charlie what to do in a case like that. Charlie examined it and discovered it was Jackson's own turn-in.

The boys around the train room are talking of taking up a collection for railroad fare home for a certain driver who has a habit of going the wrong way. This fellow is a sort of "Wrong Way" Corrigan, and in case he should roam too far it is a nice feeling to know that your fellow-workers have the money to buy your ticket back to the Coach Division.

We are glad to see Chuck Tatum back to work after almost a year on the sick list.

The following men were employed since the last issue and we sincerely hope they like us and their work: L. L. Ridgeway, B. A. Hudson, E. J. Dansie, K. R. Caywood, R. H. Blair, G. W. Darnell, G. A. Stingley, H. L. Bailey, C. W. Hill, J. E. Muller, R. T. McNaney, R. H. Tackett, L. A. Blevins, M. D. Bean.

16th STREET GARAGE

By H. R. PAUSCHERT

While crossing San Pedro Street on his way to work, Sam Turner came in contact with a boy on a bicycle, and received a very painful cut on his right hand. Sam says there are other things to watch besides automobiles.

Charles Hardy was carrying a box of cigars under his arm on July 21st. With his chest thrown high, he announced the arrival of a second son, and says he is building up the Navy.

Bob Jeffery, a former employe who is now with Lockheed as field service man, paid us a visit and stated he had the pleasure of an air-

plane trip to Ireland. At present he is located in the State of Washington.

J. W. Covington has enlisted in the Navy as Machinist Mate, first class, and is stationed at San Diego.

Tom Marks has accepted a civil service position in the Army, Western Division Motor Base at Pomona, as Auto Motor Advisor to Reclamation.

Arthur Leisure, an old time employe, has enlisted in the Navy as Machinist, second class.

Ed Serbia has been transferred to Department 20, South Park. Norman White and W. Poorman have been transferred to daytime employment.

Electrical and carburetor repairs are being moved to South Park, Department 20.

Forrest Rishel, son of General Foreman Doyle Rishel, has been called to the Army and is at Ft. MacArthur.

Joe Crawford often wondered how he would like working in a plant where women are employed. Now Joe can answer that for he is lead man at Douglas, Long Beach, and has thirty-three blondes and four men. Mrs. Crawford has complained about the disappearance of her expensive cologne.

Mrs. Virginia Blue returned from her vacation looking like a "little brownie."

Our fast mail man, Henry Pree, surely thought the Japs had dropped one of their eggs on him when the boys attached a smoke bomb to one of his spark plugs. After the noise and the smoke cleared away, Henry was not to be found.

BACK UP OUR BOYS WITH BONDS!

The little girl waked up at 3 a.m. "What is it, darling?" asked her mother.

"Please tell me a story," the little girl begged.

"Wait a litle longer, dear," the mother answered. "Daddy will be home and tell us both a story."

OFFICE

By WALTER WHITESIDE

S. C. Haygood reports a swell vacation well spent visiting the wonders of Zion and Bryce National Parks.

Frank Shull and A. W. Wells, both residents of Pasadena, stayed within the boundaries of their fair city just loafing and loafing.

Stanley Underwood, Credit Union Treasurer, took a week off to rest and relax. Stanley reports that although the War Bond Deduction Plan is popular, he is continually selling plenty of Bonds for cash. If you are in the market for one, he will be happy to assist you.

Incidentally, since the first of the year the Credit Union has been purchasing a \$1000 Bond every month. A wise investment.

The young lady with the broad smile who delivers the morning mail is none other than Marjorie Mills formerly of the Personnel Department, but now the receptionist for the 10th floor. Marjorie replaced Ann Swanson, who is now working for the L.A.M.C. Lines.

Irma Watkins was sure one happy individual recently when she received a long distance phone call from her husband in Honolulu telling her that he will be home shortly.

We were sorry to learn that smiling Grace (Temple) Valentine left the company. Grace worked a number of years in the Auditing and Claim Departments, making friends everywhere.

