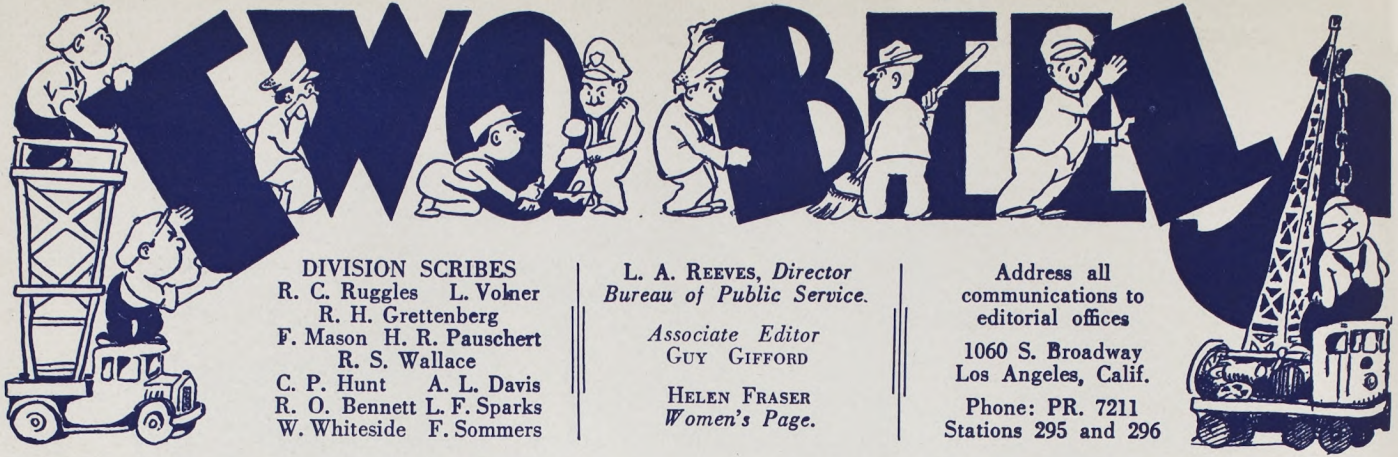




*Think of the future as rosy,
Harvests were never so great,
All Nature is covertly planning
New methods to liquidate hate.
Knowledge, they say, is power,
So build a reserve thereof,
Give of the best that is in you,
In defense of the country you love.
Verily, we should be thankful,
In every respect we are blessed,
Nations are starving around us,
Give thanks that we live in the best.*

TWO BELLS





DIVISION SCRIBES
 R. C. Ruggles L. Volner
 R. H. Grettenberg
 F. Mason H. R. Pauschert
 R. S. Wallace
 C. P. Hunt A. L. Davis
 R. O. Bennett L. F. Sparks
 W. Whiteside F. Sommers

L. A. REEVES, Director
Bureau of Public Service.
 Associate Editor
 GUY GIFFORD
 HELEN FRASER
Women's Page.

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VOLUME 23

NOVEMBER, 1942

NUMBER 10



OUR HONOR ROLL



MONTH OF OCTOBER

Name	Occupation
Cooper, Allan B.	Publicity Editor, Public Service
McKevitt, James M.	Clerk, Div. 4
Morrow, Harvey W.	Mot., Div. 5
Castro, Jose	Oiler, Way and Struc.
Jennings, Carl B.	Con., Div. 3
Burley, Howard T.	Opr., Motor Coach Div.
Jensen, Serel L.	Mot., Div. 1
Ashkenas, Israel L.	Carp., Dept. 12
Kempton, Ira N.	Mot., Div. 1
Clark, Champ	Con., Div. 5
Brown, Burl W.	Mot., Div. 5
Appel, James L.	Mot., Div. 4
Strode, Jack T.	Mot., Div. 5
Smith, Leo E.	Car Repr., Div. 1
Arnold, Verlanders	Scrubber, Dept. 11
Sweet, Walter V.	Mot., Div. 3
Brown, Shelby T.	Progress Clerk, Off. Supt. Equip.
Keitzman, Edward S.	Opr., Motor Coach Div.
Plum, John M., Jr.	Opr., Motor Coach Div.
Brown, Paul W.	Mech., Street Insp., Dept. 2
Rosenstein, Abe J.	Switchman, Div. 1
Boyer, Omer H.	Opr., Motor Coach Div.
Courtney, Vincent W.	Opr., Motor Coach Div.
Nokes, Willie K.	Car Repr., Div. 5
Morrow, Samuel A.	Mot., Div. 5
Park, Samuel E.	Mot., Div. 3
Lopez, Jose C.	Laborer, Way and Struc.
Liles, Raymond H. T.	Opr., Motor Coach Div.
McNeil, Conrad	Mech., Dept. 20
Jordan, Marvin D.	Mot., Div. 1
Gridley, Revel Colt, Jr.	Mot., Div. 5
Martinez, Manuel J.	Lineman, Line Dept.
Robinett, Arthur H.	Con., Div. 4
Maupin, William D.	Mot., Div. 4
Boyce, John C.	Con., Div. 1
Grettenberg, Robert H.	Receiving Clerk, Div. 4

Name	Occupation
Swift, Edward S.	Mot., Div. 5
Herring, Johnny J.	Mech. Hlpr., Dept. 18
Kruse, Clarence P.	Opr., Motor Coach Div.
Tomlin, Emil R.	Con., Div. 1
Nolan, Thomas E.	Air Brake Repr., Dept. 9
Williams, Roy B.	Air Brake Repr., Dept. 9
Poorman, Wilbur A.	Mech., Dept. 18
Baldwin, William L.	Car Clnr., Div. 3
Timmons, Douglas S.	Con., Div. 3
Gleason, John W.	Con., Div. 5
Viellenave, Joseph	Mot., Div. 1
Smith, Arthur H.	Mot., Div. 1
Gagnon, Donard N.	Mot., Div. 5
Starkey, Floyd W.	Mot., Div. 4
Thorpe, Charles A.	Opr., Motor Coach Div.
McKnight, Virgil L.	Mot., Div. 1
Baysinger, Truman M.	Mot., Div. 3
Becket, Leon C.	Mot., Div. 5
Weaver, Lloyd E.	Opr., Motor Coach Div.
Gere, Raymond J.	Opr., Motor Coach Div.
Pratt, James L.	Car Clnr., Div. 5

L. A. M. C. LINES

Lewis, Paul S.	Mechanic
Chambers, James D.	Operator
Wier, Alvin J.	Operator
Clink, George H.	Mechanic
Chesnut, Robert F.	Operator
Spruiell, Marion W.	Operator
Vassar, Forest D.	Operator
Dawson, Burton G.	Operator
Riley, Clarence S.	Operator
Olson, Kenneth A.	Operator
Webster, Floyd P.	Operator
Koeneke, William A.	Mechanic
Irby, James W.	Mechanic's Helper
Blumm, Benjamin H.	Operator
Warthen, James H.	Operator

Stars in L. A. Railway Service Flag 374
 Stars in L. A. M. C. Lines Service Flag 74

OUR COVER

- What could be more appropriate for Thanksgiving than "The Angelus" by the great French artist Jean Francois Millet. . . . The poem, also apropos of the times, was submitted by W. Y. Stearns, Virgil. . . . To him, our thanks.



THANKSGIVING . . .

The clouds of war make this Thanksgiving one which we will probably long remember.

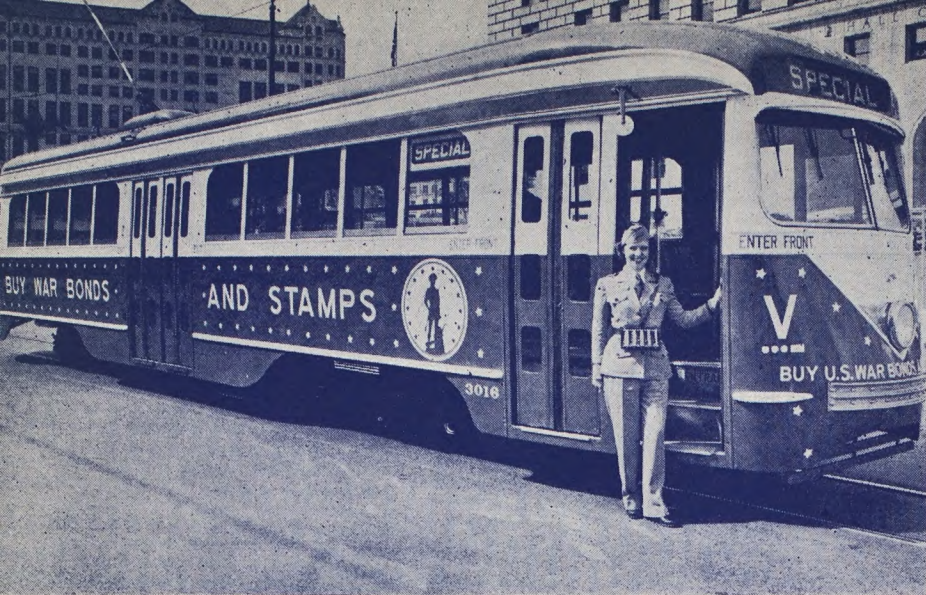
All of us have loved ones dear to us serving in some branch of the armed service . . . all of them heroes. We know that they will be valiant, and will ask no quarter and will give none.

You and I too are soldiers—soldiers on the home front. We are the army behind the army. Our job, therefore, becomes important. Our duty to our country and to those serving in the armed forces is to keep the wheels of industry turning.

So let us pause and give THANKS.

Thanks that we have the inborn will to win; thanks for the American ingenuity for building armament; thanks because we are blessed with resourcefulness and initiative. Let us pause on THANKSGIVING DAY and thank God we are Americans.

W. Y. Stearns

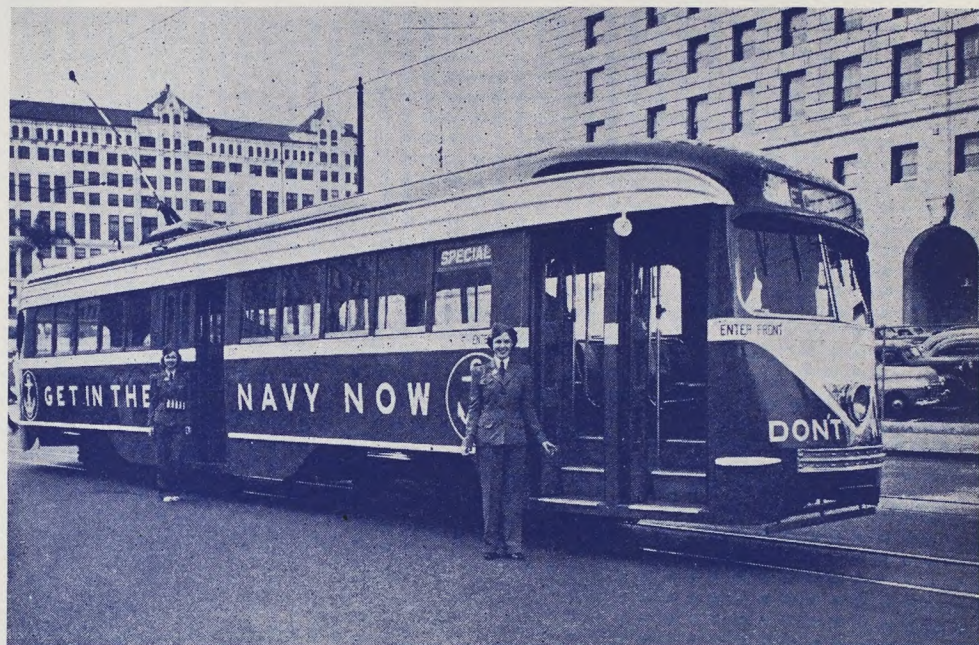


DRESSED UP FOR VICTORY



OUR BOND WAGON

"The Victory Special" plies the streets daily as a constant reminder to Angelenos to keep buying Stamps and Bonds. "The Victory Special" was presented to the War Bond Campaign by P. B. Harris, President of Los Angeles Railway, on October 15, at the dedication ceremonies held in front of the Federal Building.



