

SERVICE
Stars...

**L. A. RY. MEN IN THE
SERVICE OF THEIR
COUNTRY**

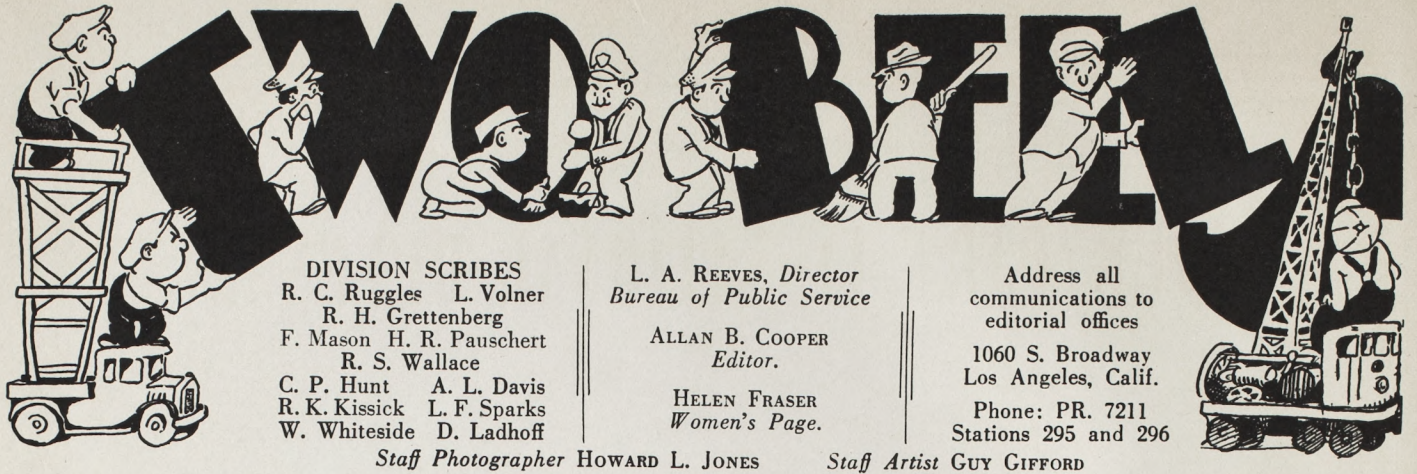
JANUARY - 1942 - FEBRUARY

Volume 23

Number 1

TWO BELLS





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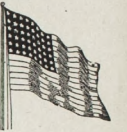
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EMPLOYEES CALLED FOR MILITARY SERVICE



MONTH OF JANUARY

Name	Occupation	Name	Occupation
Bryant, E. H.	Con.—Div. 5	Cook, R. P. Jr.	Car Repairer, Div. 4
Haskell, E. C.	Con.—Div. 3	Held, W. O.	Clerk, Claim Dept.
Wise, F. W. Jr.	Con.—Div. 4	Donlon, E.	Mot.—Div. 4
Brown, H. A.	Mot.—Div. 5	Rich, B. A.	Con.—Div. 5
McClendon, F. T.	Mot.—Div. 1	Thomas, D. E.	Con.—Div. 5
McPherson, L. F.	Car Repairer, Dept. 8	King, J. L.	Serviceman, Dept. 18
Seymour, R. G.	Operator, L.A.M.C. Co.	Forsberg, H. J.	Mechanic, L.A.M.C. Co.
Clarke, J. W.	Serviceman, L.A.M.C. Co.	Fitzpatrick, J. A.	Mot.—Div. 4
Wersal, S. H.	Con.—Div. 1	Manderscheid, C. P.	Mot.—Div. 5
Hofmeister, E. F.	Mot.—Div. 5	Snoddy, W. C.	Con.—Div. 1
Ledford, J. D.	Mot.—Div. 4	Meeder, F. D.	Mot.—Div. 3
Daniels, D. W.	Mot.—Div. 5	Darneille, B. J.	Con.—Div. 1
Mayo, W. S.	Car Repairer, Dept. 8	Foley, P. C.	Con.—Div. 5
Bowman, J. R.	Steno., L.A.M.C. Co.	Schulz, C. A.	Clerk, Div. No. 5, Trans.
Clement, W. D.	Con.—Div. 4	Baldrige, J. H.	Car Repairer, Div. 4
Swafford, B. C.	Con.—Div. 5	Heidtke, M. C.	Car Repairer, Div. 3
Garrett, E. W.	Mot.—Div. 3	Richards, J. H.	Operator, M. C. Div.
Burke, H. P.	Mot.—Div. 3	Davis, A. C.	Operator, M. C. Div.
Hume, L. J.	Serviceman, Dept. 18	Batastini, D. L.	Con.—Div. 4
Lambers, H. W.	Temp. Sub-Sta. Opr.	Hudson, R. D.	Mot.—Div. 3
Lank, R.	Operator, L.A.M.C. Co.	Maze, P. E.	Con.—Div. 3
Whatley, G. L.	Operator, L.A.M.C. Co.	Blaylock, W. L.	Operator, L.A.M.C. Co.


OUR PART IN NATIONAL DEFENSE

IN THE WORDS of our President, "*With confidence in our armed forces, with the unbounding determination of our people, we will gain the inevitable triumph so help us God.*"

YOU and I, first as citizens and second as employes of the public transit industry, have many sacrifices to make and many services to perform in order that the inevitable triumph may be gained.

AS INDIVIDUALS, we are called upon to make savings of consumer materials. We must sacrifice many of the luxuries to which we were formerly accustomed. With curtailed and discontinued production of many items we previously consumed—with more salaries being earned than ever before by both men and women, Americans, today, have more money to spend. Every cent spent now for other than basic necessities competes with governmental purchases for Army and Navy use. Such purchases raise prices and bring inflationary dangers. Only by enacting every possible savings can we avoid those dangers and prepare for the future. Savings invested now in DEFENSE BONDS enables us to save for the future and do our part in bringing the war to a quick, victorious conclusion.

AS EMPLOYES of the public transportation industry, we also have a big part to play. The discontinuance of new car production and the rationing of tires for civilian use will cause former motorists to turn to streetcars and coaches for their transportation needs. Our equipment will be heavily taxed. Service will be further increased, new lines have been added and further extensions contemplated in order to more adequately serve the defense industries. It is *our* job to get the workers to *their* jobs and back as quickly, as safely and as efficiently as possible. This applies to the bond house executive, the aircraft worker, the grocery store manager and the man behind the lathe. Each is doing his or her part in order to gain the inevitable triumph as must you and I.



FOR DEFENSE



**BUY
UNITED
STATES
SAVINGS
BONDS
AND STAMPS**

*Now available to you
under payroll
deduction plan*

WITH heretofore undreamed of defense measures being taken, with war production expenditures of \$78,000,000,000 for the next eighteen months, the United States is faced with a problem of financing its all-out war program.

We as citizens, in our determination to provide the government with the funds that will be required to defeat the foes of democracy, must supply the necessary finances to win the war. We can either, through necessity, individually pay increased pay rolls or income taxes, or we can voluntarily finance the war budget through the purchase of government bonds which enables us not only to enjoy the return of the principal invested, but the interest on the principal as well.

In order that we may voluntarily participate in our fight for freedom rather than be required to do so through increased taxation, the Los Angeles Railway has established a pay roll deduction plan whereby all employes may voluntarily set aside a portion of their earnings each pay roll period for the purchase of United States Defense Savings Bonds. This plan, offering a systematic savings for your future, is ad-

Bonds OR Taxes WHICH SHALL IT BE?

PAY ROLL DEDUCTION PLAN ENABLES EMPLOYES TO BUY DEFENSE BONDS "ON TIME."

ministered under the terms and conditions set forth by the government in a "pay roll allotment plan."

Under this plan, employes may purchase, through an assignment of wages, series "E" Bonds which are a direct obligation of the United States government, maturing in ten years.

Defense Savings Bonds of Series E are issued only in registered form, the purchase price and maturity values being as follows:

Purchase Price	Maturity Value
\$ 18.75	\$ 25.00
37.50	50.00
75.00	100.00
375.00	500.00
750.00	1,000.00

These bonds are dated as of the first day of the month in which payment of the purchase price is received by the Government, and will mature and be payable at maturity value ten years from such date. The bonds may not be called for redemption by the Secretary of the Treasury prior to maturity, but they may be redeemed prior to maturity, after 60 days from date of issue, at the owner's option, at fixed redemption values. No interest as such will be paid on the bonds, but they will increase in redemption value at the end of the first year from issue date, and at the end of each successive half-year period thereafter until their maturity, when the face amount becomes payable.

The purchase price of Defense Savings Bonds, Series E has been fixed so as to afford an investment yield of about 2.9 per cent per annum compounded semi-annually if the bonds are held to maturity; if the owner exercises his option to redeem a bond prior to maturity the

investment yield will be less.

Monthly allotments of earnings for the purchase of Series E United States Defense Savings Bonds shall be in multiples of one dollar, subject to minimum allotments for each denomination of bonds as follows:

For Bonds Having Maturity Value	Issue Price	Minimum Semi-Monthly Allotment
\$ 25.00	\$ 18.75	\$ 1.00
50.00	37.50	2.00
100.00	75.00	4.00
500.00	375.00	20.00

The foregoing are minimum monthly allotments of earnings that will be made for the purchase of bonds of each denomination. If convenient, however, larger monthly allotments are recommended as increased allotments will reduce the period of accumulating the purchase price of each bond, thus permitting earlier delivery thereof. As increase in redemption value of bond does not begin until the end of the first year from date of issue, it will be advantageous to purchase bonds of a denomination that can be paid for in the shortest time.

Deductions covering monthly allotments will be made for each pay roll period.

If in any pay roll period designated allotments cannot be made in full because the amount of pay due is insufficient, the allotment for that month will be suspended. Allotments, in the amounts authorized, will be resumed on the first period pay roll of the first succeeding month in which sufficient earnings are available.

Employes may authorize pay roll allotments for the purchase of bonds

of any specified denomination. These monthly allotments will continue until the authorization is cancelled or changed by the employe. When an amount sufficient to purchase a bond of the denomination specified has been accumulated to the credit of an employe, the Company will arrange for the purchase and delivery of a bond to the employe. Similar procedure will be followed each time an amount sufficient to purchase a bond of the denomination specified has been accumulated, or until the authorization is cancelled or changed by the employe.

A separate Pay Roll Allotment form must be executed for each denomination of bond desired. These forms may be obtained from your department representative.

An employe desiring to change the amount to be allotted each month, or to change denomination of bonds desired, or to change form of registration, may do so by executing a new Pay Roll Allotment Authorization form indicating thereon the change desired.

Completed Pay Roll Allotment Authorization forms should be returned to your department representative for further handling.

When an employe leaves the service of the Company, all Pay Roll Allotment Authorizations executed by the employe will be cancelled. The amount credited to the employe's account will be refunded to the employe.

In event an employe finds it necessary to cancel a Pay Roll Allotment Authorization he may do so. If amount credited to employe's account is sufficient to purchase a bond of a denomination less than one for which allotments are being accumulated, a bond of a lesser denomination will be purchased and delivered to the employe. The difference, if any, between purchase price of such bond and the amount credited to the employe's account will be refunded to the employe.

In the case of death of an employe who has executed a Pay

roll Allotment Authorization, the amount credited to the employe's account will be refunded.