Another popular employe who has recently left is Betty Taylor, elevator operator. Betty headed for the plains of Kansas to ankle down the aisle. She was replaced by Beau-lah Wood.

We are in receipt of a letter from Lloyd Gebhart and noted that he now has attained the rank of 1st Lieutenant. Congratulations are in order.

A new employe in the Claim Department is Earl M. Cunningham. We understand he is quite a piano player.

EXTRA BOARD BLUES

By ONE OF 'EM

I often envy other wives
Who lead their placid routine
lives;

Their work gets done, meals
served on time—

Alas! Such bliss is never mine.

I plan that we shall eat at seven
And "Pa" drags in about
eleven,

Tired and hungry, cold and wet,
And then his supper I must
get.

One time I had the nicest party
Surprise for "Pa", was "I" the
smarty.

The guests all came—things went
just right.

Except for "Pa"—he worked that
night.

"Pa" has a shine for 12 o'clock.
At midnight all the doors I lock
And crawl in bed: (I want to
howl),

But "Pa" is working a "baby
owl."

No use to plan on friends to call
"Pa" may work late (or not at
all)

I can't say "let's go have some
fun",

'Cause we get up before the
sun.

At 3 a.m. or four or five

I feel half-dead and half-alive,
Yet when that derved alarm does
ring

Up from my warm bed I must
spring.

A routine life is sure not mine,

I eat and sleep at oddest times
And keep my chin up, looking
toward

The day when "Pa" gets off the
"board."

And yet, to me 'twould seem so
strange

My way of living now to change.
So long I've lived the hectic life
Of an LARY extra-man's wife.

●
*"This is
what
you get
when you
buy
bootleg
innertubes!"*
●



MECHANICAL DIVISIONS

Car House No. 1

All quiet around Car House No. 1. Foreman Ed Muse recently returned from a very enjoyable vacation spent visiting relatives and friends.

Department 2

We are glad to have H. H. (Babe) Brown back to his station at 7th and Broadway after a long sick spell. He says he's feeling fine.

Car House No. 3

G. Bosler is back on the job after an extended leave of absence.

T. Hubbard, A. Hamber, and G. F. Treneer are back on the job after taking their vacations.

A. Pabst was off sick a few days but is back on the job again.

F. Marshall took his vacation and stayed around home and rested. He came back and said, "Boys, it was good while it lasted, but not long enough."

Car House No. 4

Richard A. McDowell and Anna Gook were married in Las Vegas on June 6. Congratulations and thanks for the cigars, Dick.

We received a letter from W. O. Weiser recently, and he is helping keep the Japs out of Alaska.

W. H. Soady and E. J. Griggs are the new repairmen at Car House 4. Welcome to our gang.

Ed Thomas spent part of his vacation in Old Mexico and told some exciting things about the bull fights they have.

Charles Furrer had a week of rest visiting his daughter in El Monte.

George Smith and L. Lee and families spent their vacation at Big Bear.

It is with deepest regret that we announce the death of the only son of John Thewlis, one of our old timers who has been at Division 4 for 20 years. The son, John Henry Thewlis, passed away on Saturday, July 11th, and was buried on the 14th in Beechmount Cemetery, at Edmonton, Alberta, Canada. He leaves, to mourn his loss, his wife Mary and two daughters, Anne and Ina, aged 4 and 5 years old, also his mother and father who live here in Los Angeles, also his married sisters, Mrs. C. W. Atwater and Mrs. Harry Cranwell of West Vancouver, Canada. We are all sorry to hear of their loss.

Car House No. 5

Bill Elmblad's son Alvin has the honor of being the youngest enlisted youth in the U. S. Navy. He has just reached his 17th birthday.

J. E. Tyner, H. G. Smith, J. A. Puckett, J. Hardin, G. Rigg, V. B. McMurry, and E. W. Roudebush are the new men at Car House 5, and we are glad to welcome you.