MOTORMANETTES — *Lorena Weaver helps Helen Blevins at the controls of the "Victory Special" as Motormanettes Roseberta Roby, Ethel Walker and Jennie Bevis look on.*



S. S. RECRUITER — *Conductorette Jennie Bevis and Lorena Weaver pose at the launching on October 30 of the Navy Recruiter put into regular service to aid in building the Navy's manpower.*

HELMSMANETTE — *Lorena Weaver at the helm of the Navy Recruiter bids the new recruits good luck and best wishes.*

Much comment and praise has been given H. E. Jordan, Superintendent of Equipment, and his staff of master painters for the superb, artistic designing of the two "Victory" Streamliners.



IS THERE LIFE AFTER DRAFT?

By ONE OF OUR BOYS



Life down here at the Ft. MacArthur Reception Center is a little different than among the LIVING (translation: Civilians). During the first 72 hours you are "processed." This is the rugged, rip-roaring routine that turns you from a "civvy" into a, well, the semblance of a soldier. You wind up in a uniform, at any rate, after having undergone another physical inspection, been vaccinated, intelligence tested, interviewed, and sheared of your wavy locks. The permanent parties love to spread terror tales among the rookies, particularly about the tetanus and typhoid inoculations, which you take in both arms simultaneously, as you walk, white-faced but unflinching, between two big tuffies. They tell of how often the glass needle points of the syringes break off during injection, and have to be pulled from the arm with sharp pin-cers. This is malicious gossip.

The G.I. hair-cut is a clip-joint classic. In 4 minutes for 35c you are turned from a human being into a skinned owl. It's be bald or get bawled. The army hair-cut, like the modern bathing suit, leaves little to the imagination.

Mornings one is rudely awakened, not by a bugler, but a blatting annunciator, which informs you "Quarter of five!" and raucously recommends (heh) "Rise and shine . . . make a little noise, boys . . . come on, hit the deck!" So you rise and—shiver. Many are cold, but few are frozen, tho. You make your own bed, and just so (life in the barracks is

the bunk); then you police the place with broom and mop, 'til the room is spick and span. After that, out into the drill field for jolly old calisthen—morn-ing exercises. Favorite of the workout master is the one where, with your short-cut finger nails, you grasp yourself by your close-cropped hair, hold yourself out at arms' length, touching both ankles with your knuckles while doing a split. Repeat 20 times.

Now you're warmed up for K.P. duty. This may mean picking tobacco on the old plantation (translation: cleaning the reservation of cigaret butts) or acting as waiter in the mess hall or handing out clothing in the warehouse.

There's a swell USO show that nite, but you don't get off in time to see it. Next day one of the boys with the braid on his cap condescends to tell you, a mere casual, about the "chorus of 38 beautiful girls in 37 costumes."

When you look at the barbwire fence separating you from the pleasure yachts anchored outside in the bay, your thots become a motto: SWIM FOR FREEDOM! But, they tell us, that fence is really there just to keep the envious civilians OUT.

Basic Training is where you go out and learn the Manual of Arms. Right Face, Left Face, About Face—so we can teach the Nips to Lose Face! You learn that when the Sergeant shouts "Inspection Arms!", he doesn't mean to roll up your sleeves. And the gun is always referred to as "the piece," and it weighs only 8 lbs., and you are the master of it, not it of you (it says in the Manual of Arms).

Ah, yes. " . . . I would work for any wage.

To be free again,
Just to be once again,
Under Military age!"

STREET CAR SABOTAGE

By JOHN COLLINS,
Supervisor of Safety

The fellow who whispers disloyalty, disunion and disregard for rules is a hireling of Hitler.

We learn by doing; we learn right by doing right, and we learn wrong by doing wrong. By repeatedly doing right we strengthen ourselves and the organization of which we are a part. Doing wrong has just the opposite effect.

"Remember Pearl Harbor" has a different meaning to different people. To some it means revenge, to others it means to be on the alert and ready to meet any attack however treacherous. To be prepared requires training and strict observance of certain rules.

Lately, many of you have heard some men at your division say that we can do as we please today or that it is not necessary to pay attention to this or that rule for the duration. These remarks were followed by a number of slight car collisions, hitting curves too hard, running into open switches and other serious accidents involving injury to people and serious property damage. In each case it was a man doing as he pleased

(Continued on Page 19)

BABY SNOOKS MEETS A CONDUCTORETTE

Snooks: "Where's the conductor, Daddy?"

Daddy: "Over there by the coin box."

Snooks: "That's a lady."

Daddy: "I know it. Women are replacing men everywhere. First it was the welder, then it was the machinist, and now it is the conducto-rette."

Snooks: "Did it make him sick?"

Daddy: "Make who sick?"

Snooks "The conductor."

Daddy: "What would make him sick?"

Snooks: "Whatever the conductor et."

Snooks: "We had better get off backwards, Daddy."

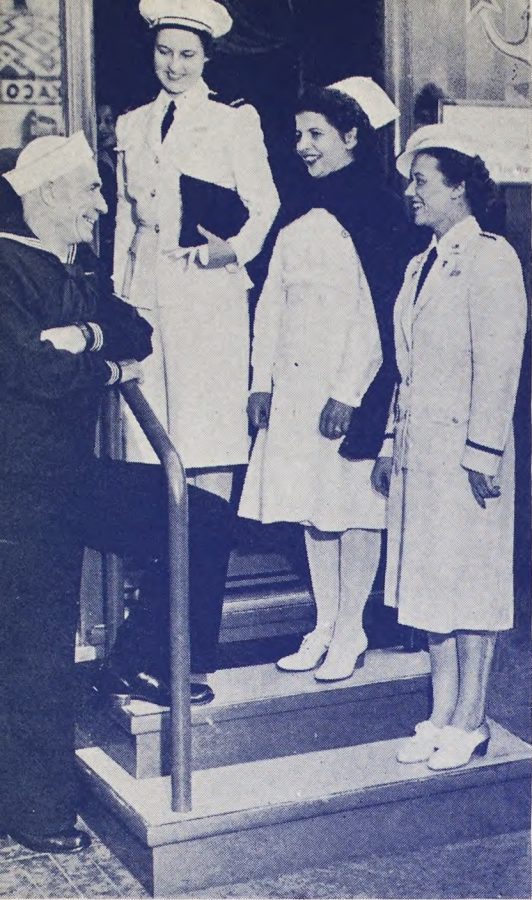
Daddy: "What for?"

Snooks: "You see those two men standing in the corner?"

Daddy: "Yes."

Snooks: "I heard them say when we get off they're going to pinch our seats."

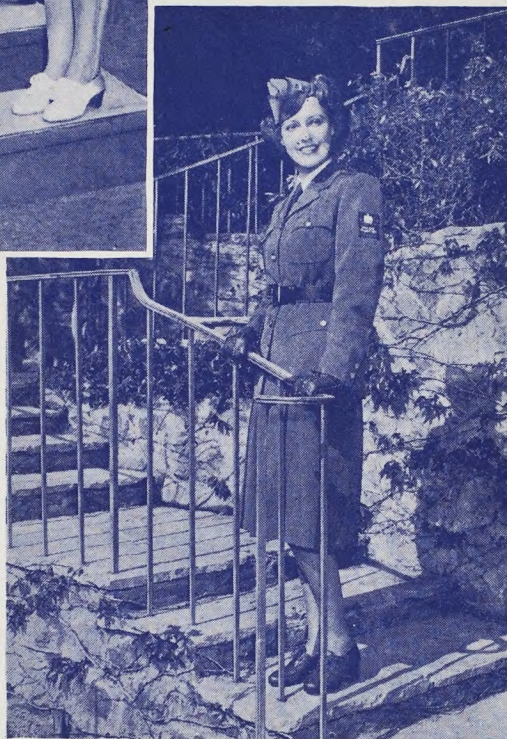




Dear Ladies:

MADAME IN

← C. Floyd Patten, U.S.N., with the three American Red Cross nurses. At left is a member of the NAVY NURSE CORPS, center is a RED CROSS nurse, and right is a member of the ARMY NURSE CORPS. These women are registered nurses, unmarried, under 40, in good health, and affiliated with the American Nurses' Association. They registered with the First Reserve of the Red Cross and were subject to call from their civilian duties. The Army and Navy nurses serve at home or abroad, wherever American troops are stationed, and the Red Cross nurses serve at home in case of war or disaster.



← Jeanette MacDonald is a member of the AMERICAN WOMEN'S VOLUNTARY SERVICES. The AWVS acts as a clearing house for women's services in that it cooperates with every established agency doing similar work. The requirement is a willingness to devote at least two hours a week to their service. They enroll three types of women: (1) trained women who are placed for actual duty at once; (2) untrained women who will be given training without charge in wartime work, and (3) women with family responsibilities who cannot serve outside their homes. They can make cookies and sandwiches, do sewing or knitting and entertain service men at dinner.

V



→ A worker in the CANTEEN CORPS (a Red Cross service). This unit is a trained group of women and men who provide mass feeding in emergencies and operate canteens. These workers feed soldiers on isolated stations, enlisted men in public buildings, such as railroad terminals where ample feeding facilities are not available. Men and women who have had experience in this field may enroll for the Nutrition course of 20 hours and the Canteen course of 20 hours, to be eligible for service.



This smiling young woman is a trooper in the WOMEN'S ARMY AUXILIARY CORPS, another volunteer organization. The women are trained for the sole purpose of being available to their respective communities in case of local disaster or national defense. Each trooper takes Red Cross Standard First Aid and Advanced First Aid. As soon as a unit is formed it is immediately registered with the local defense authorities and is available in cars, station wagons and trucks are districted so that they can be immediately available in case of need.

← Third Officer Henriette Horak of the WOMEN'S ARMY AUXILIARY CORPS. The WAACS are organized for noncombatant service with the Army, and is the only women's organization outside of the Army Nurse Corps authorized to serve with the Army. The women must pass an intelligence test, be physically fit and meet other qualifications. The WAACS are paid according to their grade. There are many positions for the women to choose from in the WAACS, similar to the duties of the men in Army.



UNIFORM

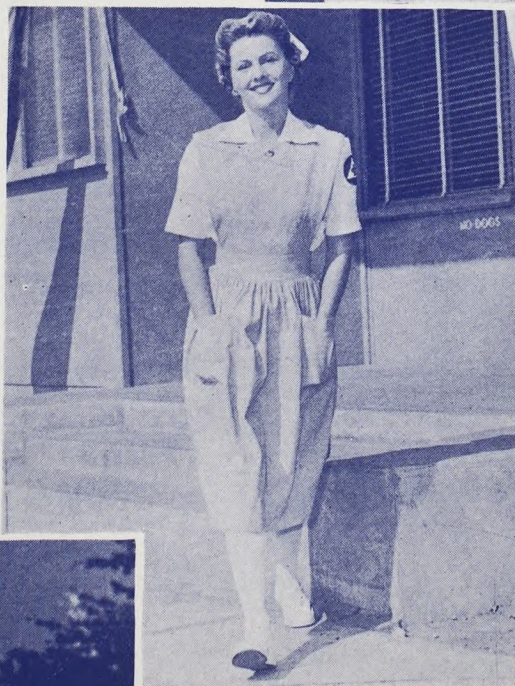
Members of the HOSPITAL AND RECREATION CORPS (a Red Cross service) entertain an injured soldier. These women are more commonly known as "GRAY LADIES," the name being recognized by their uniform. A trained group of women to help maintain morale through friendly service and recreation of convalescent patients, they write letters for the boys in hospitals, read to them, or willingly play games of checkers or cribbage. Women of 20 and upward who are citizens, may apply in Army, Navy, or civilian hospitals after completing a 15-hour minimum lecture course and a 24-hour probation period in a hospital.