Allotments will be deposited, in the name of the Company, but apart from the general funds of the Company, in a separate bank account. Such accounts will be subject to withdrawals by the Company, only for the purchase of United States Defense Savings Bonds on behalf of employes and for refunds to employes in accordance with the provisions of this Plan. As no interest is earned on these deposits, no interest will be paid upon such allotments while the purchase price of a bond is being accumulated.

The Company will arrange to purchase bonds for those employes whose accumulated allotments are sufficient to purchase a bond of the denomination specified, in the month

in which the required amount is accumulated, and will have such bond registered in the name, or names requested in the Pay Roll Allotment Authorization. Similar procedure will be followed each time an amount sufficient to purchase a bond of the denomination specified has been accumulated or until the authorization has been cancelled. Bonds so purchased will be delivered or held in safekeeping by the Government in accordance with instructions shown on the authorization form by the employe.

**PAY ROLL DEDUCTION PLAN
PROVES POPULAR**

For the first 15 days ending Jan. 31, 1942, 37 Percent of L. A. R. Y. and L. A. M. C. Employes Authorized Defense Bond Deductions in the Amount of \$10,678.00 per Month.
LET'S BOND TOGETHER

**TABLE OF REDEMPTION VALUES AND
INVESTMENT YIELDS**

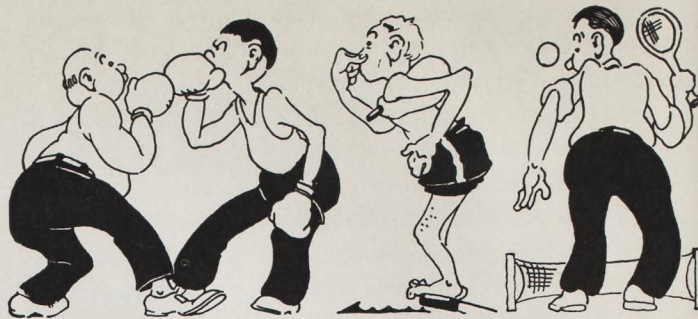
Table showing: ① How Defense Savings Bonds of Series E, by denominations increase in redemption value during successive half-year periods following issue and ② the approximate investment yield on the purchase price from issue date to the beginning of each half-year period. Yields are expressed in terms of rate per cent per annum, compounded semi-annually.

MATURITY VALUE.....	\$25.00	\$50.00	\$100.00	\$500.00	\$1,000.00	② Approximate investment yield on purchase price from issue date to beginning of each half-year period Per Cent
ISSUE PRICE.....	18.75	37.50	75.00	375.00	750.00	
Period After Issue Date	① Redemption values during each half-year period					
First ½ year.....	\$18.75	\$37.50	\$75.00	\$375.00	\$750.00	
½ to 1 year.....	18.75	37.50	75.00	375.00	750.00	0.00
1 to 1½ years.....	18.87	37.75	75.50	377.50	755.00	.67
1½ to 2 years.....	19.00	38.00	76.00	380.00	760.00	.88
2 to 2½ years.....	19.12	38.25	76.50	382.50	765.00	.99
2½ to 3 years.....	19.25	38.50	77.00	385.00	770.00	1.06
3 to 3½ years.....	19.50	39.00	78.00	390.00	780.00	1.31
3½ to 4 years.....	19.75	39.50	79.00	395.00	790.00	1.49
4 to 4½ years.....	20.00	40.00	80.00	400.00	800.00	1.62
4½ to 5 years.....	20.25	40.50	81.00	405.00	810.00	1.72
5 to 5½ years.....	20.50	41.00	82.00	410.00	820.00	1.79
5½ to 6 years.....	20.75	41.50	83.00	415.00	830.00	1.85
6 to 6½ years.....	21.00	42.00	84.00	420.00	840.00	1.90
6½ to 7 years.....	21.50	43.00	86.00	430.00	860.00	2.12
7 to 7½ years.....	22.00	44.00	88.00	440.00	880.00	2.30
7½ to 8 years.....	22.50	45.00	90.00	450.00	900.00	2.45
8 to 8½ years.....	23.00	46.00	92.00	460.00	920.00	2.57
8½ to 9 years.....	23.50	47.00	94.00	470.00	940.00	2.67
9 to 9½ years.....	24.00	48.00	96.00	480.00	960.00	2.76
9½ to 10 years.....	24.50	49.00	98.00	490.00	980.00	2.84
MATURITY VALUE (10 years from issue date)....	\$25.00	\$50.00	\$100.00	\$500.00	\$1,000.00	*2.90

*—Approximate investment yield for entire period from issuance to maturity.

SPORTS

By W. WHITESIDE



ALL STARS WIN DIVISIONAL CHAMPIONSHIP

Playing in the evenly matched Southwest Double AA League of the City League, the All Stars won their divisional championship with only 2 defeats against 11 wins. This group win places the team in a play-off league with other section winners, the ultimate victor to be crowned city champs. This playoff league started on February 15. Watch your bulletin board for location of game as schedule has not been released as yet.

The All Stars attained the championship by winning their final game with Speedo Electric 8 to 7. Speedo held a 7 to 3 lead going into the 8th inning when the All Stars cut loose with 5 runs on 6 hits, the killing blow being a long home run by Gene Rodriguez, scoring Joe Miranda. By the way, since these two boys and Nacho Carpio, all of Vernon Yards, joined the team in mid-season, the team has not suffered a defeat.

SCORES OF RECENT GAMES

December 21, 1941: R. H. E.
 Vermont Plumbers... 4 9 3
 All Stars 13 18 0
 Batteries: Locke and Murray; Widick and Smith.

December 28, 1941: R. H. E.
 Western Rangers 7 6 0
 All Stars 2 6 0
 Batteries: Delgado and Culex; Burgess and Smith.
 (Game called end of 5th inning—Rain).

January 4, 1942: R. H. E.
 Arden Farms 3 5 2

All Stars 7 11 3
 Batteries: Rutan and Stickley; Lipscomb and Smith.

January 11, 1942: R. H. E.
 St. Augustines 0 2 2
 All Stars 3 7 4
 Batteries: Montbank and Petrangelo; Widick and Smith.

January 18, 1942: R. H. E.
 All Stars 8 14 3

Speedo Electric 7 7 1
 Batteries: Widick and Smith; Hanson and Hiegart.

February 1, 1942—Practice Game
 R. H. E.
 All Stars 10 15 7
 Glendale Merchants... 6 7 3

Batteries: Widick and Smith; Dodson and Pizzitola.



"The enemy won't last ten minutes now that this suicide tank squad's moving in! It's composed entirely of parking station attendants!!"

LIBRARY NOTES...

OUR CHANGING TRANSPORTATION AND ITS EVERYDAY RELATION TO DEFENSE

By F. H. MARKLEY, *Equipment Instructor*

WE are all prone to forget that changes in things material, economic and financial have been taking place for centuries, rather than for just the past few years. These changes and improvements have been the result of years of concentrated thought and effort by visionary men who forgot self in an effort to improve conditions for the future. These changes cover every phase of life, industry and endeavor.

Equipment such as we use for mass transportation in our own city, has attempted to keep abreast of the improvements that have been forwarded in other lines of endeavor. Street cars which, for city operation, were originally quite cumbersome, have been developed to the point where the construction now employs, almost entirely, special metal alloys with rubber insulation, at points considered imperative, for the utmost in comfort and silence. These later cars are light, low, streamlined, and follow the best accepted practices of operation, which requires that they be operated entirely by foot, leaving the operator's hands free for whatever other task he may wish to perform.

It is altogether fitting that we also mention here, changes in acceleration and braking. The acceleration has been increased by the application of semi-automatic control, providing a large number of accelerating points. This supplies the smoothness which is required for passenger comfort. Metal friction braking has been replaced by a brake system which utilizes the propulsion motors as a braking medium and the power generated by these motors is absorbed in metal resistance units. The only time we now have this actual metal shoe sliding on the wheel is at the point where the car is almost at a standstill, and the retarding power of the propulsion motors is practical-

ly zero. Braking power has also been augmented by the addition of magnetic track brakes which are used in semi-emergency conditions.

One of the most noticeable advancements that has been fostered for the past comparatively few years, has been the widespread inauguration of motor coaches in mass transportation.

It is important that we pause here for a moment and consider that the motor coach has been developed to its present-day comfort in less than two decades. In Los Angeles, this type of transportation started in 1922, and, if there are any of us who can remember the forerunner of the present-day motor coach, they will admit that the improvements to the present-day have been phenomenal to say the least. The advent of this type of transportation has necessitated the development of a fuel for motive power which is vastly different from the original fuel, if we may call electric power "fuel." It has also required pneumatic rubber tires for increased comfort and metal alloys for construction to reduce weight, increase strength and improve wearing conditions. The development of motor coaches has increased the consumption of the above items to a marked degree, so that their conservation and economy in operation become of prime importance to a mass transportation company.

Another thing which has caused the rapid strides just mentioned in motor coach development has been the change in individual desires as regards the mode of transportation. We, in the present day, have come to look upon the automobile as a necessary part of our life, and, this being the case, the motor coach more closely approaches our present-day conception of transportation. This is especially true in our own city of Los Angeles, due to the widespread

areas and the individual desire to live in our own personal residences. As it is next to impossible for any transportation company to supply service to each individual doorstep, we have attempted to supply our own transportation, rather than to depend on a public carrier for that phase of our life.

These changes in transportation have produced traffic problems which are becoming increasingly bad, and the congestion caused by private car operation creates a condition which, in terms of attempted mass transportation of people, causes a near stalemate of all traffic movement. Statistics showing the conservation in street space and fuel effected by the use of public transportation vehicles have been published frequently, but the facts are usually looked over or overlooked and shunted aside by individuals as being inapplicable to their cases. The time has come when these facts apply to every one of us. It is essential that we do our part in the program presented by our Government in the interest of public defense. A most important part is to curtail individual consumption in favor of defense needs, and this can be done by utilizing to its utmost capacity the public transportation offered to every one of us. Recent history proves that gasoline and oil, and good unimpeded roadways are of utmost necessity in time of War, and every one of us should curtail private fuel consumption and the creation of traffic jams caused by the use of private vehicles.

In the analysis of any and all of the above changes, whether equipment, road space, fuel or defense, the Los Angeles Railway Library stands ready to procure, sift and supply information for the use of any one requiring such material. Those who have not learned to use these facilities are burdening themselves unnecessary, and would do well to avail themselves of the splendid cooperation offered by our library.

SEE TRANSPORTATION DIGEST FOR
NEW BOOKS AND MAGAZINE ARTICLES
IN LIBRARY.

Dear Ladies



Glass Cooking Utensils Prove Profitable

THE glass cooking utensils that today are so attractive and useful will prove even more popular now since metals are being used for defense.

Pyrex Ovenware has been made for over twenty-five years. Any woman is proud of her Pyrex Ovenware which includes round or oval casseroles, pie plates, deep pie dishes, platters, custard cups, bread or loaf pans, open bakers and the long, square utility dish which can be put to many uses either in or out of the oven. As glassware transmits heat rapidly and efficiently, you will be cutting down on your fuel bill since the oven temperature should be reduced or the baking period shortened. The use of less fuel also applies to the Flameware which is mentioned below. If you keep your Ovenware well greased, your dishwashing will be simple as glass is so easy to wash. When food is cooked too long and sticks to the dish, it can be cleaned easily, after cooling, by adding warm water and two or three tablespoons of either washing or baking soda and letting it set a few hours.

