



TWO



BELLS

VOLUME 23 JULY 1942 NUMBER 6



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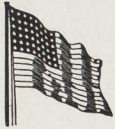
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VOLUME 23

JULY, 1942

NUMBER 6



EMPLOYEES CALLED FOR MILITARY SERVICE



MONTH OF JUNE

Name	Occupation	Name	Occupation
Gibson, S. C.	Mot.—Div. 4	McCurdy, E. A....	Storeroom Hlpr.—Purch.
Seckel, J. D.	Mot.—Div. 1	Jensen, G. W.	Opr.—Motor Coach Div.
Reynolds, A. G.	Appr. Mech.—Div. 5	Neville, F. H.	Con.—Div. 1
Parker, A. G.	Con.—Div. 5	Hopkins, F. E.	Mot.—Div. 1
Tade, Charles..	Relief Switch Repr.—Way and Structures	Woodworth, L. E....	Opr.—Motor Coach Div.
Monroe, Z. T.	Con.—Div. 4	France, H. Jr....	Temp. Stores Hlpr.—Gar. Stores Pur.
LaMonte, Ray	Mot.—Div. 4	Caress, H. N.	Mot.—Div. 4
Griffith, Thomas	Mot.—Div. 4	Creal, R. D.	Sub. Sta. Hlpr.—Dept. 15
Heinz, A. T.	Con.—Div. 3	Redmond, H. A.	Con.—Div. 3
Busby, E. W.	Car Repr.—Div. 1	Merritt, D. E.	Mot.—Div. 5
Jenkins, D. I., Jr.	Mot.—Div. 5	Gardner, Wayne	Con.—Div. 3
Hicks, C. W.	Mot.—Div. 5	Guthrie, W. A.	Mot.—Div. 1
Marshall, P. P.	Mech. Hlpr.—Garage	Simmons, V. L.	Opr.—L.A.M.C. Lines
Bradley, R. L., Jr.	Mot.—Div. 4	Heard, J. F., Jr.	Opr.—L.A.M.C. Lines
Birchell, R. W.	Mot.—Div. 4	Smith, R. R.	Mech.—L.A.M.C. Lines
Smith, R. H.	Opr.—Motor Coach Div.	Lewis, L. S., Jr....	Coach Cleaner—L.A.M.C. Lines
Anstine, S. R.	Con.—Div. 5	Smethurst, A. E.	Opr.—L.A.M.C. Lines
Bennett, G. P.	Con.—Div. 1		

Stars in Los Angeles Railway Service Flag 221

Stars in Los Angeles Motor Coach Lines Service Flag . . 34

LOOKING AHEAD

Just how soon the present tire supply will become depleted, or just when gasoline will be rationed in Southern California is hard to predict. Prior to the attack on Pearl Harbor, it seemed doubtful if public transportation would be materially affected by our Nation's production efforts. Today, we realize that the drastic tire shortage, together with possible gasoline rationing, will throw a staggering load on our system.

To prepare for that eventuality and to place public transit companies in a position where they could more adequately transport an anticipated increase in patronage, farsighted civic officials formulated the staggered hour plan in Los Angeles. This plan has now been in effect for several months, but has not, as yet, received the full cooperation that it deserves.

With the possibility that the expected burden to be placed upon us will be greater than any benefits derived from staggered working hours, our every effort is being bent to prepare for that transition.

Thirty new streamliners have been ordered for delivery this fall. Already nineteen cars, formerly taken out of service, have just completed a heavy "C" inspection.

In further preparation for any demands that might be made upon us, the South Park Shops are standing by with work orders already lined up to recondition one hundred and six temporary storage cars, twenty "C" type temporary storage cars and seventy-two, two-man "B" cars, formerly retired.

As the need for public transit increases, so of course will the inquiries for information as to our service. In order that we be adequately prepared for that emergency, our telephone switchboard and information stations have recently been enlarged.

To familiarize new and prospective riders with our system, a three-color route map has just been published showing Los Angeles Railway, Los Angeles Railway Coach Division, Los Angeles Motor Coach Lines and local Pacific Electric Railway lines, together with descriptions of routes and an enlarged map of the downtown district. These maps are available to the public at our Bureau of Information, 1050 South Broadway, and all information bureaus throughout the city.

That our equipment will be crowded will be the rule rather than the exception. Our jobs will require tact, patience and a maximum of courtesy. Upon each of us rests the responsibility of not only meeting the challenge our country is making to us, but of carrying our operations through to a successful victory. The capability that we display, as well as the manner in which we do this assignment, will determine the public's support of our problem.

A. H. Harris

Spare The Equipment

THE present war effort has caused shortages of many critical materials, and substitutions must be made.

The expense of maintenance may increase with substitute materials, and it is essential for us to prevent expenses mounting along lines which can be partially controlled by individual effort. One such item is equipment failures requiring change-off of a vehicle. We often lose sight of the fact that the immediate expense involved in a change-off is more than the labor cost and the additional mileage operated.

We must consider a break in schedules, losses in service to the public, losses of time involved to passengers attempting to arrive at work at a certain time, and the fact that, whenever a change is made, it ties up equipment which may be needed at some other place.

A failure most difficult to understand is that, after a change-off, no trouble can be found which would cause inoperation or unsafe operation. We must call these "O.K. Failures", and a considerable amount of time is wasted in attempting to locate troubles, which never come to light.

We also find equipment being changed-off for minor troubles, when, with a more thorough understanding of conditions by the operator, this equipment could have operated safe-

Mechanical Department Appeals To Operators of All Equipment to Help Conserve Vital and Irreplaceable Materials Through Proper Operation.

By F. H. MARKLEY
Equipment Instructor

ly and satisfactorily. We do not mean to imply that any unsafe equipment should remain in service. It is our desire to refrain from accidents, just as much as the operators try to have an accident free record. These minor troubles can often be traced to operators who are chronic "kickers" with a tendency to complain about the operating qualities of a particular piece of equipment regardless of whether or not there is any real trouble.

Some suggestions to increase equipment life and prevent failures, are advanced:

STREET CARS

1. *Emergency brake applications* cause undue operation of air brake equipment, sliding wheels and general abuse.

2. *Feeding power too fast* overloads the power circuit and causes undue strains.

3. *Improper graduation of the brake during a stop* slides wheels and increases power consumption and running time.

4. *Too fast operation of controller handles either turning "On" or "Off"*

results in banging the handles against the stops with resultant short life.

5. *Plugging of indicating signal bells or indicating lights with transfers or transfer stubs* increases accident hazards and a car may be changed-off when the equipment is not at fault, but the car on which the accident may occur must be held for inspection.

6. *Allowing fenders to drop instead of laying them down easily* strains the supporting chains and oftentimes results in a spreading of the split adjusting links.

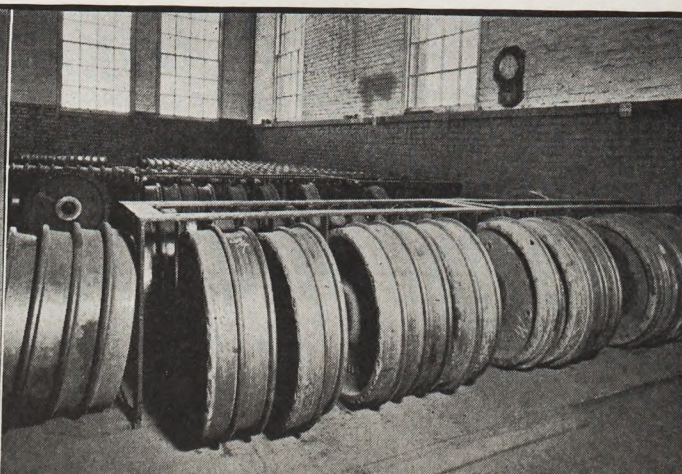
7. *Dropping dash signs on the ground or on the floor of the car* causes considerable damage and requires frequent repainting or the entire reconstruction of the sign.

8. *Leaving reverse handle in the "Forward" position when pulling a car into the barn* appears inconsequential, but cases are on record where the handle has been thus left and someone has placed the controller handle on a point or more of power. If anyone puts the trolley on the wire the car starts moving and a collision is imminent.

UNNECESSARY FEEDING AND THROWING OFF power, wastes electricity, and burns copper controller fingers.

SLIDING THE WHEELS when stopping causes flat spots. 18,000 are ground annually at a cost of \$1.00 each. Extremely bad spots necessitate removing and dismantling trucks.

SCUFFING TIRES ON CURBS side walls and renders casing useless. must be discarded regardless of amount of tread.



9. *Failure to get the trolley poles fully under the trolley retaining hook* causes decided damage to the overhead if the trolley pole flies up while the car is in motion.

10. *Failure to ask questions of the proper persons when uncertain about some operating condition* is a sure way to receive improper explanations of vital operating procedures which, if properly explained, do much toward improving operating skill.

11. *Failure to clarify on the Motor-man's Card what has been found defective in the operation of the equipment* causes unnecessary work to be done by the Mechanical Department, due to failure to place the trouble in its proper category.

MOTOR COACHES

1. *Dead Battery*—Most operators can tell when a battery is low, and by conserving current or calling for a battery change, avoid a coach change.

2. *Hot Motor*—By adding water to the radiator before the engine becomes overheated, an operator may avoid an equipment failure. Report water leaks as soon as possible.

3. *Air Leaks*—Operators should learn the location of air shut-off valves, so coach can proceed to terminal if pipes or air hoses in the door mechanism fail. In the case of defective compressor, operator should refrain from "fanning" the air brakes.

4. *Clutch Slipping*—An operator can ruin the clutch lining in a very short time by slipping the clutch ex-

cessively when starting, or "holding" the coach at an intersection where there is a slight grade. Diminished clutch pedal clearance should be promptly reported.

5. *Racing the Engine*—Racing of the engine to "warm it up" or "build up air" causes wear and failure of many of the parts. The power unit of a modern coach is an expensive piece of equipment, costing as much as a small house and lot.

6. *Coasting*—Drivers of heavy equipment know the danger of releasing the clutch while "coasting". Reengaging it with slower engine R.P.M. imposes a terrific strain on axles and drive line.

7. *Wheel Lugs*—The projecting studs on coach wheels are damaged by contact with the curb. Sometimes all but one or two studs are found broken.

8. *Broken Springs*—Fast driving over dips or newly filled in trenches or other rough spots, may result in a broken spring.

9. *Hot Brakes*—Wear on brake lining is reduced if clutch is left engaged until coach is almost stopped.

10. *Vapor Lock*—In hot weather a bubble of air sometimes forms in the fuel line. This may be prevented in hot weather by leaving the engine running at terminals.

11. *Choke*—Excessive use of the choke or holding it out with a rag, etc., is unnecessary and will damage the engine from dilution, or waste fuel.

Our experience and data show that proper and conservative operation

causes less strain on equipment and is more economical. This operation requires considerable skill on the part of the man operating the vehicle. Skill results in ease of operation and less trouble in maintaining schedules.

We operate many different types of equipment, each having its own place in the scheme of operation. This necessitates the changing of operators from one to another type from time to time. This is a contributing factor to less familiarity with the different types of equipment, and sometimes results in operators protesting the equipment assigned them before leaving for their scheduled run. Cases have been recorded where an operator threatens to turn in a "bad order" report, due largely to the fact that he dislikes some particular equipment. This is an improper attitude, as it may lead to equipment failures that are not preventable by the Mechanical Department.

