

TWO BELLS



Vegetables for VICTORY

The Management of the Los Angeles Railway in presenting this package of ideas to you, our employees, does so with a purpose in mind - that you will get such enjoyment out of the planting and such enjoyable vicarious needed during the necessary times.

The food produced on the Home Front is the backbone of the War Effort. It is our patriotic duty to produce as much as we can for our table. It is our way we can combat food shortages at home and abroad.

Let's roll up our sleeves and dig!

LOS ANGELES RAILWAY
DECEMBER 1945

Vegetables for VICTORY





DIVISION SCRIBES
 R. C. Ruggles L. Volner
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 R. O. Bennett L. F. Sparks
 W. Whiteside F. Sommers

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

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

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VOLUME 24 APRIL, 1943 NUMBER 3



UNCLE SAM CALLS TWENTY-FIVE MORE

- Smith, Ernest W. Mech., Dept. 18
- Venable, Richard E. Clerk, Audit
- Whisenhunt, Bishop G. Mot., Div. 3
- Trinqual, Eugene E. Mech. Helper, Dept. 18
- Mace, William O. Mech., Dept. 20
- Nailor, Joseph D., Jr. Car. Repr., Dept. 8
- Aitken, James. Mot., Div. 4
- Wells, James K. Mot., Div. 4
- Albert, Cecil C. Con., Div. 5
- Ulmen, Bernard M. Operator, Motor Coach Div.
- Black, Troy. Mixer, Dept. 11
- Smith, James W. Mot., Div. 1
- Schroyer, John Rossi Tab. Clerk, Audit.
- Stuckey, Travis E. Opr., Motor Coach Div.
- Stevenson, Willard M. Con., Div. 4
- Walkey, LaVerne H. Con., Div. 5
- Thompson, James C. Mot., Div. 1
- Werner, Louis J. Opr., Motor Coach Div.

- Smith, Thomas C. Opr., Motor Coach Div.
- Norman, Brice V. Mot., Div. 5
- Bladel, Alfred N. Mech., Dept. 18
- Cody, William P. Mot., Div. 1
- Dark, Jack M. Con., Div. 5

L. A. M. C. LINES

- Marvick, Willis W. Operator
- Schuster, Paul. Operator

RETURNED FROM MILITARY DUTY

- Nokes, Willie K. Car Repr., Div. 5
- Shaffer, Ralph S. Mot., Div. 4
- Martinez, Manuel J. Lineman, Line
- Bragdon, Ross J. Con., Div. 4
- McKinney, Charles M. Carpenter, Dept. 12
- Torres, Manuel H. Laborer, Way & Struc.

Stars in L. A. Railway Service Flag 471
Stars in L. A. M. C. Lines Service Flag 98

DOWN TO EARTH

By **LEBANAH WINCHESTER,**
Division Four

Lazy gardeners plant their climbing or pole beans between the corn hills, leaving sufficient room for cultivating. The corn stalks make natural bean poles. It's a good idea.

If the cabbage heads up faster than you are ready for and the head begins to split, bend it to one side just enough to break a part of the root system. This will halt fast growth yet still leave enough feeder roots to preserve the cabbage until you can use it.

To save space in your garden give your cucumbers a trellis and watch them climb. They have natural tendency to get up in the world.

Never plant celery too far apart. Four or five inches is plenty of space between each plant. This prevents the plants spreading out like a star, and also keeps it from getting strong and bitter.

Bleaching celery can be done by using paper milk cartons of one quart or half-gallon sizes. Remove the tops and bottoms and they are ideal to use as celery blanchers.

Another use for those paper milk cartons: cut in half and punch two or three holes in each end with an ice pick for drainage. They then become ideal seed starting pots. When you are ready to transplant, cut the carton away from the soil, and you can make the transplanting with practically no disturbance to the root system. These cartons can also be used for seedlings.



"WHAT EES THEES STREENG FREEHOLE?"

Frank Ramirez and Juan Nila puzzle over the pretty seed packets in their Victory Garden at Vernon Yards.

Cover Picture by
Howard Jones.

Unless you have a permanent location for such plantings as asparagus and rhubarb, don't bother with them. They don't yield a harvest crop until the second year after transplanting.

You can improve your tomatoes, too, by pinching out the suckers. These are branches that grow from the main stalk or trunk at the lower leaf joints, coming out between the leaf joint and the stalk. Allow no branching lower than one foot above the ground.

Don't throw away your grass clippings or vegetable tops. Use them to prepare now for next year's garden. Put them into a compact heap or bin. This will give you next year's fertilizer, and believe me, we will be needing it. Commercial fertilizers are "as scarce as hen's teeth." If you want detailed information on making a compact heap or box, let me know, or call TWO BELLS office.

Keep your hungry garden pests happy by feeding them, but give them a diet so they won't or can't

come back for more. Give them a substance of poison.

There are two general types of insect pests in the garden. They are the sucking insects and the chewing insects. The sucking insects are best controlled by use of a contact poison, such as a "No. 10 nicotine sulphate dust," or "End-Pest dusting powder." These are available in commercial packages. A liquid spray or stomach poison is best for the chewing insects. There are any number of good commercial sprays available. My favorite is Bar-Foot or Ex-Trax, both being purchasable at most seed houses.

Not only do moles and gophers look like the yellow Jap with their long buck teeth, but they have the same inborn traits of destructiveness.

Colored folk from the deep south maintain that by burying fish-heads in gopher runs your garden can be rid of the pests, but I rely on the old box trap.

There is a thrilling satisfaction in knowing that the garden saboteur is definitely done for.

Don't think for a minute that you cannot have all the varieties of garden-fresh vegetables you like, because of the lack of space. Get acquainted with your neighbors. I did last year, with the result that I raised cucumbers for both of us on my place, and he raised squash for both families on his place.

Let's Roll Up Our Sleeves and Dig!





FROM SEEDS TO SUCCOTASH

E. E. Kenway, Superintendent of Personnel, proves to Irene Johnson, and Lenora Scott the high quality of the Victory Seeds by reaching into a pack and bringing forth one cabbage and a bunch of carrots.



GOOD EARTH

While a few of the future farmerettes and farmers kibitz, the first shovels of dirt were turned at the 152 plots comprising the Victory Gardens at Division Five. Superintendent Bill Snyder, (left), assists Bud Eaton get the project under way.

LARY LARY HOW DOES YOUR GARDEN GROW?



SEEDS! SEEDS! AND MORE SEEDS! . . .

Three thousand packages of seeds start the Vegetables for Victory campaign. Betty Sauer, Lenora Scott, Evelyn Morgan, and Irene Johnson wrap them into bundles for delivery to various divisions and departments.



FIRST BEAN

"Spitting on the first seed," says F. H. Duncan, "is an old Spanish custom. It keeps the weeds low, the bugs away and makes for bigger and better beans!"

WHEREVER THERE'S A WATER FAUCET . . .

There's a garden at Vernon Yards. We counted thirty-five separate plots besides the hundreds of potatoe hills planted between the stacks of ties and rails. The ingenious yard men borrow fertilizer from a near-by slaughter house, plant the rows down hill from the faucets and bring their own gopher cats. Getting Victory seeds from Foreman Elmer Mitchell are, left to right: A. Munoz, R. Hernandez, Juan Nila, Juan Hernandez, "Shorty" Saiza, and Frank Ramirez.





Dear Ladies

Polly Patterson offers recipes for low point meats together with household hints which she hopes you will try. You may obtain more recipes and suggestions from Polly if you tune in on your radio Monday through Friday on Station K.P.A.S. at 9 a.m., or K.F.A.C. at 11:30 a.m.

Kidney Stew

Wash and skin a beef kidney; cut out the fat, blood vessels and connective tissue. Cover with cold water, heat slowly to boiling, discard the water, and repeat the process until there is no strong odor. Then add 1 quart of fresh water and simmer until the kidney is tender. Remove the kidney and cut into small pieces. Cook diced potatoes and a small onion in the broth if the flavor is mild; if it has a strong flavor, cook the vegetables in water instead. Pour off the liquid and measure it. To each cup allow $\frac{1}{2}$ tablespoon of flour for thickening. Blend the flour with an equal quantity of fat and add the liquid gradually with constant stirring over a low heat. To this, add the potatoes, onion and kidney. Season to taste with salt and pepper.

Braised Stuffed Heart

Select 1 beef heart, or 2 or 3 calf hearts. Wash and slit the heart, remove gristle and blood vessels. For the stuffing, chop an onion and a stalk of celery and cook in 2 tablespoons of margerine, add 2 or 3 cups of soft bread crumbs and season with salt, pepper. Thyme goes well with heart—add a pinch to the stuffing.

Fill the heart with the stuffing; sew up the slit. Brown the heart on all sides in fat; place in a baking dish or casserole; add $\frac{1}{2}$ cup of water, cover closely, and cook until tender at 300 degrees. A beef heart will require 4 hours. A calf or hog heart will cook tender in about $1\frac{1}{2}$ hours. Make gravy of the drippings.

Liver Loaf

$1\frac{1}{2}$ pounds liver
1 sliced onion
4 stalks celery
1 quart mashed potatoes, cooked
rice or oatmeal
Salt and pepper to taste

Method

1. Fry the liver in just enough fat long enough to brown on both sides, then grind or chop fine.
2. Cook onion and celery, chopped fine, in the drippings and mix with the liver.
3. Add potatoes, or rice or oatmeal. Season to taste.
4. Place in a greased shallow pan and bake at 375 degrees for about an hour.

NOTE: Canned tomatoes, catsup or chili sauce may be added, if desired.

