

FLAGS
of
FREEDOM
LIBERTY
HUMANITY

vol. 23
June 1942
No. 5

TWO BELLS





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

VOLUME 23

JUNE, 1942

NUMBER 5



COVER—Flags of Freedom, Liberty and Humanity are portrayed on the cover of TWO BELLS in observance of Flag Day, June 14.

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**EMPLOYEES CALLED FOR
 MILITARY SERVICE**

MONTH OF MAY

Name	Occupation	Name	Occupation
Howard, G. D.	Con.—Div. 4	Richardson, W. W.	Mot.—Div. 3
Schwartz, E. D.	Asst. Eng.—Val. & Tax.	Matthews, R. A.	Mot.—Div. 3
Wise, Carl E.	Carpenter—Dept. No. 12	Yanac, Charley ...	Carpenter—Dept. No.12
Osborne, H. F.	Mot.—Div. 4	Griffin, Gorman	Con.—Div. 3
Hendriks, Christian	Mot.—Div. 3	Walden, C. H..	Switch Repr.—Way & Struc.
Froe, Pat	Scrubber—Dept. No. 8	Turner, R. W..	Asst. Supt. of Car Houses & St. Inspectors
Gorman, A. S. E...	Opr.—Motor Coach Div.	Griffith, R. L.	Opr.—Motor Coach Div.
Kilby, J. A.	Mot.—Div. 5	Swanson, M. H....	Opr.—L.A.M.C. Lines
Munson, W. H.	Con.—Div. 1	Forsberg, H. J....	Mech.—L.A.M.C. Lines
Wobbrock, H. H.	Mot.—Div. 1		
Deane, H. T.	Con.—Div. 3		



THE SECRETARY OF THE TREASURY
WASHINGTON

TWO BELLS
Los Angeles Railway
1060 So. Broadway
Los Angeles, Calif.

April
21,
1942

Gentlemen:

An intensified War Bond Sales Campaign is being launched throughout the United States on Friday, May 1st.

The people of America must more than double their investments in War Bonds and War Stamps.

To this end, the Treasury Department is establishing a monthly quota for every county in the United States.

Labor and management are being called upon to see that at least ten per cent of every payroll goes into Bonds and Stamps.

This is a gigantic task and must be supported by the cooperation of all media.

We are sending you, beginning immediately, suggested material about the campaign.

Your assistance in the past has been a great help and in order to achieve our goal we must have your continued and vigorous support.

Sincerely,

H. Morgenthau Jr.
Secretary of the Treasury.

FOR DEFENSE



BUY
UNITED
STATES
SAVINGS
BONDS
AND STAMPS

GEORGE W. GRIMMER

CORREGIDOR'S FIRST U. S. TELEGRAPHER

FORMER L. A. RAILWAY EMPLOYE AND CIVIL SERVICE COMMISSIONER
GIVES TWO BELLS AN INSIGHT INTO EARLY DAYS IN THE PHILIPPINES

THE sad news of the fall of Corregidor on May 6 brought back many memories of my signal corps days in the islands under General Arthur MacArthur, father of General Douglas MacArthur. It was from the summer of 1899 through the fall of 1902 that I served in the far away Philippines helping to build many miles of telephone and telegraph lines, as well as cables, from one island to another. It was my misfortune to see hundreds of my companions killed and others captured. I was captured myself while repairing telegraph lines at Barrio Santo Tomas without escort. The going was pretty tough in those days avoiding the dreaded bolo, malaria, dysentery, berri berrie, cholera, etcetera.

Our company was directed to Corregidor by Sergeant Wheat in charge of district of Southern Luzon Lines under Captain Edgar Russel. In the same company was Lieutenant Billy Mitchell, a brilliant man so unfairly dealt with as history has shown.

At Corregidor we found a small detachment of hospital corps and marines equipped only with old fashioned Spanish cannons. Our troops occupied only a small portion of island territory including the Barrio of San Jose. A wire fence separated us from the lepers who, at that time, occupied most of the island.

After running telegraph wires and cables, I sent the first messages from Corregidor to President William Howard Taft and to General Arthur MacArthur, civil and military commander, as follows: "Corregidor open for business." A short time afterwards I had the pleasure of sending a wire from General Arthur MacArthur to his son, Douglas, at West Point, congratulating him on his graduation from that institution.

Several months later, we were transferred to Manila where I was escorted to Tiaon by a brave detachment of the 4th U. S. Cavalry. Carrying my sounder and relay key, we constructed the line on a two day ride where we were continually attacked by natives who were bitter and antagonistic because the defeated Spanish army and navy men, as well as the men of Admiral Von Detrich's German navy, had spread dire and malicious propaganda against our forces.

At Tiaon, the most horrible sight ever to meet my eyes was "E" Company, U. S. Volunteer Infantry under the command of Captain Fitzgerald. Our soldiers were dying on their feet, standing around in groups with skeleton death in their eyes. Out of one hundred and fifteen men, fifty were lying on cots unconscious. The water had been doped with malaria and dysentery material. I reported to Captain Fitzgerald. He broke into tears and exclaimed, "Thank God, at last a telegrapher." The town had been partly destroyed by General Swan. Colonel Gardener of the 30th was stationed at Lucena with the twelve companies scattered about thirty miles apart in various pueblos—all without telegraph facilities.

I immediately attached my instruments and found the recently connected line had been cut. The next day I repaired the line only to have it cut again every few days. The repairs to the line were always made under escort in order to stand off the continued attacks. The strain was terrific in the hot sun. When it stopped raining, the steam came out of the ground like the steam in a Turkish bath. Everyday we buried another companion. Every man in the company had to fight day and

night. Many of our dead were wrapped in blankets and buried where they fell. If anyone was captured by bands other than the regular Philippine army they were tortured to death, crucified to trees or buried alive up to their chins, and then covered with black syrup. The ants did the rest. Those were tough days in the Philippines.

The final surrender of the Philippine Islands on May 6, 1942, was easily forecast. Luzon, the main island, its principal entrance Manila Bay, and Corregidor, had been well fortified. But in spite of our government spending hundreds of millions of dollars for the past forty years building railways, highways, airports, and colleges, fortifying Corregidor and Olongapo Island, establishing health departments, cutting diseases by fifty per cent, the main points were overlooked. There were no fortifications at the many rear door entrances on both the Pacific and China seas, such as Oparri, Laoag, Baler, Batangas, Lucena and many other ports. Then too, the past five years has seen our forces gradually withdraw in compliance with our treaty to give the Filipinos their freedom in 1946.

When Japan is conquered, their evacuation from their ill gained possessions will come automatically. It is my guess the Philippines will come under the jurisdiction of Australia. Out of a Filipino population close to seventeen million, about thirteen million are of the Christian faith, the other four million are Mohammedans. Ours has been a long struggle. It has taken over forty years to convince the Filipinos of our friendship. There should be no doubt in their minds of our feelings towards them.

LIBRARY NOTES...

TODAY we are all soldiers of a sort in the all out war effort. Each has his own quite important niche to fill and anyone needlessly incapacitated by accident or illness is equivalent to a battle casualty.

Possibly a review of a few figures would show what constitute our most serious disabilities. The operation of the Selective Service Act revealed the fact that of 700,000 men examined, 400,000 are apparently unfit for military duty. In an age group which should represent the healthiest of our population, it is startling to find that diseases of the teeth, eyes, heart, nose and throat, hernias, etc., cause three out of seven to be rejected.

However, as a wit once said of Wagnerian music, "This is probably not nearly as bad as it sounds" and probably represents stricter physical requirements on the part of Army Examining Boards than in the last war. Many rejectees undoubtedly have minor defects which could be easily remedied if they are so inclined (You can lead a horse to water, etc.) However even with all this, we are still the healthiest country in the world, but there is still room for much improvement.

What then can we as individuals do or not do to improve our health in this time of our great usefulness?

We can be careful of our diet, for one thing. Health is dependent to a large extent upon the food we eat. You can get a copy of the *American Nutrition Primer* from the Railway Library to aid you in understanding food values. It is a simply written book telling what to eat and why. All the foods necessary for good health are described, and budget saving menus are suggested. Being clearly arranged it is a most helpful

guide to planning adequate meals.

Another aid to war time food problems is *Food Values in War Time*, a pamphlet written on the basis of experience in Great Britain, where the perplexities of war time housekeeping are very real. The author discusses the need for rationing and food, how to plan a good, well balanced meal when buying under war restrictions. She explains what foods are necessary to health, and warns against unwholesome food stuffs. A model diet for the average man is included.

With our great food supply and our newer knowledge of vitamins and nutrition we should all make it

HEALTH AND NATIONAL DEFENSE

By WILLIAM F. QUINN, Chief Surgeon,
Los Angeles Railway and Los Angeles
Motor Coach Lines



our business to know what foods and combinations of food are necessary for an adequate diet. Few of us get enough vitamins. For adequate information on this subject I would recommend a little booklet published recently by the National Research Council (also in your library), *The Food and Nutrition of Industrial Workers in War Time*. It says in part that we do not appreciate the merits of fresh fruits, meats and vegetables. The minimum daily requirements are at least one pint of milk, two helpings of potatoes, two helpings of fruit (one a citrus fruit or tomatoes), two vegetables (one leafy, green or yellow), one egg; one helping of meat, fish or poultry; a cereal dish (whole grain), whole grain or enriched white bread at every meal,

and butter or fortified oleomargarine.

The practice of serving food between meals to workers has given good results and is recommended—snacks should include milk or tomato juice, whole wheat or enriched bread.

Another factor which may profoundly influence our physical well being is our mental attitude toward the war and the war news we receive. Remember we are fighting the war *here*, not on some front in Kharkov or Lybia. It is quite natural for us to be arm chair strategists, but our real job is right here. Almost every day in my office I see patients who have symptoms of stomach ulcer and numerous other nervous symptoms because, among other things, they are depressed because of reverses on

some war front thousands of miles away. I tell them, they are not fighting on that front—their battle is right here; all they can do is to have faith in the men who are fighting on other fronts, that fluctua-

tions and reverses are inevitable, but if all of us on all fronts acquit ourselves well we cannot fail. And the more we concentrate on doing our own job well, the easier it is to have faith that others will do their jobs well.

Because of your necessity to the war effort, do not ignore minor symptoms which might be easily corrected before major ills develop. Your good health is a national asset. Try to correct those diseases which are preventable by better habits of eating, exercising, rest and recreation and temperate living. You can contribute to this great effort in many ways, not the least of which is taking thought for your physical and mental health.

