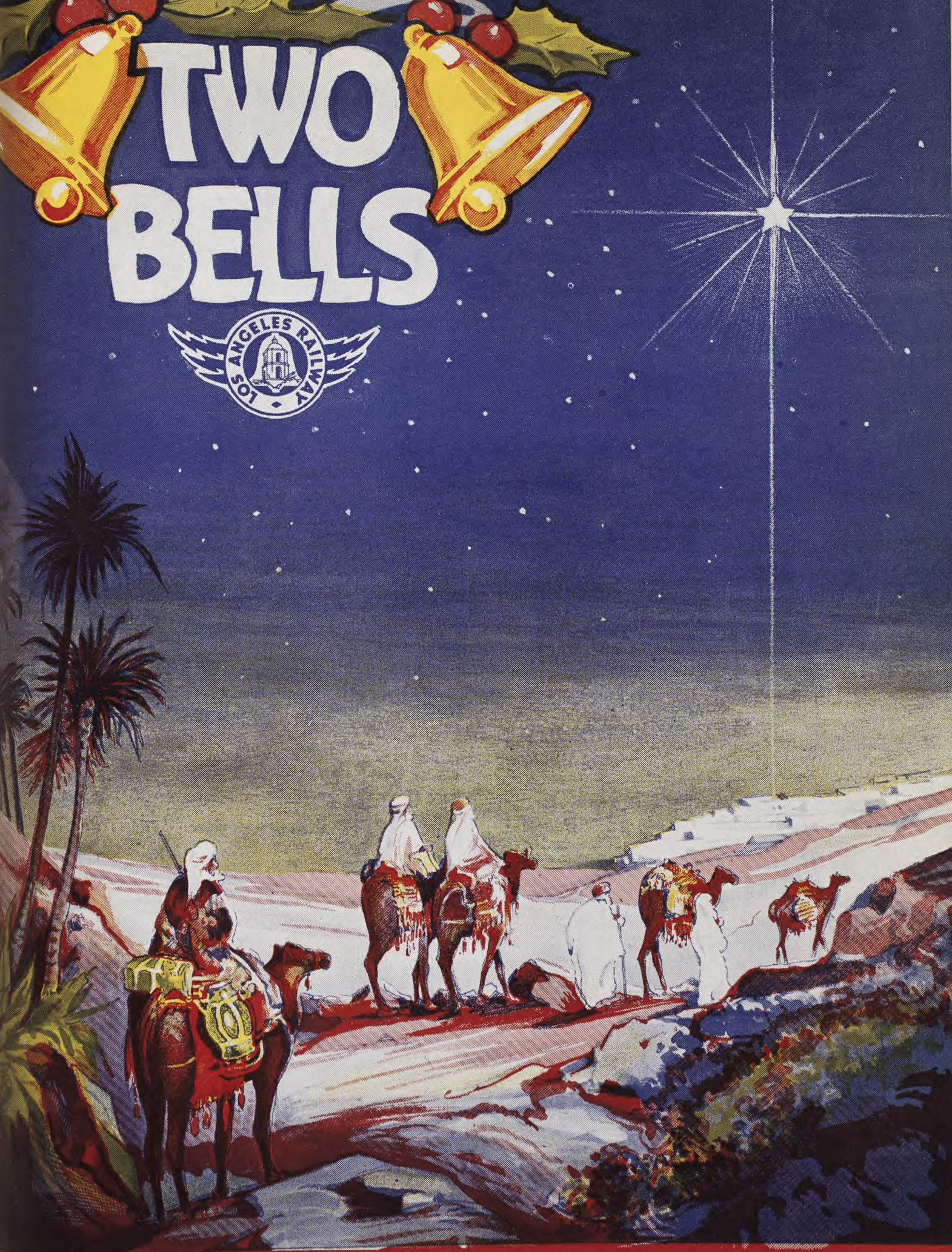


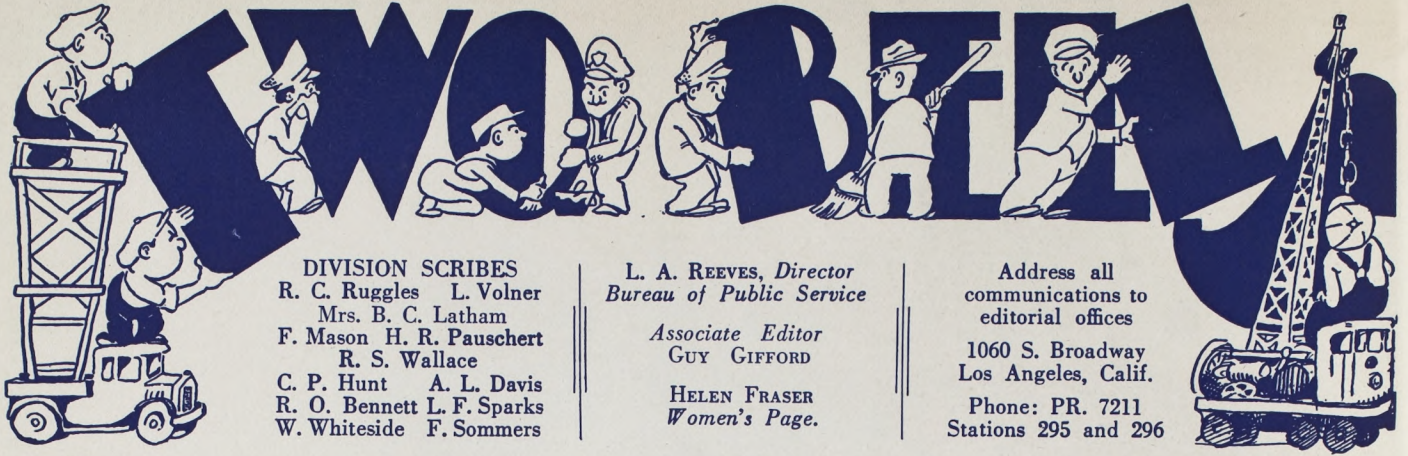
TWO BELLS



Vol. 23

Christmas, 1942

No. 11



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

VOLUME 24 DECEMBER, 1942 NUMBER 11



OUR HONOR ROLL



MONTH OF NOVEMBER

Name	Occupation
Paulette, Gus	Con., Div. 5
Litzsinger, Walter C.	Con., Div. 3
Domke, Fred E.	Lineman, Line Dept.
Torres, Manuel H.	Laborer, Way & Struc.
Foster, William J.	Scrubber, Dept. 8
Shaheen, Frederic M.	Mot., Div. 1
Jameson, Charles E.	Rd. Janitor, Way & Struc.
Brogan, Charles L.	Car Repr., Dept. 2
Harding, Harold C.	Mot., Div. 5
Howells, Edward J.	Elec. Repr., Dept. 6
McDaniel, James H. V.	Appr. Mech., Div. 3
Weeks, William H.	Foreman, Way & Struc.
Bragdon, Ross J.	Con., Div. 4
Merritt, George A.	Appr. Mech., Div. 5
Wilhite, Russell L.	Opr. Motor Coach Div.
Boyce, Phelps C.	Mot., Div. 1
Lang, Bernard C.	Opr., Motor Coach Div.
Sauers, Frank H.	Substa. Hlpr., Power Dept.
Maxey, Laurence C.	Appr. Mech. Dept. 11
Castor, Elvie P.	Mech. Hlpr., Dept. 18
Mathis, Benjamin P.	Coach Washer, Dept. 18
FitzSimmons, Cleo H.	Clk., Garage Stores
Ahrens, Howard L.	Mech., Dept. 18
Osborne, Irvin J., Jr.	Car Repr., Dept. 8
Bannister, Gerald J.	Con., Div. 5
Welsh, Peter F.	Con., Div. 4
Seely, Louis J.	Opr., Motor Coach Div.

Name	Occupation
Carmichael, Jack L.	Mech., Dept. 18
Nissen, Henry N.	Con., Div. 3
Brown, LeRoy C. S.	Con., Div. 4
Brown, Oscar D.	Opr., Motor Coach Div.
Smith, William T.	Mot., Div. 5
Dixon, Horace	Car Clnr., Div. 5
Cardwell, Shirley D.	Mot., Div. 4
Nordquist, Vern E. R.	Con., Div. 4
Routh, Paul M.	Opr., Motor Coach Div.
Perkins, Arthur W.	Car Clnr., Div. 5
Boone, Eastin B.	Opr., Motor Coach Div.
Lopez, Jose C.	Laborer, Way & Struc.
Tomlin, E. R.	Con., Div. 1
Loff, G. W.	Con., Div. 4
Skarda, F.	Con., Div. 5

L. A. M. C. LINES

Stobart, Clarence R.	Mechanic
Gilmore, David S.	Stenographer
Barrett, Theodore S. Jr.	Operator
Howard, Addison J.	Operator
Knight, Warren A.	Operator
Arrington, Robert T.	Mechanic
Wolfe, Clarence F.	Operator
Marcum, Harry E.	Operator
Pearson, John I.	Operator
Belcher, Richard C.	Operator

Stars in L. A. Railway Service Flag 410
 Stars in L. A. M. C. Lines Service Flag 84

The fellow who used to work with you is now fighting for you and he would like a card from you. Why don't you write?



Always A Christmas

WITH the closing of this year 1942, our thoughts naturally are filled with hope for a brighter future for America. Countless thousands of American men will spend this Christmas Day away from home fighting in foxholes, in jungles, and on hot desert sands enduring the hardships that go with war.

During World War One an unofficial Christmas Truce extended over a considerable part of the front lines because two nations who believe in God were fighting each other. The quiet on that day gave many a chance to sit and think of home. Some had Christmas trees trimmed with bright copper shells for ornaments. But the spirit of Christmas prevailed.

Yes, that spirit is as old as is Time. It hasn't changed.

Across these distant lands many Christmas thoughts will wend their way to the family fireside. These wishful thoughts are their heroic Christmas gifts to us. Let ours to them be: **WE SHALL KEEP EVERLASTING FAITH.** May those of you searching the sky that day find only the Star of Bethlehem.

To you all a Merry Christmas and a Happy New Year.

A. J. Harris



Rehearsal: Ken Carpenter, Lorena Weaver and Bing rastle with the script.

CROSBY: Pursuing our investigation of how women are taking men's places in this nation at war, we invited Mrs. Lorena Weaver of the Los Angeles Railway Company to join us here in the old Kraft Music Hall this evening. Mrs. Weaver's duties with the L. A. Railway outfit is to fill-in as a conductor or a motorman on any trolley in need of half a crew. Of course, a quick hinge at Lorena is all anybody'd need to be convinced that the good folks in the Railway office have gone Hollywood with a crash and started casting car crews for glamour. If such is not the case, this'll serve as a warning to the personnel manager that if a talent scout ever gets a gander at Lorena Weaver toolin' her trolley up Third Street, he'll flag her down for a screen test. Which do you prefer, Lorena, driving the trolley or collecting the money?

WEAVER: I like running the car. Being a conductorette's just fair.

CROSBY: How long about does it take to learn to operate a trolley car?

WEAVER: We get seventeen days'

training to be conductorettes and seventeen more days to learn to operate the cars.

CROSBY: When you first started running a trolley car, what was the hardest part of the job?

WEAVER: Seeing something cute in a shop window and not being able to stop and price it.

CROSBY: Would you be interested in a pair of old blinders?

WEAVER: From the Crosby stables? No. We have a schedule to maintain.

CARPENTER: I imagine if the Los Angeles Railway is going to have such attractive car crews, a lot of men will be riding trolleys who never rode on them before.

WEAVER: A lot of men are already . . . but it's not the two gals on the trolley . . . it's those four gals in the "A" book.

CROSBY: Do you have any run-ins with traffic cops while driving your car?

WEAVER: Traffic cops don't worry me. I know how to handle policemen.

CARPENTER: What makes you so sure?

WEAVER: I married one.

CROSBY: Do the truck drivers

CROSBY MEETS CONDUCTORETTE

When Lorena Weaver signed an application to work as a Conductorette she had no idea that some day she would be talking into the N.B.C. mike with Bing Crosby on the Kraft Music Hall show. But things like that do happen.

ever sound off about how you handle your car?

WEAVER: Oh, sure. But there is one thing they can't holler about when a woman's driving a trolley . . . and that is, that she's on the wrong side of the street.

CARPENTER: About how many girls are now working on the street cars, Lorena?

WEAVER: About 86 at present, but the company figures they'll eventually need around 300.

CARPENTER: Does the company issue any instructions to you conductorettes on how to handle fresh guys who . . . well . . . try to go too far?

WEAVER: Oh certainly. We're interested in how to tell people where to get off.

CROSBY: A day on the back-porch of one of those old wood-burners that ply out Pico . . . must net a mess of nickels and dimes.

WEAVER: I'm used to nickels and dimes.

(Continued on page 30)

Carpenter digs and digs.



LARYETTES

Proof that American women will hold up their end of the war is found in results achieved by pulchritude in Public Transportation.

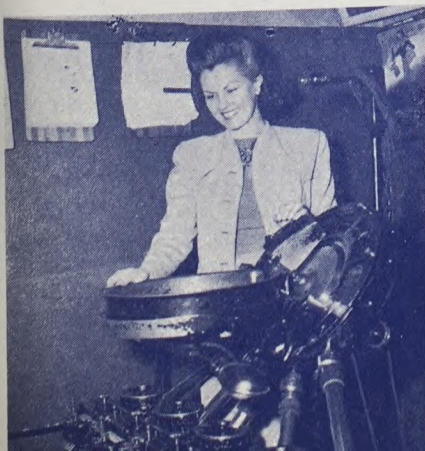


Three attractive driverettes learn the bus driver's traditional three handed pinochle. Kibitzers Aaron Fine and B. C. (Red) Sawyer help Kay N. Rost, Margaret Montgomery and Stella McMartin play the wrong cards.



Mr. O. T. Elrod, Chief Instructor, gives the first group of Motormanettes some pointers on controller feeding. Mrs. Roseberta Roby, Miss Helen Blevins, Mrs. Ethel Walker, Mrs. Lorena Weaver, Miss Jeannie Bevis listen attentively.