Liver Paste

Broil or fry pieces of liver, or simmer the whole pieces in water until tender. Mash, grind or chop fine the cooked liver, and mix with fat and seasonings—use 2 tablespoons each of chili sauce or catsup, chopped celery, and fat to 1 cup of ground liver. Add salt and pepper to taste. Use the liver paste as spread for sandwiches. How do you like that for a spread for the War Workers lunch box?

Someone asked Polly the other day how she was going to make Spanish Rice without bacon. Well, it can be done and easily and with delicious results. Here's how she does it: In a heavy frying pan, add 4 tablespoons peanut oil. To this, add a small onion, chopped, a clove of garlic and a small

green pepper, chopped. Cook until onion turns yellow. Then add one cup washed rice and cook, stirring constantly until the rice browns slightly. Now add 3 cups tomatoes, one cup water, salt, pepper and chili powder. Cook, covered, until the rice is tender. Stir frequently as there is a tendency for the rice to stick. If the mixture becomes dry, add water. Just before serving, sprinkle with grated American cheese.

Serve this with a good combination or green salad, corn bread, and baked apples with cookies and you have an inexpensive yet tasty dinner.

* * *

Here are a few Household Hints which Polly believes you will like .

To Remove The Yellow Streaks In Clothes—Take one teaspoon cream of tartar to one quart of boiling water. Immediately dip the clothes in this several times, but don't allow to stand in the water. Rinse in three waters and hang in the sun.

How To Clean Copper—Take equal parts of salt, vinegar and flour. Mix these ingredients together with water until it forms a paste. Rub over the surface. Truly the tarnish and discoloration will disappear very quickly. Then wash it in clean, hot suds,

scald and dry thoroughly with a clean, dry cloth.

How To Clean Blackened Aluminum Pan—Fill the utensil with water and add one teaspoon cream of tartar for each quart of water used. Bring the water to a boil and boil only until the utensil is bright. It requires only a few minutes.

To Remove A Thick Coating Of Lime From A Teakettle—Fill the teakettle with a strong solution of vinegar and water (about half and half) and allow it to boil. Allow the teakettle to stand with the solution in it for several hours, or better still, over night. The deposit will soften so that it can be easily scraped off with a wooden spoon.

To String Beans Easily—Plunge them in boiling water three minutes and every bit of string can be removed.

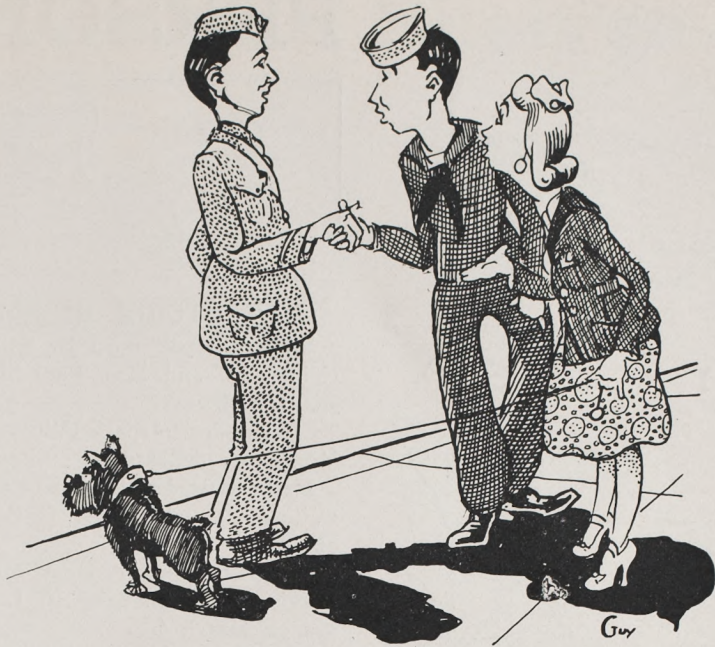
To Remove Indelible Pencil Marks—Don't moisten it and it will be easily removed by soaking the stained part in denatured or wood alcohol. A few graphite marks may remain and all that is necessary to do, is sponge them with soap and water.

Do You Like Sparkling Glassware?—So do I. Why don't you put a little laundry blue in the water when glassware is washed. Try it, you'll be quite pleased, I'm sure.

Grease Spots On Wallpaper—To remove them, put a blotting paper over the grease spots and apply a hot iron. If this is not effective, rub the spots with camphorated chalk.

To Freshen Silk—Water in which potatoes have been boiled is excellent for renovating worn silk. Sponge the silk with this water. It will truly freshen it up and make it look like new.

To Clean Oil Paintings—Wash them gently with warm milk and water.



Military "How do-you-Do" . . .

Have you wondered just how you should introduce a private to a sergeant or a soldier to a sailor or a young captain to an older captain? Yes, modern military etiquette is a little complicated as is point rationing, so if you follow these few "dos" and "don'ts" you will receive a first-class rating from Private Smith or Admiral Jones.

Privates may be introduced to noncommissioned officers, and the fellow with the fewer stripes is always presented to the higher ranking man. For example: "Corporal Williams, Joe Doakes."

When introducing the army, navy or marine officers, give them their rank, and always present the lower ranking fellow to the brass hats; like, General MacArthur, Lieutenant Culver. After you've been formally introduced, you continue to address an army officer with his rank; however, in the navy, you "Mister" all gold stripes up to and including Lt. Senior Grade. Above this, you always give their rank.

If you're introducing an army man to a navy man, the rank

system still goes. If they are of equal rank, the army takes precedence because it is the older organization.

If there is a marked difference in the ages of two captains or any two men of equal rank in the same service, the younger is presented to the older. Example: "Captain Oldguy, Captain Young Guy."

When visiting Private Johnson at camp and you happen to meet a friend of yours who is a lieutenant, stop for a brief chat, but **don't introduce the two boys**. In your own home or somewhere inconspicuous out of camp, you may introduce privates to generals if you care to.

A male civilian, excepting the President, a church dignitary or royalty is presented to a man in service. Like, Lieutenant Brown, Mr. Green. However, the highest ranking officers are presented to ladies. For example, "Mrs. Lovelace, General Eisenhower."

This isn't too much to remember is it?

Helen

Editor, "Dear Ladies."

PERSONNEL ITEMS

Street Coach) and Mrs. Wayne Widick on March 9.

Janice Rae, born to former scribe (Division 4—now in the navy), and Mrs. R. H. Grettenberg on March 11.

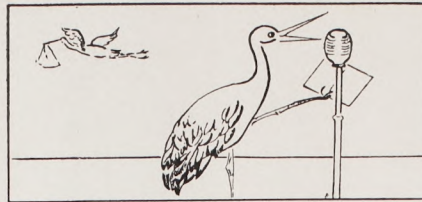
Norris Lee Junior, born to Mechanic (Vineyard) and Mrs. N. L. Clark on March 11.

Byron Lee, born to Motorman (Division 1) and Mrs. B. G. Ruiz on March 13.

Dennis Seward, born to Conductor (Division 5) and Mrs. R. A. Wells on March 16.

Larlyn Carole, born to Operator (Division 3) and Mrs. L. T. Staten on March 20.

Georgia Yvonne, born to Operator (Vineyard) and Mrs. George I. Battelle on March 24.



THE STORK REPORTS

Richard Paul, born to Serviceman (Vineyard) and Mrs. Paul Sigars on January 13.

Linda, born to Clerk (Vineyard) and Mrs. Howard Beardsley on February 1.

Herbert Bradford, born to Operator (Vineyard) and Mrs. H. C. Bamberlin on March 2.

David Glenn, born to Motorman (Division 5) and Mrs. E. L. Anderson on March 4.

Wanda Lee, born to Operator (16th



CLOSE UPS

By C. P. HUNT

Getting a rough sketch of Virgil's poet laureate was quite a trick and had to be done on the run, as when Willie Stearns is not busy at the wheel of a bus, his mind is wandering into far places in search of poetic material.

Willie, similar to other poets, was born and went to school and graduated, all of which is of little concern. What is of concern is that Willie is a natural poet and is now publishing a book under the title, "Sea Spray Magic," which will be released in the near future.

Willie tells us that he became a poet by working for the Briggs Body Works in Detroit. It was there that he first started building things and noticed bodies. As he puts it, "You can't write about people if you notice no-body." Willie would hide under some buggy body trying to build a poem. One day all the busy bodies in the Briggs body building plant banned together and ran him off.

Willie says that the most terrific part of that experience was that they wouldn't give him time enough to write the poem, "Wagon Wheels."

The next time the poet attempted to put words together in a pleasing sequence was in a shell hole in France during the first World War. He forgot that he was a fighting man and started writing poems, and while meditating a shell came too close to his head causing the lack of hair.

(Continued on page 23)

LAZY DAYS AHEAD

Charles Edward McCarthy, Conductor, Division 5, was placed on the Special Roll March 27.

Mr. McCarthy was employed as a Conductor, Division 5, February 20, 1913, transferred to Clerk, Division 5, October 26, 1919, transferred to Cash Receiver, Treasury, January 14, 1920, transferred to Conductor, Division 5, February 16, 1932. His present address is 5502 Ruthelen Street, Los Angeles.

* * *

Warren Erastus Chilcoat, Motorman, Division 5, was placed on the Special Roll March 17.

His present address is 3946 W. 54th Place, Los Angeles.

THE END OF THE LINE

The Special Roll mourns the deaths of two of its members:

William Sloane passed away March 22. He was born in Buffalo, New York, on February 9, 1870. He became a motorman at Division 4 on August 17, 1919, and served also as a watchman and a flagman. On October 5, 1929, Mr. Sloane was placed on the Special Roll.