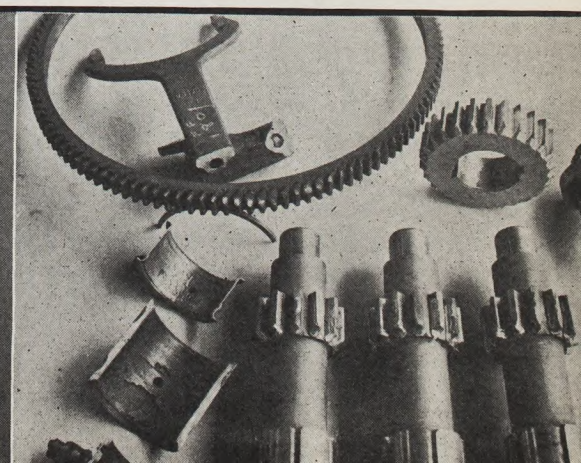
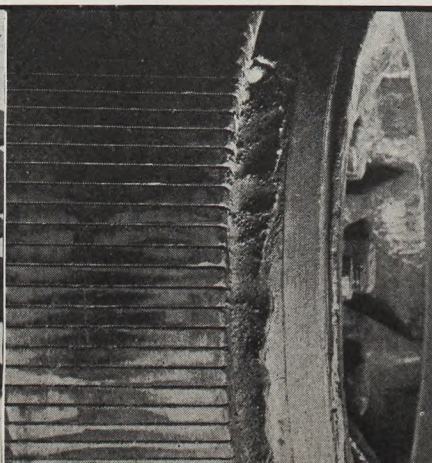
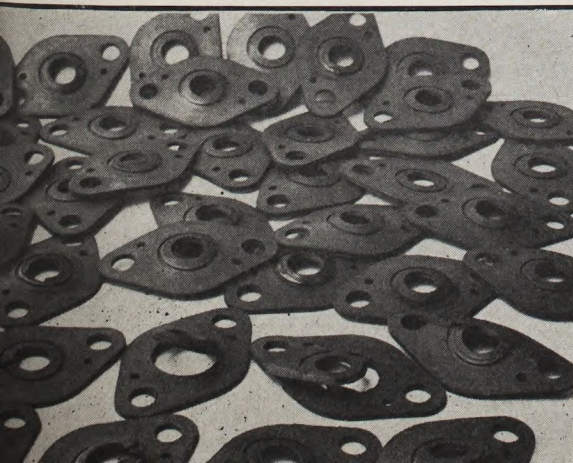
We must remember that the responsibility attached to our jobs, both in the Mechanical and Operating Departments, is that of serving a public, which at the present time is largely responsible for the successful propagation of defense plans, and that a large number of passengers carried are actually engaged in active defense work.

We are also reminded that as we have chosen this type of work as a means of livelihood, we owe full cooperation to our Company to maintain and operate our fleets as successfully and economically as possible.

NORMAL WEAR of gaskets by allowing emergency brake application when loading or unloading passengers cuts life of gasket from 30,000 miles to less than 10,000 miles.

OVER SPEEDING A CAR on a down grade burns commutator. Reconditioning may cost from \$5.00 to \$150.00.

WORN BEARINGS, BROKEN GEAR TEETH AND STARTER BENDIX caused by racing engine, driving too long in low, and turning on ignition before engaging starter motor.



'WAY BACK WHEN OR TAKE BACK YOUR GOLD

AROUND THE TURN of the century, the general public was not only concerned with the comfort of the seats on the inside of the streetcars, but, oddly enough, demanded a cushion on the fender of the cars.

This subject was contained in the first petition filed with the city council in August of 1905. It specified a fender in the shape of a cradle or scoop which must be permanently hung within three inches of the pavement; must protrude three feet in front of the car bumper; must provide a cushion on which a person, struck by the car, might fall without being killed or injured.

Although all street railway companies in Los Angeles had their cars equipped with fenders which were reputed to be equal to any car fender as a life preserver, there arose a hue and cry for the substitution of another type fender, supposedly an improvement.

At a special meeting before the University Club, Dr. John R. Haynes, who appeared to be one of the fender movement leaders, made a talk on the fender menace. He claimed that in Philadelphia the cars were equipped with fenders in front of which it was a common pastime for the children to play, and which worked so perfectly that the children enjoyed being picked up by them.

When the company was told of this, they replied, "If Dr. Haynes will produce one of these fenders, we will attach it to the car and let the Doctor stand in front of it. We will pay \$1,000 to his heirs in event of a fatal accident, or a similar sum to any

TWO BELLS presents the fifteenth 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.

worthy charity if the Doctor comes out of the ordeal, with the fender, unscathed." To this challenge, Dr. Haynes retorted with a counter proposition, "No doubt the railway would welcome the opportunity to put me out of the way, but if the company will agree that, if this test is successful, they will equip every car operated with the fender proposed, I will



"I guarantee that this fender will meet any city ordinance requirements that may be devised!!"

provide the test as well as the man to take part in it—a man who has performed this feat many times while the car has been moving fifteen to sixteen miles per hour."

Although the then new Eclipse fender was not upholstered, it has been standard equipment of the Los Angeles Railway since that time.

SAFETY OPERATING features inaugurated by transit companies for the protection of their passengers are today readily accepted as a necessary insurance. However, back in July, 1904, when the company instigated a measure to control the movement of passengers in boarding and alighting from cars, they were met with considerable opposition on the part of the public. In those good old days, the passengers boarded as they pleased—from the left side, the right side, the rear, between the tracks or wherever they wished.

To reduce this accident hazard, bars were fitted across the passage on the left side of the cars. Riders immediately took this action as a denial of their divine right. Many personal encounters resulted. Suits were filed by persons claiming injuries from their contacts with the bar. Strangely enough, the ladies were more often offended than the men. More than one conductor came home from a hard day's work on the cars, his face a brilliant red, blushing from the things he had been called, or smarting from being slapped in carrying out this safety precaution.

LONG about 1904, traffic became so heavy that it was deemed dangerous to have the switchman in the center of the busy intersections. The Los Angeles Railway introduced a system of placing trafficmen—up on little poles—in enclosed shelters on top of iron standards eight feet above the sidewalk, just large enough to hold electrically controlled switching equipment, and room for the man to work.

LIBRARY NOTES

By HOPE TITUS

NEW TECHNICAL BOOKS IN THE LIBRARY

TRADE SCHOOL MANUALS

The Ford Trade School has issued a 1942 edition of SHOP THEORY with excellent illustrations. This is one of the best books on machine shop methods. In fact the Ford Trade School Manuals all head the list for clear, understandable texts that can be used by apprentices and those learning a trade. Older editions on hand include AUTOMECHANICS, MECHANICAL DRAWING, SHOP THEORY, ELECTRICITY, CHEMISTRY, PHYSICS, METALLURGY, SHOP TRIGONOMETRY and MATHEMATICS. For the apprentice who wants to get a better understanding of the operations of the lathe as used in modern industry, the South Bend Lathe Works have issued a useful handbook—HOW TO RUN A LATHE.

BLUEPRINT READING

Although there have been many books on blueprint reading, and the Library has several already, Brahdy's BLUEPRINT READING is still one of the most popular for use in machine trades.

MAINTENANCE MANUALS

Maintenance manuals for Yellow Coaches are scarce but the Library has one copy each of the following: DIESEL ENGINE MAINTENANCE. Series 71; HYDRAULIC TRANSMISSION MAINTENANCE MANUAL. Model 90; and HYDRAULIC TRANSMISSION MAINTENANCE MANUAL. Model 91.

MILITARY VEHICLES

A good description of military motor vehicles, with illustrations, may be found in the War Department Technical Manual, THE MOTOR VEHICLE. These manuals are elementary and cover all phases of automotive engineering where instructions would be necessary for men just entering the service. We have a number of others, such as AUTOMOTIVE ELECTRICITY, MOTOR TRANSPORT INSPECTIONS, FUELS AND CARBURETION, AUTOMOTIVE BRAKES, THE INTERNAL COMBUSTION ENGINE and AUTOMOTIVE LUBRICATION.

TECHNICAL DICTIONARIES

Two new dictionaries worth knowing about have just been written to cover the fields of electrical

engineering and mathematics. THE AMERICAN STANDARD DEFINITIONS OF ELECTRICAL TERMS combines for the first time in one book definitions of important terms common to all branches of electric engineering. And Glenn James' MATHEMATICS DICTIONARY gives brief, clear statements of mathematical meanings of words and processes in arithmetic, geometry, trigonometry, calculus and other phases of mathematics. Both books are very detailed and complete.

MATHEMATICS

For those interested in mathematics, D. H. MacKenzie, MATHEMATICS OF FINANCE, claims to have a most complete set of annuity illustrations and schedules used in amortization of debts. The book opens with a discussion of the legal aspects of interest, then illustrates the algebra needed in business, and goes on to explanation of simple and compound interest, some valuation problems, and related subjects.

INDUSTRIAL RELATIONS

Two publications for foremen and supervisors might prove helpful. One carries the self-explanatory title, HOW TO TEACH A JOB, and the other is J. I. Tucker's psychology, INTELLIGENCE AT WORK. It attempts to show how intelligently applied principles of management and supervision will simplify worker, supervisor relations.

COLLEGE PHYSICS AND CITY PLANNING

Two new books of a more general nature might be of interest. One in the field of physics and the other city planning. COLLEGE PHYSICS by J. A. Eldridge is very practical and written from the standpoint of everyday experience rather than laboratory experiment. CITIES ARE FOR PEOPLE was designed for a high school textbook on metropolitan planning but it is an interesting analysis of our community development. Reviewing the Los Angeles of the past we get a good picture of how far we have come. A glimpse into the future gives us a Los Angeles with "safe, well-planned streets, smooth flowing traffic, beautiful parkways, and miles of publicly-owned beaches."

Transportation Digest will not be issued during August.

Dear Ladies

She Likes to Walk

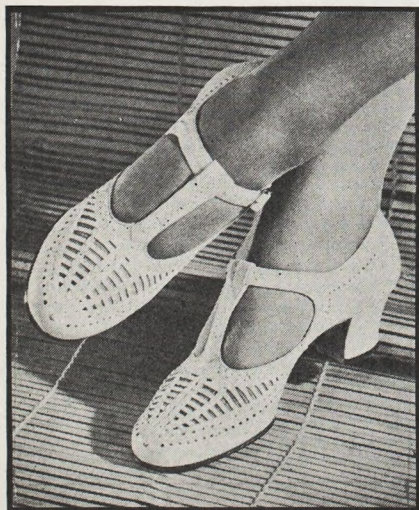
With the war activities increasing women's part in the defense plants, at the office and in the home, our country is more and more depending upon us to "carry the ball" while our men are away.

In order that we may go about our increased duties gracefully and in comfort, let us take "time out" to consider the things to remember when purchasing a pair of shoes. You will find that it pays big dividends if you are one whose job keeps you on your feet much of the time, whether in the home, office or other work and out-of-doors.

In war time when extra effort demands physical fitness, or in peace time, which we hope isn't far away, it is only wise to be free of the innumerable effects of poorly fitting shoes.