Flameware which is used on top of the range has been available about three years or so. Besides its attractive appearance, it is a joy and satisfaction to be able to see your food while it cooks, and without taking off the cover, be able to see if more water is needed or if it is about ready to serve. The wide bases allow more room for food and easier cleaning. Flameware can be purchased in coffee



Pyrex Ovenware and Flameware are economical and serviceable as well as attractive.

makers, tea pots, tea kettles (can be used as a pitcher, for making soups and other utility uses), skillet, one to two quart saucepans and double boilers.

Then there are the glass refrigerator dishes, measuring cups in 8, 16 and 32-ounces, funnels, percolator tops and three sizes of custard cups which can be used in the refrigerator or oven, and gift sets of different pieces.

Another advantage the glass dishes offer is that they can be put right on the table, keeping the food hot and also eliminating extra dishwashing. This practice is accepted by authorities of etiquette.

And too, instead of scraping left-overs into an ice box dish, after the food has cooled a little, it is perfectly safe to put the left-overs away in the dish they were cooked and served in.

Nowadays when economy is spelled with a capital "E", we find that as with Ovenware, Flameware also uses less fuel, needing only a moderate flame until water comes to a boil, and then decreasing flame to "low". It is cleaned the same as Ovenware, requiring no scouring or harsh abrasives. Food particles or odors are not retained, which still makes for easier cleaning.

If a few simple instructions are

followed for handling the dishes, your glass cookery should last indefinitely. They should not be used for deep fat frying, or heated when dry. Also, do not cook to dryness. Excessive sticking of food indicates use of too much heat. Add water before food is put in dish and stir occasionally while boiling. When dish is hot, avoid pouring in cold liquids and handle only with a dry cloth. Avoid setting dish on damp or cold surfaces. And, lastly, do not heat bottles or food in cans in hot water on top of stove where the water between bottom of can and dish can be boiled away.

WHAT WOULD YOU SUGGEST?

The pages of "Dear Ladies" are for you women. What items you enjoy reading on these pages are the items we strive to publish. Did you like the recipe contest we had last year? Would you like something along the same line this year?

Maybe you have an idea that would interest other women and are waiting for the opportunity to present it. Here is your chance.

They say, "Every great thought alters the world", so let's have yours. Write or call the TWO BELLS office.

Everyday Hints

With the off-the-forehead coiffures, you must be very careful to keep the hairline clean. Cosmetics and soap have a tendency to gather around the hairline. If you moisten a piece of cotton with cologne and very carefully sponge the edges of the hair, this will leave a delicate fragrance and the alcohol in the cologne will remove cosmetics, soap and dirt.

When you walk, swing your legs from their hip sockets. Walking from the knees gives a jerky walk, swaying hips, noisy heels and awkward steps.

Buttermilk will bleach skin back to normal for those whose sunburn turns from rosy red to sickly yellow.

Apply perfume immediately after your bath for best effects as a warm skin with open pores absorbs the scent and makes it more lasting.

Rub olive oil into elbows and along the outside of arms to keep the skin soft and smooth.

If you want to freshen a wilted veil, press veil between two sheets of wax paper. The wax will transfer to the veiling and will make it slightly stiff and new looking.

To make a patent leather bag look like new, wipe it with a clean cloth dipped in white vinegar.

Should small fry decide some morning he will not eat his cereal, save wear and tear on the maternal vocal chords by putting sliced bananas or strawberries in the bottom of the bowl. Tell him there's a surprise under the cereal.

Prize Winners

Congratulations to the winners of the five best recipes. Here they are:

Orange Marshmallow Dessert (Jan.-Feb.) Miss Anna Westcott, Personnel Dept.

Peanut Surprise Cookies (May issue) Mrs. Clarence C. Fischer, (wife of Pay Roll Clerk)

Crab Creole (May issue) Mrs. Irma Watkins, Auditing Dept.

French Fried Cauliflower (July issue) Mrs. L. A. Bagley, (wife of Conductor)

Banana Prune Muffins (August issue) Mrs. A. L. Barrett (wife of Sub-Station Operator)

Each lady received a Prudence Penny cook book as an award.

All the recipes were delicious and we should like to have given an award to each lady who submitted her favorite recipe; but the contest being limited to five, Miss Penny chose them from the standpoint of being not only tempting and delectable, but also for their "individuality" or uncommon mixture. Here's what she says:

"Just a line to congratulate "Dear Ladies" upon an exceptionally fine collection of recipes. Every one of them was simply wonderful.

"In selecting the five prize winners, we have tried to give an assortment of types of food; dishes that are both easy to prepare and not too elaborate to afford; recipes that have some little feature that distinguish them as being out of the ordinary.

"It was a privilege to judge the recipes you submitted."

Sincerely,

PRUDENCE PENNY,
Home Economist,
Los Angeles Examiner

NOTE:

If you are desirous of obtaining the five recipes selected, which were published in 1941 issues of TWO BELLS, you may call or write to this office, and we shall be glad to furnish them to you.

Remember The Boys In Camp



Assorted Cookies Mean Much to the Lads Away From Home.

Chocolate Walnut Wafers

½ cup butter
1 cup sugar
2 eggs well beaten
2 squares melted chocolate
1 cup chopped walnuts
¼ teaspoon salt
¼ teaspoon vanilla
⅔ cup flour

Cream butter, add sugar and cream thoroughly. Add other ingredients and blend well. Drop from a spoon onto a greased baking sheet one inch apart. Bake at 350 degrees for 15 minutes.

Cocoanut Macaroons

1 pound fresh cocoanut
1½ cups granulated sugar
2 egg whites

Beat egg whites until stiff. Add the sugar gradually, continuing the beating. Cut and fold in the fresh cocoanut. When well mixed, drop from a spoon on waxed paper placed on cookie sheets and bake in a slow oven, or 300 degrees for 30 minutes.

Sincerely,

Helen

Editor of
"Dear Ladies"

Clubs and Vets



Vets Club and Auxiliary Officers for 1942

Front Row, left to right: Betty Roche, Sergeant-at-Arms; Susie Hannon, Past President; Tess Madigan, Guard; Olive Boyce, Sr. Vice-Pres.; Esther Wickham, President; Gladys Taylor, Jr. Vice-Pres.; Evelyn Staten, Treas.; Jo Clark, Chaplain; Ella Hoyle, Color Bearer.

Back Row, left to right: E. W. Cotterly, Past Commander; Myron Taylor, Adjutant; J. L. Hutchings, First Vice-Comdr.; E. J. Roche, Commander; R. C. Hoyle, Finance Officer; L. T. Staten, Second Vice-Comdr.; A. Duncan, Sergeant-at-Arms; S. O. Boen, Asst. Sgt.-at-Arms; C. J. Jackson, Chaplain.

VETERANS' CLUB

By JAMES MADIGAN

A capacity crowd witnessed the installing of the new officers of the L. A. Railway Veterans' Club on Saturday night, January 17, at Patriotic Hall. The degree team of Post 13, Canadian Legion, commanded by Comrade Fred Pipe, did their work, as usual, in a splendid manner. They were given a big hand by the spectators as they concluded their ritual.

The newly elected officers for 1942 are: Commander, E. J. Roche; First Vice Commander, T. L. Hutchings; Second Vice Commander, L. T. Staten; Finance Officer, R. C. Hoyle; and Chaplain, C. J. Jackson. Commander Roche appointed Comrade M. Taylor, who has done a swell job

as Adjutant for the past year, to the same post for the coming year. Comrade Duncan was appointed Sgt.-at-Arms.

I had a very pleasant surprise recently when Comrade Hannon made a quick trip from San Diego and visited me at my home for about one-half hour. He regretted very much that he would be bound for places unknown on the night of the installation, but asked me to say, "Hello," to all you Comrades and to thank you for the many cards and letters. There are many things he would like to talk about but being a good nephew of Uncle Sam, he said he would rather wait until he hung up a "Los Angeles City Limits" sign in Tokyo. I can tell you that he came back from

the fighting zone in one piece. No injuries of any kind. He lost forty pounds but looks fine, and is anxious to get another crack at the Japs. His address will be the same, Comrades. Send him a card now and then and the postmaster will see that they reach him. He will surprise you one of these days with a post card from Tokyo or Berlin.

Don't forget you can buy Defense Stamps for as little as ten cents.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, Secretary

The regular monthly meeting of the Retired Men's Association was held in Room 309, Los Angeles Railway Bldg., January 8, at 2 o'clock P.M. Our president, Mr. C. M. McRoberts presided. Mr. McRoberts gave a short talk on present conditions existing in the nation. One of our members, Mr. Jacob Zuber, told of very interesting experiences while hunting in Northern California and in Wyoming, shooting moose, elk, deer, and other game.

We were then favored with two vocal selections by Mr. C. K. Cruikshank, a talented young artist of concert and radio fame.

Two vocal selections were given by Miss Helen Graff, a girl with a beautiful voice and personal appearance as well, who has sung for us before, and whom we most deeply appreciate.

Miss Hildergarde Olson, a vocal teacher and a very beautiful young lady, gave three vocal solos.

And our wonderful pianist, Mrs. Ina Dale, led in community singing, cheering everybody and making us forget war and all its gruesome possibilities.

Our next meeting will be held on February 12, same time and place. We urge all members to be present.

WOMEN'S CLUB

By MRS. H. A. DEWEY

On Saturday, January 24, at 7:30 P. M. the club gave a New Year's Hospitality Party in the club rooms at 962 West 12th Place.

It was a real, old-fashioned get-together for members and friends, with music, readings, cards, and refreshments.

Every Tuesday from 10 A. M. to 3 P. M. the Red Cross meets in the club rooms for sewing. On December 16, the following articles were turned over to Red Cross Headquarters: 20 men's pajamas, 10 boys' shirts, 10 men's sweaters, 9 children's sweaters, 4 children's knitted suits, 8 crocheted jackets, and 1 bonnet.

Members of the Club attended a luncheon on January 8 which was given by the Hollywood branch of Southern California Gas Company. Miss Mercedes Bates emphasized the importance of saving vitamins and explained the methods used to accomplish this.

Bunco prizes were won by Mrs. Elizabeth Firth, guest of Mrs. A. P. Rucker, and Mrs. F. F. Brown, guest of Mrs. B. E. Timbs.

Bridge prizes went to Mrs. Helen Hedrick, guest of Mrs. Chester H. Thorn and Mrs. C. S. Wise.

Mrs. S. Ashworth and Mrs. W. Slade took honors in Five Hundred.

On December 18 members exchanged gifts and the children received bags of candy. The Drama Section entertained the group with a Christmas Pageant, while a chorus sang Christmas Carols. Mrs. J. F. McCormick, who directed the pageant, also read "A Poem of Christmas 86 Years Ago" written by her mother.

Mr. C. D. Clark sent a gift donation and candy to be used for Red Cross or Welfare Work. Many thanks C. D.

Mrs. S. Ashworth, Mrs. A. C. Stover and Mrs. C. Burrell served cake, baked in the kitchen of the club rooms.

POST NO. 541, AMERICAN LEGION

By W. Y. STEARNS
Publicity Chairman

The call to the colors continues to deplete the ranks of the company and the Squadron alike. Our new Executive Officer is Harold S. Nelson.