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

Clubs and Vets



NEW OFFICERS OF WOMEN'S CLUB

Left to right: Mesdames J. T. Watts, 3rd Vice-Pres.; J. F. Carlin, appearing by proxy for Mrs. A. C. Stover, Corresponding Sec.; E. V. Athenous, Treasurer; A. H. Heineman, Director; J. F. McCormick, 1st Vice-Pres.; L. B. Meek, Director; E. J. Miller, President; S. T. Brown, Retiring President; A. H. Setterberg, Recording Secretary; A. R. Hemm, Financial Sec.; M. S. Thomas, 2nd Vice-Pres.; H. A. Dewey, Director; O. C. Smokel, Director.

WOMEN'S CLUB

By MRS. H. A. DEWEY

Mrs. Shelby T. Brown installed the new officers on May 21.

Comments and tributes were given by the retiring president as each new officer stepped forward to place a small floral bouquet in the heart to symbolize the benefits to be attained by working together. Mrs. E. J. Miller completed the heart by placing a similar red, white and blue bouquet in the center.

The entire occasion was preceded by an elaborate springtime luncheon served at tables arrayed with red and white carnations and blue forget-me-nots. Each lady was given a baseball bat with "Swat the Japs" written on each one, also place cards of streetcars painted to perfection.

A small but interesting crowd attended the afternoon of cards on May 14. Luncheon was planned and served by Mrs. H. W. Bailey, Mrs. C. H. Lewis, Mrs. Chester Burrell and Mrs. S. Ashworth. At the bunco table Mrs. A. R. Hemm and Mrs.

Marion Devlin won prizes. Honors in bridge were given to Mrs. C. S. Wise and Mrs. Mary Tate. Mrs. J. T. Watts and Mrs. S. Ashworth received prizes in 500. Mrs. Joe Fuller took home the door prize.

On May 7 members of the club participated in an Essay Contest. The subject was "What women can do to win this war" in 100 words or less. The prize essay was written by Mrs. M. S. Thomas. Contest judges were Mrs. Eva Yeoman from the Instruction Department office, Mrs. A. H. Middleton and Mrs. H. A. Dewey.

June 20—Red Cross Party, 25c. At 7:45 p.m. there will be a program by the Club Drama Section and at 8:15 there will be old fashioned dances, cards and refreshments. Reservations may be made by calling Mrs. J. F. McCormick, AN-12572.

The Red Cross Auxiliary will meet every Tuesday, 10 a.m. to 3 p.m. during the summer. Donations which must be clean, will be appreciated very much.

POST NO. 541 AMERICAN LEGION

By W. Y. STEARNS, *Publicity
Chairman*

At the meeting of Post 541 on May 19, joint memorial services were held with the Auxiliary. With the fathers and mothers of more than half of the 36 members of the Squadron present, it was a very impressive ceremony.

Our Adjutant, Bob Manning, has finally realized a long cherished desire. After serving faithfully for many years at Division 4, he has gone back to his old stomping ground, Division 5.

Charlie Dietrick, our Sergeant-at-Arms and chili bean cook, par excellence, is now with the State Guard and is understood to be serving somewhere in Southern California. His exact whereabouts is a military secret.

With the raising of the age limit by the company for new employes, many more eligible men must be entering the service of this company. If you have seen service in the last World War, you should avail yourself of this opportunity of joining a good Legion Post. Contact any of the numerous Legionnaires around the divisions and get acquainted. Remember, we'll soon have another Victory Parade to march in, and you don't want to miss the fun.

RETIRED MEN'S ASSOCIATION

P. C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men's Association was held in Room 309, L. A. Ry. Bldg. May 14, at 2 p.m., with President, C. M. McRoberts in the chair. Miss Barbara Dibb, a beautiful girl, with a winning personality and possessing a well trained lovely voice, sang three numbers which brought much

applause and appreciation.

Roy Noble, boy tenor, thirteen years of age, with a marvelous voice in one so young, sang a number of songs, showing remarkable promise of things to come.

Mr. Harry Hirschfield, tenor, who has sung on the stage and in radio for several years, gave us four numbers, two of them comic, which nearly brought down the house. Then Mr. Hirschfield and Roy, with our pianist, Mrs. Ina Dale, led in community singing, giving several choruses, in which all joined and which sent a glow of feeling over all the audience indicating that there is still a lot in life for which to be thankful.

This will be our last meeting for the Fiscal Year, the next to be held September 10, 1942, Thursday afternoon, at 2 p.m.

SQUARE AND COMPASS

By C. J. KNITTLE

History was made Saturday evening, May 16, when the Square and Compass Club convened at Van's Cafe to observe its annual "Past Presidents' Night". After enjoying a fine T-bone steak dinner, President Bill Greenwood called the assembly to order and Secretary Joe Steenrod read the minutes of the first Square and Compass meeting 19 years ago. Later "Faithful Joe" read the minutes of our last previous meeting. A greeting card, signed by 51 members present, was sent to Brother Bob Hill, the Club's oldest living Past President. The short business session was topped off with brief, breezy speeches by the more recent presidents.

The initiation of six candidates, Brothers H. R. Vaden, A. M. Acord, W. M. Vaughn, S. R. Harrington of Division 4, J. E. Alverson and A. V. Hamilton of Division 1, followed their solemn promise to hinder and scandalize the Club, to refuse to pay dues or serve on committees, to be absent at future meetings, and to do all in their power to cause others to do likewise. Past President Herb Peterson, in charge of the initiation,

using the best of the old stunts and many new ones, aroused volumes of laughter, applause, heckling, and other fanfare from the lads on the sidelines. President Bill Greenwood later awarded "diplomas" to the new members.

Vice President Clarence Fischer promises a great New England boiled dinner with generous gobs of luscious corned beef for our next meeting, June 13, at Van's (9th & Hill) Cafe. Brother Billy Vejar will provide an excellent program of entertainment. The Club will then adjourn for the summer season.

VETERANS' CLUB

By JAMES MADIGAN

In spite of the fact that quite a few of the members of the Veterans' Club have reenlisted in the armed forces, the Club's roster for the first six months of this year shows a twenty-five per cent increase in membership. Commander Roche and his staff of efficient officers are to be congratulated.

A meeting of the Order of the Sword will be held on Tuesday, June 9, and Grand Master Hoyle has promised a very interesting evening. Don't miss this one!!

Arrangements are about completed for what will probably be the last meeting for the summer, to be held

on Saturday, June 27, in the dining room at Patriotic Hall. Commander Roche is looking forward to a capacity crowd. Remember Comrades, if you have any business to discuss, do so at the regular meeting on June 22, as there will be no time for anything but eating, drinking, and other entertainment on the night of the 27th. There will be nothing to buy or sell. Leave your money home and come and have a very enjoyable evening.

As has been the custom for the past ten years, the graves of the following departed comrades were visited and decorated with floral sprays on Memorial Day: At Forest Lawn, Past Commander Sam Deane; at Sawtelle, Past Commander George Coulter; at Inglewood Park, Comrades Charley Franek, Commodore Hogan, and Emil Watson; and at Calvary Cemetery, Comrade Bill Blakely.

VETERANS' CLUB AUXILIARY

By GLADYS TAYLOR

On May 12, the Los Angeles Railway Veterans' Club Auxiliary celebrated its ninth birthday in grand style. After an interesting meeting, the women joined the men of the club in the dining room, where de-



L. A. RY. VETS CLUB PRESENTED PATRIOTIC PROLOGUE
AT DIVISION 5 SAFETY RALLY, MAY 23

Left to right: Len Barkley, R. C. Hoyle, Oscar Lund, S. O. Boen, Commander Ed Roche, Ken Sloan, Larry Staten, T. L. Hutchings, Myron Taylor. Kneeling is C. W. Hicks.

licious refreshments were served. The tables were beautifully decorated with miniature May baskets and flowers for the occasion, and the committee in charge, consisting of Mrs. Ethel Sausser, Mrs. Ella Hoyle, and Mrs. Evelyn Staten, are to be commended for their fine work.

At this meeting, Mrs. Loren M. Coe was welcomed into the Auxiliary as an honorary member. We also had as our guests, Mrs. Irene Burgoon, our Club Mother, and Mrs. Pietz.

The next meeting of the Veterans Club Auxiliary will be held on June 9 at Patriotic Hall, 8:30 p.m. We will be looking forward to seeing you that at all time.

AMERICAN LEGION AUXILIARY

By MARIE MANNING, *Publicity
Chairman*

Tuesday, May 19, the Unit joined with the Post in memorial services for the departed comrades. Unit President Ann Charlesworth and Commander Leasman had arranged a very nice program with members of the Post and Unit taking part.

Mrs. Ethel E. Griffith played the piano and sang two beautiful numbers while Mother Clubb directed the presentation of the program.

Our poppy chairman, Bettie Leasman, wishes to express thanks on

behalf of the Unit and herself to the employes of the Los Angeles Railway and the Los Angeles Motor Coach for their fine cooperation on Poppy Day, May 22, by buying and wearing a poppy, also to the members of the Unit who gave so much of their time.

Betty Roche, Unit Americanism chairman, presented Patricia White of Berendo Junior High School with a gift at the May meeting of the 17th District for her efforts in the essay contest recently held. Patricia won third place.

Several members attended the memorial service at the Inglewood Park Cemetery, May 30, and held services at the graves of our departed members.

All members of the Unit have been invited by the Post to attend the tour through the Acme Brewery on Monday evening, June 22, which is located at 2254 East 49 Street. Time will be 7 p.m.

At our meeting of July 7, we will have the yearly nomination and election of officers. President Charlesworth urges all members to come out to this meeting to elect the ones you want to serve as your officers for the year 1942-1943.

To the wives of the veterans who are now entering the employ of the Los Angeles Railway and Los Angeles Motor Coach, we extend you a welcome to join this fine little unit

of the Los Angeles Railway American Legion Auxiliary.

COMES NOW HOT VEDDER

By W. Y. STEARNS (*Virgil*)

Often in der Vinter times,
I am vishing I vas varm,
Comes der Spring mit blossoms
bursting,
Commence der bees und dogs
to swarm.

Comes den summer mit its heat,
Making sweat-beads on der
brow,
Puffing up und swelling feet,
Frying beef-steaks on der cow.

People roshing to der mountains,
Getting always out of reach,
Roshing to der cooling sea-shore,
Getting blisters on de beach.

Comes it even hotter vedder,
Always someone got to faint,
Ven I see dey going to do it,
Always I go vere dey ain't.

Ven again der Vinter's coming,
I am laughing up der sleeve,
For de summer I vas vanting,
I am glad to see her leave.

Then mit frosting comes der Vinter,
Und der heat I soon forget,
Mit der chill-blains I'm cavorting,
But I'm heppy even yet.

