

TWO BELLS



NOEL





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

EDITORIAL STAFF SUPERVISION

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SPECIAL FEATURES

Information Please! Wilfred Lippiatt
The Bookworm Convention Janet Preston

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D. B. KohlOnce Overs From One
L. B. Meeks The Hillbilly Boys
B. C. Latham Streamliners
F. Mason "V" Notes
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M. Williams Sparks from the Trolley

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Two Bells welcomes contributions, news items and pictures from employees. Address all communications to editorial offices, 1060 South Broadway, Los Angeles 15, California.



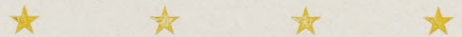
MORE CHRISTMAS GIFTS TO UNCLE SAM

LARy Boys Gone To War In November

Spence, Dennis M.	Con., Div. 4
Dansie, Eldon J.	Opr., 16th St.
Webber, Robert F.	Con., Div. 5
Hudak, Method T.	Opr., 16th St.
Ruiz, Joe D.	Mot., Div. 1
Bevard, George E.	Mot., Div. 4
Ennis, Paul R.	Mot., Div. 4
Hernandez, Antonio	Appr. Mech., Dept. 18
Pagel, Robinson	Opr., L.A.M.C.

RETURNED FROM MILITARY SERVICE

Smith, Ned S.	Yardman, Dept. 8
Smith, Robert H.	Opr., 16th St.
Atkinson, N. L.	Opr., 16th St.
Lewis, Lemuel S., Jr.	Car Clnr., L.A.M.C.
Mack, James J.	Opr., L.A.M.C.
Wier, Alvin J.	Opr., L.A.M.C.
Total L.A.Ry.	486
Total L.A.M.C.	117



WHAT DID YOU DO TODAY?

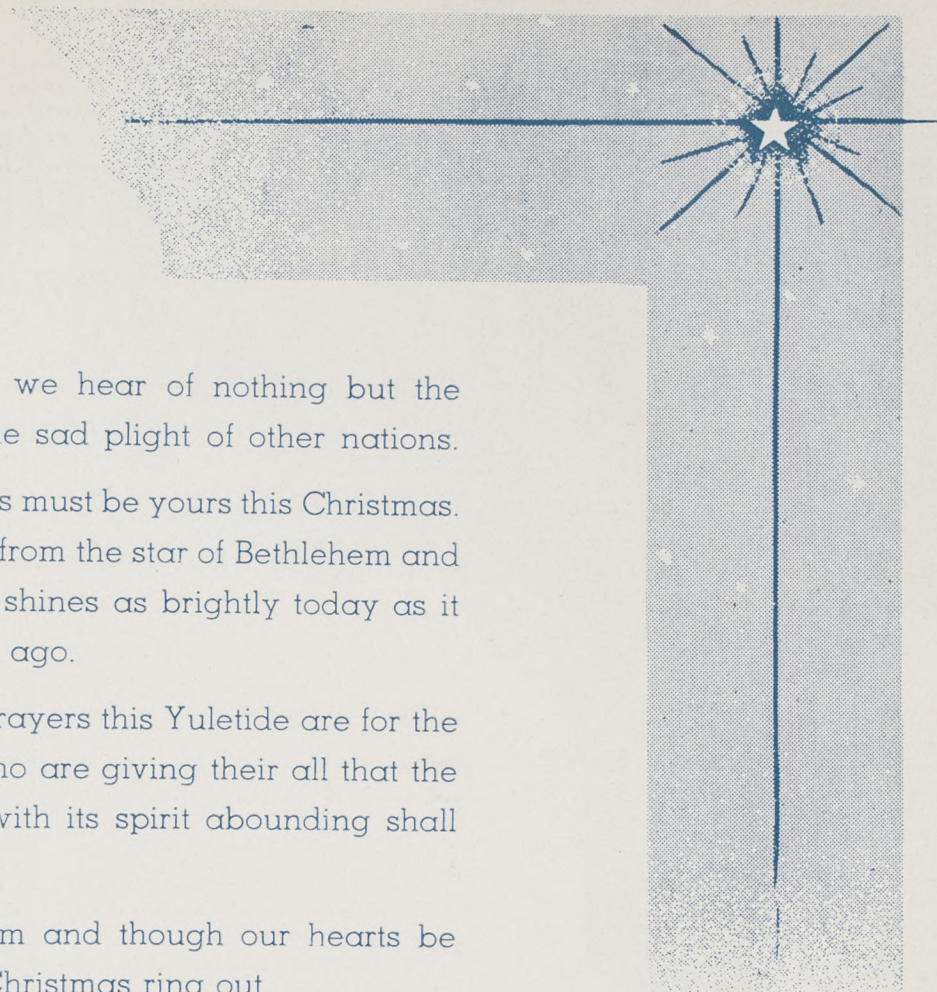
We met the enemy today
And took the town by storm.
Happy reading it will make
For you tomorrow morn.
You'll read with satisfaction
The brief communique,
We fought, but are you fighting?
What did you do today?

My gunner died in my arms today,
I feel his warm blood yet;
Your neighbor's dying boy gave out
A scream I can't forget.
On my right a tank was hit;
A flash and then a fire;
The stench of burning flesh
Still rises from the pyre.

What did you do today, my friend,
To help us with the task?
Did you work harder and longer for less,
Or is that too much to ask?
What right have I to ask you this,
You probably will say;
Maybe now you'll understand,
You see, I died today.

The above poem was written by Lieutenant Dean Shatlain when he was seriously wounded and thought he was dying. It was penned on the battlefield of Africa after his tank had been knocked out by a shell and he had amputated his own foot with a jackknife.

WHAT DID YOU DO TODAY?



ALL around us we hear of nothing but the carnage of war and the sad plight of other nations.

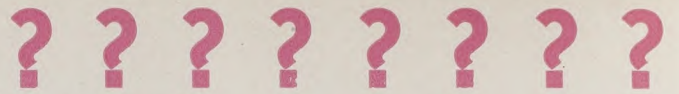
My heart is laden as must be yours this Christmas. But let us take courage from the star of Bethlehem and be ever-mindful that it shines as brightly today as it did two thousand years ago.

My thoughts and prayers this Yuletide are for the boys from our ranks who are giving their all that the American way of life with its spirit abounding shall reign forever.

Take faith therefrom and though our hearts be weary let the spirit of Christmas ring out.

W. H. Harris





INFORMATION

BY WILFRED LIPPIATT

Every day is a quiz program for our information experts. Problems which should go to Mr. Anthony or the Quiz Kids flow in and are answered quickly and surely. Ordinary calls, transfer troubles, complaints, etc., can be answered simply but now and then an "off the trail" question comes in which starts the information clerks going ga-ga.



Wilfred Lippiatt, the author, shows the feeling one gets when a patron asks a question such as, "What time does the three o'clock car leave the end of the line?" Mr. Hayner, of Schedule Department portrays Mr. John Public.

OUR patrons, the people who pay our salaries, have so many, many personal problems on their minds—the war, the son in the army, their ration tickets, the shortage of gas, where to get meat—that they often ask us what appear to be silly questions. It is not our privilege to laugh at these people even though their mistake may be terribly funny at the moment. It is our duty to handle the situation diplomatically. We must interpret the meaning of the question, regardless of how it is asked.

People pay us a great tribute in asking us for information—in that manner they acknowledge our knowledge.

As an example of diplomacy, we'd like to offer this: The phone buzzed. The information expert flipped a key and smiled into the phone. "Good afternoon. Los Angeles Railway Information," she said. A deep bass voice growled, "Could you tell me what time the next car passes the intersection of Santa Barbara and Vernon?" "I'm sorry, sir, Santa Barbara does not intersect with Vernon. Those streets run parallel. Perhaps you wish . . ." "Lady, you're a @&!Z Ear!" snarled the deep bass voice. "I'll grant you that, sir, but Santa Barbara and Vernon run parallel. Perhaps you are referring to Vermont," replied our diplomat. "Oh," said the deep bass voice in a very apologetic tone. He got his information, was satisfied, and became a friend of the Railway.

Too often when patrons ask a silly question, the operator sees a chance



to top the gag—make it funnier. He laughs at the mistake. Errors are funny enough as incidents but people should never be embarrassed by our lack of diplomacy. Take for example the incident repeated recently by Matt Weinstock. A lady boarded a Beverly Bus, asked the driver to stop at Genesee Street. She was told that the bus stopped at Spaulding, which was one block from Genesee. Arriving at Spaulding, the driver halted, called the lady to the front, and said: "This is Spaulding, madam. Genesee is one block straight ahead." "Which way," asked the flustered lady, "is straight ahead?" To which the driver slyly remarked, "I dunno, lady. I'm a stranger here myself." The operator's retort topped the gag in his own mind but he embarrassed a customer. Had he pointed out the right road, both he and the lady would have laughed at her mistake later.

Our loaders are masters at straightening out the lost, worried passenger.



Mrs. Maude Campbell handles the complaints and commendations. The "pats on the back" which come through her hands please her very much. That stack of letters on her desk are all commendations—we hope.



?? ? ? ?

PLEASE!

Upper right. Information experts pour over a problem which just came over the phone. Mrs. Iiams digs into the schedule book while Mrs. Layton, Miss Collins, and Mrs. Kanawyer offer assistance. Below, are pictured the telephone operators who also are well-informed and may give out information. Opposite page left, Mrs. Day and Mrs. McKenzie hard at work. Directly below, smiling over a new one which just came in, are Mrs. Pauley and Mrs. McCandless.



They never crack a smile when a pedestrian asks, "Where is Bullock's?" "Why, right across the street," they point. To which the lady replies, "Oh, yes. I know that. But what I'm looking for is Bullock's basement."

Day after day, hour after hour, the loaders, supervisors, and mechanics answer such questions as: "If I take the Hollywood bus, where do I go?" "Which car goes down the street with a little white house and two palm trees?" "Does that car take me to the bank?"

Mispronunciation and dialects have always afforded Americans much laughter. But it is not our part to laugh at anyone's diction. The mechanic at Fifth and Hill tells about the heavy lady who halted him to ask: "Where can I get a Russian book?" The mechanic pointed towards Olive and replied, "The Library is just over the hill. I'm sure they will have what you want." "No, no," said the lady, "what I want is a Russian book—

sugar stamps, coffee stamps, shoe stamps—you know—Russian book!"

Our telephone operators are all qualified as information experts, as are the clerks in the Ticket Office. They are practically mind readers. For instance, the information clerk must answer a customary question which goes like this: "Could you tell me what time a car comes by here?" The clerk will ask, "Just where are you, madam?" And nine times out of ten, the reply will be, "I'm in a phone booth—where do you think I am?" The clerk must tactfully discover from which part of town the patron is calling.

At night, when people call regarding Owl service to ask what time the car leaves the end of the line, they never tell the clerk which end. Prying out the information goes something like this: "Which end, madam?" "The end I live on of course." "Just where do you live?" "Is it necessary for you to get personal? All I want to know is what time the car leaves the end of the line!" "Madam, our lines have two ends!" Etc. Sometimes the information clerk discovers what they want to know and sometimes the patron hangs up.

Statements which we make are liable to be misconstrued by our riders. There is the story of the lady who called regarding a poster which was placed on the cars reading: "Help Needed Today So You Can Ride Tomorrow." This lady wanted to come down and work because the next day she was leaving for Oklahoma and did not want to miss any connections.

Not only do we get questions regarding transportation but very few days go by without someone calling wanting to know, "Which brown coupons are good this week?"

The Information Clerks have many humorous calls for which they have to pull answers out of their hats. They tell of the sweet young voice which asked: "Are you the Beverly Bus?" The telephone operator answered, "No, madam, but I am employed by the company which operates the bus." Another lady asked directions for a trip which required transferring from a car to a coach. "Oh, said the lady. "When I get to the end of the car line, I take a coach. Do I have to get off the car and onto the coach?" The operator told her that she did. But she wished that she could have answered that the cars are equipped with dumping facilities and the coaches with scoops to pick up passengers.

A masculine voice called and in a sweet tone said, "Say, darling, can you tell me—oh, I beg your pardon." To which the operator replied, "Oh, that's all right." Whereupon the masculine voice went on, "Well, then, honey sweet, which car do I take . . ."

(Continued on page 22)

Harry "Babe" Brown, mechanic, pauses to answer a question asked by Mr. John Public. These mechanics are fountains of information for our patrons.



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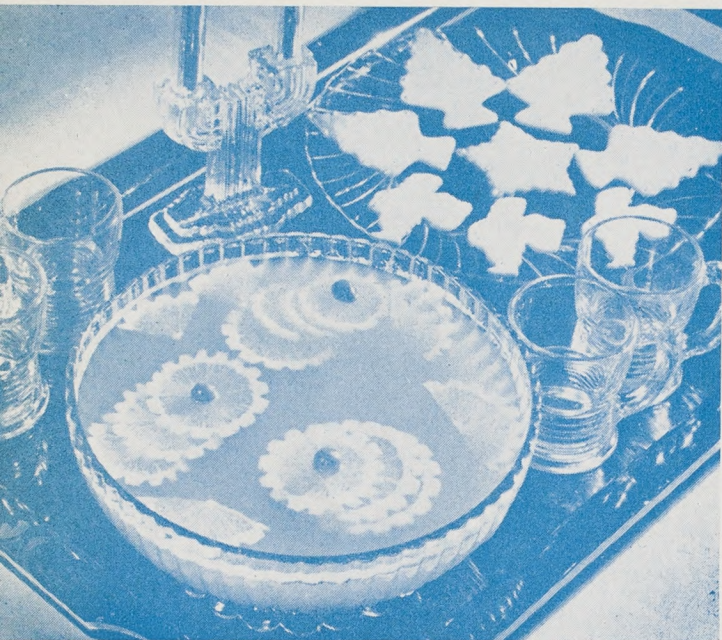
The only ration stamp needed to make this bowl of Hot Citrus Tea Punch is for the sugar.

Steep 5 teaspoons of tea for 5 minutes in 1 quart boiling water. Dissolve 1 cup of brown and 1 cup of granulated sugars in 2 cups hot water; add 8 two-inch pieces of stick cinnamon, 12 whole cloves, and boil about 5 minutes. Heat 2 quarts of orange juice and 2 cups lemon juice, but do not boil. Add the spiced sugar syrup and the tea, which has been strained. Serve hot—at once—garnishing with orange and lemon slices. (Makes 3 quarts).