George Byron Lindersmith died March 31. On June 22, 1865, he was born in West Jefferson, Ohio. Mr. Lindersmith had been with the company over forty years, coming with

DOWN THE AISLE

The daughter of Motorman S. B. Prancevich (Division 1), **Madeline Prancevich**, married to **Arthur Adair Archibald** on March 13.

F. R. Brown (Division 4), was married recently to **Dorothy E. Nall**.

APPRECIATION

From the following, the company received acknowledgements of appreciation for the kindness and sympathy extended to them during their recent bereavements: Mrs. Theo. Impusene and family, and Mr. and Mrs. P. J. Coady for the family of Mr. P. J. Fitzgerald.

us on January 22, 1903, as a conductor at Division 2. In 1933 he was transferred to a flagman, and was placed on the Special Roll on April 23, 1941.

Division 1 was grieved by the death of Conductor Vincent Impusene, who passed away March 18. Mr. Impusene was born November 25, 1896, in New York City, New York. On April 19, 1920, he came with us as a conductor at Division 1.

To the bereaved of the above members we offer our sincere sympathy.

Just Between Our Shelves

By GERTRUDE M. CLARK

Quite a few people, including a number of new employes, have called the Library these last few weeks and asked to be put on the routing list for some of our magazines. That is most encouraging, since there is no better place to find the answers to what's what in the Transit industry, than in a current magazine. Perhaps many more of you might be interested in this service, if you knew just what we have in the various fields of interest, by giving us your name and location for the routing list.

Here is a CROSS SECTION OF THE MAGAZINES for which we carry a subscription and which are available to all, free for the asking.

Local Transportation

If staggered hours fail, what then?

Read:

Bus Transportation, January, 1943, p. 25.

Mass Transportation
Motor Transportation
Traffic Engineer.

* * *

Engineering

How Los Angeles completes a big viaduct project on Aliso Street,

Read:

Engineering News Record, March 4, 1943, p. 4.

American Machinist
Civil Engineering
Diesel Power
Mechanical Engineering
Society of Automotive Engineers
Journal
Steel
Tool Engineer.

* * *

Management and Labor

How to adjust personality problems in the office?

Read:

Personnel Journal, January, 1943, p. 238.

Business Week
Factory Management
Mill and Factory
Monthly Labor Review
Railway Purchases
Supervision

* * *

Travel by Air,

Train and Highway

How is the outlook for air transportation in the post-war period?

Read:

Aviation, February, 1943, p. 118.

Commercial Car Journal

On Sunday, the fourteenth of March, Miss Gertrude Munk, our Assistant Librarian, became Mrs. Albert Merwin Clark.

The groom is in the armed services serving the medical department at the veterans hospital in Sawtelle.

Flying, including Industrial Aviation
Railway Age
Trains

Western Motor Transport

* * *

Current News

Who is the American chief of operations in Tunisia?

Read:

Time, March 22, 1943, p. 20.

Life
Newsweek
U. S. News
Victory

* * *

Home Reading

How to grow bean sprouts—right in your kitchen or garage.

Read:

Popular Mechanics, January, 1943, p. 78.

Charm
Colliers
Good Housekeeping
Model Craftsman
Readers Digest

TRANSIT NEWSGRAM

Otto S. Beyer, of the Office of Defense Transportation called a conference in Washington, D. C., for March 18 and 19 to discuss WOMAN POWER IN TRANSPORTATION. With few exceptions transit officials expressed satisfaction with women employed so far.

To overcome the great LACK OF DRIVERS in the transit industry, the Office of Defense Transportation, in cooperation with the American Transit Association and the War Manpower Commission, is planning to inaugurate short government courses for commercial drivers.

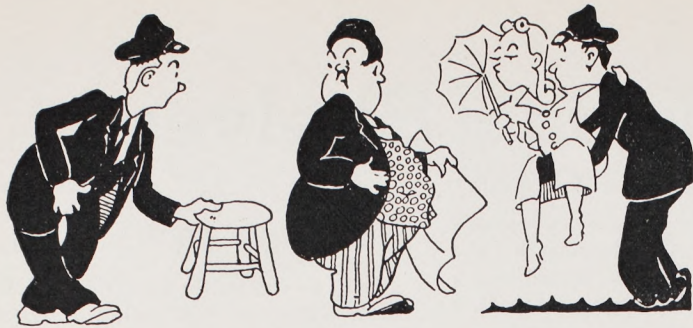
A bill first proposed in 1941 by Gordon L. McDonough, is up again in this session of the California legislature. (House bill 606; Senate bill 283). It proposes a forty-mile long FREEWAY extending from San Fernando Valley to the Long Beach-San Pedro Harbor area. The report, approved by the County planning commission, states that "the over all costs of this project would be considerably less than for any other combination of freeway routes to serve this extensive area."

Rubber czar Jeffers announced recently that certain delays in the production of SYNTHETIC RUBBER have caused the expected yield in capacity to drop

(Continued on page 18)

I say
I CAN
Ride,
because
when I
started
waiting
here
this was
an
orange
seed.





Bouquets...

O. O. Obenshain (M.C.) Took A Moment . . .

"Because your operator took a moment of his valuable time to perform an act of courtesy, I am taking a few moments of my valuable time to commend his actions. While we were driving down Line 45 the operator noticed two small children about three or four years of age playing in the center of the street. He stopped, picked up the boy and the girl and carried them to the sidewalk where he set them down and admonished them kindly, shaking a finger at them. This operator could have driven by the two children, but he had the presence of mind to know that there was a possibility of the following car running them down. This operator had a student with him at the time who also seemed very nice and helped patrons as much as he could."

(Signed) LOUISE CLARK,
1954 Yosemite Drive.

W. B. Chavez (Div. 5) Is The Only One . . .

"I wish to commend a conductor on the "U" car line which reaches the Auditorium on Fifth Street about one p. m. on Sunday. He is the only one in my two months' residence in L. A. who called the streets in a manner everyone could understand."

"Most of your men assume that all passengers were born in this city. For instance I rode on an "A" car one Friday evening and nearing what I thought was my destination, though not being able to locate any landmarks in an over-loaded car, I told the conductor I was a stranger and asked if he would call the street. 'Lady,' he said, 'I'm a stranger, too.' With that he went to work on his report which he struggled over from Hill Street to Twenty-fourth and Hoover. Had it not been for a helpful passenger, Heavens knows where I would have landed."

MAY P. WOODMAN,
1012 West 25th Street.

Alert . . .

"On March 4th, about 2 p. m., I was run down by a truck while crossing Pico Blvd. at Western Ave. My body was hurled 20 ft., landing right in front of a moving streetcar on your line. Had the motorman not been alert I would have been killed, for he had started to go ahead with the signal (west). I had the "Go" signal when I crossed from northeast corner of Pico and Western, but the signal changed before I had taken many steps according to witnesses."

BERTHA M. SEELEY,
2900 West 14th St.

Should Sock Her . . .

"Ordinarily I do not stick my nose into other people's business, but I believe it is necessary at the present time so that your operator on the "3" line will not suffer from an incident which was truly not his fault. A pompous lady boarded and handed your operator a dollar bill for change. She counted the money very carefully and then fumed at him that he had short changed her five cents. Smilingly, your operator counted the money again and showed her that the change was right. The pompous lady with a red face started to argue with him, to which he paid no attention, turning to operate his car and smiling in a most gentlemanly manner."



"The lady called him a damn, dirty dog and socked him over the head with her umbrella. The operator stopped the car, opened the door and said, 'Madam, you will have to leave the car.'

"This she did, storming, swearing and telling the operator that he would be reported, and that dire things would happen to him and his job. I think this operator was a very fine gentleman to take the incident in a calm, cool manner and to be so polite to this lady, when I know his natural impulse was to sock her in the jaw, as was mine."

WILLIAM CLARK,
3757 Wilshire Blvd.

On The Credit Side . . .

TRAINMEN

J. W. Allen, Div. 3
S. A. Auger, Div. 3
*H. C. Baker, Div. 4
Helen Blevins, Div. 5
H. Cannon, Div. 5
W. O. Dulin, Div. 1
V. J. Eulberg, Div. 1
H. D. Grush, Div. 3
S. R. Harrington, Div. 4
Gertrude Hughes, Div. 5
F. Jewett, Div. 4
A. J. Konecny, Div. 5
W. C. Kreisler, Div. 1
G. Laird, Div. 5
*T. R. Latham, Div. 4
R. S. Lenoue, Div. 4
E. H. Mohler, Div. 1
*R. G. Monahan, Div. 3
C. S. McCoy, Div. 3

*William Phelps, Div. 3
H. D. Shier, Div. 4
O. G. Thompson, Div. 3
E. D. Walters, Div. 3
J. A. Wear, Div. 5
W. H. Welch, Div. 4
T. D. Wilson, Div. 4
J. A. Wolf, Div. 1

MOTOR COACH OPERATORS

F. F. Brubaker, Florence
R. D. Crandall, Sunset
R. H. Harkens, Beverly
H. F. Myers, Crenshaw
H. J. McDonald, Beverly
J. G. Northrup, E. Jefferson
Sam Nicassio, Slauson
M. R. Petter, Normandie
P. E. Snider, Florence
M. Starbuck, Olympic
H. R. Steyer, Whittier

J. C. Rhodes A Credit . . .

"Motorman-Conductor 2460 is certainly a credit to your concern."

"I saw him get off his car, hoist two children aboard and when the young mother was seated—at a stop-signal—walk back and get her fare."

"When she got off, this streetcar man repeated courtesies to the woman."

Brickbats...

Vile Language...

"Your Conductorettes are very attractive, and I suppose they are doing their part in the war effort, but I for one am praying for a quick return of the men to the streetcar lines.