To walk correctly, 60% of the body weight should be on the heels, 30% on the outside of the feet and 10% on the inside of the feet.

We no longer need to suffer for the sake of style now-a-days since sensible shoes are being made to look



—Courtesy of Gude's

smart and attractive. The shank should fit snugly under arch of foot. There should be one-half inch between the end of large toe and the end of the shoe when standing; otherwise you invite corns, bunions and holes in your hose. Shoes that prevent the foot from fulfilling its normal function weaken it. The shoe should be broad enough at the point to allow room for the toes to lie



—Courtesy of Wetherby-Keyser's

in a natural position without overlapping.

The width should measure the same as the width of the foot. When purchasing shoes, we'll be smart if we first stand and walk in them. If the shoe fits snugly, without tension, it's the right shoe. The ball of the foot should lie over the widest part of the shoe's sole. To find where the ball rests, raise the heel; the bend in the sole should come directly under the great toe joint.

The heel should fit snugly, or the foot will move forward until the toes are cramped. Be sure the heel fits as well at the seat of the shoe as at the top. Snug heels and roomy toes produce comfort. A heel height of



—Courtesy of Wetherby-Keyser's

three-fourths of an inch to one and one-half inches is scientifically practical for daytime wear. Higher heels may be worn for short periods on dress occasions.

Never buy shoes that need alterations. If the width of a shoe is stretched, seams and boxing are usually pulled, rather than the materials. And you can't make a shoe longer by stretching it.

A good point to keep in mind is this—each time new shoes are bought—we can measure our feet by standing with weight on a piece of paper, draw an outline of the foot, holding the pencil perpendicular to the paper, then cut out drawing and compare it with the shoe.

There are many kinds of leathers or materials to choose from—here are some: *kangaroo leather* is unexcelled in comfort. It resembles kid and is the strongest for its weight, is attractive and durable. *Kid* is strong, flexible, fine grained and porous and is the coolest of leathers. *Cow-hide side leather* resembles calfskin, but is coarser grained and not as pliable. *Elk* is more durable and a bit softer than calfskin and is used mostly for sport and service shoes. *Buckskin* (deer or elk) is very durable. *Reptile skins* neither stretch, crack nor shrink if properly tanned, with the exception of snake skin, which is not always so durable. *Suede*, made from calfskin, should have a smooth nap and a rich uniform color, and should

show only a faint color on a handkerchief which has been rubbed lightly over it. Patent leather, being stretched very tightly and coated with varnish, is neither elastic nor porous and is not as comfortable or as healthful as some other finishes. Fabric may not wear as long as good leather, but if properly made, such shoes are comfortable.

The everyday walking shoe should be of the best quality because it is worn more constantly. A good walking shoe will give you comfort, good posture and improved general health. The "in between" shoe for shopping or travel is dressier than a strictly sports model and more sensible than a strictly dress shoe. And the daytime dress shoe and evening slipper complete the well-rounded shoe wardrobe.

Refreshing Summer Beverages

PARTY PUNCH

- 2 cups canned apricots or
cooked dried apricots
- Juice 2 oranges
- Juice 1 lemon
- 1 cup sweet cider

Measure apricots, adding apricot juice to fill cavities in measuring cup. Then pass through a ricer. Add orange juice, lemon juice and cider and stir. Strain. Allow to stand until chilled and dilute with ice water. Chopped candied cherries or mint leaves make an attractive garnish for this drink. Makes 3 pints.

* * *

REFRESHING PUNCH

- 1 package lime flavored gelatin
- 1 cup boiling water
- 3 lemons
- 2 cups ice water
- Ice cubes

Dissolve gelatin in boiling water; add lemon juice and ice water. Pour over ice cubes in glasses. Serve ice cold. Serves 6.

Recipes of the Month . . .

Spoon Cake

From Mrs. Ethel Layton
Telephone Operator, Building

- 8 tablespoons (heaping) cane sugar
- 2 tablespoons butter, cream together
- Add yolks of 2 eggs
- 6 tablespoons milk
- 8 tablespoons flour
- 2 teaspoons baking powder (sifted with flour)
- 1 tablespoon vanilla

Mix together and put in two layer cake tins. Beat whites of 2 eggs (beaten dry) and fold in 6 small tablespoons sugar and then spread over batter. Then spread portion of one cup of chopped nuts to put on top of whites, reserving some nuts to put on top of whipped cream when putting together.

Bake in slow oven about 45 min. or 1 hour. Cool and spread whipped cream between layers and on top. Set in ice box for about an hour or longer.

* * *

Nun's Cake

From Mrs. George Willson, wife of
Automatic Sub Station Operator

- 3 cups sifted cake flour
- 2½ tsp. baking powder (level)
- ¼ tsp. salt
- 1½ cups sugar
- 5 egg yolks
- 2 egg whites
- ¾ cup milk
- 1 tsp. vanilla—¼ tsp. almond

Sift flour, measure, add baking powder and salt and sift three times. Cream shortening, add sugar gradually, cream thoroughly. Add egg yolks and unbeaten egg whites. Beat one minute. Add flour and milk alternately, beating well. Add vanilla and almond. Bake in tube pan one hour and twenty minutes at 350° F.

(The above recipe is suggested for a family birthday cake)

Just a Repeat . . .

Don't forget to send in those favorite recipes ladies! Melt-in-your-mouth specials that please your family are bound to please another's.

All wives and mothers of employes, as well as women employes, are eligible to send in recipes for this column.

Come on now and let TWO BELLS print yours.

Beauty Briefs . . .



—Courtesy of Paramount Pictures

To brighten your hair, squeeze and strain four or five large lemons into your rinse, soak your hair freely in the solution, and wash it off thoroughly. If the acid is left on your hair, it has a tendency to streak and increase dryness.

Never apply rouge so high it touches the laugh wrinkles at the corners of your eyes.

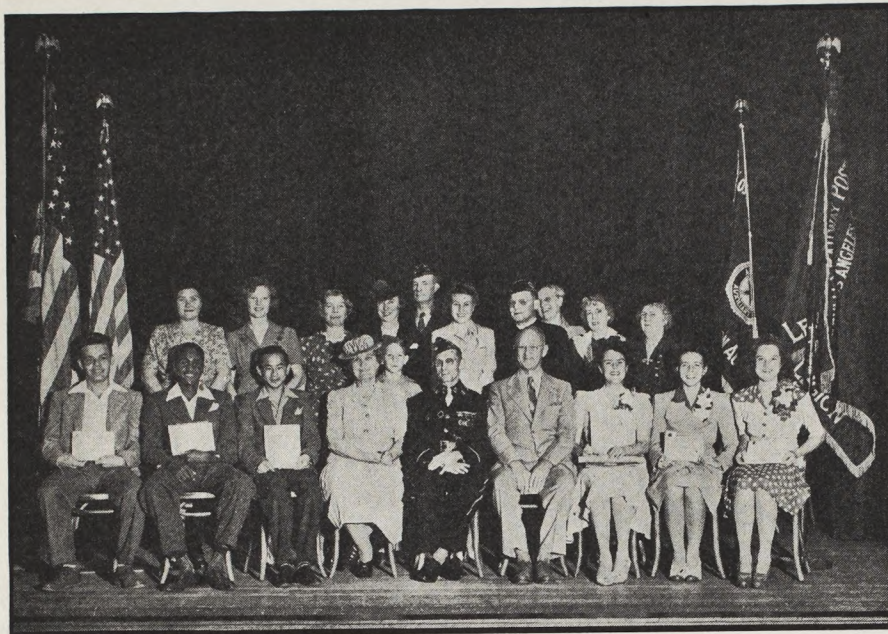
Use moderately warm, never hot, water and a good soap for washing your hairbrush. Douse the brush, bristles down, up and down in the suds several times. Rinse in clear, tepid water, then shake as much moisture as possible from the brush before placing it on its side to dry. (Don't place the brush on its back or the water will run down to the ends of the bristles and encourage them to fall out).

Here is a simple beauty hint that will help your skin glow. Make little cheese cloth bags and fill them with raw oatmeal. Use them with warm water; just as you do your face cloth, and then rinse your face in clear water.

Helen

Editor, "Dear Ladies."

Clubs and Vets



AMERICAN LEGION SCHOOL AWARDS
AT BERENDO JR. HIGH SCHOOL, JUNE 26

Front Row, left to right: Norman Anderson, 3rd Award, Irlton French, 2nd Award, Jimmy Wong, 1st Award, Miss Beeda Metcalf, Bobby Carson, L. L. Leasman, Commander, F. M. Shoemaker, Principal, Constance Baretta, 1st Award, June Main, 2nd Award, Ruth Scheiffele, 3rd Award.

Back Row, left to right: Mary Favor, Kay Carson, Mae Carson, Betty Roche, Ed Roche, Patricia White, Rev. Philip T. Sanderstrom, Bettie Leasman, Ann Charlesworth, President of Auxiliary, Mother Clubb.

POST 541 AMERICAN LEGION

By W. Y. STEARNS,
Publicity Chairman

The Acme Brewery was the scene of another gay party last month when the Veterans' Club and Auxiliary met with Post 541 and Auxiliary to talk over old times, and to settle the present war in proper soldierly fashion. Approximately 100 guests were present, and, as the evening progressed, a mellow spirit of comradeship seemed to pervade the party, in deep contrast to the grim realities of war which brought these men together. After the meeting, all agreed that it had been one of the most successful held in a long time.

The Fathers and Sons Banquet of the 17th District was also a big success and included the Auxiliary,

which made it quite a family affair. About 300 guests were present, and Post 541 was represented by the largest contingent ever to attend this splendid gathering.

The convention of the Department of California opens on August 16 at the Philharmonic Auditorium, 5th and Olive Streets. There will be no parades, no drum and bugle corps contest, and much of the usual whoopee will be curtailed. "Strictly business" will be the order of the day.

Two more of the sons of the Squadron have answered the call to the colors; Ray Manning, the son of our Adjutant Bob Manning, who has joined the Air Corps band, and Jack Morrell, who has signed up in the Navy. And the Squadron membership is now 37, with 20 in ac-

tive service. A mighty fine showing, we think.

When the war is over, will you have your share of Bonds? Buy them today, and put money away.

SQUARE AND COMPASS

By C. J. KNITTLE

We have all heard the expression, "You can run a good horse to death", but we can't pray too much for the safety of our boys in the armed service, nor can we buy too many War Bonds. The Treasurer of the United States is pleading with each and every one of us to buy more Bonds and Stamps. If we don't, he must resort to inflationary measures to carry on the astounding cost of the war.

Do you remember what became of the German mark (dollar) after World War I? Have you ever stopped to consider why we get four or five Mexican pesos (dollars) for one American dollar, south of the border?

Brothers, fellow-workers, friends—not one of you would venture to remark that it can't happen here. No! But are we investing our every last penny to uphold our glorious birthright—a free people? FELLOW-AMERICANS—ARE WE?

The Square and Compass Club is now observing its usual summer blackout. The degree team, however, has accepted an invitation to take charge in the conferring of the Degree of Master Mason at South Park Lodge, No. 563, 5904 South Broadway, Tuesday evening, July 14. The candidate (sorry we can't publish the name) is a prominent Inspector of the Instruction Department. The "chairs" for the first section will be occupied by club members of the Instruction Department. Additional color will be provided by the silken-clad Jinnistan Grotto Patrol, under the direction of Captain

Ralph Minniear, in an exhibition of fancy street drills.