Bertha Durborrow in uniform on Diesel is a flier and a member of the Fourth Fighter Command, Fourth Army Air Force, Western Division Air Zone. National Two Handicap golfer and was at one time champion of Griffith Park Women's Golf Club. She said that driving a bus is much harder than a plane because you have to depend on the other fellow's tactics. Coming to a stop on a bus has the same feeling as when coming to a landing in a plane.

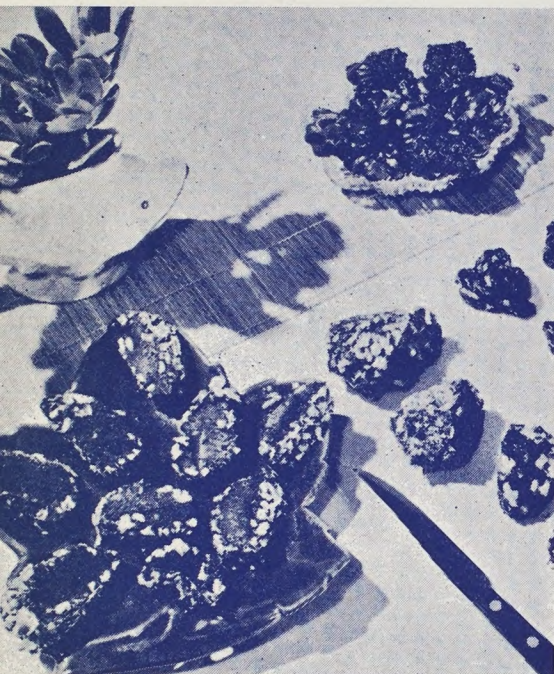


The five armed metal monster that counts the cash at Division One doesn't frighten Mrs. Virginia Sinclair, new cashierette.





Children Will Love You For These.



Yum-yum! One of These Pecan Slices Will Call For More and More.

Marshmallow Santa Clauses Keep a Watchful Eye on These Holiday Cookies.



Dear Ladies:

Christmas

Cheese and Fruit Tray

(For Children)

- Sugar plums
- Candied orange and grapefruit peel
- Creame cheese
- American cheese
- Animal crackers

On a tray arrange the assorted fruit, cream cheese (each package cut in half) and wedges of American cheese. Serve with animal crackers.

Chocolate Pecan Slices

- 2 squares (2 oz.) unsweetened chocolate
- 1½ cups (15-oz. can) sweetened condensed milk
- Pecan nut meats

Melt chocolate in top of double boiler; add sweetened condensed milk and stir over boiling water 5 minutes or until mixture thickens. Cool for 5 minutes. Drop large tablespoons of chocolate mixture into halved or chopped pecans and work nut meats into surface. Form into roll. Chill in refrigerator 3 hours longer. Cut in slices.

Holiday Cookies

- 2¼ cups sifted cake flour
- 1½ teaspoons double acting baking powder
- ½ teaspoon soda
- ¼ teaspoon salt
- ⅓ teaspoon cinnamon
- ½ cup butter or other shortening
- 1 cup sugar
- 2 eggs, well beaten
- 3 squares unsweetened chocolate, melted

Sift flour once, measure, add baking powder, soda, salt, and cinnamon, and sift 3 times. Cream butter, add sugar gradually creaming until light and fluffy. Add eggs and chocolate and beat well. Add flour, a small amount at a time, mixing well after each addition. Chill until firm enough to roll. Roll ¼ inch thick on lightly floured board. Cut with floured cutter. Brush with egg mixture for glazing and decorate as desired. Place on ungreased baking sheet and bake in moderate oven (350 degrees) 9 minutes. Makes 6 dozen 2½ inch cookies.

Chocolate Cookies, Rolled

- ½ cup shortening
- 1 cup sugar, white or brown
- 1 egg
- 2 squares unsweetened chocolate, melted
- 2½ cups flour (or a little more)
- 2 teaspoons baking powder
- ¼ teaspoon cinnamon
- ¼ cup milk
- ¼ teaspoon salt

Cream shortening and sugar, then add egg and the melted chocolate (melt chocolate over a pan of hot water) and mix well. Sift flour, salt, baking powder and cinnamon and add to above mixture alternately with the milk. If you can, let this mixture stand in refrigerator for an hour or so, then roll thin. Cut with cookie cutters and bake in moderate oven, 350 degrees, about 15 minutes.

Icings . . .

Christmas Trees

Color icing with green coloring. Ice trees and sprinkle with birthday cake candies or white coconut.

Fancy Chocolate Cookies With Decorative Icings For the Holiday Snack.



Goodies!

Stars

Use yellow icing or plain white icing and outline edge of stars with silver candies or leave plain as desired.

Poinsettias

Color icing red, leaving a small amount white for the center. Ice cookie smoothly, then dot with white icing or with candied orange peel cut into bits for center.

Santa Claus

Divide icing into two portions and color half red, leaving the other half white. Use white to make border and tassel of cap, border and collar of jacket and cuff of trousers. All the rest may be iced red, except the face which should be natural color of cookie.

Pattern Cookies

- 1 cup shortening
- ½ cup sugar
- ½ cup light corn syrup
- 1 teaspoon vanilla extract
- 2 eggs
- 4 cups sifted enriched flour
- 1 teaspoon salt

Cream shortening and sugar together. Add corn sirup gradually, mixing well. Blend in vanilla extract. Beat eggs. Add to creamed mixture, beating until light and fluffy. Sift flour and salt together. Add flour to creamed mixture, mixing only enough to combine ingredients. Chill. Roll dough out to ⅛ inch thick. Cut with cookie cutter. Bake on greased cookie sheets in a moderate oven (375 degrees) about 10 minutes. Makes about 60 2-inch cookies.

Christmas Punch

- 4 cups freshly made, chilled decaffeinated coffee
- 1½ pints ice cream
- Grated nutmeg

Pour the decaffeinated coffee over a pint of ice cream in a punch bowl or a big mixing bowl, and blend lightly with an egg beater until the ice cream is partly melted. Add the rest of the ice cream in spoonfuls to the punch.

To make decaffeinated coffee by the percolator method, use 1 heaping tablespoon decaffeinated coffee, regular grind, for each cup (½ pint) of cold water. Pour cold water into pot. Set percolator basket in pot and put coffee in it. Cover. Let percolate slowly and gently 15 to 20 minutes. (For a 4-cup percolator use ¾ cup coffee.)

Christmas Salad

Easy to make and not rationed is the attractive orange salad topped with a few cranberries and sprigs of mint leaves. Simple, isn't it?

Orange Fruit Confections

Boil quickly about 10 minutes or until syrupy and clear:

- 1 cup orange pulp and juice
 - ½ lemon, pulp and juice
 - ¾ cup sugar
- Put through the food chopper:
- ½ cup candied orange peel
 - ½ cup dried apricots
 - ½ cup figs, dates or raisins
 - ½ cup nuts

Mix thoroughly, and add enough of the cooked orange jelly mixture to form into balls or square about an inch in diameter. Roll balls or squares in powdered sugar, coconut, chopped nuts or dip in chocolate.



Busy Women will Like a Christmas Salad Easy to Make.



Orange Candies are Lucious and Different.

Cookies and Christmas Punch for Your Holiday Guests.

Cookies and Candies Help the Christmas Spirit.



Notes From Our Boys



Elmer B. Stowe, Private, 1/c (Virgil) sends us the most novel and touching greeting Christmas card we have yet received. The frost on the window pane behind the boots gives us a little clue that he isn't in Hawaii. We hope that Santa Claus can fill those boots with everything Elmer wants.

SAYS OUR FORMER EDITOR



Just returned from two days at sea aboard a destroyer. This paper as well as this desk is still rolling—if you know what I mean. Surprised myself by not getting sick on this first trip. I had a swell alibi planned too, I had planned to explain when seasickness overtook me that I was looking for submarines.

Our gun crews were assigned to us last week and I received a swell bunch of fellows. They come from farms, coal mines, and powder plants. Seven of them are under twenty-three years old and one is twenty-seven, though not one has finished high school. And what questions they can ask. I wouldn't hesitate to go into any kind of battle with them.

Considering that it was our first firing at sea, we did fairly well. When my boys fired the first salvo on the five inch gun, I had the binoculars up spotting the shot. The blast shook me so I couldn't see where the projectile fell. It scared me so much I didn't care. But after the first few rounds I was able to concentrate on dropping the shells where they belonged.

After firing till our eardrums hummed and our nerves tingled, we became the target for the Naval Air Unit. Twelve or more torpedo planes flew out to practice dropping torpedoes at our ship. Ever been a target? Well, it gives one a squeamish feeling even though one knows that the "tinfish" is a dummy and has been set to go thirty feet beneath the surface, rather than through the destroyer. It's a sensation one can't describe to go zigging and zagging through the waves in an attempt to keep out of the path of those zooming planes—manned by the world's best flyers.

The planes dive right into the ship

and let go the "fish." Two "tin sardines" went right under us. Had they been set any shallower little Allan and his gun crew would have had to walk home. There's not many dull moments in this man's navy.

So I'm back to the classes again and the drills. There isn't a blade of grass on the whole—base. Concrete. Concrete. Concrete. Pounding it for three hours is no picnic. Believe me when 5:00 p.m. rolls around you know you've been places.

And How! Say "hello" to all the fellows:

A. B. Cooper.

"HEAVY STEEL"

The following letter was received recently by Otto Schneider, welder, South Park, dated New Orleans,

October 19:

"Hello Ott—

"Well I guess it's time I wrote and let you know where I am, in case you don't already know. I have been here a little over a month and will probably be here for two or three more weeks. I am working all the time and my work is much the same as it was for the Los Angeles Railway, except that the steel is heavier and I do lots more welding, brazing, cutting, and yes, even silver polishing. I like the work and hate

"Y'Think Not?"

The following is some of the slang floating around the Reception Center. Have you sniffed any?:

BEACH HER: Coast to parking place.

BENNY THE BOOM—BOOM: Ack-ack gunner.

BOBTAIL: Tractor without trailer.
BOOM WAGON: Ammunition truck.

BULL O' THE WOODS: Convoy commander.

CAKLE CRATE: Radio reconnaissance car.

COWBOY: Reckless driver.
HOT-FOOT: Guy who rides his clutch.

LAZY-BACK: Tired driver.
NUT BUSTER: Mechanic.
PERSUADER: 16 pound sledge.

POP CART: Motorcycle.
RUBBER BANDS: Tires.
SLEEPER: Assistant driver.
TOSS OUT THE ANCHOR: Brake

it!
ZEBRA: Non-commissioned officer.

—From Fort MacArthur Bulletin.

FAGS FOR FIGHTERS

to go to sea. There isn't so much of that kind of work when you are at sea. Tell Joe and Mr. Watts 'hello' for me, and tell that bunch of slow pokes, Bill, Red and Art, and any of the rest of them that are still around there, that I hope I have their convoy duty when they go to the Islands. I, at least, know how seasick they are going to be. I have charge of all repair on the ship I am assigned to and my battle station is Damage Control. What a job. The boat will probably sink. I told the skipper I thought I would take a bunch of corks aboard, one for each size bullet. Well, write to me and tell me all the news. Tell that Mad Russian, Hoffman, to keep his nose clean.

"K (Beswick)."

"P. S.—The ship I speak of is only a small one, 200 feet long."



HE SHOULD HAVE THAT MEDALLION

Maybe that fellow in the service will need the good luck medal. If you know the addresses of any of the following would you please let us know so that we can send him the medallion, which has his name engraved upon it, before the going gets tough:

Albert, Donald F.
 Burke, Harry P.
 Canatsey, Lawrence D.
 Cook, Raymond P., Jr.
 Garner, Cecil V.
 Guthrie, W. A.
 Hammill, Donald F.
 Jensen, Victor P.
 Kerr, T. H.
 Lucas, Alexandre, Jr.
 Lyons, Denis A., Jr.
 Manley, Wilfred I.
 Maze, Paul E.
 McPherson, Lewis F.
 Miller, Allen S., Jr.
 Parker, Edward R.
 Potter, George E.
 Prickett, Jack H.
 Skarda, Fred
 Smith, Ned S.
 Temple, Bernard B.
 Thomas, Dan E.
 Thompson, Arthur B.
 Wood, Marvin W.

"IT is no easy job wrapping, sealing and mailing some one thousand cartons of cigarettes," says Mr. E. A. Carroll of Bullock's department store.

"We had to reserve a long part of our wrapping counter and put on a competent staff of speedy wrappers in order to wrap those cigarettes so that they would get in the mail and be delivered in time for Christmas."

Since the packages were mailed, which included two cartons of cigarettes for each service man with Mr. P. B. Harris' card inside, we have wondered as to just how many far places in this battle-torn world they will go, and we hope that they will bring a Merry Christmas to all our boys.

We have on hand the following letter, so we are sure that at least one recipient was grateful:

Dear Mr. Harris:

Thank you very much for sending me a Christmas present. It was quite unexpected and as yet I have obeyed the sticker and left it unopened.

Navy life is wonderful and I have succeeded in getting ahead in the

short time I have been in the service. I am quite pleased at the opportunities it offers and hope I make use of some of them.

Until the war is over I guess my streetcar operating days are over, but never you mind, I shall return.

I shall always be glad to hear from any and all of you.

Respectfully,

Leon C. a'Becket H.A.1/c,
 Co. 703, U.S.N.T.S.
 San Diego, Calif.



See! We've had a visit from the stork.

On Our Toes



H. B. Moorland, Div. 5, A Gentleman . . .

"Recently, I took a yellow car, at 98th and Broadway going north, not knowing that the fare was 10c. I had a penny, a token, a \$5.00 check and a \$20.00 bill. The conductor was not able to cash either of the latter, so, since I had counted on the token to get me to my destination, I was obviously short 2 cents.

"I was on train 24, line "7", and the conductor was No. 3173. I want to congratulate you on having such a *gentleman* as No. 3173 in your employ. It was not only that he gave me 2 cents to be able to continue my ride, but it was the gracious way in which he did it. He's a man of pleasing countenance, understanding mind, and a million dollar personality.