"I paid a fifteen cent fare on the airport bus at Inglewood, received my usual transfer, then boarded the No. 5 car and gave the transfer to the conductorette. After some time had elapsed, this conductorette came up to me and told me I had given her a seven cent transfer. By several other passengers having seen me pay fifteen cents on the bus, I was able to prove that I was right.

"I have never heard a woman use such vile language in all my life. I don't know how a person so young could learn so many cuss words in so short a time. She told me if I would take off my glasses she would smack my face. In her rage she stopped the car and called back the motorman who refused to do anything about it after hearing my story.

"After the car had gotten under way again, she kept shouting as loud as she could holler, 'Sneak, thief, robber, chiseler-' It was most embarrassing, and it was all I could do to keep from taking this young lady over my knee and giving her a touch of what she deserved. However, I am on my way to have a talk with my lawyer, as I think I have a good case."

New Type of Chiseler...

"I have discovered a new type of chiseler on your streetcars. I think he could be called a stop-chiseler. It was a new idea and I sincerely hope that it is not taken up by the rest of the men.

"Coming home from Seventh and Broadway on the Pico line I watched this operator and apparently he was doing a good job. He was getting results asking passengers to step towards the rear. His manner, tone, and general deportment under stressing circumstances were all that you could expect from a human being, but after we had passed Figueroa on Pico he began to announce in a clearly understood manner what was apparently a new method to facilitate movement. He would shout, 'The next stop will be at Such & Such Street'; then repeat, 'No

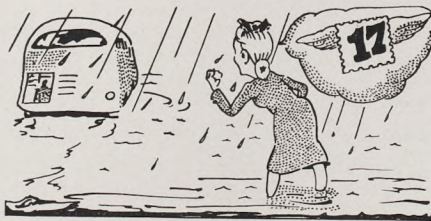
stops till we reach Such & Such Street.'

"It dawned on me that he was skipping customary stops. It also dawned that he was calling and selling the passengers on the signal stops only.

"So I began to wonder what he would do when we got to West Boulevard. Would he announce that Rimpau would be the next stop? I was very attentive because Mullen Avenue, which is my usual stop, is between West Boulevard and Rimpau. After we had passed West Boulevard, I got up and pulled the bell-cord and the operator began announcing that the next stop would be Rimpau. I protested to him about passing my street but it did no good, because I was forced to alight at Rimpau. When I asked for his number, he said it was 1492 and said that his name was Columbus. He wanted to know if I wanted a pencil to write it down. I replied that I could remember. Since then it has occurred to me that he was pulling my leg inasmuch as 1492 was the date Columbus discovered America.

"I think this man is much too smart for his present job."

Send No. 17...



"My only purpose in writing the following letter is to relieve my mind, but I can tell you if I had had a certain bus driver by the neck last night you would have been minus one bus driver. If you're familiar with the terrain around Huntington Park, you'll know that during California mists Mountain View Avenue is quite a river. Knowing this I boarded the Hollydale bus feeling sure that the driver would take me through the flooded area and let me off in a dry spot.

"As he approached Mountain View I got up and asked him if it was flooded and whether he thought I could get over and he answered, 'Oh, yes.' He stopped at the usual place. Because it was dark I was unable to see that the street was one solid sheet

of water. I immediately called, but the driver shut his door and went merrily on his way leaving me standing on the wrong side of Mountain View River. Naturally, I had to wait, ruining a pair of suede shoes and a pleasant disposition.

"It seems to me that anyone of mediocre intelligence would have had sense enough to take me to the other curb. Otherwise why should I ride a bus for such a short distance? The streetcar motorman on the way out from town was most accommodating by stopping in the driest spots to discharge his passengers. Please send me one No. 17 coupon and take it out of your Drivers ration book."

Too Fast...



"I feel the Los Angeles Railway Company is always glad to receive constructive complaints and welcome suggestions from its riding public.

"I ride the 'W' line from York Boulevard to downtown Los Angeles and I have noticed the careless hazardous manner in which the cars are being run by the motormen—I should say some motormen, and this performance has been discussed by other passengers who ride these cars.

"First of all, there are a number of curves on the 'W' line from York to downtown Los Angeles and the cars are not slowed down enough approaching these curves. A case was cited to me this morning by a fellow passenger in which the motorman was driving the car at a fast rate of speed on Marmion Drive approaching Avenue 49 from downtown Los Angeles. The car was going entirely too fast on this right of way and when the motorman tried to slow the car approaching 49, it would not respond to him. A burst of fire came from the rear of the car and finally it seemed the car slowed down on its own power—not by the manipulation of brakes by operator. It stopped so dead in fact that the motorman had to get out and find out why he could not re-start the car. He climbed on top and underneath the car in an endeavor to ascertain the trouble which was doubtless caused by his speedy approach to the curve."

Social Side . . .



In the Patriotic Pageant given for the dedication of the service flag under the direction of the Drama Section, a marvelous performance was given by the ladies of the Women's Club. From left to right, Mesdames: W. G. Clardy, J. E. Fuller, J. T. Watts, A. H. Setterberg, A. H. Heineman, E. J. Miller, L. F. Robinson, J. F. McCormick, A. H. Hemm, J. F. Carlin, H. A. Dewey, E. V. Athenous. Stars were placed on the flag for Shelby T. Brown, Christian Hendriks, Donald E. Lewis, J. W. Inman, Mrs. L. Kraus' two sons—Corporal Edward J., of the Army, and Milton A., of the Navy, Paul W. Brown, Richard H. Berrell, and John S. Hall.

WOMEN'S CLUB

By MRS. H. A. DEWEY

The recent quilt raffle brought the Red Cross Unit twenty-two dollars and eighty cents, and the lucky number was held by Mrs. Jones.

Fourteen of our women attended an open house in honor of a very special friend, Mrs. Mary Watts. Hot chocolate, cookies and mints were served. Everyone enjoyed looking at a scrapbook "Mother Watts" has kept and which contains many pictures and articles of famous people of the past.

March 18 marked the sixth anniversary of the club. The occasion was celebrated by a birthday party, during which festivity a Patriotic Pageant was presented by the Drama Section under the direction of Mrs. J. F. McCormick. It was an impressive ceremony wherein the club's Service Flag was presented.

POST 541, AMERICAN LEGION

By LEO LEASMAN

Well Comrades, here it is very near to election of officers for the post again, and after July we will again start on another Legion year. I am just wondering what some of you comrades have been thinking about that would let you forget to pay your Legion dues. As membership chairman of the Post I am asking you now, please pay so that we may continue the business of the Post.

Jimmy Manning was down from camp to visit his father, and Coy Gordon's son, Leo, who is in the submarine service, was in L. A. on a 10 day leave. He has really been places and has seen things. And Comrade Bob Manning's eldest son, Ray, was down for three days and the boys had a real family reunion.

"HEALTH FOR VICTORY" CLUB

All homemakers—wives, mothers and sisters—are invited to the newly organized "Health For Victory" Club formed by the company for homemakers. Its purpose is to provide homemakers with the latest information on how to buy foods wisely, how to plan healthful meals and how to cook foods properly to make sure they provide the best nutrition possible and on a minimum food budget.

At the first meeting held Thursday, April 8, the Director of the Los Angeles Municipal Power and Light Company's Home Economics Department gave as her first subject, "Meat Alternates".

A book titled "Meal Planning Guide" is given to members of the Club each month. It contains menus for every meal every day for the coming month—breakfast, lunch, dinner and lunch box, and is designed to demonstrate how to:

1. Please those who eat the prepared menus.
2. Be novel enough to be fun for the women to prepare.
3. Use foods in season that particular month.
4. Be inexpensive.
5. Be scientifically balanced.

Demonstrations are also presented to make it easily understood what effect each vitamin has on the human body.

Suggestions will be revised monthly to afford variety and to allow for seasonal foods, rationed foods and fluctuating food prices. The "Meal Planning Guides" are compiled by the Westinghouse Home Economics Institute where the country's first "Health For Victory" Club was formed. War plants all over the country have established their "Health For Victory" Clubs for the homemakers of war workers.

Our government, scientists and medical men tell us that good health depends largely on good nutrition, and good nutrition consists simply of eating enough of the right foods every day, properly prepared. The responsibility of serving balanced meals belongs to the women of America.

There is no fee for membership; everything is offered free to the homemakers in the "Health For Victory" Club. The meetings are held the second Thursday of every month in the Los Angeles Railway Women's Club auditorium, 962 West Twelfth Place (Division 4). The next meeting will be May 13 at 1:15 p.m.

Remember, good health means better workers for victory.

COACHES FOR CONVOY



Studying hard the various army maneuvers, closed convoy, open convoy and infiltration convoy driving, these two classes of coach operators make up the two Corps to be used for emergency evacuation or troop convoy. The upper picture shows part of the 130 men necessary for the Los Angeles Railway Coach Corps. The lower photo is that of the Los Angeles Motor Coach. The corps from the Motor Coach has already graduated and are waiting for the others, who started later, before the

various bus drills begin—the actual maneuvering of 48 coaches, 24 per unit, maintenance trucks, wrecker trucks and a flock of mechanics. All convoy driving is under army direction through the Office of Civilian Defense. Much credit is given to Messrs. Patton, Troutwine, Dittman, Cook, Stanford and Canning for their efforts in this voluntary venture.

AMERICAN LEGION AUXILIARY

By BEATTIE LEASMAN

Well, here it is Spring again with most everyone busy in their Victory gardens.

Several Unit members have been busy making wheel chair robes for the boys at Sawtelle. 16 baby quilts and many other articles were made for the Red Cross.