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

	1942	1941	Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,237,379	1,087,283	+150,096
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)	1,003,218	922,037	+ 81,181
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	216,978	84,900	+132,078
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,468	65,564	+ 1,904
Total Expenses	1,287,664	1,072,501	+215,163
Leaves Net Profit or Loss	— 50,285	14,782	— 65,067

'WAY BACK WHEN OR ON A BICYCLE BUILT FOR TWO

The present return engagement of bicycling days brings to mind the hectic bicycle battle of 1903 when the lowly riders kept street railways, city officials, courts and the general public in a heated controversy for several months. It seems that a city reformer, seizing upon the fact that the city streets, which were unpaved, were becoming very dusty, had the inspiration to present a city ordinance forcing the street railways to sprinkle their tracks plus two feet on each side.

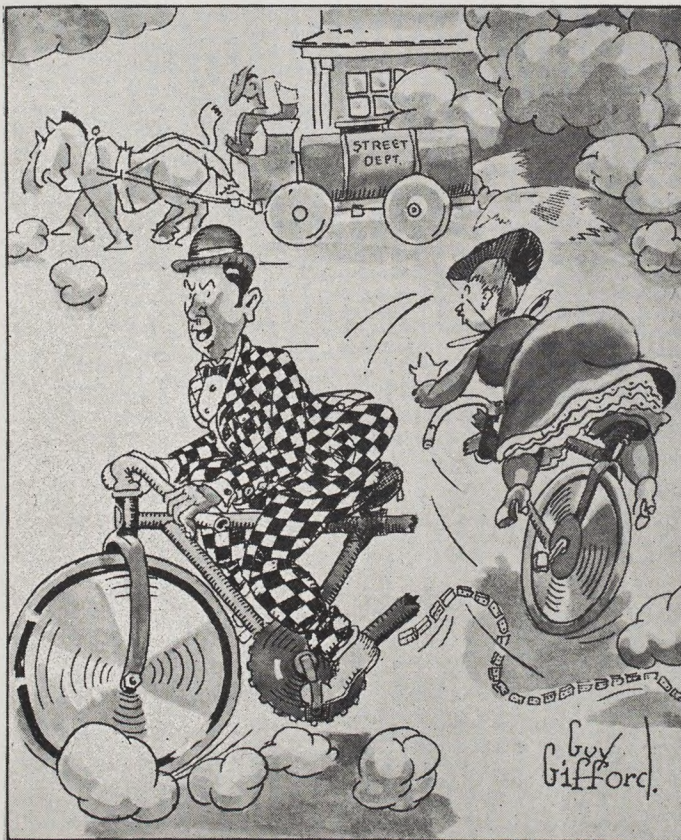
When the ordinance came up before the city council for action, bicycle riders from every part of the city turned out en masse demanding that the ordinance be rejected and that the strip between the rails be left dry for their use. Automobile and carriage drivers backed the bicycle element because they also used the car tracks as that strip was the smoothest portion of the street.

The fact that the city would save \$40,000 annually outweighed the vehement protests of cyclists and motorists, and the ordinance was passed to become effective December 10, 1903. Then the fun began. The street superintendent issued orders for city waterers to cease sprinkling car tracks and two feet outside the outer rails. The city attorney stated that he would prosecute railway officials if they refused to comply with the law as they would be creating a health menace.

The inspired reformer proclaimed that the city would save thousands of dollars annually. The street railways held that they had no intentions of sprinkling the streets. Even

TWO BELLS presents the fourteenth 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.

old Pluvius, God of Rain, stood pat. Even the California mists were missing. Conditions became unbearable. The city was covered with a pall of dust. A dense fog irritated citizens' lungs and obstructed traffic. Health Officer Powers stated, "This health nuisance is fraught with danger to the health of the people. It might mean an epidemic of disease."



"Back seat driving I don't mind—but quit trying to turn your end. It can't be done!!"

Under pressure, the city attorney relented and suggested that the city might resume sprinkling as he had sufficient evidence to prosecute the car companies. The inspired spon-

sor of the ordinance held his ground exclaiming, "Four more days of this will put every car of the railway in the shops and they will have to yield or go out of business." The city soon took on an appearance of a general dust storm and clouds of it rested everywhere. Warrants were issued on December 15 for the arrest of the managers of the Pacific Electric Railway, Los Angeles Railway, Los Angeles Pacific Railway Company and the Los Angeles Traction Company. The trial continued four days. Newspapers featured the fight and reported, "Big crowds pack trial" . . . "Citizens angered over dust" . . . "Entire community aroused" . . . "Bicycles hold ground". So did old Pluvius—no rain.

The dust deepened. Turmoil increased hourly. The hopes of the city officials that the dust would so ruin the machinery of the cars was in vain. On Saturday, December 19, at 7 p.m., the council met in a special session and ordered the street superintendent to resume sprinkling the car tracks. The following morning the city attorney made application to the courts for an injunction to prevent the companies from operating cars unless they took over the sprinkling of the tracks. The rail companies contended that if an injunction were issued it would have to include every vehicle on the streets. The case was continued for a week. On December 28 the city attorney withdrew his suit for the injunction and admitted that the city was now sprinkling the tracks. No one would acknowledge having given the order to do the work. The question was never brought up again.

Everyone was glad to forget it, even the cyclists.

Dear Ladies



Refrigerator Care For Longer Wear . . .

The Bureau of Home Economics, U. S. Department of Agriculture, gives us the following points to consider on the care of our refrigerators which are more precious to us today than before:

The refrigerator should be set out of the sun and not too close to the stove. There needs to be space enough for good circulation of air at the back and top. Allow at least 2½ inches leeway at the back of an electric refrigerator and 6 inches, preferably 12, at the top. A gas refrigerator needs also 2½ inches at the back and from 10 to 12 inches leeway at the top.

An electric refrigerator less than 5 years old rarely runs more than one-third the time at average room temperatures. If it runs more than this, find out why. Maybe you need a new gasket around the door. Or perhaps the hinges need tightening. You can check the tightness of the gasket by closing the refrigerator door on a new dollar bill. If the dollar pulls out easily with the door closed, you need a new gasket. If neither gasket nor hinges seem to be causing the trouble, have a service man check the refrigerator.

Keep the refrigerator cold—but not too cold. You're wasting energy if you keep the temperature in the cabinet below 40 degrees Fahrenheit even in the coldest spot. This coldest spot, reserved for milk and raw meat, needs to be between 40 and 45 degrees Fahrenheit at all times. You're not getting safe refrigeration if any part of the cabinet gets above 50 degrees.

If you think your refrigerator temperatures may be out of line, have

•
*Carefully
planned
Food
Storage—
an
important
factor.*
•



them checked by the home service department of the company that furnishes you gas or electricity. Or get a reliable refrigerator thermometer and check for yourself. If you do not have the proper temperatures at the normal setting of the temperature control, call a service man.

Don't make the refrigerating mechanism work overtime by opening the door more often or for a longer time than necessary. When you turn the temperature control down for quick freezing, remember to turn it back again to normal setting as soon as the quick freezing is finished.

Bring all warm foods to room temperature before you put them in the refrigerator. Cover all foods except those that have thick skins. Moisture from foods left uncovered evaporates and collects on the freezing unit. That makes it necessary to defrost the refrigerator more often.

Storing foods without covers also

lets the flavor escape into the circulating air. Then delicate foods, such as butter and custards, take on the flavor of other foods in the cabinet.

Never store foods that do not require refrigerator temperatures to keep them. Never put into the cabinet paper bags, pasteboard cartons, tops of hulls of vegetables you won't use, or containers larger than you need.

Be sure only clean food and clean containers go into the refrigerator. If food spills, wipe it up immediately. Some foods contain acid that may injure the glaze on the cabinet lining, make it harder to keep clean.

Now that there's a rubber shortage, be especially careful of the rubber gasket around the door. Wipe off any food or grease immediately and try not to grasp it with greasy hands. Grease is a natural enemy of rubber.

Defrost the refrigerator before the



ice on the freezing unit gets $\frac{1}{4}$ inch thick. This is usually once a week.

Defrosting time is the best time to clean the refrigerator thoroughly. Take out all food, ice trays, and vegetables. Wash the inside of the cabinet and pans with a solution of about 1 tablespoon baking soda to 3 quarts warm water. Wipe with a cloth wrung from clear water, and dry. Be sure to wash the freezing unit inside and out. Evaporated odors from food have a tendency to cling to the surface of this even after ice melts.

If yours is an electric refrigerator, clean the grids or fins of the mechanism in the motor compartment two or three times a year. Use a brush or the suction hose of a vacuum cleaner.

Wax Centerpiece . . .

Don't throw away your partly burned, faded or bent decorative taper candles. Here's a delightful way to conserve and re-use otherwise-to-be-discarded material.

Waxed flowers which make such attractive centerpieces for dining or console tables may be finished with melted white or pastel colored candles—dark colored candles can't be used unless you can first chip off the outside colored coating, which often isn't too difficult to do.

Make crepe paper flowers in the ordinary way and dip them in the melted candle wax. You will be delighted with the results. Pond lilies, anemones, magnolia and dogwood are specially effective with thick waxy petals.

Recipes of the Month . . .

A little bit of "Old English" creeps into our recipes this month.

All wives and mothers of employes, as well as women employes, are eligible to send in their favorite recipe to be included in "Recipes of the Month."

TWO BELLS wishes to publish yours.

English Trifle

From Mrs. William Jermy
Secretary to Dr. G. F. Smith

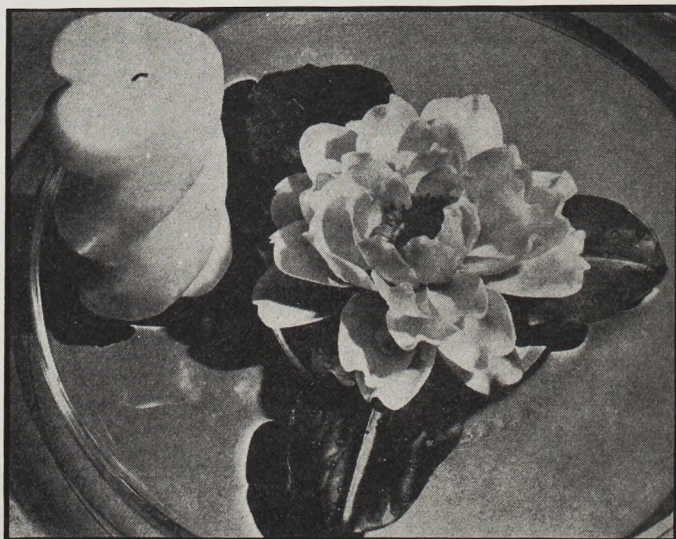
- 1 sponge cake (7")
- 1 raspberry jello
- 1 pint custard
- 1 banana
- 1 small can pears
- $\frac{1}{2}$ pint whipping cream
- raspberry jam

Cut sponge cake through center and spread with raspberry jam. When jello has cooled, but before congealing, pour over sponge cake (jello must soak into cake). After jellied cake has set, slice banana thinly over cake and cover with the cooled custard, then slice pears over custard. Just before serving, cover with whipped cream and garnish with cherries, also walnuts or pecans if desired.