"Kindly forward the enclosed 2 cents to him." MRS. ANNA M. SCOTT,
1182 Crenshaw Blvd.

S. O. Huddleston, Div. 3, Could Be an Instructor,

"Recently I have had occasion to ride on a "W" car, leaving 3rd and Broadway around 5 p.m.

"As you know, cars at this time carry peak loads, and I could not help but notice how efficiently one of the motormen handled the crowd.

"He never lost his temper (although it would have been excusable if he had) didn't bang the bell like mad, as so many do, and asked the passengers in a businesslike way to go to the rear and make room for oncoming people.

"I think this man could fill a position for instructing "rookies" very efficiently, when the time comes to pension him. Many younger motormen would do well to pattern after him and so bring about a better feeling between the company and its passengers.

"We sure hate to be "bawled out" and ordered around like cattle. I have noticed that this treatment makes many people more stubborn and they refuse to move. "A teaspoon of oil goes much farther than a quart of vinegar."

EMMA B. HARRIS,
312 Museum Drive

Orchids For These . . .

TRAINMEN

O. H. Almes, Div. 3
Supervisor H. W. Bailey
G. C. Bemis, Div. 5
R. Chase, Div. 4
S. F. Early, Div. 4
I. Gasparro, Div. 3
M. O. Greer, Div. 3
S. R. Harrington, Div. 4
D. MacTaggart, Div. 5
R. H. Manning, Div. 5
J. A. Martin, Div. 4
H. B. Moormann, Div. 5
L. J. Morris, Div. 4
H. C. Nields, Div. 4
O. H. Olives, Div. 3
S. J. Pontius, Div. 1
L. Sparks, Div. 1
J. H. Stanley, Div. 5
D. L. Stille, Div. 4
E. Sullivan, Div. 5
J. A. Wear, Div. 5
W. H. Welch, Div. 4
T. D. Wilson, Div. 4

OPERATORS

T. E. Chastain, Crenshaw
D. F. Maynard, Figueroa
R. E. Schramm, Alvarado
Ben Wallen, Highland Park

I. Gasparro, Div. 3, Has a True Friend . . .

"I want you to know about one of the kindest, finest gentlemen in the world. He is a conductor on the "A" line. His number is 662 who is always courteous.

"I am old and lame and walk with a cane. I always have a two-wheeled English market basket. Kind conductor 662 helps both me and my basket on and off the car. For three years I have traveled every two weeks on the "A" car, and am always glad when conductor 662 is in charge. I should like to know his name. I am old and not long for this world, therefore I like to know the names of the people who are kind to a poor lone, old woman. I wish that you could reward this splendid man in some way. Good men are so rare and any car conductor who will be kind to a poor, plain *lane* old woman with a market basket deserves to be rewarded.

"Please let this good man know that

I am deeply appreciative of his gracious kindness to me."

Nurse: MIRIAM JEAN ROLLINS,
1219 Cypress Ave.

L. Sparks, Div. 1, Knows There's a War On . . .

"I wish to commend, most highly, your motorman No. 1699 on the "R" car.

"He is very well aware of the fact that he is doing a war-time job, and the way he handles the increased crowds turns the dreaded ordeal of traveling via street-cars into a pleasant moment.

"It is refreshing to find a man serving in such a capacity who can maintain his sense of humor and so infect the passengers that the extra crowding one gets ceases to be objectionable. If you hear from anyone to the contrary about this man, I'd suggest you tell such people to walk to work."

MRS. WM. E. BIGGERS,
681 So. Boyle Ave.

H. Buckman, Div. 4, Especially Courteous . . .

"For some time I have been intending to write you about the conductors and motormen on the "A" car line. This morning an especially courteous and cooperative attitude on the part of the Conductor whose cap bore No. 618, and whose car arrived at First and Hill about 8:00 a.m. reminded me I had not written you.

"Some of these men are definitely not "young fellows" any more. I suspect some of them have given up the ease of retirement to help out. At times, they are a little cross—but aren't we all.

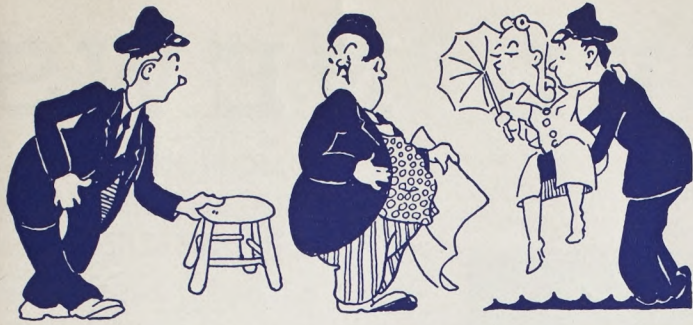
"I work myself; so I know how irritating "the public" can be. I also must patronize your services at the height of your rush both morning and night, and have a fine chance to observe what happens.

"The drivers on the Belmont No. 2 bus line are also very fine.

"No doubt all of your men—and women—are the same fine people as those I constantly meet.

"Please tell them thanks."

GRACE T. WISE,
453 No. Belmont,



Off the Beam

Don't Be Corny . . .

Among the unnecessary complaints which pour in, we have some which are, more or less, stock complaints.

Not only are these very crude, but they are trite. They've been gone over by discourteous trainmen since transportation began.

When a passenger has been carried past his stop even after pulling buzzer, conductor or operator will say in reply to passenger's reprimand,

"It won't hurt you to walk back,"

or, "It'll do you good (in case of a stout person) to walk."

Then when a passenger has already ridden a number of times on a transfer and wants further ride, conductor will ask, "what are you trying to do, ride all over town on one fare?" or "Whaddayuh trying to do—cover the city for seven cents?"

If the passenger is slow in boarding (even sometimes elderly people), "Hurry up, we haven't all day to wait."

So—don't use them any more, fellows. Think of something pleasant to say—it's easier.

He Should Have Tried For The Prize Ring . . .

"This afternoon on a front section of a Hawthorne car I was surprised to have the motorman rush back to our seat and say in tones which were heard all over the car, "Whichever one of you is using filthy language, I want it stopped." He then went back to his stool and I said to the man with me, "What does this mean?" The motorman jumped from his stool double-quick and shouted, "I want that stopped." I informed him there was nothing to stop and that he had better be sure what he was doing. Which was countered by snorting, "It's just as easy to throw both of you off as one," and he stalked back to his stool.

"There was nothing said or done that calls for such a display of poor judgment. If such a situation were confronted by a person who was a gentleman, a quiet request that the conversation be watched would be first in order—the action of again jumping from his stool and shouting, "Stop that talk," with the air of a traffic officer, when only the words, "What does this mean," were uttered, discloses

nothing but a belligerent and pugnacious temperament—seeking only an excuse for an outlet. The attempt to substitute a fist for intelligent action may be appropriate to the prize ring but is out of place on a public vehicle. Good judgment, some courtesy and an intelligent approach would do more in handling either a supposed or real situation of the kind. The pugnacious temperament exhibited will loosen itself on any pretext.

"If the motorman had met with an outburst of profanity by some drunk, there might have been an excuse for such conduct exhibited. And if the motorman had intended making a career of fighting, he should have tried for the prize ring."

Wonder If the Fare Was Ever Collected . . .

"I had been busy reading on the street car last Saturday, but was suddenly aware that the motorman had left his seat and was talking very loudly to a woman near the rear of the car. Evidently, after she had reached her seat the motorman had looked carefully at a transfer she had given him, and had found it other than acceptable for some reason or other.

"The motorman stated that she would either have to pay a new fare or get off the car. The woman thereupon refused to do either, saying that he had accepted the transfer at the time she had passed him, and now that she had attained a seat she was going to remain and that no further fare would be paid.

"There were quite a number of people on the car. The motorman announced that the car would not proceed until the fare was paid. When the woman still refused, the motorman stated that we would stay right there.

"Some of the people turned around and said "Let's go." The motorman said if someone wanted to pay the woman's fare, we would go on. No one offered to pay.

"First, one person left the car to walk the remainder of the distance to the end of the line, then another. Finally I asked for the door to be opened and with the intent of reporting the incident, asked the motorman for the cap number. His reply was, "You've got eyes. Look up and see!" At that I recorded his cap number

and left the car to walk the rest of the way.

"I had walked considerable distance, when, before turning down a side street, I looked back and the car was still standing.

"I realize that you have to follow a fairly firm policy as regards acceptance of improper transfers, and that some reasonable argument as to payment of further fare is quite in order.

"But, I am sure that it is not your policy to carry the matter of fare collection to the extreme of expecting several other people on a car who have paid their fares and who are anxious to reach their respective destinations to sit still for several minutes or for an indefinite period in order to make further attempts to collect a single seven-cent fare."

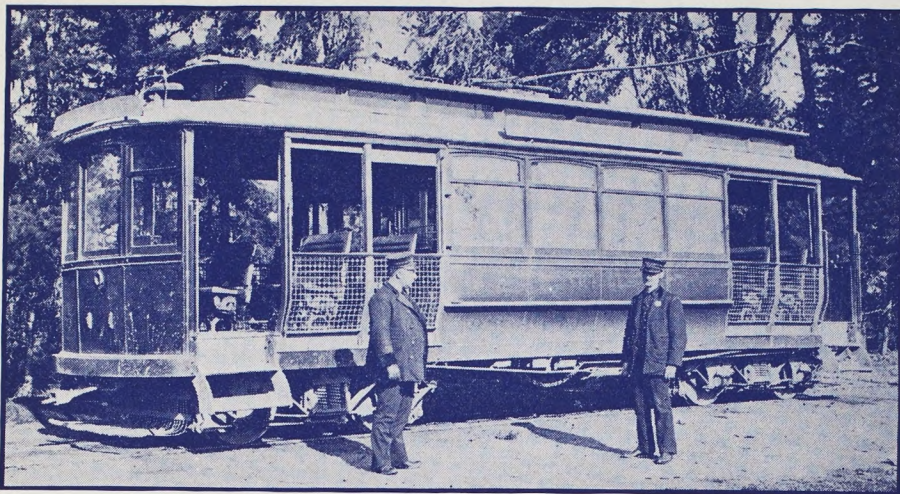
Ten Seconds Saved—Lost One Friend . . .

"Standing in the safety zone in front of Westlake Park last evening, we waited to board an 'H' car along with other passengers desiring to go east on Seventh Street. The other passengers got on, I lifted my baby into my arms, and my little boy took hold of the rail preparatory to stepping on the car, when the car simply jerked right out of the stop and by us in plain sight of about a dozen pedestrians who stared in amazement as if they could not believe their eyes. I was dumbfounded. Gathering my youngsters up again, after having rested a moment in the zone, I walked back to the sidewalk where a man handed me his name and address and said he had witnessed this atrocious act and would be very glad to tell anyone of what he had seen. Your motorman probably saved about ten seconds and made his precious 'GO' signal, leaving a very shaky mother, and a very much shocked group of indignant observers.

"In the interest of safety and common decency, I should like to ask if the Los Angeles Railway has abandoned all efforts at discipline among its employees, and if mothers with small children are to be so taken advantage of in the future so that we will be unable to take our children to the parks and playgrounds or downtown."

PERSONNEL NEWS

CHRISTMAS MORN
1904



IT was a California Christmas morning in 1904. Motorman John M. Glover, now retired, and his conductor, Eastman, posed for the above picture taken by a passing photographer.

"The grove of trees behind the car," said Mister Glover, "was a well known hobo jungle. Weary Willies, bindle stiffs and wanderers from all over the world found a pleasant winter nesting spot beneath those sighing eucalyptus trees. The aroma from steaming breakfast coffee, boiled in blackened cans above the many campfires, made it a Christmas morning that would cheer any man's soul.

"The spirit of Christmas had invaded the jungles. While the photographer set his tripod, covered and

uncovered himself with his dark cloth, we watched a Weary Willie crawl from his leaf bed beneath a tree. He stretched his arms lustily, yawned heartily, then lazily strolled across the tracks to the dispatcher's phone box.

"Putting the receiver to his ear, he listened intently, then, when the dispatcher had evidently answered, he said into the mouthpiece, 'Merry Christmas'.

"The hobo then nonchalantly replaced the receiver, hitched up his trousers and ambled lazily down the center of the tracks, scratching furiously between his shoulder blades.

"It was a Christmas morning I shall never forget," asserts Glover.

PROMOTIONS FOR FRED BALLENGER AND J. R. DITTMAN

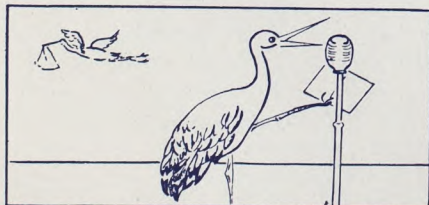
Fred Ballenger, former Assistant Superintendent of Motor Transportation, was appointed to Assistant to the Manager of Operations on November 23. Due to additional work in the Transportation Department, Mr. Ballenger's duties consist of making up surveys and estimates for service to war production plants.

Mr. Ballenger was first employed by us as a motor coach operator in 1927. In 1932 he was made a relief supervisor, and a regular supervisor in 1923. His next advancement was that of Foreman of the Motor Coach Division in 1938, and in 1940 he was appointed to the job he held before becoming Mr. Morgan's assistant.

The efficiency and initiative Mr. Ballenger has put forth in his fifteen years with the Company qualified him for his present position. Our best wishes are offered to him in this new undertaking.

J. R. Dittman was chosen to fill the vacancy left by Mr. Ballenger at the Coach Division. In 1933 Mr. Dittman was first employed as a motor coach operator, and since that time has been promoted to an extra supervisor and regular supervisor. His new title is Acting Assistant Superintendent of Motor Transportation, which was effective on November 23. In his very efficient manner, we know that Mr. Dittman will do a fine job, and we wish him the best of luck.

THE STORK REPORTS



Robert Marcus, born to Mechanic (Sixteenth Street Garage) and Mrs. R. B. McKemie on October 30.