Everything is all ready for the Poppy Sale May 28th and 29th. Money derived from the sale is divided into three parts; rehabilitation, this for the men in the hospitals and their families; Child Welfare, for children of veterans; and Education, for children whose fathers are hospitalized or have passed on. This money is used for the men of the first and second World Wars.

Our sympathy is extended to Junior Past President, Mrs. Ann Charlesworth, whose mother passed away March 6th. Mother Clubb was unit chaplain.

EMPLOYEES EMERITUS

P. C. McNAUGHTON, *Secretary*

We were entertained at our last meeting, March 11, with motion pictures of a trip through Mexico, and the Southern states, taken by Dr. Walter H. Wieman, son of our vice-president, Mr. George M. Wieman.

Dr. Wieman was to have shown us the pictures, but the week before our meeting, he was inducted into the service, and the projector was operated by his brother-in-law, who, with his wife, and Mrs. Wieman, accompanied the doctor on the trip. Mrs. Wieman gave us an interesting and graphic description of the places visited, which was educational and very much enjoyed.

Our president, Mr. C. M. McRoberts, has not been present for several meetings, owing to illness.

VETERANS CLUB AUXILIARY

By ELLA HOYLE

Well, here we are again after two months' lapse. We sincerely hope that all our members who were on the sick list have fully recovered and are back in the groove again.

We have a new arrival with us in the person of Laryn Cardle Staten, born March 20th. The proud parents are Mr. and Mrs. L. T. Staten, Division 3. This makes a pair of Queens for them.

Our President, Gladys Taylor, will call a special meeting in the near future. Watch for your notice.

Please attend. This is the first meeting and it will be held at Gladys' home, 4306 So. Walton.



Division

VIRGIL VENOM

By C.P. HUNT

Well, it looks like things just won't change for some people. Charlie Dummer and Bill Kaufman are always "busting up" something. This time it's breaking bottles of a "heavy aroma" (about 90 proof) on each other's clothes. Bill says Charlie thought more of his coat than the loss of the bottle. But then—Charlie Mack says Bill can't help it. For he (Mack) has to help Bill out on his run by running late.

What we are wondering about now is what runs the gents in the "G. O." are going to bid. Saw them trying out a lot of different lines a few Sundays ago.

See Supervisor Musselwhite back on the job. Guess he finally got all that old poison out of his system.

Say, did you hear about H. F. Myers? He called for repairs on the line for a "B. O." rear door. That part was all right but when the mechanic arrived, he discovered that that particular 3700 did not have a rear door.

It's hard to tell which or who wins the cup this month. It seems as though Lynn Mayberry was having a cup of coffee at the end of the line when in walks "Dotty" Roady. Through their conversation it was discovered they were both working the same run.

M. S. Chapdelain tells of a passenger who boarded his coach with a large bouquet of full blown roses. All of which was "O. K." but the passenger was sore because she claimed the roses were in bud when she came to the corner for the bus.

That new fellow you see on the line, who gives you a hard time

of it, is not as new as he would have you believe—that is "Cap" Hendricks about 10 years with the company. Returned after a brief absence of a year or so. Anyway some one got even with him. He picked up a couple of fellows one evening on the way home—the next morning he found his uniform cap had been picked up by the same fellows.

Well guess what, of all people—J. M. Fagan was relieved the other day and three hours later he happened to remember he forgot to bring his changer with him.

One thing you seldom overhear of is a "cash thanks" for returned lost articles. However E. I. Tibbett can't say it never happened to him.

Those of us who missed the Motor Reserve school missed a lot. Why, one night it took 40 minutes to get a bus change on one of the Specials from the school to the garage.

And also you missed D. D. Canning's suggestion of a reversed edition of "Fun and Figures".

Wheeler is at it again too. Seems as though a car tried to push him off the road again. Not satisfied with that, the gent driving the auto tried to take Wheeler with him. He got a block away before he could get the gent stopped so as he could return to his bus.

No doubt you have all read the letters posted from Bob Selbo now in the Army Air Corps, Signal Corps, and L. T. Molden in Hawaii, and Jess Heard, Medical Corps and many others. And no doubt we all realize how much the men in the service enjoy letters from here, too. Let's not let 'em down, drop 'em a line.

THE HILLBILLY BOYS

By L. VOLNER

On Saturday night, February 20th, Conductor J. G. Visser and wife were very much surprised when a large bunch of their friends dropped in to celebrate their forty-third wedding anniversary. Forty-three years of married life is an occasion for a celebration, and we offer our congratulations to Mr. & Mrs. Visser.

Two old-timers that were very popular with all the men years ago have now returned to platform service: Conductor J. Pewitt and Motorman J. F. Lilly. We are glad to see them back after many years absence from the cars, and know they will fall back into the work as though they had only been on vacation. Welcome home, fellows!

For some time Motorman F. L. Leadbetter has planned to retire. Recently, he has been off duty on



Dale and Joan Zimmerman, brother and sister, are great pals. Dale is five and Jean is two and a half. C. E. Zimmerman of Division 3 is the proud granddaddy.

Digest



account of sickness but being a loyal employe and knowing how short the company is of men at the present time, Mr. Leadbetter wished to help out, so after a visit to his doctor and the proper treatment for his ailment, he says he now feels better than he has for years and knows he can "hit the ball" during the emergency.

After fifteen years as a platform man Conductor C. J. Etherton has resigned. All of his friends were sorry to see him quit, and most of them think he has made a great mistake.

In one of the recent rulings of the Draft Board, Operator W. V. Sweet was released from army duty and is happy to once more be the pilot of a car on the "W" line.

On the night of March 23rd, when Division Three was having a general choice, Conductor H. L. Zimmerman, who has been on the sick list for some time, walked into the assembly room and hardly any of his friends recognized the gentleman. He was clad in overalls, walking with a cane and had several weeks growth of whiskers on his face, which made any of Bob Burn's country cousins back numbers. Si Perkins, Josh Sprusby, or any other character portraying rural life has nothing on H. L. Zimmerman.

All of his old friends extend their heartfelt sympathy to Mr. George V. Hopkins, former motorman and inspector of this division, on account of the death of his wife on March 21, 1943.

There is posted on the blackboard in the assembly room a large colored poster with many vegetables shown thereon, which might be grown by anyone with a small plot of ground and just a little desire to



Walter Sweet of Division 3, who was reinstated because of age, went out to fight for Walter Sweet Junior.

help increase our food supply. The Company has purchased a large quantity of first class seeds and to anyone who signs up for same they are absolutely free. Many of the men of this division have already started their gardens, but it is never too late, especially in California, to start planting, and if you haven't already signed up do so at once to secure your seeds.

The division was very happy a short time ago to be honored by a visit from our former Motorman L. P. Vincent, who was wearing the bars of a Second Lieutenant of Cavalry.

Former Motorman M. J. Civey, and later on in the Los Angeles Police Force but now a policeman in the United States Army, was another welcome visitor.

Henry Nissen, who is now on the U. S. S. Foote out of New York, has not forgotten his old friends, as a letter has recently been received.

Mrs. A. L. Morton, wife of our old friend and Conductor August L. Morton, reports he is still on



his ship, out of San Francisco.

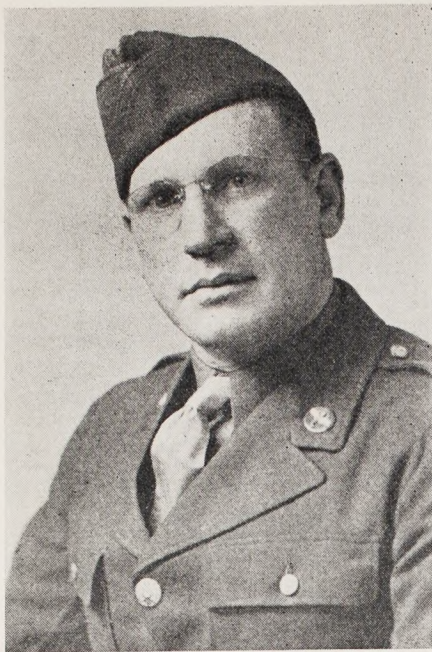
Old Mr. Hardluck has surely hit our office a blow. Mr. Robert Reid, Foreman, and Mr. Harry Gilmore, his right hand man, are both off duty on account of sickness. This necessitated calling in Messrs. Parson and Meek of the extra office force, who, along with Mr. A. E. Allen acting as Foreman, have been doing a fine job.

The Red Cross drive at this division was handled by Mr. Cal. Vassar, who collected a generous contribution from the men and should be commended.

As We Go To Press We Heard That . . .

We have a new arrival with us in the person of Laryn Cardle Staten, born March 20th. The proud parents are Mr. and Mrs. L. T. Staten, Division 3. This makes a pair of Queens for them.

Joseph Hellman, Transportation Dept., died April 4. Mr. Hellman was a native of this city and was born on September 18, 1876. His first position with the Company was that of Motorman at Division 3 on December 31, 1917.



We can't keep up with J. D. Burns. Now notified that he has been promoted to corporal, we are printing his title quick before he attains another promotion. J. D. was with the Sixteenth Street Coach.

FLUID DRIVE

By R. O. BENNETT

After the terrific beating that the bus drivers took on Beverly Boulevard Sunday, March 28, we were thinking of getting up a petition to stop all public amusement on the Gilmore strip for the duration. Boy, did we pack 'em in.

One passenger on leaving my bus the other night asked me how long I had been driving on Beverly. When I replied, "About six and a half years", his mouth dropped open and he asked me how I survived.

Joe Burns sent me a rush letter asking me to be sure to have his rating as Corporal under his picture, which is published in this issue. Nice going Joe.

