



TWO BELL





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 F. Mason H. R. Pauschert
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 Bureau of Public Service

ALLAN B. COOPER
Editor.

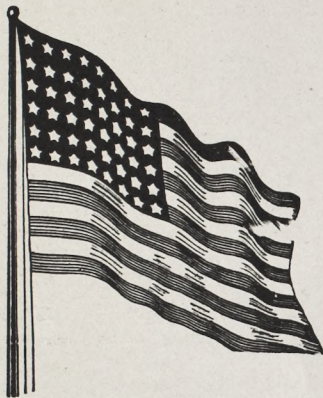
HELEN FRASER
Women's Page.

Staff Photographer HOWARD L. JONES

Staff Artist GUY GIFFORD

Address all
 communications to
 editorial offices
 1060 S. Broadway
 Los Angeles, Calif.
 Phone: PR. 7211
 Stations 295 and 296

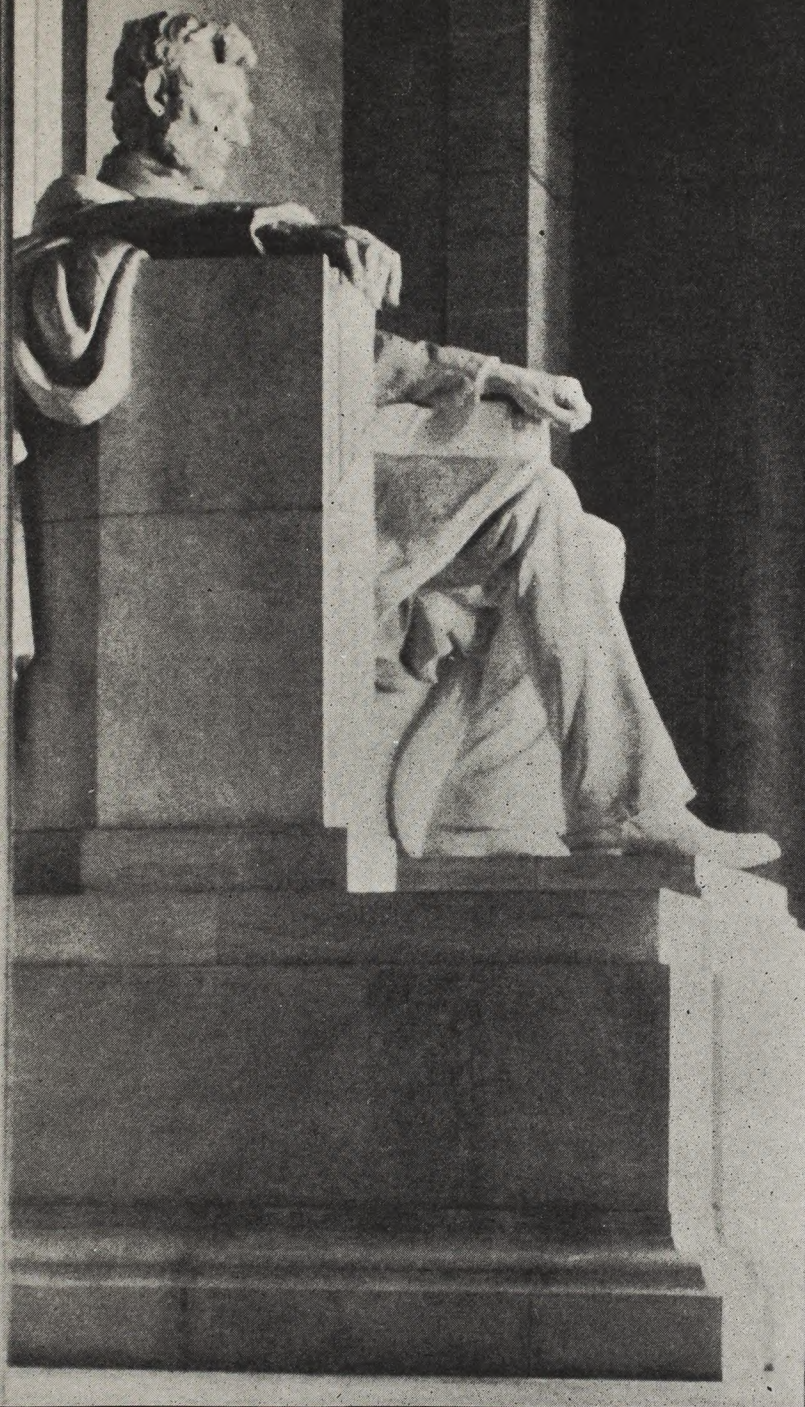
Published Monthly for the Employees of the Los Angeles Railway by the Bureau of Public Service.



EMPLOYEES CALLED FOR MILITARY SERVICE MONTH OF APRIL

Name	Occupation
Hoag, W. H.	Mot.—Div. 3
Durall, H. R.	Opr., Motor Coach Div.
Hulberg, E. L.	Con.—Div. 4
Storie, C. O.	Opr., Motor Coach Div.
Nystrom, H. A.	Mech. Hlpr., Dept. 18
Paul, J. F.	Car Clnr.—Div. 4
Holcomb, C. E.	Opr., Motor Coach Div.
Brown, Winston	Car Repr.—Dept. 8
Tongish, L. K.	Mot.—Div. 5
Kresge, J. E.	Opr., Motor Coach Div.
Wood, M. E.	Car Repr.—Dept. 8
Kerr, T. H.	Appr. Mech.—Dept. 8
Sterten, F. J.	Mot.—Div. 5
Stansbury, C. F.	Opr., Motor Coach Div.

Name	Occupation
Miller, Allen S., Jr.	Opr., Motor Coach. Div.
Atkinson, N. L.	Opr., Motor Coach Div.
Beswick, Kay	Carpenter—Dept. 12
Turner, W. L.	Opr., Motor Coach Div.
Davis, H. M.	Supr. of Info. Public Service
Kelsey, L. M.	Carpenter—Dept. 12
Soberg, H. J.	Opr., Motor Coach Div.
Taylor, J. H.	Mot—Div. 4
Chastain, T. E.	Opr.—L.A.M.C. Co.
Montooth, C. E.	Opr.—L.A.M.C. Co.
Hartman, H. W.	Opr.—L.A.M.C. Co.
Davis, L. W.	Opr.—L.A.M.C. Co.
Stewart, K. H.	Stock Room Clk., L.A.M.C. Co.



... Fondly do we hope—fervently do we pray that this mighty scourge of war may speedily pass away. Yet, if God wills that it continue until all the wealth piled up by the bondsman's two hundred and fifty years of unrequited toil shall be sunk, and until every drop of blood drawn with the lash shall be paid with another drawn with the sword: as was said three thousand years ago, so still it must be said, "The judgments of the Lord are true and righteous altogether."

With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds, to care for him who shall have borne the battle, and for his widow, and his orphan—to do all which may achieve and cherish a just and lasting peace among ourselves, and with all nations.

From the Second Inaugural
of ABRAHAM LINCOLN

CAN YOU Spare A LITTLE Blood



2—HAVING PREVIOUSLY filled out application cards for appointments, Betty, Henry and Marjorye register and answer several necessary questions. Men and women between the ages of 21 to 60 are eligible to become donors.

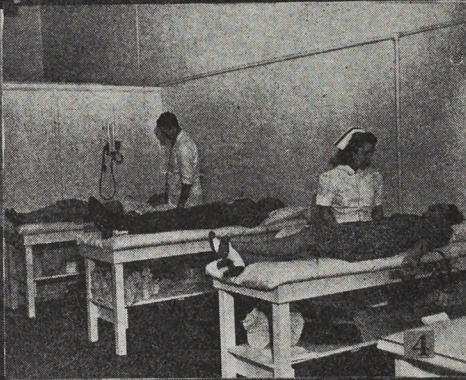
1—LOS ANGELES RAILWAY EMPLOYEES Betty Hastings, Secretary, Bureau of Public Service, Henry C. Ferguson, Motorman, Division 3, and Marjorye Volgel, Elevator Operator, allow TWO BELLS to follow them through the portals of freedom where they begin the process of donating three of the one million blood units needed by our country.



4—OUR THREE VOLUNTEERS REPORT that the drop of Novocain placed on the arm renders the taking of blood absolutely painless. A pint container is filled within six to eight minutes.



3—PHYSICAL CHECK-UP OF NORMAL PULSE, BLOOD PRESSURE AND TEMPERATURE is made. A smear from the ear lobe is taken to estimate the quality of the blood. Donors should not have eaten for several hours.



5 — AFTER THE DONORS HAVE RESTED they are royally treated to a stimulating luncheon of doughnuts, coffee or bouillon by the Red Cross workers who are giving their time to this patriotic work.



6—THE VOLUNTEERS ARE AWARDED A BADGE OF HONOR and are registered in the Red Cross Honor Book. Just twenty-five minutes are required to engage in this cause, labeled history's greatest humanitarian project.

FOR *Buddies* IN THE *Armed Forces* FIGHTING GRIMLY FOR *Our Country?*

YOU CAN HELP SAVE THEIR LIVES

THE LOS ANGELES RED CROSS is urgently in need of 100,000 local units of blood in order to save the lives of our fighting men—men who are suffering from shock and hemorrhage, in danger of bleeding to death unless they receive a plasma transfusion promptly.

THE ARMY AND NAVY are calling throughout the United States for a million units of this plasma as one of the essential medical supplies. The plasma is being sent to all points of danger, loaded into warships and distributed to the masses of our troops as fast as it can be produced. A supply of it is being reserved for the victims of disaster or catastrophies at home. The volunteer blood donor system of the Red Cross is the answer to this call.

LOS ANGELES RAILWAY employes have been asked to donate their blood. Application cards for an appointment to the Red Cross Headquarters, 925 South Western Avenue, are available from all Company foremen. Any man or woman between the ages of 21 to 60, in good health, may take part in the blood donor service.

SCIENTISTS AND DOCTORS wholeheartedly approve of the function that the Red Cross is playing. Dr. Gerald Smith, Medical Director, Los Angeles Railway, is strong in his recommendation that employes help the Red Cross to build their blood bank. "The plasma transfusion technique for shock, hemorrhage and burns is the most important medical contribution of modern times", Dr. Smith said. The injury of many

people at one time as occurs in civilian disasters and warfare on land and sea, usually occurs when whole blood transfusions are difficult or impossible to give. The only way of providing blood for such transfusions is by means of dry blood plasma from the blood of volunteer donors."

