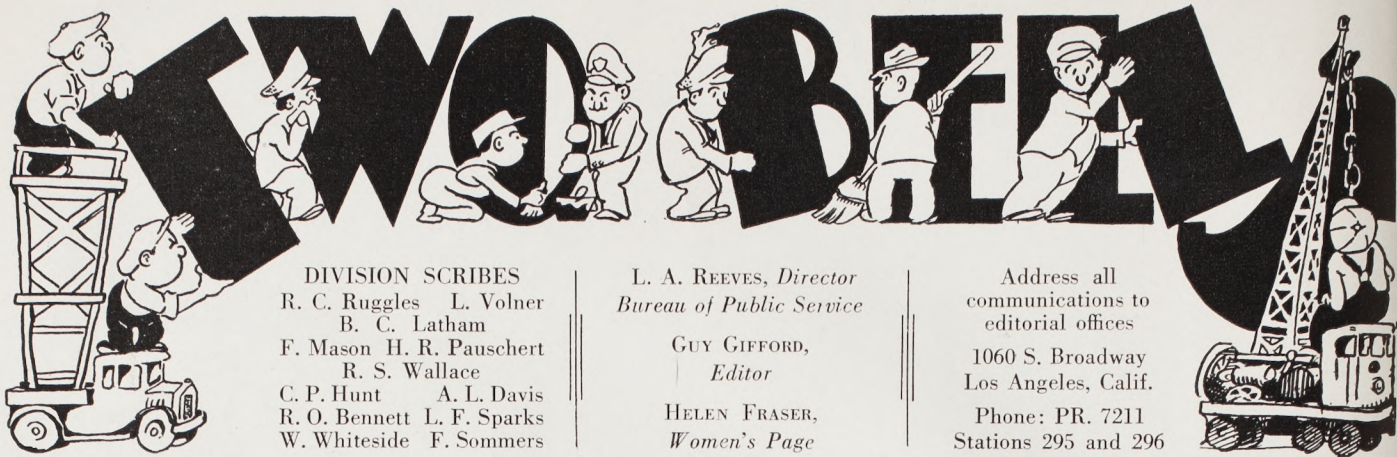


# TWO BELLS



*Vehicles*  
**DEDICATED**  
*TO*  
*Victory*





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

L. A. REEVES, *Director*  
 Bureau of Public Service

GUY GIFFORD,  
 Editor

HELEN FRASER,  
 Women's Page

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VOLUME 24

JANUARY - FEBRUARY, 1943

NUMBER 1

# Honor Roll



## MECHANICAL DEPARTMENT

Gadis, Henry R.  
 West, Joseph T.  
 Haw, Thomas L.  
 Minnehan, Philip L.  
 Thompson, Oscar J.  
 Bisbee, Merton S.  
 Bell, James A.  
 Wick, Robert G.  
 Wutheric, Leonard L.  
 Bailey, Lee Cleveland  
 Woods, Clarence

## OPERATING DEPARTMENT

Brown, Charles E.  
 Gotchy, Clay L.  
 Brown, Thomas J.  
 Common, Joseph J.  
 Denton, Dale M.  
 Sparks, William R.  
 Nields, Harry C., Jr.  
 Harrison, Roy D.  
 Edwards, Charles H.  
 Perry, Charles W.  
 Hoansler, Beryl E.  
 Martin, Robert P.  
 Ryan, John B.  
 Sparling, George G.  
 McClelland, Richard  
 Triboulet, Merlin A.

Shaffner, George  
 Wickeren, Orville  
 Thompson, Charles W.  
 Fishman, Abraham  
 DeMary, Delmar D.

## MOTOR COACH DIVISION

Moye, Lorraine K.  
 Feddersen, Edgar C.  
 Bennett, Francis G.

Lusk, Lyle W.  
 Barnes, Charles H.  
 Cawley, Joseph J.  
 Crutchfield, Milburn B.  
 Peterson, Floyd K.  
 Van Riper, Herbert

## WAYS AND STRUCTURES

Burgos, Salvador  
 Peralta, Louis  
 Uribe, Emilio

## BUILDING

Cunningham, Earle M.

## PURCHASING DEPARTMENT

White, Robert V.

## L.A.M.C. LINES

Couch, Jewell M.  
 Friend, Harold K.  
 Jackson, Cecil  
 Bloodgood, Robert J.  
 Benitez, Hector A.  
 Thrall, Henry G.  
 Toppings, John W.  
 Nelson, Clarence M.  
 Morgan, Fred  
 Crawford, Alton J.  
 James, William  
 Whitman, Charles W.

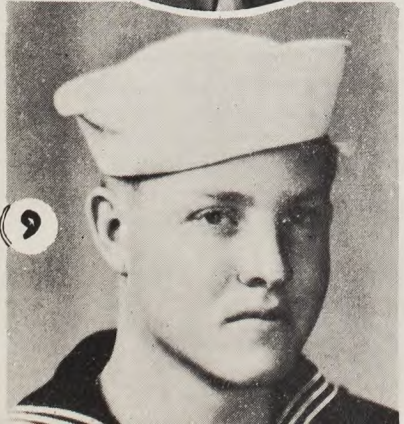
### MY TWO-STAR FLAG

By O. C. WHITE, Div. 3

I have a little flag at home  
 Outside, right o'er my door.  
 Two small stars out there alone.  
 Not one, not three or more.  
 It's such a tiny flag, I know,  
 But oh, how it does shine!  
 With colors flying in aglow,  
 That TWO-STAR FLAG of mine.  
 'Tis not the size nor silk thereon  
 That spells its worth to me.  
 But, ah, my friend, I look beyond.  
 Somewhere out there I see  
 My own two lads in uniform,  
 Their all and all to give.  
 Leaving two small stars at home  
 That forty-eight might live.

Stars in L. A. Railway Service Flag ..... 452  
 Stars in L. A. M. C. Lines Service Flag ..... 95

# fighters fotos...



The LARy family is really represented on all the fighting fronts . . .

- 1—A bristle battle in the South Pacific. "Will someone send me directions how to get palm oil out of palms?" writes Pvt. J. B. Offenstein.
- 2—Don Smith, son of cash receiver, Division Three, lets his bristles grow.
- 3—Richard Nystrom tries on Daddy's gob hat. Formerly with the 16th Street Garage, Nystrom is now a machinist's mate.
- 4—Leland E. Dye of the Line Department didn't want to be partial, so he sent one boy to each branch of the navy, Leland E. Jr., and Robert H.
- 5—It didn't take Frank San Marco long to learn about knots after joining the navy. He has just been tied. Frank is the son of J. San Marco, Division Three.
- 6—G. H. Herbert, Main Office, is really proud of his son, Paratrooper Lt. Jack Herbert.
- 7—Pvt. R. J. Bragdon, former clerk at Division Four, sends this picture from Palm Beach, Florida.
- 8—Howard Joseph McDonald, son of Steth McDonald, (Steth was formerly of Division Five.)
- 9—Gob Wallace L. Nowak, son of Leo Nowak, supervisor at 16th Street Coach, just dropped in from the Solomons.
- 10—Everyone in the Way and Structure Department will know this smiling face—George Bisbee.



# What's in the

## **SOLVED!** **The Secret of the** **Street-car Man's** **Satchel.**

**T**O end the mystery of the little black box, TWO BELLS launched an extensive campaign, and through the efforts of the division scribes, who went peering into various lockers and into the satchels and tool chests which the operator takes wherever he goes, discovered some pertinent facts. Getting the average conductor to show you the inner parts of his equipment satchel, which is part of his very life, is like asking him to lend you a coffee coupon. If you sneak up and stare over his shoulder, he will shut the box quickly, giving you a look which would toast an icicle.

However, we did discover that many, many things find their way into those satchels; chewing gum, lunches, handkerchiefs, several rolls of pennies, matches, gauze, iodine, etc. But our greatest discovery was the conductor's compact.

The conductor's compact is proof of the old saw that if you give the average American a tough job to do, he will work night and day to find an easy

way to do it. The compact is not a satchel nor a box. It is a gadget usually made of metal by mechanically minded operators who have crowded into a very small space everything which is essential to their job and which can be fastened to the car to use in a moment's notice.

Mr. Ted Philips of Division 4 has made the building of operator's compacts a paying hobby. In his spare time, using scrap metal (not needed for the war effort) obtained from tin shops and with a very few tools, he has built and sold some thirty-five compacts. The compact takes ten hours to build. It weighs two pounds empty and six pounds with all the articles. A metal hanger holds the compact to the desired place on the front of an H-4 type car, and when working a P.C.C., the attachment fits securely to the bar. With practice comes improvement, and the latest products which Mr. Phillips has devised have an attachment for his watch which sets at an angle. He is

working now on an alarm clock arrangement which will ring when it comes time to leave the terminal. A drawer at the bottom holds change in the same manner as do the turn-in trays in the cashier's office. When Mr. Phillips has finished his day's work, he simply pulls out the little drawer and hands it to the cashier.