Stuckey got on my bus at Eighth and Hill Streets and immediately made conversation with a lady passenger, then disembarked and when last seen they were walking down the street arm in arm. All this happened in the period of two blocks. This is what I call fast work. What a wolf!

I guess we're all glad to hear

that "Vic" Smith is now home and well on the road to recovery.

We are also glad to hear that Walter Dean is home recuperating from a serious operation.

We're thinking of starting a boxing tournament at the Coach Division. In doing this, we're hoping to find a worthy opponent for Joe Louis. It might give the boys a chance to get the arguments out of their systems before starting on their runs.

"Bill" Agard should have some instructions in reading schedules. It seems that he pulled into the garage from Lockheed-Vega when he was supposed to be relieved at Twenty-third and Union.

Everyone seems to be satisfied

INDUCED INTO THE SURFACE

Private Ack Ack, who has quite a lot to do with the Fort MacArthur A L E R T, passes on this letter which he says finally turned up in his office:

Dear Mr. Headquarters:

U. S. Armory,
Washington, D. C.

Dear Mr. Headquarters:

My husband was induced into the surface long months ago and I ain't rec'd no pay from him since he was gone.

Please send me my elopements as I have a 4 months baby and he is my only support and I kneed it every day to by food and keep me enclosed.

I am a poor woman and all I have is at the front. Both sides of my parents are very old and I can't suspect anything from them as my mother has been in bed 13 years with one doctor and won't take another.

My husband is in charge of a buffoon. Do I get any more than I'm going to get? Please send me a letter and tell me if my husband made application for a wife and a child and please send me a wife's form to fill out.

I have already written Mr. Roosevelt and get no answer and if I don't hear from you I will write Uncle Sam about you and him.

Yours truly,
MRS. FOREST AKERMANN.

with the new shake-up except Willis Fraser. Willis picked a run on Alvarado. This should explain everything.

It has been reported that W. B. Barnes, who was recently inducted into the army, is living up to the L. A. Railway tradition, and is now chauffer for the Colonel at Barnes' post in Idaho. Barnes seems to think this is for the duration as he has sent for his wife to come there to live.

Mr. Ballenger received a letter from Mrs. Leslie Woodworth in regard to Les Woodworth. Les is now in foreign service, and for those who care to write him, his address is Pvt. Leslie Woodworth, A. S. R. 39246751 A. P. O. 3726, c/o Postmaster, New Orleans, La. We, his many friends of the Coach Division, wish him loads of good luck.

We should like the boys who are complaining about the tough time they are having to read this letter from "Woodie":

"Dear Friends,

"Just a few lines to ask a favor. Overseas combat units are not allowed to accept magazine subscriptions but can subscribe with the publisher direct. Being that the Los Angeles Railway publishes their own magazine, I see no reason why I can't have one sent each month. That is, if you are willing, as I would gladly pay any cost. I would certainly be grateful as I like to hear how the boys and the company are doing. My wife writes that she is worried about the possibility of the company rationing rides and what bearing it would have on her pass. She sure gets a kick out of using it, and usually says something about it in her letters.

"She sure has been faithful, working and taking care of our home. She writes me that we are stuck for \$310 on our income, but I guess that is small compared to what some have to pay.

As ever,
Woodie"



YARD BIRDS

By L. F. SPARKS

Spring house cleaning must be catching as Vernon Yards office has been given a facial and a new hair-do. Anyway, the new paint job has improved the looks and the light in the office. With a couple of new window shades and a splash of stucco, the job will be complete.

Track Foreman "Mr. 5x5" Chas. Smith was taken sick with the flu but after a couple of weeks, recovered enough to return to work.

Plumber Harry Deibert was down for a week with a sore throat and cold. To add to his troubles, his wife was sick at the same time. Like the weather in California, it never rains but it pours.

Derrickman B. L. Rodefer had a long siege of sickness but escaped an operation. Light treatments and diet for a month put him in working condition and he is back with the same big smile as always.

Trainman E. J. Barey has received a 90-day leave of absence and is now in El Paso, Texas.

The Track Department has been busy for the last week or so mowing weeds and plowing on several of the Company properties in anticipation of the employes putting in Victory Gardens. With food being so essential and in many cases scarce and high priced, it behooves all of us to plant and grow as much as possible. With the Company furnishing garden plots and free seeds and also seeds for home gardens, anyone going hungry this summer can blame themselves.

OFFICE MEMOS

By WALTER WHITESIDE

Patriotism has been flowing high throughout the past month here in the building.

Representatives from the Blood Bank solicited the employes for blood donations and were well pleased with the response.

With the distribution of garden seeds, we believe that the employes here should be well fed if everything grows. Of course, no one will plant the turnips, so we will offer our package in exchange for a package of spinach seeds.

Have you noticed the new sign in front of the building showing that we have an "Air Raid Shelter"? It is providence to find that we in the building are able to work with an air raid shelter so handy.

Speaking of raid shelters, the force assigned to the protection of the building and employes were on the job during the alert the other day. The misunderstanding regarding the movements to the third and fourth floors has been cleared, and the next time the sirens sound everything is expected to proceed in tip-top fashion.

Keep these facts in mind: the elevator will not be in service, so you will have to walk to the third and fourth floors. Do not rush as everyone will have plenty of time and we don't want anyone to be injured through our own negligence.

Yes sir, the new office hours will be from 9 a.m. to 5:30 p.m., adding one-half hour a day.

Mose: "How come dat officer keeps callin' us 'K. P., K. P.:'?"

Sam: "Dat am de 'breviation fo' 'Keep peelin,' keep peelin'."

Sergeant: "How come you didn't turn out? Didn't you hear the bugler blow reveille?"

Private Sousty: "Honest, Sarge, I'm afraid I'm going to be a flop as a soldier. I don't know one tune from another."



Former Track Oiler Pvt. Joe Castro has just one purpose in mind. He intends to put the skids under the sneaky Japs. Joe, who enlisted in the Army Air Corps, has just completed his course at Roswell, New Mexico.

Anyone knowing correct address of any of the following armed service men, please notify TWO BELLS office:

Donald F. Albert
 Truman M. Baysinger
 Oscar D. Brown
 Harry P. Burke
 Lawrence D. Canatsey
 Raymond P. Cook, Jr.
 Cecil V. Garner
 Donald F. Hammill
 Victor P. Jensen
 T. H. Kerr
 Alexandre Lucas, Jr.
 Denis A. Lyons, Jr.
 Wilfred I. Manley
 Lewis F. McPherson
 George A. Merritt
 Allen S. Miller, Jr.
 Edward R. Parker
 Charles W. Perry
 Ned S. Smith
 George E. Potter
 Bernard B. Temple
 Dan E. Thomas
 Arthur B. Thompson
 W. C. Thorman
 Marvin W. Wood

DIVISION ONE



By R. C. RUGGLES

“Digging for Victory” is our slogan for this month, the beginning of Spring. The item in March “TWO BELLS” regarding the free seeds to be sent each division caused much comment! The bulletin asking men to sign up for Victory seeds brought many signatures at our division on the first day. It looks like each and every one of us is “raring” to go and try to win first prize, honorable mention or at least have the satisfaction of knowing that we are helping to dig for Victory.

The picture of Mrs. Arthur Archibald shown in this issue of “Two Bells,” brings to our mind another day in 1925. Mrs. Archibald was the former Madeline Prancevich, daughter of Motorman S. B. Prancevich of this division, and at that date was called the “Bonus Baby,” as her father was awarded the \$100.00 Safety Contest bonus. And many of us can remember that the late “Bob” Hill held her at the time of presentation.

C. W. Wood, former employe of this division, paid us a visit while his ship was being outfitted at Bremerton



A salute from Gary Owen Meeker, age 16 months. Gary is the son of Conductor Meeker of Division 1.



Happy honeymooners are Mr. and Mrs. Arthur Adair Archibald. Mrs. Archibald is the former Miss Madeline Prancevich, daughter of S. B. Prancevich, Division 1.

Navy Yard. Wood is now a second class gunner. Maybe we're wrong, but the second class gunner is the guy who hits the target when the first class gunner has missed. Anyway, C. W. Wood looks first-class to us.

Our sympathy is extended to the family of V. Impusene, one of our best known men at the division. He was with the Company since 1920 and will be missed by all of us as he was well liked. He passed away very suddenly on March 18.

When Charles Taylor failed to show up for his run, we knew something unusual had happened. Upon investigation he was found lying on the floor of his apartment. We wish him a speedy recovery.

H. S. Haag who suffered a slight stroke the past month was visiting us, and we are glad to report that he seems to be on the mend.

We received a card from Frank Danna showing a scene in the Canal Zone. He sends his regards to all.

Former Motorman C. W. McGehee has been transferred to Division One mechanical department. From trolley pilot to grease monkey.

(Continued from page 9)

to 241,000 tons, instead of the hoped for yield of 354,000. Consequently the next twelve months, he predicts, will be the most critical rubber period.

The Office of Defense Transportation has now lifted the 35 m.p.h. SPEED LIMIT for motor carriers engaged in making emergency deliveries for army, navy, Maritime Commission, war shipping administration, etc.

Los Angeles County won the 1942 SAFETY AWARD for highest deduction in traffic deaths. 94 lives were saved during the year, as compared with 1941.

In 1939 ENGLAND TRIED COLORED ROADS for improved visibility in night and day driving. As far as the tests have been conducted YELLOW seems to have a distinct edge over any other color. The experiment will be resumed as soon as practicable after the winning of the war.