THE PROCEDURE for donating blood is quite simple. When the donor enters the Red Cross center after signing a card indicating his willingness to donate blood, he is examined briefly to make certain that his pulse is normal. A blood smear sample is taken and compared to a chart and an estimation is made of the richness of the blood.

THE ACTUAL TAKING of the blood is painless as a drop of Novocain is placed on the arm. The donor reclines on a comfortable bed for the five to seven minutes required for the pint container to be filled. After the blood has been given, the donor rests ten minutes. He is then ushered into the Red Cross Canteen where volunteer workers serve a light lunch of sandwiches, doughnuts and stimulating beverages.

ALL DONORS ARE REGISTERED ON THE Red Cross Honor Roll and are given a bronze emblem in recognition of their volunteer service. A silver emblem is given those who make three or more blood donations.

THE PINT OF BLOOD in a glass container is tagged and placed in a refrigerator until end of the day, at at which time all the pints are collect-

ed and sent to Berkeley, California. There the blood is first placed in a centrifugal where, whirling at 2,500 revolutions per minute, the plasma is separated from the heavier red and white corpuscles. The straw colored plasma is then siphoned off quickly, frozen and dehydrated. To avoid removing anything except moisture from the plasma, it is dehydrated by a vacuum pump while still frozen. After seventy-two hours of continuous pumping, the frozen plasma is completely dried and has taken the form of light brown flaky powder. This life-giving powder can be stored for long periods without the loss of any of its value.

A CONTAINER OF POWDERED PLASMA is shipped with a twin container of distilled water. When it is needed for an emergency transfusion, the powder is dissolved in the distilled water and injected into the patient. The plasma matches any blood type because the corpuscles which make bloods differ have been removed.

THE Red Cross is attempting to build up as large a list of blood donors as possible in order to insure that the stream of volunteers will continue for at least a year.

WE CAN'T ALL BE SOLDIERS, sailors, pilots, marines or even Red Cross workers or air raid wardens, but we can, each and every one of us, take advantage of this opportunity to directly help win the war by donating a pint of blood for our war buddies who need it—need it now and lots of it.

'WAY BACK WHEN OR WHEN GRANDPA BUCKED THE EXTRA BOARD

ONE OF THE MOST exciting surprises handed the citizens of Los Angeles and all transportation men throughout the country came on the morning of March 27, 1903. An application was presented to the Los Angeles Board of Public Works for a franchise covering eighty-two miles of streets and providing for a **THREE CENT FARE**.

The application was filed by reported capitalists, who it was rumored were zealous of the expansion of the local transit companies. The franchise paralleled or practically covered all existing lines in Los Angeles. The application was magical in its effect on the public. It was generally expressed that such a franchise would be worth several millions of dollars to the City.

Newspapers carried many stories as to who were the sponsors of the three cent fare. Everyone was accused from senators to leading national railroad figures, but Mr. William J. Garland, under whose name the franchise was presented, would offer no comment to the many inquiries. One local transportation authority was quoted as saying, "This application is the work of an obstructionist, a philanthropist, or a fool." The Board of Public Works thrilled with the expectation of increasing city revenue set about making elaborate plans to split the franchises into separate parts in order that railways would have to bid on each line individually, and thus the city would secure higher bids.

When the three cent franchise application came before the City Council,

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

the citizens turned out in mass. Extra police were on duty to preserve order. News hungry reporters clamored for choice seats. Representatives of local transit companies were on hand prepared for a tough legal battle.

But when the City Council meeting was called to order to take action on the application, the sponsors of the



"I can't make Dobbin understand that our layover has been cut down under the new schedules!"

three cent fare franchise were conspicuous by their absence. The franchise was denied.

ALTHOUGH THE BIRTHDAY of the Los Angeles Railway was on

March 19, 1895, and much was accomplished in the ensuing years in the development of the transportation system, it was not until September 15, 1898, that the Company found itself upon a sound financial basis. Upon that date it began its development into the present city wide, unified transportation system under the guiding genius of Henry E. Huntington, master organizer, who was ordained to play the most important part in the development of the present city.

The Herald-Express of September carried this important announcement: "Mr. Henry E. Huntington arrived in Los Angeles from San Francisco and announced that Mr. Collis P. Huntington and himself together with Antoine Borel, I. W. Hellman, Christian De Guigne had purchased the Los Angeles Railway Company and will form a new board of directors. The operating staff from W. W. Wood down appears to be efficient and will be mainly retained. As to General Sherman (former controlling stockholder), he had sold out his stock and had made a comfortable profit. A good way to put it is to say that he is on easy street."

The same article stated, "Mr. E. P. Clark, the General's associate, was interviewed and he rather depreciated the idea that General Sherman had made any large stake in the Los Angeles Railway deal", though he added, "Whatever Mr. Huntington said on the subject was spoken by the card and would be correct."

The next week Mr. Huntington spent several days getting acquainted with the men by riding over every route of the cars. In that manner he brought the intimate details into his knowledge in such a way that they registered an indelible record.

LIBRARY NOTES



NEW
BOOKS
ON
PERTINENT
SUBJECTS

WARTIME TRANSIT

BLACKOUT PROBLEMS. American Transit Association. March 31, 1942. Blackout specifications for the transit industry. (Restricted reference)

OPERATION OF ROAD SERVICES UNDER WAR CONDITIONS. A.T.A. 1941. Maintaining motor coach service in wartime London. (Restricted reference)

SEATTLE TRANSIT MOTOR RESERVE BATTALION. A trained and disciplined motor transport unit organized for defense in April 1941.

TRENDS OF TRANSIT TRAFFIC. Chas. Gordon. 1942. General problems of wartime transit.

Magazine Articles

Bus Operation Under War Conditions. Automotive Industries. March 1, 1942.

Honolulu Rapid Transit Company Under Bomb Fire. Bus Transportation. January 1942.

It Isn't the Blitz, It's the Blackout. Bus Transportation. January 1942.

Make a War Transport Survey: Routing Traffic Within Production Areas. American City, March 1942.

The Motor Bus and the National Defense Program. Bus Transportation, December 1941.

CIVILIAN DEFENSE

AIR RAID PRECAUTIONS. Brooklyn, Chemical Publishing Co., 1941. A British handbook for air raid wardens, rescue parties, building protection, etc.

AIR RAID WARDEN INSTRUCTOR'S MANUAL. Los Angeles Police Department. 1942.

AUXILIARY POLICE TRAINING MANUAL. Los Angeles Police Department. 1942.

CIVILIAN PROTECTION AGAINST GAS. Los Angeles Police Department. 1942.

FIRE DEFENSE. National Fire Protection Assoc. 1941. How to combat bombs and fire from sabotage.

FIRST AID TEXT BOOK. American Red Cross. 1940.

WHAT CAN AMERICAN UTILITIES LEARN FROM BRITISH WAR EXPERIENCE. D. M. Debard, Vice President, Stone & Webster. Public Utilities Fortnightly. April 23, 1942.

OFFICE OF CIVILIAN DEFENSE

Official Handbooks for: AIR RAID

WARDENS, DECONTAMINATION SQUADS, DEMOLITION CREWS, FIREWATCHERS, FIRST AID MESSENGERS, RESCUE SQUADS, and ROAD REPAIR CREWS.

BLACKOUTS. Protecting buildings and utilities in blackouts.

MUNICIPAL SIGNALING SYSTEMS. Methods of communication.

PROTECTION AGAINST GAS. Means for combating chemical warfare.

REPORT OF BOMBTESTS ON MATERIALS AND STRUCTURES. Bomb shelters and materials.

Library also has the British handbooks issued to their home defense guards.

GENERAL

GUIDE TO CURRENT MATERIAL. Library of Congress. 1942. The most comprehensive list of articles on National Defense and war problems available.

WARTIME INFORMATION FOR BUSINESS MEN. Compiled by Margaret G. Hickman, Los Angeles Public Lib-

rary. List of defense publications and local government offices.

CALIFORNIA DEFENSE DIGEST. California State Council of Defense. Sacramento. Summarizes current articles on defense that are of particular interest to this state.

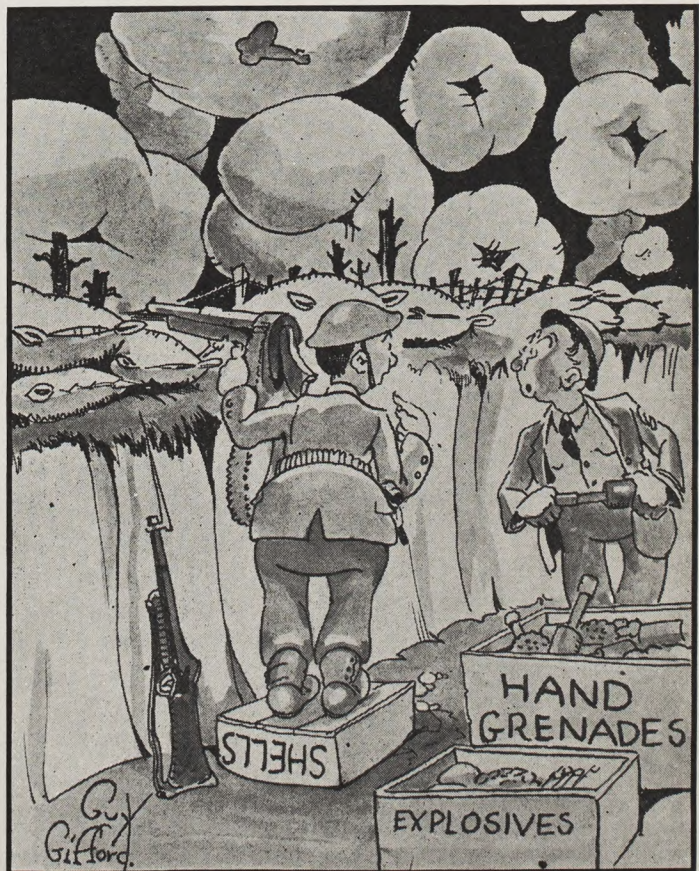
DIRECTORY OF WAR AGENCIES. National Defense Bulletin. March 28, 1942. Addresses and directors of all Federal Government agencies participating in the war program.

NATIONAL DEFENSE BULLETIN. U.S. Chamber of Commerce. Washington, D. C. Weekly bulletin furnishing information concerning defense legislation and developments.

NATIONAL DEFENSE PURCHASES BULLETIN. Los Angeles County Chamber of Commerce. Los Angeles. Priorities, price regulations, current developments, etc.

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

"Here come ten thousand Japs! Boy, if I just had a controller handle to work them over with!"