Sandra Lyn, born to Motorman

(Division Four) and Mrs. V. R. Banks on October 31.

Donald, born to Conductor (Division Four) and Mrs. C. E. Benton on November 16.

Thomas Lee, born to Mechanic (Sixteenth Street Garage) and Mrs. Tommy Haw on November 19.

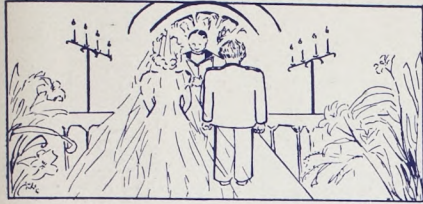
Judith Elane, born to Mechanic (Sixteenth Street Garage) and Mrs. Chester Kangas on November 19.

Linda Faye, born to Operator (Division One) and Mrs. V. A. Wetmore on November 29.

Clarence Terry, born to Operator (Division Three) and Mrs. C. T. Vaughan on December 1.

Carolyn Sue, born to Mr. and Mrs. Gene Brox (Power Department) on December 5.

DOWN THE AISLE...



Operator Frank Meyers (Vineyard) and Miss Zella Howard married on November 7.

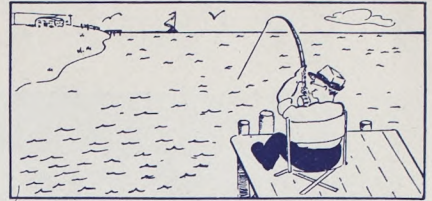
Motorman Harry G. Rolph (Division Five) married to Mrs. Helen Bryant on November 8.

Operator A. J. Howard (Vineyard) and Cashier Bettie Todhunter (also of Vineyard) married on November 12.

TRADING POST

WANTED—A practice piano in good condition. Call Gertrude Walters, PL-1-7891 in the evening.

LAZY DAYS AHEAD



Thomas Jefferson Trabue, Flagman, Transportation Department, was placed on the Special Roll, effective December 1, 1942. Mr. Trabue was employed as a Conductor, Division 5, June 17, 1913, transferred to Temporary Flagman, Transportation Department, May 13, 1935, transferred to Conductor, Division 5, August 1, 1936, transferred to Flagman and Watchman, pension job, May 20, 1940. His present address is 420 W. 54 Street, Los Angeles.

Anton Halwax, Motorman, Division 4, was placed on the Special
(Continued on Page 27)

Motorman John F. Smith (Division Five) married to Miss Helen L. Anderson on November 21.

Former Conductor Wayne Gardner (Division Three) and Mildred A. Wright, married on December 3. (Wayne is now in the United States Army.)

Motorman E. J. Darling (Division Four) and Miss Lois Marie Smith, married on December 12.

APPRECIATION

Acknowledgements of appreciation for the kindness and sympathy extended to them during their recent bereavements have been received by the Company from Henriette Bender; Mrs. Hattie C. Boyd, H. H. Fairman and Hazel M. West; Mrs. Ellen Buchanan; and N. N. Fairman.

JOURNEY'S END

Gaspard LaCreauex, Motorman, Division 4, died Saturday, November 14. Mr. LaCreauex was born August 4, 1876, in New York. He entered the service as a Motorman, Division 4, October 24, 1919.

Rufus D. Starling, Watchman, Transportation Department, died Monday, November 23. Mr. Starling was born February 9, 1874, in Hazlehurst, Mississippi. He entered the service as a Motorman, Division 2, December 3, 1904, transferred to Instructor, Division 2, July 1, 1920, transferred to Traveling Supervisor of Safety, Transportation Department, September 10, 1921, transferred to Motorman, Division 3, September 18, 1928, transferred to Watchman, Mechanical Department, January 1, 1936, transferred to Flagman, Transportation Department, March 1, 1936, transferred to Watchman, Mechanical Department, March 1, 1938, transferred to Flagman and Watchman, Trans-

portation Department, July 1, 1939.

Bruce Ballou Boyd, Special Roll, died Tuesday, November 24. Mr. Boyd was born March 23, 1879, in Bedford, Iowa. He entered the service as a Conductor, Division 4, December 11, 1912, appointed Assistant Foreman, Division 4, April 1, 1919, appointed Foreman, Division 4, April 9, 1920, appointed Acting Superintendent, Division 5, December 1, 1937, appointed Superintendent, Division 5, December 29, 1937, appointed Superintendent, Division 4, March 1, 1939, and was placed on the Special Roll on August 3, 1941.

John Bonner Buchanan, Special Roll, died Sunday, November 29. Mr. Buchanan was born October 12, 1867, in Houston, Mississippi. He entered the service as a Clerk, Purchasing Department, June 18, 1903, transferred to Storekeeper, Purchasing Department, November 1, 1910, and was placed on the Special Roll on January 1, 1938.

The wife of Herbert Henry Fairman, Watchman, Transportation Department, died Friday, November 27.

John J. Akin, veteran transportation man, passed away on November 13.

Mr. Akin held the position of Superintendent of the company for twenty-four years when he retired on January 1, 1913. He was first employed by the Los Angeles Cable Railway Company in 1889 as Secretary and Treasurer and Director. In 1890 he was appointed Superintendent, assuming the powers of General Manager as well. He continued in these duties until the property was absorbed by the Los Angeles Consolidated Electric Railway Company, at which time he was made Superintendent and Claim Agent. In 1895, when the Los Angeles Consolidated Electric Railway Company was transferred to the Los Angeles Railway Company, Mr. Akin continued in the same capacity and held that position until his retirement.

SOCIALITES



The Ladies Who Carried Off the Prize: (Left to right) Mrs. A. F. Kiefer, Mrs. C. E. Green, Mrs. Eliza Long with trophy, grand prize winner, Mrs. C. A. Evans, Mrs. O. G. McDermith, Mrs. C. Hendricks. The Entertainers Who Thrilled Everyone: (Left to right) Front row, Audrey Edmunds, Elda Maga, Frances Setterberg, Eddie Miller, Bob Miller. Back row, left to right: F. C. Coleman, D. M. Spence, C. M. Hilto, Wm. Slade.

WOMEN'S CLUB

By MRS. H. A. DEWEY

Our President, Mrs. E. J. Miller, wishes to thank every one for coming to the Christmas Welfare Party. Those in the Main Office, those who bought tickets, all committees, any one that helped in any way made this event a BIG SUCCESS. It was a big job—well done.

Entertainment for the evening was furnished by: Robert and Edward Miller saxophone and trumpet; W. S. Slade, readings, Division One; F. J. Coleman and D. M. Spence with guitars, sang, accompanied by Mr.

Hilton, all of Division Four; Frances Setterberg, Audrey Edmunds, Elda Maga, accordion trio from Division Five; Jeanie Mitchell, soloist, accompanied by Dorothy Mitchell, Instruction Department.

Judges for Handicraft were Leta Horlocker, well known artist and craftsman; Stella S. Alkire, Consumer Evaluator, Downtown Shopping News; Winifred E. Lloyd, instructor of crafts, L. A. Schools, (Paducah St.); Mrs. Benton R. Geiger, the District Beautification Chairman, L. A. Chamber of Commerce; Ida May Walker, Philanthropy and Civics Club.

A delicious steak dinner was prepared by Mrs. S. Ashworth, Mrs. Toppin, Mrs. Hendriks, Mrs. McKay, Mrs. Long and Mrs. Thomas.

Mrs. L. B. Meek is working on the Christmas Welfare Basket.

AMERICAN LEGION AUXILIARY

By BETTIE LEASMAN

This year the Unit and Post will not sponsor a Christmas party as in the previous years, but will donate money and gifts for the men at Sawtelle and San Fernando, and to the children whose fathers have passed on or are in hospitals.

Several of the members served on the gas rationing boards.

The sewing chairman reports 15 quilts have been given to the Red Cross, and many other garments. Several members are busy knitting.

As the Christmas season is approaching, let us not forget the men on the fighting fronts. Let us all keep on buying Bonds and Stamps instead of a lot of gifts.

Next meeting will be January 5, at 8 p.m.

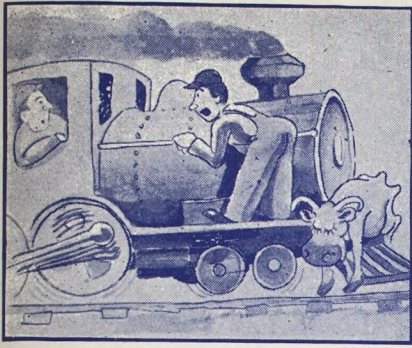
Wishing all a very Merry Christmas and a Happy New Year.

VETERANS CLUB AUXILIARY

By BETTY ROCHE

We are now at the end of the first full year of World War II, and we are very proud of the fine spirit of real Americanism shown by our members, many of whom have made one or more donations to the Red Cross Blood Bank, and have done Red Cross work, served on Selective Service Boards, Civilian Defense, and other voluntary work, and we know that as the war progresses and the need becomes greater, our membership will continue to live up to the high ideals of patriotic American womanhood.

President Esther Wickham and her officers have rendered fine service in 1942, and we are sure that the offi-



HOORAY! We've solved the steak shortage.

cers elected for 1943 will uphold the proud traditions of our organization.

The result of our annual election of officers on December 8 will appear in the January issue.

We are very happy to be able to report that Mrs. Ken Sloan is now on the road to recovery from a very severe and protracted illness.

Our next regular meeting will be held in Patriotic Hall on Tuesday, January 12, at 8:30 p. m.

Details of the installation of officers in January will be sent to each member, individually, through the courtesy of Los Angeles Railway Company mail, and, also, notices will be posted at each L. A. Ry. Division.

All members are urged to attend and bring their friends.

Always during these days of war, but especially at Christmas, let us ask God to grant an early victory to the United Nations so that the world may return to the ways of peace and goodwill among men.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

Our regular monthly meeting was held in Room 309, L. A. Ry. Building, November 12, at 2 o'clock p. m., with Vice President George Wieman in the chair, our President being unable to attend. There was a short business session, after which the following program was given:

Miss Lucille Vance, an actress of the Bliss-Hayden theater, in the current play, "Out of the Frying Pan," gave a humorous monologue, por-

traying the president of a Woman's club, at the beginning and end of a two year term. This was in costume, and at the farewell speech, we were reminded of Lum, of "Lum and Abner," when he tells of being worn to a "Frazzle, to a Fraz-zle"; for she certainly looked the part. She is a talented artist, and was very enthusiastically received.

Those of us who can remember "Away Back" when radio was new and we had the old crystal sets, will recall "Uncle Remus" and his programs, when "Uncle John" was announcer for KHJ from the Los Angeles Times Building. At this meeting, we had Uncle Remus in person, giving some of those programs, and playing on his auto-harp, made from a piece of wood from the piano made famous by Mark Twain.

Merry Christmas to everybody, and a better and happier New Year.

VETERANS CLUB

By JAMES MADIGAN

At the regular meeting of the Veterans Club held on Tuesday, December 8, at Patriotic Hall, by a unanimous ballot, the present 1942 officers were re-elected for the coming year.

Considering the conditions, the Club has had a splendid year and Commander Roche and his officers are to be complimented. Although a lot of the members are back in the service of Uncle Sam, the attendance at meetings have been above average. With the uncertainty of the future, it was the decision of the members that the officers who had done such a good job for the first year of the war, should be retained in office. Following the election of officers the members retired to the dining room where, as usual, the ladies of the auxiliary served refreshments.

Notice of the date of next meeting will be mailed out to members by the Adjutant. Commander Roche, being confined to his home with a bad case of flu on the night of the election, it was decided to set no

'Twas the Night Before Christmas!



date for installation until after the Commander was notified of his re-election.

Best wishes to all for a Merry Christmas and a Victorious New Year.

AMERICAN LEGION

By LEO LEASMAN

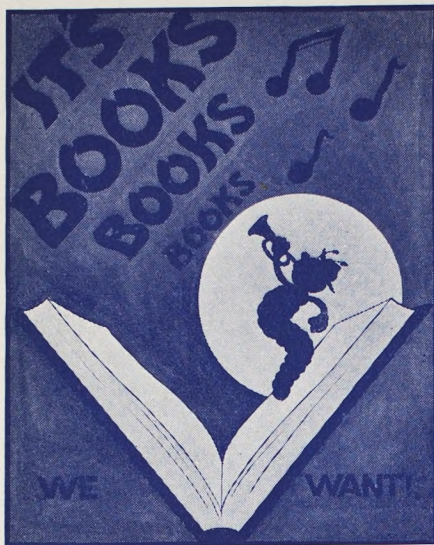
Well, Comrades and Friends, here it is another Christmas time and we are all looking forward to a New Year hoping that it will be a better year than the one we have just passed through. One way we can help it to be is to buy Bonds and Stamps until it hurts. Do all you can to help our boys, and they will end this terrible war sooner.

Sorry to report that Comrade Ed Roche is at home ill. He has been a very sick fellow, but is a little better.

Comrade Manning was sick also, but I am happy to say is better and back on the job again.

Saw Comrade Bill Christmas at San Fernando a short while ago. Bill has undergone a very serious operation lately, but is getting along very nicely now.

Thanks to all of you Comrades who answered my call for your dues.



Books and More Books For Our Boys

Traveling Library Units Keep the Soldiers in Reading Material by Distributing Your Donations to Isolated Detachments.

By EMMA QUIGLEY

“LAST night it was my turn to sleep in our office building. About four in the afternoon it began to snow. I walked two miles through the white and green silence to the Library. I came back with ASSIGNMENT TO BERLIN, donated by a man in Los Angeles, California, who didn't give his address or I'd write and thank him. I can't tell you what it meant to have exciting company all those lonely hours.”

This letter was written by a yeoman at a United States Naval Training Station in an isolated section in the northwest and sent to the headquarters of the Victory Book Campaign, of which Miss Althea Warren, City Librarian of Los Angeles, was National Director.

Soldiers leaving their posts for embarkation may select books when available to take with them, and to pass on to other soldiers and sailors.