Examiner Photo

Cup cakes with red and white icing that spell "Merry Christmas" makes a "catchy" centerpiece for your guests to enjoy and then to eat. The candle lighted Santa Clauses salute you beside their cups of chocolate topped with marshmallows.



Sunkist Kitchen Photo

Serve your favorite Christmas pudding with personalized cookies at the plates of your family or guests. Make names with cake decorator.



Examiner Photo



MAKE
YOUR

Christmas Cheery



Dear Ladies:

Perhaps your boys will be home for Christmas. We surely hope so. We also hope and pray that all the boys in all the countries will be home for Christmas next year.

The fellows away want you to enjoy your holidays, making them joyful and cheerful. The Army tells us that after they finish a meal of turkey, dressing, mashed potatoes, sweet potatoes, cranberry sauce, vegetables, mincemeat and pumpkin pies and enough of everything to make them pause to let out a couple of notches of their belts for expansion, they can have candy, nuts, apples, fruit cake, cider and the like to top off with. And with opening the packages from home and from friends, their day will be truly an enjoyable one.

"Dear Ladies" hopes the ideas featured on these pages will help make your Christmas table gay. We wish you all the season's heartiest greetings, and hope you find a new year filled with peace and happiness.

Helen

Editor, "Dear Ladies."



Sunkist Kitchen Photo

Something a little special to add to your holiday turkey dinner—cranberry sherbet. Cook 1 pound of cranberries in 2½ cups of water until skins pop open. Strain and add 2 cups sugar. Add 1 tablespoon gelatin softened in ½ cup of cold water. Heat until dissolved. Cool. Add 1/3 cup lemon juice. Pour into refrigerator freezing tray and freeze until firm (3 to 4 hours). When ready to serve, put in hollowed oranges and add some mint leaves and fresh cranberries for decoration.



Candy your own grapefruit or orange peels. They make nice gifts too. Scrub and remove peel in 4 lengthwise sections. Cover with cold water; boil 12 minutes. Drain. Repeat 3 times, cooking third time till peel is tender. Drain. Remove softened inside membrane from peel by scraping with spoon. Cut peel into thin strips with scissors. Measure peel; 1 cup water for 1 cup peel, ½ cup sugar and ½ cup karo. Combine water, sugar and karo; bring to boil, stirring constantly. Boil until soft ball forms in cold water. Add peel to syrup; cook until syrup is almost all absorbed (about 30 to 40 minutes) stirring occasionally to prevent scorching. Drain in coarse strainer. Tie strips of peel into knots if desired and spread out on waxed paper till dry (about 2 hours). Roll in granulated sugar and store in tightly covered container.



A plateful of healthful fruit and nut candies including orange fondant. To make the fondant cook to a soft ball when tried in cold water—½ cup evaporated milk, 3 cups sugar, 2/3 cup orange juice and ¼ cup butter. Pour onto a buttered platter and cool until mixture retains a dent made by the finger. Stir with a spatula or large spoon until smooth and creamy. Besides the squares, you can roll fondant into balls and stuff stoned dates or roll into ball and top with walnut halves. Complete your candy tray with candied orange or grapefruit peel.

Sunkist Kitchen Photo



Dorothy Adams Carter Photo



Christmas With the Ladies



Handicraft Exhibit and Ham Dinner Enjoyed at Women's Club Christmas Party . . .



Mrs. J. F. McCormick, President of the LARy Women's Club, extends her sincere thanks to the employes of the Company for their loyal support and fine cooperation in making the Christmas Welfare party a success. Mrs. S. Ashworth had charge of the delicious ham dinner and Mrs. C. F. Carlin supervised the dining room. Mrs. W. G. Clardy was General Chairman. A fine program of entertainment, sponsored by Mrs. A. H. Setterberg, included accordion and other musical numbers. The winner of the hand made quilt, donated by Mrs. Mary Watts, was Frank Ross. Door prize winners were J. Bakesef, H. F. Murray, Mrs. C. Hendricks and A. L. Burks. Gordon Meek won two of the four cakes and Mr. Oglesby and Mrs. O. G. McDermith each won one. Handicraft Exhibit winners were Grand Prize, Mrs. W. A. Hubbard for the crocheted bedspread, Mesdames A. F. Kiefer for a copper article and crocheted tablecloth, W. A. Hubbard, davenport set; H. W. Bailey, knitted housecoat and quilt; J. F. McCormick, towels; O. G. McDermith, pillow slips, and F. O. Rowbottom, flower arrangement. Corsages of 10c War Stamps were given as prizes. The proceeds from the party are used to make Christmas baskets of food and clothing for members of the Railway who had long illnesses, misfortunes and for some pensioners, all of whom are grateful to the ladies.

Ladies in charge—Top photo (left to right) kneeling: Mesdames C. S. Wise, J. F. Carlin, A. H. Heineman. Second Row: Mesdames H. A. Dewey, A. C. Stover, E. V. Athenous, S. Ashworth, A. E. Russell, C. H. Lewis. Back Row: Mesdames A. H. Middleton, A. R. Hemm, M. S. Thomas, W. T. Clardy, B. E. Timbs, L. B. Meek, O. G. McDermith, H. C. Thorne, J. F. McCormick.

Cooks and Waitresses (left to right): Mesdames C. H. Lewis, A. H. Middleton and M. S. Thomas. The young ladies are Coray Hubbard, Marjorie Cooper, Marjorie Davey, Annabelle and Marilyn Clardy and Ethel Dwyer. Three other young misses who are not in picture but who waited on the tables are Alice Meek, Bess Carlin and Pauline Smith. On the right-hand side is Mrs. Ashworth and behind her is her daughter, Gertrude.

CHRISTMAS CANAPES

Cut bread with a star shaped cutter and toast on one side. Spread untoasted side with mashed avacado. Sprinkle with salt and place thin strips of pimiento from center to all points of star. Or cut with tree shaped cutter and sprinkle with cream cheese, thickly sprinkled with minced parsley.

LAST MINUTE COOKIES

Keep several kinds of cookie dough in your refrigerator. Pack in paper cartons or in long rolls well wrapped in waxed paper. A new supply can then be produced in a moment's notice to take care of holiday callers.

HAND-MADE CHRISTMAS ORNAMENTS

Paint large walnuts. Allow to dry for several hours before attempting to hang. Attach loops of colored string with plastic glue.

Popcorn chains—use slender needle and ordinary cotton thread.

Old ribbon bolts—about 2½" high. Cover with colored paper and use as a drum.

Paper chains—cut strips of shiny coated paper about 6" to 8" long. Loop into an oval. Loop through each other to form a chain.

SEND YOUR SEALSKINS TO SEA

The efforts of the Red Cross Auxiliary (LARY branch) are appreciated by the boys who go down to the sea in ships. "Duke" Kaplin of the United Seamen's Service, who hails from Tuscon, Arizona, is one of the Merchant Marines who is aided by our women's activities. Mrs. E. V. Athenous, Chairman of our Red Cross Auxiliary is shown in lower photo with Duke. She gazes fondly at a scarf which her workers knitted. The ladies also make sweaters and caps and are now busy making lap robes and quilts for convalescent boys. Join this group now if you wish to do something for the Merchant Marines, or if you have any new or used quilts or woolen patches, call "Dear Ladies" or send them to Mrs. Athenous, Women's Club, 962 West 12th Place.

The fur jackets in the top photo are made from cast-off pieces of fur, and are welcomed by the merchant seamen stationed in cold climates. If you have any cast-off pieces to give for the seamen, leave them at any retail furrier in Southern California who give their own free time to make these jackets.

"Duke" is one of many men who want to help win the war. Duke studied electrical engineering in college which he hopes to complete after the war. A victim of infantile paralysis from an early age and knowing that our President had the same affliction, Duke wrote a letter asking special permission to go down to the sea to which the President gave his approval.

The Merchant Marines fight on the seven seas and receive very little glory. Since Pearl Harbor about 4000 of these seamen have given their lives delivering ammunition and food to ports across the seas.



UNCOOKED DATE PUDDING

Mrs. H. A. Dewey
(Women's Club)

- 1 1/4 pounds of dates cut and seeded
- 1 pound of graham crackers in pieces or rolled
- 1 pound of marshmallows quartered
- 1/2 cup nut meats

Mix all together adding a small amount of water at a time. Just moisten enough to blend evenly. Let stand a few hours. This will serve 15 or 16. If not eaten will keep at least a week in refrigerator.

MINTED NUTS

- 1 cup sugar
- 1 tablespoon syrup
- 1/2 cup water, pinch of salt
- 6 marshmallows
- 1/2 teaspoonful Essence of Peppermint; or,
- 3 drops Oil of Peppermint.

Cook syrup, sugar and water until it reaches the softball stage; then add marshmallows and then three (3) cups nuts, halved. Keep stirring. Sugar mixture will crystallize. Pull apart and put on pan or waxed paper.

TURKEY ROLLS

- 2 cups biscuit mix
- 2/3 cup milk
- 2/3 cups cooked diced turkey moistened with turkey gravy.

Method: Mix biscuit dough. Pat out on floured board to a rectangle about 1/4" thick. Spread with turkey mixture. Roll as for jelly roll, slice in 1" thickness. Bake in gas range oven at 400 degrees for 20 minutes. Serve hot with hot turkey gravy to which cooked peas have been added.

YULE TIME EGG NOG

- 3 eggs
 - 3/4 tsp. salt
 - 3 tbsp. powdered sugar
 - 6 cups milk
 - 5 tbsp. Marachino cherry juice
- Beat egg yolks thoroughly. Add salt and sugar. Blend well. Add milk and cherry juice. Beat egg whites until stiff but not dry and fold into the milk mixture. Serve cold with grated nutmeg or cinnamon and marachino cherry. Serves six allowing approximately 1 1/3 cups per serving.

TURKEY LOAF

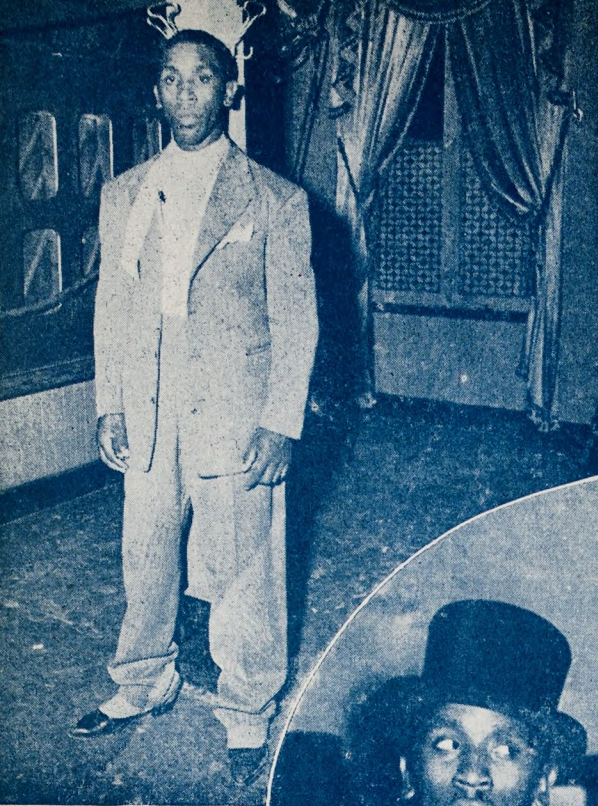
- 2 cups cooked turkey chopped
- 1/2 cup bread crumbs
- 2 eggs slightly beaten
- 1 green pepper, minced
- 1/4 cup finely chopped celery
- 2 tablespoons minced onion
- 1/2 cup grated carrot
- 1/2 teaspoon salt
- Dash of pepper
- 2/3 cup turkey gravy
- 1/3 cup water

Method: Combine all ingredients. Form into a loaf. Place in shallow well-oiled pan. Bake in gas range oven at 350 degrees for 40-50 minutes.

FROSTED GRAPES

(Any kind of grapes). Cut into small bunches. Beat the whites of two eggs until nearly, but not quite stiff. Then immerse the grapes in this mixture, shake off any excess, dip again, shake again; then dip into granulated sugar. Put in refrigerator. Fix the day before using. Lay on a rack to dry. When dry, they are crystallized.

FORMERLY FARINA



Former famous child star makes good. As Domino in "Cabin in the Sky", upper left, and as one of the singers with Red Skelton in "I Dood It", Cliff Holland climbs back up the ladder of fame.

REMEMBER Farina, the little colored girl who scampered through the Our Gang Comedies and became an international figure about 15 years ago? Perhaps some of you have wondered just what happened to the little tyke who brought so much laughter to the screen. Farina grew up—which is only a natural occurrence—but, Farine grew up into a six-foot, heavy shouldered, slim hiped, football champion with a gorgeous voice. His name is Clifford Ernest Holland and he works nights in the main office as foreman in charge of the night janitor force.

During the day he is either working in some picture or on the radio or making records. At present he is working with Judy Garland, and prior to that he finished "Desert Song," which is yet to be released.

He sings in the Judy Garland picture with the quartet known as the Four Dreamers who do two beautiful numbers. One of the reasons that the recent picture "I Dood It," featuring Red Skelton, was such a tremendous hit was the "Jericho" sequence in which Cliff sang with Lena Horne, Hazel Scott, and a colored company.

Clifford Holland was born in Los Angeles. After his disappointments because he was too tall to play the beloved "Farina", he threw himself into his school work. He finished grade school and graduated from Belmont High where his football ability came to the fore and he helped make athletic history. He graduated from Los Angeles City College, where he also played football. After leaving City College he

went to Occidental where he became All-State left half. In college Cliff majored in Criminal Law, but the jive in his blood came to the forefront and he finished by majoring in music. How well he did and how much he has achieved as a singer is shown by his record in pictures.

For two years Cliff was Hank the Night Watchman on the air. His voice was used in a picture featuring Donald O'Connor entitled "Top Man" and also in "Crazy House." Clifford recently finished a singing job with Louis Jordan and his band at the Fox studios in a feature called "Greenwich Village." He has sung and sings with groups such as the Ink Spots, Six Hits and a Miss, the Kay Thompson Singers, and the Four Dreamers. Recently the Four Dreamers made a record called "From Twilight to Dawn" with C. L. Burke and his band. This record reached first place on the Harlem Hit Parade and third place on the National Hit Parade. It was the only Capitol record to place in the National Hit Parade.