Other combinations of fruits may be substituted.

Will serve 6 to 8 generous servings.

An
effective
center-
piece
is
the
waxed
flowers.



English Currant Tea Cakes (Can be used as Hot Cross Buns by adding icing)

From Mrs. William Skinner (wife of Mr. Skinner, Carpenter, South Park)

- 1 cake compressed yeast
- $\frac{1}{4}$ cup lukewarm water
- $\frac{1}{2}$ cup evaporated milk
with $\frac{1}{2}$ cup water
- $\frac{1}{3}$ cup sugar
- $\frac{1}{4}$ cup butter
-3 to 4 cups balanced flour
- $\frac{1}{2}$ tsp. salt
-1 tsp. cinnamon
- 1 egg
- $\frac{1}{2}$ cup currants

Method

1. Soften yeast cake in lukewarm water.
2. Scald the milk, add sugar and butter and cool to lukewarm. Then add yeast.
3. Sift 1 cup flour, salt and cinnamon and add to above mixture.
4. Beat in the slightly beaten egg.
5. Add 2 additional cups of flour and currants. Cover and allow to rise until double its size.
6. Turn onto a floured board and knead it lightly. Roll to about 1 inch thick and cut into rounds. Put on tins. Allow to rise 15 to 20 minutes more. Cook in moderate oven about $\frac{1}{2}$ hour.

Helen

Editor, "Dear Ladies."

PERSONNEL NEWS

BELLS

Motorman Harry Reinink (Division 4) married to Miss Mae Southworth on May 4.

EMPLOYEES DIG DEEP FOR CHINA RELIEF

War refugee children of China may well feel proud of their esteemed grandparents among the employes of the Los Angeles Railway and Los Angeles Motor Coach Lines. They contributed over \$640.00 to help the homeless, ill fed, bewildered orphans of Free China.

The fact that employes are so willingly contributing to the many other wartime social and charitable agencies makes this sizeable contribution to the China War Relief even more outstanding.

RAILROAD BOOSTERS TO EXCURSION OVER RAILWAY LINES

An excursion will be taken Sunday, June 14, by the Railroad Boosters Club over the "5" line to Hawthorne. This trip will be operated for the purpose of acquainting club members and general public with the vastness of the Los Angeles Railway system. Members and guests will be given an opportunity to meet company officials and become acquainted with the problems of street railway and motor coach operation under wartime conditions. Los Angeles Railway employes are invited to attend.

PENSION ROLL

Charles Garton Ward, Motorman, Division 1, has been placed on the Special Roll, effective December 30, 1941. Mr. Ward was employed as Motorman, Division 1, June 6, 1918. His present address is 660 Stanford Ave., Los Angeles.

Harold Leslie Barden, Switchman, Division 4, was placed on the Special Roll, effective May 4, 1942. Mr. Barden entered the service as Motorman, Division 4, September 3, 1918, appointed Switchman July 16, 1919. His present address is 1025 S. Kern Ave., East Los Angeles.

YELLS

Peter Stephen, born to Conductor (Division 1) and Mrs. P. S. Brezniak on April 2.

Raymond Fayne, born to Operator (16th Street) and Mrs. F. E. Reddish on April 23.

Martha Jean, born to Serviceman (16th Street Garage) and Mrs. C. B. Lawson on May 3.

Ralph James, born to Motorman (Division 1) and Mrs. D. C. Wyatt on May 18.

Charles Lester, born to Motorman (Division 4) and Mrs. S. J. Sanders on May 26.

OBITUARY

Everett James McMullin, Special Roll, died May 30, 1942. Mr. McMullin was born February 1, 1888 in DeSoto, Missouri. He was employed as a Court Investigator for our Claim Department on August 20, 1920, and was placed on our Special Roll on February 15, 1942.

Charles William Kaffka, Conductor, Division 1, died May 26, 1942. Mr. Kaffka was born May 13, 1886, New York, N. Y. He entered the service as a Conductor, Division 1, August 12, 1914, transferred to



"Take it easy next time! Remember—you're no longer driving a bus!"

Loader, Transportation Department, May 15, 1923, transferred to Traficman, Transportation Department, February 7, 1927, transferred to Conductor, Division 4, May 10, 1939, transferred to Conductor, Division 1, June 25, 1939.

Albert Edward Plaxton, Towerman, Transportation Department, died April 29, 1942. Mr. Plaxton was born September 14, 1885 in England. He entered the service as a Conductor, Division 1, January 15, 1924, transferred to Towerman, Transportation Department, April 1, 1929, transferred to Conductor, Division 1, May 31, 1932, transferred to Towerman, Transportation Department, August 1, 1934, transferred to Conductor, Division 1, November 12, 1934, transferred to Towerman, Transportation Department, February 21, 1937.

The wife of Benjamin E. Francis, Mechanical, Department 18, died May 9, 1942.

The wife of Valentine Wilkerson Gore, Conductor, Division 1, died May 7, 1942.

APPRECIATION

Expressions of appreciation for the thoughtfulness and sympathy extended to them during their recent bereavements have been received by the company from Ben Francis and daughter, and Mrs. Nellie Watson.

REPAIR AND DEMOLITION CREWS PREPARE FOR COME WHAT MAY

Some two hundred and fifty employes including Way and Structure crews, heavy electric line gangs, and mechanical service men, have been organized throughout the Railway for emergency duty in case of air or gas attacks. These crews are prepared to go into action immediately to relay tracks, repair overhead construction, reservice equipment and, in general, rehabilitate transportation service.

Members of these crews have been equipped with gas masks and are thoroughly trained in their use.

Since repair and demolition crews only will be equipped with such masks, the following procedure, "*What To Do in a Gas Attack*," is given for the benefit of the employes without gas masks:

1. Serious injury may result from exposure to liquid gas which may fall from airplanes. It is, therefore, imperative to remain indoors and keep the windows closed.

2. War gases are heavier than air. If you are inside a building remain there and, if possible, go upstairs. Do not complicate the military effort by leaving your house unless circumstances make it absolutely necessary. If you are outside and not able to immediately go indoors, walk—do not run—get out of the gas area. Avoid puddles of liquid gas, basements, valleys and other low places.

3. If the windows of your room are broken, go to another room, or get out of the building.

4. If you have been exposed to a war gas—

(a) Breathe through cloths wet with baking soda solution.

(b) If you can go inside a building, do so, but first remove your outer clothing and leave it outside.

(c) Wash your hands and then your face with laundry soap and water.

(d) Wash your eyes at once with a large amount of a solution of baking soda; one teaspoonful of baking soda in a glass of water.

(e) Take a bath, using plenty of laundry soap.

(f) Wash your eyes again with baking soda solution.

5. If splashes of liquid gas have fallen on you—

(a) Using small pieces of cloth, cleansing tissue or toilet paper, blot up as much of the liquid as you can, being careful not to spread it.

(b) Daub the contaminated area with cloths wet with Clorox, Purex, Sani-Clor, etc.

(c) Steps b, c, d, e and f in 4 above.

6. Do not get excited. Lie down

and cover yourself with a blanket. Your air raid warden will summon medical aid.

There is no immediate serious danger from exposure to any known war gas if you follow these simple rules.

THE MAN ON THE BUS

When we next start extolling our heroes,

*With all proper dither and fuss,
I hope they will not be forgetting
The fellow who drives a bus;*

*For there, my friends, is a hero,
Unhonored, uncrowned and unsung;
So, next when they pass out the bay-wreaths,*

Let one on HIS fair brow be hung.

Patiently answering the question:

"Does this bus stop at Locust and Sears?"

When the woman who asks it has gotten off there,

*Time after time down the years;
Refraining from murder when, just as the rush*

*Reaches its peak and its height,
Some sweet young thing springs a five dollar bill*

And murmurs: "I hope it's all right."

Trying to be philosophical

*On a hot Sunday morning in May,
When kids of all ages and sizes
Clamber on to ride half-fare all day;
Chastely and humbly accepting
The verbal lambasting and sock*

Of the woman who says she'll report him

For not stopping the bus in mid-block.

Silently meeting the onslaught

*Of the lady who cries: "Listen, you,
Can't you wait till a body gets seated?"*

I've a very good notion to sue!"

Yes, friends, when they're next listing heroes,

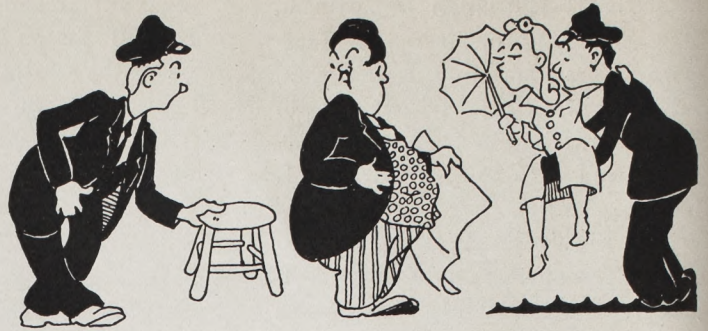
Let us honor that long suffering cuss,

Who somehow can smile through each long, trying mile,

The fellow who drives a bus!

RAVES

FROM FRIENDS WE'VE HELPED . . .



Patron Favorably Impressed . . .

"I regularly ride your Figueroa bus, leaving town during the five o'clock rush period. On Tuesday, April 23, the bus was driven by Operator No. 349 (*B. E. Roper*), a driver whom I had not seen before. I was particularly impressed by this operator's handling of the bus—there was hardly standing room left but his easy handling of the vehicle made standing less difficult than usual. He was very pleasant and courteous in all of his answers to the many questions of his passengers and was extremely observant of their safety as they entered and left the bus.

"This is not intended as an indirect criticism of the other drivers—generally they are an efficient and agreeable group. It is only that this driver seemed a little more so."

Mrs. A. S. GOLD,
5738 S. Van Ness Ave.,
Los Angeles.

Care Given to Aged . . .

"You receive notes sometimes of condemnation and at times they are just, but this is one of praise for conductor 3273 on No. 3 Larchmont car 3045 (*H. C. Nields, Jr., Div. 4*). He is very gentlemanly and courteous. He was very considerate to an elderly lady today and I appreciated that fact very much myself as I remember how my own mother always appreciated courtesy."

Miss N. L. RITTER,
629 N. Orange Drive,
Los Angeles.

Driver 98 Helpful . .