Miss Warren has letters from a commanding general, from a bride of a Navy lieutenant, and from the men themselves, all stressing the fact that the men in the Armed Forces like to read and like to read good books. An officer from one of the larger camps in the country expressed it this way: “The boxes of books arrived this afternoon. Eight men were detailed to carry them up to the Library where the shelves are half empty. They marched through camp in a grinning row, from curb

to curb of the asphalt street. Everyone who saw them cheered—and the books are worth the cheers. Thanks from thousands of us!”

For the purpose of assembling books for these Station Collections and Traveling Library Units, as they are called, from the contributions of the Victory Book Campaign, and subsequent donations, a Distributing Center for the Ninth Corps Area is now functioning at 501 West 80th Street (northwest corner of Figueroa and West 80th), Los Angeles. The Station Collections provide small libraries at locations where permanent barracks are maintained. The Traveling Library Units consist of a collection of forty books and are distributed to isolated detachments by Army trucks. For both types of service the books are divided into one-third non-fiction and two-thirds fiction. In addition the Center supplies a large number of specific titles through special requests. Requests are now on file totaling 12,000 books.

The men like standard fiction as well as new fiction and books included among this year's Best Sellers; detective and western stories; popular non-fiction, books on current affairs, and up-to-date technical

Small, unshaven, the man entered the employment agency.

“House painter, I suppose?” asked the clerk, eyeing his paint-splattered overalls.

“No,” said the little man. “I'm a Dictator, but it's taking me a little while to work my way up.”

books. Three popular books now in demand are Smith's THE LAST TRAIN FROM BERLIN, Ludwig's MEDITERRANEAN and Seversky's VICTORY THROUGH AIR POWER. There is also an urgent appeal for books on travel and biography.

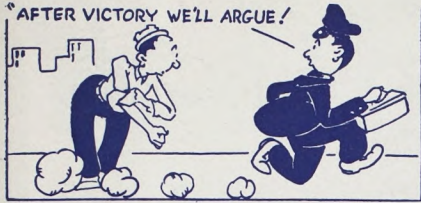
The Distributing Center in Los Angeles is in charge of Mrs. Allie S. Moore, Supervisor of Camp Library Service, who works directly with X. P. Smith, Ninth Service Command Librarian, stationed at Fort Douglas, Utah. Here in addition to maintaining distribution of books as instructed by the Army, requests from the Navy, Marines and Ports of Embarkation are filled by Mrs. Moore, when presented through official channels.

We have been told, too, that our best will not be good enough in this war, and nothing less than our best can we give to the men who are doing the fighting. Let those at home, then, select a book—one that they consider one of the best, a book that they have enjoyed reading and that they know some man in the Armed Forces will enjoy. Deliver it in person, or as many as desired, to the Distributing Center, or mail it, with a friendly little note tucked inside the cover, not forgetting to sign their name. If this is not convenient, the book or books may be left at the nearest public library. However, I am sure anyone seeing the splendidly efficient way in which the Center is prepared to send these books on to the men in uniform, would be proud to add his or her

(Continued on page 22)

NO TIME FOR DISCOURTESY

The war is on our shoulders. Gasless, grounded motorists pack our cars. We're busy. We have no time to be discourteous.



COURTESY is always considered the first law of safety, so because we are too busy to be unsafe we can't afford to be discourteous. Anything which interferes with the comfort of the people has an effect upon their tempers; let's not get ourselves on edge. Ours is a big job. We transport the War Workers. "We pass the ammunition."

Under conditions, as they exist today, each trainman should consider himself as dressed in the uniform of our Armed Forces and do his level best to execute the various moves necessary to the conduct of our part in this fight as it is done by the men in our Army and Navy.

Millions of men from all walks of life go to make up our Armed Forces, each with his own particular point of view. But they are all taught and drilled to act as a unit. There are certain moves called precision moves which must be performed exactly right, regardless of what they may think about it. You are first called to attention ready for the next command, dress right, dress ready, front, right shoulder arms, order arms, right face, march in cadence, properly spaced. It may be close order, as we operate in zone one, or extended order, as we operate in zone two.

There are numerous precision moves, some of which may not make sense to the new man in the service, but he doesn't ask the reason why. He merely learns to obey orders until finally the whole setup becomes automatic. There is a definite reason for this drill, a definite purpose back of each move, and while they

pertain to our Armed Forces they can be just as effective when applied to our work, for in this work there are a number of moves often repeated that should be classed as precision moves and executed exactly the same by each man in the service.

The men who have trouble doing our work, or those who are involved in accidents, so called, are so involved because they failed to obey orders. The accident was merely the crowning act of a long series of petty violations, followed by assuming conditions instead of taking into account actual conditions, terminating at the point of taking things for granted, or mental inaction. While in the state of mental inaction the law of attraction begins to operate, bringing about an exact balance of circumstances from which there is no escape. Neither are you able to give an explanation of the cause that will stand the light of reason, and instead of learning the lesson nature was endeavoring to teach, and perfecting your operation to the point of knowing just how to act, you hunt up excuses, or alibies to justify the act. If the men in our Armed Forces, who are the same kind of men that we are, can be trained to precision moves, some of which are most difficult, is there any reason why we can not be so trained? The necessity for such training is about as important to our existence, for, like the Army, we are on the offensive. While trying to gain an objective, we are continually at war with carelessness, recklessness and thoughtlessness. When you realize this you will no longer argue with the rules, but will learn to apply the principles of operation as it should be done, instead of how it should not be done.

Men train themselves to have accidents just as certain as they must

train themselves, or be trained, to avoid them.

We are compelled by law to have many rules, most of them are common knowledge known to any 16 year old child, the others are based upon common sense. All of them may be observed by following five or six general principles, which, if observed with precision, will make you automatically safe. Remember, however, that you can become automatically wrong also by following the wrong rule. For the more often you make a move, the easier it will be to make it again. It should not require any great amount of common sense to tell a man that if he doesn't look where he is going he will hit something once in a while. It may surprise you to know that we have some men who don't seem to know this.

We are continually forming habits, consciously or unconsciously. The sensible thing to do, especially in starting on a new job, is to form the correct ones, which, when once formed, can only be changed by a conscious effort of the will. A good habit is as hard to break as a bad one. A great many men have formed the habit of not knowing where they are going, or what they are doing, but just keep wandering around and are always broke, or at least badly bent. If they don't soon wake up to this fact, they will always be wandering around and broke, because their effort-making capacity will be gone through lack of use.

So it behooves us to be always in the frame of mind to build our good habits. We must stay in a pleasant state of mind, we must be pleasant, and cheerful. It takes less effort to smile than it does to growl. Let's put our *extra effort* into the *War Effort*. Let us, as soldiers on the combat lines of the city, fight this war, safely, quickly and courteously.

We can make this a Merry Christmas and a Happy New Year if we don't take time to be discourteous.

Ears at the Keyholes



LOOKING IN AT VIRGIL

With C. P. HUNT

The management wishes to extend to the personnel of L. A. M. C. Lines and their families the Season's Greetings.

Mr. F. C. Patton, Mr. D. D. Canning and Mr. George Troutwine wish also to express their sincere thanks and appreciation to all who have been so cooperative toward fulfilling the many tasks put before the company. Particular appreciation is extended to the older men, who have and are so willingly offering their time and efforts to KEEP 'EM ROLLING.

Did you hear about a bus pulling in at the Breakfast Club? Harry Lester was the operator. He was heading for Lockheed.

One of the prettiest leaps witnessed lately was done by Feagan at the "Fig" lot. In front of his student he attempted to beat a 3000 driven by Carpenter. He made it, but his transfer box didn't.

Dan Getchell is making his own detours now on Silver Lake. He always misses the turn at Sanbourne.

That man you saw chasing a student driven bus was Jack Rash. He went to the rear of the bus to check the oil and the student took off.

Ray Brown, hurried to check in, dashed down to catch the Valley car for home, and made it. Then, and only then, did he remember that he had driven to work in his own car.

Sawyer was in a hurry the other

day, too. He took off down town too soon and Terry sent him back to start over.

Now that there are fewer cars on the streets, the third lane on 8th Street is no more. It's all right with Tudor, though, and a certain lady operator on Wilshire.

Twice recently we have seen Bill Terry moving with extra speed. Once at 5th and Hill getting away from a drunk man, and the other time, when he discovered gasoline running out of the carburetor on his car. Who wouldn't?

Corporal L. W. Wiley (Marine Corps) paid a visit to Virgil and so did Sergeant Lewis (Hospital Unit) U. S. Army; both looking fine and proud, the first man from the mechanical department and the latter was on the wash rack.

D. C. Johnston sent greetings "to the bunch." He's busy somewhere with Uncle Sam.

Received also, was a letter from Phil Henley. He is in Dutch Harbor with the Uncle. He too says "hello" to all.

Supervisor G. P. Dickerman was taken suddenly ill, and confined to his home.

We wish the following new coach operators the best of luck and happiness employed up to the last week in November: D. J. Cesarotti, Stella McCartin, R. S. Gandy, M. M. Licho, T. A. Rosby, K. E. Crowell, J. C. Pfister, W. A. Friend, N. A. Rawls, G. C. Hewson, J. P. Morin, J. D. Brown, O. E. Sheriff, G. W. Krainbrink, Bertha Duborrow, M. M. Friedman, K. W. Williams, J. R. Hodson, Alma R. Povget, G. Trasso, W. O. Hendrickson, D. R. Hawkins, O. J. Johnson, V. B. Squier, Kay N.



**SWELLEST
CHRISTMAS
I EVER HAD.**

**A GUY
JUST FILLED
MY TIN
CUP WITH
COFFEE.**

Rost, J. W. Brans, Louise Bonner, H. E. Marcum, G. M. Robinson, V. W. Kennedy, H. B. Anderson, P. T. Posey, G. Delvgach, K. T. Hicks, H. W. Mosley, L. E. Rossbach, Lin Mayberry, E. E. Cage, Barbara Russell, J. Eisinger, V. Calli, K. P. Thorpe, H. J. Harrigan, C. R. Early, Louis Tincher, C. P. Hinson, W. S. Suggs, Mildred Sherry, Daisy Harshman, Margaret Starbuck, R. L. Henken, W. B. Fahey, K. D. Taylor, B. H. Vlier and J. C. Hamilton.

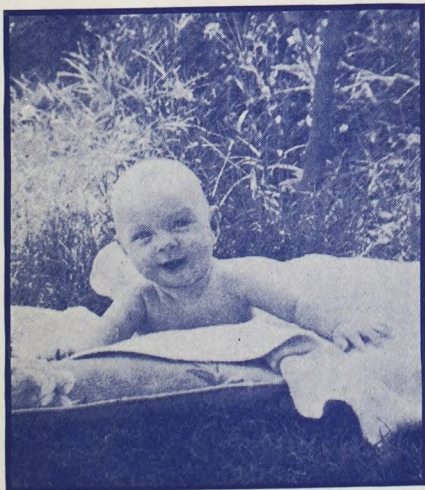
Merry Christmas and a Happy New Year.

16TH STREET EXHAUST



By H. R. PAUSCHERT

A sight for tired eyes was one of our pretty conductorettes with her feminine boot propped on top of a fire hydrant at the corner of Broadway and Vernon Avenue in broad daylight. She rolled up her trousers, adjusted her manly garter at the top of very manly looking socks. Girls, we don't mind you taking our jobs, smoking our cigarettes, wear-



Future glamour girl. Martha Jean is very pleased with that new second tooth. Now she can bite. Martha Jean is the daughter of Mr. and Mrs. Clifton B. Lawson (16th Street Garage) and is six months old.

ing our pants, but please leave us our garters.

Elvie P. Castor of the second shift and Ben Mathis of the wash rack have been inducted in the Army. Jack Carmicheal and H. L. Ahrens have enlisted in the Coast Guard as second class machinist mates.

Wm. Trombly, the rabbit raiser, is still confined to his home from the effects of an operation, but is progressing so well that he will probably be back on the battery line soon.

A line from Robert Hester, U. S. Naval Training Station, Farragut, Idaho, states that he has had considerable traveling, and that it is very, very cold there.

Dorothy Parker, an old time employe, has resigned to accept a civil service position in the War Department at Douglas Aircraft plant. She has been replaced by Verla Seifert.

Evelyn Harkens is the new temporary Clerk, due to the illness of F. O. Rowbottom.

Carlton Smith has returned from a trip to eastern Texas, where he attended the funeral of his sister.

E. J. Robison has been transferred to the wash rack, replacing B. Mathis.

We would like to introduce other new employes, but the labor turnover has been as fast as a Flying Fortress, and we are unable to keep informed of the new names and faces. When we leave at night, we wonder who is going to meet us at the gate in the morning.

Mrs. George Borngrebe is improving slowly from the effects of a broken hip, which she received in a fall at her home.

D. J. Sullivan, Jr., the nineteen year old son of D. J. Sullivan, enlisted in the U. S. Marines, and is stationed at San Diego.

Paul Wood found a pocketbook containing papers and a considerable sum of money. Paul notified the owner who established his identity beyond a doubt, and turned the pocketbook and contents over to him. The grateful elderly man had

received most of the money from a son to buy Defense Bonds, and said he did not know what to do when he had discovered his loss. He offered Paul the sum of twenty-five dollars as a reward, but Paul would only accept five dollars, and that after a great deal of persuasion. Fellow employes are glad to know of this wonderful gesture on the part of Paul and share with him the happiness he brought to one old man by his honesty.

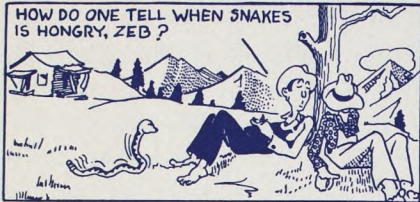
The employes of the Sixteenth Street Garage all join in sending Hearty Christmas Greetings to all. We feel that the Christmas Spirit should prevail as much as possible for the sake of the young children who are growing up, but we, who can take it, should remember that if it were not for our "boys" fighting in



The Marines have landed and the situation is well in hand. We know if Mr. Tojo should meet up with this tough looking Marine, honorable Mr. Tojo would commit hari-kari very sudden. This is First Sergeant Wilbur Bestwick (Division Three).

all parts of the world we would not have this opportunity in a land where free men can still pat his pal on the shoulder and say, "Merry Christmas." A little tightening of the belt, and fewer packages to open this year should not bring complaints from anyone.