Cliff's greatest achievement in the acting field, and he's been in it since

(Continued on page 16)



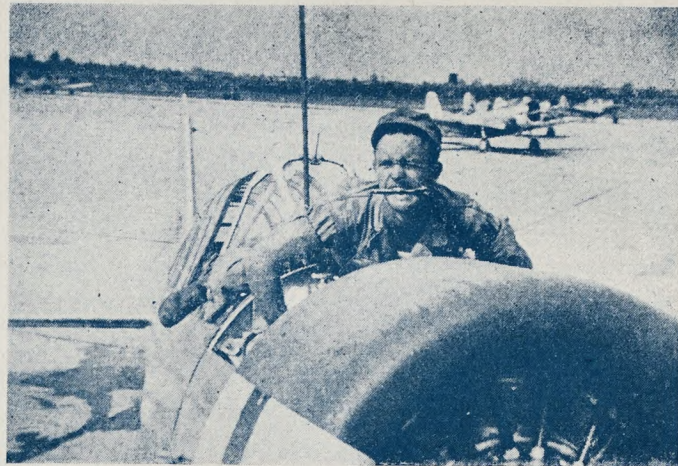
BATTLE LINES



Letters from the boys on the fighting fronts keep pouring in. Jimmy Boyce writes: Things are going nicely with all of us here and we have as much comfort as can be expected in the jungles. Having cleaned up most of this area, we have very little to do. You know, after you've been here a few weeks you find yourself talking to yourself. After that you find yourself talking to the lizards. After another couple of weeks you find the lizards talking to you. Then it really gets bad. You find yourself listening with deep interest. We receive good food in generous quantities and it is usually prepared in an appetizing manner, although the things I miss most with the exception of my wife and home are the Coca-Colas we used to enjoy at the end of the S and R lines."

George Trammell is not so far from home. From Yuma, Arizona, he writes: "I am in training as a mechanic on a B-17 Flying Fortress. I do lots of flying. About three weeks

FROM THE HALLS OF MONTEZUMA
Pfc. Flora M. Bridges, formerly in Research, sends us a snap from Baldwin, Long Island, New York. Flora, as you remember, joined the Marines to avenge her brother who was in the battle of Corregidor.



GREASE MONKEY WITH MONKEY WRENCH
Who says that members of the ground crew aren't fighters! Take a look at this guy with the wrench between his teeth, and imagine what would happen if this guy met up with a Jap. Cpl. Forrest Rishel, son of Doyle Rishel, 16th Garage.

ago we flew over the Grand Canyon and it was a wonderful sight—so wonderful that I can't wait until I can see it from the ground. I have been here ten months and like it very much in spite of the hot summer."

"Tell Dusty Rhodes to write and tell everyone hello," says Lyman Gotchy, stationed at Fort Jackson, South Carolina. "I am doing a little field work and sure wish I was back in good old L. A. This is a swell country but the rainy weather sort of makes one mad. However, it's not like the old N line with those open-end cars because I can walk just a few feet and get some hot coffee. I'm in the Medical Detachment and we always stay close to the chow wagon. In fact, when the pictures of the war have been drawn, one will show a medic with a syringe in one hand and a cup of coffee in the other."

L. T. Werner tells us: "We have a nice camp in a big grove of coconut trees. Back of them are thick jungles, almost impassable, and lots of wild game and pythons. There are quite a few natives on this island but most of them are farther back in the jungle and bother us very little. I hope all of the terrible trouble you have been having back home is just

about settled. I have worried a lot since I have been out here about how things are going on the home front. Thanks, and drop a line."

"We are gradually getting civilized out here," says George Shaffner from the South Pacific. "I now live
(Continued on page)

ALL OUT FOR WAR
Leo Hembd, formerly of Division 3, is one of the thirteen relations of W. F. Hembd, Watchman, who are now serving in the Navy and the Air Forces. Leo served in the Navy six years previous to this war. He then joined the Reserve and was later called into action.



CHRISTMAS CHEER

Signatures for A. R. Hemm, Division 4 . . .

"We wish to draw your attention that we, the defense workers signing below, ride the "J" car early morning hours.

"We would like to recommend Motorman #2687, (A. R. Hemm) as being the most courteous and efficient man encountered so far in your service.

"We would ask, if possible, that he may be commended for these excellent qualifications.

"Thanking you, we are Cordially yours,"

Laura Hanson	Ernest Holm
Ida Sneller	Corabell Frieday
Chas. Ebert	Ora Christian
Margaret Wheeler	Clare Gendrean
Lydia Pankratz	Sophie Orloff
	Geraldine Ayers

Stars For M. H. Fisher's Crown . . .

"In these days of questionable service, it gives me a great deal of pleasure to report to you that one of your bus drivers is really serving the public.

"On Tuesday (28th), I was hurrying to catch the bus at Highland that is due to leave there about 1:15, but was only within half a block of that point when the bus "got the signal" and I wasn't very hopeful of catching it. However, driver number 194 saw me and was kind enough to stop for me, and I hope this public acknowledgement will help him. It seems to be a habit of his to pick up people who get stranded by a signal and so might miss the bus, because he also

stopped on the east side of Vine Street to pick up another passenger who was on the wrong side of the street when he got his "go" signal. He may have stopped oftener on that trip, but as I got off at Larchmont, I don't know of any others.

"I haven't the least idea who driver 194 is, but hope this will give him 'a star for his crown' at least."

Mrs. Frank L. Kei,
6415 Melrose Avenue

H. F. Myers Is High Caliber . . .

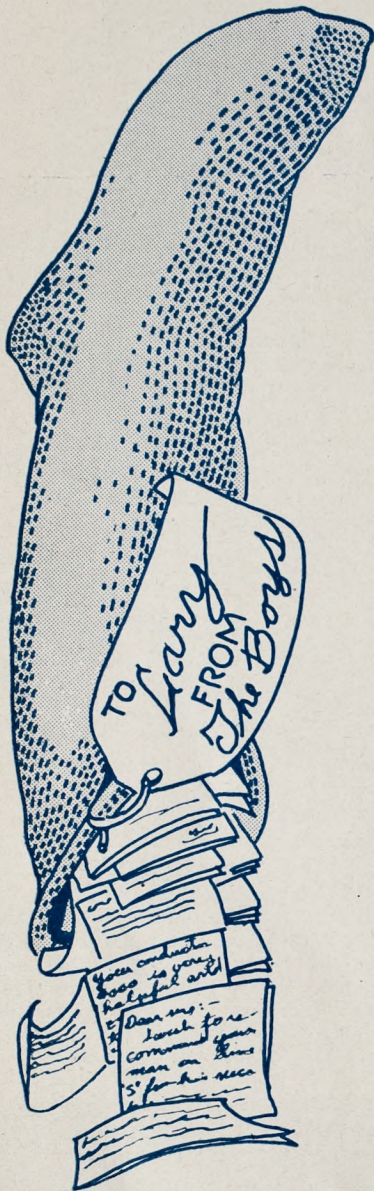
"Yesterday I left my alligator bag on the Fairfax bus going to Hollywood. The above driver recovered it and called my husband to tell him that he could have it if he furnished proper identification.

"Besides keys, glasses, etc., etc., I had \$24.00 in cash when I boarded the bus. Out of that I paid a dime for my fare. The money returned to me was \$23.90—the exact amount.

"I truly feel that men with his sense of honesty are a credit to your company and to America. Before leaving the bus—and my bag—I had particularly noticed his courtesy to a young mother and her small child. He suggested that she get off the bus first so as to protect the little girl from falling should she stumble. And several questions as to stops were answered for other passengers.

"Thanking you for selecting men and women of Mr. Myers' caliber on your coaches, I am

Mrs. Garnett Shaw Hancock,
1442 N. Laurel Ave.



A. R. Hemm, Division 4



M. H. Fisher, 16th Street



Frank Myers, Virgil

FROM OUR MAIL BAG



He's White . . .

"I want to take the side of one of your operators. He is the white-headed fellow with the pleasant face who operates the "J" car from Huntington Park. He is very pleasant and polite to all.

"Today, when we reached Main Street, his car was packed. There was no room for any more passengers. A lady was trying to crowd on the car and he said very pleasantly, 'I am sorry, but I can get no more in.' This lady squeezed on anyhow and yelled, 'Let me get my feet in will you?', to which he smiled and said, 'If you are in, your feet must be in, too.' He did not mean to be insulting, he was simply being pleasant and courteous. She replied, 'You got too much mouth. I am from the office and I'll have you hauled up to the main office.' He said real pleasant like, 'Lady the Railway doesn't hire people to make a scene, so please be pleasant now!', to which she replied in a loud voice, 'I'll be pleasant. I'll have you fired. You're too mouthy. Everybody knows how mouthy you are.' She kept up this shouting until we reached Seventh and Broadway where she left the car, still talking in a loud voice.

"This operator is very pleasant and was being as patient as possible. We reached Seventh and Broadway at 10:30. I hope this clears up the air for the white headed gentleman."

Mrs. George Powell
2032 E. 74th St.

HALOES FOR THESE, TOO

Division One

F. P. Behnke—fulfills duties.
B. W. Cliff—fine motorman.
K. Crownover—efficient.
T. O. Knoff—courtesy.

Division Three

A. Auger—first class.
Agnes Cotronis—deserving.
W. H. Deskin—patient.
W. H. Pearce—courteous, considerate.

Division Four

C. E. Benton—watchful to older folks.
U. E. Dunn—good natured.
H. S. Holcomb—most courteous.
B. Meekof—a gentleman.
M. M. Morlock—returned purse.
G. B. Wilde—avoided dog.

Division Five

J. E. Alvarado—real conductor.
M. R. Cornelius—kind act.
P. D. Forrester—considerate, courteous.
O. A. Gilmore—helps strangers.

Bessie Hart—very efficient.
C. I. Jones—can handle crowds.
J. Kennedy—splendid operatorette.
H. A. Langie (2) —nice fellow.
E. W. McCabe—waited for passenger.
Susie McNally (2)—a pleasure to ride with.
V. E. Munyer—pleasant conductor.
J. A. Wear (4)—morale builder.

Diesel Pilots

O. T. Abrams—nice driver.
J. W. Brans—considers war workers.
T. P. Comer—outstanding courtesy.
R. F. Coulter—returned purse.
C. H. Ecton—accommodating.
J. D. Elliot—pleasant.
H. Evans—always nice.
A. C. Glenn—drives smoothly.
G. O. C. Hefner—kind to elderly lady.
W. S. Hyche—a valuable man.
Don Maynard—careful driver.
A. D. Oar—fine driver.
V. L. Tunnell—solicitous.

Praise For "Pop" Ecton . . .

"I have noticed while riding the Beverly Boulevard buses many years a particular operator whose number is '57.' Though his number is 57 he has not fifty-seven ways of driving. His number should be '1,' perhaps 'A-1'.

"He glides in and out of the stops smoothly never jarring his passengers or piling them in a heap at sudden stops. Courteous and accommodating, he is never irritable with any patron, even the most unreasonable. He is firm and in his own persuasive way he induces people to move to the rear (there are, of course, some people who cannot be moved even with a club.)

"In face of the present conditions it is commendable to see No. 57 carry on calm and collected.

"I was glad to see him coaching a new operator yesterday and his painstaking methods were evident. The new men can learn lots more from him besides the routine of driving."

E. A. Zanteson
1560 Vine St.

THEY SAID IT WITH FLOWERS

We have printed bokays on this page for many years. We are proud of these bokays, but Mr. J. W. Seegar of Division 5 has the honor of getting the first real bokay in our history.

He was given a bokay of roses in appreciation for his courtesy by the customers on his regular run.



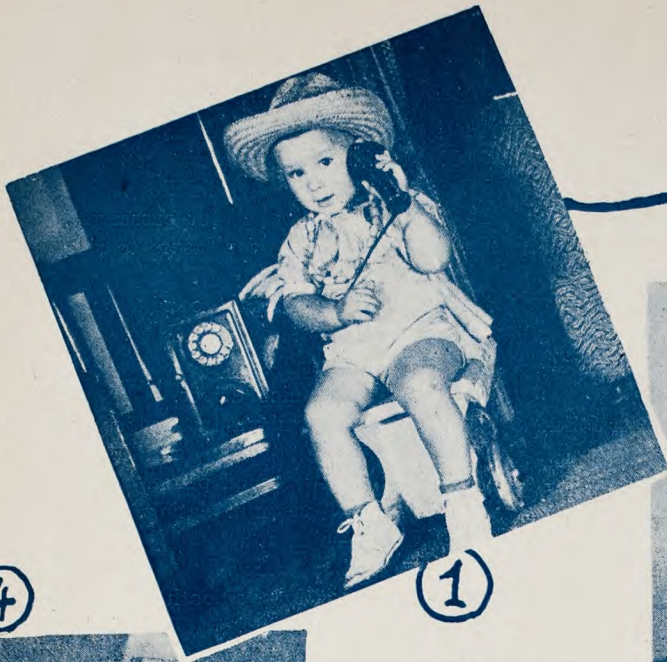
J. Schnedeman, Division 4



C. H. Ecton, 16th Street



Bill Seggar, Division 5



1



2



3



5



6



7

HELLO SANTA

Howdy Vaughn Spruit, son of the Sheik of Crenshaw, Vineyard, gets his old friend Santa on the line to tell him what the LARy kiddies want for Christmas. (2) Marsha Lynn-Gillespie, daughter of our popular elevatorette, Nancy Gillespie, would like to have another dolly to go with the fussy wuzzy shown in the picture. (3) Ronnie Ray Williams, four years old, wants a battleship to go with his sailor suit. Ronnie is the son of Ronnie Ray, Sr., 16th Street Motor Coach. (4), Martha Jean Lawson, better known as "Cookie" is pleased about her Christmas prospects and wants Santa to bring some more ribbons. She is the daughter of Clifton B. Lawson, mechanic, 16th. (5) We have a soldier and a sailor: Leo Smith, five years of age makes a fine soldier, while Geraldine, three and a half years, has gone for the Navy in a big way. Each of them want Santa to bring correct uniforms. (6) "GOLDY Locks" Hemm would like A CHARM bracelet to match her charm. She is the daughter of A. R. Hemm, Division Four. (7) This little Irishman is Patrick Kelly, eighteen months, son of R. M. Kelly, Division One. He wants a streetcar like his daddy's. (8) Susan Carol Grace, four months old, daughter of E. S. Grace, Division Four, hasn't quite made up her mind just what she does want, but says she will ponder the problem. (9) Richard H. Barrell, son of R. H. Barrell, Division One, is really telling just what he wants in a big way. (9) Karen Marie Shirley, granddaughter of H. V. Campbell, carpenter, Shops, wants Santa to be good to the officer who belongs to the cap, and the cap belongs to her daddy, Sgt. William Shirley.