The Club enjoyed a hearty New England boiled dinner with corned beef at its June 13 meeting in Van's Cafe. A few of the "weak sisters", who were unable to relish such a robust meal, asked for T-bone steaks but received pot roast. President Bill Greenwood, who may have been responsible for this, was jibed considerably throughout the evening and, not many days later, received a letter addressed to William "Pot Roast" Greenwood. Billy Vejar's show bill was tops.

The officers of the Club hope we all have a nice vacation—if we take one.

VETERANS' CLUB AUXILIARY

By GLADYS TAYLOR

The last meeting of the Los Angeles Railway Veterans' Club Auxiliary was held on June 9 at Patriotic Hall. It was decided at that time that the months of July and August would be dark for the Auxiliary as well as the Club. However, meetings and club activities will be resumed in September.

After the usual order of business, the meeting was adjourned, and the ladies joined the men in the dining room for delicious refreshments.

And so, until we meet again in September, get on the "Bond Wagon" and help win this war by continuing to buy War Stamps and Bonds.

UNIT 541, AMERICAN LEGION AUXILIARY

By MARIE MANNING,
Publicity Chairman

Members of the Unit wish to thank the Post for their invitation to take part in the tour of the Acme Brewery on June 22. All present expressed themselves as having a very fine evening.

Several members attended the annual dinner of the 17th District S. A.L. on June 19 and report a very enjoyable evening and a fine dinner of turkey with all the trimmings. After the dinner, Tracy Hicks, Commander of the 4th Area, presented a

service flag to the Captain of the 17th District S.A.L. in honor of the sons who are now in the service. There are more than 70 sons in now. This flag was a present from Charles Booth, and, as Comrade Booth is in Australia, Comrade Hicks made the presentation.

On Friday, June 26, the Unit joined with the Post to make our semi-annual school awards at the Berendo Junior High School. The Post makes awards to the first boy and girl, and the Unit to the second and third boys and girls. Invocation was by Rev. P. T. Sanderstrom. Comrade Ed Roche, member of the Post, spoke on "Americanism." Commander L. L. Leasman made the first award to the honor boy and girl. Betty Roche made the second award on Americanism, and Mother Clubb made the third award on Community Service. Patricia White, graduate of Berendo, was the winner of the Americanism Essay Contest sponsored by the Auxiliary.

Tuesday, July 7, at our regular meeting, new officers for the year 1942-43 were elected, but, as this goes to press before the outcome, we will be unable to name the new officers in this issue, but they will be listed in the August TWO BELLS.

All members are urged to attend

the meeting of August and help to make plans for the department convention which will be held in Los Angeles, August 16, 17, 18 and 19.

As there are several legionnaires going to work on the cars and several who are eligible to join, we extend a hearty welcome to their wives, mothers and daughters to join our Unit.

Pay your taxes and help whip the Axis! Buy more War Bonds! Keep 'em Flying! Write to the boys in the service!

WOMEN'S CLUB

By MRS. H. A. DEWEY

June 4.—The drama group served a brunch in the club rooms at the last meeting of the club year. The tables were decorated with red and white flowers surrounding a large blue "V". A delicious meal was served.

Much credit is due Mrs. J. F. McCormick for much of the variety entertainment of this group.

After Mrs. C. S. Wise led the salute and tribute to the flag, there was a short business meeting to acquaint the members with the new officers. Business of this club will be in keeping with the world today, for immediately following the reading of the minutes of the last meeting by Mrs. A. H. Setterberg, the new president,

•

*"Such a business!
I give Mr.
Snorg six
months to live
and you give
him an
eighteen
months easy
payment
contract!"*

•



Mrs. E. J. Miller, brought up the matter of buying Defense Bonds. It was voted by the club body to purchase a ONE HUNDRED DOLLAR DEFENSE BOND in the name of the club.

Everyone was also reminded to be thinking of the handicraft exhibit that is held each fall. The summer might be a good time to get started on some article. Who knows, you might be a prize winner.

June 2.—Mrs. A. P. Rucker entertained the retiring board members in her home at 3513 Garnet Street with a real banquet. Secret pals were revealed and gifts were exchanged, as each one present tried to guess from whom they had received gifts all through the year. Before leaving the Rucker home, we were privileged to meet Mr. Rucker's grandmother, who is 96. The household pets were introduced and Nertz, the dog wonder, demonstrated the correct way of tasting, sampling and eating cookies. It was a grand afternoon well spent and one to be long remembered.

June 20.—The Red Cross Party was held in the club rooms where the play, "A Good Girl in the Kitchen," was repeated by the drama group. Card games and bunco were played in the dining room where doughnuts and coffee were served.

The Red Cross unit of our club has recently elected new officers with Mrs. O. Schmokel, chairman;

Mrs. L. F. Robinson, secretary; Mrs. F. F. Long, supply officer; Mrs. F. Hart, sewing chairman; Mrs. C. F. Campbell, assistant sewing chairman; Mrs. J. M. Cooke, knitting chairman; and Mrs. E. V. Athenous, salvage chairman. This branch of the club will meet every Tuesday from 10:00 a.m. to 3:00 p.m.

Among the members of this club who are sick are Mrs. Erskine and Mrs. Yonkers. We sincerely hope both are improving.

VETERANS' CLUB

By JAMES MADIGAN

The annual get-together of the Veterans' Club took place at Patriotic Hall on Saturday, June 27. This event marks the last gathering of the veterans until September. As usual, the party was a big success.

Motorman J. R. Graves of Division 5 put on a very fine showing of motion pictures, opening the show with an old-time Charlie Chaplin comedy, followed by a few reels of modern pictures, and ending the show with some very excellent pictures of the attack on Pearl Harbor, the burning of the S. S. Normandie in New York Harbor, the attack on the Marshall and Gilbert Islands by the U. S. Navy, and several other pictures of our Navy in action.

At the conclusion of the pictures, all hands adjourned to the dining room where Mrs. Susie Hannon, wife

of Comrade Hannon, had prepared fifty pounds of chili and beans. Mrs. Hannon had spent all day Saturday at Patriotic Hall, and she sure did a swell job.

The Club was host to some thirty or forty soldiers, sailors and marines, and the way those doughboys, gobs, and leathernecks went to town would make one think that beans are not served any more in the service. Of course, there was plenty of ice cold liquid refreshments served with Boston oranges.

Among the guests was one old-timer who never fails to drop in and see us when he is in town, none other than Mr. Barkley of Colorado, father of Past Commander Len Barkley. Comrade Frost, who was a member of the Veterans' Club many years ago, was also among those present.

Comrade Commander Ed Roche has requested your scribe to extend the Commander's sincere thanks to Mrs. Hannon and Mrs. Jimmie Dean, who assisted her in arranging the dinner and decorating the tables, to Mr. J. R. Graves for the fine entertainment, and to Comrade Sloan for his handling of the loud speaker system. The splendid cooperation of the above named made the party the success that it was.

There will be no meetings during July or August; however, your scribe hopes to have at least one paragraph in the August issue of TWO BELLS.

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

	1942	1941	1942 Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,293,579	1,097,560	+196,019
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)	984,709	914,361	+ 70,348
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	162,248	84,275	+ 77,973
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	68,760	65,497	+ 3,263
Total Expenses	1,215,717	1,064,133	+151,584
Leaves Net Profit or Loss	77,862	33,427	+ 44,435

PERSONNEL NEWS

MEDALLIONS TO SERVICE MEN BRING ACKNOWLEDGEMENTS OF APPRECIATION

Numerous acknowledgements of appreciation for the Los Angeles Railway service medallions have been received by Mr. Harris from employees in the armed forces.

That these employees are sincerely pleased with this good luck token is evidenced in the following excerpts:

"It is a beautiful medallion which I consider one of the finest tokens of appreciation and friendship that the Company could have given its employees who are now in service."

"Thank you for the medallion. A friendly gesture, such as yours, is sincerely and deeply appreciated."

"My sincere thanks to you and the members of the Los Angeles Railway for the medallion of service presented to me, and the encouraging letter from yourself."

"Your medallion gave me quite a nice feeling to think that I, as well as the other boys in the Los Angeles Railway, was remembered in such a manner."

"I assure you I will keep the medallion with me at all times as it gives one a great pleasure to know that the one who is gone is not forgotten."

"I wish to thank you and the Company for your medallion. I have decided to make it a good luck piece—perhaps it will help me win my wings."

"I wish to thank you and all concerned for the very handsome medallion which you so kindly sent me. I will always keep it with me and hope that not only will it always keep good luck on my side, but also on the side of the good old U.S.A."

YELLS

Rebecca Ann, born to Motorman (Division 5) and Mrs. L. F. Mitchell on May 20.

Katherine May, born to Mechanic (16th St. Garage) and Mrs. James Runow on June 11.

Dennis Lee, born to Brakeman (Division 1) and Mrs. W. Krill, Jr., on June 11.

IMPORTANT NOTICE

Medallions have been mailed to the following employees in the armed forces and have been returned because of addresses unknown. Anyone knowing their whereabouts or their families addresses may aid these men in obtaining their medallions by forwarding this information to L. A. Reeves, Bureau of Public Service, Los Angeles Railway Building. Mr. Harris is very anxious that these men receive their tokens of our good wishes:

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

OBITUARY

The wife of William Robie Pierce, Special Roll, died June 13, 1942.

The wife of Encarnacion Aguilar, Oiler, Way and Structures Department, died June 18, 1942.

APPRECIATION

Expressions of appreciation for the thoughtfulness and sympathy extended to them during their recent bereavements have been received by the Company from Mrs. E. J. McMullen and Nancy Lee McMullin, and W. R. Pierce.

PENSION ROLL

Frank Steven Leon, Watchman, Transportation Department, was placed on the Special Roll, effective June 18, 1942. Mr. Leon was employed as a Conductor, Division 3, April 22, 1914. His present address is 2234 Rogers Avenue, Los Angeles.

Frank Edward Rainey, Conductor, Division 5, was placed on the Special Roll, effective June 25, 1942. Mr. Rainey was employed as a Conductor, Division 1, June 29, 1910. His present address is 4023 W. 102 Street, Inglewood, California.

Alvin B. Parker, Motorman, Division 3, was placed on the Special Roll, effective June 20, 1942. Mr. Parker was employed as a Motorman, Division 1, November 14, 1917. His present address is 135 Foster Avenue, Baldwin Park, California.

John Turner, Lineman Leader, Line Department, was placed on the Special Roll, effective May 24, 1942. Mr. Turner was employed as Lineman, Line Department, June 1, 1921, transferred to Emergency Mechanic, August 1, 1937, and to Lineman Leader April 1, 1941. His present address is 845 E. 4th St., Hermosa Beach, California.

William Franklin Cooper, Flagman, Transportation Department, was retired effective May 24, 1942. Mr. Cooper was employed as Motorman, Division 2, August 29, 1919, transferred to Division 4, July 31, 1932, appointed relief Flagman and Watchman, a pension job, October 4, 1939. His present address is 1600 E. Michigan Ave., Lansing, Michigan.

HITS

THAT HELP US TO WIN



Considerate Conductor . . .