We found the prize-winning compact, the champion of all operators' gadgets or attachments, at Division 1. It was conceived and built by A. J. Brennan who was kind enough to sketch the plan, showing a few of the various compartments and hidden openings. Brennan calls it a "junk box," and it is ten inches long, five and three-quarter inches wide, eight and one-half inches high, weighing five pounds, ten ounces when empty and twelve pounds, eight ounces when equipped ready for work. It has several hidden compartments with secret openings which take a certain twist of the finger and which cannot be found by a novice. It has metal covers and is fastened to the car with a leather thong which makes it simple to be detached when Mr. Brennan leaves the car to change a trolley.

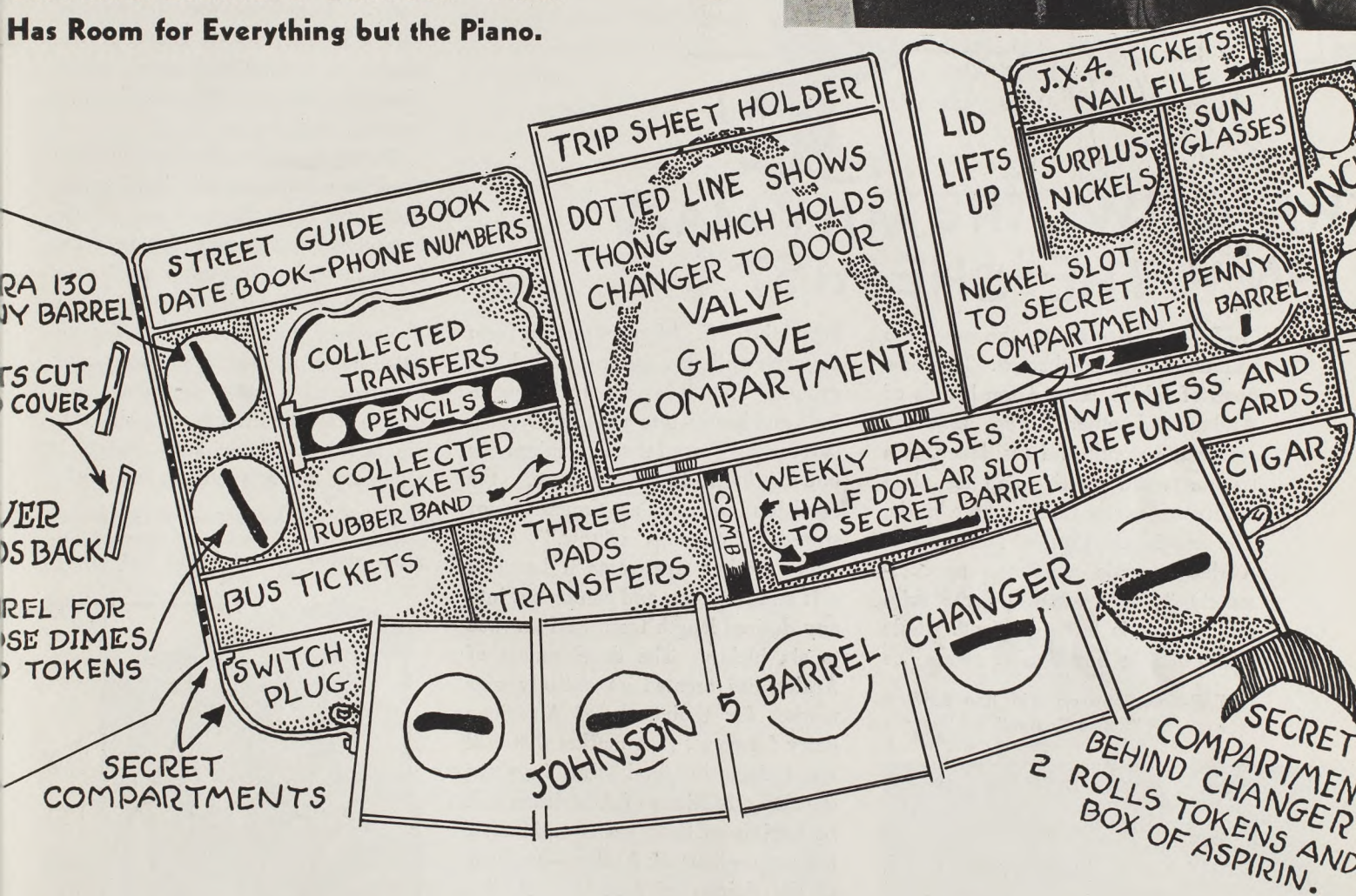
Our super-snooper traveled all the way to Division 5 hoping to get a peek into one of the streamlined "tripper cases" which our conductorettes carry. He found that the conductorettes carry a mirror in the top of the box, and that the little drawers are equipped with rouge, powder, lipstick, a couple of packages of cigarettes, several package of gum and a box of Kleenex. The ladies are very careful and neat with these satchels. Their purses may be stuffed with everything from a gas coupon to an extra pair of Nylons, but these boxes represent the peak of neatness. The reporter discovered a young fellow named Brown at Division 4 who also had a mirror across the top of his satchel. He was



Mass  
Production  
in Ted  
Phillips'  
Garage.

# Conductor's box?

Floor Plan of Brennen's "Junk Box" Which  
Has Room for Everything but the Piano.



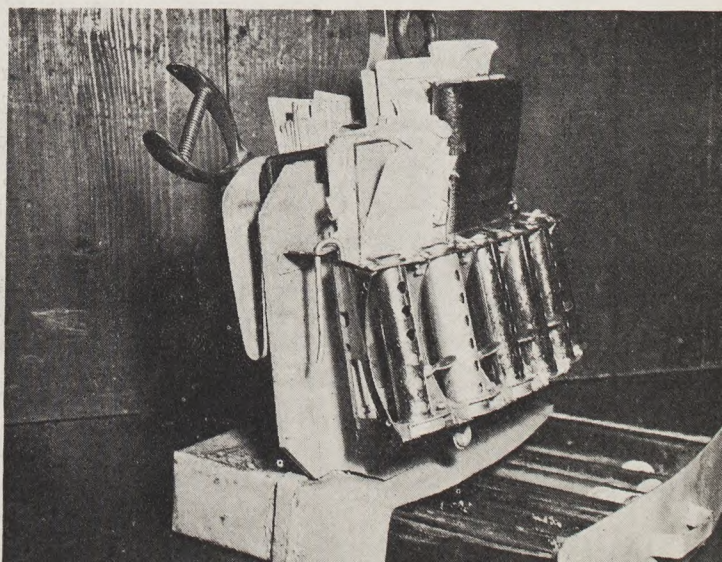
using a Hollywood make-up kit to carry his equipment.

H. I. Billings, who is pictured above, has the most elaborate satchel. When he flicks it open and sets it behind the emergency brake on his one-man car, he has everything he needs in arms reach at all times.

"Everything fits into its little niche and the only trouble with the box," says Billings, "is that when passengers board the car, they can't resist the temptation to stop and stare down into it."

(Continued on Page 21)

Homemade  
Compacts,  
a Board,  
a Screwdriver,  
Some Tin Snips,  
and Presto!



# DEAR LADIES:

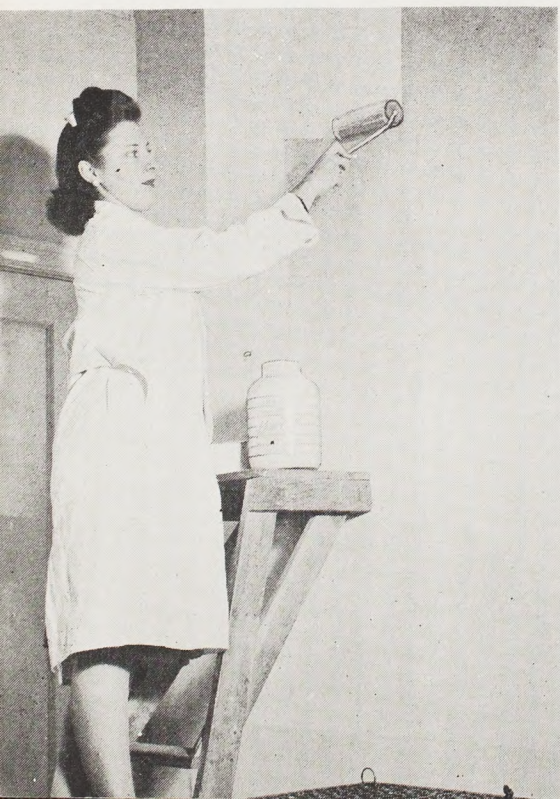
... Fun



## THE COW, THE MILKMAID AND THE CHEMIST

We owe Aralac to the cow, the milkmaid and the chemist. This new class of fabric, made from blends of Aralac and other fibres, affording softness, warmth and resilience, is a tribute to the creative and technical ability of our nation's textile mills. The casein or protein from which Aralac is made constitutes approximately 3% by volume of the skim milk which is left over from whole milk after the butterfat or cream has

Roll-Kem-Tone on with the new "Roller-Koater."