8



AT THE BOOKWORM CONVENTION



By JANET PRESTON, Assistant Librarian

Yesterday LARY, the Company bookworm, asked me to go with him to pay a visit to the Bookworms' Convention at the Los Angeles Public Library, and see what they were planning to eat for Christmas. I was glad to go, as I had been waiting for a chance to see some good books that I might give to folks for Christmas.

We were about to look at the books on display in the assembly room, when Lary straightened up every vertebra in his back.

"What is it, Lary?" I asked.

"That man who is speaking just mentioned the Library Company of Philadelphia," he answered, "and that's where my grandfather lived when he was very young."

Overdue One Hundred Years . . .

I was glad to see Lary settle down to listen to this, before he investigated the new books, as I was anxious to know more about this library myself. It was founded in 1731 by a young 25 year old fellow, named Benjamin Franklin, at the Pewter Platter Inn.

This was the first Library of Congress, and they claim to have had the longest overdue book, that was later returned. The book was taken out by a member of the British troops, when they were stationed in Philadelphia, during the Revolutionary War. At that time Isaac Briggs, a 14 year old boy, was the only librarian left. When the British troops left, this was the only item of the library that they didn't return, but it was returned 99 years later, in 1876, by the Netherlands' government.

"Think of the fines that would be due on that!" Lary exclaimed as we started to nose around among the new additions on the table.

For the Child From 9 to 90 . . .

The first item that our eyes met was the Random House Christmas book for

this year, CHILD'S STORY OF THE NATIVITY, by Masha. "Grown-ups, as well as children, like these beautiful books," Lary murmured, as he started to examine it thoroughly.

Lary stumbled over the book next to this, and then he started to laugh. I looked at the title to see what had caused this merriment. WE FOLLOWED OUR HEARTS TO HOLLYWOOD by Emily Kimbrough, I read.

"Do you remember OUR HEARTS WERE YOUNG AND GAY by Miss Kimbrough and Cornelia Otis Skinner?" he asked. "Well, this is the story of their adventures in Hollywood, while filming that popular literary creation.

Try This One For Laughs . . .

"Also, if you know someone who likes to laugh," Lary continued, "they might enjoy Ilka Chase's novel IN BED WE CRY. It's a modern, humorous story about the owner of a large Fifth Avenue Cosmetic business."

"Here's one that's about the army," I said as I picked up C/O POSTMASTER by Corporal T. S. St. George.

"That's right," Lary replied, "it's true, yet interesting, reading of a corporal's impression of Australia.

"And this publication over here," said Lary as he hopped over several large volumes to Ernie Pyle's I WISH YOU COULD HAVE BEEN THERE, "tells about the other theatre of the war, with the personalities and experiences of the African fight."

Historical . . .

Lary was hurrying towards the book just behind this one. "Do you have any friends who like historical fiction?" he asked.

"Why yes," I answered, as I glanced at the title of the book into which he had disappeared, THE MOTHERS by Vardis Fisher. "It's about the tragedy of the Donner Party in the

winter of 1846-7," Lary announced, as he emerged from between the leaves, having gone through it for my benefit. "It's grim, but interesting."

"Here's another historical novel," he exclaimed. "Young and old will enjoy JOHNNY TREMAIN by Ester Forbes, concerning a silversmith's apprenticeship in Revolutionary Boston."

Pennies, Postage and Subways . . .

Before we left, Lary had to brag, to his bookworm friends, about our Los Angeles Railway Library, and tell them about several new books that we have for Christmas.

First there is the CORRESPONDENCE MANUAL by Lewis Llewellyn, which is one of the most useful references to tell a person just how to produce the perfect letter. Sample letters are included, and the chapters are cleverly titled, such as POSTAGE POINTERS FOR PRESERVING PENNIES and THE WHY AND HOW OF PUNCTUATION, so that using this book is a joy.

1021 ANSWERS TO INDUSTRIAL HEALTH AND SAFETY PROBLEMS, published by Occupational Hazards Magazine, is another book that we just received. It is really a health and safety encyclopedia, well supplied with illustrations and tables, and including a complete equipment index.

And then there is the excellent pamphlet, CHICAGO SUBWAYS, OCTOBER 1943, which contains much information and many pictures of the opening of these subways, October 16, 1943. These first transportation subways of the city of Chicago have five star features, ventilation, signals, illumination, drainage and escalators.

The bookworms who are descended from earth-worms envied Lary when they found out that he could worm his way through Chicago Subways.

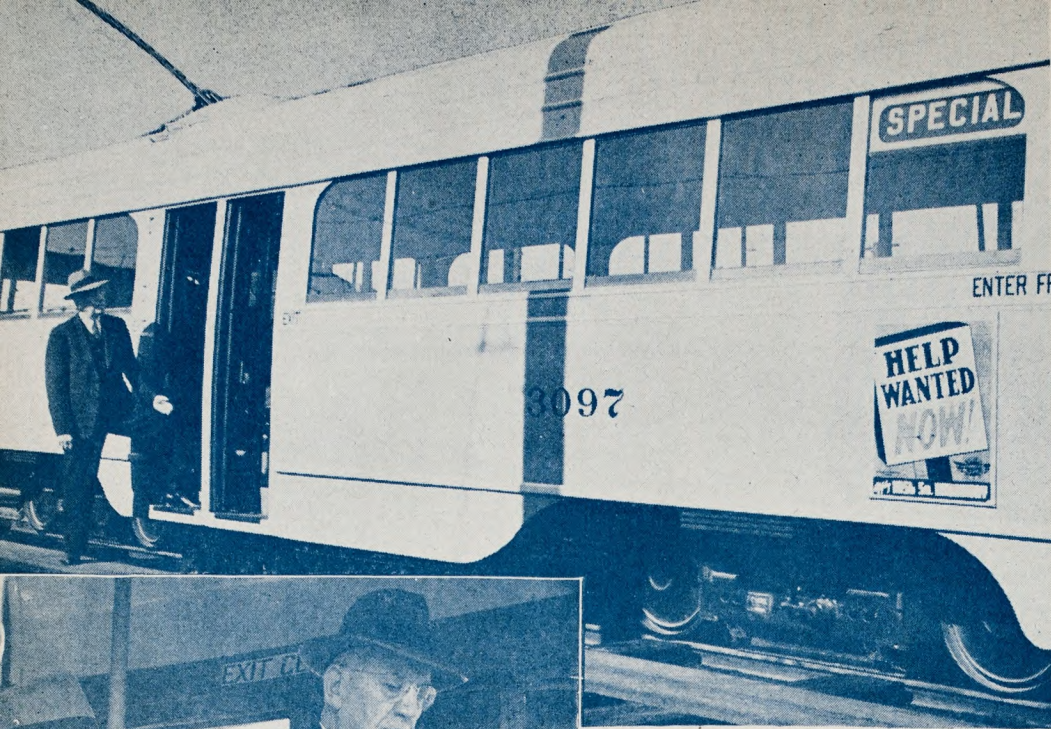
SANTA BRINGS STREAMLINERS

Thirty new slim, streamlined street-cars have been rolling in one or two at a time since the latter part of November. They have been tested, tried and rolled out onto the lines to give our patrons additional service.

The Los Angeles Railway has had the opportunity to study the cars for the past three years, and officials of our Company have submitted their ideas in the building of this new model. For instance, Mr. C. E. Morgan, Manager of Operations, proposed moving the center exit doors one window position towards the rear of the car. The main purpose in moving these doors was to give our passengers more room in the front of the car, inasmuch as we have found no means of encouraging them to move to the rear. Moving the car doors towards the rear has already broken the bottleneck on these cars.

All stainless steel parts on the outside of the P. C. C. cars have disappeared. On the new models they have been replaced with a grey stripe. The Tru-Stop Hand Brake is a feature which most of the trolley pilots will like. The slanting windshield reduces the glare and gives the operator more room in front to stack up his change. The treadles on the doors are made of steel instead of rubber, and the interior lights are of the latest Luminator type, although very similar to the ones used on the first models. These Luminator lights give 20 per cent more light intensity and the new larger air blower should take some of the smoke from the rear of the car, although we should try at all times to discourage smoking in any other sections of the car.

The Los Angeles Railway hopes that some day, when this struggle is finished, they may be able to replace all of the equipment with these streamlined cars.



Above, Mr. C. E. Morgan stands with his foot in the doorway and views with pleased interest the additional room added to the front of the car through his idea of shifting the center exit doors towards the rear.

Insert, Mr. H. E. Jordan points out the features of the Tru-Stop Brake to Mr. Morgan. Many of the new ideas incorporated in the new streamliners were suggested by these two Los Angeles Railway officials.

FARINA

(Continued from Page 10)

his Farina days, was the part which he handled so magnificently in "Cabin in the Sky" with Rochester. Cliff played the part of Domino. If you remember, Domino was the character who wore the derby hat and who killed Rochester in the night club. Cliff's acting in that scene has been called superb. It was the climax of the picture and that performance put Clifford Holland on a par with Ethel Waters and Rochester.

Although this actor spends considerable time beneath the dazzling lights on the movie sets and though he has won much acclaim, he still likes to be called one of the boys around the main office, and as he puts it, "The Railway job is bread and butter—pictures are cake, and I'm not built to be a cake eater."

FROM THE PRODUCTION LINE

Tiny additions have been added to the homes of a few of our workers. The Operating Department (Division 1 in particular) topped the list for new arrivals. From Division 1 there was **Bruce Everett** who was born September 25 to **Mr. and Mrs. E. R. George**. **O. J. Tracy** has a daughter, **Vicki Linn**, who entered the world November 23, and **G. W. Tempelin** became a daddy to **George Walter Junior** on November 27. Division 4 is happy to say that **Edward Dennis** was delivered to **Mr. and Mrs. Eddie Smith** on November 9. Division 5 boasts of **Sharon Ann** who was born October 9, and whose papa and mamma are **Mr. and Mrs. J. W. Brockus**. **Mr. and Mrs. George M. Willson** of the Power Department announced the birth of **Ronald Arthur** on November 28.

Congratulations to the proud parents.

TROLLEY PILOT'S DOINGS



SOUR GRAPES FROM VINEYARD

By LIN MAYBERRY

I completed my first year with Motor Coach on November 13, and there have been several pay days since then. This pay day was the first time everyone said "Thank you" when they got their checks that I can remember. The extra NICKEL looked almost as good as the much discussed dime. Half as good anyway. I've also noticed a marked improvement in everyone's sense of humor. Strange how money can make you laugh. I really had a good laugh when I got my first monthly salary check. Be happy driving a bus, kids, because there are worse jobs. Believe me! . . . When the retroactive checks were handed out Tuesday night, which was also pass turn in night and monthly ticket report night (and the night that no one balances), the train room sounded like Grand Central Station when all the trains arrive on time. I couldn't keep up with the fast talk about what everyone was going to do with their checks, but judging from the miss-out sheet on Wednesday I won't have to ask very many personally. Some of them I don't expect to see for days. Can you imagine what it would have been like if the raise had been a DIME and the day had been Saturday? . . . Frank Myers is still hoping his wife didn't read the paper about the raise, and insisted the Union should have had it in the contract so that there would be no publicity . . . Lewis Kennedy, being the kind of a dad a gal really can appeal to, spent most of his check on a new baby buggy for his seven months old grandson and a forty-eight piece dinner set

for his wife. He must be expecting more grandsons . . . S. R. Bradley made reservations at the maternity hospital for his charming wife and expects the blessed event in about two weeks. Another Xmas present which he insists he is going to name "Rett Troactive" . . . Lonnie Dodge made the last two payments on his El Monte jitney. Now all he has to worry about are some extra gas tickets . . . Lois Harr and Virginia Hale had the highest numbers with the dollar mark. Lois must be planning on flashing platinum teeth at some handsome marine. She just told me the whole check goes to the dentist. . . . Kay Barquist, the cutest little coachette yet, says her two year old son is going to see Santa Claus twice this year . . . Howard Beardsley doesn't have to worry much about what will happen to his one carton of Phillip Morris please and a short beer . . . Too bad the office force doesn't have some representation about raises. Whatever anyone decides will be a pleasant surprise to everyone . . . It looks like school days again. I expect the boys to show up in knee britches and straw hats some day—I was going to say baseball bats but some people might get suspicious . . . The new job training class is helping instruct the instructors how to instruct. Perhaps there will be fewer mistakes on trip sheets and fare box cards, which will make us happy . . . The shortages are getting longer, and our voices are getting to sound like a bad recording of the broken record, Pay Your Shortage Please! . . .

What Some of the Coachettes Did Before They Were Coachettes

Marjorie Jenkins worked in an ammunition plant in Kansas City, Mo. I might add that she carries some high explosives with her, just in case the passengers get too difficult . . . Lucille Neilsen and Kay Barquist managed Standard stations; they both like the smell of Diesel better than Ethyl; however, a little cologne in the tank occasionally would help. . . . Bonnie Nobles, the redhead from Abolinc, Texas, has two children and a husband in the Army. When I asked her what her former occupation was, she just drolled in that slow Texas way and said, "Oh, not much of nothin'. Just helped my husband drive a truck and a farm tractor, and took care of the kids. I like that pert near better than anythin', and when the war is over that's what I'm gonna be doin' again." . . . Skalicky thinks that's a good idea, too, and when her husband, who is a

BRIDESMAID

The families of Track Oiler Louis Hernandez and Road Janitor Jesus Rosales have been friends of long standing. Recently Miss Margarita Rosales, below, acted as bridesmaid at the marriage of Miss Stella Hernandez.



RETROACTIVE BUSINESS

captain in the Army, gets back with all his medals, it will really be Christmas . . . Clara Sarris, late of Oklahoma, Texas, Arizona and about forty other states, is never late when it comes to having a variety of professions. She has been a Navy Supply Guard, taxi driver, truck driver, and if she wasn't, could have been, a bouncer. There is a heap of woman all in one frame . . . I imagine when the war is over, which we all pray will be soon, all the coachettes will take a much needed vacation and get caught up on about a year's sleep.