Paul Landis, member of the NAVAL AID AUXILIARY, distributes cigarettes, besides having a surgical work-shop staffed by over 2000 volunteer workers, operate canteens staffed and serviced entirely by N.A.A. members, operate a hospital unit and a sales department which sells toys and novelties, keep a Milk Fund to supply milk to needy families, and operate a Navy Nursery School for the children of enlisted men. This year the N.A.A. is planning to give Christmas to 10,000 Navy youngsters.



A young lady is a member of the MOTOR CORPS (a Red Cross service). This group is a transportation service to supply general transportation for the Red Cross when moving refugees, doctors, nurses, evacuees, sick and wounded from ships and camps, and supplies and equipment in time of disaster or war. Women who can drive their own cars, are U. S. citizens between 18 and 50, and who complete a 40-hour course in First Aid and Motor mechanics are eligible.



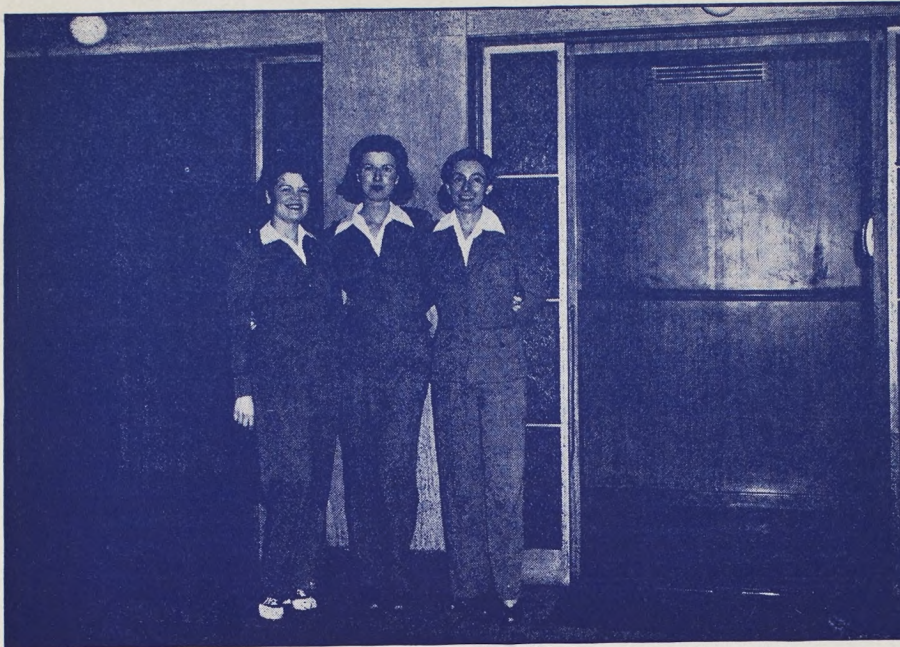
Volunteer Nurses' Aide Joan Fontaine of the NURSES' AID CORPS (a Red Cross service) which entails a short hospital training course for volunteers to assist nurses. Aides are women between 18 and 50 with a high school education or equivalent, and who can give a minimum of 150 hours service each year. Aides must be U. S. citizens or friendly aliens. As the Army and Navy claim registered nurses for active duty, Nurses' Aides are "another pair of hands" for the at-home registered nurses.



Lieut. Frances Shoup of the WOMEN APPOINTED FOR VOLUNTEER EMERGENCY SERVICE. Like the men who enlist in the Navy, the women interested in becoming a member of the WAVES may enlist and try for a commission. The WAVES are the first authorized women's corps in the U. S. Navy. They are between the ages of 20 and 36. About 10,000 are being trained to relieve men who are located in various naval shore stations in the United States, to serve in active sea duty.

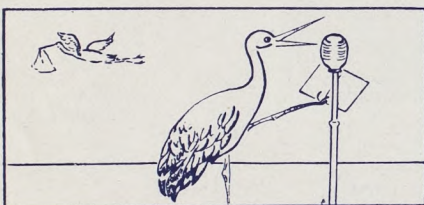


PERSONNEL NEWS



ELEVATORETTES Beulah Wood, Virginia Swanson, and Marie Dillwood pose in front of their newly renovated elevators. G. H. Herbert, carpenter responsible for the workmanship, deserves much credit.

THE STORK REPORTS



Stephen Lynn, born to Conductor (Division Five) and Mrs. W. D. Burditt, on October 2.

Kenneth Dee, born to Operator (Division Three) and Mrs. E. D. Walters on October 7.

Judy, born to Motorman (Division Four) and Mrs. W. Savage on October 9.

Walter Van Buren Junior, born to Operator (Division Three) and Mrs. Walter V. Sweet. (Walter Senior left for the Army before the baby was born, and is now stationed in Florida.)

William McDonald, born to Mechanic (Sixteenth Street Garage) and Mrs. William Wilson on October 22.

APPRECIATION

For the sympathy extended to him during his recent bereavement, an acknowledgement of appreciation was received by the Company from George Katzenberger.

TRADING POST

FOR SALE—New bike, man size, \$40.00. See R. H. Ally, Vineyard Coach Division, or call Station 257. Here's transportation, fellows.

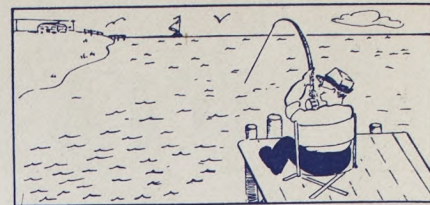
JOURNEY'S END

The wife of Fred Richard Brown, Motorman, Division 4, died Friday, October 30.

John Knight, Motorman, Division 5, died Tuesday, October 27.

Mr. Knight was born January 21, 1888, in England. He entered the service as a motorman, Division 2, April 7, 1921, appointed instructor, Instruction Department, February 1, 1924, appointed motorman, Division 5, October 9, 1935.

LAZY DAYS AHEAD



Ben Fulton, Lineman, Line Department, will be placed on the Special Roll, effective November 3, 1942.

Mr. Fulton was employed as a Lineman, Line Department, June 20, 1922. His present address is 213 West 85th Place, Los Angeles.

Fletcher Therman Burchett, Chief Clerk, Office of Superintendent of Equipment, was placed on the Special Roll, effective September 26, 1942.

Mr. Burchett was employed as a Storekeeper, South Park Stores, on July 5, 1920, appointed Chief Clerk, South Park Stores, 1921, appointed Chief Clerk, Office of Superintendent of Equipment, March 1, 1934. His present address is 1034 West 75th Street, Los Angeles.

Vito Lacasello, Bonder, Engineering Department, was placed on the Special Roll, effective October 16, 1942.

Mr. Lacasello was employed as a bonder, Engineering Department, January 19, 1921. His present address is 119 East 87th Place, Los Angeles.

Charles Wareham Merrill, Special Roll, died October 7, 1942.

Mr. Merrill was born April 1, 1871, in Wisconsin. He entered the service as a Conductor, Division Three, October 21, 1896, transferred to Switchman, Division Three, August 1, 1920, transferred to Flagman, Transportation Department, February 16, 1934, transferred to Watchman, Engineering Department, February 16, 1934, transferred to Flagman, Transportation Department, July 1, 1939, and was placed on the Special Roll on August 12, 1942.

OUR LIBRARY SHELVES

By HOPE TITUS

WHY WE HAVE AUTOMOBILE ACCIDENTS. Harry R. DeSilva. New York. John Wiley & Sons, 1942. 394p.

Harry R. De Silva has spent many years studying traffic problems and automobile accidents throughout the country. In his newest book, published just last month, he says that it is primarily human inefficiency and driver carelessness that keeps the accident toll up. Our highways *can* be used safely and the automobile is a safe piece of machinery. It is the driver who is at fault. In place of our present casual education and lax control we need special driver training and driver examination before driving is permitted.

The book, **WHY WE HAVE AUTOMOBILE ACCIDENTS**, analyzes actual accident causes and accident prevention measures, giving suggestions for making the latter more effective.

In discussing drivers, he says the four most important factors causing accidents are amount of driving done, speed, safety mindedness, and skill. A great deal of importance is placed on driver skill, which is something that has been ignored by Americans. We have taken our right to drive for granted and given little thought to the amount of skill needed. Tests are examined for their reliability and usefulness. Generally speaking the laboratory test is more uniform and is particularly good for detecting "accident proneness." Mr. De Silva thinks the prejudiced eye of the examiner is apt to detract from the value of a road test.

By "safety mindedness" is meant the attitudes which tend to keep drivers out of accidents. Many people whose skill is below average avoid accidents because they have the right attitude. They don't take chances, they adopt a sportsmanlike attitude

towards others on the road, and so forth.

There are two chapters on gathering and correlating information on automobile accidents. State and federal accident reporting systems are chiefly considered. In these there is need for a more complete personal injury and property damage reporting system. Also we should have uniform reporting forms and an improvement in the recording and use of accident data gathered.

While mainly stressing human faults that lie at the bottom of nearly all accidents, further suggestions for

vehicle and roadway safety are given. Particularly do we need compulsory inspection of all automobiles in operation. Not just in some states but throughout the country.

Although the author bluntly criticizes our accident prevention methods and our lax driving laws, at the same time he offers definite ways to correct wrong conditions.

The book is written from the point of view of nation wide accident reduction, but it will interest anyone working for the same thing in smaller areas.



"But, Governor, three thousand prisoners signed a petition to turn that in for scrap."

Good

HEADS... WE WIN



R. H. Manning, Div. 5, Wakes 'Em Up . . .

"I write to commend Conductor 364, who brings in a load of defense employes from the Inglewood-Hawthorne sector of defense plant locations about 4:00 a.m.

"Many times this particular conductor, after he learns the "getting-off" stops of his various passengers, will wake up those who are sleeping so that they will not miss getting off at their proper stops.

"This is a very courteous and considerate act, in my opinion, and very worthy of commendation, since defense workers are playing a very important part in the support of our armed forces who are striking lusty and incisive blows against the enemy in the protection of the American way of life."

JOHN H. OWENS,
1209½ Central Ave.,

H. A. Walters, L.A.M.C.L., is "Right" . . .

"I take great pleasure in reporting to your company the gentleman who operates the Wilshire Express bus on Wilshire Boulevard to Fifth and Hill Streets.

"His number is, I think, 531. (The lady was right.)

"On Saturday, October 3, between 11:30 and 11:45 a.m., I was a passenger on his bus from the 9300 block to Fifth and Hill Streets.

"This man operates his bus expertly and with such ease.

"I immediately observed that his 'philosophy of life' is in making everyone 'happy.' This means so much to passengers all along the way.

"There were a goodly number of passengers on the bus and I can safely say that every person who got off the bus to go to their respective places of business, or shopping, carried with them the thought that 'I too will be courteous and helpful to those who pass my way, thereby making my little world a better place to live in.'"

MRS. GERTRUDE HORAN
237 W. Fifty-fourth St.
Los Angeles

T. B. Erckert, Div. 4, Surprises Them With Courtesy . . .

"In these strenuous times it is with great pleasure that I report to you my observation of Motorman No. 1693. I travel on the Pico line from Rimpau to Clarence Street and have ample time to observe his courteous and competent management of the public—not once in a while but on every occasion.

"I have yet to see a passenger disgruntled on being requested to 'move to the rear of the car.' Their reaction seems to be surprise at being so courteously addressed, and then cooperation—100 per cent."

MRS. MILDRED STONE
1185 Victoria Ave.
Los Angeles

T. C. Smith, 16th Street, Gives Efficient Service

"I wish to inform you of the kindness of one of the drivers on a Manchester bus in South Gate.

"I left my purse on the bus; and he telephoned me at the end of his run to return it; would not accept a reward; and was concerned only in that the contents were all there.

"I am ever so much appreciative."

MRS. HUGO MARESSIN
3317 Post St.
South Gate, Calif.

J. H. Allday, Div. 4, Does Good Deed . . .

"I was en route from work this morning on Car No. 3045 of the 'J' line. The operator's number was 1288.

"He stopped his car at Jefferson and Grand about 8:05 a.m. A blind man was standing in the safety zone. The operator got off the car and asked the blind man if he wanted a 'J' car. The operator then helped the blind man into the car and to a seat.