We had the honor of receiving two National Citations again this year from the National Organization; one being the National Americanism Citation from Homer Chiliaux, National Americanism Chairman, and the other one from the National Commander, The Most Meritorious Service Citation, for getting as many members as we had at the close of last year. We had four members over our quota, and one more member than we had at the close of last year, thanks to Comrade R. H. Manning whose untiring efforts were greatly responsible for this grand recognition.

On Friday, January 30, we held our tenth semi-annual school awards

program at the Berendo Jr. High school, and it as well as all the rest have turned out to mark another great step forward for our post. This is one of the finest programs our organization has and we are doing everything we can to advance the American Legion's progress as best we can. The awards have truly built a finer and better group of young men and women of the scholars. As they leave for other schools, we hope that what little we have done will help them to better themselves as they reach higher grades and progress. The list of the winners are to be found under the picture.

Comrade Phillip Soderstrom, past 17th District Chaplain, was with us again and rendered the Invocation, and Mr. Norton L. Sanders, Deputy Probation Officer, was the guest speaker, speaking on "Americanism." The 1st awards were made by Commander Leo Leasman, 2nd awards were made by Betty Roche, Unit Americanism Chairman, 3rd awards by Bettie Leasman, 17th District Community Service Chairman.



American Legion School Awards at Berendo Junior High School
January 30

Front Row, left to right; Keith E. Kelly, winner of 3rd award; Richard L. Oliver, 2nd award; Robert Earl Hill, 1st award; Robert A. Heffner, President, Sterling Press; Frederick W. Shoemaker, Principal of Berendo Jr. High School; Norton L. Sanders, American Legion; Mary Lou Taylor, winner girls' 1st award; Barbara L. Adams, 2nd award; Dolores Jean Martin, 3rd award. Back Row, left to right: R. H. Manning, Adjutant; Marie Manning; Mayme Nowak; Betty Roche; Esther Wickham; Philip Soderstrom, 17th District Chaplain, American Legion; Ann Charlesworth, Unit President; Mae Carson; Elena Detrick; Bettie Leasman; Leo Leasman, Commander.

VETERANS' CLUB AUXILIARY

By ELLA HOYLE, *Acting Secretary*

Again I will endeavor to fill in for our regular secretary, whose reason for absence will be found in the "Yells" column. Congratulations are in order from all of us to the proud parents, Mr. and Mrs. I. C. Freivogel, and their new baby daughter.

On Saturday, January 17, the annual installation of officers was held in Patriotic Hall. The following officers were installed for the year 1942.

President, Esther Wickham; Senior Vice President, Olive Boyce; Junior Vice President, Gladys Taylor; Secretary, Marie Freivogel; Treasurer, Evelyn Staten; Trustee, Edith Duncan; Chaplain, Josephine Clark; Color Bearer, Ella Hoyle; Standard Bearer, Susie Hannon; Conductress, Betty Roche; Patriotic Instructor, Letha Abel; Guard, Theresa Madigan.

Members, you have elected these officers to serve during the year. It is up to each one to assist them in all that they undertake to do. Our Auxiliary has done much in the past, but during these trying days, there will be many chances to help out those in need. Let us all do our bit.

SQUARE AND COMPASS

By C. J. KNITTLE

It was Saturday evening, December 13, and downtown Los Angeles swarmed with Christmas shoppers and congested traffic. Yet, in spite of this and the possibility of a blackout, 32 Square and Compass Club members met at the Hayward Hotel, participated in a delightful baked ham dinner, enjoyed a fine bill of entertainment, and elected officers for 1942.

Following a more or less traditional custom, Vice President Bill Greenwood was elected President and must also serve with the Junior Past President, Jimmy Inman, on the

Board of Directors. The complete staff of officers and committeemen follow:

President Bill Greenwood (Instruction Dept.); Vice President Clarence Fischer (Auditing); Secretary Joe Steenrod (South Park Shops); Treasurer Herb Peterson (Electrical Engineering); Chaplain A. G. Rex (Division 5); Marshall Raymond B. Smith (Cash Receiver).

Board of Directors: (Elected) Oscar Elrod (Instruction Dept.), Jimmy Logan (LARY Bus Division), M. E. McCune (South Park Shops).

Heading the list of committees appointed by the newly elected President is the Membership Committee whose Chairman, Bob Grettenberg (Division 4), will select his committeemen from members in the various divisions and departments.

Entertainment Committee: Clarence Fischer, Chairman, Billy Vejar (Instruction Dept.), Harold F. Nelson (Main Office).

Degree Team Committee: George Jameson, Chairman (Vernon Yard), Bill Bailey (Supervisor), Raymond B. Smith.

Auditing Committee: Fred Lockett (Instruction Dept.), Harold F. Nelson, Rex Guignard.

Sick Visiting Committee: E. F. Bond, Chairman (Div. 1 Mechanical), Russell B. Smith (South Park Shops), M. J. Storer (Instruction Dept.).

Personally, it would please your scribe tremendously to see every member get behind these new officers and put this Club over in a big way all through this brand new year. Our finest publicity, perhaps, should be credited to the efficient and tireless efforts of the Square and Compass Degree Team, and Brother Bailey of that Committee will be pleased to hear from any member who wishes to take part in the team. A very enthusiastic practice was held Wednesday evening, January 28, at Division Four.

The Club will meet again at the Hayward on Saturday evening, February 14.

AMERICAN LEGION AUXILIARY

By MARIE MANNING
Publicity Chairman

Now that the Holiday Season is over, the members are really getting down to business pushing the Auxiliary program and doing National Defense work.

Membership Chairman, Bettie Leasman, reports that our membership quota has been reached. We are over the top and will receive the National Citation. She thanks all for their help.

Mother Clubb, Community Service Chairman, and Esther Wickham, Child Welfare Chairman, put on a two hour program at the Juvenile Hall for 170 children. Candy and pop corn balls were given to each child. The children's orphanage on East 25 Street was also visited.

Motion Picture Chairman, Oda Dell Smith, has attended several previews and lectures on motion pictures.

Past President Emma Marques, our National Defense Chairman, reports that she has been quite busy on the National Defense program, and urges that all members who wish to take part in National Defense turn out at the regular meetings and learn what they can do to help.

Mae Carson, Ways and Means Chairman, reports that the card party held at the home of President Ann Charlesworth on January 8 was a big success and states that the next one will be held at the home of Mayme Nowak, 803 East 74 St. on Thursday, February 12 at 12:30 p.m. Attend these card parties and enjoy a grand time.

Our meeting of January 20 was Education Night, and Education Chairman, Marie Manning, presented a short program with Mr. Shoemaker, Principal of Berendo Junior High School, as the main speaker. Also present were Mrs. Peggy Weitz, 17th District Education Chairman, and Mrs. Bettie Lukmoski, Department Chairman, both giving short talks on education.

PERSONNEL NEWS

BELLS

Conductor George E. Reid, (Division 5) married to Miss Eleanore Jacobs on December 21.

Operator E. L. Donald, (Vineyard), married to Emma Long of Los Angeles, January 1.

Operator W. F. Kagarice (16th Street) married to Miss June Lamar on January 11.

Conductor W. J. Walsh (Division 5) married to Miss Enone Kitchel on January 19.

Motorman D. Cuthbert (Division 5) married to Mrs. Pearl Dunaway on January 19.

YELLS

James Edwards, born to Motorman (Division 5) and Mrs. F. S. Hammill on December 11.

Rose Marie, born to Motorman (Division 5) and Mrs. J. W. Jesse on December 12.

Kay Marie, born to Conductor (Division 5) and Mrs. I. C. Freivogel on December 13.

Edward Earl, born to Operator (16th Street) and Mrs. E. M. Kirby on December 18.

Lloyd Lewis, Jr., born to Operator (16th Street) and Mrs. L. L. Morgan on December 16.

Patricia Anne, born to Motorman (Division 4) and Mrs. O. N. Lee Jr., on December 30.

Glen Lee, born to Operator (16th Street) and Mrs. J. H. Mabey on January 10.

Jon Michael, born to Motorman (Division 4) and Mrs. Mel J. Frankson on January 11.

Bonnie Jean, born to Operator (16th Street) and Mrs. F. W. Stange on January 14.

Ronald Lee, born to Operator (16th Street) and Mrs. C. E. Grace on January 24.

Janice Marie, born to Motorman (Division 4) and Mrs. Yates B. Beal on January 25.

Maxine Louise, born to Motorman

(Division 1) and Mrs. E. A. Green on January 27.

Lynn Marie, born to Conductor (Division 5) and Mrs. G. C. Michaels on January 29.

Mariellen E., born to Motorman (Division 5) and Mrs. H. C. MacDonald on January 29.

OBITUARY

Philip John Boyer, Watchman, Transportation Department, died December 12, 1941. He was born in Bloomsdale, Mo., March 8, 1866, and entered the service as Conductor, Division 2, October 6, 1910, appointed Flagman February 3, 1927, returned to train service as Conductor, April 7, 1927, appointed Flagman June 1, 1928, appointed Watchman, July 1, 1939.

Clarence Smith Haldeman, on the Special Roll, died December 23, 1941. He was born in Streeter, Ill., July 28, 1870, and entered the service as Motorman, Division 2, August 3, 1904, appointed Flagman and Watchman from November 4, 1926, to July 26, 1940, when he was placed on the Special Roll.

Thomas Edwin Shanafelt, Conductor, Division 3, died January 12, 1942. He was born in Pittston, Pennsylvania, January 8, 1865, and entered the service of this Company as Motorman, June 6, 1921. Funeral services were held in St. Louis, Missouri.

The wife of William F. Kenney, motorman, Division 5, died January 29, 1942.

The wife of Harry G. Rolph, Motorman, Division 5, died January 31, 1942.

PENSION ROLL

Thomas Roscoe Bates, Conductor, Division 5, was placed on the special Roll, effective December 5, 1941. Mr. Bates was employed as Motorman, Division 3, May 25, 1920, transferred to Safety Operator, Di-

vision 4, June 26, 1921, transferred to Conductor, Division 2, July 4, 1926, and transferred to Division 5, July 31, 1932. His present address is 5760½ West 54th St., Los Angeles.

John Henry Johnson, Motorman, Division 1, was placed on the Special Roll, effective December 8, 1941. Mr. Johnson was employed as Motorman, Division 1, April 20, 1920. His present address is 130 East Ave. 43, Los Angeles, Calif.

APPRECIATION

Acknowledgements of appreciation for the sympathy and kindness extended them during their bereavements have been received by the Company from Mrs. Margaret Gallagher and family; Mrs. Pittenger and family; Mr. and Mrs. E. E. Smith; Mrs. J. Bearden; Mrs. Fred Keller and sons, Warren and Jimmie, and Mr. and Mrs. Baldauf and daughter; and Mrs. Harriet Burlingame (sister-in-law of Mr. C. S. Haldeman).

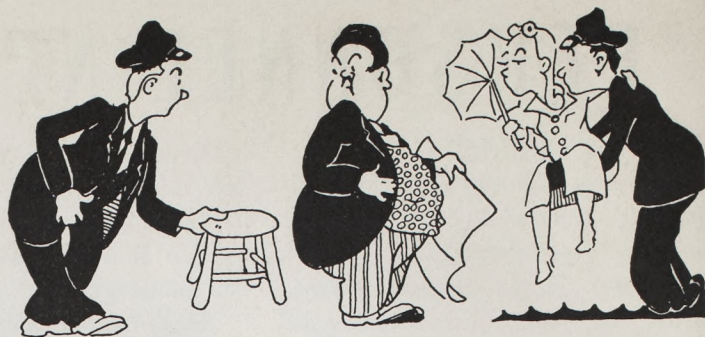
BOOKS REQUESTED FOR MEN IN ARMED SERVICES

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The Victory Book Campaign now in progress nationally is sponsored by the American Red Cross, United Service Organizations and American Library Association. The nation's goal is ten million books for our soldiers, sailors, marines and merchant marine, wherever they may be. Modern fiction and technical books are urgently needed. No magazines this time, please. Every citizen is asked to participate in the campaign which concludes February 12. All you have to do is take your donation to your nearest public library and indicate they are for our soldiers or sailors.