All of us in the office would like to take this opportunity to wish all of you guys and gals the best Christmas ever and a brighter and happier New Year, one that will certainly be victorious for all the oppressed peoples in the world and a year of more understanding and giving by all of us FOR all the rest of us . . . One thing we hope is that 1944 will see the end of the "3700's".

FLUID DRIVE

By R. O. BENNETT

Welcome home, "Smitty" R. H. Smith and W. Atkinson. We're certainly glad that you two have returned from the fighting front and hope that all our boys do likewise. Our Superintendent, Fred Ballenger, really grabbed the above two men like long-lost brothers. (I guess drivers are still hard to find.)

A. G. Gribling's father passed away recently. Everyone joins me in offering condolences to you, "Grib", and your family.

Several men have left lately to join the Armed Forces. Willis Fraser is a baker 1/c in the Merchant Marines, stationed at Santa Catalina Island. Willis cuts quite a figger with his 237 pounds poured into his "swabbie" uniform.

R. E. Schramm, U. S. Army, is now stationed at Camp Roberts. Good luck to both you boys.

R. T. Garrett received news that his son Bob is now convalescing in some hospital in North Africa, after



The back-pay checks, which bought presents for the operating and non-operating employes this Christmas, made a busy beehive of the Auditing Department. Turning out the checks on the check-writing machines as fast as their fingers could fly, are these capable girls. Reading from left to right: Louise Shaw, Mae Stevenson, Mary Spaeth, and Hilda Sonnenberg.

being wounded while in action at the front. R. T. Garrett spent 23 months in the Army and was released when the 38 year law was passed. We wish your son a lot of good luck and a quick recovery, Garrett.

The best Christmas present to the company was offered by one driver by the name of S. K. Lanum, No. 479, who has just finished his first year with the Coach Division without an accident. This is quite a feat. Especially, while driving different types of equipment and working the extra board all the time.

The L. A. Railway is thinking of charging one R. S. Bowie lodging. Bowie has been working long runs and trippers so long that he usually stays at the Division to get what little sleep he can. The last time he went home his own children didn't know him and were almost ready to turn him over to the police as a prowler.

THE ROMANTIC SIDE OF THE NEWS

Cupid certainly has been shooting his arrows around Division 1, and made two bullseyes, for on November 13 L. D. Ackley was married to Miss Adeline Alvarez, and J. M. Himes was wed to Evangeline Arguello on November 19.

Congratulations and the best of everything for you.

M. C. Roberts can't seem to understand how such a few minutes could make so much difference in a run. He recently took in \$73 on Soto while his leader turned in \$30 and his follower \$32. We think he is suffering from "Lead-itis".

Our own Jackie Stewart got quite a bit of publicity recently over his bowling. If you recall, a few years ago he was quite a prominent prize fighter in Los Angeles. Holding on to keep from falling gave him a lot of strength in his hands and this has served him well in the old alley game. We quote: "If it weren't for the stubborn 10 pin, Jackie Stewart's 299 game would have been a 300. Jackie was rolling in a pot game with some of the boys Thursday before last. He got 11 good hits but on the last ball the ten pin wobbled and stayed standing. The same evening Stewart kegled a 278 and a 265."

In behalf of Mr. Fred Ballenger, our Superintendent, I wish to thank all of our loyal workers for the effort you have put forth this year. Here's hoping that this time next year the war will be over and we can have our friends and relatives back with us and may once more return to normal living.

Merry Christmas and a Happy New Year to everyone.

GREASE MONKEYETTES



NOT only is the weaker sex taking over the jobs of piloting the street-cars and driving the Diesels for the Los Angeles Railway but they are becoming members of the very necessary ground crew. At present there are seven service girls employed on the third shift. Of that seven, two are sisters and two are a mother and a daughter. **Nancy McClure** and her daughter **Janice McClure** are not shown in the above picture as they were employed after it was taken.

When the buses pull in at night, it is the duty of these service girls to check them from prow to stern, putting in gas, filling tires, etc. They work quickly and surely. They carry a flashlight and know where to look for any difficulties which may arise.

Reading from left to right in the above picture, we have: **Lou Wise**, **Ruth Hervey**, **Maggie Nichols**, **Wanda Galligar** and **Margaret Hite**. **Lou Wise** was the first service girl employed in the garage. She hails from Conway Springs, Wyoming. She worked as a typist in Oklahoma City for Douglas Aircraft and also at their Long Beach Plant but became tired of the stuffy office and decided on a career as a mechanic. Miss Wise majored in English in high school and had a year of college at Northwestern, where she studied a little dramatics.

Ruth Hervey was a housewife and then worked as a truck driver in El Paso for eight months, driving for Tex Hanson in the freight department. She

has also done work as a telephone operator. Her husband is in the Army Air Forces, stationed at Culver City. She likes the job of working around the big buses on the third shift.

Maggie Nichols hails from Turrell, Arkansas, where she was a cafe owner for six years. The lure of defense industries brought her to California last May 1. She worked for a while at a Shell Service Station in Oakland and discovered quite a bit about the insides of trucks. She likes her new job with the Railway and intends to keep it up until the war has been won.

Wanda Galligar and **Margaret Hite** are sisters from Decatur, Illinois. Wanda worked as a long distance telephone operator while her sister was a housewife. Margaret is doing her bit on the home front, offering her efforts so that her husband, who is with a commando unit of the U. S. Navy overseas, may return soon.

A service girl's job is never a clean one. Bespattered with grime and grease, working the third shift from 11:00 at night until 8:00 in the morning, these girls deserve a salute for their effort in aiding the war effort. All of which proves that a miss is as good as a male.

ON TOP OF THE WORLD

Baby Millican, grandson of **C. B. Lindsey**, 16th Garage, takes in New York with his daddy, **D. R. Millican**, U. S. Navy, and his mother. Such a big skyline for such a little guy.

SPARKS FROM THE TROLLEY

By **MARY WILLIAMS**

As the anniversary of the birth date of Christ approaches, it would be well for nations as well as individuals to recall the precepts and example of the Son of God while He was on earth. Nations cannot hope to achieve a lasting peace nor individuals the enduring freedom which is their right, until the practice of selfishness and greed is abandoned and the precepts of the teaching of Christ adopted.

Everyone was saddened to hear of the death of **Emma Brenkuss**, who had been with the company since 1928. To her family we offer our heartfelt sympathy.

A "V" mail letter was received from **Major Holladay**, who is having an interesting time travelling around North Africa. He describes the street car and trolley system of one town he was in. He writes: "One line has old wooden cars of the open type with no air brakes. They operate in two or three car trains. During the peak hour it is quite a sight to see them loaded with Arabs. Men in their dirty robes and turbans and a few women in white robes with faces veiled. They get the cars so full that passengers hang all over the outside." Major Holladay sends his best regards and says: "I would give a lot to be back among you again."



In the Auditing Department there is a very talented and patriotic young lady by the name of May MacLeod. She was presented with a silver USO pin at a rally at the Victory House in Pershing Square, November 13.

Helen McCandless of the Public Relations Department has had quite a siege of illness, but we are happy to report that she will be back with us before long.

Introducing the new elevator operatorettes: Nancy Gillespie, whose husband is in the Navy. Nancy said she got tired of going around and around, waiting for him to return so she got a job here and now she's going up and down. Audrey Cameron, the latest girl hired, also has a husband in the Navy.

Betty Jane Pyle is taking Mrs. Copeland's place. Mrs. Copeland has been out for quite a while now but should be back in time for the Christmas party.

Speaking of the Christmas party, the 1943 event promises to be a honey. In the past very little publicity has been given to the party as the Two Bells following Christmas was released in February, so let's take off our hats to these hard workers who make the party something to be remembered for the whole year. Margaret Phelps is Chairman and J. W. Murray is Acting Chairman for Mr. E. E. Kenway. The committee of girls includes Louise Finley, Madelon Taub, Virginia Smith, Jessie Hart, Betty Hastings, Betty Warren, Minnie Kellogg, Mary Sullivan, Mrs. Pease, Janet Preston, Jennie Bevis, Beverly Yates, Eleanor Keys, Maxine Hawke, Lorena Weaver, Barbara Davis, Jacqueline Sesma, Florence Hare, Jeanette Hundley, Eva Murray, Eileen Ahern, and Lenora Scott. The men, who do the heavy work such as mixing punch, tasting sandwiches, and getting in the way generally, are C. S. Rulon, H. Tibbles, N. Carter, W. Whiteside, W. M. (Bill) Morgan, H. Nelson and S. Underwood.

Judge: "Why did you steal the fifty thousand dollars?"

Defendant: "Your honor, I was hungry."



GREAT SCOTTS

These grand children, Barbara J. and Henry L., are the main reasons why Instructor H. T. Scott has put three inches on his chest. Barbara is four months and Henry is three and a half years.

"V" . . . — NOTES

By FRED MASON

It is always good to receive visits from the boys who left us for service with the Armed Forces and it is a real pleasure when they do drop in just for a short time. Bos'n Mate A. P. Williams was one of our callers and he looked so hale and hearty that he could kick the bottom out of a Jap battleship. Yoeman 2/c Glenn Tolle also took time out on his five day furlough to give us the once-over. He is stationed somewhere up North and looks wonderfully well. Sergeant Jack M. Dark, of the Army Air Corps, looked mighty swell and felt like he would like to pull a run and a tripper during his leave. Ed. A. Curtis, also with the Army Air Corps, was a very welcome visitor and said he never felt better in his life, and looked as fit as a fiddle. Soldier W. R. Sparks is located locally, serving with the Military Police Detachment and drops in every once in a while. I think maybe he is trying to catch his conductor, T. W. Fry, A.W.O.L., so that he can give him the works. Can't be done, "Sparky" old boy, we are keeping him too busy to go that way.

I received a very nice letter from Conductor Bart D. Billings recently. He says that Army life has been pret-

ty good to him, having spent some time with the Paratroopers at Fort Benning, Georgia. He is now getting in some hard licks with the Infantry at Camp Breckenridge, Kentucky, and says that Old Mother Earth looks so big and solid when you are "up there" and feels so good when you land, that he has decided to stay on the ground and do all of his marching where you can feel it at every step. He was very happy to receive the Los Angeles Railway token and treasures it very highly. He sends his best regards to all the boys and if any of you would like to drop him the old line, his address is Pvt. Bart D. Billings, A.S.N. 39708833, Company "K", 331st Infantry, A.P.O. 83, U. S. Army, Camp Breckenridge, Kentucky.

An envelope addressed "The Gang, Div. 5, L. A. Ry.," has just been received, and contained a card reading "Sgt. Ferdinand J. Sterten, vous presente ses meilleurs voux de JOYEUX NOEL at de NOUVEL AN, 1943-44 — EN AFRIQUE DU NORD". Yes, boys, you guessed it. Motorman F. J. Sterten, stationed somewhere in North Africa, wishes you all a Joyous Christmas and a Happy New Year. It is a long time since we heard from that boy and we are all glad to hear that he is O.K. and it goes without saying that we also wish him the bestest of the best. His address is Sgt. F. J. Sterten, 19097986, B.T.C. Trg. Sqd. No. 3, A.P.O. 525, c/o Postmaster, New York City, N. Y.

Well, boys, another year is just about to pass. It has been tough and nobody knows better than you just how tough it has been. Our Division Superintendent, Mr. W. H. "Bill" Snyder, knows just what you have been up against and wants to express his appreciation for the fine work you have done under trying circumstances during the past year and feels sure that you will continue to put forth your best efforts during the coming year. To you and yours he wishes A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

16TH STREET EXHAUST

Up The Ladder Department

George Riggs, former Third Shift Dispatcher, took another step upward by replacing Laurence Steen Parker, ("Dokes" as he was better known) First Shift Dispatcher for many years. Dokes resigned November 8 after a swell record starting out as a coach operator and moving up to an important job. Everyone at the Garage joins with me in wishing Steen success in whatever work he may undertake. We also wish to congratulate George, although the boys on the Third Shift are betting three to one that he won't be able to keep awake on the day shift . . . Ann Baker, Shop Clerk in the Foreman's office, has also gone upstairs. It was not a promotion. She simply went up to help in the upstairs office.

Glamour Girl

Verla Sievert, one of our good looking clerks, had her picture in the Evening Herald recently. She was shown serving Thanksgiving dinner to the boys in the U.S.O. Hollywood Canteen. Boy, is Verla a glamour girl. Fellows couldn't keep their minds on the turkey, and to us it looked like good food. Wait until a copy is sent to her mother in Parsons, Kansas.



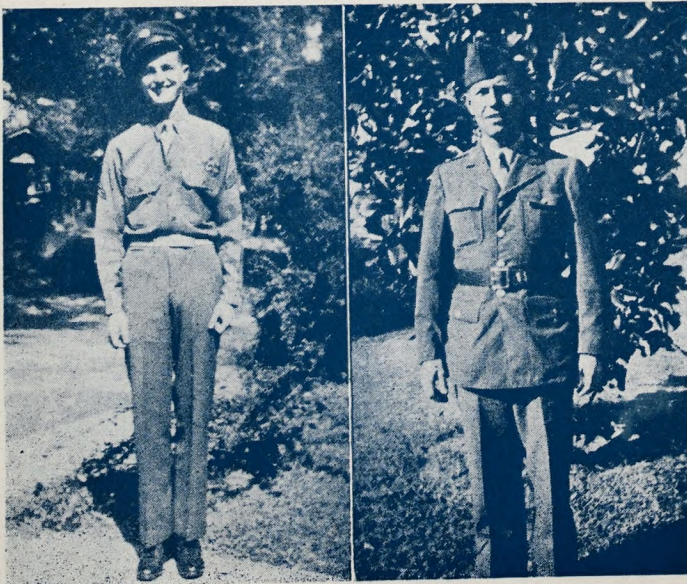
Sgt. F. J. Sterten, formerly of Division 5, sends a snapshot of the uniform he now wears in bomber duty over Germany.