"Upon arriving at University and Jefferson Streets the operator said in a very pleasant tone, 'Here's your street, pal.'

"The operator then helped the blind man across the street to the opposite sidewalk."

ALLEN B. FLOWERS
1144 W. 31st St.
Los Angeles

THESE BOYS DID A GOOD JOB TOO

TRAINMEN

R. O. Ackerson, Div. 5
H. C. Baker, Div. 4
R. W. Barnett, Div. 3
L. C. a'Becket, Div. 5
E. J. Brahan, Div. 1
H. Cannon, Div. 5
G. W. Drinkwater, Div. 5
L. W. Fry, Div. 4
V. Goble, Div. 3
A. V. Hamor, Div. 1
George Hatch, Div. 4
S. R. Harrington, Div. 4
E. L. Kennedy, Div. 5
J. Markano, Div. 5
G. S. Mattern, Jr., Div. 4

F. G. McMullen, Div. 4
E. W. Park, Div. 1
G. W. Plummer, Div. 3
R. P. Robertson, Div. 3
D. S. Samuels, Div. 4
J. M. Scantlen, Jr., Div. 3
J. H. Stanley, Div. 5
E. R. Tomlin, Div. 1
J. A. Wear, Div. 5
*W. H. Welch, Div. 4
M. L. White, Div. 3

OPERATORS

B. J. Bostwick, Western
F. F. Brubaker, Beverly
A. C. Cole, Crenshaw
H. B. Cruelle, Olympic

L. T. Curran, Alvarado
P. M. Gratzner, Alvarado
W. M. Lewis, Olympic
C. A. Malin, Alvarado
E. D. Ohanian, Alvarado
R. C. Reese, Soto
R. G. Shannon, Crenshaw
R. J. Sullivan, Alvarado
R. W. Steedman, Alvarado
G. F. Titmus, Soto
B. B. Towsley, Figueroa
V. L. Tunnell, Alvarado
H. A. Walters, Wilshire
B. W. Yenter, Alvarado

NOTE: Each asterisk represents one additional commendation.



Bad

TALES... WE LOSE

Lost: Four Signals and a Friend . . .

"Now I'm not as a rule a 'crabby' person. I believe in the old maxim of 'living and let live'. I seldom criticize, and believe me it took a terrific jolt to bring forth the following complaint against one of your men.

"I believe your operators have a trying job. I would hate to attempt to appease, please, and satisfy as many various types of humans as they do. But you have one man on the 'J' line who galls me to the quick. The other day we were held up by a train for a few minutes. When the road was clear this man took off like a pilot. We flew.

"That was all right. I didn't mind him speeding to get his precious cup of coffee at the terminal, but when a man pulled the buzzer cord for the 58th Street stop and your operator kept going faster, I put him down in my black book as a disagreeable person.

"From 58th to Slauson, the patron who wanted off at 58th kept the buzzer going. The operator went faster.

"All that I could excuse; after all, we were late and the operator was thirsty.

"But why?—when the patron left the car by the center doors and walked up to the front to 'tell off' the operator—why did the operator sit there through four signals and argue with the person?"

"I wish you'd speak to this man. I do not pay seven cents to see a fight—especially one where each party does nothing but argue."

Plenty To Tell . . .

"I don't have to ride the yellow cars, but as it is requested for all to do so that can conserve tires and gasoline, I decided I would, but won't any more, and will explain why to the Board when applying for gasoline.

"Last nite at 10:40 p.m. (10-18-42) I knew the motorman was not going to stop for me. I yelled, and he stopped short four cars' lengths away, and as I walked toward the rear of the car, he closed the door and left me; possibly because I didn't run, but why should I run? I was in the street and was being careful as your motto says 'Safety First.'

"My job is my first consideration, and I

Let's Watch Those Tickets . . .

"I want to congratulate you on the hijacking type of personnel you are employing on your rattle-trap equipment running to Hawthorne; they completed one of your regular hold-ups this afternoon on my wife when she paid fifteen cents fare each for herself and my daughter, and on their arrival at Hawthorne was taken for a dime more. A lousy dime doesn't amount to much, but I've had it tried on me several times and have had to argue with your conductor to get the correct through pass after paying them the full fifteen cents in Los Angeles. They sometimes give you the Inglewood clearance ticket instead of the Hawthorne ticket.

"If these are A. F. of L. conductors, it sure makes me ashamed of belonging to the A. F. of L.

"A dissatisfied customer."

Waited Seven Years . . .

"I have been a resident of Los Angeles for almost 19 years, always using streetcars and busses. I had sons working for the company for a few years, although they are not with the company now. I have never had to put up with such insulting remarks as I took this morning from a car operator.

"I usually board a car marked 'carhouse' at 2nd and Broadway at 8:15 a.m. I use a weekly pass. Twice I have had operators refuse to open the door to let me on. It may have been the same man, before mentioned, as I didn't get the number, but most of the men will let me on as I ride to 2nd and Central Avenue. This operator told me he didn't care what the superiors said as he wasn't getting paid to haul passengers after he reached 2nd and Broadway, and if he collected fares he had to do his work over again. He also said the Railway Company could have his job and fire him any time, as he was leaving in five days anyway and he had waited seven years to tell the public off."

can depend on my own car more so than I can on your employes. I shall certainly have plenty to tell the gas rationing board."

Let Our Soldiers Do The Fighting . . .

"For years, I have been riding your cars in the city and never in my life have I been insulted before after being hurt from an accident on your car.

"I asked the motorman for his name. He said, 'To hell with you. You see my number.' He then argued with me to the extent of offering to fight him on the street car or meet him at the car barn at 12 midnight where, he said, he would knock my damn head off my shoulders.

"This car had dragged me for a hundred and fifty feet after I had missed my step. The motorman kept increasing his speed while I was hanging on to keep from being killed. The conductor was collecting fares and I had to yell at him to try to make the motorman stop the car.

"It is my duty to notify your company in regard to this matter for the protection and safety of others who ride the streetcars. I am turning the matter over to my attorney. This is my way of fighting the motorman"

One of These Days—

"One of these days you are going to lose one of your men. He may be valuable to you, but to society he is a boil on the neck. He is going to meet his match in a game of fisticuffs when I whittle him down to my size and take him apart.

"As it is necessary for me to ride the..... line several times a day, I am forced to get on his car now and then. He has taken a dislike to me and aggravates me. If I should get in the wrong door, he squeezes me against the seat, then says, 'Oh, pardon me. Why don't you get in the right door?'

"I will show him my pass, and go through the car. When I'm nearly up front, he will shout, 'Hey, You! Where's your fare?' Then I must walk back and show it to him again. When I wait at the entrance for him to acknowledge the pass, he pays no attention, waiting on everyone else first.

"I do not know why he hates me. He should be in the Solomons. That is the place for hatred.

"Hoping that Operator breaks a leg and you are forced to fill his place with a man who is humane, agreeable, and as pleasant as your other motormen and conductors."

Rumor Roundup...

DIVISION THREE

By L. VOLNER

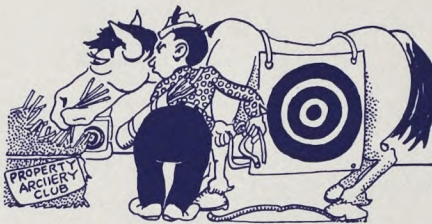
During the past month there was posted in the bulletin case a note from our Superintendent, Mr. Bodley, congratulating the men for their splendid cooperation and willingness to do their part during our present crisis. Among other things, Mr. Bodley stated: "It truly is gratifying to know that, without exception, you men have performed your duties even beyond necessary requirements. There are a lot of us who are unable to go into the line or carry a gun, but we do have the opportunity of performing just as necessary service in another way, and you are demonstrating that by your actions. This is all noticed, and the efforts that are being put forth are appreciated. You have everything that the definition of man implies." Such a note from the "boss," and when everyone knows it is truly from the heart, we



A happy little guy is Robert Charles, five months old son of Operator, Division Four, and Mrs. A. Deucher.

will make everyone go the limit for him.

Operator Walter Sweet did not think he would be able to make the Army on account of his age, family connections and physical condition, but upon final examination he rated A-1. His furlough ended on Monday, October 19, and on Tuesday the 20th he became the father of a baby boy. It is not known at this time when Mr. Sweet will be able to greet his son. Mother and baby are doing fine.



One morning, when coming into the division, it looked like the gasoline rationing had actually hit us, and the boys were going back to the horse and buggy days, on account of the amount of hay piled up in the Mechanical Department. We later found out that Operator Shipp was organizing a class in archery, and the hay was to be used for a stop. Look out, Mr. Tojo!

On October 21, Mr. C. E. Vassar, messenger, started to receive contributions for the Community Chest.

Most of the men who have left the service have gone into the armed forces, but Operators C. L. Burroughs and C. W. Morris resigned to go on the farm. Mr. Burroughs will farm in Oregon while Mr. Morris will try it out in Texas.

Mr. Charles W. Merrill, a former motorman, switchman and watchman of this division, died October 7. The funeral was held at the Little



Church of the Flowers in Forest Lawn Memorial Park on October 9. The men of the division extend their sympathy to the bereaved.

When rounding the curve at Avenue 61 and Monte Vista shortly after sundown, Operator Willie Deskin lost his trolley. Starting back through the car to replace same, he either forgot about the bulkhead door or thought same was open; anyhow, he started right through, and, the door being closed, got an awful bumping. The glass was shattered and Mr. Deskin was cut about the face and hands. We are all glad he didn't get hurt any worse.

Operator D. S. Timmons felt the call so strongly that he has enlisted in the Navy. His son also will probably go along with him.



Fort MacArthur is safe from any invasion now that Daniel A. Pierre, son of H. P. Pierre, Operator, Division Three, has joined the armed forces.

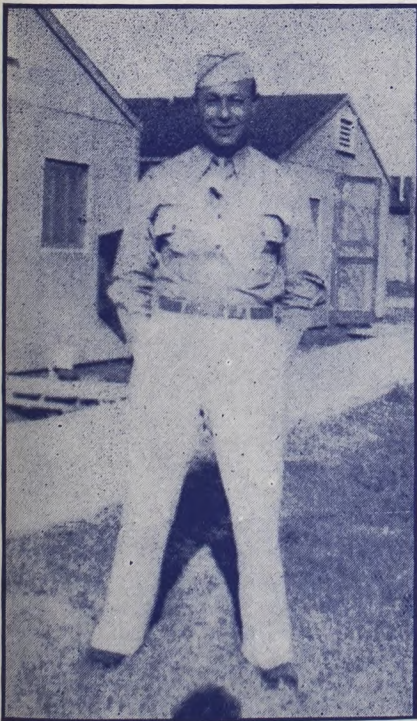
DIVISION FOUR

By BOB GRETTEBERG

Bob Gretteberg, the scribe of Division Four, leaves us now for his turn in the Navy. We all wish him Godspeed in his new adventure.

Two or three items of news stand out in our minds as particularly luminous and important right at the present time. One of those items is that it is Community Chest time again. It is true that we are asked to make many contributions, but Community Chest is the one great appeal that we should all support. It represents 88 appeals in one. If we can just do our share and "take care of our own," we are helping our community and our city "take care of our own first." It's Community Chest Time! Make your contribution now, and feel that you are doing your part not only to win the war but to keep our country safe and secure. Make your check allotment now to the clerk on duty.

We have interesting cards and letters from our former men who are now in the service. W. L. Cooper wrote from Camp Roberts and said, "How is everything at the Divi-



Our former Conductor T/c D. L. Batastini of Division Four certainly does look hale and hearty! Good old Army life. Stationed at Camp Hulén, Texas.



We hear that John A. Fitzpatrick, former Operator at Division Four, is going into Officers' Training for the Searchlight Division.

sion, and what are the chances of working an a. m. tripper?" C. J. Knittle reports from Sheppard Field, Texas, where he is taking basic training in the Air Corps, preparing for a technical school course. Another interesting letter was received from Private, First Class, Earl D. Meldrim, stationed "somewhere in the Pacific area." He expressed his thanks for putting his picture in TWO BELLS so that he could show it to his new girl friend. He also extended his best wishes to Mr. Ellis and general office force and asked Conductor L. A. Card if he would write him a letter. Meldrim has asked that all the men continue to buy War Bonds and promises that his next letter will be postmarked "Tokyo." We have also heard from Corporal J. A. Fritzpatrick, who is stationed at Bty. K-14-C.A., Fort Casey, Washington, and who would like to hear from some of the fellows and about the activities of the Division. Drop him a note, fellows.