HITS

THAT HELP US WIN



Handled Matter Courteously . . .

"Conductor No. 2356 (*M. Taylor, Div. 5*) 5 line: Last Saturday morning I got on the "5" car line without any money. The above conductor advanced me the car fare and I am enclosing a street car token to cover same.

"This conductor was very cordial and unusually courteous in this matter and I appreciated his attitude very much."

FRANCES BRADY,
1634 W. 39th St.,
Los Angeles.

"Of Considerable Worth" . . .

"I wish to extend my appreciation and observance of the conduct of Motorman No. 25 (*M. L. White, Div. 3*) Route "W", North Figueroa. His conduct (it was to me *very* noticeable) to passengers getting off the car with the warning, "Be careful and watch traffic", demonstrated the fact he was a man of considerable worth to the public."

FRANK IBBOTSON
6068 Ruby Place,
Los Angeles.

"Commendable Driver" . . .

"I wish to tell you of the efficiency and courtesy of Driver No. 115 (*L. M. Hamilton*) on the South Figueroa line.

"This driver pilots his bus with such ease and dexterity that he inspires his passengers with a feeling of security and relaxation.

"No. 115 is also pleasantly courteous to his passengers, to the drivers of other commercial and private motors and to pedestrians. He is indeed a commendable driver.

"When there is so much of discourtesy, it seems that such courtesy and ability as shown by driver 115 should receive acknowledgment and commendation, even compensation.

"And so I have taken the liberty of writing this letter. I hope it receives your consideration."

HELEN L. LYMAN,
8908 Cimarron St.,
Los Angeles.

Compliment Extended . . .

"I want to compliment No. 1269 (*J. T. Ball, Div. 4*) of South Gate Division car, on his efficiency and calling all divisions and name of buses connected with car line in such a perfect way no aged or strange person could go wrong. Give him my compliment. Glad you have such a good motorman and conductor."

MRS. MARTHA M. MALONE,
8114½ Evergreen Ave.,
South Gate, Calif.

A "Thank You" to Driver 542 . . .

"An orchid to driver 542 (*D. H. Getchell, Virgil*) for his patience, consideration and understanding in these days of jittery nerves and trying times.

"I have ridden on the Los Feliz busses for 15 years and wish to compliment you on having such an efficient driver in your employ. He deserves a big "Thank You."

"Regardless of color or nationality, he is ever courteous and has a happy smile and kind word for each and every passenger."

MRS. IRENE G. MUZZY,
4054 Los Feliz Blvd.
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

J. T. Ball, Div. 4.
R. W. Barnett, Div. 3.
*G. L. Beckstrom, Div. 4.
C. F. Bible, Div. 3.
C. R. Blake, Div. 4.
S. A. Christianson, Div. 3.
R. R. Derifield, Div. 3.
A. W. Ehlers, Div. 1.
L. O. Eide, Div. 4.
H. L. Embree, Div. 4.
M. J. Frankson, Div. 4.
I. Gasparro, Div. 3.
W. R. Gibson, Div. 5.
R. W. Harry, Div. 4.
E. E. Hayes, Div. 3.
A. R. Hemm, Div. 4.
J. Holt, Div. 3.
D. I. Jenkins, Div. 5.
E. W. Johnson, Div. 4.

C. J. Knittle, Div. 4.
I. J. Kramer, Div. 4.
G. H. Kunz, Div. 4.
W. H. Langdon, Div. 5.
H. E. Lawrence, Div. 4.
G. S. Mattern Jr., Div. 4.
R. H. Minniear, Div. 4.
R. G. Monahan, Div. 3.
B. S. Moore, Div. 4.
M. McConnell, Div. 5.
E. W. Park, Div. 1.
Wm. Phelps, Div. 3.
G. W. Plummer, Div. 3.
G. E. Robertson, Div. 3.
A. R. Sattler, Div. 1.
J. "M." Scantlen, Div. 3.
M. C. Sonner, Div. 4.
K. S. Stephens, Div. 3.
M. Taylor, Div. 5.
W. W. Warren, Div. 4.
***J. A. Wear, Div. 5.
**W. H. Welch, Div. 4.
*M. L. White, Div. 3.
V. C. White, Div. 1.
J. L. Williams, Div. 4.
E. J. Zumault, Div. 5.

COACH OPERATORS

A. H. Asbjeld, Beverly
B. J. Bostwick, Western
W. M. Burge, Wilshire
*S. A. Collins, Crenshaw-Vine
C. F. Dummer, Hollywood-Long Beach.
W. P. Eunson, Melrose.
*D. H. Getchell, Vermont.
A. S. A. Gorman, Florence-Soto.
A. A. Grant, Florence-Soto.
L. M. Hamilton, Figueroa.
E. M. Johnson, E. 9th, Whittier.
C. D. Kelley, Virgil.
A. J. Miller, Vermont.
E. "D." Mullaly, E. 9th, Whittier.
T. C. Muse, Crenshaw-Vine.
E. D. Ohanian, Alvarado.
W. C. Rogers, Alvarado.
E. E. Sanders, Belmont.
J. Schmidt, Sunset.
P. E. Schwartz, Beverly.
V. T. Smith, Florence-Soto.
G. B. Swisher, Lincoln Park.
B. B. Towsley, Figueroa.
L. K. Walker, Florence-Soto.
H. A. Walters, Wilshire.

NOTE: Each asterisk represents one additional commendation.

ERRORS

THAT CAUSE US TO LOSE



This Man Is Out of Step . . .

"Last Monday night, January 26, I boarded a "B" car marked CAR HOUSE, which I do occasionally because it saves me about 15 minutes at Central where I transfer to a "J" car. Upon boarding the car, the conductor told me he was going to the car house and I asked if I could ride as far as Central. The car started moving with the green light and so I sat down. This man said to me, "I'm not going to open that box again," and refused my money. Upon leaving the car at Central I asked the motorman and he informed me he did not know if this man could refuse to take my money.

"As this man is out of step in YOUR ARMY he had better get in step or fall out of line."

Should Have Refunded Excess Fare . . .

"I dropped 16c in box by mistake (dime for one of the pennies) and said, "O, I dropped in too much money". Operator looked at it and just said "Nothing doing." I felt he should have refunded the excess fare, therefore, I am writing to you about it."

Most Humiliating Experience . . .

"My father, who is 84 years old, and quite feeble, and I alighted from a Montebello bus at Downey Road and Montebello Blvd.

"About this time a streetcar stopped and several other passengers got on ahead of us. I was helping my father up the steps when motorman-conductor instead of giving my father a hand as he should have done, angrily demanded that we hurry and said he shouldn't have waited for us at all. I told him that my father was 84 years old and couldn't move as fast as a younger person, but this only made him more angry and he said he wasn't talking to him but to me (I'm 56) and kept persisting that he shouldn't have waited for us at all. I did not ask him to wait but have always been under the impression that the idea of a streetcar

stopping is to take on passengers not to insult them when they are doing their best to cooperate.

"If it had been during the rush hours there might have been some excuse but I noticed he did considerable coasting on the way in, so he could not have been behind schedule. I am not a crank and never before have made a complaint about a working man. I am one myself but this was about the most humiliating experience I have ever had."

Resented Operators Attitude . . .

"The Soto bus stopped for a signal; two ladies boarded and a man was right behind them, who claimed bus started moving before he was on. When he called operator on it, operator replied "The public demands perfect service from the bus company but are too d..... stupid to get on or do their part." The passenger resented this and told operator he did. Operator replied, in effect, "If you don't think so (about getting on quickly) just get off and try to get back on again."

Crabbed at Everybody Who Got On . . .

"Last night when I went to get on Alvarado bus the fellow at the wheel had a spell on and all patrons felt it. There were three of us getting on, an elderly lady beside me and a gentleman. The old lady was a little slow because of age. That driver had the nerve to tell us "Let's hurry up"; that he couldn't stand here all night waiting for creeping people. He drove us wild, jerking the bus, and people almost were jerked out of their seats. He would crab at everybody who got on. I want to say here, though, we have nice drivers on Alvarado but last night was the worst."

Did Not Set Well With the Passengers . . .

"The operator was trying to get passengers to move back into bus as the bus was standing waiting for signal. Operator did this by standing up and underlining the word "please" on the sign referring passengers to rear exit.

"As he did this he remarked he wished he had a lipstick to make it more em-

phatic. A young woman took him up on it and gave him her lipstick. He used it to make a heavy line under the word "please", and from then on he remarked about how dumb the public was, all of which did not seem to set well with the passengers, judging from the look on their faces."

Flippancy and Rudeness of Operating Personnel . . .

"My wife and I have, for obvious reasons, gone back to our first mode of transportation—the trolley car. Our jallopy is parked in the garage the greater part of the time.

"The return to the LARy was at first a bit disconcerting, but we are gradually becoming acclimated, and we believe in time we may actually enjoy the relief of sitting relaxed and letting the motorman worry about the traffic.

"This is quite possible but for one thing: the display of flippancy and many times the downright rudeness of the personnel operating yours cars.

"We can appreciate from our own experience the trials and tribulations facing those who serve the public. But these problems do not excuse the bad manners of many of your operating personnel.

"Granting that these men may be in the minority, they still are numerous enough to be able to ruin completely the day for your passengers.

"And I therefore respectfully submit the enclosed clipping hoping that it may possibly serve as an example of the kindly sort of courtesy which is so abundantly needed now."

From

Los Angeles Times

Lee Side o' L. A. by Lee Shippey

"Frank W. Tenney, in the Information Desk at the Station, seems to deserve a medal for consideration. He has been answering the public's questions for 35 years and has never tossed back a flippant or surly answer. "No question is funny to me, no matter how ludicrous it may seem to others," Tenney says. "People wouldn't ask questions if they weren't seriously seeking information. Often the people who come to me are worried and harassed and confused and I never feel tempted to get flippant at their expense."

'WAY BACK WHEN OR THE BAND PLAYED ON

THE history of California, the land of the unusual, offers many surprising situations which delights the heart of the historian. The tale of the Los Angeles and San Gabriel Valley Railway is one of the highlights.

J. F. Crank and S. P. Jewett, far-sighted railway promoters, gambling on the hopes that the Santa Fe Railroad, who was seeking entrance into Los Angeles, would buy out any local line operating out of Los Angeles in the direction of Cajon Pass, decided to build that railroad.

Construction work started in 1884 from Los Angeles via Pasadena along the foothills to the head of Azusa Valley in Los Angeles County. The line was formally placed in operation on September 16, 1885, and within four months time, to the surprise of all concerned, it attained the enviable record of showing the highest earnings per mile of any railroad in the country.