"I wish to take this opportunity to commend the honesty, integrity and courtesy of one of your bus drivers, F. M. Engstrom, (Cap No. 98) on the Florence-Soto line.

"Several weeks ago I lost my handcuffs. I searched and inquired in many places but had given them up for lost. Today, upon boarding his bus for the first time since losing the handcuffs, I was asked by driver Engstrom if I had lost anything about two weeks ago. Upon my answer of

'yes', he directed me to the lost and found department, 1050 S. Broadway.

"Upon going to the lost and found department, where I was again shown the utmost of courtesy by the young lady at the counter, my handcuffs were returned to me.

"It has always been my experience, however, to receive the utmost cooperation from all your employes where any police matter was involved.

"Let me again thank driver Engstrom, through you, for his honesty and courtesy."

HARRY F. DIDION,
77th St. Detective Bureau,
235 W. 77th St.,
Los Angeles.

"Exceptional Consideration" . . .

"I want to call to your special attention an act of exceptional consideration on the part of one of your drivers, a Mr. C. C. McFarland. He was kind enough to return a very valuable box to me which I left on the Olympic bus Saturday night, containing several important papers and \$15.00 in cash.

"He returned the box to me Sunday and would not accept any reward for his trouble in bringing it to my home.

"In such times as these when your facilities are heavily strained, such a courtesy reflects greatly to the credit of your organization's willingness to serve.

"My sincerest commendation of Driver McFarland."

MISS BARBARA STEVENS,
90 Fremont Place,
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

E. B. Adams, Div. 3
A. L. Auslender, Div. 4
G. P. Bennett, Div. 1
C. E. Benton, Div. 4
H. E. Crawford, Div. 4
J. R. Dean, Div. 5
G. R. Dennis, Div. 5
W. E. Edwards, Div. 5
J. J. Egbert, Div. 1
T. B. Erckert, Jr., Div. 4

M. A. Fann, Div. 5
F. A. Geel, Div. 1
H. C. Harding, Div. 5
J. G. Hartzell, Div. 5
L. L. Leasman, Div. 4
R. C. Maier, Div. 1
J. A. Martin, Div. 4
H. Massey, Div. 1
C. M. Meade, Div. 4
*R. T. Melton, Div. 4
C. A. Mootz, Div. 5
H. L. Morrow, Div. 4
H. C. Nields, Jr., Div. 4
G. C. Parson, Div. 3
W. Rasmussen, Div. 3
A. H. Robinett, Div. 4
S. J. Sanford, Div. 1
O. E. Spittler, Div. 5
L. T. Staten, Div. 3
S. C. Taylor, Div. 3
E. D. Vaughn, Div. 1
*****J. A. Wear, Div. 5
L. C. Yarrow, Div. 5

OPERATORS

N. F. Arhart, Hollydale
D. J. Braund, Highland Park
C. M. Chittenden, Figueroa
A. G. Cooper, Inglewood
C. H. Ecton, Beverly
W. W. Erickson, Highland Park
M. H. Fisher, E. 9th St.
K. E. Funk, Wilshire
G. C. Gilliland, Wilshire
L. M. Hamilton, Alvarado
T. P. Hamrock, Wilshire
F. G. Hedge, Florence
C. E. Holcomb, Highland Park
E. K. Kendrick, Florence
W. A. Knight, Silverlake
O. M. Lewis, Manchester
L. W. Lusk, Washington-Adams-Jefferson
J. H. Mabey, Olympic
E. F. Morgan, Wilshire
G. D. Mothersbaugh, E. 9th St.
R. L. McDonald, Wilshire
J. McGrath, Jr., Crenshaw
R. Rowlands, Maywood-Bell
R. E. Schramm, Alvarado
R. M. Stinchfield, Maywood-Bell
R. J. Sullivan, Alvarado
B. F. Wallen, Highland Park
H. A. Walters, Wilshire

NOTE: Each asterisk represents one additional commendation.



RAPS

FROM FRIENDS WE'VE HURT . . .

Motorman Inconsiderate . . .

"Even before tire shortage I always rode the street cars downtown to work because it was easier than driving and because it gives me an opportunity to read my morning paper en route.

"I work inside all day so, rain or shine, summer and winter, I always ride in the front open section of the car because it gives me more light to read by and I enjoy the air!

"This morning I boarded No. 9 car at North Griffin near the end of the car line, paid my fare and took my usual seat in the front open section, raised the curtain to let in light and air. Motorman mumbled something about why couldn't I sit there with the curtains down, etc.

"I sat there comfortably reading my paper—now mind you, it wasn't snowing or raining, nor were we passing through a hurricane nor a dust storm. It was just a nice May 1st morning in Los Angeles, when, lo, Mr. Motorman makes a car stop and unceremoniously yanks my curtain down and mumbles again that he wants it down because it is more comfortable for him. So this poor no-account fare-paying individual had to move to the rear section of the car where the conductor had not one but all of the curtains raised.

"Possibly in the summer time when some passenger lowers the curtain to keep the hot sun out of his face Mr. Motorman may want the curtain contrary. I thank you."

Obstinate Attitude . . .

"On May the 28, at five p.m. I was riding a westbound bus on Florence Avenue which was crowded to capacity. When we crossed Vermont Avenue, an elderly lady signaled the driver to stop at the next stop, which would be Kansas Avenue. When the driver stopped, the lady called out from the rear door that she was sorry that she wanted the next one, the driver called out in a very rude voice, 'Somebody signaled to stop and I won't move until you get off.' Again the lady repeated that she made a mistake and was sorry, whereupon the driver said, 'That's just too bad, I'll sit right here until you do get off.' After several minutes the crowd became very angry and threatened the driver unless he moved on. Finally after telling the crowd that he was getting 'tired of people

signalling for the wrong stop' he moved on to the next stop.

"Now I can appreciate the fact that at that time of the evening a driver must be tired and out of patience, but I know also that must have been very embarrassing to the lady, and it reflects on the usual kind and considerate driver that one finds on the many buses that operate in and about the city. I feel that this is a matter that should come to your attention, therefore I am reporting it to you."

Rudeness Shown . . .

"I wish to inform you of a most trying situation that your bus operator on the Beverly bus, Sunday evening, forced me into. I boarded the bus and presented the operator with a \$5.00 bill. The operator immediately replied in a loud voice. 'You'll have to get off this bus. I can't change that.' I answered, 'Get off the bus? What will I do?' He opened the door and said, 'Get off, I can't change it.' The entire bus load of people were staring at me in my embarrassment.

"I appreciate the fact that rules and regulations protect the men in not having to change any bill over \$5.00, but the blunt manner in which your operator spoke to me hurt me deeply. I do wish he had explained the situation to me in a quiet manner. It would not have made me feel so cheap."

No Cause For Unkind Remark . . .

"Last Tuesday evening, while I was riding your "A" car en route to Seventh and Union, I rang the bell two blocks before Union Avenue to notify your operator that I wished to alight. The bell rang clearly but for some reason or other the operator did not slow down at Union Avenue. The signal was in his favor and he continued through to the next stop. I called this to his attention stating 'I rang for Union Avenue.' The operator merely looked up, opened the door and said, 'It won't hurt you to walk back. It will probably do you good.' I alighted from the car and tried to overlook this unmannerly remark after the inconvenience he had caused me.

"I am sure that in these strenuous times

we all have our problems. Mine particularly is the fact that having worked in a department store standing on my feet all day, I was very tired and was forced to walk several blocks out of my way because one of your operators is not attentive to his business or because he did not care to inconvenience himself in this instance. Your publicity statements such as your "Take One" folder and ads appearing in various papers calling the public's attention to your courteous, efficient transportation and high caliber of your men, are not readily appreciated when the public is forced to put up with treatment of this kind.

"For your sake, as well as that of your riders, I hope that this may be corrected."

Discourtesy Given Rider . . .

"An instance occurred on June 3 on the No. 5 line that I am calling to your attention in order that immediate action may be taken not only for the protection of your company, but also the riding public. I was waiting in the safety zone at Third Street for a "5" car going south. The car arrived in the zone and I did not know whether it was a one-man car or a two-man car, so I erroneously attempted to board through the front door. The motorman got up from his stool and walked over to where I was standing on the step and pushed me on the shoulder, nearly causing me to fall off the step, at the same time saying something about 'Why don't I get on the rear entrance as I should.'

"I am employed as an attorney's secretary and am well versed on the legal responsibility that accrues to one laying hands on a person. Had this motorman told me in a normal, courteous way that it was a two-man car and that he could not accept the fare himself and politely asked me to board at the rear of the car, I should have thanked him for his courtesy and boarded accordingly.

"It is a shame that a man will jeopardize his job by placing your company in a position whereby a suit may be rendered against it when such action could be prevented. For your employe's good, as well as your own, I suggest that this be corrected."

Newsmen Report...



MECHANICAL DIVISIONS

By A. L. DAVIS

CAR HOUSE NO. 1

E. F. Bond and H. S. Murray have had quite a siege of sickness but are on the mend, and we hope will be back shortly.

Al Williams returned from a trip to Seattle to visit his daughter. He reports having a fine time.

Lee Sherrill is still trying to catch a trout. Don't know why, but they seem to stay away from his hook.

DEPARTMENT NO. 2

R. W. Turner, a familiar face around the Car Houses and Department No. 2, is now First-Lieutenant R. W. Turner, stationed at Lowry Field, in Colorado. I am sure that he will be glad to hear from any of the boys who can find time to drop him a line.

Mechanical Street Inspector (Babe) H. T. Brown has been confined in the California Hospital since May 10, due to a heart ailment. He would be glad to see any of his friends, and we all hope for his speedy recovery.

E. R. King, Mechanical Street Inspector, is still on the sick list, but we understand he is up and around.

R. E. Jones was appointed temporary Mechanical Street Inspector, effective May 16.

J. A. MacKay has been transferred from nights to days and is now stationed at Fifth and Hill Streets. He reports that the public makes generous use of this station for all-round information.

CAR HOUSE NO. 3

All very quiet around this location. The boys are all too busy to get into the news.

CAR HOUSE NO. 4

The Fire Brigade at Car House No. 4 was recommended by the Fire Department for an official certificate due to their efficiency and speed in answering alarms and carrying out the various drill requirements. Mr. Miller, of the Fire Department, presented the award.

Due to the war effort, many of the boys have canceled their vacations and extended leaves-of-absence.

Tom Whitaker has returned to work after being on the sick list for the past two weeks. Glad to have you back with us, Tom.

H. L. Chambliss and L. B. Anderson have received jobs in the California shipyards.

The boys at Car House No. 4 wish to extend congratulations and their best wishes to R. W. Turner who was commissioned recently as a First-Lieutenant in the U. S. Air Corps.