From The Combat Zones

We take this opportunity to offer Milton B. McNally an apology. Captain McNally was formerly Third Shift Foreman and is now a captain. He is not a lieutenant as we stated, and has not been for a long time. "A lieutenant," says Captain McNally, "is something you have to go through like measles." Evidently we made a terrible faux pas . . . Rob-

IN THE ARMY NOW

Corp. Bob Garrett, left, is the son of R. T. Garrett of 16th Street. Bob is a radio technician for the Army Air Corps. Private Bart D. Billings, who was formerly of Division 5, is on the right. His picture was taken at Fort Benning, Georgia.



ert McKemie of the Chemical Warfare, U. S. Army, dropped in for a visit on Armistice Day. Bob is in the branch of the Army that makes poison gas, but he didn't bring any with him—just a good old line of hot air he used to deliver around the lot. McKemie is only a buck private, but a good one. Give him time and he will reach the top of the ladder. Howard Ahrens, Machinist's Mate, first class, with the Coast Guard, paid us a visit while home on a leave for seven days. The Coast Guard is agreeing with him . . . A Season's Greetings card was received from Glenn Roer, Motor Machinist Mate, second class, Motor Torpedo Boat, Base 2, Fleet Post Office, San Francisco, California. He wants the boys to write. And Merlin V. Lehman, Second Lieutenant, Ordnance Department, stationed in Detroit, called November 9. Lehman is also climbing the Army ladder. Evidently, the boys got a good start at Sixteenth Street. Before the war is over we fully expect to have a general or two to talk about . . . Emil McCurdy may make it. Everyone remembers Emil from the Sixteenth Store Room. He is now a technical sergeant located in England, and would like to receive some letters from the boys.

Production Increase

Harry J. Hoegeman, who has been working so much overtime, became the proud father of Dolores Vivian on November 25. This makes two daughters for the Hoegeman's.

Your scribe takes this moment to wish one and all a Very Merry Christmas. The back pay checks that you received on December 1 should promise a complete larder. The fact that our enemies have been turned from our shores promises us a peaceful Christmas. We have but one hope this year, and that is the wish that all of our boys will be returned to us safe and sound by another Christmas.

Our beloved Superintendent, Mr. C. B. Lindsey, joins in wishing you a very Merry Christmas and Happy New Year to all.

LAWN PARTY



Operator
R. A. Roberts,
Division One,
sends in a
snap of Donna
Rae, Sharon
Lee, and
Deanna Kay
Roberts. They
are having a
tete a tete on
the lawn with
their dollies.

YARD BIRDS

By L. F. SPARKS

Jack (The Farmer) Baldwin, who runs the paving roller and trucks and things when he is not farming, has a cow that he swears is a "fellow traveler". This cow is mentally attuned to Jack's mind. Someone gave Jack a drink of vodka the other day and that night the cow gave more milk. He is in the market for a whole bottle of vodka which he is going to give to the cow—then sit back and hope for the best. If we know vodka, whatever milk the cow gives will be very popular around this season of the year. In fact, we would like to put in an order for a gallon.

Sam Arballo came to work one morning and not feeling so good, went home. He got worse rapidly and by the time the doctor arrived, was found to have an acute attack of appendicitis. He was rushed to the hospital and operated on that night. Luckily he was taken care of in time and at last reports was doing nicely.

Herman "Old Dutchie" Liebelt is one of our real old-timers. He is eighty years old and has spent 41 of them with the L. A. Ry. Dutchie had a bad sick spell a while back and while he has not fully recovered, he is resting well in Fleetwood's home. We all miss him but the ones who look for him every day are his two little black dogs. They can't un-

derstand the strange absence of the pleasant little fellow who fed them so generously every day, even leaving money for dog food whenever he took a vacation.

Most of the men in this department remember Joe "Red" Crawford, who transferred to the Garage a number of years ago. Received a letter from Red from somewhere in the Pacific. He has been in the Navy for a year, during which he has seen plenty of action, and will have plenty to tell when he gets his furlough. Red had to swim for it when the cruiser "Chicago" was sunk under him and then was assigned to another cruiser that helped in the taking of Attu and Kiska. Then he went with the task forces that worked over Wake and Midway and without a doubt is at present in the Gilbert Islands.

Al Weberg's boy Ralph has been in the Navy for a couple of years and came home on a leave the other day. He has now been assigned to shore duty in San Pedro and Al is plenty happy to have him on home soil and close enough for frequent visits.

Louis Peralta, our old southpaw pitcher, was in for a short visit from an Army camp in Arizona. Louis looks well, in fact, all of the boys we have seen have improved in health and looks after a spell of G I food and training.

Merry Christmas.

INFORMATION PLEASE

(Continued from Page 5)

Sometimes people take advantage of our courtesy in answering their questions. This must be accepted. For instance, there was a gentleman who asked for directions to a certain point in Highland Park. The informant directed him to ride to the end of the car line and from there walk a total of about $\frac{3}{4}$ of a mile. Whereupon the man explained that he was crippled as a result of an accident and that his destination was his voting place. The operator immediately suggested that he call his precinct headquarters as she was quite sure they would arrange transportation to and from his home. He was very grateful for the suggestion and immediately proceeded to tell this busy operator just how his accident had occurred, and in spite of all she could do to let him know that her time was demanded elsewhere without making him angry, he insisted on telling the whole story. Finally the operator closed the key to answer five or six other calls. After about five minutes had elapsed, she opened the key again and he was still narrating but was near enough to the end so that she could graciously offer sympathy when his story was finished.

Sometimes our quiz masters act in the capacity of diplomats.irate wives of late arriving husbands, and vice versa, call in to verify the fact that such and such a car actually left a certain place at a certain time. For instance, a husband called us saying his wife had arrived home at 3:00 A.M., having spent the time in a beauty parlor, or so she told him. She also



"If you should ask my candid opinion I'd say you made a mistake by promising the kids reindeer steaks for Christmas."

had arrived home on a car line which had no owl service. The operator listened to the suspicious husband and then diplomatically advised him that she might have been on a car from another line heading for the car barn.

People are appreciative of our courtesies and efforts. A colonel in the armed forces sought information on transportation one evening which required a bit of study and figuring on the part of the informant. After receiving his correct directions, he said: "Young lady, I am Colonel So-and-so. You have been very patient and gracious and if you will give me your name and address, I would like to send you my check for \$5.00." The operator thanked him for the compliment and asked that the donation be made to the U. S. O.

Not only do the men on the streets, the girls behind the counter in our ticket office, and the girls in the information and telephone rooms have to answer numerous questions but nearly every executive is called upon to answer questions. Sometimes the executive will work and worry and do much research to give the person the desired information only to find that the party called in to settle a bet.

The elevator operators also have a number of questions asked them. The most usual one goes like this: "I have been told to go to the fourth floor. Where is it?"

Quite often the information clerks are asked what time the 3:00 o'clock car leaves the end of the line. They also tell of a lady who lived in South Gate and wanted to get to Hollywood by 6:30 A.M. After spending 15 or 20 minutes figuring her best route and connections, she replied, "But that's exactly what I do every morning. I'd like a change of scenery."

The complaint clerk, too, has her troubles. There was the day that a man called on the phone and said: "Look, lady, I don't have much time to talk. I've got a pass which I bought yesterday and now I can't use it. Can you send me my \$1.50?" The girl replied, "If you'll bring in the pass, I am sure an adjustment can be made." To which he snarled, "Lady, I can't bring it in. I'm in jail for ten days!"

People are funny. Our retorts cannot add to any humorous situation or conversation. Let's keep them to ourselves. Let's take people for what they are. The old saying was, "If you want to know anything ask a policeman, and if he doesn't know, he'll stop a streetcar." You are a fountain of information.

STREAMLINERS

By B. LATHAM

If anyone had told these men a few short years ago that they would be working the long hours they are or would be taking in \$80 or \$90 through the farebox, it would have been hard to believe. However, they have been accepting the situation admirably. "Pop" Ellis wishes to express his sincere appreciation to a fine group of men for their splendid cooperation this past year. Our new men and part-time workers must be given a lot of credit for the manner in which they have adapted themselves . . . "Whitey" Schmedeman picked up his transfers one Sunday recently and dutifully drew his weekly passes, preparatory to working his run on the "N" line. After a couple of stops, his car was over-crowded and he had run out of passes. "Whitey" figured there wasn't any use in his doing all the work, so when the next passenger got on and asked for a pass, he politely asked him to purchase one from his follower. Deciding he had about all he could get on, he passed up a few stops. He couldn't understand why there were so many more people out there than usual for a Sunday morning. After making a round trip, the first passenger that boarded looked at "Whitey" and said, "Say! You're the same guy that told me to take the next car, but there ain't none!" It was only then that "Whitey" realized that for about four hours his was the only car on the line . . . The reason a certain operator has a sort of hang-dog look about him is because of the following incident: He noticed a little old lady at the Union Station struggling with her suitcase, trying to board his car. He promptly got down from the car and assisted the lady with her luggage. After thanking him and paying her fare, she smiled and said, "And this is for you, young man," dropping two dimes in the farebox . . . We have had several visitors from the Armed Forces in the Division recently. Corporal Clarence Knittle was home on



PROUD SOLDIER

Tommy Darling kept after his daddy, E. J. Darling, Division Four, until papa took him to be photographed on the front of the Victory Special. Tommy is trying to do a lot to live up to his soldier uniform.

furlough. He came in to say hello and good-bye, as he was soon to be shipped out to parts unknown . . . Bert Jones, Steward in the Coast Guard, is waiting for another ship to be completed before starting out again. The way they are building these ships, that should only take a few days. His ship had been torpedoed, but fortunately Bert escaped injury . . . Cadet F. M. Campbell is attending Marine Officers Cadet School at St. Petersburg, Florida . . . George Shaffner, S. 1/C, is still in the South Pacific. He writes that he only works about 5½ hours every other day but it saps his energy trying to keep cool . . . He tells the story about the large mosquitoes who carry sharp edged grass stems to saw through the mosquito netting. They come in convoys—the big mosquitoes to handle the saw and escort fighters to protect them. After the mosquitoes break through, they look over the victim and a scholarly-looking mosquito takes a good look at the dog tag on the victim's neck to see what type of blood he has. This tall tale calls to mind the one about the soldier from Texas who was camped in

California. He talked and talked about the size of the Texas skeeters, the size of the Texas trees, how old his father was, how big his brothers were, etc. He saw a watermelon and remarked "I'd buy that but I don't like olives." The boys around the barracks finally became tired of his bragging so one night they put five or six snap turtles in his bed. He crawled in and soon leaped out, brushing off the turtles attached to his hide in various places, and said, "What the heck are these?" To which one native replied, "Don't you know? Those are California bedbugs." The Texan looked down at his bed and slyly remarked, "Young ones, aren't they?" . . . We understand Lt. Harry Fisher, who is still at LaMoore Air Base, was recently commissioned Captain and M. C. Smith completed his two week's training and passed his test as Ship's Cook and Baker. This should be good news for Mrs. Smith . . . Pfc. W. C. Thorman and Pvt. H. M. Hersom are both in Texas training camps. Thorman is at Camp Swift and Hersom is at Camp Hood. . . . It's encouraging to see how many of the men have increased their purchases of War Bonds since their recent wage increase . . . Division 4 is very proud of R. T. Melton, who was graduated from the Los Angeles Baptist Theological Seminary . . . One of our operators stopped for a red light and failed to move when it turned green. When the green light came up for the second time and he still showed no signs of moving, the traffic officer walked up to him and politely asked, "What's the matter, buddy? Ain't we got no colors you like?" . . . Superintendent Ellis wishes one and all a Merry Christmas and a Happy New Year.

Butcher: "I'm sorry, but we have no wild duck. How about a fine end of ham?"

Customer: "That's absurd. How could I go home and tell my wife I was out hunting and shot an end of ham?"



"The regular conductor on this line has some queer ideas about how people should wait for a streetcar."

VIRGIL VENOM

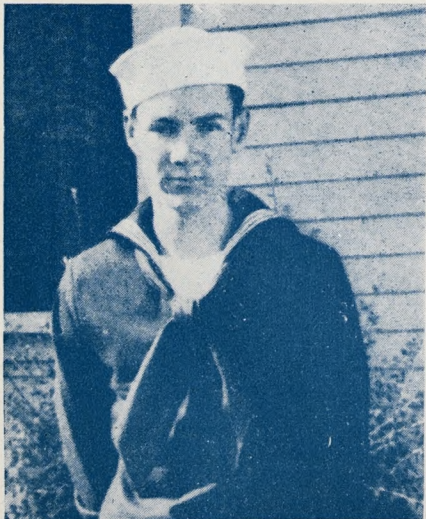
By C. P. HUNT

Any of the boys who complain about their taxes can now pay up without too much squawking. The much talked about checks covering back pay is enough to take care of the taxes. For those who have no taxes, there are War Bonds to buy. I hope everyone enjoyed spending every penny of their "retroactive". . . . Something has happened to Kenney Funk. He is running on time lately. I wonder if his leader is slowing him down . . . The Lockheed workers don't look as thin and worn out as they did some time ago. I guess they are getting home on time since Olds is sleeping at home . . . Something should be done about the operators who simply will not read the instructions on the back of fare box cards. Or maybe they had some reason in refusing to follow instructions . . . Have you seen the "Thirty Hundred Kid" the past few days? You know, the man with the twins. Well, it seems he is worried about the grocery angle. Who wouldn't be? He is going around with blood in his eye about the meat question, so Pop Rohrer is putting in a winter supply,

and the rumor is that there is not a cat left in his neighborhood. Or do we hear wrong? . . . Another fellow who is worried about eating is Allison, but he has the vegetable angle. He is trying to get Rohrer helping to start a Victory garden around Vineyard . . . If you should ever hear again, "Why don't these new men learn things?", you can just say—and quote, "If the student hasn't learned, the instructor hasn't taught." Not much publicity has been given the fact that all our instructors have taken lessons in how to teach. That was one of their slogans. When they have finished with their new classes, we doubt very much if you will be able to repeat the slogan of the class. . . . If you pick up a report card that reads, "Brakes slack," you can put all your chips in the center for you know it was Albert C. Glenn who made it out. Albert has a yen for writing and so far that is the culmination of his ambition, or maybe he just likes to keep the mechanics working . . . That pale, thin look that you have noticed about Ray Cormier is not due to what you think it is. It's due to the "3700" he has been driving on Olympic. Well, Cormier was getting a little heavy any-

way, and we can't think of a better method of reducing than running a "3700" . . . Manuel Brazil of Vineyard needs a dog to keep the burglars away from his home . . . How many trips on foot in the dark do you have to make at Vineyard early in the morning to find a bus assigned to your run? We have tripped over everything on the lot. Once upon a time a certain numbered bus could be found in a certain place, but that was way back when. Nowadays, when an operator immediately finds the bus to which he is assigned, he faints. Too bad the ones who do the parking don't have to listen to all of the comments out on the line when they are running a little bit late. Let's have those buses in their proper place! . . . "Cap" Hendricks is carrying a very satisfied smile. Yes sir, "Cap" is a daddy now . . .