WAY back at the turn of the nineteenth century when the Santa Fe Avenue Railroad was being built from the Santa Fe station south to the Los Angeles city limits at Twenty-fifth Street, the construction was more or less a piece meal job. Folklore tales inform us that it was a common sight to see the operator, W. H. Burkhart, and a couple of helpers plodding down Santa Fe Avenue in a flat bed wagon to add a few more ties and a couple of rails that he had acquired somewhere.

The franchise was granted for this line by the Board of Supervisors to operate south of Santa Fe from the southern city limits to Slauson Avenue though there is no record to

TWO BELLS presents the tenth in a series of transportation stories of by-gone days, some of which have been told to us by older trainmen and others unearthed from Company records.

show Mr. Burkhart ever located sufficient ties and rails to complete the line. The old-timers, however, insisted they had ridden the line paying a five-cent fare from 25th and Santa Fe to Vernon and a ten-cent fare to Slauson Avenue.

BACK in 1887 an agent of an electric equipment company approached J. F. Crank who was in the process of merging several Los Angeles cable



"This is the most modern electric car which science can devise! Notice this clever whiffel-tree attachment ready for emergencies!"

car lines into one unified system, to be known as the Los Angeles Cable Railway Company, with the idea of interesting him in using electric street cars rather than cable cars on

the lines of his new system.

With the illustration of the unreliability of electricity before him in the failure of the Los Angeles Electric Railway on Pico Street and Maple Avenue, Mr. Crank made the salesman a proposition that he would furnish a car and the necessary trackage if the electric company would equip the car and operate it at their own expense. If this proved successful, he would seriously consider using electric motive power.

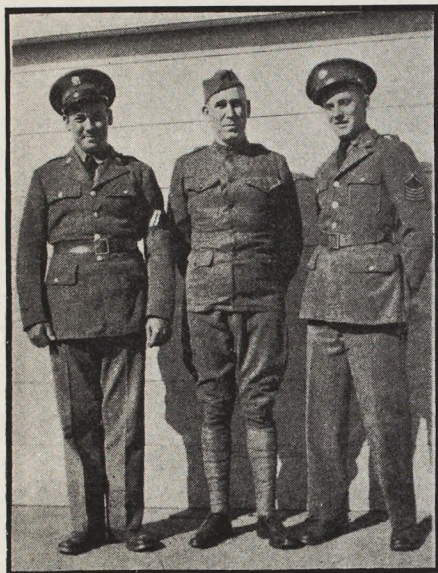
The electric company's rejection of the proposition brought about an unshakeable conviction that a cable was the only proven type of mechanical propulsion for street cars that could be relied upon. Electricity was forgotten and the cables adopted.

Though Mr. Crank was very much sold on cable cars, he still didn't intend to take any chances on what the future might provide, so a few weeks later when he applied for a franchise on July 8, 1887, he specified that the Los Angeles Cable Railway Company would use as motive power. "Animals, cable, locomotives, electricity, or any other acceptable means that may be discovered by science."

CALIFORNIA'S climate, its gold and oil rushes have caused considerable migration from the eastern states. Way back in 1886 and 1887, the battle for business between the two great railroads, the Santa Fe and the Southern Pacific, was responsible for the greatest influx to Los Angeles that had ever been experienced up to that date.

The keen passenger and freight war, waged between those companies, forced round trip tickets from Kansas City to Los Angeles down to the all time low of \$1.00, and who, in those days, didn't have a dollar?

Newsmen Report...



Operator William T. Russell (Division 3) in center of picture dressed in his World War uniform with his sons now in the Army, Jack R. and Bill K.

DIVISION THREE

By L. VOLNER

At the time you read this, we shall be enjoying daylight saving time. It is going to be early in the morning for those of us who now go to work around four o'clock, but just think how early it will be when we have finished our day's work. There will still be plenty of daylight to do what one would like around home and be ready to retire about sundown.

Since the dastardly attack upon our forces in Hawaii on Sunday, December 7, Conductor and Mrs. J. San Marco were greatly worried about the safety of their son who was stationed with the Navy at Pearl Harbor on the U. S. S. Utah. The report came out in the papers that this ship was sunk, which greatly increased their anxiety, but not

hearing anything from the Navy Department in regard to the boy gave them a measure of relief, but on December 29 when they received a letter directly from their son their joy was unbounded.

It can be seen from the number of stars on the big flag in front of the Los Angeles Railway main building that many of our men are in the armed forces of the United States. While each star represents an employe, there are many men who have sons in the service. Conductor William T. Russell has two sons in the Army—Jack is in Battalion C—56 B. N. stationed at Camp Callan, San Diego, and Bill is a mechanic with Co. D, 160th Infantry. The father was with the Second Anti-Aircraft in World War No. 1.

Conductor J. E. Bohler also has two sons in the service. James is in the Army, while Paul is in the Navy. The father was also in World War No. 1, in active duty in France.

Recently, a crew on a center-entrance car, upon starting to leave their terminal, found the bulkhead door stuck, and try as hard as they could it would not open. After much exertion, finding it a hopeless task, they called the dispatcher and he suggested that the motorman climb through the window, but on finding out the motorman was F. O. Hebert, far too large to crawl between the rods across the windows, suggested that the conductor crawl through, but that would do no good as the conductor was not qualified to operate a car. There was nothing that could be done until a mechanic arrived and replaced the door.

DIVISION ONE

By R. C. RUGGLES

In looking over the records of 1941 our Division showed a decrease of 391 accidents over 1940, and for the month of December, 1941, there were 71 less accidents than in December, 1940.

Up to the present writing in January, 1942, our accidents showed a decrease of 25% over January, 1941. In securing witnesses we have not shown the improvement which is necessary and vital to all of us. Let us try hard to improve our record and keep climbing the ladder to top place.

If we can do as well for the coming year as we have started to do, it will be worth the effort and we will make Division 1—No. 1.

V. E. White, Operator on the "S" line, had an unpleasant experience the other night when a passenger slashed his coat in a number of places, but luckily he escaped with minor cuts.

Motorman I. Kudler was hit by an automobile while on his way to work, receiving possible concussion of the head. He is now in the California Hospital.

Conductor F. L. Jefferson, on the night of December 20, was holding the switch for his car when he was struck by an auto.

J. E. Blackstrom, injured New Year's Day, is still on the sick list.

J. H. Johnson and C. G. Ward, both motorman of many years' service, have been placed on the Special Roll.

G. Seed and B. J. Darneille, who were discharged from their year's military service, are expecting a call to return to work for Uncle Sam.

The following men have returned from the sick list: E. W. Lane, H. M. Lennen, V. B. Davidson and D. W. Seckels. The following men are still on the sick list: W. V. McCafferty, C. J. Lytle, J. W. McKeown, J. R. Butler, F. H. Neville, C. C. Joiner, R. C. Maier, C. E. Moore, R. W. Turberville, M. A. Kilgo and J. W. Rice.

And as a closing thought let us remember the Red Cross by becoming a member, if you are not already one. They need all they can get at this particular time.

And also let each one of us do our part by buying Bonds and Defense Stamps, we must "keep them flying".

SOUTH PARK SHOPS

By R. S. WALLACE

The many friends of Mr. R. E. Smith, Painter, are glad to see him back on the job. He returned January 5, after having been absent since his accident June 24.

Mr. T. E. Nolan, Truck Shop, concluded that after deducting his income tax, salary tax, and others, he would still have money left to feed a wife; so on January 1, he made the great leap. Here's hoping boy, and good luck.

The absent minded professor has nothing on Billy Skinner, Coach Trimmer. As usual, at quitting time, he goes out with the boys, boards a streetcar and goes home. Upon arriving at home, his wife remarked that she had not heard him drive in. Nothing to do but trek back to the Shop and get his auto.

Due to the necessity of a surgical operation, Mr. R. J. McMehan, of Truck Shop, will be off duty for an indefinite period.

Of that ever changing personnel at the Truck Shop, here are the latest. Elmer Luck from Division 5; H. R. McAllister and H. E. Chambliss from Division 4; C. H. Buhrig from Division 3; and T. M. Johnson from Air Brake Department.

On January 29 at South Park Shops, a class representing all Departments of the Shop, was assembled in a reserved section of the

Paint Shop for a demonstration of and instruction in combating the incendiary or fire bomb. The meeting was conducted by a member of the City Fire Department who gave an interesting demonstration of the action of the bomb, and very explicit instructions on how to combat them.

OFFICE

By WALTER WHITESIDE

The office employes' Christmas party again was a huge success with plenty of steaming sausages and coffee, together with tuna salad and the usual potato chips, olives and pickles and topped off with cake and cookies. Much credit for the success goes to the girls committee for their untiring efforts in making the salad and sandwiches and the beautiful decorations. Thanks also to those girls who donated the cakes and cookies.

Reports rendered at the Office Employee's Credit Union Annual Meeting were very gratifying to the members which showed an efficiently operated organization during the

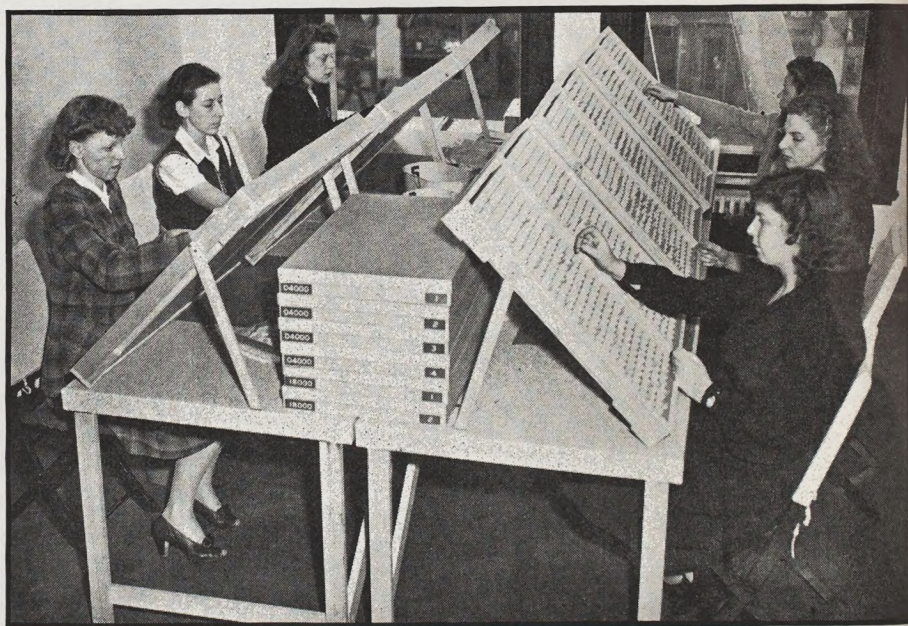
past year. Shareholders received a 6 per cent dividend on their investment.

More new faces adorn the Auditing Department tabulating room with such old time employes as Harriett Burton and Mary Grimmett leaving.

During the course of the next three months new mechanical equipment for the operation of the elevators will be installed in the pent house. This new equipment contains the self leveling feature which causes the cars to self center at the respective floors. None of this equipment will be visible to the rider's eye, but for his comfort and riding pleasure the inside of the cabs will be repaneled and refinished in a very modern way. It will take approximately one month to install the necessary equipment for each elevator.

Alice Fraser (Claim) reports the nicest Christmas in years. Alice spent her vacation over the holiday period by traveling to Wisconsin to visit with her folks.