"I wish to report something which was very nice that happened on a Vermont car going south on Vermont this morning, about 10:45 a.m.

"In all my many times riding the yellow cars, never did I witness anything quite so nice. The car was quite crowded. At Wilshire and Vermont a very sick colored man was put on the car, and they told the conductor where to put him off. He, the conductor, gave him his personal attention by telling him to take it easy and when there was a vacant seat on the long bench he kindly helped him to the corner one, and I am sure it was more comfortable for him.

"But here is the grand thing. We were almost to Santa Barbara waiting for the 'go' light. He, the conductor, got off the car and helped a man who was blind in both eyes, put him on the car, inquired where he wanted off and also got him a seat. I was so much impressed by how thoughtful he was of all his passengers and with all his other duties, he still was watching out for his two special passengers—one blind and the other so ill, he could hardly move. It is so nice to see things like that. So I took his number, which was on his cap—it was 1605 (*R. M. Walton, Div. 5*). I hope and know he will always have good luck.

Thanking you,
WINNIFRED HARDY,
2401 Kenilworth Ave.,
Los Angeles.

Perfect Record . . .

"I should like to take this opportunity to say a few words on behalf of the motorman (*J. M. Alder, Div. 5*). I have ridden with him more times than I can remember when he has been on the "F" line, and have always, from force of habit, been in the front of the car where I could observe his conduct. In all the years of my riding with him I have yet to see him perform any act of discourtesy or carelessness in any way. In closing, I would like to say such men are a credit to your organization."

GEORGE R. BRAY,
945 W. 80th St.,
Los Angeles.

Courtesy Pays . . .

"On May 8, between the hours of 11:30 and 12:00 a.m. I was traveling on your bus 4010, going south on Western Avenue. I don't know the bus driver's number or name, but I hope you will know of whom I speak. (*B. J. Bostwick*).

"He was the most gracious, polite young man I have ever come in contact with in your service, and I ride the buses and streetcars a great deal. I boarded the bus at Santa Monica and Western and left it at 9th Street. In that short while he answered more questions and directed more people on how to reach their destination than I have ever heard a bus driver called upon to do, and he never once became impatient.

"I am not in the habit of writing letters either of complaint or commendation, but I thought your company should be advised of the good service this man is giving the public."

MRS. MARY BARR,
1356 McDuff St.,
Los Angeles.

Efficient Manner . . .

"For a number of months it has been my pleasure to ride on a Western Avenue bus operated by No. 9. I don't know his name, but I would like to assure you that he certainly is a fine fellow, very courteous, a careful driver, and always considerate of his passengers. (*F. A. Plehn*).

"I speak to you of this praise in passing, as I feel that he is exceptional in his job."

DAVID RIDDERHOF,
Head of Boys' Physical
Education Department,
Washington High School,
10860 So. Denker Ave.,
Los Angeles.

Helpful and Courteous . . .

"I wish to commend Operator No. 345 (*E. G. Humburger, Div. 4*) of the "P" car line. He calls out every street and transfer accommodations in a clear, distinct and audible voice. His courtesy is par excellence."

CHAS. GREENSPAN,
c/o Earl Rentchler,
3950 W. 6th St.
Los Angeles

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

S. M. Alexander, Div. 3
L. F. Beeson, Div. 4
L. S. Bradt, Div. 4
J. L. Carnine, Div. 1
P. H. Chapman, Div. 4
J. E. Crawford, Div. 1
K. G. Crownover, Div. 1
B. I. Derry, Div. 3
H. S. Drayer (Schedule Clerk)
W. K. Elsmore, Div. 5
C. R. Hilton, Div. 4
T. H. Hunter, (Lineman Helper)
G. A. James, Div. 3
H. J. Kelsey, Div. 1
G. E. Lowe, Div. 5
G. S. Mattern, Div. 4
R. T. Melton, Div. 4
R. G. Monahan, Div. 3
B. S. Moore, Div. 4
I. Nelson, Div. 4
D. S. Rasmussen, Div. 4
J. C. Rhodes, Div. 4
J. San Marco, Div. 3
J. T. Schmedeman, Div. 4
O. E. Spitler, Div. 5
A. L. Stockman, Div. 1
J. A. Wear, Div. 5
H. T. Woods, Div. 4

OPERATORS

*H. P. Barker, Highland Park
W. Blair, Florence-Soto
R. A. Carter, Hollydale
J. T. Colburn, E. 9th St.
S. A. Collins, Wilshire
D. Garner, Van Ness
F. H. Hulse, Wilshire
W. S. Hyche, Normandie
O. F. Johnson, Maywood-Bell
G. J. Ligon, Cren-Vine-La Brea
C. A. Manning, Jr., Melrose
D. R. Moser, Sunset
D. G. Pontius, Normandie
D. C. Renley, Normandie
W. F. Schafer, Sunset
D. J. C. Sporman, Olympic
W. Y. Stearns, Vermont
L. K. Walker, Beverly
H. A. Walters, Wilshire
R. A. Wardlow, Highland Park
J. B. Yarnell, Sunset

NOTE: Each asterisk represents one additional commendation.



ERRORS

THAT CAUSE US TO LOSE

Disrespect for Elderly . . .

"I am an elderly lady of eighty-two years. Yesterday, while riding through the business district on your No. 5 car, I noticed that the conductor was hurrying everyone on and off the car. When I was ready to alight at Fifth Street, realizing how the conductor was hurrying people, I said, 'I wish you would give me plenty of time to get off as I am eighty-two years old and don't move very quickly.' He replied, 'Lady, that is just your hard luck if you can't get off.'

"Although I alighted safely, this remark hurt me greatly, but then I guess some people were brought up without respect for anything or anyone."

Remarks Uncalled For . . .

"As we approached 8th and Western, on Line N car, Friday, late afternoon, one car was standing at extreme end of line and another waiting to pull in as soon as this car left. The car I was on was the third car, and knowing there would be some little wait before moving into the terminal, I got off and boarded the car just ahead which would be the next one to pull up to extreme end of the line, thus saving me a walk of over a block.

"When I boarded this car and explained my position to that operator that I did not wish to walk this distance, as I had several blocks to walk from the carline, he replied 'Go back and stay on the car you were on if you are too lazy to walk.'

"Had this operator granted me this accommodation, my feelings toward your service would be much different.

"I am reporting this to you in order that someone else might be saved a like experience."

Unfriendly Manner . . .

"On Sunday evening, I hurriedly ran across the street to catch a U car, and not knowing this was a rear entrance car, I jumped on at one of the front doors which at the time was open. The motorman forced me off, and in a gruff manner told me to board at the other end of the car. I attempted to explain that I was suffering with a very painful foot, and his answer to me was, 'I don't care if you have a broken leg; you can't get on at this door.'"

Too Much to Say . . .

"This evening on bus No., Florence-Soto line, I had a very disagreeable incident with the bus driver.

"I'm not in the habit of writing this type of letter, but the driver was so terribly rude, I have no other alternative.

"I saw the bus as I was walking up Whittier Boulevard. It was taking on passengers. I could not run for it because I have been ill, but thought perhaps the signal would change to 'stop' before I reached it. It did, but the driver had the door closed when I got there. I knocked on the door and when it opened, he made the following remark in a very loud voice: 'Lady, I might have all the time in the world, but I'm certainly not going to spend it waiting for you!' I see no reason for such a remark because he had to stop anyway. If I had caused him to catch the 'stop' signal, he may have had some cause for acting the way he did.

"When I tried to explain this to him he said, 'Oh, go sit down—I haven't time to argue.' I realize that his run is in a very difficult neighborhood, but I don't believe it gives him the right to talk to any woman the way he talked to me. I myself work in a bank and know, but still that's part of working.

"I can assure you that this is not a 'crank' letter."

Discourteous . . .

"Motorman on J car, going west at 7:20 p.m. Sunday, at 7th and Broadway, had been allowing passengers to board car at both doors. As I attempted to board, immediately following a man (a real cripple getting on at the other door meanwhile), motorman tried to close the adjoining door, pinching me and frightening me. When I spoke to him he said, 'Well, how many doors do you want to get in at?' with absolutely no apology, nor further reference to his carelessness.

"I feel he should be taught to be more careful and also more courteous. I am a daily rider and am slightly crippled myself, and was much upset and might have been seriously injured.

"Thanking you."

Incivil Answer . . .

"Last evening on the No. 5 car, south-bound on Broadway at Third, my wife boarded your car but wasn't sure she was on the right car and asked the conductor, 'Is this a No. 5 car?' His most uncalled for reply was, 'What does it look like to you?' Had my wife been sure in her mind that the car was a No. 5 car, she would not have asked the operator that question.

"We have been riding your lines for over twelve years and heretofore have found the service to be generally good. I thought you would wish to know of this instance of incivility in order that this man may be corrected."

Sarcastic Remarks . . .

"Last evening at Seventh and Broadway, your "H" car was in safety zone and was just starting up when the stop signal brought it to a hold. The car was waiting for the next 'go' light but the door remained closed. I rapped on the door to signify that I was to board. The operator opened the door. As I stepped in, he belligerently snapped at me, 'Why don't you wait for the next car, I'm in a hurry.' Why this remark was made, I do not know. I did not even speak to the operator. Maybe I am misinformed. It was my understanding that you operate your service for the convenience of the riders. From this man's action, I am led to believe you do not."

Unkind Attitude . . .

"I handed you operator, on the 'P' car today, a dollar bill, and, for which, received all dimes and nickels. As he handed me this, I looked down and noticed that in the operator's tin box, which was open, there were several halves and quarters. I asked, 'Could I have some halves and quarters from your box there?' The operator sarcastically replied, 'No, I am keeping them for souvenirs.' Just what provoked the operator to begrudge this request is unknown to me. His attitude was definitely uncalled for, as I did not consider this to be an unusual request."

Newsmen Report...



THIS LITTLE FELLOW is Gary Owen, 5½ months old son of Operator W. Meeker (Division 1).

DIVISION ONE

By R. C. RUGGLES

We hear on all sides, at the present time, the need for all of us to invest in War Bonds. We know without being told how necessary it is, but another reminder at this time will not come amiss.

Our Division at present heads the list for subscriptions, but we can do still better if we want to. Remember it is the same as money in the bank and our way of helping to win this war. We are fighting for our American way of living—let us keep our country in our hands—BUY VICTORY BONDS TO HELP DO IT!

A. G. Witzel resigned a few months ago and moved to Oregon. He was called in the draft, and is now stationed at Downey in the Coast Artillery.

Motorman G. C. Hansen who was

on his vacation this past month spent a morning at the Division. Like the proverbial mail man who took a walk on his vacation!

We were sorry to hear of the passing of Operator G. R. Tiefel's mother. Our sympathy is extended to the family.

A letter was received from H. Fisher telling of their boat being torpedoed on their way to Alaska. The boat on which Fisher and Stillwell were passengers was able to return to Seattle, where they are awaiting another boat out.

G. P. Bennett, who had just returned to work following an operation, resigned and enlisted in the U. S. Navy.

F. H. Neville is now in the Army, having been called to service this past month.

J. H. Early has been appointed a temporary Sub-Station Operator, Electrical Department. It was effective June 15.

Following is a list of men who have returned from the sick list: E. G. Conrad, C. E. Forkner, J. T. Hoffmann, M. A. Kilgo.