As you have probably noticed on our summary of Bond sales, posted at the entrance to the division, this division is far below even 75% of

the men who have signed up for the purchase of War Bonds. This average is very poor considering that we are all Americans! Let's get going on this and get a banner for the division. We could and should make this our most important on our *Must List!*

P. S. Signing off for the duration!

ELECTRICAL

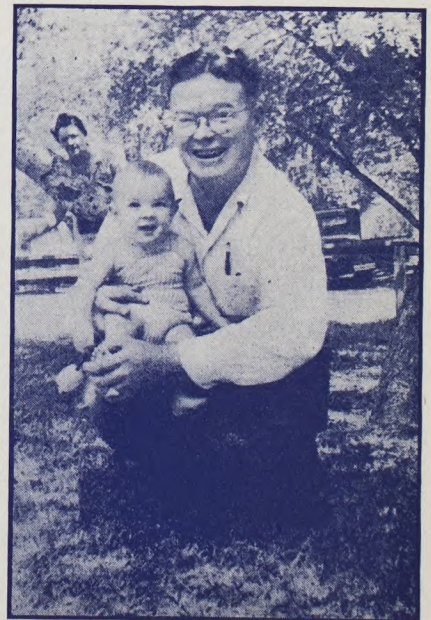
By WALTER WHITESIDE

News for the past month has been scarcer than hen's teeth. Work around the yard and substations has been going along smooth, the only variation from the general routine being the number of familiar faces leaving.

After 21 years of service Allan Barrett answered the call of basic magnesium and pulled freight for Las Vegas.

Fred Domke left for the Navy and E. J. Griggs was called for Army duty.

Results of the recent Bond drive finds 84.6% of the department signed up for payroll deductions. The average deduction is 6.51% of the payroll. 42 are purchasing 10% per month. This is a good record, but we would still like to sign up the other 15.4%.



"Billy," 5 months old, and his dad, Operator Johnny W. Tinsman (Division Four) picnicking.



VERNON YARD
By L. F. SPARKS

The Way and Structures Department took an early lead in the race for first place in the number of employees who signed up for Bonds. We have been awarded a Minute Man flag which we proudly fly under "Old Glory" every day. Keep up the good work fellows, and let's not relax in our efforts to keep the lead.

After several weeks with no one on the sick report, we had a number fall victim of accident and sickness.

Joe Ovard is at home recovering from a major operation.

Track Foreman Wm. Weeks fell while running up the stairs, and sprained his ankle.

Track Foreman Al Weberg got some foreign substance in his eye, causing an infection.

Carpenter Pete Larsen cut down a cactus in his yard and got some juice in his eye, causing a painful inflammation.

Foreman Otto Johnson had a spell of the flu.

Foreman Harold Shelford also had the flu.

Trainman E. J. Bary was sick a few days with a cold.

The Way and Structure Department has lost a number of employees to the Shops and platform service. Good luck, boys, in your new jobs.

The new dim-out regulations have made normal operations more difficult and calls for increasing vigilance as the streets get darker. Slower speeds and extreme alertness are in order.

VIRGIL

By C. P. HUNT

Can you imagine anyone ordering a larger breakfast than Tiger Lilly Allison?

No doubt you have seen operators at the end of the line trip the door handle and leave the coach before the door closes. But J. A. Quicker was not so quick. He didn't make it, and the door clamped him by the neck. He had to have some one open the door to free him.

W. B. (Bill) Kaufman laid a Sunset bus down on 8th Street the other day for a flat rear tire. The "flat" part of it is that when the mechanics arrived they could not find a flat tire.

Imagine the expression of a supervisor standing at 5th and Olive one morning during the time of tripper "pull-ins," when old number "3000" did not turn west on 5th Street. Instead, it continued on toward Olive Street hill, and made it, by golly.

Then there is the story of a Vine Street operator who became ten minutes late on his run, and discharged all his passengers at Wilshire, then cut across to La Brea. There he found himself so far ahead of time he became confused and called the dispatcher for advice. He is a new man, and we wonder if Crandall taught him?

Al Tieman received and posted a card at Virgil from V. L. Simmons,

now serving in the U. S. Navy.

Don't let this mechanic, Mahoney, fool you when he pulls a tripper. He is an old head at the game.

Sorry to hear about A. H. Willets' wife meeting with an auto accident, and trust she is recovering okay.

Supervisor Woodrow sends in the following suggestions for hat bands: five-year men to wear a silver band, 10-year men to wear gold bands, and over 10 years they should wear rubber bands.

We are glad to report that Staff Sergeant Ira F. McKinney, U.S.M.C., son of operator McKinney, will take leave at home after a long period of active duty.

Virgil again loses several men to do service with Uncle Sam. They are D. C. Hull, to take charge of transportation somewhere in the State; "Sarg" Gillmore of the "G. O." goes in the Army; Geo. Clink, of the mechanical department, goes in the Navy, as well as Casanove, of "Sunset" fame, and last, but not least, N. A. Lawson also reports to the U. S. Navy. We wish these men the best of everything.

And in closing our column, we send greetings and best wishes to the following new men: C. B. Cook, C. N. Brown, H. A. Holst, C. K. Byfield, R. L. Lawson, C. B. Mullens, W. C. Bukin, J. H. Warthen, J. A. Wagner, D. Rosenblum and M. D. Greene.



Everyone in the Track Department has heard of the Joe Miranda quartet. Here they are: Gloria, 7 years, 8 months; Billy, 5 years, 8 months; Joe Junior, 2 years, 2 months; and Patty, 4 years, 2 months.

VINEYARD

By F. W. SOMMER

Operator H. M. Young has quite an enviable instructor's job at present.

Duke Rinstrom left the office force and joined the operators again. You'll see him on Sunset.

Uncle Sam has been over to Vineyard again this month. Here's the ones he took this time: K. A. Olson, R. F. Chesnut, G. B. Dawson, George Clink, M. W. Spruell, P. Webster, B. H. Blunn. We all wish them the best of luck, and sincerely hope they will be back before long.

Frank Epp wishes to announce that he is taking up barbering, and any of the men wishing to have their little boys' hair cut, just see Frank. He tells me he has some exclusive styles. One is the double headway cut—just streamlines the side burns. For the 4:25 a. m. shine cut, see Kenny Funk. Then he has a special hair cut for unruly boys. He just gives them a common everyday Jap hair cut, so whenever the parents take a look, they just knock the tar out of them.

By the way, we have two new cashiers in our office, Miss Ette Toddhunter and Mrs. Margaret Chrysler. Virgil men, please bid runs at Virgil.

One of our new men was unable to get a watch, so he came to work with a Big Ben alarm clock. Quite an idea. Set it for your pull out time. When Big Ben rings, close the door and take off.

Listening to Vineyard trainroom gossip, it has been discovered why all the rubber shortage. Dave Coburn in the Schedule Department has used enough rubber in stretching out the runs over the system to keep our whole fleet in retreads for a year.

Operator Allison bought some chicken equipment. He says he is going in the business in a small way.

New operators this month are V. H. Kelly, N. M. Wise, E. W. Homes, J. S. Cozzolino, P. Piening and R. Cantwell. Good luck, boys.

SOUTH PARK

By R. S. WALLACE

They dood it! Furthermore, they kept it secret for a whole year. How any woman can keep a secret, and such a one, is almost too much to believe. But Mr. Stuart MacKenzie and Miss Marian Magley, Telephone Operator, South Park, each to the other said, "I will" and "I do," in the Methodist Church in Yuma, Ariz., October 4, 1941. They say it was great fun keeping it a secret. Congratulations!

Wilfred E. Oglesby, son of "Ted" Oglesby, painter foreman, favorably passed his tests for the Anti-Tank Corps, and is flying home from his station in Ft. Benning, Ga.

Mrs. Virginia Blue, formerly of Mr. Jordan's office, more recently of 16th Street Garage office, has been transferred to 16th Street Garage Store Office.

Melvin C. Johnson, son of M. E. Johnson, Carpenter Shop, on October 21, joined the Army Air Corps as a mechanic.

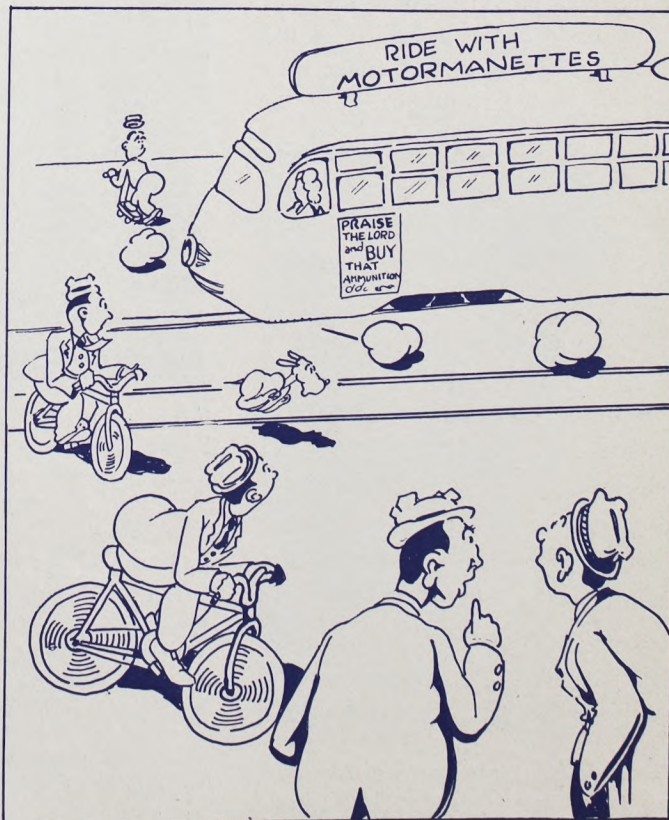
Dave Rinehart, Carpenter Shop, left a box of cigars open in the Shop



The pair who kept their wedding a secret for a year, Mr. and Mrs. Stuart MacKenzie, both of South Park. Mrs. MacKenzie is the former Marian Magley of the Office, and Stuart works in the Store Room.

recently for the boys to help themselves. The occasion was his wedding last month, his sixth. What a man.

"AFTER THE
WAR OUR
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BUT WE'LL
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LOOK AT
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OVER!"



Mr. Ed Miller of Mr. Jordan's office has been transferred to the Progress Clerk's office, recently vacated by Shelby T. Brown. Shelby, by the way, has joined the Naval Reserves and has been appointed first class hospital attendant, and at present is stationed in Los Angeles.

Thos. E. Nolan, Air Department, joined the Army Air Corps as a mechanic. Roy B. Williams has joined the Army Signal Corps as a radio technician. Verlando Arnold, Paint Shop, joined the Army Air Corps ground force. Conrad McNeil, Department 20, left October 16 for Volunteer Army Officers Corps to train for a commission as a first class mechanic.

Chas. M. McKinney, Carpenter Shop, who joined the Army Air Corps ground force recently, returned for a day or two and called on some of the boys at their homes. He did not have time to visit the Shops.

Phillipe C. Villalobos, welder, and wife, renewed their pledges of fealty and devotion by a second wedding recently, this time by a member of the clergy. Their first wedding was performed by a justice of the peace and during that marriage they had but twelve children.



The proud parents of these fine looking twins are Operator, 16th Street Coach, and Mrs. H. R. Steyer.

16TH STREET MOTOR COACH DIVISION

By R. O. BENNETT

Well fellows, by now you all know of C. H. "Pop" Ecton's serious illness. I know that you all join me in hoping that he is much improved by the time this column goes to press. In behalf of "Pop," I want to thank you for your contributions. We all miss you Pop and hope that you will soon be back with us.