Since the announcement of the



The Research Department, under the direction of H. A. Perryman, begins a three months' task of counting and classifying the 900,000 weekly pass coupons received for the week of January 25 to 31 in order to determine the exact number of rides taken on each individual pass sold, together with other detailed information desired by the California Railroad Commission.

Gathering and grouping weekly pass coupons in numerical order are: Left Side: Mary E. Marksbury (front), Mildred R. Chambliss and Mildred McClelland. Right Side: Patricia Partridge (front), Gloria Cowan and Joyce Albertson.

pay roll allotment plan for the purchase of defense bonds, everyone has been working on his budget to see if a couple of extra dollars can be squeezed out.

Good luck is extended to Bill Held (Claim) now that he is employed in Uncle Sam's armed force.

VINEYARD DIVISION

By D. LADHOFF

D. D. Canning will soon celebrate his 19th Anniversary with the L. A. M. C. Company. Mr. Canning started the first day that the L. A. M. C. came into existence, the run then being the Western Avenue line which began at Slauson and Manhattan and ran north to Los Feliz and Hillhurst.

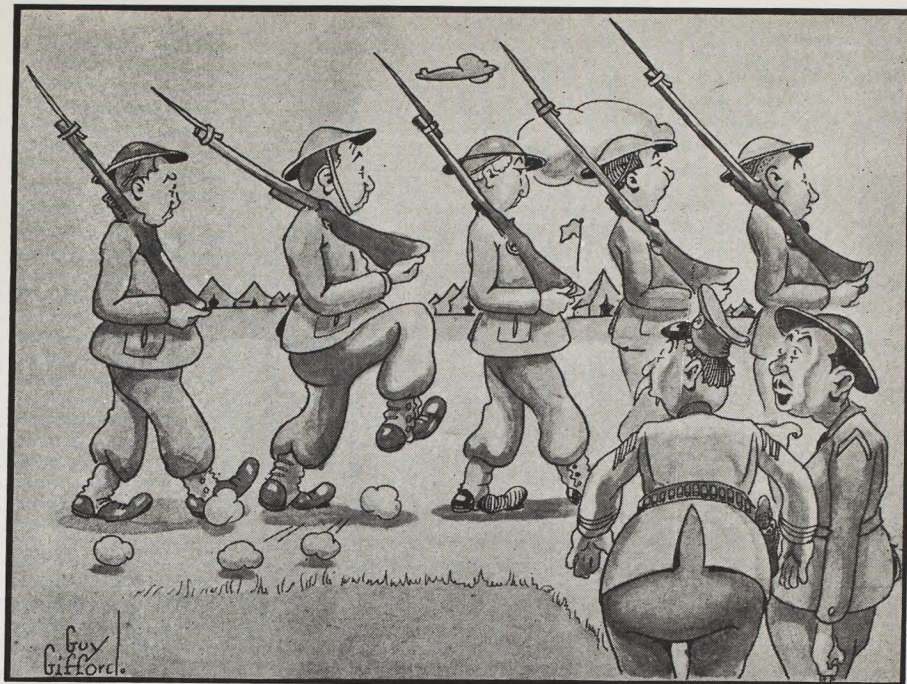
Frank Epp, Operator, and Jimmy Rowan, Mechanic, went rabbit hunting January 11, and returned with one little rabbit credited to the superior marksmanship of J. "Crack-shot" Rowan.

Ever alert, T. F. Richter, Operator, is thinking of starting a school to teach little kids how to find their clothes and dress in the dark in the least possible time. He informs us that he used the alarm clock for an air raid warning and that his three children can now hit the deck and dress in the dark in eighteen seconds. They should make good firemen in a few years.

Speaking of alarm clocks, E. B. Logsdon thinks your scribe needs a new one as said scribe forgot to get up a few days ago.

Following are the new additions to the L. A. M. C. family of Operators at the Vineyard Division; D. L. Hood, B. C. Barnes, F. E. Jones, R. G. Shannon, R. E. Brown, D. R. Moser, W. J. Copeland and A. D. Oar. We wish these men the best of luck and much pleasure in their new home of employment.

The annual election of officers for the Artho Federal Credit Union was held January 11, and following is list of the new Officers: C. G. Austin, Pres., J. U. Arant, Vice Pres., F. E. Caldwell, Treas. and Clerk. Directors



"That's not a goose step. That's a motorman still pounding the gong!"

are: A. E. Chrysler, U. T. Strong, L. P. Leonard and R. T. Selbo.

Supervisors are: J. T. Hope, Chairman, and H. T. Burley and W. D. Ballinger; Credit Com., G. F. Buckman, G. B. Bauma, Charles Beck, H. T. Rapp and H. D. Lester; Educational Com. W. W. Webb. These men are deserving of a lot of credit for they do a mighty fine job for you and me without recompense.

16TH STREET COACH

By R. K. KISSICK

In these uncertain times, it is hard to foresee what will occur, but here's hoping all of you have a happy and prosperous year in 1942.

Have it on good authority that "Flash Gordon" Griffith is still keeping his "Mars Express" running on Beverly Boulevard.

See that Jerry Searfus' polkadot bow tie is still making its appearance on the line.

R. H. Groves fared well this Christmas. Several of his early morning passengers got together and gave him a sweater coat. Besides this he received a quart of homemade wine, carton of cigarettes, a tie, and six cards, each with a \$1.00 bill enclosed.

One of Frank Butler's passengers gave him a large rubber thumb along with a poem telling how to use it when hitchhiking in case of a bus breakdown.

Our deepest sympathy is extended to E. M. Bannister whose infant daughter passed away January 2.

We wish W. K. Hayes (Fire Dept.) and D. F. Jones (Police Dept.) success in their new jobs.

Although accidents for the Division have been higher the past few months, mainly due to the increased mileage operated, we have many men who are building marvelous records. in 1941, we had:

37 men with *no* accidents.

53 men with only *one* accident.

156 men with no chargeable accidents.

8 men with no accidents for the past *two* years.

3 men with no accidents for the past *three* years.

We welcome the following men to our Division: A. P. Gilles (from Division 5), K. M. Bowers, H. A. Burgner, T. L. Dyson, H. J. Fullington, W. E. Mathews, L. Reindl, M. H. Stanridge, D. B. Trotter, O. F. Williams, E. L. Henson, R. H. Harkens, S. R. Rounsefell, W. O. Lang,

E. S. Matheron and C. P. Kruse.

O. C. Bullock was the first employe in our Division to take advantage of the pay roll allotment plan to buy Defense Bonds. Nearly all employes followed him by signing on the dotted line. This plan is the easiest way we know to save money for yourself and to help win the war.

ELECTRICAL

By W. WHITESIDE

On that memorable day of December 7, C. O. Bowles was entertaining guests from Texas when the news arrived. His guests stayed till Wednesday, whereupon they persuaded him to drive them home, as they didn't care to be bombed. This is the story relayed by a fellow worker, but everyone seemed to think that it was Curtis, himself, who was

a little shaky. However, when he returned to town all these thoughts left the minds of his fellow workers.

If your house should catch afire, don't be surprised if you see A. E. Inman dancing about the blaze, as he has left the Company to take up fire fighting work.

After 21 years of service Frank Maloney left rather hurriedly to accept an electrical foremanship with Uncle Sam.

H. W. Lambers journeyed to Frisco to take an examination for radio work on a Monday and on Friday of the same week he was called into the service.

Adam Knaus took a few days off over the Christmas holidays to journey to Oakland to celebrate the festive period with his daughter.

Many and varied are the experi-

ences of those men called out on the night of the blackout. Some were able to get through to their assigned destination and some were waylaid in transit.

DIVISION FIVE

By FRED MASON

Our Superintendent, Mr. W. H. Snyder, is very much pleased with the way the boys of this Division have so readily responded to the appeal for donations to the Red Cross.

We are very glad to say that Conductor C. W. Hannon, who was the first man at this Division called for service in Uncle Sam's Navy, and was "Over there" when the DIRTY DEAL of December 7 was pulled, is O.K. and has made a trip back home since. He telephoned his wife from San

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

	1941	1940	1941 Increase+ Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,148,567	1,041,729	+ 106,838
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)	954,996	892,017	+ 62,979
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	77,677	76,044	+ 1,633
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,251	66,669	— 1,418
Total Expenses	1,097,924	1,034,730	+ 63,194
Leaves Net Profit or Loss	50,643	6,999	+ 43,644

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

	1941	1940	1941 Increase+ Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,193,469	1,100,529	+ 92,940
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)	1,011,680	975,051	+ 36,629
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	85,745	79,796	+ 5,949
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,146	74,321	— 9,175
Total Expenses	1,162,571	1,129,168	+ 33,403
Leaves Net Profit or Loss	30,898	— 28,639	+ 59,537

San Francisco and he was in such a happy mood to tell her he was O.K. and she was so happy to hear from him that he couldn't talk and she couldn't understand him. However, after the conversation Hannon asked the telephone operator how much the call was to Los Angeles, to which the operator pleasantly answered, "No charge. This courtesy is extended to all men of the United States Navy". Hannon then yelled "Holy mackerel, give me back that number again".

Motorman George Maxwell has received a card from Conductor C. V. Garner, who is doing duty with the United States Navy, in which he said he was O.K. and doing fine.

The following men left us during the past month and are now serving in the United States Navy: Conductor E. H. Bryant, Conductor B. C. Swafford, Motorman D. W. Daniels, Motorman E. F. Hofmeister, Motorman H. A. Brown, Conductor C. V. Garner, and Motorman C. M. Willis.

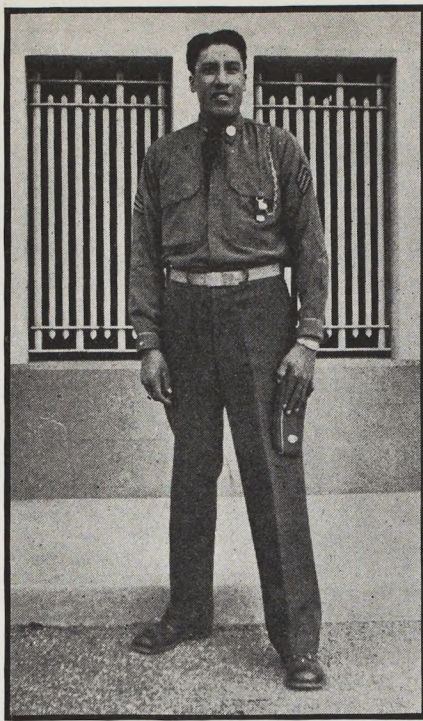
To take up other work, the following men left us during the past month: Motorman J. R. Franklin, Motorman K. A. Risbridger, Motorman L. Trust, Motorman R. F. Bartlett, Motorman M. W. Buss, Motorman F. T. Hodgson, Motorman E. R. Zink, Conductor H. Kerr, Motorman B. Meekhof, Motorman L. G. Ramsey, Motorman J. C. Grigg and Motorman J. B. Douglas.

We are very glad to see Conductor B. A. Aslin, who has been off for some time due to injuries received in an accident at Vernon and Alameda, up and around again and looking forward to going back to work in the near future.

We were also very glad to receive a visit from Motorman U. S. Cupp, who has been off sick for some time. He is looking well and says he is improving rapidly.

Our heartfelt sympathy is expressed to Motorman Bill Kenney, whose wife passed away on January 29 and to Motorman H. G. Rolph, whose wife passed away on January 31.

BUY GOVERNMENT DEFENSE STAMPS AND BONDS.