HIGH NOTES FROM THE HILLS

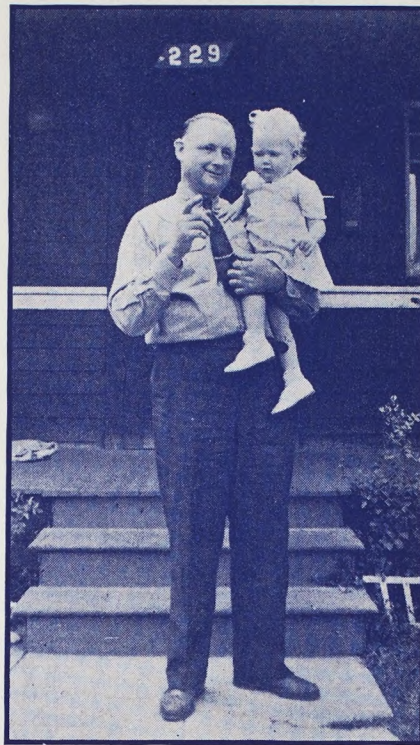


By L. VOLNER, DIV. 3

News of the advancement in rating of a Los Angeles bluejacket, William James Staten, has been received here from the Fourteenth Naval District at Pearl Harbor, Hawaii. Young Staten, the son of Operator L. T. Staten of Division Three, lost no time in getting into his country's service after the sneak attack on Pearl Harbor, December 7, 1941. Mr. Staten signed up on December 8, 1941, and was sworn into the Navy on December 12, just six days later. He has been promoted from the rating of a seaman, second class, to that of a seaman, first class, and now wears three white stripes on his jumper cuff. Not bad for a boy of eighteen years of age! Staten was stationed at Midway Island during the battle of Midway last June and celebrated his eighteenth birthday there on June 15, 1942. He is now stationed at Pearl Harbor.

An operator on the "W" line, upon entering the downtown district, saw he was going to pick up a big load and was using every persuasive measure at his command in trying to get the passengers to step back in the car and leave by the rear exit. At one stop a big man boarded along with many more, but with all the operator's pleadings the passenger would not move. Finally the operator told him he was now starting on

Can You Beat This Ten Percenter?



Operator L. T. Staten of Division Three, says that on the date of December 7, 1942, his relatives are all "Remembering Pearl Harbor" and would like to know if anyone can top his list:

1. Wm. James Staten, son.....U. S. Navy
2. Ivan Staten, cousin.....U. S. Navy
3. Jas. Lynn Staten, brother...U. S. Navy
4. Carl Wagner, step-brother..U. S. Navy
5. Alvin Herr, brother-in-law U. S. Navy
6. Willis Riddle, cousin.....U. S. Navy
7. Waldo Riddle, cousinU. S. Army
8. Albert V. Brown, brother-in-law U. S. Navy
9. Charles Dearing, brother-in-law U. S. Navy
10. (?)--he doesn't know who just yet, but it might be himself.

his \$1.35 per hour and he would just sit it out with him. The passenger immediately hurried to the rear of the car.

During the past month, Motorman John Corsen spent some time in the hospital where he underwent an operation. He thinks he has had the cause of all his troubles removed, and now is in better condition than he has been for years.

Conductor H. W. Gustafson was also off duty on account of sickness during the past month, but is back on the job again.

We are all glad to see W. G. Lynn back to work after being on the sick list for several months.

When one of our new men pull out to the wrong destination, it doesn't seem so bad, but how about an old-timer like Operator R. P. Martin going to York Boulevard instead of North Figueroa?

Our Credit Union is very anxious to supply all who might want Bonds

or Stamps for Christmas gifts. It is now arranged that our division gets credit for all thus sold.



A transport pilot and his best girl. Glen P. White sends this picture from "somewhere in England." Glen is flying for Uncle Sam, and is the son of O. C. White (Division Three). She's a "honey" Glen.

It is naturally our duty to carry on during these trying times, even though the majority of us have relatives who are daily risking their lives in the defense of our way of living.

In the hope that is expressed for this, a Hopeful Christmas, we are looking to Divine Providence to right the many wrongs committed by our enemies and ask that Divine Providence return to us our loved ones who, naturally, at this time of the year will be sorely missed. Therefore, a Hopeful Christmas to each and everyone of you and your families.

Motorman F. L. Leadbetter says the meat shortage won't affect him in the least, as he now has a good supply of rabbits on hand and prospects are good for more later. Mr. Leadbetter works an early run, and raising rabbits is his pleasure after he has finished his day's work.

Operator Triboulet felt certain the draft would soon catch up with him, and in order to get in the service he liked best, he cast his lot with the Navy. Good luck to you "Trib."

Your Superintendent extends to you the greetings of the season.



F. E. Reddish (16th Street Coach) holds up his prototype to the camera. We can't help but wonder, when we look at the picture, if Papa Reddish had hair as wavy as little Raymond Fayne's, who is eight months old.

16TH ST. COACH DIVISION

By R. O. BENNETT

Here's news! Mr. F. G. Ballenger, our former Superintendent, has been promoted to Assistant to Manager of Operations. He will be missed by all, but lots of good luck, anyway, Fred.

Mr. Jack Dittman has been promoted to the position of Assistant Superintendent in place of Mr. Ballenger. Tommy Tucker is to be Mr. Dittman's assistant.

Mr. C. H. "Pop" Ecton paid us a visit at the Division a few days ago. He looks much better and here's hoping he'll be back to work soon. The fellows kicked through in grand style with contributions, as did the Benevolent Fund, and "Pop" wants to thank all the men heartily.

It looks as if we'll have to take up a contribution for R. H. Jackson. If you want to know the reason, just ask him.

We're glad to see King Riley's smiling face again after his being quarantined at home for three weeks.

We understand our supervisor, W.

P. Eunson, has been trying to get in the Navy. If it takes everyone as long to get in as it does Bill, they're certainly going to be short a lot of sailors.

Lloyd Brugmann, one of our Division Clerks, has had the pleasure of having his son in the Navy, here on leave. His son, Boyd, has just seen action in the South Pacific.

For sale! One slightly used puppet. For information, please contact Paul Rowley.

This happened some time ago and I thought it quite amusing. A burglar broke into the home of R. E. Schramm and started the dog barking. Mrs. Schramm told the dog to shut up. The burglar seemed to take advantage of this and walked off with \$65.00 and Schramm's watch.

Jack Eunson, son of Supervisor Bill Eunson, recently spent a few days with his Dad. Jack is with the U. S. Navy, stationed on the U. S. Destroyer, "Phelps," which was one of the ships that helped pick up some of the survivors of the U. S. aircraft carrier "Lexington."

Believe it or not, Eddie Phillips just drew a full pay-check. No days off, no laying off, and on time to pull out every morning for two weeks. He must have an alarm clock that kicks him out of bed.

Have just heard that R. H. Smith, former operator, has graduated from Aviation Mechanics School, Shepard Field, Texas.

Here's a little tip to some of the Driverettes of the Los Angeles Motor Coach Lines. The Police Officer on the corner of 6th and Hill Streets, informed one of our drivers that if they didn't quit running over his toes that he was going to write out some citations.

The tailor was selling his best friend a new suit. He was raving about the garment.

"I'm telling you, Harry," he said, "that even your best friend won't recognize you in that suit! Just take a walk outside for a minute and get the feel of the garment."

Harry went out and returned a moment later. The proprietor rushed up to him with a happy smile.

"Good morning, stranger," he beamed. "What can I do for you?" (Exchange.)



Boyd Brugmann, son of Mr. and Mrs. Lloyd Brugmann (16th Street Coach Division) sends us this snap from the South Pacific which proves definitely that even though the going is tough and the battles are many, the Japanese can't get him down.



VERNON YARDS
By L. F. SPARKS

Last month the Way and Structures Department lost two men to Uncle Sam's Navy—Track Foreman Wm. (Wee Willie) Weeks and Road Janitor Ed Jamison. They left together for the CeeBee training camp.

Assistant Foreman Jack Fisher has been promoted to Foreman, and Switch Repairer Charles Smith promoted to Assistant Foreman. Track Oiler Jesus Rosalles has taken over the duties of Road Janitor.

Former Assistant Supervisor H. I. Schaubert, who has been on active duty as Sergeant in the State Guard for several months, was in for a brief visit and announced that he had passed all the necessary examinations and had been promoted to Lieutenant. Nice going Bert, hope you come back with a star on your shoulder.

M. Moya was severely injured last month, but is well along the road to complete recovery.

Welder Foreman Joe Ovard has played in hard luck recently. After being off duty six weeks on account of a serious operation, he came back to work for four days and was stricken with pneumonia. Here's a cheerful thought, Joe, when your luck hits bottom, any change is an improvement.

With regret, the Track Department learned of the passing of former General Storekeeper J. B. Buchanan. "Buck" was well known and well liked in this department for many years.

Condolences are extended to Work Train Motorman Harvey Lindley whose mother passed away last month.

When pay day rolls around, let's not forget the sailors on the seven seas and the troops on the five continents and all points around and between. **BUY BONDS!**

To go from the sublime to the ridiculous, there is a funny episode being talked about in this department. It seems as though Assistant Supervisor Caryll Thompson was told the other night by his wife that she had seen a rat in the house. Man like, he "poo-pooed" the idea; thought she meant a mouse or "sum-pin," and so to bed. In the still of the night a noise awakened him and when he turned on the light, what do



Track Oiler Ponciano Bustus (Vernon Yard) proudly displays his family. They are Roberto, ten; Thomas, 12; Raul, 14, and Agapita. Nicholas, 19, was unable to get in the picture.

you think he saw? Right. It was a RAT. A big game hunt then ensued with Caryll in his P. J's and barefooted, armed with a flashlight and a big air pistol pursuing the varmit from room to room; dresser drawer to chiffonier and finally into the bathroom where Mr. Rat ran up the curtains and coyly played peek-a-boo. A hurried shot struck him (the rat) a glancing blow on the head knocking him down to the floor where, after a few quick spins, he took off and found refuge under the bed. Prone to get his prey, Caryll focused him in the flashlight beam and another shot killed him.

MORE ABOUT BOOKS

(Continued from Page 16)

contribution to the official boxes standing in orderly rows ready to be picked up by Army trucks.

Perhaps, some of the books will reach the four hundred men who left the Los Angeles Railway to join the Armed Forces These books will be passed on from one service man to another until there is nothing left of them but shreds.

That is what is happening in England, where books are being read to shreds by the thousands. There is almost a book famine, so great is the demand for reading matter. Remember what Bill Henry of the LOS ANGELES TIMES wrote upon his return from the South Pacific, that the men down there were reading last summer's magazines and catalogues until there was nothing left of them. The same is true at Army camps throughout the world where American men are stationed, on ships at sea, marine bases and in hospitals.

Gifts of books to the men in uniform given now, and during the months to come, will reach more men and women in the armed services personally than any other gift that could be given.



To those who have been wondering whose picture Welder Foreman S. H. "Red" Stevens (Vernon Yard) keeps looking at in his wallet, this is the answer. Carol Ann, age eight months, is someone to be proud of.

VINEYARD NOTES

By F. W. SOMMER

Harry Lester, making his first trip to Lockheed, had perfect success in getting out, but wasn't quite sure of the return route, so he just followed the coach in front of him. Harry said this happened to be a L. A. Ry. coach and he wound up in Griffith Park.

Who is the operator that has been asking one of his lady passengers to bring him a cup of coffee royale. Well, the lady did and saw that he drank it.

Supt. Forest Muselwhite was driving on Wilshire the other morning; when his car came to a sudden stop. Forest checked the car all over and found that he ran out of gas. Pretty lucky this didn't happen after December 1st.

Jack Rash was breaking in a student on Western Avenue. The coach was racing, so Jack told the student he would go in back and slow the motor down. Well, while Jack was in back taking care of the ailment, the student took off. This happened at Santa Barbara. Jack ran after him waving a rag which he had in his hand and didn't catch him until



Who would believe Sam Arballo (Vernon Yard) is a first-class farmer. The above picture speaks for itself.

at Vernon, when the signal changed.

Paul Webster was in to see us all dressed up in his Army uniform. He looks real snappy. The Army has taken a lot away, from Paul, that he packed in front.

I received a letter from Harold Feller, Co. A, 54th Inf. Tug. Bu.,



Young Steven Howard will take care of himself. He is the thirteen months old son of A. Fine (Vineyard.)

MR. STEARNS, POET LAUREATE REPEATS

May Santa and his reindeer
Enliven every home,
Remember every soldier
Regardless where they roam.
You know that he will find them

Chasing after Japs,
Hurling Christmas presents
Right into their laps.
Instead of easy living
Such as you and I,
They are really giving,
May they never die.
All they ask is weapons,
So buy and buy and buy.



A real military strategist is Rodney Junior who is receiving his Army training at the California Military Academy. Father R. H. Alley is an operator at Vineyard.

Camp Wolters, Texas. He would like to hear from some of you boys.

Asst. Manager D. D. Canning has been very busy checking up the mileage for those who will need B and C Books. Mr. Canning says he can recommend but does not guarantee.

To some of you operators who don't know. Those ladies who are in the train room are not relatives of the boys they go out with, they are students.

Listen, fellows, that guy driving on Sunset run 8303 is not a new man. He has more whiskers on the seniority list than Rip Van Winkle.

Have been told Santa Claus was caught in the draft and he will be unable to visit us this Christmas. They say he has been making pineapples all year to be scattered in Tokyo for Christmas. So my suggestion for Christmas is to buy a Bond for your wife and children. Wishing all a Merry Christmas and a Happy New Year.