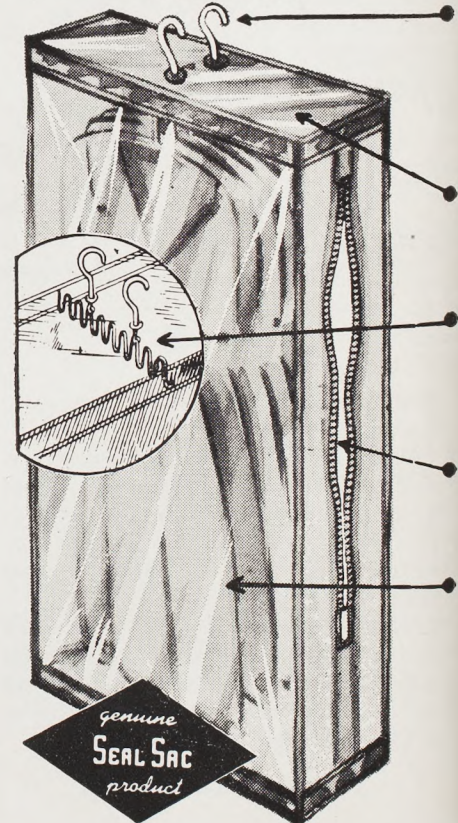
been taken off. After extraction from the skim milk, the casein is dried and ground. Then it is treated with chemicals and heated into a viscous, honey-like form. Forced through spinnerets under hydrostatic pressure, the emulsion emerges as thousands of strands of fibre in a "tow." After many further treatments it becomes soft and resilient, and can be cut into any desired length from half an inch to six inches. The development of Aralac has created an entirely new market for thousands of American dairy farmers . . . a market that will stand them in good stead in years to come. Millions of Americans will be having on their backs or in their homes products of Aralac—products of the dairies of America. Aralac was introduced to manufacturers in the fall of 1941. It is used in wool for clothing, in cotton and rayon for knitted garments, is blended with fur and felts for wool felt hats, in comforters and blankets, in garment innerlinings, and in wrappings for the ends of hair when having a permanent wave.

Women are bolstering their morale and brightening their homes by painting dingy walls in fresh and delicate new shades with a new type of plastic

base finish that dries in one hour, requires no priming and covers all parts of surfaces, including wallpaper. This new finish is known as Kem-Tone. The scientific principles discovered by the plastic industry were employed in developing this miracle wall finish which mixes with ordinary tap water, has no objectionable paint odor, and is washable with soap and water. Kem-Tone may be applied with a brush or with a new device, known as a "Roller Koater" which gives the surface a stippled effect and leaves no lap marks.

During the rains, you no doubt noticed the conductors with bowl covers over their hats. Most of you women have these bowl covers for covering foods in your refrigerator until your husband decided it would make a fine protection, during the rain, for his hat. Some of your bowl covers may be made of a pure silk fabric, but due to war conditions, pure silk fabric is not available now, and it is necessary to use synthetic materials;

Garment bag holds from 4 to 12 garments—2 hooks and wire prevent tipping—zipper closed keeps out moths, dust and dirt.



# Finding Substitutes

mostly rayons, and other materials in manufacturing the popular zipper food bags, garment bags (illustration on this page), blanket bags, suit covers, pillow covers which are specially treated with a plastic coated fabric, and other covers for your home appliances, such as those for electric mixers or toasters, which makes them last longer.

*Other replacements* for vital war needed metals are the new plastic kitchen utensils which are economical, chip-proof, rust and tarnish proof and will give years of dependable service, (illustrations on this page). They come in lustrous colors too. Plastics are replacing many metals, and soon we may be squeezing our toothpaste from a collapsible plastic tube.

*Replacing metal and steel* pots and pans are the new glazed pottery and heat resistant glass cooking and refrigerator utensils. They have proven a fuel-saver as a low fire is all that is necessary; they save vitamins as only a little water is needed when cooking; are easy to clean; are at-

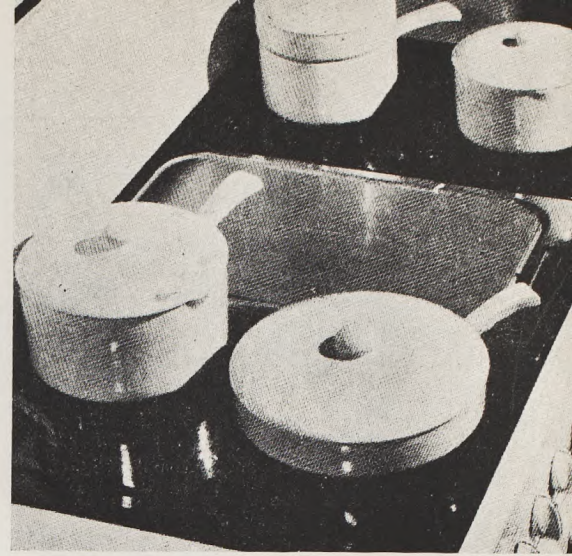
tractively designed so that you may remove them from the stove to the table for serving. After dinner you may store them in your refrigerator in the same container, and also re-heat them for your next meal. They serve every cooking purpose . . . baking, frying, used on top of stove and in the refrigerator. Women need not worry about the shortage of metals when such satisfactory substitutes are available.

*Let's continue with* our substitutes and improvements. The bark of the redwood tree is being converted into an insulating material and used instead of East Indian kapok. It is also a substitute for wool; blankets employing 50% bark are now being made.

*Plastic-lined cans* are in an advanced stage of development. Glass, of course, is playing an ever increasing role in packaging foodstuffs in addition to its cooking and refrigerating values. What is more, one company has developed new fiberglass bottle stoppers to replace our diminishing supply of cork.

*Mussel shells* are being used to supplant imported mother-of-pearl.

*Resilient vinylite*, a new transparent plastic, is already replacing rubber for suspenders, garters, shoes and



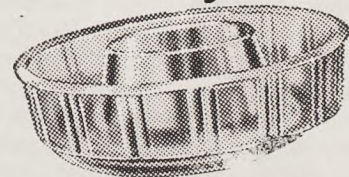
Pottery replaces metal.

many other uses. Artificial rubber is derived from waste petroleum gases. As American refineries produce about 70% of the world's petroleum, they will probably all have a rubber-making annex right next door. This, plus the wild rubber and guayule from Latin America may make us forever independent of sources half way around the world.

*Domestic carrot oil*, rich in vitamin A, replaces imported annatto which gives the golden color to our butter and cheese.

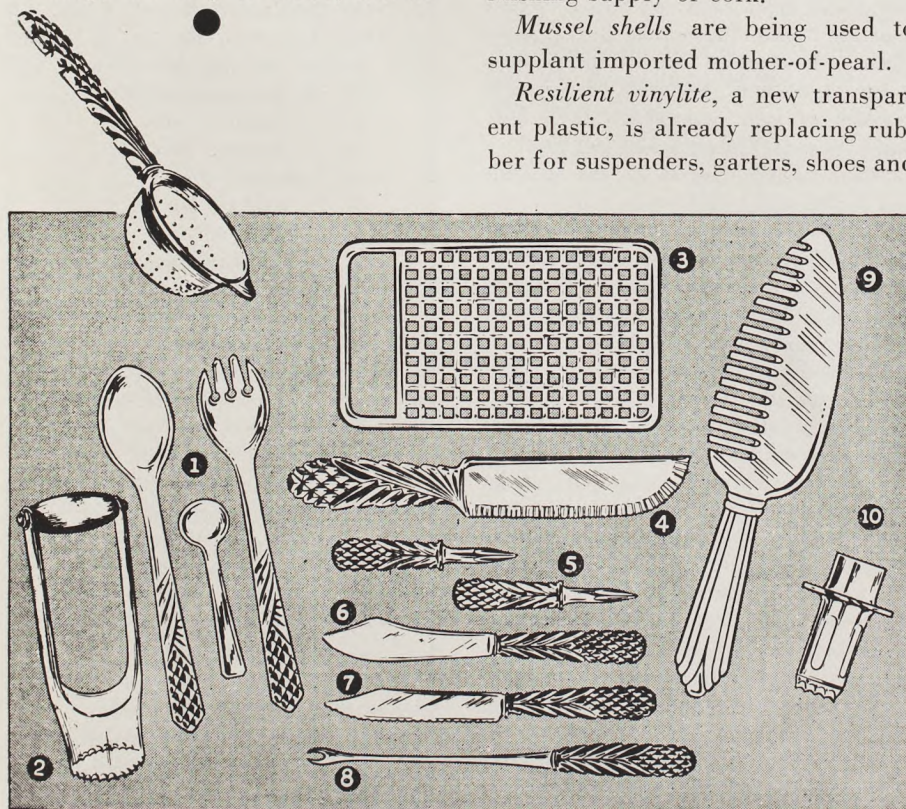
*Inventive America* is having fun finding substitutes and improvements.