CAR HOUSE NO. 5

O. Armstrong is a new face around Car House No. 5, on days, having been recently transferred from the night shift.

Ed Hess has been absent due to an attack of flu for the last few days.

Mr. and Mrs. Paul Booth visited friends in San Diego during their vacation.

Ben Burgess spent his vacation around home just resting.

Andy Duncan is eating a lot of soup these days.

J. Timmons is the new relief man and is working days at present.

Assistant Foreman, Jim Inman, worked out his second week of his vacation gettin' the "ranch" in shipshape.

Tom Lambert reports catching a

fine "mess" of bass at Big Bear Lake.

H. Compart lost a week having his eye worked over.

Walter Alport hurt Jimmy Inman's sore arm. Then Jimmy threw Walter's aspirins away, so Walter would have a headache.

DIVISION ONE

By R. C. RUGGLES

A general choice was put into effect on May 3 with new schedules on the "B" line, one man operation on Sundays only.

We have shown an increase in the number of accidents over last month. It is evident that some are not heeding the advice given on the bulletin board for prevention of accidents. Let us heed these good suggestions more closely, thereby saving ourselves a lot of trouble and also improving our accident record.

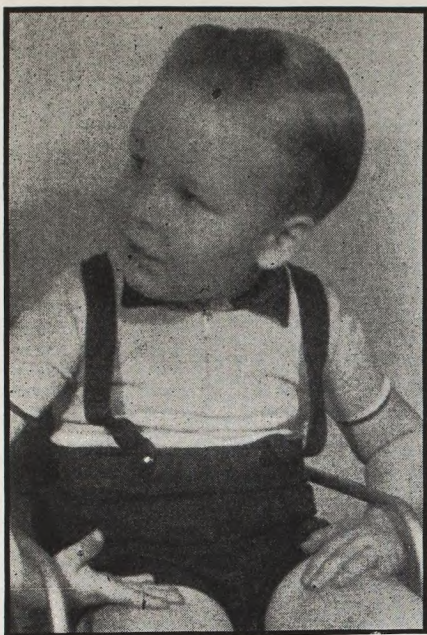
Some of the old timers may remember W. J. Peak who left the service in 1916. He paid us a visit this past month telling us he is working in the shipyards.

We were sorry to hear of the sudden passing of R. E. Plaxton, a former conductor at the Division. He had been Towerman at 9th and Spring for the past few years. Our sympathy is extended to his family.

H. C. Jenkins and F. H. Nolting, former operators, are now driving buses for the Pacific Electric.

Through the thoughtfulness of Supt. Bodley of Division 3, R. W. Powell recovered his watch, which he had lost the night before on a "W" car. It was turned in by a passenger and Mr. Bodley, thinking a Division 1 man might have lost it, phoned us regarding it.

R. A. Roberts is breaking in as a



STANLEY WILLIAM RUGGLES looking quite concerned, is the grandson of Scribe R. C. Ruggles (Division 1).

division clerk, replacing R. C. Maier who resigned.

Operator D. Burton resigned to go to work for a packing company.

We were shocked to hear of the sudden passing of C. W. Kaffka, one of our oldest employes. Division 1 extends their sympathy to his family.

O. H. Burton and W. V. McCafferty are wearing the same kind of a smile, both having become proud "Grandpas".

We have a number of men in the hospital at the present time. They would appreciate a visit from some of the boys. Following are the names: F. Hawley, W. R. Houts, J. W. McCullough, C. E. Moore and G. P. Bennett. Other men on the sick list are E. G. Conrad, C. E. Forkner, J. T. Hoffman, M. A. Kilgo, C. R. Ream, O. E. Brown and F. C. Shaffer. The men who have returned from the sick list are J. L. Carnine, J. P. Carson, P. L. Hunt, G. S. Horine, G. L. Stoddard, V. E. Delmar and H. L. Clark.

W. W. Stewart has taken a leave of absence to visit his father who is seriously ill.

We welcome the following new men to our Division:—J. D. Gen-

try, B. J. Lytell, L. E. Francis, G. H. Watkins, E. D. Vaughan, and J. W. Parker and G. V. Russell.

We have lost a number of our men; W. H. Munson, H. H. Wobbrock and C. E. Striffler have gone in the navy; A. S. Frum and E. L. Webb are in the shipyards; H. D. Copp, W. K. Eastwood, H. W. Fisher and W. A. Stillwell have gone to Alaska to work for the government; E. W. Lane is at Douglas Aircraft; R. M. Welch is in Hawaii; W. E. Gillespie, V. B. Jones, L. T. Pope, A. M. Brim, J. W. Hughes, N. G. Gilmore, and J. M. Ashcraft have left to go into other lines of work.



JEANNINE MARIE, enjoying a hearty laugh, is the six months old daughter of Operator (Div. 1) and Mrs. L. P. McCulloch.

DIVISION FIVE

By FRED MASON

Our Division Safety Rally, Show and Dance, held on Saturday, May 23, was a huge success, and enjoyed by all. Mr. C. E. Morgan, our Manager of Operations, gave a very interesting talk on the necessity of purchasing War Bonds and on the rubber conservation problem. Mr. John C. Collins followed Mr. Morgan with an excellent talk on Safety, which was very well received. The Show was a riot from start to finish and our M.C. "Barnum" Billings is to be congratulated on presenting such a very fine program. The music by the Los Angeles Railway Orchestra, under the direction of Mr.

Jimmy Murray, was 'tops' both during the Show and Dance.

The best alibi for missing out is credited to Conductor (Aid Raid Warden) Frank Donnelly. In the early morning of May 28, the alert signal was on, and Frank's telephone rang. He reached out of bed and shut off his alarm clock, but the continued ringing convinced him that it was his telephone. Upon answering he was informed that there was an alert on, so like all efficient Air Raid Wardens he got up and dressed and took his post. However, when the all clear was given he went back to bed and failed to turn his alarm clock back on. That's his story and he's sticking to it, but he's also stuck with a missout.

Our best wishes are extended to Motorman J. A. Kilby who left us recently to do service with the U. S. Navy and to the following men who left us to take up other work: Conductors L. A. Phelps and J. W. Bell and Motormen E. S. McLafferty, W. R. Parks, G. W. Billingsley, G. M. Leahy, L. O. Marble, R. C. Parker, W. B. Rogers, J. H. Tenney, M. C. R. Genereux, E. W. Kroner and M. L. Holliday.

We are glad to say that the fol-



HERE'S a proud grandpa, and justly so. It's Motorman Murray McConnell (Div. 5) with his two grandchildren, Nancy, nine years, and Judith, nine months, daughters of Motorman J. W. Kilgore, also of Div. 5.



DIVISION FIVE SAFETY RALLY

Operator H. I. Billings and Superintendent W. H. Snyder join with entertainers in making Division Five Rally a gala event.

lowing men who have been on the sick list for some time are progressing favorably, and hope to see them able to get back on the job soon: Motorman W. E. Chilcoat and Conductors C. O. Ashton, C. E. McCarthy and T. D. Noteman.

It is very gratifying to see a large number of men who have increased their payroll deductions for War Bonds. A new, simple form has been provided for any changes you wish to make in your War Bond deductions, and this form can be completed in just one minute, so step right in boys and spend a minute with me. Conductor L. M. Coe, Treasurer of our local Credit Union, is doing an excellent business on the cash basis, so you can "Cash and Carry with Coe." It's far better to buy Bonds than to wear 'em.

ELECTRICAL

By WALTER WHITESIDE

We believe that the top news of the month is the fact that at the time of this writing we have gone through a period of over three months without a trolley break. In fact February 25 was the last date of a break. This is the longest period ever experienced

between breaks within the company, and probably sets some kind of a record for all transportation companies in the country. So with a



BETTY, daughter of Electrician William Banbury (Electrical Construction), was married May 1 to Ernest E. Nesbit. The newlyweds now reside in Tulsa, Oklahoma.

company record and probably a national record, we say "orchids" to the efficient inspection crew of Joe Marshall, Joe Caviedes and Julio Linares.

They say William Banbury certainly was a dude in his formal attire as he gave his daughter away at her recent marriage.

Anyone desiring information about incendiary bombs or fire fighting, contact R. E. Baker, consulting engineer to the fire department of Beverly Woods. It is rumored that R. E. picked out that title himself.

A few of the boys are forsaking the "do re me" and are taking their vacations. Among these during the past month are M. J. Barnett, Austin Herring, R. R. Raper, William Keresey, E. A. Burgess and W. D. McArthur.

We enjoyed a swell visit with Lt. Roger Rees recently. We suspect though that when he returned to camp he carried with him, "the way it was done in the last war" by Sgt. Lane.

During the course of repairs, span wires broke loose knocking out some of Leo Maag's teeth and shearing R. E. Baker's ear.

C. Colen has been forced to stay home due to a flash injuring his eyes and face.

George Agraneotis is getting along as well as possible, and is looking forward to getting back on the job.

DIVISION FOUR

By R. H. GRETTEBERG

Division Four Rally of May 9 was just as much of a success as we promised it would be! A record crowd attended and Billy Vejar wasn't fooling when he said that he promised us the best show ever. The vaudeville was excellent, the speeches by Mr. C. E. Morgan, Mr. J. C. Collins and our Superintendent "Pop" Ellis were short, effective and to the point. "Steve" Cooper, as Chairman, should be very proud that the show drew such an excellent crowd.

Where Are Your Witnesses? We

have been making a drive on getting witnesses to accidents this past month and we are sorry to say that the division has not done too well. However, some of our men have done what was asked of them and in very cooperative style. These men are: L. A. Bagley with 24 witnesses to one accident; W. J. Knittle with 18; J. F. Taylor, 16; W. H. Clayton, 15; G. K. Wilch, 14; H. P. Freburger, 13; J. T. Ball, 12, (out of 12 passengers); A. L. Auslander, 12; C. M. Meade, 11; R. T. Gamble, 11; B. K. Gaedke, 11; W. R. Rollins, 11 and D. O. Dulin with 10 witnesses out of 11 passengers. There were others who have done very well but will have to omit on account of space.

Conductor A. B. Chambers has just returned from his vacation at Yosemite where he spent a leisurely time at Currie's Camp. Yosemite has so much to offer, such as fishing, horseback riding, etcetera, that it is no wonder the Chambers enjoyed themselves.

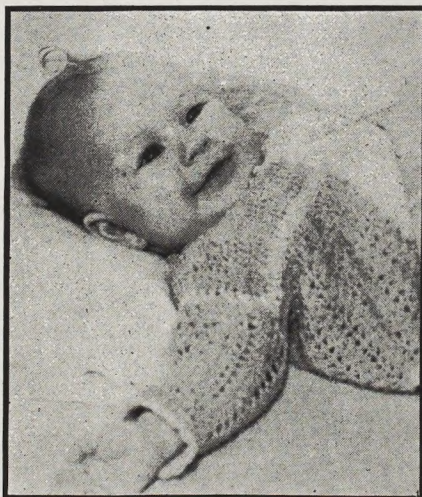
Motorman S. C. Gibson reports that the army will have him inducted by June 9. He has had previous experience and by now he is probably well on his way. We all extend to him our good wishes and luck, and will be looking forward to his early return.