Our former driver R. C. Cromwell, who has been with Greyhound up until recently, has been called into the Army.



Former Operator R. L. Griffith, 16th Street Coach, is now one of Uncle Sam's boys, and is stationed at Port Hueneme, California.

Jimmy Grace was in to see us after serving his time in Boot Camp at Great Lakes training station for the U. S. Navy. He looked great with his new "streamlined" physique.

R. L. Griffith, also a salty seaman, wrote us a letter recently and from the sound of it, he expected to be in foreign service shortly.



Soaking in the sunshine are the Rondel clan. Baby Victor and Baby Jerome with Operator, L.A.M.C. Lines, and Mrs. Jerome Rondel.

J. D. Burns of the U. S. Air Force, stationed at Sheppard Field, Texas, dropped us a line and what he thinks of Texas shouldn't be published. He says you can't find a tree within a ten mile radius, and as far as he is concerned you can give Texas back to the gila monsters. He also says the Army is fine, but it would be a lot better in some other state. There are thousands of men at this field, and who should J. D. run into but little R. H. Smith. It's a small world after all.

H. J. McDonald, a Beverly Boulevard driver, has found a Conducor-ette for his bus. One of his colored lady passengers, a few days ago, picked up all his hat checks and presented them to him at the Fairfax zone. Sign her up, Mac, and collect your five dollars.

Lloyd Brugmann, who works the early morning pull-out board, is thinking of having every man's work-run number stenciled across his shirt which he thinks would greatly simplify his job.

Here's one for Bob Ripley! While visiting the Union office for the purpose of paying my dues, I was informed by the stenographer that Mr. Fred Shafer was visiting the 16th Street Coach Division that day.



Curly top Alvin John Junior was 8 months old the 7th of this month. Alvin belongs to Operator, 16th Street Coach, and Mrs. A. J. Reich.

Strange as it seems I saw Eddie Phillips collect a seven dollar and fifty cent coverage at the Clerk's window.

DIVISION ONE

By R. C. RUGGLES

M. L. Johnson, a former operator of this division, who has been a recruiting officer in Salt Lake, has been transferred to Phoenix. He stopped in to say "hello" to the boys.

A. C. McIvor, stationed in San Diego at the Naval Base, was visiting us. He spoke of seeing Bob Beckett who has become perpetual "K.P." He is a cook at the base.

E. C. Huff, a former operator, spent a few days in town. He is working for the Santa Fe railroad.

We will all miss our former switchman and general utility man, A. J. Rosenstein, who has enlisted in the Navy as a cook. What, another "K.P.?" "What's cooking?" Rosie?

L. W. Wilson is breaking in as extra switchman, L. C. Allison being appointed regular switchman.

H. E. Cubberly suffered a painful injury when the trolley rope struck his glasses, cutting him over the eye quite badly.

Motorman J. W. Bond, who some-

times answers to the name of "Porky," lost several pounds of precious weight one day last month.

He parked his car in the rear of the Division, went inside to call for his run and found he had forgotten his hat. He rushed back to the car took out his keys and as he fumbled with the door he heard a noise.

Tire irons in action.

Walking round to the other side he stood, lazily watching a Mexican removing one of his tires!

Bond remarked; "Need any help?"

The Mexican leaped up, turned two shades whiter, then took off like a runaway Jeep. Bond took after him.

A passing truck driver joined the chase and the Mexican was captured.

Bond says he won't quit losing weight and sleep till he gets thin enough to wear his tires around his middle.



16TH STREET GARAGE

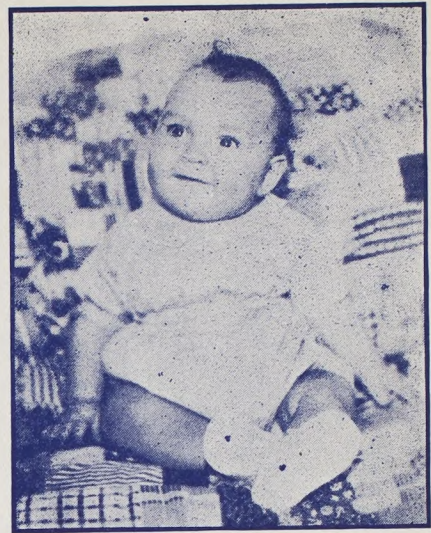
By H. R. PAUSCHERT

The streetcars have nothing on the busses with their conductorettes. We have two "clerkettes" at the 16th street garage, Laura Tullar and Elsie Stikes who have replaced the foremen's clerks.

J. Douglas, fireman in the Coast Guard, paid us a visit and says he is well pleased with his new assignment.

D. Ahlers, our tire man, who recently underwent an operation for appendicitis, returned home and is improving rapidly.

"The double line down the center of the highway has not as yet been reserved for bicycles in Nevada," says Paul Wood. He enjoyed everything on his vacation to Reno, except for the three dollars he had to hand a judge for crossing a double line. Remember, Paul, just because you're



This little Irishman, who is the son of Operator, Division One, and Mrs. R. M. Kelly, is Patrick Raymond, taken at the age of 5 months, with four teeth.

driving a 1942 Cad you don't have divine right to straddle double lines.

The Navy certainly brings forth many surprises. Not only were we knocked off our feet when William Poorman enlisted in the Navy, but it was a shock to learn he'd been made first class carpenter. We always thought he was a mechanic.

"Lucky" Glen Rorer, machinist mate in the Navy, paid us a visit. "Lucky" says he likes the Navy very much.

William Wilson passed several boxes of cigars upon the arrival of a son. Bill says he has a complete set now, a boy and a girl. His daughter, who has been confined in the hospital the past several weeks, is improving slowly.

Dorothy Parker has been confined to her home the past two weeks with a severe cold.

Percy Bosanko has been appointed foreman of Department 20 unit repair department. We wish Percy the best of success. Earl Wetzler replaced Percy in the body department.

E. A. McCurdy, corporal, engineer corps, somewhere in England, has written to us that he likes the country and the people very much.

Johnny Herring of the second shift has made the Navy as first class fireman.

Virginia Blue, who was transferred to the store department, has been replaced by Miss Hood, who is now handling the switchboard.

DIVISION FIVE

By FRED MASON

Our many conductorettes who are now qualified and working on their own are doing a very efficient job of it, and their natty new uniforms are positively CLASSY.

Our best wishes are extended to the following men who have left us to enter the Armed Forces: Motorman E. S. Swift, U. S. Army; Motorman R. C. Gridley, U. S. Navy; Motorman H. W. Morrow, and his brother, S. A. Morrow, U. S. Navy; Motorman J. T. Strode, U. S. Army; Conductor Champ Clark, U. S. Army Air Corps.

Conductor L. M. Coe is in receipt of a letter from ex-motorman W. A. Cobb, who is working on an engineering project up in the Yukon. Cobb said he is enjoying the new work very much and wishes to be remembered to his many friends at Division Five.

Here's wishing Motorman L. A. White, who had the misfortune of breaking his leg while doing odd jobs around his back yard, a speedy recovery. We know he is anxious to get back on the job as he himself says, "Darn it, I feel good, but I just can't walk."

The luckiest man in Los Angeles is Motorman F. V. Dennee. He went to a local market and did quite a bit of shopping. In fact he purchased so much stuff that he had to take his spare tire off his car to load his purchases on the car. The trouble was though, when he got home he discovered that he had left his spare tire on the sidewalk outside the market. Thinking it useless to go right back, he decided to forget it. However, a week later he happened to be at the same market, made inquiry regarding his tire, and sure enough, it was there waiting for him.

Ex-conductor A. G. Parker, now with the United States Army, writes

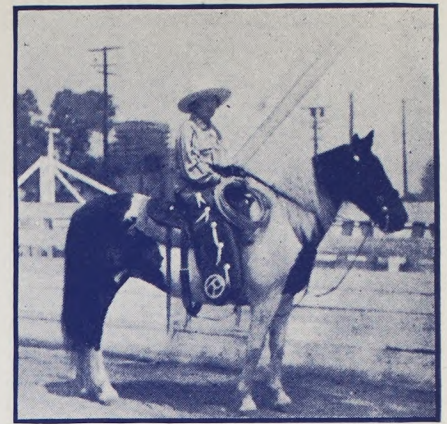
that he is enjoying army life and sends his best regards to all the boys. His address, if you wish to drop him a line, is A. G. Parker, Cand. A.S., 2nd Platoon, Battery No. 30, A.C.S.O.C.D., Camp Davis, North Carolina.

OFFICE

By WALTER WHITESIDE

The tripper-pullers are still holding up under the grind. Some of the fellows are mighty happy when Saturday rolls around so that they can sleep a little later, but they don't mind the work or hours, especially twice a month when the pay check is given out. These fellows are doing a good service for the company and are to be complimented.

A number of the men from the building have been asked to serve on the "Transportation Advisory Board" for the gasoline rationing. Just what their duties are to be we don't know at the time of this writing, although we suspect that they will determine whether the person

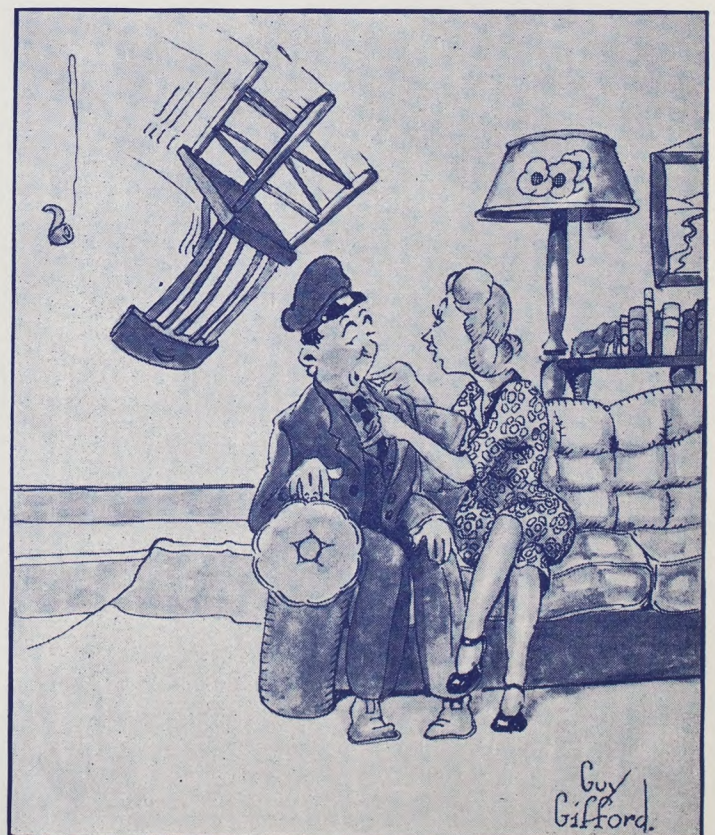


Mrs. Lester Ryan, who is "Blanche" of the Claim Department, is right proud of her prize winning horse, "Nifty." Blanche says she has no worries over future transportation.

registering for additional gasoline should receive a B or C card or ride the streetcar to work. Anyway, we expect to have a number of interesting stories for the next issue regarding reasons why persons need the additional gas.

I am sure we all miss the jolly "Hello, Kid" of Irma Watkins. Irma is now working for North American.

●
"NOW, STOP
WORRYING
ABOUT MY
HUSBAND.
HE'S
WORKING
DAY AND
NIGHT
ON A
FORMULA
TO
MAKE
HIMSELF
INVISIBLE!"
●



MORE ABOUT STREET CAR SABOTAGE

(Continued from Page 5)

and failing to obey orders. Perhaps he had been told to do as he pleased for the duration. The person who planted that thought was as much, or even more, responsible for the result than the man actually involved. **THAT PERSON WAS A SABOTEUR** — not a hireling of Hitler and Hirohito, perhaps, but he might as well have been.

When you hear a man encouraging another to disrupt things for the duration by creating a condition of disorder, view him with a certain amount of suspicion, for if he is not mentally warped, there is some hidden motive back of his advice.