Men still on the sick list: O. E. Brown, C. E. Moore, C. R. Ream, J. W. McCullough, F. Hawley, G. M. Katzenberger, E. R. Tomlin, J. R. Callahan, W. V. McCafferty, J. R. Butler, F. C. Shafer, O. H. Burton, J. C. Crowley, B. J. Lytell, J. W. McKeown, S. J. Singer.

We welcome the following men to our Division: C. A. Dean, C. McFadden, G. A. Young, U. H. Massey, S. L. Jensen, H. E. Wright, D. B. Van Buren, T. S. Wells, J. F. DeWatney, C. J. Botha, H. E. Pike.

16TH STREET GARAGE

By H. R. PAUSCHERT

Ed Harrier, a former employe, paid us a visit. Ed is a Machinist Mate in the Navy, and is stationed at San Diego.

We received a letter from Private H. Froby who has been in an Army hospital for two weeks, suffering from the effects of a sprained knee. He wrote that he likes certain detail in the Army, but would rather have his peace time job—relining brakes for the L. A. Ry. His address is H. Froby, Private, 311 Technical School Squadron, Barrack 823, Shepard Field, Texas, and he would appreciate correspondence with any one who would care to write to him.

Mrs. Hall, wife of employe Fred Hall, underwent an operation for ulcers, and is recovering satisfactorily.



DISPATCHER George L. Riggs (16 Street Garage), left, alternate company leader in auxiliary police, University Division, instructs a platoon leader in the correct procedure of donning a gas mask.

Homer Veil's wife made a hurried trip to Oklahoma upon the receipt of a message notifying her of the death of her father. Mrs. Veil remained there to visit with relatives and friends for a short time.

E. C. McCurdy received his commission as Sergeant in the Supply Division, specializing in tool room service, and has been ordered to New Orleans, Louisiana.

Harley France has enlisted in the Navy.

S. G. Edward is a new man in the Store Department.

Fred Yenour has been suffering from a very painful carbuncle on his right arm.

Martin Taylor underwent a tonsil operation and has been absent from work for a few days.

Paul Marshall has enlisted in the Navy as 2nd Class Machinist Mate.

E. C. Lentz has been elected President of Transportation Union, Div. 1277, A.F.L., and we all wish him great success in his new job.

Victory gardens are really producing, but E. Wetzler claims that his sweet corn is so tender that he can eat it off the cob, notwithstanding the fact that he has no lower molars.

OFFICE

By WALTER WHITESIDE

During the last blackout, police were directed to a certain corner on Sunset Boulevard to investigate a suspicious incident, and on arriving found George Goehler, of Schedule Department, peering into his wife's dishpan filled with old crankcase oil, flashing his flashlight into the oil and reading from a large sheet of paper. George explained to the officers that he was making an astronomical study, but rumor has it that George, through the medium of astronomy, was attempting to perfect a perfect blackout schedule for the Sunset line.

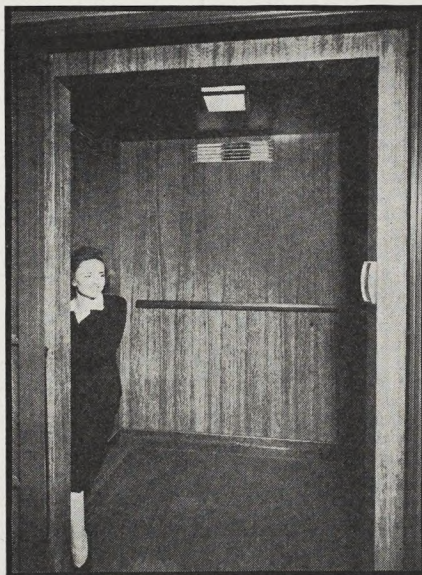
Lenore Schroeder was sure one excited girl around here before leaving on her trip to Minneapolis. She reports a grand time and has finally settled down to earth.

Great claims were made by Gordon Heyhoe of Claim Department on his return from a High Sierras fishing trip.

Frances Wilson spent two grand vacation weeks working in the yard.

By the way, if you haven't already signed up for the payroll deduction plan, better do it now. Of course the government wants us all to subscribe 10 per cent of our income, but if you feel you can not go this high, sign up anyway for whatever amount you can afford. Let's make the office 100 per cent—we can do it.

The Claim Department received a very interesting and unusual letter from Bill Held, and, as space does not permit printing the full text, we suggest anyone interested stop in and ask to read it.



MISS BETTY TAYLOR at the controls of the first of the three elevators remodeled in the L. A. Ry. building. The interior paneling was done by Cabinet Maker G. H. Herbert.

REAL FIRE DRILL

Members of the Los Angeles Railway Building Fire Brigade had an opportunity to function during the fire in the Los Angeles Railway Building on Thursday, July 2, when a fire broke out in the Shoe Repair and Hat Cleaning Shop, located on the main floor.

Members of the Fire Brigade emptied the building of all occupants

with the exception of the telephone and elevator operators who remained on the job while Building Fire Chief Chamberlin helped to control the fire with acid extinguishers until the arrival of the Fire Department.

The presence of nine fire trucks, which answered the call to fight the blaze, tied up traffic on Broadway for over forty minutes.

SOUTH PARK

By R. S. WALLACE

Anyone wishing a few tips on how NOT to bowl should see George Yale, Carpenter Shop. That was the impression we got from a report we received of a match between him and Bert Miller a few days ago. George would probably give you the particulars if you ask him.

Harley Miller, Carpenter Shop, is convalescing from an appendectomy performed about June 24. Understand Earl Scholes, Stores Department, has also gone to hospital for a similar operation. You will find these boys at Lutheran Hospital.

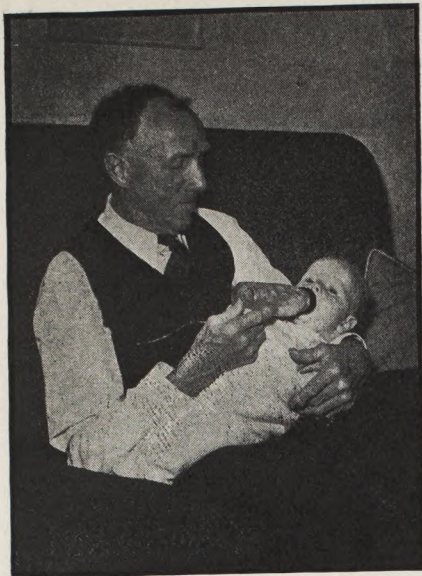
Walter Dewhirst, Coach Unit Repair, reports that his daughter and her husband were involved in a serious automobile accident. Both were very badly injured.

Chick Jackson and Wesley Nolf, Coach Unit, have promised that on their return from a fishing trip, they will supply the boys with all the fish they can eat. Thanks, boys, I'll have more than I'll know what to do with.

Earl Hanson, who worked at South Park several years ago, is now right back from where he started. He came to Coach Unit recently from Garage.

Miss Ida, daughter of Percival Dickens, Blacksmith, graduated from Inglewood High June 19, and Carl, Jr., son of Carl Thun, Air Brake Department, graduated from Bell High June 25. Congratulations kids, and good luck in your future efforts.

Mr. W. T. Reynolds, Stores Superintendent, expects to leave about August 1 for military duty as Captain in Supply Department. Under-



CAUGHT in an unguarded moment is Flagman "Scotty" Carmichael and his 4 months old grandson, James Philip, who is the son of A. T. Carmichael, Upholstering Dept. (South Park Shops).

stand he is having difficulty in getting a pair of boots to fit as his priority rating is not high enough to permit him to purchase that much leather.

A note to me advises that Mr. O. Rivers, Machine Shop, is so fond of our shop shows that on one occasion he went without lunch in order to be there in time to take it all in. However, he was compensated on that occasion by having his number called, and won a one dollar bill.

Everyone, of course, knows of the War Bond Drive now being carried on in every department on the system. Shelby Brown is taking applications for employes at South Park. Some of them, however, are quite adamant in their position against the purchase of War Bonds, through payroll deduction or otherwise. It has been suggested that these boys be classified as conscientious objectors, tight wads, or pro-Axis. We don't wish to place them in either category, but we do wish they would take a look at the graph on the back of the last issue of TWO BELLS and see if they can't find it in their hearts to help us get out of the cellar.

DIVISION THREE

By L. VOLNER

During the past month Conductor L. B. Meek spent several days in the assembly room to sign up those who had not as yet subscribed to the Victory Bond deductions from the payroll. There is a chart posted at the division showing the standing of each division, the shops and general office, as to the number who have subscribed and the percentage. We hated to see Division Three standing so low, but if the amount of Stamps and Bonds purchased from the local Credit Union, banks and post offices were credited to our division, it would place us in a different position. However, when the change is made in this chart we will have a better standing, as practically everyone has signed up.

Letters have been received from some of our men who are now in the service of Uncle Sam—R. Z. Matthews, who is in Company 45 at the Naval Base, San Diego; W. W. Richardson at the U. S. Naval Hospital, San Diego, and First Sergeant J. P. O'Brien, Marine Barracks, Roosevelt Base, Terminal Island. We are pleased to state that Mr. O'Brien will receive the rating of Sergeant-Major before he is many moons older. We also have heard indirectly from Conductor R. D. Hudson, whose whereabouts are a secret of the United States Navy.

While en route, First Sergeant William Bestwick, of the Marine Corps, made a call at the Division. All were glad to see him. Supply Sergeant R. R. Severns dropped in for a few minutes to say "hello" to the boys.

During the month of May, our Division had the lowest percentage of accidents. Mr. Bodley says it was possible by the wholehearted cooperation of all the men, and wants them all to know he appreciates it. On the blackboard we are informed there were no collisions charged to this Division Saturday or Sunday, June 20th and 21st. Still more congratulations.

We are pleased to state that Mr. Clyde Braman is now at home after spending some time in the hospital where he was taken after he fell on the steps at his home and broke his back. Mr. Braman is in a cast, but is resting very comfortably, as he can either stand or lie down in this condition.

Miss Vivian Sweet, the daughter of Operator L. L. Sweet, was married to Granville G. Calvin, an instructor of airplane electricians in the Navy bombers. Soon after the wedding, Vivian left for Milwaukee where she is in charge of a thirty-bed hospital.

On June 10, Motorman Horace Miller arrived at the car house at 3:50 a.m. and asked the clerk, "Where is everybody, and why is it so quiet around here?" When informed by the clerk he was one hour ahead of time, he said: "I could have used that hour pretty good as I went to bed late last night. Guess I set the clock wrong."



MOTORMAN R. Romani (Division 3) is the daddy of this little lad, Richard Romani, Junior, (1 year and 8 months).

VINEYARD

By G. K. STANFORD

The present ten-year men welcomed into our group last month: Floyd Caldwell, Guy Dossey, and Charles Wise.

Harold Young was overheard instructing a new man, in the proper way, to take a bath in the large round wash basin at Vineyard. Quite an operation!

Supervisor Musselwhite was sitting in his car at Olympic and Doheny early one morning when some person that lives there spied him and called the Beverly Hills Police to come and pick up the drunk out in front of his or her home. The police came! "Small potatoes" was the Supervisor's comment.