HEAT RESISTING  
GLASS Ring Mold



For oven or refrigerator.

- ← 1. 3-piece Salad Set
- 2. Plastic Corer
- 3. Plastic Safety Grater
- 4. Plastic Utility Knife
- 5. Plastic Corn Holders
- 6. Plastic Spreader
- 7. Plastic Paring Knife
- 8. Plastic Pik-It
- 9. Plastic Cake Cutter
- 10. Plastic Juice Extractor

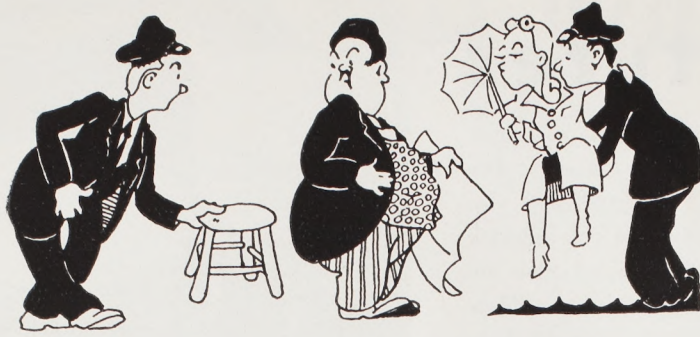


# HELEN

EDITOR

"DEAR LADIES"





# Super Salesmen . . .

## R. G. Shannon, Vineyard, Makes Favorable Impression . . .

"Every morning my daughter and myself have occasion to take the bus passing 48th Street and Crenshaw Boulevard at 7:20 a.m.

"Time after time we have commented to each other favorably about the courtesy and consideration shown the traveling public by your Operator 536, whose name we do not know. He is uniformly pleasant and helpful, even to the stupid or demanding passengers; and I should like you to know that he makes a favorable impression, too, with his skillful, smooth driving. I enjoy reading when he is driving."

AGNES ELECTA DEEBEL,  
1622 W. 49th St.,  
Los Angeles.

## V. A. Wetmore, Div. 1. Example of Helpfulness . . .

"Yesterday, on the 'H' car we couldn't help noticing Conductor 923. He was exceptionally good natured, and kind to everyone, putting himself out to explain transfers, where to get off to best advantage and helping women up the steps. He was altogether the most considerate conductor I have ever seen, and smiles of appreciation were on the faces of women sitting nearby. He should be commended."

MRS. A. G. HIME,  
151 North Hoover St.,  
Los Angeles.

## C. J. Dahir, Div. 5 Knows His Business . . .

"An Orchid for one of your conductors on the 'V' car.

"Just got off the 'V' car, which was packed with passengers, and was amazed to see how gracious and clever the above conductor handled his public.

"In a very clever way, he encouraged the passengers to step away from entrances; to alight quickly. He is a super salesman, and your company is very fortunate in having this man on your cars."

MISS HELEN VON BRAUN,  
849 W. Gage Avenue,

## J. J. Wolfe, Div. 4 Proves His Initiative . . .

"I wish to report certain acts of merit by one of your employes who deserves a quick promotion.

"On January 6, 1943, the motorman operating an 'N' car south on Spring at 4th Street stepped down and very courteously assisted an elderly man into the car. Also, at 5th street, he observed that the trolley cord, on the car stopped ahead, was untied. He got off and tied same securely while waiting for the traffic signal. That was doing just a little more than he was paid to do, but he saved a half minute for a full load of weary passengers."

LYALL A. PARDEE,  
813 E. Flower Avenue,  
Bellflower, Calif.

## J. A. Wear, Div. 5 "Deserves Big Bouquet" . . .

"Believe it or not, but I witnessed two incidents on the streetcar this morning which I certainly think should be brought to your attention. I rode on the car only two blocks, from Fifth and Spring to Seventh and Spring Streets, and in that short distance I witnessed more courtesy than I have ever seen displayed by any one employe of your organization in a long time. Sounds fantastic but its true.

"The operator stopped his car at Fifth and Spring where there were quite a number of us to get on, so he said 'Both Doors, Please.' Two men used the second door, and in each instance the operator said, 'Thank you, Sir.'

"He announced the streets so that anybody could hear above the many rattles of the car, because it was an old car. When we stopped at Sixth and Spring I was amazed to see him literally "pop" out of the car, and before I could quite credit my eyes, he had a little girl of about two years standing up in the car and then he turned to the mother and took a tiny baby boy out of her arms and held him until she herself was in the car; then he handed the baby back to her.

"I am just foolish enough to want my flowers while I live, and I certainly think this man deserves a big bouquet."

MISS MARY L. WILLIAMS,  
516 So. St. Andrews Place,

## J. W. Kasbeer, Div. 3 Given Tokens of Thanks . . .

"To the nicest operator in the world,

"I wish to thank you for your kindness of loaning me a token Thursday morning. I got on your car about 7:15 Thursday morn.

"Enclosed please find 4 tokens. Use the extra two to help someone else in trouble.

"Thank you."

G. A. Rogus,  
551 Kendall Ave.

## Hats Off to These . . .

### TRAINMEN

- E. J. Brahan, Div. 1
- C. E. Benton, Div. 4
- P. Burmester, Div. 4
- K. G. Crownover, Div. 1
- V. G. Childs, Div. 4
- W. A. Clark, Div. 3
- I. Gasparro, Div. 3
- C. H. Hinson, Div. 4
- S. C. Hodel, Div. 4
- C. B. Hunter, Div. 1
- \*F. O. Hebert, Div. 3
- D. V. Johnston, Div. 5
- \*G. M. Katzenberger, Div. 1
- R. A. Knudson, Div. 1
- W. C. Kreisler, Div. 1
- H. J. Kelsey, Div. 3
- N. E. Mackay, Div. 3
- L. B. Meek, Div. 3
- \*R. G. Monahan, Div. 3
- M. J. W. McMains, Div. 5
- D. MacTaggart, Div. 5
- \*J. H. Stanley, Div. 5
- L. Sparks, Div. 1
- M. A. Triboulet, Div. 3
- W. H. Welch, Div. 4
- O. L. Wike, Div. 4
- G. M. Woodward, Div. 3

### OPERATORS

- B. J. Bostwick, Western
- T. E. Carpenter, Sunset
- H. S. Dennis, Western
- \*J. L. Kemp, Wilshire
- Patricia Piening, Wilshire
- M. Starbuck, Olympic
- H. A. Walters, Wilshire

NOTE: Each asterisk represents one additional commendation.



# Not So Super . . .

## Was There a Fire Somewhere? . . .

"Being a daily passenger of your system I feel I have a right to report about the meanest trick I ever saw pulled.

"Last night, Friday, at 5:45 I was standing (with a couple of carloads of other people), waiting for a car at 7th and Figueroa.

"Finally two came—the first *had the rear closed* (the entrance) only the exit opened and the rear end and center aisles were empty of people, standing I mean.

"The conductor refused to open the rear door and kept shouting "Take next car, take next car." He purposely took so much time fussing with transfers that only a few could get on. They blocked the only opening, waiting for him to examine transfers. I was so mad I climbed on and pushed through and found, as I said, the rear end empty and an aisle empty.

"Has he a right to close the entrance doors and leave only the exit open?"

"The lady who was with me can vouch for all I say—she took the other car. Please do not let the conductor know my name or address—he looked mean enough to come and beat me up."

•

## Nothing to Hide . . .

"When I boarded a P car this a.m., I held my transfer, asking the operator to tear off the upper part so that I might retain it to use again which is in perfect accordance with your regulations as evidenced by the rest of the transfer which I still retain as proof of the legality and fairness of my complaint. The operator insisted that I give him the whole transfer and I still asked him to allow me to retain it and simply to tear off the upper portion. He finally said, "What are you trying to hide that you can't let me have the transfer?"

"I can assure you it was a deplorable incident and unless I get from your company the redress which I feel is due me, I am going to take this up with my lawyer."

## Explanations Are Still in Order . . .

"I boarded a car at 7th & Broadway this P.M. at 4:40. It took us more than 10 minutes to get to Alvarado. Looking at my transfer I saw it was punched for 5 P.M. I knew I could never at this rate get to Melrose and Western and still use the transfer on the bus, especially if I just happened to miss one, which is often the case. I asked the conductor if he hadn't made a mistake in punching the time and explained that several nights before the bus conductor refused to take my transfer because it was overdue. He became most insulting saying he knew his business and it would be just my hard luck if I couldn't use the transfer.

"I am not very keen on paying 2 fares when it isn't necessary, neither do I like being insulted when I ask a conductor a civil question in a pleasant manner.

"I would suggest taking a man like that regardless of dependents or defects and putting him into the army where he would be taught manners."

•

## Passenger May Have Been on Way To War Job . . .

"Sometimes I think some of your motormen run your cars to suit their own convenience rather than that of the public.