Boise, Idaho, police have been EQUIPPED WITH BROOMS to sweep streets clear of broken glass, thus helping conserve tires, the American Municipal Association reports. Four prowling cars, the dog-catcher's portable dog jail and the three-wheeled traffic motorcycle carry the brooms. Also, the city council levied a maximum fine of \$100 for persons convicted of breaking a glass object, then leaving particles on the street. A \$25 REWARD is in store for the officer instrumental in convicting the first person guilty under the new ordinance.

Milwaukee county and five neighboring counties may gain SERVICES OF A “SOIL TESTER” and garden supervisor to assist Victory gardeners if the Milwaukee county board acts on a suggestion made recently. The soil tester would be paid \$170 a month for the duration, with the county and the state sharing costs. The other five counties will pay 5 cents for each soil test made.

The Office of Defense Transportation, with the aid of the Society of Automotive Engineers, is preparing a series of 25 REPORTS on the general subjects of AUTOMOTIVE MAINTENANCE. They are available free to anybody interested. The first two of these reports have been published and are called: ENGINE BEARINGS and RECONDITIONING OF CAST IN BLOCK ENGINES; extra copies are available in the library.

Sentry: “Halt; who's there?”

Voice: “American.”

Sentry: “Advance and recite the second verse of ‘The Star Spangled Banner.’”

Voice: “I don't know it.”

Sentry: “Proceed, American.”

SHAVINGS FROM THE SHOPS

By R. S. WALLACE

Billy Mace of Department 20 is now with our armed forces and is supposed to be stationed somewhere in Utah, address as yet unknown.

Gus Prenger's son, Arnold, of the Navy Sea Bees, and his shipmate, visited the shops recently and took in our monthly shop entertainment.

Shelby T. Brown, our erstwhile Progress Clerk, is or was when last heard from, which was about March 15, on duty in the navy hospital at San Diego.

Mrs. Knerr of Inglewood, friend of Mr. and Mrs. A. C. Prenger, obligingly assisted in our last shop show by the rendition of some artistic rhythm on her washboard. The old Monday back-breaker can still serve a purpose.

On a few days leave, Mr. Eugene Blaize of the navy, brother of Roy Blaize, gave appreciated help to our orchestra with his, quote, ZOOM, ZOOM, ZOOM, which he played on his old base viol, unquote.

Mr. Jack Wilson, formerly an operator of sub-stations, etc., has been established as Timekeeper at the South Park Office.

Mrs. Beatrice Findlater is a new member of the South Park Store-office staff.

Mr. C. A. Delo and Mr. James Russell, price clerks, from the uptown office, have also been transferred, with all their big books and other impedimenta, to the South Park Store office.

Mrs. Mary Hendrix, "Peggy" to all her friends, which are legion, left us to accept a position with the P. E. Railway in the freight department. I'm afraid we are going to miss the little cotton-top. Best of luck, Peggy, and drop around and see us once in a while.

The Victory garden spot, donated by the Company for use by the shop employes, has been prepared and plotted for distribution, and soon we



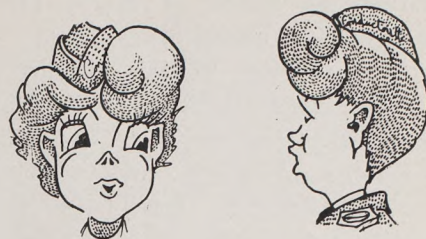
The guy in the sloppy slacks is one of our entertainers on our monthly South Park Shops show. It's none other than our old reliable . . . Gus Prenger. You may as well come out from under that hat and from behind that probosis Gus, we all know you.

will see the little green sprouts come peeping through the earth and we'll wonder what they are. A portion of the "Bull Pen," or the parking lot rather, along 54th Street, has also been prepared for gardening.

Lt. Robert W. Turner writes from Miami Beach, Florida just before leaving for North Carolina: "The transportation experience I had with the LARy has been most useful since joining the army. Almost too much so as I was put in administration work for the Air Force Technical Training Command. The job pertains to motor transportation. This is a non-combatant unit so I may not get much activity but plenty of hard work . . ." Turner used to be Assistant Superintendent of Car and Street Inspectors.

Girdles are like the Japs—both creep up on you and it takes a Yank to get them down.

DIVISION FIVE "V" NOTES



By FRED MASON

The chief topic of conversation around the Division these days is "Victory Gardens", and from the enthusiasm shown by the many men who have signed up for Victory Gardens it looks as though it is going to be a very successful project. It has also caused considerable cheerful banter among the boys. One fellow was heard to say to another fellow "Hi, what kind of a farmer do you expect to be?" And the lad came back with "If a Jap can do it, I can do it, and work nine hours a day besides". That's the old Yankee spirit, and that's the guy who is going to have plenty of vegetables.

Conductorette—motormanette and cashierette Rosberta Roby has signed up for a garden, so we can add to her long list of titles—"Farmerette". She will be in there pitching, too.

Our first conductorette to leave us to enter the service of Uncle Sam is Miss Laverne Walkey. She is now with the Womens' Army Auxiliary Corps, having resigned recently to enter that service. It goes without saying that her wide circle of friends wish her the best of luck and best wishes.

We welcome in our midst Mrs. Edna M. Fulton who was appointed Matron of the Womens' Section on March 16th. Mrs. Fulton is no stranger to many of the Los Angeles Railway employes, having served as President of the Los Angeles Railway Women's Club and is the wife of Mr. Ben Fulton of the Line Department, now on the retired list.

Our best wishes are extended to Conductor C. C. Albert and Motor-

man C. M. Henkle, who left us during the month of March for service in the United States Army.

Conductorette Virginia Borders likes her spaghetti but not the way it was dished out to her. One of her well meaning passengers brought her a dish of that hard to handle stuff recently and when handing it to her something happened and it all slid into Virginia's lap, sans plate. Result—no spaghetti and one order for a new pair of slacks.

George J. Trammell writes from Yuma, Arizona, that army life is O. K. and sends his best regards to all the boys. His address is Pvt. Geo. J. Trammell, Hg. & Hg Sq., 307 S. E. F. T. G. Y. A. A. F., Yuma, Arizona. Drop him a line, fellows.

We were very glad to get a card from Motorman E. S. Swift. He sends his best regards to all the boys. His address is Pvt. E. S. Swift, D. E. M. L. Sec. S. C. U. 1918, Camp Beale, California.

LOOSE SCREWS



by A. L. DAVIS

CAR HOUSE NO. 1

Harry Ogden is on a trip to St. Louis to visit his father who is very ill.

Bill Slade is back home again after being in the California Hospital for several weeks, so here's hoping to see him back on the job again soon.

Bernice Hogan is back at work again after being away for two weeks having her tonsils taken out.

George Anders is having quite a time on his P. M. tripper. All his regular passengers are accusing him and his conductor of being twin brothers. Is this true, George?

•
 "Sure, I
 know your
 rear axel
 broke—
 but I
 always
 look
 under the
 hood
 first!"
 •



CAR HOUSE NO. 3

Well, folks, here we are at Car House 3 with a full girl (?) "orchestra". No not yet, just a full crew of girl cleaners. Now watch our cars on the line.

O. E. Lund, Assistant Foreman, transferred from Car House 5 to Car House 3 as Assistant Foreman on the second shift. Welcome to our division, Oscar. You are the third graduate of Car House 1 to be appointed on our supervisory force, which includes Foreman T. T. Clarke, Assistants J. Bradley and you. Speaks good for Car House 1.

Assistant Foreman, W. I. Green, is off on an indefinite sick leave. The boys of Car House 3 hope the rest will bring him great relief in his sickness.

A. Wolpers, our shop steward, was off sick for a few days. Glad to see him back again to look after the interest of the boys.

A. Pabst took his vacation and is spending the time in Phoenix, Arizona.

CAR HOUSE NO. 4

Jack Knight, our Assistant Foreman, has been telling what a fine Victory garden he has and how

fast things grow in his garden, but he will have to go some to beat Ralph Walker of the supply car. Ralph was seen planting corn one day and the next day the corn was a foot high. "Come on, Jack."

John Thewlis and Cecil Rumbaugh have transferred from nights to days, and are trying to find their way around in the daylight.

R. M. Ells has returned to work after a couple of weeks on the sick list. Glad to see you back again, Ells.

CAR HOUSE NO. 5

Looks like this is going to be the ideal place to keep in mind if you like your vegetables fresh. The Victory garden project is getting under way and we expect some headlines to be made soon.

R. W. Mills is the new Assisant Foreman on the third shift.

Dora: "That sailor is such a dear! He is going to teach me to play cards so I will know all about it after we're married."

Daisy: "That's nice. What game is he going to teach you?"

Dora: "I think he calls it solitaire."

OUR FAMILY ALBUM



Taken in 1925. The fellow holding up the bus is Bill Terry who, for several years, has been a supervisor (Vineyard). This picture was taken at the corner of Wilshire and Country Club, which was a long way out in those days.

By F. W. SOMMER

The main topic in the train room now is, how is your Victory Garden doing and what did you plant, or how are your chickens laying—if not, why?

The Motor Transport Convoy has been organized and all the men, both mechanical and operative, have been set up in units.

On March 23 the night class met at John Burroughs Junior High School. The boys took a "3200" up to the school for transportation. On the way home someone mentioned the name Tojo and the bus stopped, so the whole gang got out and had to push it across Wilshire. The mechanics then got out and looked under the hood, under the front seat then looked to see if the tail-lights were burning, found they were so they called the tow truck. Mebbe it was too many mechanics.

Henry Frosberg received a letter from his son Buster. He is on a mine sweeper in the south seas and has had one day off in five months. Usually it's four hours on and four hours off. He wrote they

were getting very short of good old American food and they had all eyes out looking for the supply ship which was due. We all would like to see Buster back here.