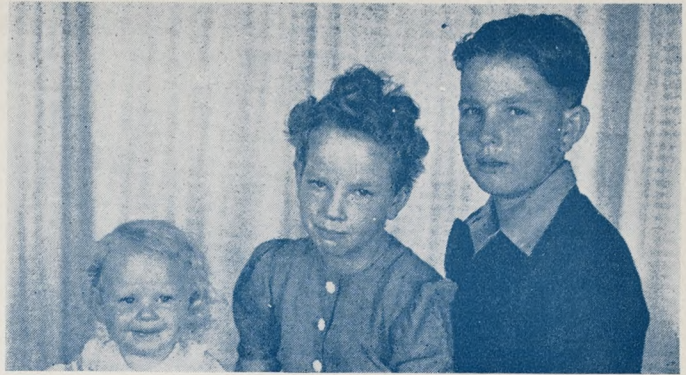
Messrs. F. C. Patton, D. D. Canning, George Troutwine, and Bill Baker would like to tell each and all of you how much they appreciate your many efforts in pounding the lines day in and day out. They also wish to thank the fellows who work behind the scenes—the ground crews who are as responsible as we are for the grand work accomplished. They send you their thanks and their heartfelt wish for a Merry Christmas to you and yours . . .



SERIOUS SAILOR

Raymond Long, son of Frank Long, mechanic, Division Four, makes a nice looking sailor. The serious look is because he pictures his job ahead.

P. F.
FULKMAN
STAIRCASE
Up the steps
we have Paula,
age two, Jo Ann,
age ten, and
Ronald, age
thirteen.



SHORT CIRCUITS

By WALTER WHITESIDE

"The Holiday Season is here with its usual customs and festivities slightly modified—yet not so curtailed as to cause undue hardship.

"During our hours of joyous and happy gatherings at home, let us give thought to the boys in uniform in distant lands who are measuring in equal stride the more serious values of life and tomorrow.

"To all employes in this Department, I send special Greetings of the Season with the hope for an abundance of good things throughout the coming year."

L. J. Turley.

December 1, when the retroactive paychecks were distributed, we learned that a number of the fellows intended putting the money to good use. Some fellows, earlier in the year, jokingly told friend wife she could have the back paycheck because they didn't think it would materialize, and were they fooled! Of course, they regretted all the newspaper publicity which kept friend wife posted . . . Mr. L. Graham knocked down the balance owed on his home with his back pay . . . Mr. Drummond just turned his over to Uncle Sam . . . In fact, everyone used it to good advantage and all were unanimous in the thought that a check like that on the first of December every year would be just

all right . . . Captain Roger Rees, formerly of the Power Department, was in for a visit after spending considerable time at Camp Adair in Washington. He is now at Camp Horn in Arizona . . . Congratulations are in order to the George Wilsons on becoming the proud parents of a baby boy on November 28. We suspect who got George's retroactive check . . . The sympathy of the entire department is extended to the relatives of Bob Bass. Bob was a young fellow and one of the most popular and best-liked in the department. He will certainly be missed. . . . We are happy to see Frank Whittlely back on the job after being on the sick list for several months. . . . Negative Jones has a little gremlin who seems to be stealing the plates out of his camera. Was Jones mad after taking a very important shot to find that he had no film in the camera . . . Just one more thing before closing the year 1943. Some of the fellows have asked why the Department can't go 100% for War Bond purchases. We think it can and we are going to start a drive very soon to get everyone signed on the dotted line.

December 7, Pearl Harbor Day, was celebrated by Dick McDevitt, Supervising Foreman of the Line Department, as his fortieth anniversary with the Los Angeles Railway. In his honor the boys in the Electrical Department offered a cake as Dick is very popular. We hope he may celebrate many more anniversaries in the same capacity.

WHERE ARE THESE?

The Christmas season rings a sad note in the office of Mr. Harris. Some of the Swank Kits which were mailed sometime ago to each of our men in service, have been returned. Below is printed the list, together with a list of the men who have not received their service medallions. If you know the address of any of these men, please contact the Two Bells Office.

G. F. Axtell	L. E. Glover	J. H. Prickett
G. L. Barron	T. Griffith	O. R. Renner
Z. A. Barrows	D. F. Hammill	D. P. Rounsavell
T. M. Baysinger	J. T. Johnson	W. T. Rouse
J. A. Bell	M. L. Johnson	P. M. Routh
H. G. Bergdale	T. H. Kerr	H. L. Speed
R. E. Burns	V. L. Knight	C. O. Storie
H. P. Burke	A. F. Leahy	R. E. Stretch
L. D. Canatsey	A. Lucas, Jr.	R. B. Templeton
H. N. Caress	W. I. Manley	A. B. Thompson
W. E. Carlson	L. W. Martin	J. R. Tungate
W. L. DeGeere	G. A. Merritt	E. Uribe
E. W. Erickson	D. R. Mevis	J. Viellenave
A. R. Galloway	A. S. Miller, Jr.	F. W. Wise, Jr.
E. W. Garrett	F. K. Peterson	M. E. Wood

LOS ANGELES MOTOR COACH

O. D. Boysal	C. E. Montooth	H. G. Thrall
H. C. Campbell	C. M. Nelson	J. H. Warthen
J. W. Irby	E. D. Palmer	H. L. West
H. E. Ivie	H. V. Prewitt	G. L. Whatley
I. C. Jacobs	D. A. Standefer	L. W. Wiley

MEDALLIONS RETURNED

Marvin W. Wood	Allen S. Miller, Jr.	Ned S. Smith
Truman M. Baysinger	Arthur B. Thompson	David R. Mevis
T. H. Kerr	Donald F. Hammill	H. P. Burke
Raymond P. Cook, Jr.	Alexandre Lucas, Jr.	G. E. Potter
Wilfred I. Manley	Lawrence D. Canatsey	Elden N. Borst
George A. Merritt	Victor P. Jensen	

BATTLE LINES

(Continued from Page 11)

in a tent which has a wooden floor. After spending several months with only a sand floor below the high water mark, this is really a castle. We can wear any kind of clothing that we happen to have and I have plenty. Our food is not tasty, but we get about five good meals a week. The thing I miss the most in the food line is coffee. It is made in fifty-five gallon drums and there is nothing to compare with it. Whatever they put in it, I don't know but it didn't originate with the coffee bean. The boys have built a little ice cream factory and the ice cream line is usually three blocks long. Every night we have moving pictures. The pictures are usually old but inasmuch as I have been working nights, I have been lucky enough to miss the shows. We have good shower baths and a washing machine. We

get airmail and V-mail in ten days from home. The regular mail takes about two months but, boy, does it come in handy! The heat is terrific. The natives do not act as they do in the movies. They all speak pidgin English and I have learned to talk with most of them. They wear an

old towel or part of a bed sheet for clothes, when they can get one, and they are very, very religious. On some of the islands they don't wear any clothes at all. Their diet is rice, hardtack, and tea. I have my 1943 pass in my pocket and have carried my medallion with me everywhere. I am looking forward to the time when I can return to my old job at Division 4."

Leon C. a'Beckett, who is in the Navy medics, writes: "May this, by the grace of God, be the last Christmas we have to spend away from our homes and loved ones. Although I am geographically close to Los Angeles here at the Destroyer Base in San Diego, I am still far away from home."

To the boys who remember Charles E. Brown, we have received a letter from his wife who tells us: "Charles is with the Armored Tank Division and has been overseas since last June. He has never seen our baby daughter who is six months old, although we have sent him many, many pictures. He is well and his travels are interesting. He likes England but misses good old Los Angeles. Driving a tank is quite different from driving a streetcar. He says at first he kept looking at his watch as though he had a time schedule to meet but finding no Vernon and Vermont out in the desert, he finally got out of the habit. In his letters he often mentions how he looks forward to returning to the same work after the war is over."

"It happens all the time. Now the emergency crew refuses to cut the legs off the stools anymore, so—"



Thanks to Frank Adams, Douglas Airview

HILLBILLY BOYS

"The Superintendent of Division Three extends to you the Season's Greetings with the sincere hope that next year this greeting will be a Merry Christmas and a Happy New Year.

"To you men and women of this division my deep appreciation for your cooperation and the fine job you are doing under such trying conditions. Whatever success I may have had during the past year I owe to your efforts.

"We can be assured that our boys on the many battle fronts, including ourselves, will, on the eve of the anniversary of the birth of the Prince of Peace look to the East for that star that symbolizes "peace and goodwill toward men." and I know that each will have the sincere hope that, henceforth, men will recognize what the star in the East signifies.

"To the boys who are gone, we send our greetings, and wish for their speedy return."

J. A. Bodley.

Have you ever tried to paint a house, make a winter garden, take care of your yard and work a run, to say nothing of doing your Christmas shopping, which is more or less a case of looking these days? That is what your scribe has been doing for the past three weeks, so the usual round of news has been rather hard to get, although there are two important things which bring sighs of relief from the hillbilly boys . . . The first, of course, is the back pay checks. They could not have come at a more convenient time, and everyone is happy that they were able to save, through the efforts of the War Labor Board, quite a sum of money which would have been spent long since . . . The other big event is the number of students who, like flowers on a desert, brighten up the picture in these here hills . . . Some of the boys already have begun talking about taking a few extra days off . . . The conductorettes are certainly doing a fine job filling the shortage of personnel. We can use a

"Come clean, Mr. Nockles, when you told Mr. McGurk you had experience in loading did you mention it was in a riding academy?"



lot more—bless the women . . . The heartfelt sympathy of this division is extended to Mr. and Mrs. C. A. Uland on the death of their son, Eddie. Eddie was a flying cadet, stationed at King City, California, and, after a short illness, was removed to the hospital where he died. He was laid to rest in Forest Lawn Memorial Park, Glendale, with full military honors . . . We are in receipt of a nice long letter from Doug S. Timmons, who is a member of the gun crew in the Merchant Marine. In other words, he is doing a Navy assignment. In his letter he tells us he has finished his 120,000 miles. He says it is a lot easier to dodge automobiles on Broadway than tin fish in the Pacific. So far, his Irish luck is holding out . . . The new schedules on Lines "5" and "W" relieve a delicate situation at our division, and all the boys are very happy that they are being put into effect . . . The San Marco family, who have given three sons to the Navy serving in various parts of the world, are proud parents. Frank, Chief Machinist Mate, was home on leave recently; Joseph and John Junior are still doing their best to put Tojo where he belongs in the South Pacific . . . Mrs. H. M. Sawyer, Conductorette and lady Union Steward, severely injured her knee by a recent fall and was confined to her home for several days. We are happy to see her smiling face around the division once more . . .

SOUTH PARK

By R. S. WALLACE

The big fire in the Malibu Hills recently resulted in a great loss and almost painful suffering or death for one of our fellow workers and his wife. Mr. C. A. Delo, price clerk Stores Dept., and wife were asleep in their home in Topango Canyon when the fire advanced upon them. Getting into their clothes quickly as possible and grabbing what few articles they could carry in their arms, they rushed to their car and drove away just a few short minutes before their home was surrounded by flames, when escape would have been impossible. Their home and all in it was an entire loss, but by a peculiar shifting of the wind, their garage was not burned. Mr. Delo said there were about fifty-five homes destroyed in that neighborhood.

Mr. Ray G. Farris, 17 year old son of W. H. Farris, Carpenter Shop, on his way to work after school one evening recently, while waiting for a bus, was accosted by a group of young hoodlums, who accused him of being a member of some club, and they were going to get revenge on the club by beating him up, which they proceeded to do. Ray was taken to the hospital where a few stitches were taken in his face. After that and a few bumps and bruises heal up, he will be O.K. again.

The following letter was received from one of the colored boys, now in the Armed Forces, who used to work at South Park Shops:

"To the boys of South Park Shops: I am grateful for your thoughtfulness and kindness in sending me the lovely gift. Every item in it is very useful to a service man. Although I am a long distance from home, Army life hasn't been all bad, only that you miss your loved ones so, having to be away from them. I hope this thing will end soon, then we can reunite in peace. Thanks again for the gift. Hope to see all of you real soon."

Respectfully,

Oscar J. Thompson, P.F.C.

Can you meet these requirements set forth by the English author, R. L. Stevenson? "To be honest; to be kind; to earn a little and spend a little less; to make, upon the whole, a family happier for his presence; to renounce, when that shall be necessary, and not to be embittered; to keep a few friends, and these without capitulation; above all, on the same grim condition, to keep friends with himself—here is a task for all that a man has of fortitude and delicacy."



ARM FULL

Martha Francis holds young Patrick and Charley Edwin for the camera. These three are the main reason why L. E. Francis, Division One, works overtime.

ONCE OVERS FROM ONE

By D. B. KOHL

To All Trainmen

"The year of 1943 is just about to become a memory. For some it has been pleasant and prosperous. For others it has meant sorrows and heartaches. But we should all be very thankful for one thing, and that is that we have the greatest Army and Navy in the world which has been keeping all of the horrors of war away from our own homes.

"The past year has been very trying on all of us in transportation work due to increased travel and shortage of man power, which prevented us from operating adequate service, and every trainman is deserving of a great deal of credit for his splendid work and cooperation. Many are working extra time every day; some on their day off and on Sunday, and many have worked through their vacation. Such cooperation and consideration of the conditions have been outstanding and I wish to express my sincere thanks to everyone and to wish you and yours a VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR."

L. F. O'Hare,

Division Superintendent.