Now is the time to raise your ante on the War Bonds subscribed for on the regular Payroll Deduction! We now have slips available for you so that you can help your country further by buying more bonds each month. Buy to the limit of your capacity! Purchase only the necessities! Save your money and use it to buy War Bonds! In this way we help the United Nations to win the war! In this way we are doing our part!

Among those leaving the service during the month of May were: L. J. Gable, J. R. Zimmerman, G. D. Howard (U. S. Army), R. C. Todd, F. L. Worthy, H. F. Osborne, C. F. Lindgren, H. Z. Ferguson, C. A. Bell and R. H. Bowman.



DIVISION FOUR SAFETY RALLY
Division Four personalities blended with entertainers provide outstanding rally.



PATRICIA Anne Lee, daughter of Motorman (Div. 4) and Mrs. O. N. Lee.



NANCY JEAN and Tazewell R., daughter and son of Extra Clerk (Division 4) and Mrs. T. R. Latham.

16TH STREET GARAGE

By H. R. PAUSCHERT

Vacations are in full swing and the story is, "Who caught the biggest fish?" Nolf Brothers spent their vacations at June Lake and at the ocean, and report the fishing very good.

Doyle Rishel spent his vacation out on the desert and up in the canyons, looking for rocks with which to open the Lapidary Society show next year.

E. K. Harris recently returned from a trip to Utah, Oregon and Washington. He reported he had a very pleasant time, and that he also spent part of the time fishing.

McCurdy of the store department spent his vacation in Owens Valley with an Aero Corps of which he is a member.

Tom Casey of the office, spent his vacation in the northern part of the State.

Harry Hogeman, from "deep in the heart of Texas," apparently was using reins instead of a steering wheel when he came over the pits recently, as he fell into them after alighting from his bus, sustaining a

broken arm.

Dale Gentry, a son of M. Gentry, the welder, has received his diploma as a parachute jumper after making ten jumps from an aeroplane. He is stationed at the marine base in San Diego.

H. Nystrom, who is a second-class machinist in the navy, paid us a visit. He looks very well and said he enjoys the navy very much.

The new unit department is open and turning out overhaul units, although progress has been slow because of the shortage of new parts.

George Riggs needs one tire and tube before he can resume his bicycling.

J. J. Del Alba has resigned to enter the Merchant Marine. New-comers are Chester Kangas, William Adamson and H. W. Harris.

The sound of the streetcar bells must be sweet music to the ears of A. Young, who recently drove his auto to attend a theatre. After the show, he dashed to a rushing street car, boarded it, and went sublimely home. Arriving there, his wife inquired whether he had put his car in the garage. To his chagrin, he had to take a streetcar back to the deserted theatre and retrieve his parked car. Who says "Two Bells?"

VIRGIL

By C. P. HUNT

Have you any plans for your vacation? Sure you would not do as Bill Aldrich. He reported for work on the first day of his vacation!

Hope you didn't miss seeing Lieut. Hartman who paid us a visit while on leave from Chino.

That boy "Jess" Heard, who is now in the "Symphony" for some reason or other, is not wearing the silver hat band.

D. M. Fagan, who had planned, with his family, to spend his vacation in San Francisco, never made it. He met with an auto accident en route and had to return home by bus. Sad fate say we.

'Tis reported by a most reliable source that "Pop" Sommer can't

keep his run on time unless he has a 42 or 4300.

Glad to see "Tooting" Dan Getchell back on the line; he was on sick list for some time.

However, the sick list at Virgil seems to grow larger. It includes Lane, Ramey, Mills, Jacobsen, Gaiter and Grant. All of these men may be visited here save R. M. Mills who is out on the desert.

Bill Terry, or better known as Supervisor "Eagle Eye," reports that he had one swell vacation. He stayed at home and worked around his yard. He would work for 5 minutes and then "siesta" for 15 minutes. How many cases of beer were consumed is not known.

"Photo Flash" Finley says his campaign in the past election didn't cost him a single cup of coffee.

Wayne Gilland says he would like to "meet up" with the party who towed his car away and stripped it. And we do mean stripped.

There are several new men around

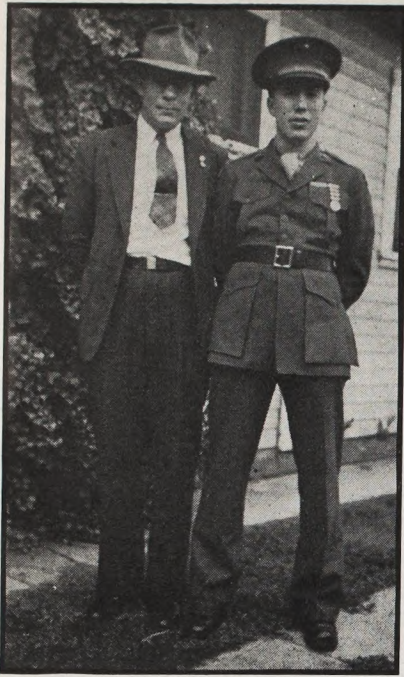
Virgil this month, in fact 25 of them up to the time this article went to press. We would like to say "Howdy" and "good luck" with a wish for happiness to C. W. Wood, C. C. Anderson, R. A. Hicks, I. L. Snyder, M. E. Meyers, E. Cowley, J. W. McCreey, M. C. Farlee, B. H. Blumn, J. B. Finch, L. R. Moore, C. N. Greet, C. D. Warburton, G. O. Hall, J. A. Boulton, N. A. Sommer, R. S. Webb, B. H. Morris, W. E. Witherpoon, A. C. Cole, A. S. Berringer, R. E. Weaver, C. G. Welber, J. G. Hammond and T. R. Gowan.

The big question around the shop is who is the fertile source of misinformation. Such as, quote: "that Jap planes are faster than those of U.S. and that production of P-38's will be no more"—end of quote. By Jack, this should be culled out.

Believe me, never walk through the Garage with a smoking "fag," nor through the shop without a helmet. One never knows what or who will drop down on one, does one?

"The man from the loan company has been here three times asking for 'The Skipper'. Did you tell him you was a sea captain?"





SWITCHMAN W. H. MELOY (Division 3) and son, who is working for Uncle Sam.

DIVISION THREE

By L. VOLNER

During the past month when the drive was on all over the city to raise funds for the China Relief, Mr. C. E. Vassar, Messenger of Division Three, was on duty very early so as to contact all men on the early pull-outs, as well as those who would be around later in the day. Mr. Vassar says all seemed glad to have some part in this worthy cause, and a nice sum was collected.

Another day that all had a part in was Poppy Day, May 22, when several ladies were at the division from very early in the morning until late in the day decorating everyone with one of these flowers.

May 23 being their twenty-fifth wedding anniversary, Conductor and Mrs. O. G. McDermith had a housewarming at their new home on York Boulevard. About forty friends called to pay their respects to this popular couple. Motorman B. H. Dean and wife have moved into the place vacated by the McDermith's.

On the 13th of May one popular operator and bridegroom of this Division called for his run, but was

informed by the clerk that the temporary schedule said Wednesday was his day off. To keep peace and happiness in his household he was offered a P. M. Tripper which he gladly accepted. The person—"Passing Over" Willie Deskin.

Conductor R. E. Costello had news recently that his cousin, who was a pilot in the U. S. Army, was killed in Australia. Our sympathy is extended.

Conductor A. L. Morton says this is the way he feels and knows there are many more who feel the same, but to do his part in helping Uncle Sam in this great war effort, he is going to keep plugging along, and just puts his thoughts into poetry:

I don't want a million dollars;
I don't want to own a trust;
I don't want to take a plunge
And see the other fellow bust.
I don't want to corner foodstuffs
'Till the world grows weak and
gaunt,

But I'd like to go a-fishing and
Have all the time I want.

I don't want a nomination;
I don't want to own a State.
I don't want to be a boss—
I have no platform to dictate.
I don't want to run a party,
Nor to have a real power to
flaunt.

But I would like to go a-fishing
And have all the time I want.
For there's something else in life
Besides the greed to get it all,
And ambition's just a siren, that
Will lead you to a fall.

For I know a lake of Crystal,
which

The speckled beauties haunt,
And I would like to go a-fishing,
And have all the time I want.

SOUTH PARK

By R. S. WALLACE

As we are ready to mail our scrip, we learn that Mrs. Roll, wife of Walter Roll, Carpenter Shop, had an accident which necessitated her being taken to a hospital for treatment. We understand she suffered a broken arm, but no particulars are available.

Are you ill at ease about some problem in your life that you are not sure you know how to solve?

Is there some feature of the war that you don't clearly understand? Is there anything on which you wish you had some enlightenment? Then take it to the misinformation bureau established each morning in one of the coaches in the Carpenter Shop. If you can stick out the whole session, you will leave it so confused you will have forgotten you ever had a problem.

Incidentally, does any one remember what brand of cigars it was that Wes Savoy passed out after his wedding? Or did he?

The number of boys leaving the Shops for War work is ever increasing. Am sorry I couldn't get around to canvass the whole Shop, but here is a list of such as I was able to get: From Carpenter Shop, E. N. Frampton, L. D. Greene and Omar L. Briner, to Merchant Marine; G. W. Smith, to shipyards; Charlie Yanac, to Army Air Corps Band; B. G. Dennis, as welder to some government project in Alaska; R. S. Colburn and G. Hamilton, to other work in connection with War production; M. G. Belden, from Paint Shop to Lockheed Aircraft.

Mr. Arthur V. Smith, who left the



KAREN PATRICIA, seven months old daughter of Car Repairer (South Park Shops) and Mrs. E. L. Kunkle.

Company several years ago, has again been entered on the payroll in the Carpenter Shop.

Two of the Truck Shop boys have joined the rank of Proud Papas; E. C. Johnson on May 23, and T. M. Johnson, Jr., May 19 are each perpetuating the name with a son.

16TH STREET COACH

By R. K. KISSICK

Applications are in for the motor coach reserve corp, and it should be completely organized within the near future. All operators who have no phone numbers listed in the office are urged to give us an emergency number that may be used in case of an extreme emergency. You will find that most neighbors will be glad to cooperate with you in this good cause. We are all on twenty-four hour call and it is extremely necessary that all of us can be reached immediately when needed.