Earl Streipere, our painter, has quite some farm out in Baldwin Park. He has five hundred chickens and a number of rabbits. That's one sure way of having lots of friends.

Lonnie Dodge's wife had a bad accident with her car. Some screwball hit her head-on on Garvey Avenue. He was driving on the wrong side of the street in the middle lane. Mrs. Dodge was injured quite badly.

Bus Dunbar is now instructing the new drivers or is he getting tips from the new drivers?

Bill Terry has been busy at the barns collecting for the Red Cross. Bill says he is always too glad to work for some good cause. Bill makes a swell collector—says he got his experience from loan companies. Which side of the counter, Bill?

Frenchie Martel bought a large incubator. Says he will bring the price of chickens down by Christmas.

He says he bought a big incubator because it will come in handy when he is in the dog house and he can sleep in it.

The bald headed man is back with us again; none other than Cappy Hendricks. We are all glad to see him back; like old times.

We are all hoping for more warm weather. Maybe we could cut the sick list down. There were seventeen off on the twenty-sixth.

16TH STREET EXHAUST

By H. R. PAUSCHERT

Ida May Thome, employed as clerk in the garage office, and Private Tony Vogrin, U. S. Army., were married on the 13th of March and are honeymooning in Denver, Colorado. A beautiful electric clock was their wedding gift from the employes, accompanied by many wishes for a happy life together.

Night Foreman, Frank Bruner, and Mechanic Sam Turner are on the sick list.

General Foreman, Doyle Rishel, came in one morning with a smile that only a new grandpa has the privilege to wear, and announced the birth of a grandson.

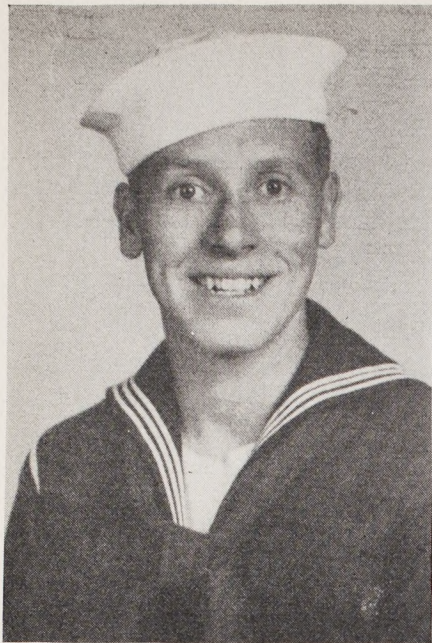
Jake King's father-in-law, a former employe, recently passed away following a short illness. Mr. King and his family have our sympathy.

We recently received a letter from Lucky G. Rorer who is a machinist mate on a torpedo boat somewhere south of the equator. Lucky is enjoying good health and likes the navy life.

C. Duckett, R. B. Jackson, and E. Mason are the new coach cleaners transferred from Division Three.

Hallie Lee Couch and Mildred Lee Couch, daughters of our lubricating engineer, Evert Couch, have enlisted in the W. A. A. C.' S. Their contingent, numbering about 200 recruits, entrained March 19 for camp at Des Moines, Iowa.

When an employe of the lower bracket scratches the paint of one of the coaches, "it is not news". But when one of the foremen has a



"Fighting the second World War by proxy is better than not fighting at all," says J. W. Knight, Assistant Foreman at Car House 4, who was with the 40th Division of Light Artillery of California in the first World War. The proxy from Mr. Knight is his son, age 18, with The United States Navy.

three way crash on the garage lot, "it is news". Crash Ray also has to explain a badly dented fender on his private car. Cheer up Ray! You will kill that black cat before long.

Frank Poores, serviceman, recently answered a trouble call, using a company Ford as transportation. How he started the car with the wrong set of keys is the prevailing mystery, but why he answered the call without even a screw-driver for

a tool, is still to be answered. While a second car was on its way to retrieve "Dandy", he nonchalantly had a key maker start the Ford with a hairpin. Now he carries a master key to eliminate the key trouble, but who is going to be the "plumber" to pick up the tool kit?

The Los Angeles Lapidary Society, of which several prominent employes are members, will hold their third annual exhibit at the Swimming Stadium, Exposition Park, May 15 and 16. There is no admission fee. Let us show the boys that we again expect them to bring home the bacon with their blue ribbons and awards by accepting their invitations to view this rare and beautiful collection.

STREAMLINERS

By B. C. LATHAM

The two major news items of the day — pay-as-you-groan income tax problem and food rationing—are the main topics of discussion around the Division. There isn't much we can do about our income tax except pay it when it is due, but food rationing is another thing.

Practically everyone who has a piece of ground, 2x4 or larger, has started or is contemplating starting a Victory garden. Some have even gone so far as to figure how many quarts of vegetables they will be able to can. A number are already selling their produce.

Operator L. F. Winchester seems to be our most advanced Victory gardener. He started his in February of 1942 with 1800 square feet and has expanded to 2800 square feet. From five tomato plants he averaged 2½ bushels of tomatoes. At that rate, we who are not fortunate enough to have a garden, should not have to worry about point values after all.

We have had a great many requests for the seeds the Company has so generously offered to its employes. We hope everyone's garden is a huge success. If the boys work as hard in the garden as they do talking about their gardens, what a bumper crop we will have.

R. J. Bragdon, formerly Pvt. Bragdon, U. S. Army, has been reinstated to his former position as Division 4 Clerk. He is now holding down the night shift and is wondering which is the tougher, this or the Army. We are happy also to have R. S. Shaffer back with us from the army.

Major M. J. Lemley, U. S. Army, dropped in to visit his friends at the Division last week. Major Lemley had just flown in from Texas for a few days and stated that before the first of the month he would be taking his squadron to parts unknown.

Corp. L. C. Willerton writes, "Received the last issue of TWO BELLS, entitled "Vehicles Dedicated To Victory," and I must say it has really been enjoyed.

LARY REVENUE FOR FEBRUARY, 1943 OPERATING RESULTS FEBRUARY, 1943 vs. FEBRUARY, 1942

| | 1943 | 1942 | 1942 Increase + Decrease— Over 1943 |
|---|-----------|-----------|--|
| TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) | 1,497,911 | 1,091,496 | + 406,415 |
| 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) | 1,047,320 | 929,400 | + 117,920 |
| TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) | 247,229 | 83,205 | + 164,024 |
| INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) | 63,793 | 68,066 | — 4,273 |
| Total Expenses | 1,358,342 | 1,080,671 | + 277,671 |
| Leaves Net Profit or Loss | + 139,569 | 10,825 | + 128,744 |

(Continued from page 8)

Some vulgar persons who don't care for poetry have remarked that the shell didn't come close enough.

In September, 1926, Willie finally wound up in the City of the Angels. Still seeking to express himself with his pen, he went to work for the Southern California Edison Company. He felt sure that in the electrical field he would find a new "spark" for a poem, but the sparks which this concern afforded were too hot for Willie. "I am not a live wire," Willie told the foreman when he quit, "and I have no desire to be one."

Willie says that the most outstanding thing in his life was when his daughter was chosen to represent "Adohr-able babies."

Running a motor coach has given this poet a view of life in the raw. He has managed to put it all in a book which will be marketed in the near future and which will be an ornament to any book shelf.

WEE BEES

By W. Y. STEARNS

Consider the case
Of the little Bee,
Who has a stinger
On her fan nee.

Now wouldn't there be
An awful yap,
If a She-Bee sat
On a He-Bee's lap.

But there's none of that,
For when they make love,
They fly 'way up
In the heavens above.

Then the He-Bee comes down
In a power dive,
And only the She-Bee
Is left alive.

It seems the cruel
And heartless She-Bees,
Give the He-Bees
The He-Bee Gee-Bees.

And yet, without
Heroic He-Bees,
There never would be
Bay bee wee Bees.

"Who are you?" says Thomas Tanner to the Photographer. Thomas is 18 months old and belongs to J. F. Tanner of Division 4.



"Why the heck don't you watch where you're drivin'? That might have been a strike!"

KNOW THE PICTURE

Los Angeles may be the City of the Angels, but the angels have left the city of Los Angeles many, many years ago. Maybe it was the weather. There are more "nickel chiselers" in this city than in any other metropolis of its size. People who wouldn't dream of taking money from the grocery store's cash register or taking vegetables from the Grand Central Market will, without any hesitancy whatsoever, beat their fare on the public transportation system. Old-timers on the line are acquainted with them. They know the various ones who throw in six pennies instead of seven. They can tell the bum transfers by the people presenting them.



They have learned to spot sales tax tokens from other cities and quite a number have met the party who gets on the car, generally an old lady, and hands the conductor five cents and when he gives her five pennies, she remarks, "I gave you a quarter." Sometimes, there is a man who boarded with her to back her up. It has been rumored that the two of them make a fair living in this manner.

There are other people who are not out and out "chiselers," but have learned by accident that it is sometimes possible to ride the cars on an old pass or by just flipping open their wallets, the busy operator says "Pass" automatically.

There is a story of a fellow who lost his last dime in a fierce poker game and started home without any car fare. He got to the car stop before he realized his predicament, but he did have a deck of cards, so he placed the King of Spades in his pass case and was able to ride home, transferring three times on that particular picture.

If the operator will study the pass designs very carefully when he first receives them on Friday and then glance at each one as he sells it on Saturday and Sunday, he will acquaint himself with the picture so well that he will be able to catch any person riding on a King of Hearts or an Ace of Spades. By looking at each pass as he sells it, he will plant the design on his subconscious mind. The people in charge of the pass designs take great pains to see that they are different each week. They are different in color and in design and there should be no chance of an old pass not being no-



It Won't Be Long Now!