PERSONNEL NEWS

OBITUARY

Emil Walton Watson, Motorman, Division 5, died April 24, 1942. Mr. Watson was born January 3, 1879, in Missouri. He entered the service as a Motorman, Division 5.

The wife of Owen Charles Deniston, Special Roll, died April 7, 1942.

James Virgil Wilson, Coach Operator, Motor Coach Division, died April 3, 1942. Mr. Wilson was born July 26, 1900, in Gatesville, Texas. He entered the service as a Coach Operator, May 2, 1930.

PENSION ROLL

Edward Amasa Moxley, Conductor, Division 5, has been placed on the Special Roll, effective January 22, 1942. Mr. Moxley was employed as Conductor March 3, 1911. His present address is 5703 S. Van Ness Ave., Los Angeles.

Everett James McMullin, Court Investigator, Claim Department, placed on the Special Roll, effective February 15, 1942. Mr. McMullin entered the service August 20, 1920. His present address is 352 North Norton St., Los Angeles.

Lawrence William Sweeney, Supervisor, Transportation Department, was placed on the Special Roll, effective April 16, 1942. Mr. Sweeney entered the service as Motorman, Division 1, March 5, 1907, appointed Towerman, July 19, 1909, appointed Supervisor April 11, 1942. His present address is 783 East 14 St., Los Angeles.

Robert O. Crowe, Comptroller, was placed on the Special Roll, effective April 1, 1942. Mr. Crowe entered the service as Bookkeeper in January, 1903, appointed Chief Clerk, Auditing Department, in 1919, appointed Auditor in 1922, and appointed Vice President, July 15, 1928, appointed Comptroller November 1, 1936.

Raymond Gholson, Motorman, Division 3, was placed on the Special Roll, effective April 3, 1942. Mr.

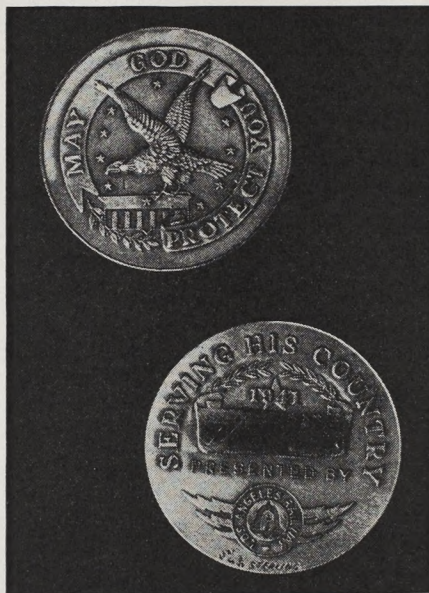
Gholson entered the service as Motorman, Division 3, August 31, 1917. His present address is 5058 Lincoln Avenue, Los Angeles.

A BOOST FOR THE MEDICAL PLAN

"I wish to call your attention to the wonderful care I received through the Medical Plan while on the sick list recently. The Company is to be thanked on its choice of Dr. Quinn and his associates."

Sincerely,

Conductor T. R. Latham
Division 4



WITH every Los Angeles Railway employe in the armed forces goes this silver medallion upon which his name is engraved wishing him the best of luck and may God protect him.

BELLS

Operator R. R. Youts (Division 1) married to Mrs. Myrtle L. Peters on March 28.

Operator G. B. Capps (Division 1) married to Mrs. Lena Slates on April 11.

YELLS

Jackie Michael, born to Conductor (Division 5) and Mrs. C. B. Mullins, on April 3.

Guy Alvin, born to Operator (Division 1) and Mrs. G. G. Gifford on April 6.

Sheila Marie, born to Motorman (Division 5) and Mrs. Owen Bryant on April 8.

Charles Van Horn, Jr., born to Supervisor (16th Street) and Mrs. C. V. Coleman on April 10.

Shirley Anne, born to Operator (16th Street) and Mrs. L. E. Trainor on April 11.

Adrienne Sandra, born to Conductor (Division 4) and Mrs. W. J. Knittle on April 18.

Hall Douglas, born to Motorman (Division 5) and Mrs. H. H. May, on April 18.

Arthur David, born to Mechanic (16th St. Garage) and Mrs. C. F. McNeil on April 18.

Roy Allen, born to Motorman (Division 4) and Mrs. F. A. Young on April 20.

R. O. CROWE APPOINTED TO UNITED STATES POST

Mr. Crowe's many friends will be pleased to know that upon his retirement from the position of Comptroller of the Los Angeles Railway he has been appointed transportation czar of the Pacific Coast.

With the title of Assistant Director, Local Transportation Division in Charge of the Pacific Coast Region, Mr. Crowe can be located at the San Francisco offices of defense transportation.

NO DREAM

By W. W. WEBB

16th St. Coach Division

If dreams came true
As some say they do,
I wouldn't long
For you today;
If dreams came true
I wouldn't be blue,
And you so far away.
If dreams came true
I wouldn't waste time;
In vain and idle wishes
For it's no dream
When I look at that sink—
Piled high with dirty dishes.

INSURING THE HOME FRONT

By S. J. Nock,

LARY Employe Chairman For
1941-1942 Community Chest Appeal

Way back in the good old pre-war days LARY employes took out some insurance on the home front. We did it by joining with 314,000 Los Angeles individuals and firms at Community Chest time, when \$2,715,000 were contributed to guarantee that 86 valuable welfare and health agencies would continue to operate for another year. That year turned out to be a war year.

Perhaps we didn't realize it when we paid our annual "premium", but our insurance on the home front was one of the smartest investments we ever made. Most Americans, whether in peace or war, consider an investment in Humanity a pretty sound thing, but all will agree that in wartime, when so much depends upon civilian morale and *well being*, it is an absolute necessity.

The dividends which have accrued to date on our investment will therefore be of particular interest to all LARY people who, by their gifts, are sharing in the work of "taking care of our own." The "dividends", in the form of actual services performed by the 86 Chest agencies, are based on an authentic report secured from Chest headquarters. They cover only the first three months of 1942, and indicate the tremendous amount of work the agencies will complete by the year's end. Here are the actual figures:

Helping families, 10,852 families; day nursery care, 447 children; dependent children, 5,653; training youth, 86,205 youths; care unmarried mothers, 277 persons; undernourished children, 7,493; care of sick in hospitals and clinics, 30,318 persons; employment for handicapped, 628 persons; services for seamen and homeless men, 26,578 persons; miscellaneous special services, 61,865 persons.

All Chest agencies are prepared



HERE'S ONE of the 7,493 undernourished children LARY employes helped restore to good health through their Chest contributions. He appears here to say "thank you."

to serve thousands of additional people in the event of bombing or other disaster here. They have been working overtime to perfect their emergency plans and integrate their activities of the Civilian Defense organization. They have determined, regardless of conditions, to meet the responsibilities with which the public has charged them—"taking care of our own."

Because LARY employes cooperated so graciously and generously in the last campaign—making my job a lot easier and pleasanter—I wish to extend my personal thanks, with the hope that all who gave to the Chest will feel proud and gratified that their peacetime gifts are now contributing toward the maintenance of the very standards of living and human happiness that American blood is now defending.

DELUSIONS OF GRANDEUR

By W. Y. STEARNS, *Virgil*

Caruso, the master of volume,

Renowned for his power of lung,
Has thrilled many thousands of people,

Wherever he has sung.

Tetrazini, the Grand Opera favorite,

Soprano, and best of them all,
Would keep her audience spell-bound,

When they packed Carnegie Hall.

Lawrence Tibbett, the Go-Getter,
A golden voiced thrush is he,
A song-bird without a rival,—
Unless perhaps, it's me.

For I'm a bath-tub baritone,
I make the echoes ring,
The running water drowns me out,
But Gosh, how I do sing.

Dear Ladies



America — A Ready Market For The Season's Popular Cottons...

“COTTON Freshness For Fighting Trim” is the theme for National Cotton Week, May 15 to 23. America is fortunate in having raw cotton in excess of its own requirements and a cotton-textile industry whose productive capacity is adequate to provide for the nation's war effort without depriving civilians of everyday necessities.

Appropriate cotton costumes can be used for every hour and for every occasion, so we can be thankful that



we have an abundance of this fabric. Cotton clothes also provide longer life, better launderability, extra satisfaction and serviceability as, for example, sanforized cottons that won't lose their fit, water repellent cottons that are capable of double duty, wrinkle-resistant cottons that maintain their good appearance, or woven crinkled cottons that need not be ironed.

Here are two playsuits of cotton materials which you might call “double duty” dresses as they can be used for street wear. The everfast broadcloth in blue and white or red and white print is very “girlish” and is trimmed with ric rac. It has the set-in belt with the button front dirndl skirt and huge pockets. Those pockets can be very handy.

The striped chambray combined with plain makes an attractive contrast for this pinafore type bicycle dress worn over a superbly simple playsuit in the striped material.

For more formal occasions we have the street length dance dresses for parties and daylight dinners with full skirts, flowers and sliced vegetable buttons to trim.

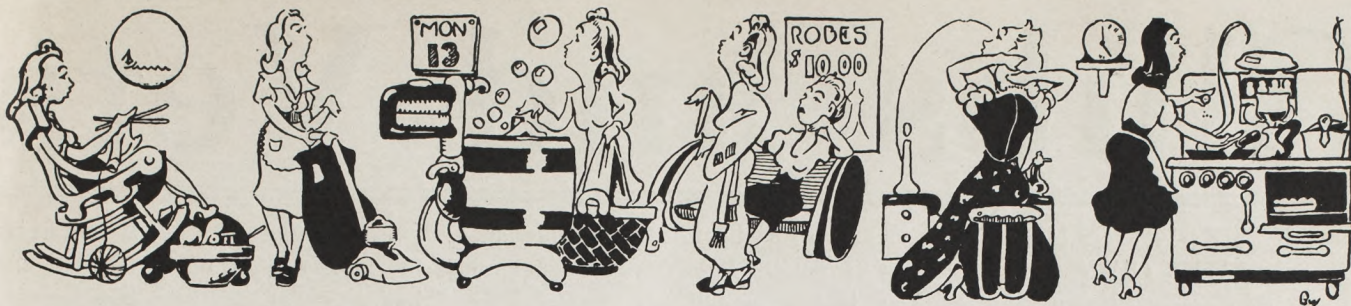
What could be more comfortable than a two-piece seersucker office dress with patch pockets in plain or striped material? To match the ensemble, why not have a pair of slacks which can be worn with or without the jacket.