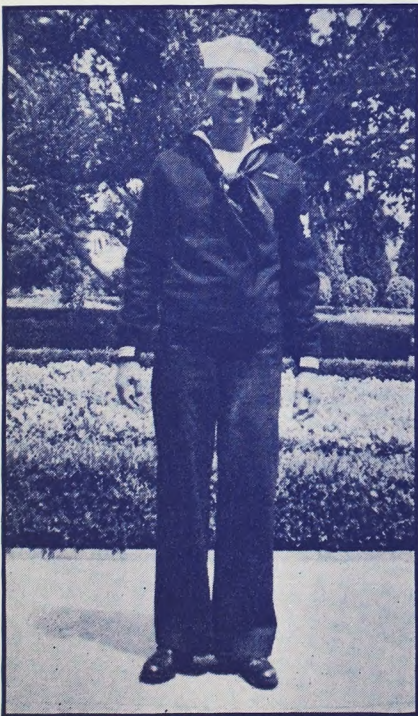
SOUTH PARK

By R. S. WALLACE

"I complained," said the Philosopher, "because I had no shoes, until I met a man who had no feet." We observe similar conditions in our own lives almost every day. Maybe some of us are handicapped, or are overtaken by adversities, but with the proper study of conditions we can use these disadvantages for our improvement.

And just a few short days away is Christmas, the season of misfit shirts, sox that shrink and neckties that are a violation of the black-out regulations. But Christmas is something else too, something which so many of us seem to have forgotten. It is the day set aside to commemorate the birth of the Prince of Peace, whose teachings the world seems to be disregarding.

J. W. Inman, Carpenter Shop, who left a few weeks ago to join the U.S. Coast Guard, returned and worked a few days until called for active duty November 25.



A letter from Kay Beswick, formerly of South Park Shops, is published on page 8. Every inch a sailor, we know Kay is doing all right in the Navy.



A veritable beehive is the South Park Shops in their new reclamation project. It is quite a sight to see those cars which have been out of service, revamped, refloored, reroofed, repainted until they shine like a Christmas ornament.

C. M. McKinney, Carpenter Shop, who is now with Army Air Corps at Merced, visited with the boys a few hours November 23.

R. A. Jackson, Department 8, was joined by his fiance and was married after his enlistment, during the week ending October 31. His address is Pvt. R. A. Jackson, Jr., 72nd Chemical Co., U. S. Army, care of Postmaster, Seattle, Wash.

Conrad McNeil, "C" Inspection, left October 27 for O. R. T. C. His address is Pvt. Conrad McNeil, Co. B. 7th Br. O. R. T. C., Aberdeen Proving Grounds, Aberdeen, Maryland.

The Community Chest drive has come and gone; but we failed to make the 100 percent, by two departments who failed to contribute.

Twins, a boy and a girl, were born to Mr. and Mrs. Adrian Sundeen, Department 8, on November 9. The boy, however, lived but a few days. The mother and girl baby are getting along quite nicely.

H. A. McDonald, Carpenter Shop, the guy of the recent "Duck" episode, riding home on the bus recently, became so deeply interested in a sweet young thing, that he let her talk him into riding two blocks past

his regular getting off place. Isn't he just "Ducky"?

A. J. Marvray, Carpenter Shop, resigned to enter the U. S. Postal Service.



Uncle Sam takes in another fighting man. Pvt. Conrad McNeil is stationed at the Aberdeen Proving Ground, Aberdeen, Maryland.

MECHANICAL DIVISIONS

By A. L. DAVIS

Car House 1

Merry Christmas!

Bud Lacy became a new grandpop of a 6-lb., 13-oz. granddaughter on November 28.

Casy Martin, our Bond salesman, is still working hard to help Uncle Sam and us.

A. Ambers, M. Creager, and F. Thompson, night men, are now day men and getting along fine.

Gas rationing and Christmas shopping is going to be a real test for us. Let's give that little extra something it takes to go over the top, and keep 'em rolling.

Dept. 2

H. T. "Babe" Brown is on the sick list. James, from Car House 5, is pinch hitting.

Doc Robey wishes his many friends and the L. A. Ry. personnel a very Merry Christmas.

Car House 3

Corporal P. Lathrop sent us a postcard to let us know he is well, also a Christmas card from somewhere out in the Pacific, wishing us all a Merry Christmas and to say "hello" to all the gang.



Rocking the dolly to sleep is little Judith Rae Jenson, one year old daughter of Paul T. and Mrs. Jenson, electrical repairer, (South Park).



LOS ANGELES RAILWAY CORPORATION

is a duly authorized agent of the United States Treasury Department for the issuance of War Savings Bonds.

The service rendered as issuing agent is performed as a patriotic contribution to the Nation's War Effort, and without compensation in any form from the Government of the United States of America.



Henry Morgenthau Jr.
Secretary of the Treasury

Countersigned:

*Federal Reserve Bank of San Francisco
Fiscal Agent of the United States*

Anna Day
Assistant

Last month, we received the above document which authorized the Company as an issuing agent to sell War Bonds.

L. W. Ferguson came up from the Naval Training Station, San Diego, and paid us a visit. He is still a dry-land sailor, but hopes to sail the blue Pacific soon. He wished to be remembered to all the boys he did not have an opportunity to see.

T. Hubbard and C. Boen transferred to Car House 5 so that they could save 2½ hours a day traveling time.

J. T. Rojo and C. Arias transferred from Car House 5 to Car House 3, also to save traveling time.

O. Eberhardt, C. M. Green, T. E. House, W. L. Wideman, and J. V. Kramer are new employes at this division. Welcome to our gang, and make yourselves at home with us boys.

R. H. Wescombe and J. Knight have moved up into the hills of Tujunganga with the modern hillbillies.

A Merry Christmas to one and all.

Car House 4

The boys at Car House 4 have been busy learning to drive and operate the equipment on our new emergency truck No. 170.

C. Nokes, A. Dorazio and G. Mason were off several days with the "flu".

H. R. Gadis, Car Cleaner Foreman, is our latest man to be inducted into the Army.

M. Johnston and J. Johnston were among the fortunate few to get a "B" gasoline rationing book.

A Merry Christmas and A Happy New Year to all from Car House 4.

Car House 5

Hubbard, Sr., transferred from Car House 3 to Car House 5.

Nelson Land is still on the sick list.

E. F. Hess is a widower these days on account of his wife visiting her mother in Illinois.

Alvin visited his father, Bill Elmblad, over the week-end. He is now stationed at Alameda, Calif., in the Air Naval Training School. Harold was transferred from Camp Ord to Camp Van Doran, Miss.

Car House mechanics extend to all the LARY personnel and the boys who left with the Armed Forces, a Happy Christmas and a Bright New Year, with lots of luck and good news.



Two nice guys out for a good time. Leo Rowen (South Park Shops) and his pal, Bud Kellogg, stop in at a wayside photographer for one of those hokum tin types. Isn't Rowen a mean looking sheriff?



Some Baby...

Little Helen Sue Goldy weighs 25 pounds, is 18 months old. Started at the age of four months training, first balancing by her thighs, then by her knees, then her ankles. (try it yourself sometime). She was five months old when she stood on the hands of her trainer, Gordon Buttner. Buttner was himself a professional circus acrobat working trapeze, tumbling and strong man for Barnum and Bailey, Ringling Brothers, and Cole Brothers.

Little Sue wants to sail through the breeze on a flying trapeze when she grows up.

Her best Christmas present this year is a new trapeze.

It didn't take our Extra Clerk, R. J. Bragdon, long to see a little of Army life after he got started. He is stationed at 1032nd T.S.S. Flight 78, Kearns, Utah. He writes that even two complete suits of clothes doesn't keep him warm. He is going to have to get used to the snow.

Letters have also been received from Pvt. G. D. Howard, ASN 39238415, Co. A, 127th Ord MBDR, Holabird Ord., Baltimore, Md.; Corporal H. L. Foss, Hamilton Field Air Corps, Hamilton Field, Calif.; Pvt. Lawrence F. Aufer, Co. A, 3rd Bra., ORTC, APG, Aberdeen, Md.; S. S. Gould, C.O.X., Unit No. 1, Landing Craft Training Detach., Destroyer Base, San Diego, Calif., and I. C. Waltman, U. S. Naval Hospital, HCQ 126, San Diego, Calif. The boys in the Service have found time to write, so let's drop them a line.

Anonymous — What happened to Supervisor G. M. "Tex" Brown when he had an accident at 4th and private right-of-way while working a tripper. It must have been terrific!

STREAMLINERS



DIVISION FOUR

By B. C. LATHAM

The death of our ex-Superintendent, B. B. Boyd, was deeply felt by the men of Division Four, where Mr. Boyd entered service as a Conductor. He was appointed Foreman at Four and then transferred to Division Five as Superintendent. In March, 1939, he came back to Four as Superintendent. At the time of Mr. Boyd's death, he was living a quiet, retired life in Oregon. Our sincere sympathy is extended to Mrs. Boyd.

Gaspar La Creauex, another of our old-timers, passed away November 14. Mr. La Creauex had been in the service of the Los Angeles Railway Corporation for twenty-three years. He will certainly be missed around Four.

Corporal L. C. Willerton, Bat. B, 30th CA, APO No. 944, Seattle, Wash., writes that he, along with

his buddies who are serving in foreign service, are purchasing Bonds. Surely we at home can do our part.

If some of you boys think it is tough on the road, you should read what Sgt. R. S. Bailey, Hq. Det. 1st Medical St., Fort Bliss, Texas, has to say about Army life. He writes: "It's great, but I'd much rather be running an H-4 up Broadway at the peak of a Dollar-Day rush than to be where I am."

Pvt. John T. Ball, U. S. Army Air Corps Recruit Detachment, Roswell Army Flying School, Roswell, New Mexico, won the coveted prize, which is a big pair of wings, for having the cleanest and most orderly barracks in his camp. Congratulations Private Ball.



The editor of TWO BELLS is proud to present Mrs. B. C. Latham, new scribe for Division Four.



Former scribe (Division Four) Bob Grettenberg and wife. Bob is now an aviation machinist's mate, 3rd class, stationed at the Naval Air Station, Terminal Island.



Division Four didn't wait until spring to brighten up their cashier's office. Introducing Cherrie Tolleson, the main reason why there is always such a line at the cashier's window, whether the fellows are turning in or not.

MORE LAZY DAYS

(Continued from page 13)

Roll, effective December 5, 1942. Mr. Halwax was employed as a Motorman, Division 4, August 21, 1919. His present address is 1849½ W. 20 Street, Los Angeles.

George Emory Ferguson, Clerk, Schedule Department, was placed on the Special Roll, effective December 2, 1942. Mr. Ferguson was employed as a Motorman, Division 2, April 4, 1913, transferred to Dispatcher, Transportation Department,



Harry Ray watches his daddy, who is using a stern tone to put him to sleep. Harry Ray is the son of J. W. Reeder (Division Four).

June 5, 1917, transferred to Clerk, Schedule Department, August 1, 1920, transferred to Special Representative, Transportation Department, April 2, 1921, transferred to Superintendent, Division 5, January 1, 1925, transferred to Superintendent, Division 3, February 15, 1927, transferred to Clerk, Schedule Department, January 1, 1938. His present address is 2138 Laverna Avenue, Los Angeles.

John Milton Glover, Flagman, Transportation Department, was retired effective September 1, 1942. Mr. Glover was employed as a Motorman, Division 2, February 28, 1903, transferred to Motorman, Way and Structures Department, April 25, 1907, transferred to Motorman, Division 2, October 5, 1918, transferred to Motorman, Way and Structures, January 1, 1919, transferred to Motorman, Division 2, August 16, 1919, transferred to Motorman, Way then became a Flagman. His present address is 130 Grand Avenue, Monrovia, California.

DIVISION FIVE

By FRED MASON

We are in receipt of some very welcome letters from some of our boys serving in the Armed Forces.

Ex-motorman C. F. Flowers, who was one of the first to enlist, sent a very nice Christmas card to Mr. "Bill" Snyder, from somewhere in Australia. He is enjoying good health and sends his best wishes.

Ex-motorman L. W. Fox writes me from Hondo, Texas. He is with the Army Air Corps, and has been doing quite a bit of traveling since he left March Field, having done a little training in Tennessee and Minnesota, en route. He is expecting to get his Staff Sergeant's rating very shortly, which is doing very well for his short period of service. He says he enjoys it very much up in the air but every once in a while he gets a yearning for the feel of a controller and an air handle, with solid earth underneath. He wishes to be remembered to all the boys and



Women Who Have Taken Men's Jobs, Meet Mrs. Santa.

would like to hear from any of you. His address is: A. A. F., Army Navigation School, Hondo, Texas.

Motorman H. J. Gibbons received a letter from ex-motorman A. G. Parker, who is putting in all of his time, which includes spare time



Sheila Marie at seven months old thinks it is about time to get up and get around. Sheila is the daughter of Mr. and Mrs. Owen Bryant (Division Five).



This nice looking young chap is Ex-Motorman L. W. Fox (Division Five). He is with the Army Air Corps, and girls, you ought to see that lovely, curly hair he has under that cute cap, or rather the cute curly locks which he had beneath the cap before the Army barbers gave him the traditional hair cut.

that he doesn't have, at Camp Davis, North Carolina. He is attending an Officers' Candidate School, and to use his own words, "trying to become a ninety day wonder." He says he is plugging away at everything that comes along and that if he makes the grade, he will be spending New Year's Day in Los Angeles as a "second looie." It goes without saying that we are all pulling for him and I know that Mrs. Gibbons will have a big turkey dinner for him on New Year's Day. All he has to bring is his own coffee. His address is Candidate A. G. Parker, Battery 30, 2nd Platoon, A. A. S. O. C. D., Camp Davis, North Carolina.

Ex-motorman R. B. Wynne writes from Roswell Army Flying School, Roswell, New Mexico, and sends greetings to all the boys and girls on the platforms. He writes that he saw some clippings from the "Times" showing how the conductorettes were keeping 'em rolling in



Janice is really going places in her little rocker. She is the granddaughter of Motorman T. Rasmussen (Division One) and is ten months old.