"Yesterday, about 4:45, at Sunset and North Broadway, after two "W" cars had passed (overcrowded), a North Figueroa car came along which was not crowded. Several of us standing there wanted to get aboard. Just as the car about came to a halt, the stop signal turned to a "go" signal, and the motorman started up again without opening the door except to let a man out. As he attempted to slam the automatic door in my face, I clung on and finally got aboard (inside) and asked him what the grand idea was.

"He remarked: 'Don't you know that there is a war on?' To which I replied that I did, but I did not expect to find tank operators trying to run a streetcar.

"Please put this man in the army where he belongs."

## THREE LITTLE WORDS

By MAUDE CAMPBELL

Mr. O'Toole is a Rookie Rider. He has everything he wants but a "B" card. Mr. O'Toole is a very busy man. He runs a Defense Plant. He likes to run things. That's his nature.

One day last week he didn't like the way a bus operator ran his bus. He proceeded to tell him how. The bus operator stood it for quite awhile and then said: "Aw pipe down."

Those Three Little Words were sabotage. Though the operator didn't know it, several hours of precious time for people busy in the War Effort were wasted.

Mr. O'Toole wrote a letter. He had a lot to say in his letter, so it took a full 30 minutes. When it was finished he thought of some other things, so another 30 minutes were taken.

The letter was mailed Special Delivery, that's 10 minutes of mail man's time. The Complaint Clerk found after investigating for twenty minutes that Mr. O'Toole had the wrong operator's number. That makes 90 minutes already.

Fifteen minutes to write explaining to Mr. O'Toole that the cap number was wrong. (Mr. O'Toole had thought he could remember it.)

Madder than ever, O'Toole waited one hour and ten minutes to get the right number—160 precious moments. 30 minutes for another complaint to be written, makes 190.

The Division Superintendent called in the Operator, who took an hour to come and go from home plus 30 minutes to go into the complaint at the boss' office.

The boss agreed that Mr. O'Toole was a crabby individual and convinced the Operator the three little words were not necessary. Everyone felt better, but how about those hours wasted.

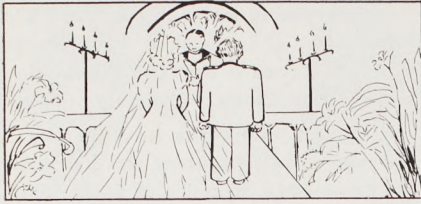
The little phrase "Aw pipe down" wasted 280 minutes and minutes are the most precious possessions we have. Even in peace time.

Four hours and forty minutes, and the payoff is that one hour and thirty minutes of that was the Operator's own time. Time he could have used to sleep.

Remember, SILENCE IS GOLDEN!  
It pays off in time.

# PERSONELL NOTES

## DOWN THE AISLE



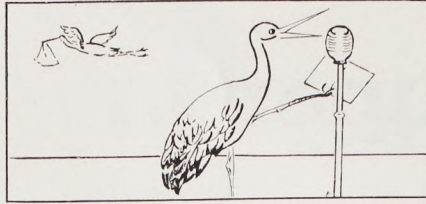
Operator W. E. Maupin, (Division One) married to Mrs. Edna Dixon on December 11.

Conductorette Elsie B. Smart, (Division Five) married to Motorman J. A. Singleton on December 18.

## APPRECIATION

Notes of appreciation for the kindness and sympathy extended to them during their recent bereavements have been received by the Company from Mrs. Aldrich and family; Mrs. Schoenbaum and sons; Mr. W. Kenny's sister, Mrs. Julian Jorgenson; Mrs. George Carpenter and daughter; Mrs. C. Ada Taylor, and Mrs. Clara A. Guignard.

## THE STORK REPORTS



James Dennis, born to Operator (Division Four) and Mrs. J. F. Tanner on December 21.

\* \* \*

David La Roy, born to Operator (L.A. M.C. Lines) and Mrs. A. D. Oar on December 26.

\* \* \*

Barbara Jean, born to Conductor (Division One) and Mrs. G. G. Schiefer on January 4.

\* \* \*

Mary Kathleen, born to Conductor (Division Five) and Mrs. Floyd L. Bowles on January 10.

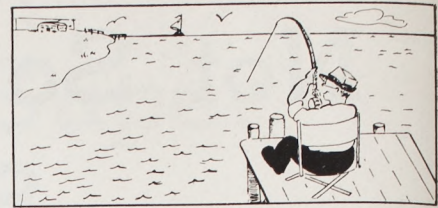
\* \* \*

Sally Ann, born to Conductor (Division Three) and Mrs. H. V. McNabney on January 18.

\* \* \*

Suzanne, born to Motorman (Division Five) and Mrs. W. R. J. Ware on January 21.

## LAZY DAYS AHEAD



Thomas Dunlap Noteman, Conductor, Division 5, was placed on the Special Roll, effective February 1, 1943.

\* \* \*

Frank Charles Tarpley, Lineman, Line Department, was placed on the Special Roll, effective January 25, 1943.

\* \* \*

Henry Gorton, Watchman, Pension Job, was placed on the Special Roll, effective January 30, 1943.

\* \* \*

Albert Marion Jones, Motorman, Division 5, was placed on the Special Roll effective January 4, 1943.

The office of the building is anxious to return to its owner the bridge-work left in the restaurant on the third floor. Please phone Station 306 or call at room 820.

## THE END OF THE LINE

Fifteen members of the LARy family answered the last call since our Christmas issue. To their bereaved ones we give our wholehearted sympathies.

Flagman **George Spilker** was born February 4, 1873. He joined us as Motorman December 8, 1911, and passed on January 5, 1943.

Members of Special Roll will grieve **August Charles Natermann** who passed away January 10. He entered our fold as a machinist, September 21, 1906. Mr. Natermann was born in Illinois, October 16, 1867.

Car Cleaner **Fred Douglas Dunson** of the Mechanical Department died December 22. Mr. Dunson was a newcomer, joining our company September 25, 1942. He was born August 11, 1890, in Richmond, Texas.

Motorman **Abram Ashbaugh** of Division 5 passed away December 23. Born August 18, 1881, in Delphos, Ohio.

Our sympathies are extended to **Herman O. Krintz**, Blacksmith, Department 10, whose wife passed away December 27.

**William Ernest Schoenbaum**, Watchman, Transportation Department, passed away December 11. Born November 29, 1871, in Minnesota.

The wife of **Willis Marion Dodson**, Operator, Motor Coach Division, died Thursday, December 10.

**Archie Allen Middlecoff** passed away November 26, 1942. He was born July 3, 1879, in Missouri. He was closed out of service October 9, 1942, because of continued ill health.

Mechanical Departments mourn **Wallace Walter Aldrich**, Car House Foreman, on his passing Saturday, December 19. Mr. Aldrich was born March 2, 1879, Escanaba, Michigan. He started as Repairer, February 15, 1906, working up to Foreman, then Shop Supervisor, then Car House Foreman, Division 4, Mechanical Department.

Flagman **Willis Welcome Taylor** died January 8, 1943. He was born August 12, 1873, Missouri, and entered our service as a Motorman, July 9, 1919.

**William Frank Kenney**, Motorman from Division 5, died January 8, 1943. Born April 12, 1886, Detroit, Michigan. Joined Division 5 November 2, 1923.

The Special Roll also lost **Herbert Clark Albertson**, who died January 10, 1943, and **John Wilson Beight**, who also died on January 10, 1943. Albertson was born December 9, 1877, Knowlton, New Jersey. Entered our service November 5, 1906. Mr. Beight was born November 30, 1866, East Palestine, Ohio. He started as a Conductor, Division 1, January 21, 1903. Worked in Division Office as Transfer Clerk, Assistant Foreman, Foreman in 1908, then Cash Receiver until he was placed on the Special Roll.

Our sympathies are extended to Motorman **Ormond D. Cox** of Division 3 and to **William G. Gregory**, Street Inspector, Mechanical Department, due to the loss of their wives. Mrs. Cox passed away January 7 and Mrs. Gregory on January 19.

# NEWCOMERS MEET A NEWCOMER



Gertrude Munk, who is now working as Assistant Librarian, came to this country from Vienna some four years ago and immediately set about getting an education. She majored in School Library Science, acquiring an A. B. at Occidental, and afterwards taking a post-graduate course at U. S. C. So proficient was Miss Munk in her chosen field, that she was asked to work in the library at U. S. C. right after her graduation.

In addition to her various degrees, Gertrude found time to master four languages—English, French, Italian, German, and is now learning Spanish. Incidentally, while at school, she was a classmate of Hope Titus, who held the post of Assistant Librarian previous to Miss Munk.

The Los Angeles Railway is fortunate in acquiring this talent for so important a department. "I am a newcomer," Miss Munk tells us, "to the big LARy family, and this is truly my first experience with a large transit company. It was a pleasant surprise to discover that the company maintains such a modern, well-equipped library which is free for the use and convenience of the entire personnel.