Plan an entire costume when you buy a cotton dress, adding a hat or sunbonnet to match. Simple frocks can look sophisticated, so choose wisely your cotton clothes and still keep that appeal of charm.



There will be lots of cotton to buy—the most glamorous we have ever had—gingham, broadcloth, poplin, sateen, voile, muslin, percale, pique and waffle pique. Plan your wardrobe for “around the clock wear”.

Let's do our part to promote the qualities of cotton—the fabric that's ready to serve all America on the war front and on the home front.



Wanted! Recipes of the Month

“**D**EAR Ladies” asks you for a recipe—but only a “favorite”. Each month we will publish a few recipes of yours on this page. They will be published in order of their receipt, so remember, “It’s an early bird who catches the worm.” We would like you to sign your name to the recipe so that we can give credit where credit is due. Also, won’t you add your husband’s occupation and department if you are a wife of an employe.

This is not a contest, but a means whereby you women, who do have favorite recipes you would like other women to try, may send them to us for publication in **TWO BELLS**.

There are many very good cooks in the L.A.Ry. family, so come on ladies, “Let’s keep ’em eating, and eating the best!”

Watch the **JUNE** issue for the first “recipes of the month”.

Do You Know? . . .

LEMON juice, old-fashioned rose water and pure glycerine combined in equal parts is a family recipe for a lotion, but only make up a week’s supply at a time as it won’t keep fresh any longer than that.

Maytime Gardening

SINCE we are reserving our cars for special purposes only, we will have more time to dig in the garden. This is a good month to plant Dahlias, so if you have time on your hands, go to the nursery and purchase a variety of Dahlia tubers.

For best results they should be grown in an open, sunny location. They are not particular as to soil,

but prefer a rich, sandy loam. The soil should be prepared several weeks or months in advance if convenient by spading in well-rotted barnyard fertilizer, sheep manure or other fertilizer. Also apply Soil Sulphur (10 lbs. to 1,000 sq. ft.) at the same time. Mix this thoroughly with the soil. After all danger of frost is past and the soil is warm, spade up the ground again and plant the tubers 2 to 3 feet apart each way. It is well to set the stakes at the time of planting and these should be driven into the ground about 18 inches. Place the tubers about 2 inches from the stake in a horizontal position with the eye up and nearest the stake, covering to a depth of 3½ to 5 inches if the soil is heavy, and 4 to 6 inches if the soil is light. Do not stand the tuber on end. It is well to have the eye showing on the tuber at the time of planting and this may be done by placing the tuber in moist

sawdust some time in advance of planting. Eyes usually begin to show within a week to ten days, but some late varieties frequently require 3 to 4 weeks to develop them. The time required depends somewhat on the temperature. If the soil is moist and in good condition at the time of planting, it will not be necessary to apply water until after the sprout shows through the surface. Watering before the sprout shows through may decay the tuber.

IN closing, brings to mind that a very important day is Sunday, May 10—Mothers’ Day. Above all to be remembered comes our mothers, so let us honor her Sunday by some kindly thought or expression of our love; although those truly devoted, honor her every day.

Sincerely,

Helen

*Dahlias
in a
variety
of colors
make
a
gorgeous
bouquet*



A & M Miniature Dahlias

Clubs and Vets

VETERANS' CLUB AUXILIARY

By GLADYS TAYLOR

The last meeting of the Los Angeles Railway Veterans' Club Auxiliary was held in Patriotic Hall on April 14, and was enjoyed by all in attendance.

The second luncheon-card party of this year was held on April 30, at the home of Mrs. Ella Hoyle. The ladies and their guests had a grand time playing cards, and several lovely prizes were given to the winners. Mrs. Hoyle served a delicious luncheon and you don't know what you are missing by not attending these parties.

The ladies of the Auxiliary are looking forward to the next meeting on May 12, for at this time they will welcome several new members to their fold. If there are any ladies in our huge L. A. Railway family whose husbands are eligible to join the Los Angeles Railway Veterans' Club, you will be welcome at all times to come to our meetings and to join our Auxiliary. We have some good times together, and we would like to share them with you.

SQUARE AND COMPASS

By C. J. KNITTLE

There's one meeting each year to which Square and Compass members look forward. That is "Past President's Night". This time it will be held Saturday evening, May 16, at Van's (9th and Hill) Cafe, and a lively session is anticipated. Van's luscious T-bone steaks will "main event" the dinner and, after a series of short quips and jibes by the Past Presidents, the evening will be given over to the initiation of candidates.

On invitation of Worshipful Master Bill Mott, a host of Square and Compass members attended Henry S. Orme Lodge, No. 458, Thursday evening, April 23, and were later

entertained with four marvelous acts of vaudeville, light refreshments, and an interesting talk on "Europe" by Brother Harry Voogle, a native of Holland and soldier of the Dutch border patrol during World War I.

The Square and Compass Degree Team met at Division 4, Wednesday evening, April 29. A lively rehearsal ensued.

All members are urged to attend Progressive Lodge, No. 578, (4508 Western Avenue) on Thursday evening, May 14, to witness and assist in the raising of Brother W. A. Henslee (Division 1) to the sublime degree of Master Mason. The Square and Compass Degree Team has been requested to take full charge of the ceremony and, as this is our first invitation to Progressive Lodge, don't you think we should all slip down there and give Brother Henslee a real send-off?

Have you sent in your reservation for "Past Presidents' Night"? That's all.

UNIT 541 AMERICAN LEGION AUXILIARY

By MARIE MANNING, *Publicity
Chairman*

Here we are in the month of May which is known as Poppy Month for the American Legion and their Auxiliary. These Flanders poppies are made by the disabled veterans at Sawtelle and San Fernando Hospitals, and are sold by all Units of the American Legion Auxiliaries.

This year the days for sale of the poppies will be Friday and Saturday, May 22 and 23. There will be members of the L. A. Railway Unit at each one of the rail and bus divisions, and all employes are urged to buy a poppy from a member of our Unit. Our Poppy chairman, Bettie Leasman, states that our Unit has purchased 3500 of these veteran

made poppies and hopes to receive the fine cooperation of the rail and bus men that they gave last year.

Next regular meeting of the Unit will be held Tuesday, May 5, and as we only have one business meeting a month now, President Ann Charlesworth hopes for a good attendance to help transact the business and hear the fine reports of the various chairmen.

Mrs. Irene Burgoon reports that the meeting of War Mothers held April 15 was well attended. Officers were elected and the organization will be known as "The National War Mothers of World War 2". The next meeting will be held Wednesday, May 13 at 1:00 p.m. in Patriotic Hall, and all mothers with sons in the Service are urged to attend.

The Unit and the Post have planned a joint Memorial Service to be held at the regular meeting of the Post Tuesday, May 19, and all members of the Post and Unit are urged to attend and take part in this program in memory of our departed comrades. Plans will be completed at the regular meeting for service which will be held at the graves Memorial Day, May 30.

VETERANS' CLUB

By JAMES MADIGAN

Tuesday, April 14, was indeed an eventful day for Comrades E. L. Cross, G. M. Smith, D. I. Jenkins and C. R. Smithfield.

On the above date these four new members were introduced to old Butting Billy, the occasion being their initiation into the Order of the Sword Degree. A fine crowd witnessed the ceremony and the Degree Team put on a good show. You Comrades who haven't attended the recent initiations are really missing a lot of fun. Don't miss the next one.

The regular Club meeting held on Monday, April 27, was one of the best business meetings of the year. This announcement may seem a little premature, but the Commander requests all Comrades to make a note of this date: Saturday, June 27. The dining room at Patriotic Hall has been reserved by the Club for this date and I know it will be necessary to urge only the new Comrades to be there.

On Monday, April 27, the Club was called upon to perform a very sorrowful duty in escorting our dearly beloved member, Comrade Emil Watson, to his last resting place. Comrade Watson became a member of the Los Angeles Railway Veterans' Club shortly after it was established twelve years ago, and while he never held an active office, it was only because he wished to do his work on the side-lines, having declined the nomination for Commander on several occasions. The Club has lost a loyal Comrade, and to Mrs. Watson is extended the heartfelt sympathy of every member of the Club.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

Our April meeting was held in Room 309, L. A. Ry. Building, April 9, at 2 p.m. when the following program was presented: Tenor solo and talk by the Rev. Mr. Hogatt, a singing evangelist, who traveled with Billy Sunday, and who gave us several songs and a brief history and definition of music.

Lyric soprano solos were offered by Mrs. Mildred Downer, a graduate of the Cincinnati School of Music, a talented artist, and one of very pleasing personality.

Mrs. Lillian Baum, a dramatic soprano and a pupil of Ralph Thomas, who taught Deanna Durbin and other talented artists, sang three solos, showing remarkable talent, as well as excellent training.

Miss Betty Robinson, from the

"Neighborhood School of Music", which is doing splendid work for talented children who have little means to develop the talent so many of them possess, gave several violin numbers.

We wish all the members could be present and hear these artists who come just for the love of giving some contribution to the happiness of others.

Remember, our meeting place and time: Room 309, L. A. Ry. Building, every second Thursday of the month at 2 p.m.

POST NO. 541 AMERICAN LEGION

By W. Y. STEARNS, *Publicity Chairman*

The rainy weather on April 7 kept many members from attending a very good meeting of Post 541. The ladies of the Auxiliary were present as guests, and showed their fortitude by almost outnumbering the men present.

The Navy Recruiting Station showed another very fine movie of the life of a sailor at home and in far-off lands. Such intriguing pictures should go a long way in filling up the ranks of the Navy, as they are both educational and inspiring.

Our membership continues to mount and now stands at 81, three new members having been sworn in at this meeting. They were George Bidwell, Div. 3, Jack Alder, Motorman, Div. 5, and Oscar Lund, Mechanical Foreman, Div. 5. Welcome into the Legion, men. Our enterprising Adjutant, Bob Manning, has set 90 as his goal, so all you eligible men might as well capitulate as he will get you in the end.

A joint meeting of the four railway posts was held at the Acme Brewery April 29, sponsored by the S. P. Daylight Post, and need I say a good time was had by all. The next joint meeting will be sponsored by the Santa Fe Post and details will be announced later.