H. Hunt spent most of his vacation on the beach and he didn't burn.

Ed Hess received a dandy sunburn and had to use his First Aid knowledge for treatment.

Andy Duncan has his store teeth now.

C. R. Fulton is minus a car, having burnt out a connecting rod.

O. Armstrong is off duty now, since a tendon was injured in his arm.

Jim Inman's Willys received quite a jolt in a collision; about (\$40.00 worth).

How to win the war: Buy more and more Victory Bonds until it hurts.

VINEYARD

By G. K. STANFORD

About a month ago, C. C. Anderson got mixed up on an Express from Spalding with "L.F." Ask him for details.

First day of shake-up, Chick Edens went to sleep on a Western Avenue bus and rode to Wilshire instead of getting off at Olympic. Missed out!

New man gave back coupon to lady instead of body of transfer, and she didn't like it very well.

W. F. Schafer was running around looking for safety pins so that he could go to work.

R. G. Shannon and F. G. Hulse were seen standing at Sixth and Broadway waiting for a streetcar to go over to Los Angeles Street.

Apologies are offered to Ted Richer who is a ten-year man, and who was not included in the last issue.

Your scribe regrets that he can no longer write the news items for TWO BELLS as increased duties make it necessary to give up my post. I wish the new scribe lots of luck.

LARY REVENUE FOR JUNE OPERATING RESULTS JUNE, 1942, vs. JUNE, 1941

	1942	1941	1942 Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,306,198	1,093,135	+213,063
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)	997,812	982,978	+ 14,834
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	161,559	86,590	+ 74,969
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	68,556	65,436	+ 3,120
Total Expenses	1,227,927	1,135,004	+ 92,923
Leaves Net Profit or Loss	+ 78,271	- 41,869	+ 120,140

ELECTRICAL

By WALTER WHITESIDE

Vacations were prominent during the past month with a number of interesting places being visited.

E. C. Welch returned to work with his chest expansion almost doubled. He claims to have caught a catfish measuring over 18 inches.

C. E. Martin reports an enjoyable visit around his childhood stamping grounds in Iowa.

Allan Barrett took in the wonders of Bryce and Zion National Parks.

Bill Lane had read so many folders telling of the wonders of the Carlsbad Caves that he just had to see for himself. He says they are everything the advertisements say they are.

Vernon Burgess got ready for the hot spell by spending his vacation in Fresno.

Howard Jones took his usual trip to the High Sierras, this time camping in the Mammoth Lake region.

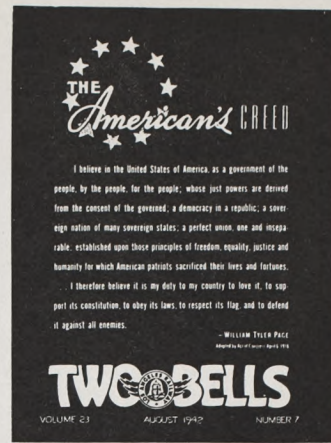
Pete Schaap commuted between his home and cabin in the Topango Canyon.

Bill Banbury just loafed around in the San Bernardino mountains in the area of Big Bear Lake.

S. L. Davis and C. Woelker spent their vacations working on their respective ranches.

Miss Lander just loafed around the house for two weeks.

The recent War Bond Drive proved very successful. Thirty-two in the department signed up to purchase a Bond a month. Of this number 16 are from the Power Department, 14 in Line and 2 in Electrical Construction, making a total of 30% signed for the Bond-a-month. 80% of the department is now pledged for regular deduction with the deductions averaging 6% of the payroll. Of the 20% not already signed, a number have promised to start in the very near future, and others have signified their intention to raise their deductions so that within the next month or so we should be nearly 100% participation and close to the government's requested 10%. We can do it. We will do it.



COVER: THE AMERICAN CREED, written by William Tyler Page, remarkably expresses the best of American ideals, history and tradition.

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“Sure,
Sarge!
I still got
my badge
and gun
—why do
you ask?”