"I am very anxious to meet everyone who works for this company. I'd like to see them all crowded into this great big library day in and day out. I was most interested to find that all the material and information in the Library is free to everybody. If it is not in the Library, we will get it. All you have to do is write us a note or call Extension 311 and let us know your latest problems. There may be questions about your work, or just anything about which you need information: food rationing, for instance; things you should

know about the armed forces or civilian defense, or the TAXES you are going to have to pay pretty soon.

"And speaking of taxes, we have a copy of YOUR 1943 INCOME TAX by LASSEN, which is supposed to be the best guide for the layman. In the last library for which I worked, this book always vanished two or three days after it was bought. (This is not an encouragement—just an example to show you how popular this book is.)

"We also have the 1942 edition of the REVENUE ACT—WITH EXPLANATION, which gives all the official information on Victory and Income taxes, tables with opportunities for refunds, etc.

"Even the men in the family are worrying about FOOD PROBLEMS these days. I have never before seen so many men clutching anxiously and almost secretively a small package containing the "greatest treasure of all"—meat. We have many pamphlets on FOOD IN WARTIME, explanations of RATIONING ORDERS by the O.P.A.; from the actual law to a simple explanation of how and when to use your rationing stamps.

"You probably have part of your family in the ARMY. We are buying UNITED STATES SERVICE SYMBOLS, a book which has 1,200 colored illustrations which portray the story and meaning behind all the military insignia of the United States. The most complete compilation on all branches of the Service is a bulletin call-

ed: MILITARY SERVICE, NAVY, MARINES, COAST GUARD, NURSES. It contains qualifications necessary for these branches, as well as pay, chances for advancement and location of headquarters. Or are you interested in the war in other countries? Every month we get a publication called BRITAIN, which gives you the latest facts in word and picture of what goes on on the other side of the Atlantic.

"For the new employes in the shops and garage we have just acquired some brand new books on SHOP THEORY such as AUTOMOTIVE ESSENTIALS by KUNS, which is written especially for the beginner. The author takes all the different parts of a car, disassembles them and then builds them up step by step with many good illustrations. Or MOTOR'S FACTORY MANUAL, which gives you descriptions and illustrations of the different kinds of carburetors, fuel pumps, clutches, etc.; also a detailed servicing manual for cars of all makes and types. Then we have a 1942 edition of FORD APPRENTICE SCHOOL SHOP THEORY, which is considered one of the best books on machine shop methods.

"One of the most useful handbooks in the Transit industry has just been received, the 1942 PROCEEDINGS OF THE AMERICAN TRANSIT ASSOCIATION, which is recognized as the most complete reference manual on modern transit operating and engineering practice."

**"FAREBOX  
SHORTAGE  
OR NOT, IF  
YOUR  
COMPANY  
INSISTS  
ON USING  
THIS  
I DEMAND  
THAT THEY  
UNPLUG  
THE  
JACKPOT."**





# TRIPPER TALK . . .

## VIRGIL VENOM

By C. P. HUNT

Always something new at Virgil, or at least something different. Of course, it's the new offices which were built alongside the schedule department in the train room. The corner office is Mr. D. D. Canning's new office and the center one (as some of us have already found out) is Mr. George Troutwine's new office. The remaining offices are to be for the general office and employment departments.

There are some people who are so affected by the meat shortage that they will do most anything to try and get it. So are the two gents, Charlie Dummer and Willie Kaufman. They, while "driving" about the hills, ran down and killed one fine deer. Were about ready to load him in the car when a ranger approached and asked if they had seen a couple of wild cats thereabout. That finished it—the sight of fresh meat—out of season—a lone ranger—and two wild cats on the loose was too much. They left. Meatless Tuesday, eh wot?

Did you notice Duke Renstrom, his last week on Sunset? He hauled no one all day—but ten to one you didn't notice the "Limited" sign on the front of the bus. He said the Gremlins changed the sign. We'd like to meet those Gremlins.

Bob Bostwick gets up at four a.m. the other day, comes in from "Burbank" to report for work. All of that is every day routine, save one day a week. That is the day we are talking about, his day off.

Well, well—what next? J. S. Potts arriving home from work one night—greeted his wife, and with hunger

in his eyes, asks what there is for dinner. But his wife backs away from him and asks, "What is that lipstick doing on your neck?"

Then he remembers! Some fresh young thing took a liking to him on his bus and she proceeded to tell him so with gestures—and Potts had forgotten all about it.

Then we have the story about a supervisor who spotted a bus early one morning driving around a way off route and of course way off schedule. Seems as though this bus would spot a light in a store or service station and then make a dash for it. In time he was stopped and when asked what was cooking, C. G. McAlpin said he was trying to find someplace where he could buy some change.

And we have a butter story too. Odd in its way — the butter, one pound, was found on a bus, turned in to the lost and found department—and in due time was returned to L. E. Johnson.

That big broad smile you see on Bill Kaufman's face is because he is Grandpa now. Yes sir, Grandpa Kaufman soon will be bouncing his granddaughter on his knee.

Leave it to Don Getchell to do something different. Or maybe it's due to his weight—anyway he can't reach his changer on a 3700, so he fastens it around his neck. Yes, he still had the old harness that used to be used by conductors on the double decks.

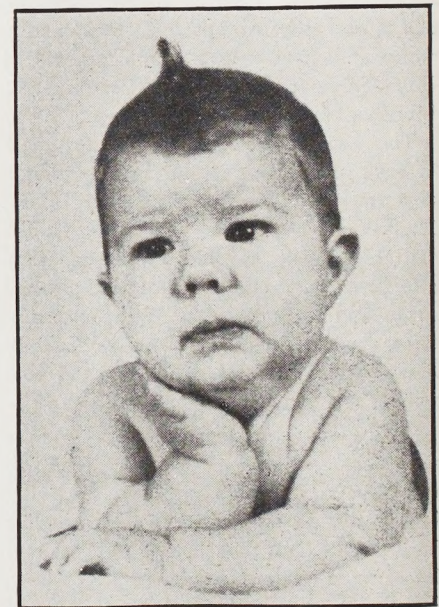
Ray Brown, farmer from Van Nuys, is really preparing himself for "come what may." He recently purchased a very fine Alpine goat, to add

to his rancho. Ray is proud of the goat and so he thought the goat should have a four legged playmate. So home he comes one day with a baby "porkie." Now he wants a calf.

Wonder what they mean when they say, "ask Bill Terry if he can tell the boss's car when he sees it?" Couldn't be it's because he ordered the "heap" off the lot at "Fig," could it?

Virgil is in receipt of mail from Jess Hear, U.S.A.—Annis U.S.A. Little Alexandria, U.S.A. (Hawaii); Phil Henley, U.S.N. (Dutch Harbor), and word was received from Fellers who had just passed his examination as Lieutenant in the Officers' Training Center.

Big question is, who is "Bert" who sends candy from Coulters to Goodale? Maybe he's just a Gremlin.



Dennis Michael has started right in at the age of five months to solve the world's problems. He is just giving a talk on the Einstein theory and ponders before answering any questions. His daddy is Conductor L. M. Edwards—of Division Five.

## THE HILLBILLY BOYS



By L. VOLNER

Division Three is located in the highest section of Los Angeles, and for some time has been known as the "Foothill Division." Most of her boys live in the neighborhood, or in Highland Park or Eagle Rock, where the elevation is close to 1000 feet. While we don't claim to be especially polished, all are endowed with a plentiful supply of common old horse sense, which is one of the principal assets for a good streetcar man. We think we have the best bunch of boys in town, and know that we have a Superintendent who is second to none.

When anything happens which shows the good work of the men, Mr. Bodley is always ready to give credit for same. On Saturday, January 16, Division Three did not have a single accident, and to show his pleasure Mr. Bodley had a note in the bulletin



Kenneth Allen is talking things over with his daddy who is Operator G. K. Wilch of Division Four. Right now he is telling a new one which he picked up somewere on the stork route.

case praising the men for their good work.

Strange things do happen even in the streetcar game. The oldest employes cannot remember when a Sunday schedule was worked three days in a row as it was on December 25th, 26th and 27th.

Motorman C. E. Zimmerman and Operator H. S. Porter, who for some time have been on the flagging list, are both back on the cars.

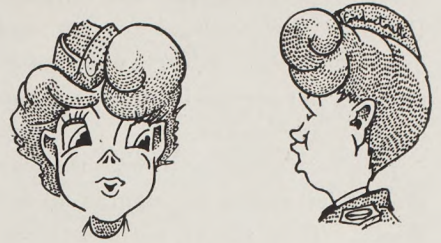
Motorman Bob Frasier is on a ninety-day leave. It seems he is trying it out to see if he really wants to retire.

All of his friends, which includes many of the old-timers at Division Three, were much grieved to hear of the death of former motorman W. W. Taylor who died on January 8. Funeral was held at the mortuary of W. A. Brown, with burial in Forest Lawn Memorial Park. To the bereaved, we extend our sympathy.