WOMEN'S CLUB

By MRS. H. A. DEWEY and
MRS. H. C. THORN

On April 2 there was a very good program by members of the Drama Section. Mrs. J. F. McCormick, Mrs. A. R. Hemm, Mrs. Paul Brown, and Mrs. E. J. Miller sang several numbers under the direction of Mrs. O. G. McDermith, and Mrs. H. A. Setterburg played the piano accompaniment. Other entertainment was furnished by Mrs. E. V. Athenous, Mrs. C. A. Evans and Mrs. A. R. Hemm in a short play "Aunt Abigail's Bomb." The entire performance kept all on the edge of their chairs. What would we ever do without Mrs. McCormick? She coaches all of the club's dramatics.

At the April 16 meeting, Mrs. W. R. Goddard gave a talk on the "Clean, Paint and Plant" campaign, which was well received and appreciated. The Nominating Committee presented and read the candidates for the coming election of next year with their leader and President-to-be, Mrs. E. J. Miller. We offer congratulations and good wishes for her success.

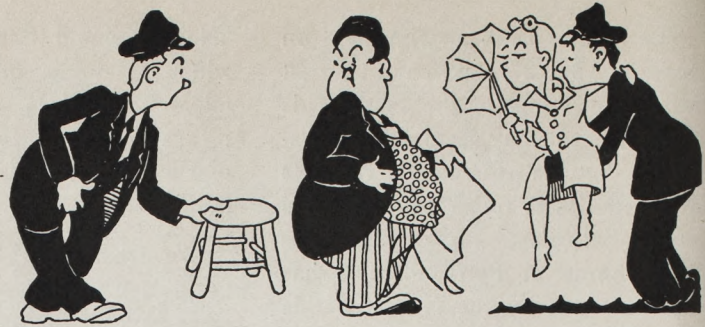
On April 22, thirty-five members and friends were royally entertained at Swift and Company. Sarileaa Ridenour, alias Martha Logan, and her efficient assistant, Mrs. Jean E. Dewitt, gave a delightful program with movie, "Mrs. America Goes Shopping". The lecture and food demonstration was interesting with generous assortments of meats and food products of Swift and Company.

Installation of new officers and club members will be held at last meeting in May.

All club members send their love greetings to Mrs. M. M. Erskine who has been very ill for sometime of a heart ailment, and she is vitally missed from our circle. We wish her a speedy recovery.

HITS

THAT HELP US TO WIN



Worthy of Praise . . .

"I wish to commend one of your men 1448 (*V. E. R. Nordquist, Div. 4*) on the "J" car, riding home from Los Angeles to H. P. recently. I could not help but notice him. He called the streets clearly and pronounced the Spanish streets correctly—he answered all questions kindly and in a helpful manner and put himself out to look up information asked for.

"He also watched the corners when he turned, looking to the left and right. Would that there were more like him. I would like to ask why we cannot have shades on the street car windows? It gets terribly hot on the "J" car on the west side through quite a bit of open country."

MRS. KATE B. DURHAM,
Huntington Park.

What Public Wants . . .

"I have never written a letter exactly like this before, but I feel like you are to be congratulated on the fine selection of conductors and motormen you have.

"On the "V" car line, conductor No. 2834 (*V. E. Munger, Div. 5*) is just what you would want when it comes to giving service. He goes out of his way to be nice to his passengers. He calls the street numbers and names and is a handy man in all ways.

"I would like to say that I hope this letter of gratitude and appreciation to the service No. 2834 gives to us will help him in more ways than one.

"Thanks a lot and here's hoping that in the future we will have more conductors like him.

"Your passengers like to ride in and around pleasant surroundings. Good luck in your future selections."

MISS ESTELLE M. WILSON,
1206 E. 43rd Place,
Los Angeles

Commends Driver 168 . . .

"I understand that our regular bus driver number 168 (*H. H. Little*) is being transferred to another line. I have found him very courteous, efficient and cheerful and feel as many others about his leaving. He has won a certain attachment from all of his patrons, and so if you can possibly

return him to this line we would be very appreciative—the bus is the "Belmont" line. When we get on the bus—sometimes very depressed, he always seems to cheer us. We would all be very grateful for his return to our line."

SARAH H. HALPERN,
3910 Melrose Ave.,
Los Angeles.

Conductor Helpful . . .

"I wish to call your attention to the courtesy and help given me on the "S" car by conductor 1458 (*G. R. Tiefel, Div. 1*) on February 24, on Western Avenue. People are so apt to complain about little mistakes and discourtesies on the cars that I thought I'd remind you of the opposite. This conductor's help kept me from losing an important job."

WYNONAH B. JOHNSON,
333 S. Oxford Ave.
Los Angeles

Keen Interest In Work Shown . . .

"You have a motorman on the "J" line (*D. Reinink, Div. 4*) who certainly needs commending. Last Tuesday a.m., I rode all the way out to Belgrave, and as a rule I pay no attention to how car is run, but I couldn't help but notice this man's efficiency, his courtesy to passengers, even warning them to be careful of autos when they got off. He ought to know we appreciate men who take such an interest in their work."

MRS. KATHRYN WHITNEY,
509 S. Grand View St.
Los Angeles

Fine Qualities Displayed . . .

"It gives me pleasure to speak of the courtesy of Conductor No. 164 (*J. H. Stanley, Div. 5*) on the "9" car line. He likes to be kind and helpful to all passengers who need a little assistance. I was one of these. I admire his cheerful disposition, too."

IDA GILLMORE,
522 W. 47th St.,
Los Angeles.

Virtues Lauded . . .

"Orchids for your bus driver Number 676 working the Olympic Blvd. line (*S. A. Hamilton*).

"He is patient, pleasant, and accommodating, and should be commended for these virtues."

V. J. HENTSCHY,
1065 So. Holt Ave.,
Los Angeles.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

L. C. Allison, Div. 1
F. L. Bowles, Div. 5
N. W. Broyles, Div. 4
R. J. Crothers (Inspector)
R. M. Dingman, Div. 3
T. W. Fry, Div. 5
B. L. Johnson, Div. 1
E. L. R. Kennedy, Div. 5
J. A. Kilby, Div. 5
R. G. Monahan, Div. 3
E. W. Park, Div. 1
Wm. Phelps, Div. 3
D. I. Robison, Div. 4
J. T. Schmedeman, Div. 4
M. C. Sonner, Div. 4
T. H. Speed, Div. 4
C. W. Thompson, Div. 4
***J. A. Wear, Div. 5
M. L. White, Div. 3

OPERATORS

R. H. Bandelin, Wilshire
R. E. Bice, Fairfax
W. Blair, Florence-Soto
C. H. Bull, Sunset
W. B. Burrill, Wilshire
H. H. Little, Belmont
M. A. Martel, Fairfax
E. F. Morgan, Wilshire
P. E. Prutsman, Florence-Soto
B. H. Roberts, Alvarado
W. E. Rogers, Alvarado
H. C. Rosendale, Florence-Soto
E. J. Sayre, Wilshire
*H. J. Scott, Manchester
W. H. Thurston, Olympic
R. J. Veeh, Crenshaw Blvd.
H. A. Walters, Wilshire
C. S. Wise, Olympic

NOTE: Each asterisk represents one additional commendation.



ERRORS

THAT CAUSE US TO LOSE

Thoughtless Statement . . .

"Last Sunday afternoon while on the No. 5 car approaching the Inglewood Cemetery, I was greatly surprised by the ungentlemanly and most thoughtless statement the conductor called, in a loud voice—'Inglewood Cemetery, home of the stiffs.' I cannot understand in any sense of the imagination how this man could feel that this remark was humorous. I am sure that if any of his loved ones were buried there, he, too, would resent such a remark.

"The majority of your men are all clean-cut, helpful, conscientious individuals, and this man, apparently, has no place among your other employees."

Poor Assistance . . .

"As I attempted to board a "J" car at 7th and Broadway, the traffic man, No....., was standing in the doorway conversing with the motorman. I tapped him on the arm in order to call his attention to the fact that I was desirous of boarding the car.

"The motorman closed the car door and went on his way. I asked the traffic man why he refused my entrance. He sharply replied, 'I can't see behind me. How was I to know you were there?'

"While this traffic man was blocking the doorway, a half dozen-riders could have boarded. Since the car was neither filled to capacity nor the "go" sign on, I could see no reason for his rudeness."

Lack of Consideration . . .

"When ten people boarded car, the last man on the car stepped up with one leg dangling outside the door. The door closed and caught his leg. He shouted to operator who released it, and when this man reprimanded operator for doing such a thing, the operator replied, 'I'm in a hurry and can't be bothered.'

"This remark certainly lacked consideration for the "other fellow", and gives one the impression that a man who transports people should show more kindness to the traveling public."

Could Have Been More Courteous . . .

"In the past, I have cooperated with you by filling out claim questionnaires sent to me. After the treatment accorded me recently, I resolved that I will never testify in your behalf again.

"I had stood on the corner waiting patiently for a car when a "9" car, No. 400, came along at a quarter to ten p.m. As the entrance is more often at the front, I made my way to that part of the car. The motorman, out of a clear sky in a haughty manner, shouted out, 'You get on where the other people do.' Had I tried to force entrance or spoken to him, I would have understood his attitude.

"As I feel that this remark was most unnecessary, I thereupon waited and took the next Pacific Electric Venice car instead."

Manners Unpleasing . . .

"I wish to inform your office of the contemptible treatment accorded me on a No. 9 car—West 48th and Crenshaw, 9:30 p.m. last evening.

"I boarded car at 9th and Broadway, sat in seat in right side of rear open section next to door. At Vernon and Hoover there was one lady sitting on right side of the car, and possibly five or six passengers on left side of the car.

"I had just arrived in the city and hadn't as yet read the daily paper. I noticed the lady sitting on the right seat laid a copy of the daily paper down in the seat. She got up, walked back to rear end of car and got off. I then got up and picked up the paper. The conductor ran in, almost knocked me over, grabbed the paper out of my hand and stated he was going to have the paper. He then ran back to the rear end. I walked back and politely asked him if he thought it might hurt that paper if I looked at it. His surly, insulting remark was, 'If you want to see a paper, go buy one.'

"This was the smallest thing I ever have seen on a streetcar. I have been riding your cars for the past 30 years and I well know such actions from No..... is not in keeping with your good service."

Helpfulness Desired By Patrons . . .

"I was wondering if you couldn't do something about a problem that is incuring the ill-will of from 4 to 8 people every morning and spoiling their dispositions for the whole day.

"Every morning we get off the eastbound Manchester bus at approximately 8:10. We start running across the intersection to connect with the Figueroa bus which is standing there. Just about the time we get to the rear of the bus (and I honestly mean it) the bus pulls away despite our yells and leaves us cussing a blue streak.