O. W. Boyce forgot to get his ending number and made a special trip back on the line to get it. So have I.O.W.

One operator, a while back, was checking in to "Sis" Dunbar at the window. "Sis", unconsciously, put this operator's currency over to the side and only counted his silver. The poor operator was several dollars short, but "Sis" found it when he closed his books that night. What a relief!

Hope the operator's luck holds out who was stopped on Wilshire Boulevard at 2:00 a.m. by the police and cautioned to hold it down to 50 m.p.h. at least. Supervisor Terry stated, "better cut two minutes off his running time."

"Mickey" Hamilton pulled out of the garage not long ago and, after going several blocks, discovered he had picked up the wrong box in the train room. So a quick trip back to the garage was made. We thought new men did that, Mickey.

We welcome the following men into the operating service at Vineyard: L. Stephan, E. Luck, A. Fine, R. O. Rankin, A. M. Botts, son of I. E. Botts, A. R. Ayash, C. E. Mozley, I. E. Butzer and J. E. Jackson.

In the Mechanical Department at Vineyard, they have discovered how

to move motors without dropping them.

Ten per cent from our pay check would be better than 1 per cent domination by Hitler or Hirohito.

ELECTRICAL

By WALTER WHITESIDE

Believe it or not, but to work your vacation and receive double pay is very, very popular. I guess we all like the time off, but the extra "do re me" is a factor hard to overcome. However, some of the boys are taking time off and are reporting the time well spent.

Julio Linares was so engrossed in completing the painting of his house that he had to take a couple of extra days off to finish it.

Charles Fancher started on his vacation and was just completely relaxed when he had to be called back because so many of the boys were away sick. However, this temporary condition was soon abated, and he was able to get back to just loafing.

Billy Yandell spent a few days visiting friends in Oakland, then completed his time off puttering around the house.

Paul Tupper enjoyed plenty of



*When "Hap" had a wreck, he never half tried
To sign up a witness—and so when he died
His record was spurned by St. Pete
Was he burned?
I'll say he was burned, he was fried!*

fish during his stay at Rock Creek in the High Sierras.

Jack Wilson just loafed around the house while his wife worked in the yard.

M. B. Smith reports a swell trip to the great Northwest around the area of Portland.

Raymond Creal is now in the service of Uncle Sam's Army. Says he likes it very much.

There will be no more wild tales nor happenings anymore. Sammy VanDenBurg has left for parts unknown.

Harley France says to look for a quick finish to the war—my son has enlisted in the Navy.

The Electrical Department should be higher on the list for War Bond purchases. At this time the Electrical Construction has 100% participation; the Line Department, 75%; and Power Department, 64%.

VERNON YARD

By L. F. SPARKS

In setting an 80 foot flag pole in Vernon Yard, the question arose as to how and by whom the upper sling was to be removed. Claiming years of experience in climbing greased poles, Burl Rodefer volunteered for the job and after many a huff and a puff he finally made it.

"Saving" Sam Bevilacqua was knocked down by an auto at Adams and Crenshaw. As the driver rushed over to pick him up, Sam spotted a dime laying in the track and took time out to roll over and pick it up before he arrived. Fortunately there was no injury.

Vacations

Harold Shelford took his family to Lake Elsinore. E. M. Cavanaugh took in both northern and southern California by trips to San Diego and San Francisco.

Maurice Cass reported many fish caught, or at least enough, at Shaver Lake.

Track Oiler Foreman, Kelly Holmes, boarded a train and visited the old home in Iowa. He reported a wet spring and the corn slow in

coming up. Kelly returned by way of Carlsbad Caverns and says the "Rock of Ages" program put on by the Rangers is very thrilling.

Changes in Personnel

Welder Foreman Bill Bramlett has gone to the shipyards.

Watchman Gus Wilmer, an ex-marine, has also gone to the shipyards as a special guard.

Compressor Operator John Cox has gone to the L. A. Airport.

Watchman Chas. Tade has been inducted into the Army.

The Way and Structures Department extends condolences to Carl Kennedy whose mother, Mrs. Bessie Kennedy, passed away in June.

The Way and Structures Department is very proud of the record on Bond purchasing. Last month we led the Company with 87 per cent, and this month we have climbed to around 97 to 98 per cent and have hopes of obtaining the Treasury Bull's-eye Flag. Come on fellows, here is a case where we can give and not get hurt as our money will gather interest as the years roll by. Never let it be said of us that we were too

late with too little. The least we stay-at-homes can do is supply our fighting men with plenty of the best. The time is NOW.

A PERSPECTIVE

By W. W. WEBB

16th Street Coach Division

If I could stand aside
And take a look at me;
I'd know the sort of fellow
Other people see.
I'd like to hear myself
Discussing topics of the day,
And find out if there's any sense
In half the things I say.
I'd like to see myself
When the boss
Gives me a reprimand
I'd like to know just how
I'd look, act, sit or stand.
I'd like to see myself when
My wife is telling me;
Of all the things
Which I am not,
But what I ought to be.
Seeing myself as others do
No doubt would seem strange,
But show I had a lot of ways
I really ought to change.



VERNON YARD RECEIVES Overflow of Rubber Salvage from Associated Oil Stations. To this scrap pile was added Los Angeles Railway's rubber items, including 350 pounds of elevator rubber mats.

DIVISION FIVE

By FRED MASON

The recent War Bond Drive conducted at this Division by Conductor Francis Donnelly was very well received and drew a great response. Our Division standing went up by leaps and bounds, and we hope, when all the Division standings are published, to see Division Five on top. From advance reports, we are just short of being one hundred per cent, due possibly to some of you men being off sick, on leave, or unable to see your way clear to contribute at that time. If such was the case, just step in and see me and I'll make out your card in a few minutes.

Back Up Our Boys With Bonds!

Our best wishes are extended to the following men who are now doing service with Uncle Sam's armed forces: Conductor S. R. Anstine, and Motormen D. I. Jenkins and C. W. Hicks, U. S. Navy; and Conductor A. G. Parker, U. S. Army.

The following men left us during the month of June to engage in other work: Motormen A. P. Williams, B. H. Campbell, B. G. Triboulet, J. H. Castoe, L. Welker, C. K. Smithfield, R. M. Ahrens, L. Welker, M. N. Tucker, E. C. Walton, J. L. Seger, P. Hill, H. F. Hickman and J. D. Blake, and Conductor G. A. Savage.

We are glad to welcome back a couple of old-timers who came back during the month of June: Motorman D. W. Dailey and J. W. Gresham.

Motorman "Buster" Strain spent a very nice week's vacation painting his kitchen, and Motorman Ted Shuler just missed making a hole in one on Saturday, June 27, at the Western Avenue Golf Course. He had to stay home and paint his living room.

It is very pleasing to note that our witness average per accident during the month of June was much better than in previous months, and if we can step it up during the month of July, we will be right on top of the pile, where we belong.



NOW A MEMBER of Uncle Sam's forces and a former motorman of Division 5 is Private W. E. Davis, stationed at Co. B., 554 Signal Battalion, Camp Haan, Calif.

DIVISION FOUR

By BOB GRETENBERG

The United States Treasury is granting a "Bull's-eye Flag" to every company, club, group, business concern or division that achieves the coveted position of having 100 per cent contribution to War Savings



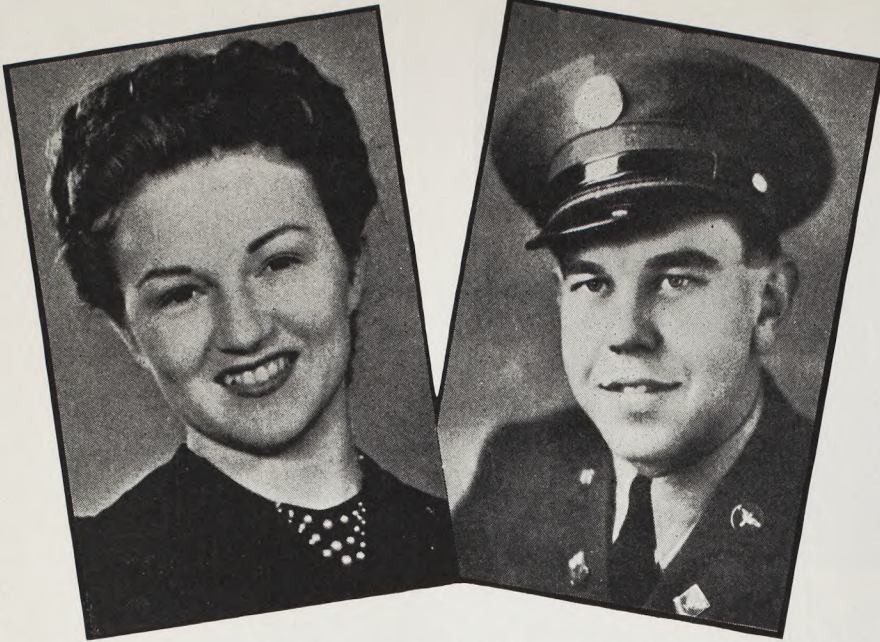
HELEN SUE, 1 year old daughter of Operator Sidney Goldy (Division 4) donates her rubber dollies to the Victory Salvage pile.

Bonds. There isn't any good reason why this division can't obtain one of these flags. We want one, so let's pull together and get one! It means that every last man should and will authorize the Paymaster's office to hold out 10 per cent of his check for War Savings Bonds. In many ways, some of the men are more than doing their part. There are some who have authorized the deduction of a great deal more than the regular 10 per cent. Those men know the true meaning of democracy and are ready and willing to do their part while the "men over there are doing their part." It is the least we can do, to buy equipment for them. Now is the time to act! Don't delay! Buy United States War Savings Bonds, NOW! Do it today!

WITNESSES: We wish to thank the men for their splendid cooperation in providing witnesses when it was asked that they do so. At the time of writing, the average witness per accident is far over the mark set in the previous month and it seems to be hitting a steady new high. This is good news for the Claim Department, and is indicative of full cooperation with our Superintendent. Many thanks, men! On our honor roll for the month of June are the following men. They each had over fifteen witnesses per accident: V. R. Banks, C. E. Benton, C. A. Byrd, E. F. Smith, F. A. Young, Y. W. Beal, I. J. Edmons, C. W. Thompson, S. F. Lee, H. Reinink, A. R. Hemm, N. W. Broyles and F. W. Greene.

Several more stars are added to Division Four's service flag! The men who have left us recently for the service of Uncle Sam are: R. L. Bradley (Marines), R. La Monte (Navy), T. Griffith (Navy), Z. T. Monroe (Navy), H. N. Caress (Navy, First Class).

T. D. Starks, R. A. Baudisch and Ed Cottley (prize fishermen) have never failed to bring in the fish until June 14. They had no breakfast, good bait and plenty of sleep in the galley. Even the best of 'em fail!



PVT. HOLBROOK LAIR of the 25th Air Depot Repair Squadron—formerly of Division 5, Mechanical, and son of J. B. Lair, Division 4, Office—was married to Miss Robert Howell on April 29. Holbrook was inducted into the Army on October 27, 1941.

MECHANICAL DIVISIONS

By A. L. DAVIS

Car House No. 1

R. J. Smith and J. T. Marsden spent their vacations fixing up their homes.

W. H. Moore, our genial Storekeeper, has resigned to go into defense work. C. Lacy is taking his place temporarily, and getting along fine.