Of course the biggest news of the month was the retroactive pay checks which the boys received. Some of them ran up into real money. It was fun listening to the fellows talk about what they are going to buy. Some are to put a new roof on the house, others fixed up the old car, others are buying War Bonds. I'll bet by the time Christmas rolls by old Santa Claus will have most of the stuff down in his stocking. As one of the boys put it, "We streetcar men are really going to be rolling in dough. Some of us are going to have so much, we can even pay off bills" . . . V. J. Eulberg has been appointed Extra Clerk and Cash Receiver. Mr. Eulberg has been with the company since 1936 . . . Extra Clerk R. A. Roberts enjoyed a well earned vacation recently, taking a trip to Big Bear to cool off . . . J. O. McArthur re-

turned from his vacation and says that he was able to take short drives in his newly painted Dodge. Where did you get your gas, Mac? Do you know a black market or did you have some paint thinner left? . . . J. R. Tungate, formerly with this division and now a first class Gunner in the Navy, was married September 21. Congratulations are extended by the whole division . . . A real spirit of cooperation exists these days by the traveling public and the streetcar men as shown by an incident which happened on the Evergreen Shuttle. One of the operators broke his watch, and not being able to get it fixed over the week-end, one of his passengers offered his own watch to the operator to use in an emergency. How these people do trust our men . . . The story of the Evergreen Shuttle is a story of transportation under difficulties. Sometimes there is but one car operating, sometimes there are two. The supervisor generally gets out there early in the evening and tells the men on the line what their schedule is. When there is one car he looks in the door and says, "Do the best you can. It's all yours." The passengers get thirty minute service after a certain time anyway; one car, two cars or three cars . . . A new song has been dedicated to the patrons of the Los Angeles Railway. It is called, "Cuddle Up a Little Closer".

A LAFF OR TWO

WAC: "What's that ugly insignia on the side of the bomber?"

Pilot: "Sh-h-h, that's the commanding officer looking out of a porthole."

"We helped ourselves to your apples, old man. Just thought we'd tell you."

"Oh, that's all right," the farmer replied. "While you were in the orchard I helped myself to your spare tire."

Old Lady: "Excuse me. Do those tattoo marks wash off?"

Sailor: "I can't say, lady."

Mrs. Mann: "Tommy, put this parcel in the street car."

Tommy: "Which street car?"

Mrs. Mann: "Oh, any car. It's your father's lunch. He works in the lost articles department."

LOOSE SCREWS

By A. L. DAVIS

"IT'S BUY MORE BONDS" AT CARHOUSE "ONE"

Ed Muse is doing himself proud these days. He sold his 1928 coupe and bought a 1936 coach, but Ed Swanson, not going to be beat, came driving to work two days later in a 1936 Chevrolet coupe. Now the argument is, which is the best car.

Jimmy Doovas is doing a good job driving to work these mornings. He managed to get two tickets for speeding in one week. Why don't you try getting up a little earlier in the morning, Jimmy?

Lee Sherrill went hunting a few days ago, but it happened to be the day before the quail season opened. He never saw anything to shoot at but quail. At the end of the day he just couldn't resist taking a shot at one, but luckily he didn't hit any, as the game warden came driving down the road just after he had taken a shot at them. He looked Lee over and his car also, but didn't find any quail.



as the Indians call it—he does not touch it—just a case of not using his eyes for what they were intended for. What a confession!

Foreman T. T. Clarke is back on the job again after two weeks vacation spent around home. Ted's like the rest of us; had to be satisfied to stay around the house.

P. Gravly is back on the job after several weeks off on account of sickness.

A. L. Burks is appointed Relief Assistant Foreman replacing B. E. Bremm, resigned to join the Police Department.

Police Officer B. E. Bremm called to see the boys a few days ago. Glad to see you, Bert.

NEW CARS AND NEW FACES AT FOUR

W. O. Weiser, back in the States from Australia, paid us a visit. Walter looks fine and hopes to be back with us soon.

Pretty hard to tell which is the proudest of their sons, Frank Long or John Knight. Both of their boys are in the Navy. Can't blame them any after seeing their pictures.

We miss C. C. Parker around Carhouse 4, as he is filling in as a Street Inspector at 9th and Main.

Mary Allen is the new cleaner Forelady, day shift, replacing Clara Winn. Good luck with your new job, Mary.

The P.C.C. cars are rolling into C. H. 4 pretty steady the last week. Are we proud of our division!

We have two new faces here now in the Mechanical group—I. L. Edmons from Operating Department 4, and J. Ludowitzky, Appr. Mech. Sure glad you boys showed up.

AN INVITE TO THE INMAN'S AT FIVE

We welcome the new employes to Car House 5: Elnora Claiborne, Estella Victor, Wilhelmina Smith, Frankie Ervin, Anthesta Ervin, Leona Simms and Leola Wilson.

James J. Inman has bought another ranch. This time at Manhattan Beach. All those who like the beach please note: Ranch is only about four blocks from the water. Jimmie has moved a very nice cabin in where one may change clothes or even stay over night. A well stocked cupboard is one of the main features and no points needed.

George Prakes is having a four-unit apartment built in Inglewood.

Jerry Lyons is enduring a very red nose. If we didn't know that Jerry was a teetotaler, well, you know—Jerry says that he took some pills that caused it.

SPECIAL!

The old saw about "You can't teach an old dog new tricks," is about to be discarded, declared to be untrue, proven false and never should have been believed in the first place. Also that song "Either Too Young or Too Old," is going to be changed to "NEITHER," all because a certain Scotchman who happens to be a Car House Foreman in the southwest district, who is nearing the half century mark, has learned to dance. Not only dance, but to dance well. We mean none other than George P. Macqualter. My! but you should see him do the Rhumba, The Big Apple, The Glide, The New Yorker, and now he is going to take up Jitterbug. Well, well, will wonders never cease?

Let me take this opportunity to thank each and everyone of the Loose Screws, the ground crew of the trolley pilots, for their loyalty, willingness to work and to help during our emergency, and for their friendship during the past year. It is my wish that each and everyone may enjoy the fullest complements of a very full holiday season. A. L. DAVIS.

TURKEY TALK AND RIBS FROM THREE

Mrs. W. T. Green, wife of Mr. W. T. Green, formerly assistant Foreman of Division 3, received a letter from Corporal Phil Lathrop. He is now in the Solomon Islands area and wishes to be remembered to all the boys. Phil, like a lot more of the boys down there, had his share of malaria, but was recovering from the attack when writing.

J. Bradley, our Assistant Foreman, did his share to see that some of his fellow employes should have turkey for that Thanksgiving dinner. L. F. Sparks of Vernon Yard put in an order for the largest turkey Jimmie could raise. Well, Mr. Sparks got a 33-lb. turkey for Mrs. Sparks to cook.

G. F. Turner is back on the job again after seven weeks off with two broken ribs. No it was not firewater



PERSONAL NOTES



CHAIRBORNE COMMAND

These fellows tossed away their alarm clocks and settled back in their easy chairs to enjoy a life of peace and leisure from now on.

Louis Percy Johnson, Watchman in the Transportation Department, took to his easy chair on November 9 after spending over thirty-two years around the property. He became a Conductor at Division 5 in 1911, and was appointed to a pension job in 1933. If you are in the neighborhood of 316 East 83 Street, drop by to see Mr. Johnson.

Samuel McGaughey started his career of retirement on November 23. He had been at Division 3 as a Motorman since 1918 which we think is a very good record. Mr. McGaughey resides at 1412 No. Avenue 48.

George Walker MacDonald, whose smiling face has been missing from the Auditing Department recently became a man of leisure on December 1 after being with us over twenty-three years. In 1920 he was made Chief Clerk in the Auditing Department and was given special duty in 1933. In 1939 he became Head Tabulating Clerk. You will find him around his residence at 1637 No. Benton Way.

George Harry Bedbury, who had been with the Company nearly twenty-seven years, started his leisurely life November 29. In February of 1917 he started with the Company as a Motorman at Division 3, and was appointed to a pension job in 1942. You may visit him at 5141 Buchanan Street.

William Simes Rice, another old-

timer, going on his twenty-sixth year with the Company, first became a Conductor at Division 3 and was appointed to a pension job in 1938. He lives at 661 West Avenue 28.

Joseph Z. Gascon, former watchman in the Transportation Department, started his lazy days career on December 10 after being with the Company nearly thirty-eight years, and that's some record. Mr. Gascon first was a Motorman at Division 2 and in 1933 was appointed to a pension job. His present address is 1806½ South Vermont Avenue.

To these six we wish many pleasant and happy days ahead.

END OF THE LINE

As we go to press, eight of our members reached the last terminal. To the loved ones we offer our sincere sympathy

Joel Lloyd Stevens, from Division 5, passed away November 21. Being born August 31, 1882, in Rockville, Wisconsin, he came to the Company in 1921 as a Conductor at Division 1, and was transferred to Division 2 shortly after. In 1932 he went to Division 5 as a Conductor.

John Turner, who was one of our retired men, also passed away on November 21. He was born in England in 1876. In 1921 he came to us as a Lineman Leader, and a little over a year later he was made a member of the Special Roll.

From the Main Building we lost **Mrs. Emma Brenkuss**, Clerk in the Auditing Department, who died No-

vember 22. She was born on January 31, 1905, and had been with the Company fifteen years, coming to us as a Clerk in the Auditing Department in 1928 in which capacity she served until the time of her death.

Elmer Burton Smith, former Car Repairman at the South Park Shops, passed away November 22. He was born March 30, 1894, in Youngstown, Ohio, and had been in the service of the Company a little over a year.

Robert Louis Bass, Relief Supervisor in the Power Department, died November 27. On March 13, 1899, he was born in this city. Mr. Bass had been with us twenty-four years, coming to the Power Department in 1919. In 1941 he was appointed Relief Supervisor.

The wife of **Samuel J. Dodson**, Motorman, Division 1, passed away December 1, the wife of **John Henry Johnson**, of the Special Roll, passed away December 6, and **Mr. James B. Hayner's** wife passed on December 9. Mr. Hayner is a member of the Schedule Department.

APPRECIATION

The Company received acknowledgments of appreciation for the kindness and sympathy offered during their recent bereavements from Beulah N. Turner and family, Mrs. Elmer B. Smith, Mrs. J. L. Stevens and daughter Ruth, Mrs. Robert Bass and family, and James B. Hayner.

OPERATING RESULTS OCTOBER, 1943 vs. OCTOBER, 1942

	1943	1942	1943 Increase + Decrease— Over 1942
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,748,215	1,488,145	+260,070
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)	1,094,941	1,093,181	+ 1,760
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	460,981	72,510	+388,471
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	47,386	66,565	— 19,179
Total Expenses	1,603,308	1,232,256	+371,052
Leaves Net Profit or Loss	+144,907	+ 255,889	—110,982

LARY's Social Setup

Mrs. J. T. Watts reports a very busy season with the Women's Club. Mrs. L. B. Meek is responsible for the planning of the annual Xmas baskets containing clothing, toys and checks which were made from the receipts that came in from the annual Christmas Welfare Party. The baskets are distributed to members within the Company who have had long illnesses, misfortunes and to some pensioners—all very grateful recipients of such lovely gifts . . . December 16 found us enjoying the real spirit of Christmas with a pageant and party (this was written before the party, making details scant) . . . The ladies who attended our meeting last month got some fine pointers from Alice Robertson on "Wartime Hospitality In The Home", also some tempting recipes . . . Workers of the Red Cross Auxiliary look after the United Seamen boys by making scarfs, sweaters and such. Our thanks to Mrs. Athenous, chairman, and the other loyal workers. If you have a little spare time on Tuesdays, come to the Women's Club-rooms and be a Red Cross worker too . . .

Mr. J. A. Madigan of the Veteran's Club says many of their members are back in Uncle Sam's service, causing a shortage, of course, in their club personnel. Members on the home front are invited to the meetings . . .

Reporter P. C. McNaughton, who informs you of the latest activities of the retired men, said their meeting in November brought Misses Ruth White, Ruth Miller, and Alta Turk as vocalists, and Mrs. Wessel, violinist. The artists were accompanied by Mrs. MacGowan. After the program the group enjoyed community singing and visiting with old acquaintances . . . "Two Bells" went to press before the December 9 gathering, so we'll try to give you particulars later . . . Any of you fellows sitting back in your easy chair, why not come up to Room 309 in the Main Building on the second Thursday of the month so that we can see what you look like since you have become men of leisure, or have you? . . .

Mr. H. F. Nelson tells us that the Square and Compass Club certainly went for the excellent dinner and entertainment at the Christmas Welfare Party given by the Women's Club, which was also the meeting night for the Square and Compass Club . . .

Christmas Covers



The front cover "Noel" pictures the Star of Bethlehem breaking through the clouds shining down upon a world burned by war. Descriptions for this cover are unnecessary because it tells its own story.

The back cover is a reproduction of the advertisement of the Los Angeles Railway appearing in community newspapers throughout this area.

The original sketch for the front cover was drawn by Barbara Gunn, daughter of C. C. Gunn, Special Agent for the Los Angeles Railway. Mr. Gunn has two daughters who are identical twins, twenty-two years of age. Both of them are superb artists. Both have graduated from various art schools and have won many prizes. Virginia recently left the Schlesinger's cartoon studios to work in Panama for the government, and her sister, Barbara, has left to fill in a similar position, also in Panama. These twins are experts at archery. In a National contest Barbara placed third and Virginia was right behind her. In art contests both girls have won first and second places. In the P.T.A. city-wide contest in 1938 Virginia won first and Barbara second. The same posters were displayed in the State contest with Barbara winning first and Virginia second. In 1940 for the Latham Foundation contest, Barbara won international honorable mention. In the national peace poster contest, Virginia won first place. For the Community Chest posters in 1940, both won honorable mention. For the Gruen watch drawing in 1941, Virginia won third with \$100 prize, and Barbara fourth with a watch. Both won scholarships, Barbara for Schuinard's and Virginia, Art Center. Their art is similar in style. For instance, Barbara could be placed on the tenth floor of a building and Virginia on the first floor and the same idea given to each girl separately, and when the product would be finished the drawings would be similar. They really are identical.

CLUB CALENDAR

Women's Club	January 6—Regular meeting. Guest: Mr. Edgar H. Wileman of Barker Bros., "Wartime Changes in Home Furnishings."
Red Cross Auxiliary	Every Tuesday—10 to 3. Women's Club Rooms, 962 W. 12th Place.
Square & Compass Club	January 8—You will be sent a notice.
Veteran's Club	January 11—Patriotic Hall. 8:30 p.m.
Employes Emeritus	January 13—Room 309, Main Bldg. 2:00 p.m.



☆ Somewhere...away from home...American Soldiers, Sailors and Marines are standing guard tonight ☆ They are thinking of the gaiety of previous holiday seasons at home with those they hold most dear ☆ Hope and Courage are in their hearts ☆ They do not want a dimout of Christmas Spirit for their loved ones even though they are absent from the home fireside ☆ To all these brave men and women, the Los Angeles Railway sends greetings and hopes that another year will find them safely at home enjoying the Christmas of their this-year's-dream.

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