"Now we are all business people, and are not unmindful of the problems of running a line on schedule and we know you can't wait for every person who is running from a block away, but 5 seconds at the end of the line could be made up at the most in the first block, and the bus usually has to dribble all the way to Florence anyway.

"Won't you please try to remedy this situation? It will make our day more pleasant."

Unkind Remarks . . .

"I would like to report—about an operator on the Olympic line. First for not stopping for me at the end of the line and second because he was very discourteous to me after I had to walk the long block to catch the bus.

"I asked him why he didn't stop for me and he said he never stopped there. I told him he should have as it was a bus stop and that I had rapped on the window with my bag and he paid no attention.

"I told him I was ill and not supposed to walk that far and he replied, 'That doesn't mean a thing to me,' and then I asked him why he was so mean and he fairly shouted at me and replied, 'because I feel mean.'

"I have been too ill to report this before but felt I should not let it pass.

"This happened last Thursday. When I said I would report him he said 'Go ahead and see if it gets you anywhere.' This is just what was said as I wrote it down in the bus when I took his number."

Newsmen Report...



CONDUCTOR B. W. BENTLEY (Division 3) has two sons in the Navy. At left is Bill who is a first class electrician on the U.S.S. *New Mexico*, and Bob (at right) is an aviation mechanic on the U.S.S. *Saratoga*. Both boys like the Navy very much.

DIVISION THREE

By L. VOLNER

When we have made an extra good record our Superintendent, Mr. Bodley, wants all to know. He had posted in the bulletin case a notice which stated that on Saturday, April 11, there were three accidents, and on Sunday, April 12, only one accident. He was well pleased with that record, and knew it was caused by a little extra effort, not entirely to luck. When we have "bouquets" coming, you can rest assured Mr. Bodley will toss them.

The blackboard to your left as you enter the assembly hall is being used for suggestions and general information to help each one to do a better job of the tasks he has to perform. It will be changed from time to time, and each one would profit by making it a habit to read it daily.

There was great rejoicing in the home of Switchman W. H. Meloy as

his son P. F. C. William C. came walking in unannounced about eleven o'clock one night, recently. Mr. Meloy did not know but that the boy was still in Iceland, as he was with the first bunch of Marines to be stationed at that place, staying in Iceland about eight months, but as they were relieved by the Army, he secured a two weeks' furlough to visit at home.

On account of his health and length of service, Mr. Ray Gholson has been placed on the pension list. Mr. Gholson says for about a year his address is going to be Gilman Hot Springs, where he is going to give the baths a good chance to restore him to his former good health.

You can't say that Conductor C. W. Lentz is not a business man—

one who looks out for the Company's interests, especially in a financial way, but when he gets the cash, he can't find out how to remit same. Recently a drunk broke a window out of his car and Mr. Lentz told him he would have to pay for it. Eighty-five cents was collected from the man, but how to remit the money had Mr. Lentz puzzled.

VERNON YARD

By L. F. SPARKS

While it is still a long way to December, there is a Santa Claus. If you don't believe it ask Switch Repairer Walter Capps who drew nearly \$500.00 from the bank and, on his way to work, lost his pass case and the money down a storm drain catch basin. After much wailing and gnashing of teeth, a trip



DIVISION 3 SAFETY RALLY

April 25

Left to right: Messrs. Ken Sloan, Larry Staten, Commander Ed Roche, Miss Elsie Collins, Superintendent "Jim" Bodley, Messrs. "Bill" Hollenbeck, T. L. Hutchings, Len Barkley.

was made up the main storm drain from the nearest manhole and in due time the sodden wallet was found with money and contents safe.

Truck Driver Bill Rankin also had some luck, mostly bad. About 3:30 one afternoon, Mrs. Rankin was shopping when a negro boy snatched her purse containing \$18.00, a gold watch and her pass case.

A. Gandera, who for the past several years has acted as mail carrier for this department, passed away April 5. Gandera entered the service in June, 1903.

The old jingle sung during the World War has been recalled to mind, "If the Navy doesn't get you, the Army must". The latest case to point is George Bisbee who has left the Company to accept service with the U. S. Navy.

Welder Foreman Mike Finn was passing out cigars recently in celebration of his wedding, April 20.

Sick call this month found Carpenter Cleave Traywick sick for two or three weeks with the mumps.

Special Work Laborer, George Castorena, missed his step or hand hold on a work motor and fell to the ground. He cut his hand a little and wrenched his shoulder, but after being a trifle woozy for a while was released in an hour or so and was back to work as good as new.

DIVISION FIVE

by FRED MASON

Don't forget the Division Five big Safety Rally, Show and Dance to be held on Saturday, June 6, at 8:00 p.m. in the Pacific Electric Auditorium. Our Master of Ceremonies, Conductor H. I. "Barnum" Billings, has arranged for some excellent vaudeville acts and the show promises to be one of the best. After the show there will be dancing from 10:00 p.m. to midnight.

Motorman S. Whaley was highly elated when after several months of silence he got a message from his son, Robert, U. S. Navy. He was wounded in a naval battle and is now in a hospital up North, and progressing nicely.



THE HAPPY little fellow above is Wayne Kenneth, six months old son of Conductor Kenneth G. Strobel of Division 5 and grandson of Motorman Tom C. Strobel, also of Division 5.

Our best wishes are extended to the following men who left the service during the past month! Motorman F. J. Sterten, who resigned to visit his brother in Medford, Oregon, before entering the United



RUTH M. MADIGAN, daughter of Foreman (Division 5) and Mrs. James A. Madigan, was married recently to A. Rodgers Barney. The bride and groom spent their honeymoon at Death Valley.

States Army; Motorman L. K. Tongish, who is now doing his bit in the U. S. Maritime Service; Motorman P. O. Cole, now with a Shipbuilding Company, at Oakland, Cal.; Conductor I. C. Freivogel, now with the Hawthorne Police Dept.; Conductor H. U. Woolsey, to St. Louis, Missouri; Motorman C. B. Campbell, to teach school in Alabama; Conductor F. P. Wooten, Motorman O. W. Lyford, Motorman L. H. Harman, Motorman H. A. Hutchinson, Motorman A. W. Pinkel, and Conductor J. R. Lalley, who left to take up other work.

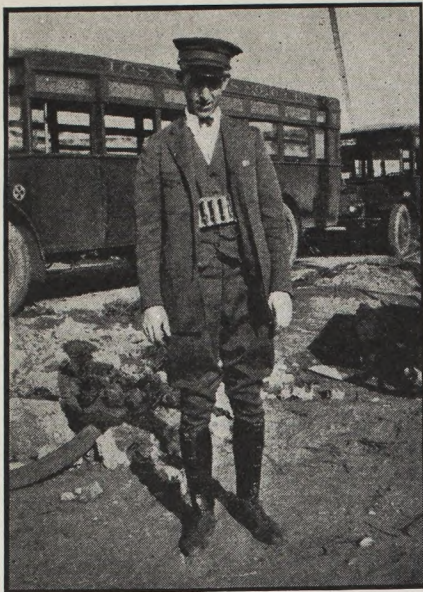
We extend a welcome to Conductor R. H. "Bob" Manning, who is back at Division Five again after spending several years at Division Four. Bob changed seniority with Conductor W. M. Vaughn who, incidentally, is now back with his original Division.

VIRGIL

By C. P. HUNT

Well, well, who would have ever thought it would happen right here under our very noses? But it has, and although it has been going on for three or four weeks we were reluctant to believe it. Finally it became so common, so brazen that the party involved was forced to declare it. He actually tried to inveigle others in on the deal by enticing them to accept a part of it. All but one part—no, no, that he cherished too highly. That, he kept all to himself. Through the mail, mind you, comes a neat little box. After he, with sparkling eyes and nervous hands, tore off the outer wrapper, there was revealed a little white box tied in baby blue ribbon. To you he offers the candy, but for himself, that one part — he keeps. That is a little card and a pair of little blue candles. That party, gentlemen, is OUR Safety Supervisor, our own Safety Supervisor, M. Tudor.

R. A. Brown, after 13 years on the line and now working as cashier, reports he likes it fine. Geo. Bauma,



OF OLD VINTAGE but always of interest is this picture of Mechanic B. J. Wallen (Virgil) shown with the old "Morelands".

who left the cashier cage to go back on the line, says he too, is satisfied.

No, Lou Methee, your scribe did not misspell your name—that is a typographical error. In any event apologies are in order.

Art Paschke, President of the Virgil Bowling Team, extends a challenge to any bowling team that will dare to take them on. They will play for "keeps", cigars, chewing gum, hot dogs or what have you. And they mean it too.

Operator Heaster, fast surpassing all our "killer dillers", in fact a second "Vic Mature", and well known on Silver Lake, is receiving fan mail. Looks like operator Cline is mixed up in the latest one. Maybe there is competition brewing.

My, my, looks like Supervisor Jackson could maneuver the "Cheve" better than that.

There are many more new faces at Virgil as well as some who have returned after trying something else. Here they are, and we wish them the best of luck and happy days; C. S. Riley, A. L. Williams, O. W. Boyce, F. R. Lilley, E. O. Soollee, O. B. Curtis, R. O. Jones, E. W. Ewers, H. A. Poe, N. W. Laraby, H. A. Douglas, C. A. Esquire, G. H. Hentges, R. D.

Foxe, J. A. Stephenson and D. P. Gordon.

DIVISION ONE

By R. C. RUGGLES

Our Safety Rally, held on April 11, was well attended and the show was enjoyed by all according to reports.

Our accidents have shown material decrease this past month except a number of minor step accidents which could be avoided if we would follow more closely the safety messages which are put on the blackboard every few days. Let us all read and heed.

J. C. Boyce and I. H. Stewart are riding bicycles to work, thereby helping their country to conserve for Victory.

Everything was fine until Mr. Boyce came to work with a skinned face—said he had taken a spill from his bicycle, but Mr. Stewart said, "That wasn't the way he saw it"—so what do you think?

Among others helping the Victory cause, by pedaling their way to work, are A. P. Bradshaw and V. B. Jones.

Three former trainmen were visiting us this past month; Slim Coats who is ferrying planes for the Government, and who is a bridegroom of a few days; W. P. Rouse, who is in the Field Artillery south of here, and W. R. Mullenaux, who is still driving a bus between Denver and Cheyenne. They wished to be remembered to their old friends.

The best alibi of the season for operating car ahead of schedule was given by Operator Haylett who said the Safety sign read "Start sooner, save accidents."

A. G. Witzel is leaving the service to enter the Army.

The following men are still on the sick list:- F. C. Shafer, R. A. Fuller, D. Burton, B. R. Wood, J. O. Huffman, J. W. McKeown and S. J. Singer.