Casy Martin, our Minute Man, puts in all his spare time selling the boys and girls War Bonds.

Department No. 2

Reports from Lieut. R. W. Turner, stationed at Lowry Field, Colorado, indicate that he is getting along fine. Letters addressed to him in care of the Denver Athletic Club, Denver, Colorado, will reach him.

Car House No. 3

J. B. Doovas transferred to Car House 1 after fifteen years at Car House 3. Thinks a change will be good for his nervous system.

J. W. Clines, new man, comes to Car House 3 to replace J. B. Doovas.

A. E. Hamberg is on his vacation at this time.

L. W. Ferguson is also on his vacation.

Car House No. 4

Mr. and Mrs. John Thewlis have left for Canada after receiving word that their son was not expected to live. We of Car House 4 all wish him a turn for the better.

•

"John has built all the latest gadgets into our barbecue! You must see it some time when it isn't lit!"

•



Frank Long has returned from his vacation after spending a week at home, painting his house.

Employees of this department! It has been brought to our attention again to buy all the Bonds you can to help win this war!

R. M. Ells had the misfortune of getting hit in the eye with a small iron punch. After a couple of days at home, he has returned to work again in fine shape.

Car House No. 5

Walter Alport and family made a trip to Montana to visit relatives there, and reports a very pleasant trip, taking in Yellowstone Park on the way.

Frank Bruner spent his vacation in Stockton, California, visiting his friends, and reports a very pleasant trip.

George Praker is getting ready to camouflage his house and garage. He said it needed painting anyhow.

The First Aiders at Car House 5 had a chance to show their ability by rendering aid to Tom Hubbard who had a severe nose bleed, and stopped it.

16TH STREET COACH

By R. O. BENNETT

The above reporter is pinch-hitting for R. K. Kissick, the former Stenographer and Clerk of the Coach Division, who has joined the U. S. Coast Guard. Here's hoping I may do as well as Mr. Kissick in taking over writing the column until his return. Lots of luck, Dick!

Mr. I. F. Aikens, our Georgia peach, has been appointed Division Stenographer and Clerk during Kissick's stay with the Armed Forces. He is well liked by the men, and we wish him lots of good luck with his new position.

W. B. Barnes, working a Lockheed-Vega tripper, had a habit of pulling the door handle and jumping out before the door closed, but finally found one too fast for him. He leaped but did not make it. The door with its one hundred-pound pressure caught him around the neck and he had to call for the assistance of Jimmy and Murray Cook to extract him. Let that be a lesson to you, Barnes, to stay away from those swinging doors.

The following men have signed up since last issue: C. A. Neely, B. V. Vannoy, O. H. Gitt, R. H. Kelley, R. R. Williams, R. L. Smith, V. F. Doyle, J. O. Chastain, L. Duke, J. W. Baker, C. A. Thorpe, J. F. Rogers, E. C. Strech, J. J. Dell'Alba, G. E. Landoll, G. W. Gibbany, C. V. Olsen, D. H. Ross and R. W. Bennett. Welcome to our organization and best of luck to you fellows.

MEN WANTED!—to help win war. How about it fellows? Lets get in there, too, and do our part by buying **BONDS**. Buying all the **BONDS** you can, not only helps Uncle Sam to fight to win, but is a sound investment with good returns. Let's not fall short—get going, gang, shoulder to the wheel—put our division ahead to get that Bull's-eye Flag depicting our patriotism. **DO IT NOW!! YES!!!** as our President says, "We can, we **WILL**, WE **MUST!!!**"

VIRGIL

By C. P. HUNT

As we all can see by the Payroll War Bond Allotment Chart posted in the train room, L. A. M. C. is not doing so well, having a lower percentage than that of 16th St. Coach Division. If *you* have not subscribed and are waiting for the other fellow to make up the default, why not, this one time, do your part? Surely the cause is worthy—and surely you think enough of your home, your country, to help finance the ones who are doing the dirty work—the dirty work of protecting you and yours! Let's go L. A. M. C.!

Mrs. E. E. Metsker, wife of operator D. L. Metsker, wishes to take this means of again thanking the men of L. A. M. C. for their blood donations during her recent illness. And we are happy to know that she is doing so well.

Wonder what the boss, F. C. Patton, is looking for? He has been seen swinging a mean looking club of late. Maybe he is looking for bus drivers!

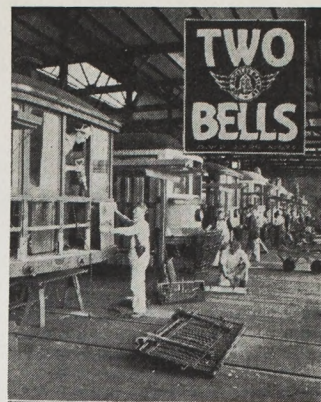
Supervisor Dickerman has returned from his vacation. He reports that the best thing he did while away was to keep out of sight of any buses. The rest of the time he just rested, not even any driving—in fact he didn't know he could get so out of practice.

Imagine an operator, after working "Sunset" for some time, not remembering where 3rd and Vermont streets are. Just you ask Operator Cormier, No. 593.

But worse is an operator of many years who would put in for relief of his second part. Then with no further adieu, make relief for his second part.

And was Clines' face red when he found a relief man there to pull his run.

We have just learned that Supervisor Jackson has been nursing a sore ankle, probably well by now; but what hurts him most is that no one paid him any sympathy.



COVER—Temporary storage cars enlist for the duration.

South Park Shops now reconditioning old cars for expected increased patronage.

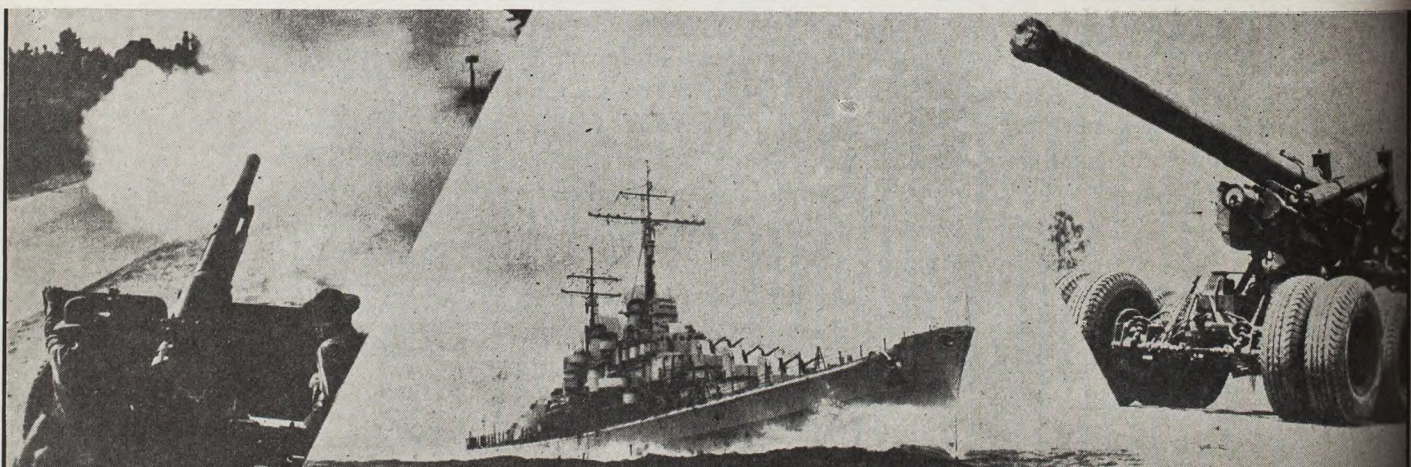
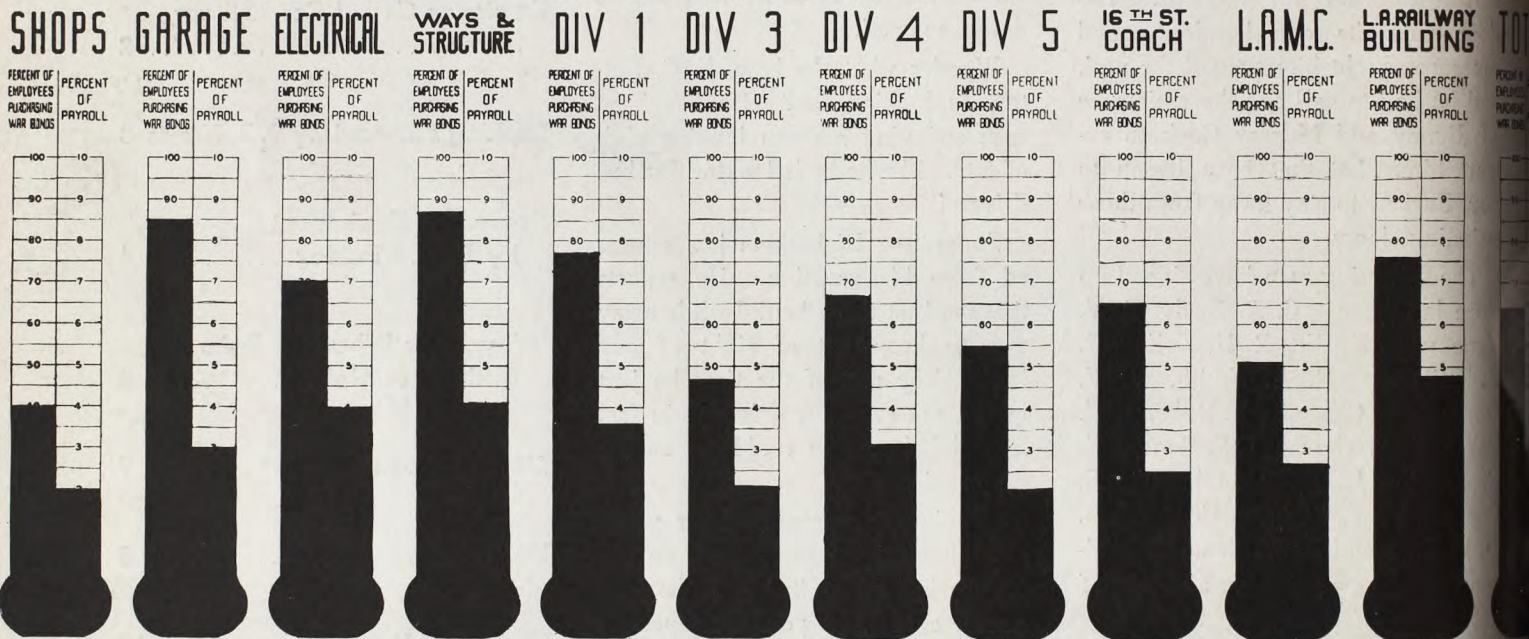
In This Issue

Emploees Called For Military Service	2
Looking Forward by P. B. Harris	3
Spare the Equipment by F. H. Markley	4
'Way Back When, or Take Back Your Gold	6
Library Notes	7
Dear Ladies	8
Clubs and Vets	10
Operating Results, May	12
Personnel News	13
Hits and Errors	14
Newsmen Report	16

*Dollars for
Bonds mean*
**WEAPONS TO
WIN!**

**FOR
VICTORY**

LOS ANGELES RAILWAY EMPLOYEES PAYROLL WAR BOND ALLOTMENTS



★ MAKE EVERY PAYDAY BOND DAY