Quite a change has been made at the entrance to Division Three by the removal of the Car Barn Cafe. The cafe was built by the company and operated by Harry E. Tuttle, who for years by his own charm and personality made the "Car Barn" popular. When this division was first started the men had no place to eat, for at that time this section of the city was not very thickly populated, but now, with other eating places close by, this place was not needed any longer, and the space the building occupied will be used for other purposes. There is a story going around about two fellows watching the Car Barn Cafe. One said, "Gosh, they're tearing down the hash house." "Yeah," replied the other, "meat shortage."

A southern negro upon receiving his draft questionnaire struggled desperately with the long list of questions. He looked it over for a long time, scratched his head and sweatingly profusely. Finally he gave up in despair and returning the blank questionnaire to the draft board made this notation on the last page, "I'se reddy when you is."

## DIVISION FIVE "V" NOTES



By FRED MASON

Letters and cards from the boys in the armed forces are always welcome. Boatswain's Mate, 1/c, E. H. Bryant, sent us greetings from Kauai, T. H. Charles W. Hicks sent his greetings from the U.S.S. Arthur Middleton. R. B. Wynne writes from Tucumcari, New Mexico, that he is flying "Grasshoppers" and feeling pretty good about his progress. He said that he would like to be working a run and a tripper on the "5" line. Says he learned some new stunts from the "Grasshoppers" which might work on the H-4's.

Several motormen and operators have received citations for violating the law by improper operation through traffic signals (in plain English, they have been pinched), so watch your step, boys. Read Bulletin No. 255, dated December 31, 1942, follow the instructions contained therein and save yourself time and money—and embarrassment.

M. A. Dawson left us a short while back to do some construction work in Alaska, and he says he is mighty glad to be back. Dawson worked through weather 10 below zero on the Naval Air Station at Kodiak.

Motormanette Helen Dailing is doing an excellent job on the front end despite the little difficulty she ran into recently. She was operating one miserable, rainy night when her overhead blew out. This was the first time this had happened to her, so she climbed on top of the car and went hunting for what she thought was the seat of the trouble. Her follower came along and the motorman asked her what she was doing. She told him she was looking for the ribbon fuse, whereupon he told

her that there was no ribbon fuse on the type of car she was working. He reset the overhead for her and away she went, a very wet motor-manette, but her spirits weren't dampened by any means.

It is very pleasing to note the way the conductorettes are signing up for Bonds. They are all ten percenters, too.

And speaking of conductorettes, Roby and Blevins are still talking about their radio debut on the "Quiz of Two Cities." Helen Blevins won the extra bonus of five dollars. How did the fellows on the program do? Ask "Rip Van" Donnelly or "Eagle" Sloan.

Conductorette Lorena Weaver tells us that she stumbled getting off the car and fell on her changer.

Private Champ Clark writes from the Army Flying School, Roswell, New Mexico, saying that he is enjoying army life, and sends his best regards to all the boys.

Yoeman 2/c, C. A. Schulz sends his best regards to all the boys. He is stationed at Mare Island.

J. A. Madigan tells us that instead of holding in runs he has decided to assign them to the Gremlins, then if the Gremlins fail to show up it is only a Gremlin miss-out (wouldn't Mr. Madigan be surprised if the Gremlins showed up and pulled out one of those runs. Picture a streetcar going down the street with an invisible operator. Oh well, no one would notice them the way they are crowded.)

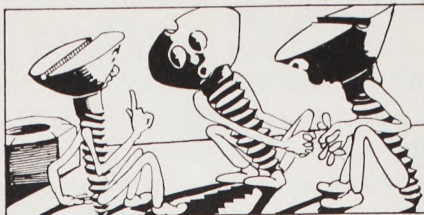
D. E. Merritt was the first trainman to return to the job from the armed forces. He prefers working to drilling, and he said he had a nice vacation, being stationed at Camp Hahn, while he has been away. The six months training he received together with what he has learned on the streetcars puts him in shape to lick a regiment of Japs should they ever attack the "F" line.

Doctor: Give me some of that prepared minoaceticacidester of salicylic-acid.

Druggist: Do you mean aspirin?

Doc: Yeah! I never can think of that name.

## LOOSE SCREWS



*Mechanical Divisions as reported*  
by A. L. DAVIS

From *Car House No. 1* we hear that William Slade had the misfortune to fall from a ladder while working around his home. Slade is now in the California Hospital and would welcome a visit from any of the fellows. . . . G. N. Braaten has also been away from work for several days because of sickness. . . . Mrs. Annie Torrence's mother passed away on January 10.

All members of *Department 2* and the entire Car House personnel extend their sympathies to Street Inspector Gregory due to the loss of his wife on January 20, 1943, as do all of the Car House employes.

The Car House forces mourn the passing of Foreman W. W. Aldridge of Car House No. 4, who died in his home after a brief illness December 19.

*Car House No. 3* reports that popular L. C. Bailey left the service after

getting a little letter which started out "Greetings." . . . J. T. Rojo and A. O. Roman are now helping to build ships for Uncle Sam. . . . Jack Knight, Assistant Night Foreman, was transferred to Car House 4 as Assistant Day Foreman, and all the boys are glad to see R. H. Wescombe take over Jack's duties at this Division . . . C. B. Pursell has been transferred from Mechanical Department to the Operating Department. Lots of luck, C. B. . . . Jobs open because H. S. Glenn, W. J. Krol, and T. E. House left the service were filled by W. E. Darby, H. G. Anderson, and R. O. Cariazos. Welcome to our Division, boys.

Out at *Car House No. 4* they are very proud of the new truck 170 who had a beautiful chance to prove her mettle and her power recently when Wheeler Ellis hooked her onto an overturned car at Jefferson and Tenth Avenue. She really is a beauty, and Ellis is as proud as if he owned her himself.

We had a report that C. W. Nokes will soon be back to work. Nokes is home, recuperating after a serious operation . . . L. W. Lee is transferred to the bus overhaul department at South Park. . . . Wheeler F. Ellis was promoted to Foreman at Car House No. 4. . . . J. W. Knight came from Car House 3 to act as Assistant Foreman on days. Welcome to our gang, Jack.

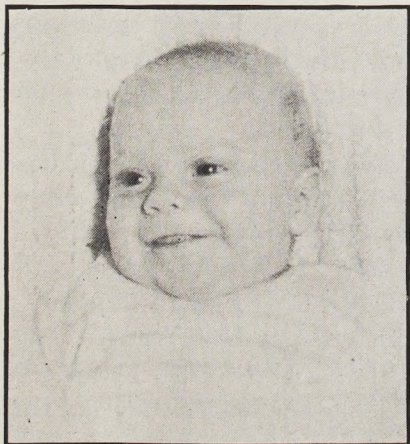
From *Car House No. 5* we hear that Tom Cosgrove is sporting a "C" card. . . . Wonder who he knows? . . . Jim James was spotted pulling a "V" tripper into Division 5 bob-tailed. What happened, Jim? . . . Ray Shire was the first one to start the vacation ball rolling. He took off the third week in January. Ray is certain of a rest soon. Smart guy. . . . The Store Room, Division 5, was having a going over with all new item numbers. . . . E. F. Hess shouldn't talk so much about the vegetable garden that he has planted—that is counting your cabbages before they become salad. . . . The boys at the Division take this opportunity



Rebecca Ann, all dressed up in her Sunday best and waiting on the steps for the boy friend. Rebecca Ann is the seven months old daughter of Motorman and Mrs. L. F. Mitchell, Division Five.

to congratulate Wheeler Ellis on his appointment as Foreman at Car House 4, to Jack Knight for his appointment as Assistant Foreman. Those boys will make things hum. . . . Assistant Foreman J. J. Inman was as usual doing his "Limy" bragging and telling the boys to "watch me. I have discovered a way to get meat for supper." He proceeded to stand watch at the Division market, and after an hour and a half, the wholesale meat wagon rolled up and stopped. J. J. Waited cautiously until the driver loaded the sheep onto his back and toted it into the market. Jimmie smacked his lips until the driver came out and drove away. Jimmie walked in nonchalantly, leaned on the counter, and said, "Give me two lamb chops," to which the butcher from the counter replied, "I never saw you before. "Come on, come on. Give me two lamb chops or else," snapped Jimmie. "OK, wise guy," returned the man with the large knife, "I haven't any lamb chops, so what!" After about ten minutes of a heated argument, Jimmie walked wearily away, a hungrier, wiser, and much madder man. Jimmie found out too late that you can't get lamb chops from a sheep.

For a sound investment and victory — BUY WAR BONDS.



Little bright eyes grins at the homely photographer. Dean Philip is eight months old and belongs to Operator and Mrs. K. M. Umbarger.

## STREAMLINERS



By B. C. LATHAM

Superintendent E. H. Ellis wishes to express his deep appreciation of the fine work and cooperation the trainmen of Division Four have shown in the past year and to heartily welcome all the new men.