*DIVISION 1 SAFETY RALLY
April 11*

Front Row, left to right: Messrs. Billy Vejar, L. F. O'Hare, V. B. Jones, Felix Valle. Back Row, left to right: Messrs. J. V. Boyce, A. J. Rosensten.

DIVISION FOUR

by R. H. GRETENBERG

STUPENDOUS! The date for our Gala Opening is Saturday, May 9. The place — **PACIFIC ELECTRIC AUDITORIUM** — between 6th and 7th, on Los Angeles Street. This is the first of Division 4's Greater Shows this season, and it is promised by our able bodied Master of Ceremonies, "Bill" Vejar, that this will be the best of them all. Everyone is invited. Bring your families and your friends. Everyone should enjoy this evening of dancing and entertainment. **DON'T FORGET! THIS SATURDAY AT 8:00 p.m., SHARP!** "Pop" Ellis, our Superintendent, has promised he shall have a couple of surprise acts — this could mean anything! But we will have to wait for this. However, I will say that he has never failed us yet!

One of our efficient switchmen was drafted during the month of April. Switchman A. C. Waggoner is reported to have entered the Air Force Service in which he has had previous experience.

One of our favorite clerks, Ted Latham, underwent a serious operation for appendicitis recently. After a rather bad time of it, Ted is now on the road to recovery. This is good news to all his many friends, and we want to say that we hope it will not be too long until Ted is back at the division with us again. D. I. Robison also suffered the same operation and is reported to be doing nicely. Some



CHRISTINE CLAIRE, three months old, is the daughter of Conductor (Division 4) and Mrs. K. G. Watson.

"My wife would like to borrow a little sugar. Do we get it or must I tell the authorities that you are hoarding seven pounds?"



of our other men on the sick list are: N. Flanagan, A. Halwax, and J. W. Reeder.

We have added several men to our ranks during this past month. Some of them are: L. W. Winkler, J. T. Adams, M. Weaver, H. G. Reinink (that makes three of the Reininks at this division), D. O. French, D. O. Dulin, T. Griffith, S. F. Lee and W. F. Rollins. A warm welcome is proffered to the new men.

VINEYARD DIVISION

By D. LADHOFF

New men to come to the Los Angeles Motor Coach Company Operating Department are H. A. Poe, N. W. Laraby, C. A. Squires, G. H. Hentges, D. P. Gordon and H. A. Douglas. We welcome these men to Vineyard Division and wish them the best of luck, also welcome back to service R. D. Foxe, one of the Beau Brummel's of Wilshire Boulevard.

W. W. Marvick, Operator, was so mixed up after going over Lockheed, Vega line, that he was still mixed up

on Western Avenue and pulled into Vineyard instead of Virgil.

G. B. Dossey, Temporary Relief Clerk, is really a farmer at heart. He has what is known as a commercial acre of land in that big town of Garvey. Here is a partial list of what is raised on that one acre, 35 fruit trees, nuts, grapes, flowers, pumpkins, berries, turkeys, rabbits, chickens, wild mallard ducks and all kinds of vegetables that the Dossey family likes. G. B. has a son that is a good athlete, a very nice daughter and a lovely wife who really swings a mean badminton racket.

What has become of the blonde who used to ride the 8 a.m. coach from Santa Monica with a certain operator?

Will try to give you a complete list in the next issue of operators from Vineyard who have gone into the U. S. Service. In the meantime remember they are doing their duty, and it is up to us still at home to do our bit.

Sure hope you fellows will kick through with more news next time.

OFFICE

By WALTER WHITESIDE

Fire fighting training given the men by the Fire Department has been completed with all parties having a clearer foresight in what to do in an emergency and how to do it. Following various lectures, the group was given actual instructions in the operation of the various types of equipment. In fact, Jim Murray and Ed Ramsey got first-hand running practice when Bill Taylor, playing fireman, failed to hold the extinguisher hose, causing the liquid to half submerge his fellow onlookers. Since the demonstration, we hear statements that in the future if it becomes necessary to use any of the equipment, Bill Taylor is one person we are going to stay clear of.

Bill Mott, Captain of the seventh floor, was presented with a tin captain's hat from, who Bill says, "Jealous noncombatant groups." Anyway, when Morrie George presented same to Bill, he told him that all would be behind him 100%, and please don't run too fast.

A couple of issues ago we mentioned the modernization of the elevators in the building, that is in regards to mechanical equipment. The latest (should we say modernization) is the three operettes to guide us to our respective floors, and elevator traffic has certainly picked up.

Former operators are all actively employed with Cliff Boughton be-



WHEN M.G.M. needed technical assistance in filming "Yank at Eaton" they called on none other than H. A. Perryman, Director of Research, to advise them.

Mr. Perryman, an Eaton graduate, presented Mickey Rooney, star of the picture, with a shield of the Eaton coat of arms.

coming a policeman, Roy (Oklahoma) Clement being transferred to the substations and Charles Yanac being employed at the shops.

Good luck is extended to Uncle Sam's latest employes from our building, Ed Schwartz and Harold Davis.

Fred: "Mable's husband is a judge, isn't he?"

Frank: "Well, everybody thought so until he married Mable."

GARAGE

By H. R. PAUSCHERT

Two new Mack trucks with Diesel motors are being equipped for emergency trucks.

L. Bridgefarmer, who has been recuperating from a minor operation which was performed during a recent visit to Texas, will soon return to work.

R. F. Rice, who resigned recently, has accepted employment at the Douglas Aircraft Corporation.

H. Nystrom has passed the Navy examination for Machinist Helper, Second Class, and has been called for duty.

H. B. Johnston and A. F. Palmer were transferred from the South Park Shops to the Garage, and now are employed on the third shift.

A letter was received from John Misko, who is employed by Hawaii Constructors, Bellows Field, Oahu, T. H. He is enjoying good health, likes his work, and would appreciate receiving letters or cards from any one who would care to write to him.

We are happy to welcome Scotty Crawford back to work with us once more. Scotty spent an additional two weeks in the hospital.

Our sympathy is extended to Wm. Manigault who had three tires stolen from his car while it was parked on the 15th Street employes' parking lot.

James Buchan walked and stumbled four miles to reach his home

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

	1942	1941	Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,270,091	1,107,298	+162,793
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)	992,455	924,513	+ 67,942
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	82,853	84,258	— 1,405
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,434	65,977	+ 1,457
Total Expenses	1,142,742	1,074,748	+ 67,994
Leaves Net Profit or Loss	127,349	32,500	+ 94,799

during the blackout on the night of April 8. Just as "Jim" stepped on the porch, the lights were turned on and the "all-clear" sounded.

Percy Bosanko, who has been working at South Park the past three weeks, called on us, and the boys at the wash rack presented him with "garbage can" orchids.

Ambitious victory gardeners are expecting to eat the fruits of their labors from overflowing dinner tables this summer. We hope the seeds produce vegetables as attractive to the taste as the catalogue pictures are to the eye.

The L. A. Lapidary Society Second Annual Display of work accomplished by members will be held on Saturday and Sunday, May 16 and 17, 6840 Hollywood Boulevard. Three Garage employes are members of this society and will have their displays on exhibition. Several blue ribbons are expected to come their way and they would be pleased to see their friends come out to view this very valuable collection.

16TH STREET COACH

By R. K. KISSICK

The past month has been quite eventful around the Coach Division, the main event being the inauguration of the Lockheed-Vega Service operating from the three railheads in different sections of the City, to the four Lockheed and Vega aircraft plants in Burbank. This service is growing by leaps and bounds with more coaches being added from time to time. The total passengers daily have mounted from 582 on the opening day to approximately 2,000 at the present time. The first day there were 13 trips as compared to over 40 now. Mr. Patton and Mr. Ballenger wish to thank all of you for the long hours you work and for your fine cooperation during the time these lines were getting settled.

Los Angeles Motor Coach Company also established service to the four plants from Ocean and Broadway in Santa Monica on April 27.

Supervisor C. V. Coleman became the father of a bouncing baby boy on April 10. The boy will be christened C. V. Coleman, Junior.

R. H. Groves suffered some tough luck when his car was stripped of the two front wheels, tires and tubes. He was lucky enough to be insured and was able to get a priority for two retreaded tires and tubes. More bad luck was had by D. L. Gladwell when his garage burned along with his car and four new tires. (The car and garage didn't matter so much, but losing the tires really hurt.)

Our deepest sympathy is extended to the family of J. V. Wilson. Operator Wilson passed away on April 3.

We wish the best of luck to C. E. Holcomb, J. E. Kresge and A. S. Miller who left for the Navy, and H. R. Durall and N. L. Atkinson who left for the Army, also J. A. Logan who is now ambulance driving for the City.

We are still in need of changers. Any of you having extra ones, please bring them in and we'll sell them for you.

Fifteen more Diesel coaches are being delivered now and this will make us a total of 131 Diesels operating out of our division.

A good jingle to remember is, "The stamps you're buying, will keep 'em flying."

Just as a reminder, you know we still have applications for Defense Bonds on pay roll deduction, and if you already have an application in, you may increase your allotment at any time.

We welcome the following men to our Division: G. L. Norbutts, W. Brack, R. R. Harwood, L. E. Weaver, W. G. Wholton, D. A. Wholton, M. C. Roberts, L. E. Barnes, E. E. Hall, P. E. Knight, D. B. White, H. L. Bill, J. E. Taylor, E. M. Gendreau, N. D. Johnson, L. E. Thomas, R. A. Wardlow, A. B. Prather and T. E. Stone.



LOS ANGELES RAILWAY MOTOR COACH Division employes line up to give Lockheed-Vega workers a preview of coach equipment on the Lockheed-Vega chartered service.

Petite Jean Maier boards coach No. 6168 while operators (left to right) C. C. Henry, D. F. Maynard, B. E. Ingles, R. A. Sweatt, W. B. Barnes and R. E. Shramm look on.

SOUTH PARK

By R. S. WALLACE

He escaped from the mob at the Shops only to be captured in a church. On April 24, Mr. Wesley F. Savoy (Electrical Repair Department) and Miss Lulu Munde, in the presence of a few friends, in the little church around the corner, promised to love, honor, and obey. After the ceremony they started on a sojourn to Yosemite.

Sunday afternoon, April 26, Mr. and Mrs. John S. Moore (Carpenter Shop), were at home to a few of their many friends. It was in celebration of their golden-wedding anniversary. Billy Pinder and his band entertained with a few timely and appropriate selections. Mr. Moore has been in the service of the L. A. Ry. since May 11, 1922. We congratulate them on their many years of happiness and success, and wish them many more.