You know that there never was a time in our lives when there was more need for order and harmony than there is today. You also know that our government has tightened up on most of our laws which means that we should do likewise for we are part of the government. It is most vital that we, who call ourselves Americans, do all we can in an effort to keep things rolling along smoothly and in order under the most adverse conditions, to conserve human life and save materials of all kinds, especially the rolling stock of our nation, so necessary in backing up our armed forces. In fact, most of us have two jobs today, one along the regular line of employment, the other working towards the survival of our nation and what it represents. Watch for the saboteurs with their whispers, "Do as you please for the duration." And for the information of those saboteurs, hirelings of Hitler or Hirohito, who happen to be working among the ranks of our employes, we will not relax because we are at war. We will be much more vigilant. Rules and Regulations will be obeyed. We feel that it is our patriotic duty to see that the rules pertaining to safety and proper operation are followed.

MECHANICAL DIVISIONS

By A. L. DAVIS

Car House No. 1

R. Martin, our War Bond salesman, is still on the job signing up many new applications for payroll deductions.

Introducing the new Car Repairers: J. C. Daugherty, F. Graybill, P. Lambert, H. C. Sumrall, P. Brown, and A. C. Noble. We wish you luck, boys.

Walter Jackson spent a few days of his vacation visiting his daughter in Fresno, California.

I. Sherrill spent a week end in San Diego visiting relatives and friends.

R. Smith's father passed away on October 12, and we extend our sincere sympathy to Bob.

Jack Marsden started out from work the other night in his Oldsmobile, but got only as far as the Sixth Street Gate when he had to call all the night gang to push his car back into the yard where he left it parked over night. Next day he came to work via streetcar with a rear axle over his shoulder.

Department No. 2

First Lieutenant R. W. Turner, formerly Assistant Superintendent of Car Houses, is reported being very busy in the United States Army Air



Donald Harry Hargraves, once a Mechanist at South Park was sent to the Great Lakes Naval Training Station and is top man in his Company. Don is known as the "Average American Gob."



Sgt. E. Donlon, former Operator (Division Four) enlisted in the U. S. Marine Corps January 13, 1942, and is in line for another promotion in the very near future.

Corps, and is stationed at Greensborough, N. C.

Paul Brown, formerly a Street Inspector, joined the United States Navy. Best of luck, Paul.

Car House No. 3

L. Boyer transferred to Car House 5 where he was formerly located several years ago.

W. Krol has returned to work after being away sick for several days.

W. L. Baldwin resigned to join the United States Army.

A. Pabst had the misfortune to have his pocket picked while attending a wrestling match at the Olympic Auditorium. He lost his pass, driver's license and draft registration card.

Car House No. 4

We extend our sympathy to Chas. Burrer whose wife passed away on October 17.

C. R. Brogan has passed his examination for a commission in the U. S. Navy, so we expect to see him in uniform soon.

The two sons of Mrs. Thomas Whitaker and a son of Mrs. L. Baldwin have been inducted into the United States Army.

George Smith has been transferred to South Park and is replaced by Andy Duncan. Welcome to our gang, Andy.

Car House No. 5

P. Booth has a new title, and is now known as "Grandpa" Booth.

William Nokes has left Car House Five and is now in the U. S. Army.

Pat Knight spent his vacation with his brother who was home on a furlough.

T. Hubbard had the misfortune to fall in the pit, injuring his hip.

Andy Duncan has changed his business address and is now at Car House No. 4.

T. Lambert transferred to the Machine Shop to run a lathe.

The mechanics at Car House 5 are well occupied these days pulling a.m. and p.m. trippers to help *keep 'em rolling*.

Nelson Land is still on the sick list.

"Can I be of service to you?" inquired the polite floorwalker.

"I dont know," replied the perturbed young man. "I was told to stop in here and buy either a camisole or a casserole, and for the life of me I can't remmber which."

"Well," said the floor walker, "if you will tell what kind of a chicken you propose to put in it, perhaps I can help you."



Redgenell is the 3 months old grandson of Eugene Cobb of the wash rack, 16th Street Garage.

VITAMIN SUBSTITUTE

By W. Y. STEARNS
(Virgil)

When you're feeling down-
hearted
And full of woe,
And your thoughts—if any—
Are sluggish and slow,
If your feet don't track,
And you knock at the knees,
Then what you're in need of
Is Vitamin B's.

If you're always allergic
To any old thing,
And you feel that you never
Again will sing,
If you start seeing spots
Before your eyes,
And a dreadful heaviness
Comes to your thighs,
If you feel that perhaps
You might pass away,
Then what you're in need of
Is Vitamin A.

It's Vitamin this,
And Vitamin that,
Shake 'em all up
Inside a hat.
But this I know,
And know for sure,
There's not an ill
That Love won't cure.
So here is all you need to do,
Go out and Pitch a little Woo.

NEW PATROL

Pa-trol atten-shun! bawled Capt. Bill Vaughan.

Pa-trol lift your left leg and hold it straight in front of you!

By mistake Bullis held up his right leg, which brought it out—side by side of Cupp's left leg.

All right, all right'; who's the wise guy over there holding up both legs?" shouted the Captain.

Passenger: "Conductor, that fellow sitting opposite us is a lunatic and is scaring my wife and children. He claims he is George Washington."

Conductor: "I'll take care of the matter. (Shouting) Next station, Mount Vernon!"



Dianna Jean, at the age of 7 hours, is the daughter of Conductor (Division Five) and Mrs. J. L. Kauer.

Lieutenant: "You have a bad case of indigestion. Better drink a cup of hot water every morning."

Private: "Yes, sir, I do. Only the mess sergeant calls it coffee."

WOULD YOU BELIEVE IT?

By M. E. M.—"Mechanic"
(Vineyard)

"Hey, Bill, you're wanted on the 'phonel
So drop what you are doing.
The lady sounds excited;
I hope no trouble's brewing."

So Bill, he drops his greasy wrench
And wipes his greasy brow,
And hurries to the telephone
To find out what's the row.

"My goodness! What's the matter?"
The fellow's heard him say,
"Has the house burned down?
Have we been robbed?
Or has your mother come to stay?"

Bill Koeneke's knees began to shake;
We tried to guess the truth.
Then Bill hung up and shouted
"Wow!
Thomas William's got a TOOTH!"

SOCIAL ACTIVITIES

WOMEN'S CLUB

By MRS. H. A. DEWEY

The Welfare Party, planned each year, will be held Saturday, November 14, in the Los Angeles Railway Women's Club at 962 W. 12th Place.

Proceeds go to help those less fortunate than ourselves. Doors open at 4:00. The Handicraft Exhibit will be a feature of this big evening of entertainment. Metal tooling, rugs, needlecraft, quilts, crochet, leather and miscellaneous items are to be judged for their perfection and originality. List your entry now with Mrs. R. F. Dwyer, AX. 24508, or with Mrs. C. A. Evans, AX. 7690. Members who are unable to attend regular meetings may send entries by noon Saturday, November 14. The perpetual trophy will be presented for the most outstanding exhibit. Individual trophies this year will be War Stamp corsages of \$1.00.

To the men with hobbies! We would like to have on display your specialties at this time, too. Have them classified by Mrs. Dwyer or Mrs. Evans. Antiques or anything that will bring a laugh are also wanted. Dinner, in charge of Mrs. S. Ashworth, will be served from 5:30 to 7:30. Reservations must be in by November 10. Call one of these numbers today: AX. 24174, Mrs. J. T. Watts; CU. 31073, Mrs. Ashworth; or HO. 7605, Mrs. Athenous. As a special inducement, door prizes amounting to \$25.00 in War Stamps will be given away. The club member selling the most tickets for the door prizes will receive \$1.50 in stamps or cash. Other features of the evening will be a cake raffle and ring toss. Entertainers from the Shops and Divisions will be the climax of the Welfare Party.

On November 19 we will have the opportunity to hear the Stephen's piano trio again.

On December 3 Mrs. W. F. Fromme will give several readings.

December 17 will be the Christmas Party with the drama group giving a Christmas pageant.

Every Tuesday is Red Cross day in our club rooms. Mrs. Ray is in charge of this unit and has plenty of work for all who are willing to give a few hours of their time.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men's Association was held in Room 309, L. A. Railway Building, Thursday afternoon, October 8. After a short business session, we were addressed by the Reverend Ralph L. Phillips, who spent twenty-five years in China, built several colleges, and worked, since the Japanese invasion of China, relieving the suffering and starving Chinese refugees. He told of the almost unbelievable atrocities of the

Japanese in Nanking, Nanning, Shanghai, Canton, and other places, which he himself had witnessed; of the air raids, which he had experienced, of having his coat which he was carrying over his arm shot full of holes by machine gun bullets, and many atrocities which are the habit of the Japanese, who are saying so much, just now, of the "uncivilized" actions of the Americans in the Tokyo raid. It was a revelation of what we might expect if ever the Japanese secured a foothold in this country.

AMERICAN LEGION AUXILIARY

By BEATTIE LEASMAN

Mrs. McDonald has Red Cross sewing at her home every Tuesday from 10 a. m. until 3 p. m., so if you want to help, go to 133 West 107th Street, Los Angeles. Come out and you will find plenty to do.

●

"SEE IF
YOU CAN
TELL ME
WHAT
HAPPENED
TO CAR
308
ON THE
'B'
LINE?"

●



President Carson has gone to Oakland to see her father who is ill.

On October 10 the L. A. Railway Unit, assisted by Labor Union Unit, entertained about 1,600 servicemen in the Blue Room at the Hayward Hotel.

We are glad to report that another son of one of the members has enlisted in the Navy. He is Howard McDonald, oldest son of Mrs. Catherine McDonald. He graduated as a lieutenant from the Black Foxe Military Academy in February.

VETERANS' CLUB

By JAMES MADIGAN

At the October meeting of the Veterans' Club it was decided that for the duration of the war there would be just one meeting each month. This is because of the fact that many of the members are engaged in civilian defense work which takes up much of their time in the evenings.

The next meeting will be held at Patriotic Hall on Tuesday, November 10. There will be a short business meeting at 8:30 p. m., followed by a meeting of the Order of the Sword.

As this column goes to press, your scribe has learned that Comrade Hannon is back in the U. S. A. and, if he can get to Los Angeles, will probably be with us at the next meeting.

There will be several candidates for the Order of the Sword Degree, so let's have a full house on the Tenth.

SQUARE AND COMPASS

By BOB GRETTEBERG

For the information of the men who were not present at the October 10 meeting, we had Swiss steak, which was above average. This was followed by our Master of Ceremonies, Bill Vejar, who presented a very good show. He had the "Singing Cowboys" from station KIEV, Glendale, and "Little Jean," who is an expert at yodeling. "Little Jean" proved to be an outstanding success.

Ladies' Night! This proved to be highly successful, with lots of fun for all. The attendance was very large and the entertainment was great. For door prizes, (which was certainly appropriate) War Stamps were given. The winners will be announced in the next issue for the information of all concerned. This was topped off with dancing to a very fine orchestra donated by our President, "Bill" Greenwood, and our hard working Vice President, Clarence Fischer.

December 12 is the date of the next meeting. Everyone should be there! Get your party platform going and your candidates ready for the election of officers. Election of

officers will be topped off with an excellent evening of entertainment and a good feed. Be on hand this night—December 12.

AMERICAN LEGION

By LEO LEASMAN

Comrades, now is the time to pay your dues so that we will be able to get that citation we have received every year since being a post in our grand organization. Pay them now and we will be able to carry on as we have in the past. At present, we have 33 members paid up. You who have not done so as yet, please get in touch with Comrade Al Brehm, Room 708, L. A. Railway Building, or contact me at Division Four, or at home, 1421 Valencia Street.

We still have meetings once a month in Patriotic Hall, 1816 South Figueroa Street. Come up one of the first Tuesday's of each month and see for yourself what is being done by your Post and give us a helping hand in putting over the organization program. As you know, we have much more to do these days than before in regard to our servicemen, and this being wartime. Would surely like to see some of the faces of the Comrades who haven't been up for quite a while.