Lockheed-Vega Service is still coming along by leaps and bounds with two more railheads being added and over one hundred one-way trips being operated. The number of daily passengers has jumped from an average of 2300 last month to nearly 4000 now.

B. P. Nicholson's son was home on leave from the navy last month and had some hair raising experiences to relate. The ship he was on was sunk and he was rescued by another one. Then the rescuing ship was sunk and he was again rescued by an Australian ship and landed in San Francisco wearing an Australian uniform. The cat with its proverbial "nine lives" has nothing on Seaman Nicholson.

Understand that Art Grode donated some prize money from a drug store drawing to a service organization. Nice going.

We wish the best of luck to the following men who left for military service last month: Marine Corp—C. F. Stansbury. Navy—R. L. Griffith and W. L. Turner. Army—H. J. Soberg and A. S. E. Gorman. Had a card from Harry Soberg and he says the army is really working him.

Then there's the lady out on Figueroa Street who wanted another transfer because hers said "not transferable" on it and she thought it wouldn't be accepted.

The following men were employed last month and we sincerely hope they like us and their work here: J. W. Lauritzen, R. S. Coulson, A. N. Wootton, D. C. Williams, D. J. Noland, W. A. McKelvey, R. J. Hoffman, J. M. Shafer, R. F. Trefren, R. J. Murray, R. E. Strech, W. H. Castleberry, D. B. Healy, P. E. Hoover (reemployed), C. Walton, R. L. Wilhite, and W. S. Hycke.

After making elaborate plans for our big Safety Show and Dance on June 6, it was postponed due to the national emergency. The date of the show will be announced later.

OFFICE

By WALTER WHITESIDE

All of the mechanical equipment needed for the modernization of the elevators has been completed and is in good working order. In the very near future car No. 1 will be running again amid the new gay interior that is being installed now.

Mrs. Rees decided to accompany her son, Roger, back to camp following his furlough here. On the trip they had the misfortune of turning over in Alabama, 100 miles from their destination. Mrs. Rees' collar bone was broken along with being considerably bruised and shaken up. At this time she is getting along just fine and will be back home in a few weeks. Roger was not hurt.

Marie Mumford has taken a leave of absence to have her eyes attended to.

Welcome back on the job, Emma Brenkuss. Emma has been away some time recovering from an operation.

Pauline Aycox slipped away for a vacation taking local trips around Southern California.

Mrs. Ambrose enjoyed her vacation working in the yard.

John Bean, formerly with the schedule department, is now doing

the same kind of work for the San Diego Street Railway Co.

Received a nice note from Harold Davis who is stationed at the Naval Training Station in San Diego. He likes it swell and says he will stop in and say "hello" if he gets a 36 hour leave in the near future.

VERNON YARD

By L. F. SPARKS

Word has been received that Frank Sybert, a former employe of the Track Department, was a casualty in the Philippines. Frank joined the army after leaving the service in May, 1940.

George Bisbee has left the service to join the U. S. Navy. William Ware has bid in Bisbee's job on a compressor, and Joe Lopez has been promoted to Compressor Operator to fill Ware's job.

Another star in our service flag is Carl Walden, who was inducted in the service in April. Charles Tade has been promoted to fill Carl's job.

Bad Luck is still in pursuit of Bob Gilliland. It started a while back when someone broke into the tool house and stole nearly \$100.00 worth of brand new tools. Then he had a fire in which he lost his car and garage with no insurance on the car. The latest episode was getting rammed in the side of his new car by a driver leaving a market and she refuses to pay for the damages, Bob being left with the problem of paying them himself or suing. Cheer up, Bob, as they say the third time is the charm, although I have heard of a fellow who had bad luck for seven years and then it turned around and got worse.

The reconstruction of the tracks in the Broadway tunnel went through on schedule and with only one noteworthy incident. One morning about 2:00 a.m. the 1½ inch hose used by the paving gang broke just as Paving Inspector Carle Heffington was passing. Carle got the full steam in his midriff and was so thoroughly soaked that he had to go home for a change to dry clothing. By the time he got there he was so cold

and shaking that he could hardly find the key hole. His wife was frightened as she thought someone was trying to break in. Carle was asked if the soaking woke him up and he said, "Yes and not only me. I yelled so loud I woke up every one else in the Civic Center."

Remember the War Bonds. It is better to have our hands full of Bonds than having our hands in bondage.

Those flying vest buttons belong to the scribe in telling of the arrival of 8 pound, 5 ounce grandson "Ronnie".

VINEYARD

By G. K. STANFORD

Bucnas Dias Gentlemen of Vineyard and wives and friends. I hope I will be able to bring you the news as well as Mr. D. Ladhoff has in the past. I will make every effort to, but I'll need a little help on your part. If you give me the news you want printed, then I won't print what you don't want.

Bob Robinson lost thirty winks the other night after seeing his name on the miscellaneous sheet for the next day. The next morning to his great relief he worked the ballot boxes. I guess we have all been through that suspense sometime or another.

Carl Neighbours was smoothly sailing along in coach 4261 listening to two elderly ladies reassuring themselves that there would not be any real shooting or bombing over here. Their conversation was climaxed by a loud report . . . the rear tire blew out. Carl said it was terrific.

Dave Sporman is carrying a card from the Draft Board which states that they think he will make pretty fair 1-A material. I guess it would have been too bad if he would have been easy to follow. I remember some of the drivers saying I also was hard to follow, so just skip it.

Kenny Funk says, "Ten years this month, and I still can't get a good

run on Olympic." Too bad, Kenny, too bad.

Are these the days! I understand that the new men now receive three dollars a day while students. We welcome the following men into the Motor Coach, and I hope that they find their work enjoyable.

C. W. Woods, C. C. Anderson, E. Cowley, J. W. McCreery, M. C. Farlee, B. H. Blunn, J. B. Finch, L. R. Moore, G. O. Hall, E. W. Ewers, J. V. Maxwell, R. S. Webb, B. H. Morris, W. E. Witherspoon, C. N. Greet (brother of P. B. Greet), A. S. Berlinger, J. A. Boulton, C. G. Wilber, J. G. Hammond, T. R. Gowan.

R. Alley went fishing and really caught a bite. He brought home a fishhook in his right wrist.

T. F. Richter is setting records by growing a 3½ lb. beet on his ranchette.

Operator 76 coming from Lock-

heed got on the wrong side of the buttons on Cahuenga and had to go through the tunnel instead of by Highland.

TRADING POST

FOR SALE—1939 Chevrolet Master De Luxe sedan, maroon color, very clean, radio, U. S. Whitewall Royal Master tires—27,000 miles. Cash or will consider equity in real estate in west or southwest district. Call F. T. Burchett, PL. 12278.

FOR SALE—
RB Graflex Camera 3¼x4¼ with case 57.50
Wollensak Verito Lens F4. 5 6¼ in. 15.00
Cut Film Magazine 12.00
Film Pack Adapter 5.00
Roll Film Adapter 5.00
Ground Glass Back Adapter... 6.00
3 Filters and Holder 7.50
12 Cut Film Developing Hangers 7.00
Ideal Tripod with Royal Tilt Head 12.00

Total Value \$127.00
For quick sale \$ 90.00
Call "Photo Flash" Finley of Virgil, MO. 19627.



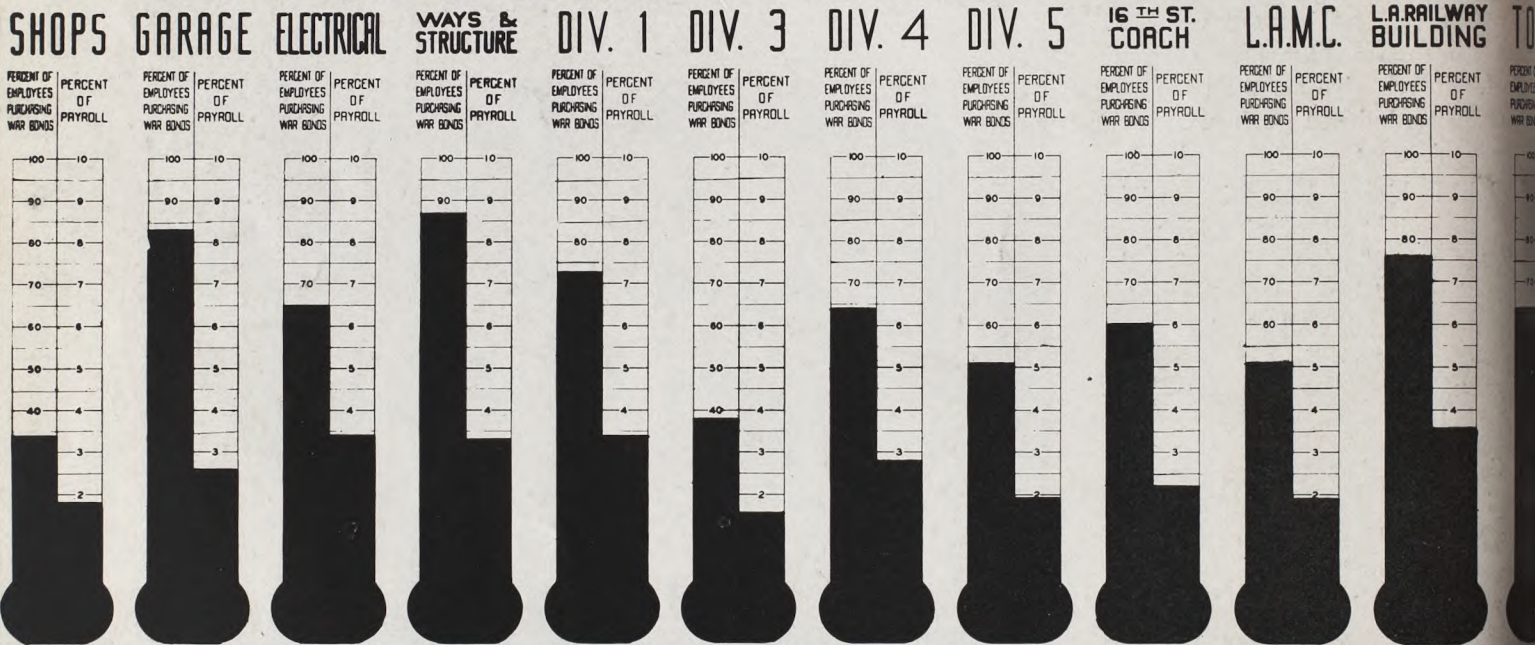
"This shortage of tires may help your business, but not mine—I can't move a hand to pick a pocket!"

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



**FOR
VICTORY**

LOS ANGELES RAILWAY EMPLOYEES PAYROLL WAR BOND ALLOTMENTS



★ MAKE EVERY PAYDAY BOND DAY