We are glad to learn that Mrs. Mark Langlois, who was struck by an auto the first part of March, is improving.

Several of the boys in the Shops have made application, and some have been accepted, in our war machine. Jimmie Dennis, of the Store Room, is to go as Ship Rigger's Helper to Wilmington; Leonard Kelsey has joined the Navy and left for San Diego on April 27; Kay Beswick, who has just returned from a two weeks' leave of absence, is also joining the Navy. Several more of the boys have made their final tests and are now awaiting their call.

Jack Bailey, formerly of trimmers gang and general utility man around the shop, severed connections with the Company and is now helping to "Keep 'Em Flying" at North American.

Albert Anderson (Andy, of Machine Shop), has joined the growing list of Grandpops in the Shops.

Claud Nickels, Machine Shop, who has been off duty since January 23 with an injured foot, returned to work April 20.

Al Smith of the Winding Room is very proud these days since his son Charles graduated from the U. S.



MR. and MRS. John S. Moore on the day of their fiftieth wedding anniversary. Mr. Moore works in the carpenter shop (South Park Shops) and has been with the Company twenty years.

Naval Training Station in San Diego with the highest grade in the class. He was given Petty Officer's Rating, Machinist's Mate, 2nd class, and was recommended for a post as instructor in mathematics and shop theory. Not bad at all.

On April 23 Mr. and Mrs. M. E. McCune, Machine Shop, were called East by the death of Mr. McCune's father.

MECHANICAL DIVISIONS

by A. L. DAVIS

CAR HOUSE NO. 1

After being released from the hospital for an injury to his left knee, E. F. Bond, Night Asst. Foreman, is now back in the hospital for treatment to two very painful carbuncles.

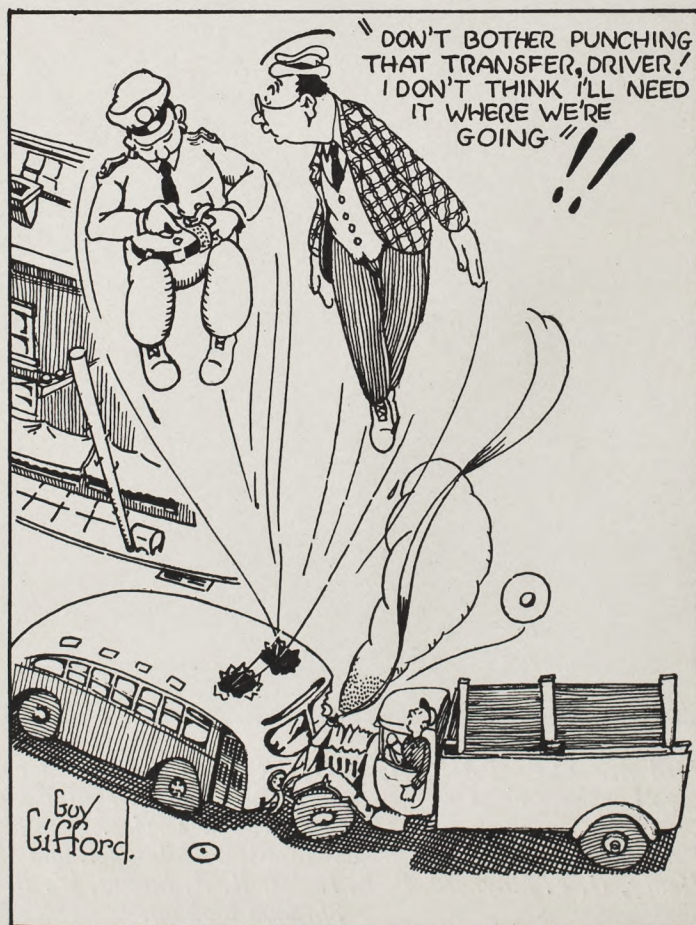
Lee Sherrill has the spring fever of buying more fishing tackle. He intends to clean out Irving Lake of all the fish - he hopes.

DEPARTMENT NO. 2

All quiet for the present. Maybe big news next month.

CAR HOUSE NO. 3

Jamie W. Atkinson is the new Car Cleaner sent to this car house. Welcome to the division.



This fellow
"Hap" Hazard
we'd like you to
meet
He had a habit
of taking
his eyes off
the street.

R. M. Taylor, Car Repairer, is off sick with the measles.

A new incinerator has been built at this car house, which is very satisfactory to all concerned.

G. Atkins, one of our first aid men in the Car House 3 team, did a fine job to an injured pedestrian under one of our cars, so keep up on your first aid - you never know when you will be of great assistance in an accident.

CAR HOUSE NO. 4

We have received letters from W. O. Weiser and L. P. Cook who are now serving in the U. S. Army. W. O. Weiser is stationed in San Francisco and L. P. Cook in Corpus Christi, Texas.

John Paul paid us a visit recently in a new Army uniform. He is stationed at Fort McArthur at present.

CAR HOUSE NO. 5

John Hale has resigned and moved to Dallas, Texas, to work in a machine shop.

Andy Duncan is having his teeth extracted for a set of store teeth.

O. J. Thompson, L. L. Wutherich, C. J. Brazzel, W. J. Bullis, and A. C. Reynolds are new men at Car House 5, and we are glad to have you with us.

Bill Elmlad is constructing a new addition to his ranch house.

Clerk Fulton is in the chicken business now on a large scale.

Basil Allen is getting out of California, so he is spending the week end in San Diego.

ELECTRICAL

Vacations are in the offing with a number being put-offing. We hear that many an elaborate vacation plan has been checked into the wastebasket lately with the announcement of gasoline rationing in the Pacific Northwest, the favorite vacation land of the residents of Southern California.

The racing bug bit Sammy Van Den Burg hard enough to cause him to take an early vacation and attend a racing meet in Phoenix. On his

way home he stopped in Las Vegas to listen to the stories of fabulous wages paid workers in certain plants there. Yes, he is back on the job in L. A.

Jerry Coxe, another early vacationist, spent his time in and about the home town.

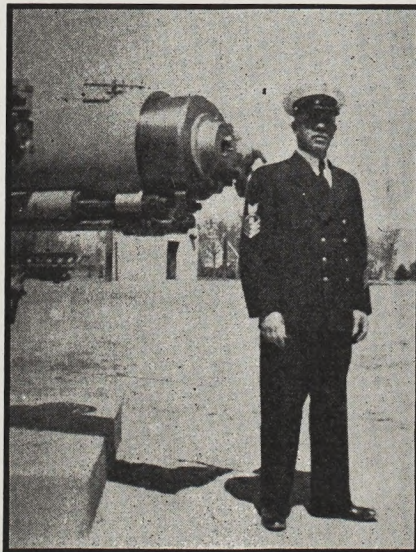
Carl Brown called in urgently one day and asked to start his vacation then. We expected to have an official announcement for TWO BELLS at the time, but you will have to watch the later issues for complete coverage.

S. H. Phillips was in such a hurry to turn his light out during the last blackout that in the excitement he fell off the chair. Injuries were severe enough to keep him home three days.

Welcome, new employees V. D. Burgess and R. E. Margrane on the Line, and G. D. Porter and R. E. La Voire in the Power.

TRADING POST

FOR SALE: 8" telescope, mounted, complete with eye piece and periscope finder, \$65.00, or will trade for good radio with record player, also photo print box and ratten safe light, both for \$3.50. Call Sta. 231—W. H. Moore.



B. LERIT, former substation operator and Chief Boatswain's Mate U.S.N.R. is now instructor in Naval R.O.T.C. Unit of University of New Mexico. Bennie writes, "I'm getting along fine and like my duties. Give my best to the electric gang."



COVER "MOTHER'S DAY"

I wonder why her hair is silver
Her faded eyes are filled with tears
Her cheeks have lost their beauty
Through all these many years

I wonder why she's sad and lonely
Her heart no longer gay
I wonder why her voice is feeble
When for you, she kneels to pray

Some day you'll understand
Why she did not smile that day
It's because her heart was broken
When you went so far away

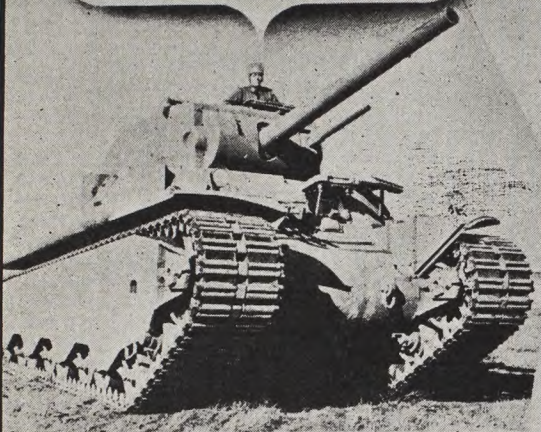
Give your kindness to your mother
Give here roses while you may
Fill her heart now with gladness
It's too late when she's passed away

By CAROLYN ROSS HUDDLESTON
Wife of Operator S. O. Huddleston, Division Three

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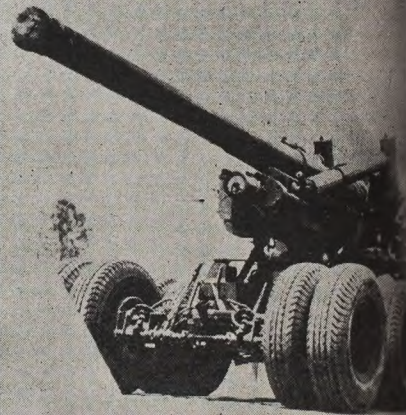
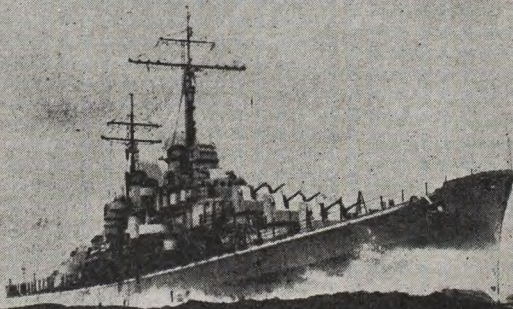
*Dollars for
Bonds mean*
**WEAPONS TO
WIN!**



**FOR
VICTORY**



**BUY
UNITED
STATES
DEFENSE
BONDS
STAMPS**



★ MAKE EVERY PAYDAY BOND DAY