Los Angeles, and that everyone in the Glider Pool there want to transfer to Los Angeles. And he says, "Are those girls really working the '7' line?" His address is Pvt. R. B. Wynne, Co. "B," 2nd Platoon, R. A. F. S. Glider Replacement Pool, Roswell, New Mexico.

Private Gus Paulette, Platoon 1086, Marine Corps Base, San Diego, California, postcards, "The Gang, Division Five. Hellow Fellows. Talk about 'breaking in,' you ought to see me now. I've been reading all about you guys (and gals) in the papers lately. Bet you're working harder than I am. If you want to write me use the above address. Don't take any wooden nickels. Gus." You all know Gus. He's the guy who used to change ends for you at Sunset and Spring.

Part time Motorman "Red" Fulton, whose daily duties are that of Clerk in the Mechanical Department, is sure going to get some place, even if it's only by himself. He inaugurated one-man operation on the "U" line the other day, but it only lasted for four blocks. He left his conductor holding the switch at 54th and 2nd Avenue, and went north on



Little red-headed Peter S. Brezniak is developing his oratorical technique so that becoming President will be much simpler. His audience are two teddy bears who listen attentively. Maybe they are used to it. Little Peter has six teeth which is pretty good for seven and a half months. He is the son of P. S. Brezniak (Division One).

2nd Avenue, going merrily on his way. His conductor madly walked up to 48th and Arlington. But for the Boulevard Stop at 48th and Arlington and the lack of a changer, tokens, transfers and tickets and a bell to stop and two bells to start, "Red" would have made it to Slau-son and Central.

The honor of being the first "motormanette" in Los Angeles goes to Mrs. R. B. Roby, and she is doing an excellent job of it. Congratulations to Conductorette-Motormanette (Mrs.) R. B. Roby.

Lorena Weaver and E. R. Benjink will go down in history as the first all woman crew to operate a streetcar in the City of Los Angeles, an "F" line tripper on December 2, 1942.

We were very glad to receive a visit from Sergeant Les Lininger (Motorman Ways and Structures and Division Five) on a fourteen day furlough from Louisiana



The Navy hasn't hurt the good looks of D. P. Rounsavelle of Division One. He is stationed somewhere in the South Pacific.

DIVISION ONE

By R. C. RUGGLES

No doubt all of us would like to say Merry Christmas to the boys who have entered the Service this past year, but since they are away doing their part for us, let us do our part by being a little more careful and a little more cheerful in handling the Christmas crowds. Gasoline rationing will bring extra loads, so let us try to put forth an extra effort to make it a Merry Christmas for all.

This past month a few of our former men dropped in to say "Hello," J. C. Boyce, who is stationed in San Diego in the Parachute Division; Bob Beckett, a cook at the Marine Base, and W. C. Snoddy, U. S. Naval Base.

We hear from Mrs. O. W. O'Neill that "Bud" is in the hospital in New York. Latest information is that he is doing fine.

A card was received from Frank Danna who is in the U. S. Navy Yard in Philadelphia.

C. C. Carrigan, Cash Receiver, resigned this past month and was replaced by Mrs. Hannah V. Sinclair.

Janitor R. A. Hogan resigned and his place was taken by Walter Goode.

C. M. Beard was appointed a reg-

ular Switchman on November 3.

The following men have gone into the Armed Services: C. L. Brewer, Merchant Marine; P. C. Boyce, U. S. Navy; F. M. Shaheen, Marine Corps; V. L. McKnight and A. H. Smith, U. S. Army, and J. Viellenave, U. S. Navy.

We are sorry to hear that W. V. McCafferty and H. Van Doorne have tendered their resignation on account of ill health.

J. W. Rice has left the service and is on his ranch in San Diego County.

Mrs. I. H. Stewart is now doing the bookkeeping for the Credit Union and also in a position to keep an eye on I. H.

H. W. Fisher and W. A. Stillwell are taking a vacation from their work in Alaska. They state that they are returning after the cold weather.

We are glad to see C. E. Moore back to work after six months on sick leave.

ELECTRICAL

By WALTER WHITESIDE

The boys of the department enjoyed a swell visit from Top Sgt. Don Varley. Don has been stationed at Wilmington, Delaware.

Joe Caviedes is progressing as well as can be expected since his operation, and hopes to be back on the job soon.

S. L. Davis was in for a visit the other day and will be back on the tower again very soon.

On December 7th a sneak attack on the L. A. Railway was made when Dick McDevitt came to work. That was in 1903.

Jack Wilson has transferred from Westlake Sub to Mr. Jordan's office to keep the shops' payroll.

There are still a number in the department who haven't subscribed for War Bonds. Why not start the New Year right by signing away some of your pay for the good old U. S. A.? Do it now, don't let the other fellow carry all of the burden.

GEE!
POP, THANKS!
THIS'LL
PUT ME
WAY AHEAD
IN THE
SCRAP
DRIVE
AT
SCHOOL.



OFFICE

By WALTER WHITESIDE

The first major change due to the war to affect the employes in the building in general was the change of hours. With the old hours, 8:30 to 4:30, the women could hustle off home and have dinner ready for friend hubby, but now he has to wait. The general concensus of opinion is "No, we don't like the change." However, all are making the best of it and the extra time in the morning helps some, as it gives one time to shop in the mornings when the meat shops still have meat. For the duration the hours are now 9:30 to 5:30.

Judging from the stories told by those serving on the Transportation Advisory Committee for gas rationing, people are not cooperating any too strongly. It seems the distance between two given points when a person applies for additional gasoline, becomes exceedingly longer. In fact, yours truly ran across an applicant who stated that he would have to ride 3 cars to get to work and the distance was 10 miles. On checking we found that he lived 1 block from his work. Of course this was an extreme case, but almost all the applicants added a mile or two to the distance traveled. We also found out a long of personal things we didn't know, and a lot of it wasn't so good.

A change of personnel has cer-



If I have to be a sardine, I intend to dress for it!

tainly taken place in the building.

For the benefit of you new employes and of the old timers who haven't signed, see the representatives in your department today and start buying War Bonds now.

Hope Titus, formerly assistant Librarian, who came here in July, 1937, at the time the library was instigated, has resigned to accept a better position as an assistant librarian with the Douglas Aircraft Corporation. Hope left December 2. We all miss her around here, but wish her the best of luck in her new work. TWO BELLS loses a fine scribe and staff artist.

MORE CROSBY

CARPENTER: Don't tell me you were a teller in a bank.

WEAVER: No . . . a salesgirl in a five-and-ten.

CROSBY: Lady, you sure pick standing up jobs.

WEAVER: Well, conductorettes *do* have to stand up almost all the time. But when you're operating the car, you can sit as much as you want to.

CARPENTER: I'd rather have a motorman who was on his toes.

WEAVER: You want a ballet dancer.

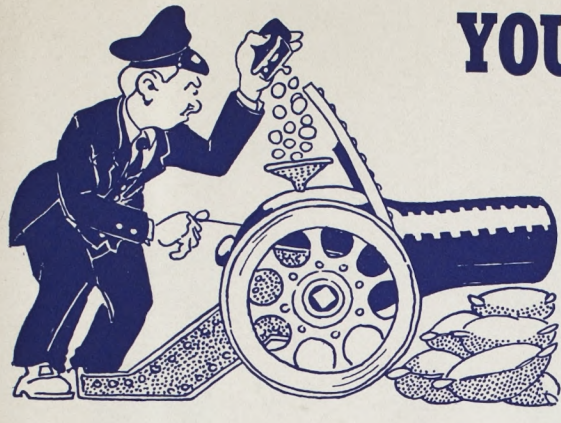
CROSBY: Would you recommend operating a trolley car to girls looking for a way to free a man for more direct war work?

WEAVER: There's certainly no better kind of work for a girl to do than driving a trolley car . . . we meet an awfully nice class of people . . . and we're always being seen around town. (APPLAUSE.)

CROSBY: Thank you, Lorena Weaver. With streetcar travel being made more and more attractive, next thing we know they'll be putting in radios . . . at which point mileage rationing will have been the means for showing a lot of people how to ride home comfortably and easily instead of having to buck traffic.

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

	1942	1941	1942 Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,488,145	1,157,596	+330,549
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)	1,093,181	1,020,402	+ 72,779
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	72,510	88,561	— 16,051
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	66,565	65,333	+ 1,232
Total Expenses	1,232,256	1,174,296	+ 57,960
Leaves Net Profit or Loss	+255,889	—16,700	+272,589

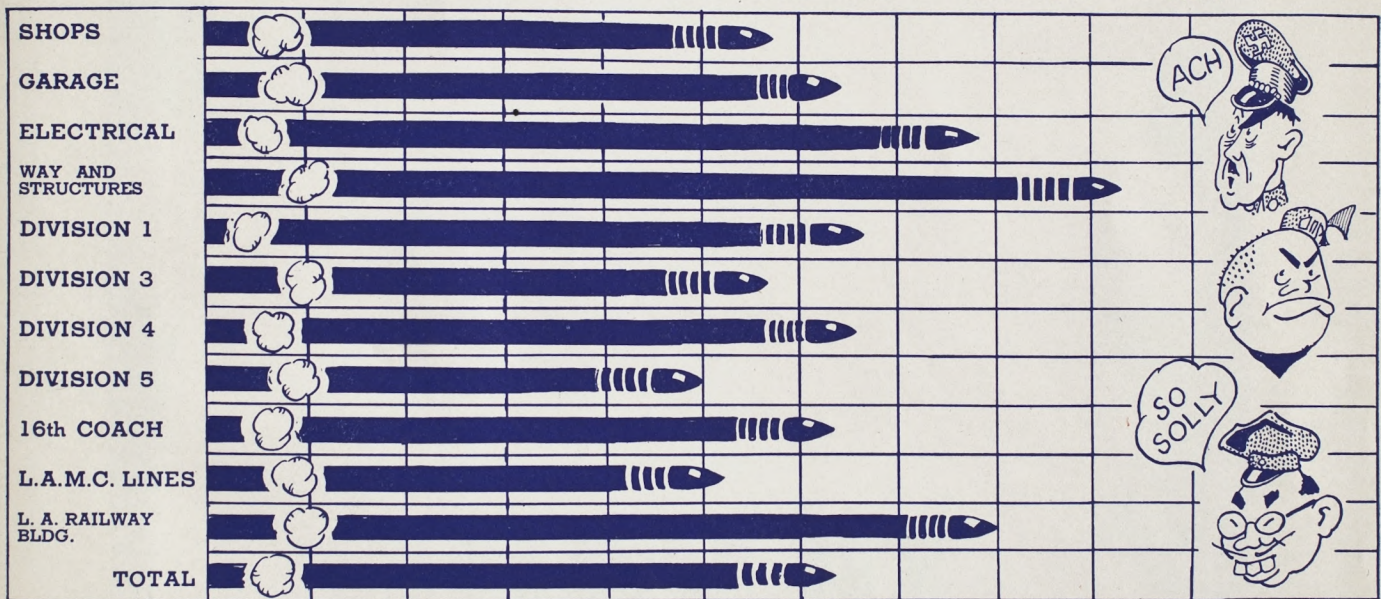


YOUR BONDS ARE BULLETS! FIRE THEM!



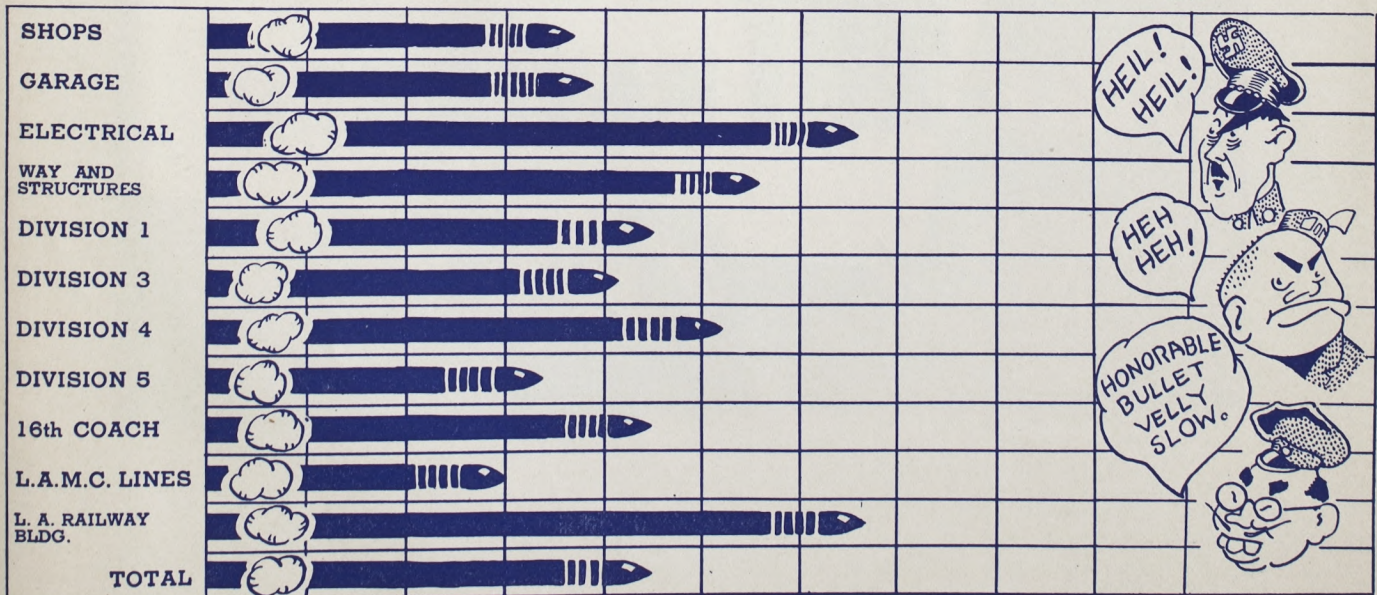
PERCENT OF EMPLOYES PURCHASING WAR BONDS

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%



OUR
Seasons Greetings
TO YOU
ARE NOT RATIONED