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

	1942	1941	1942 Increase+ Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,390,583	1,111,891	+ 278,692
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)	1,071,165	973,251	+ 97,914
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	49,132	85,560	— 36,428
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	66,712	64,794	+ 1,918
Total Expenses	1,187,009	1,123,605	+ 63,404
Leaves Net Profit or Loss	+ 203,574	— 11,714	+ 215,288

Tires for Your Jallopy . . .

Present tire rationing regulations and the procedure being set up for the impending gasoline rationing requires establishing of a Joint Management - Labor Transportation Committee to certify to applications of employes for purchase of tires and for gasoline in excess of standard "A" card allotment.

A Joint Management-Labor Transportation Committee has been formed for this Company and will issue certificates to employes who qualify under the regulations. All employes who require tires at this time or who anticipate the need of tires or extra gasoline in the future should immediately obtain and fill out questionnaire form Exhibit "D" and mail it direct to the Chairman of the Joint Management-Labor Transportation Committee, room 221, Los Angeles Railway Building.

To be eligible for a certificate from the Joint Management-Labor Transportation Committee the employe regularly using his private passenger automobile between his residence and terminal where he reports for work, or between residence and place where transportation to terminal is available, must establish substantially the following:

1. That the automobile is essential to the employe and without it, transportation to and from work is not available. A certificate will not be issued if transportation can be obtained by any other method. Employe may show transportation is not otherwise available because:

- (a) No public transportation system reaches the area in which he lives or to which he must go to carry on his occupation; or
- (b) Public transportation services do not operate at the times when it is necessary for him to travel; or
- (c) Public transportation will not enable him to do his work because of carrying material and equipment; or

Also employes will be required to show that other means of transportation would require more than an hour in going either to or from work; that place of residence is at least two miles from place of employment; and that almost entire mileage is for purpose for which tires are requested.

2. That the employe regularly carries with him at least three other employes, none of whom resides less than

two miles from his work; or if the vehicle capacity is less than four, it is regularly utilized to its full capacity; or, that the employe cannot transport the required number of other employes for the required distance because they do not reside near the route regularly traveled by him, or do not travel at about the same time as he does, but that he regularly transports as many employes as possible; or that he has exhausted the possibilities of riding with other employes or persons traveling the same route. (Group riding is a continuing arrangement and the vehicle owner, in arranging groups, should understand, as well as those riding with him, that they must stay with one vehicle as only that vehicle will be certified for tires.)

3. That such automobile will, when equipped with the tires for which application is made, render service sufficiently valuable to the community and the Nation to justify the use of rubber in its operation, in view of the critical shortage in the total rubber supply.

4. That the automobile upon which the tire is to be mounted cannot be replaced by another automobile equipped with serviceable tires. If the employe owns, operates, or controls other automobiles, equipped with serviceable tires, he must show that all such automobiles are fully used for purposes making them eligible for tires.

5. That the application is to replace tire used by the applicant which requires immediate attention account no longer serviceable. Applicant must prove tire is unusable through circumstances not under his control. Except when the employe applies for a spare tire, certificates may be granted only for replacement purposes and not to provide original equipment for any vehicle. If the employe has other tires in his possession which are still serviceable, he will be denied a certificate.

6. That the tire for which application is made, when added to all other tires of suitable size in employe's possession, whatever their condition, whether mounted or unmounted on a vehicle, will not add up to more than one spare tire of a given size for each vehicle used for purposes making it eligible for tires.

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7. That the vehicle upon which the tire is to be used has not since July 1, 1942, been operated at a speed greater than 40 miles per hour nor since October 1, 1942 at a speed greater than 35 miles per hour. Any instance of speed in excess of these speeds will have to be justified by suitable explanation.

The Transportation Committee will not issue "statement" to accompany application unless questionnaire form is on file by November 4, 1942. If you start using your automobile after that date for purposes making it eligible for tires, file the form with the committee as soon as you start using your automobile if you desire to qualify for tires at some future time.

WHEN YOU REQUIRE TIRES

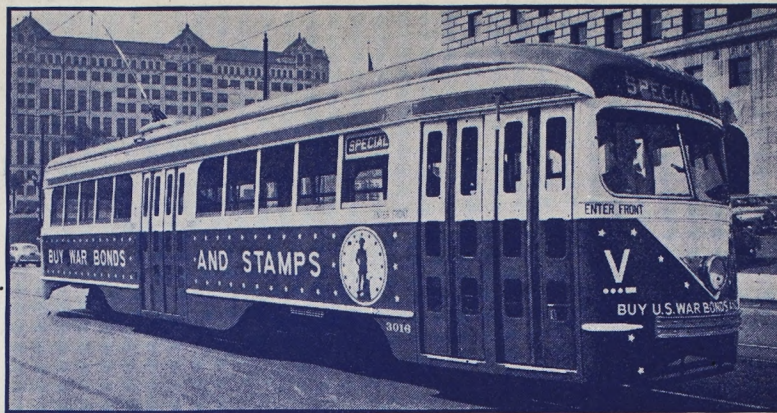
- (a) Apply to your supervisor or foreman for forms Exhibit "A" and Exhibit "B."
- (b) Apply to your local "War Price and Rationing Board" for application forms R-1 and R-1-A. After completing the several forms, hand them to your supervisor or foreman for forwarding to the Transportation Committee through the Head of your Department. If in order, Transportation Committee will issue "statement" and return all papers to employe for filing with the "War Price and Rationing Board."

Watch for further announcements regarding gasoline regulations.

JOINT MANAGEMENT-LABOR
TRANSPORTATION COMMITTEE,

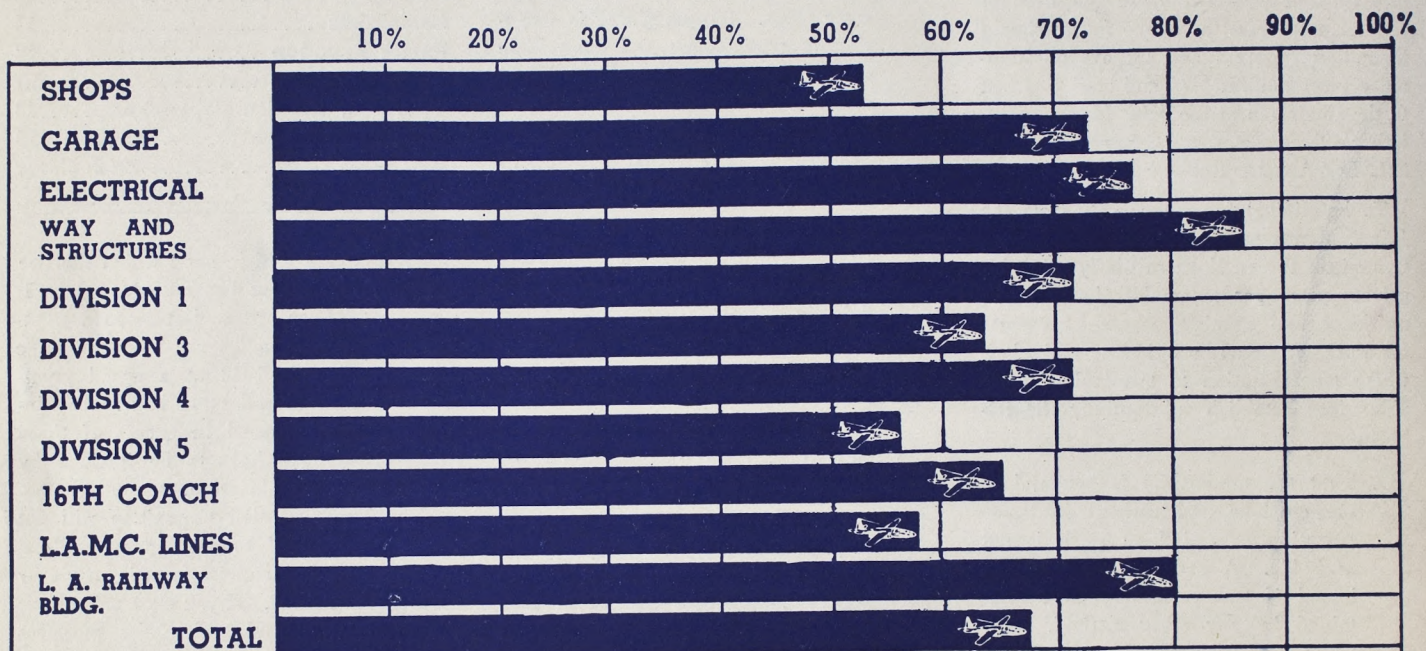
E. E. KENWAY, *Chairman*
C. ED LENTZ, *Vice-Chairman.*

OUR SCORE BOARD

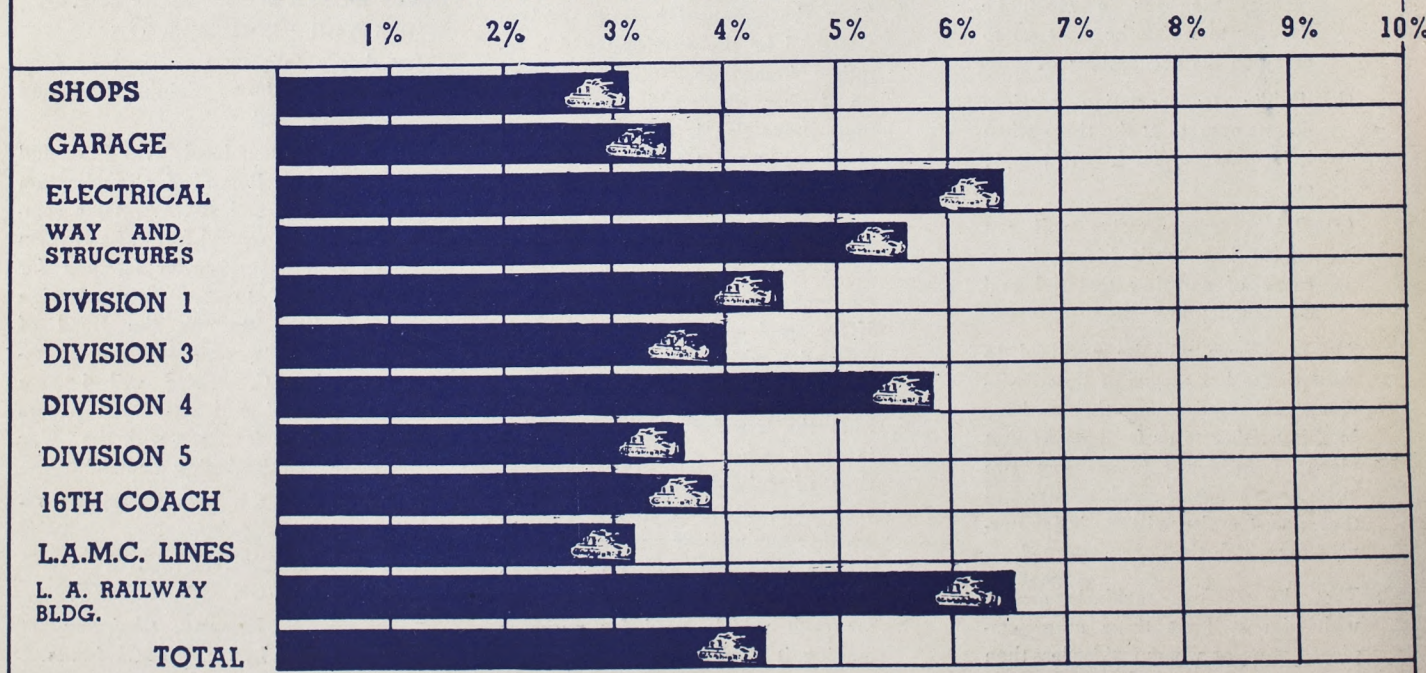


Way and Structures Still Lead

PERCENT OF EMPLOYEES PURCHASING WAR BONDS



PERCENTAGE OF PAYROLL GOING INTO WAR BONDS



If liberty is worth fighting for it's worth paying for—Buy War Bonds.