Sam Arballo, Oiler (Vernon Yards) is now a Sergeant in the California State Guard.

VERNON YARDS
By L. F. SPARKS

Cleave Traywick is looking up the addresses of the O.P.M. and the tire rationer in his district. Someone wanted his recently purchased retreads more than he did, as they were stolen from his car while it was parked in the street in front of his home. To add insult to injury, the miscreant also took the wheels. The moral to this story is to lock your car up in the garage when you get home, as these tires are going to be harder to get than ever.

Pat Jinks has been on the sick list with an attack of the flu. G. Lorea and A. Avelar are also under the weather.

Necessary blackout precautions around the system have required the skylights and windows of those shops and offices that operate on a 24 hour basis to be painted or covered with heavy drapes. The men on duty say every shift appears to be a night shift.

The Track Department has been very busy removing crossings and crossovers from the E. Jefferson and 41st St. line which was recently put

under motor coach operation.

The traffic bottleneck at 9th and Figueroa is being remodeled, eliminating the two sharp curves on the "N" line. The first step is a culvert under the new street, followed by new tracks and special work.

Have you bought a Red Cross button yet? This will answer a question frequently asked, "How can I help in this war". When physical help is not possible, dollars can and will help. The purchase of a bond will help bridge the pond and make the Pacific once more the Pacific, in truth as well as name.

Track Oiler Sam Arballo, besides being an artist and a sergeant in the California State Guard, distinguished himself by extinguishing a fire at Washington and Estrella. The woman in charge of the print shop appealed to Sam for help and he used his broom to break out the window and venetian blinds, and had the fire out before the Fire Department arrived. The firemen thanked Sam and the proprietor gave him a dollar to have his clothes cleaned.

Condolences are tendered to Chas. DeBaun who lost his father last month and to Mrs. Carle Heffington whose mother passed away.

Al Weberg received word from the U. S. Army that his son was seriously ill. A hurried trip to Frisco however found the boy better and everything is O.K. now.

TRADING POST

FOR SALE: Electric Refrigerator sold by Montgomery and Ward. Cost new \$165.00; 6½ cu. ft. Will sell for \$75.00 cash or \$85.00 on terms. See J. M. Polhamus, Operator No. 796, Vineyard Division or at home, 4023 West 64th Street.

FOR SALE OR TRADE: '38 Olds, 4-door Sedan, \$425.00 or trade for equity in a smaller car. R. Bloodgood, Vineyard Division. Home address, 5079 Southridge Drive, Windsor Hills.

FOR SALE: Trainman's cushion and back rest, uniform and overcoat (size 38), cap (size 7¼) and Rand electric shaver. Very reasonable. Phone Mrs. Wheeler, CA-5389, or call at 1211 Isabel St.

16TH STREET GARAGE

By H. R. PAUSCHERT

One hundred and seventy six, forty passenger diesel coaches have been purchased by the Company, and are being delivered to the garage at the rate of one or two a day. Of this number, twelve have been received to date. Two new trucks have been added to the equipment of the line department; one is for telephone maintenance, and one is a Carry-all Suburban style.

Repairs, which are being made on the wash rack, include a new waste outlet.

J. D. Douglas, who recently received an injury to his left hand while on a quail hunting trip, reported back to work on the fourth of the month. As he lifted his gun to take aim, the barrel exploded, and it was most fortunate that he was not more seriously injured.

Geo. Riggs has returned from a winter vacation to San Francisco.

Foreman Ray Anderson should be rated a "good mudder", for he always selects a rainy day to lay off and plant that lawn he promised his wife at their new residence. We would like Mrs. Anderson to tell us how Ray became such a perfect weather profit.

The thirty year service emblem on C. B. Lindsey's annual pass brought a happy smile of achievement to his

face, but George Borngrebe's was broader by one year. Congratulations are in order to these men with such splendid records.

C. V. McNeil was appointed 2nd Lieutenant of 1st Q.M.C. under the command of Major Briles, California State Guard, December 4, 1941.

Our credit union has sold thirty-nine United States Defense Bonds, totaling \$1700.00, maturity value. We can do our part for the National Defense Program by making regular contributions to our share accounts, and when a sufficient amount has been paid in, we can purchase a bond. Our credit union also handles defense stamps.

DIVISION FOUR

By R. H. GRETTEBERG

1941 is over. On looking back a few months, I notice the following names of men who are in the active service of the United States. In the U. S. Navy are D. J. Edmondson, G. T. Bucher, J. D. Ledford, C. W. Meyer, and J. A. Fitzpatrick. In the army we have F. W. Wise, W. D. Clement, L. C. Willerton, L. D. Canatsey, G. W. Loff, C. C. Allison, D. R. Mevis, Harry Fisher, and D. L. Batastini. We have in the Marines, E. Dolon. As the news is received from these men, it will be passed along through the medium of this column.

Motorman Marvin J. Storer, through his unceasing study and effort, has been appointed Regular Instructor. Storer had achieved quite an envious record as a motorman, and we feel sure that he will parallel his record in his new venture.

Conductor E. A. Burgess was appointed recently as a Sub-station Helper.

Motorman H. Smith cuts a mean turf while playing golf! He would be a good contender for any challenger. Try him sometime!

Motorman R. C. Todd has been transferred to the 16 Street Garage Stores Department.

BUY DEFENSE BONDS NOW AND HELP OUR AMERICAN IDEALS! The money you invest in Defense Savings Bonds does double duty! It buys safety for our country today and buys personal security for you in the years that lie ahead! Buy a bond now and buy another next month and buy as often as you can.

MECHANICAL DIVISIONS

By A. L. DAVIS

CAR HOUSE NO. 1

E. L. Swartz has had such a severe case of asthma that he was placed in the hospital for treatment. We are all hoping for his speedy recovery.

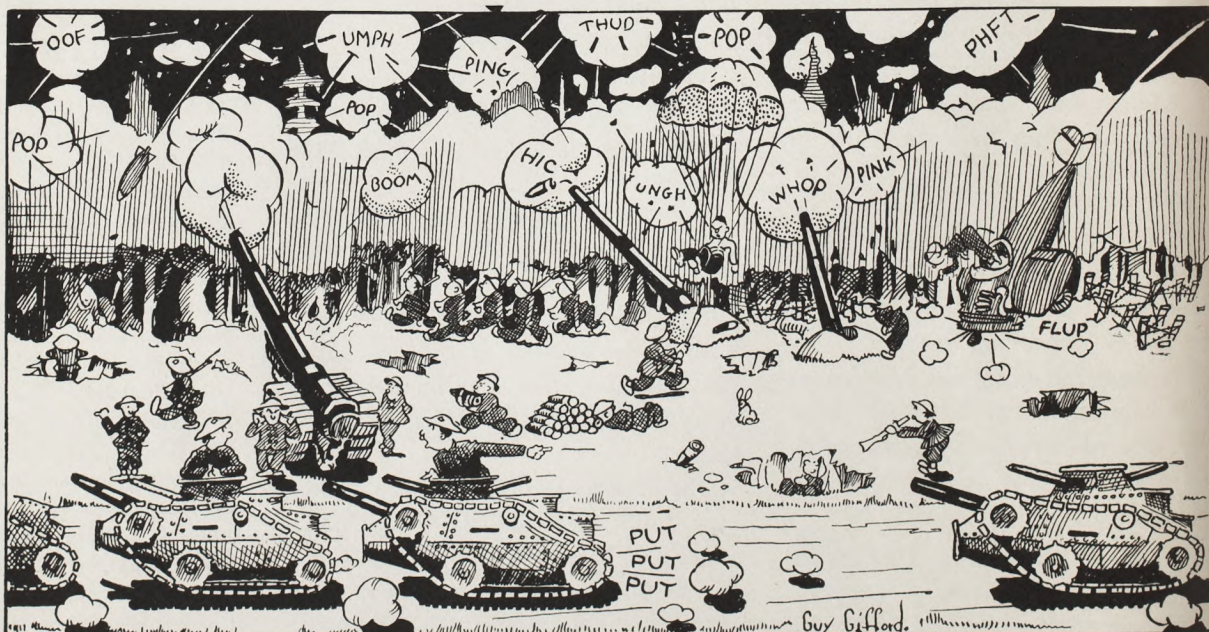
R. J. Smith was rushed to the hospital for an appendicitis operation.

"Draggin'!

Just like he

did on the

"S" line."



DEPARTMENT NO. 2

All quiet around Department No. 2. A recent report from "Doc" Robey indicated he still has a lot of his old zip.

CAR HOUSE NO. 3

A. T. Burks, N. T. Wyatt, S. A. Davis, E. G. Olson, C. Thomas, M. C. Heidtke are the new men sent to this division. Welcome to our department.

C. Peteway is also transferred to this division in the women's department. Welcome to our department.

CAR HOUSE NO. 4

George Smith, Norman White, H. K. McDonald and Earl Newhard are pinch-hitting at 16th Street Garage. Good luck, boys.

Owens Weiser has been called back into the Army. Good luck, Boy, from all the gang.

R. P. Cook has gone back in the Navy. Said he was going to get some of those Japs.

Lester Johnson, Clarence Worthey and B. T. Dixon are the new car cleaners at this division. Glad to have you with us, boys.

CAR HOUSE NO. 5

Nelson Land and family made a trip to San Diego and visited friends over the holidays.

Tom Cosgrove came to work with two different kinds of shoes on, one dress and one work. How come, Tom?

New men are E. Tannekait, E. E. Horn, A. L. Bell, and C. R. Hammonds. Glad to have you with us.

VIRGIL

By C. P. HUNT

Probably the two most used phrases today, are, "For the duration," and "Blackout." Let us, however, not confuse them, and find ourselves in a "blackout for the duration." Unity and unity alone commands success.

What was it that Gillmore was chasing out 8th Street or was something chasing Gillmore?

We know it wasn't lions.

R. A. Renstrom was elected captain of defense in his neighborhood.

A. Casanove, the ladies choice of "Sunset", missed the other day and turned off Hill street at 7th Street. Perhaps he wanted to avoid the "check" at 8th Street.

'Tis said that Dickerman has a new maneuver for disrespectful drivers around Riverside Drive.

Willie Stearns, whom we all know as the composer of many a verse, and which we so much enjoy, has had several of his poems given over the radio.

We would at this time like to extend our sympathies to Bob Crandall. Bob lost his father the first part of the month, due to a traffic accident.

Have you seen the "choo-choo" Rabbi Bostwick bought himself for Christmas?

G. D. Bronson has left the operating department for a place in the mechanical department and likes it fine. And Mac Gallagher returned from the Mechanical to the Operating department.

The sick list at Virgil remains virtually the same. They all, however, are at home and doing nicely. But most of all they do appreciate a visit from any one of us. They are E. B. Ramey, R. M. Mills, R. A. Rowen and W. C. Lane. If you do not know their addresses, the dispatcher will be more than glad to give them to you.

The last thing you are to read in this column, without a doubt, is the last thing you ever expected to read, but just to surprise a couple of "bets", here it is. "Your's truly" missed out the other day.

From unrevealed sources, we received another one on our scribe. It seems that the other day around 7:30 a.m., the Day Dispatcher was reporting for work, and while walking through the trainroom, he observed Mr. Hunt toasting his tootsies on the heater and shooting the breeze with the other shinemen. I wonder why.



COVER—Service Stars . . . L. A. Ry. men in the service of their country. Twenty-four stars have been added since this picture was taken.

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Greatest Need in History