Pvt. R. J. Bragdon, A.A.F.T.T.C. Brks. 4; Tobey Kendall Hall, Colorado State College, Greeley, Colorado; Pvt. C. J. Knittle, 771st School Squadron, Brks. F-335, Buckley Field, Colorado, and Sgt. A. C. Wagginer, P. O. Box 55, Mathan Field, Colorado, are a few of the many whom we have received cards or letters from recently. They state, without exception, how pleased they were with their Christmas packages from the Company.

Pvt. R. L. Bradley, Unit No. 380, USMC, c/o Postmaster, San Francisco, writes from somewhere in the Pacific, "My one ambition, other than returning to my wife, is to come back to the Los Angeles Railway and once more sit in a "PCC" on one of Pico's tough runs. In fact, it's one goal that stirs me on to returning to the States when this is over." Pvt. Bradley can be certain there will be a place for him when he does return.

J. M. McKeivitt, MM2c, is still stationed at Terminal Island; however, we understand our former scribe, R. Grettenberg, has been transferred to near Tiajuana, Mexico.

The Gremlins have surely been busy on the "J" line. In fact, most of the fellows refer to it now as the "jinx" line. When anyone complains about the Gremlins, Charlie Evans tells them that if they were really smart, they would have the trolley Gremlins do part of the work.

## CANDID CAMERA IN JAPAN

By CHARLES H. HARDY

The amateur photographer has always enjoyed perfect freedom in America. Prior to the sneak attack on Pearl Harbor, the Tojo admirals and generals, cleverly disguised as sardine fishermen and celery growers, must have gloated over the freedom of taking snapshots unmolested in this country. On the other hand, American camera enthusiasts who tried to bring home pictures of Japan's scenic spots were often stopped to the tune of the well-known, "So sorry, please." Some were even thrown in jail. The writer, who as a merchant seaman, had occasion to visit quite a number of Oriental ports, recalls his trip through Japan's picturesque Inland Sea a few years ago. The officers and crew of the American freighter were warned by the escorting Jap pilot not to take pictures of the many small islands and picturesque shore line of this inland water way. Later as the writer was about to go ashore by sampan in the outer harbor of Nagasaki the Nips detected a camera in his overcoat pocket and he was told very firmly to leave it aboard or else. Everywhere in this seaport town, signs, about the size of street car ads, warned in about five languages that photography, sketching and painting were strictly prohibited. Perhaps those large shipyards in the distance were not for Americans to see. It is interesting to note that this was back in the peaceful days of 1927. In Yokohama and some of the other places we were allowed to "look-see" and take pictures freely. In Dairen, Manchukuo, which is Jap territory, picture taking was permitted. However, when one took a trolley ride out to Hoshigaura Beach, which corresponds very much to our own Santa Monica, all cameras had to be placed in a check booth on the palisades before the owners were permitted to go down to the bathing beach.



Our "Good Neighbor" policy is bearing fruit as witness the following letter from a former laborer in the Special Work Yard. This Mexican boy worked here for eight or nine years and finally transferred to the Welder Gang. His letter is addressed to Elmer Mitchell, Foreman of the Special Work Yard, and shows the united spirit to win the war in our neighbor to the south.

Mr. Elmer Mitchell,  
Los Angeles, Calif.

Dear Sir:

Sorry to inform you I am unable to return, for the reason I am now serving in the Mexican Army.

So in this case Delfino Yturriaga will check in my pass and gas mask also. Now my insurance is also paid to the last of this month.

Mr. Mitchell, I had no idea this situation would be as it is, even much less when I left. But since we are fighting for the same reason for the defense of the Americas, there is no difference in which army we serve. Since united we stand, united we will win.

Now, Mr. Mitchell, may I express my sincere appreciation for everything and hoping this ordeal will end soon, for I hope to be able to meet you again.

In the future I wish we will continue to keep in touch directly. I can be reached at this address: Calle Sostenes Rocha No. 55, Trapuato, Gto., Mex.

Sincerely yours,

EMILIO URIBE.

How can we lose a war when it is

indeed true that "United we stand, united we will win."

This is the time of the year when colds and the flu are prevalent. A number of the men in this department have been off duty for a few days but most of them are back on the job.

Paving Inspector Carl Heffington, Track Foreman Pat Jinks and Special Work laborer R. Hernandez have been sick.

Truck Driver Jimmy O'Connor has recovered from a serious and painful operation.

Track laborer M. Moya was off nearly two months on account of an injury.

Welder Foreman Joe Ovard is still off duty and the latest report is that it will be at least two months before he will be able to return.

Condolences are extended to Patch Gang Foreman Salvador Gravino, who lost his mother last month.

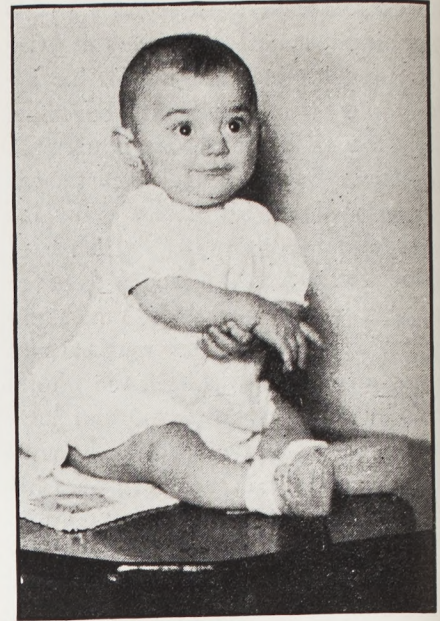
## BUS BUSINESS

By R. O. BENNETT

Mr. Max Rise claims that on his trip following Mr. C. C. Henry out of Griffith and Main, Mr. Henry doesn't go by the County Hospital. When Mr. Henry doesn't get a standing load from the hospital he circles it, rather than to see Mr. Rise work too hard. Motto of this story is, "Love thy fellow workers."

Here's special praise for Operator No. 166, A. G. Gribbling. It seems that his bus had a bad air leak in the rear door hose. Gribbling ran into the drug store, bought adhesive tape, repaired the leak and finished his run. I guess "Grib" liked that particular bus.

We hear that L. D. A. Woods is working seven days a week, a run and a tripper and has even given up weight-lifting. The government is going to have a swell time on all that money you're making, or are you anticipating marriage? We might also add that a certain young lady over



Looking things over in a big way Adrienne Sandra finds it to her liking. She is eight months old and the daughter of Conductor W. J. Knittle, Division Four.

on Melrose is wondering why you picked a run way over on Soto Street.

Evidently O. F. Swanson hasn't heard about the government ruling on sightseeing busses. Swanson in working the Beverly owl, on his last trip out the first night, lost his way and took a load of passengers on a tour up North Virgil. Some sight!

We hear that Mr. Jack Dittman received a Christmas card addressed to Mr. and Mrs. We wonder if Jack is holding out on us.

W. B. Barnes seems to be one of the boys out Beverly and Fairfax way. He has been accepted as a native by one of his lady passengers in that district.

The most lonesome man in town New Year's Eve was none other than our well liked Supervisor Wm. P. Eunson.

Says Alfred Hitch: "I want to wish a Happy New Year—

"1. To the boys on the Florence-Soto line who so kindly lay over Griffith and Darwin so that the Highland Park busses can pick up all the hospital passengers at Main;

"2. To the Supervisor whose watch





"What do you mean, time for a nap?" Sandra Lynn, daughter of V. R. Banks, Division Four, prepares to take matters in her own hands and get up.

was one minute fast, causing us all to be one minute sharp at time points;

"3. To our very efficient dispatcher in the garage who trusted me with a '6500' on the Highland Park line;

"4. To the cashier who insists on your collection of three or four hundred pennies being lined up like a regiment on parade before he throws them in the money coffers;

"5. To the dear old ladies who insist on putting their fares in the many various holes in your changer."

## DIVISION ONE

By R. C. RUGGLES

This past month has been visiting time for a number of our former employes and relatives of employes who are in the armed forces for Uncle Sam: F. T. McClendon, who left here in December, 1941; "Sonny" Ervin, son of Foreman F. Ervin, training at Pensacola, Florida; G. V. Smith, stationed at Fort Robinson; H. J. Christensen, stationed in Texas; L. W. Martin, radio instructor at Pt. San Vicente, and J. E. Caverly, who left here in 1938, is doing service on a submarine.

J. E. Ramstein had a very painful experience, coming to work one morning. An auto stopped beside him, a man jumped out and ran toward him. Thinking it was a newspaper boy, he paid no attention. Upon reaching him the man hit him, cutting his face in a number of places, then searched his pockets for money.

Operator A. J. Thomas says "Never Again" throwing gasoline on fire. He was painfully burned from this experience and is still unable to work.

B. R. Wood was injured when he climbed on top of a car to assist the operator of another car who was having trolley trouble. As Wood was getting down, the operator started the car, throwing him into the street. Luckily he was not seriously injured.

C. E. Hiller received a broken shoulder and a number of bruises when hit by a truck near Alameda Street. He is able to be up and around but it will be some time before he returns to work.

A. J. Rosenstein and wife visited the Division during the holidays. "Rosie" must be a good cook as he appears well fed.

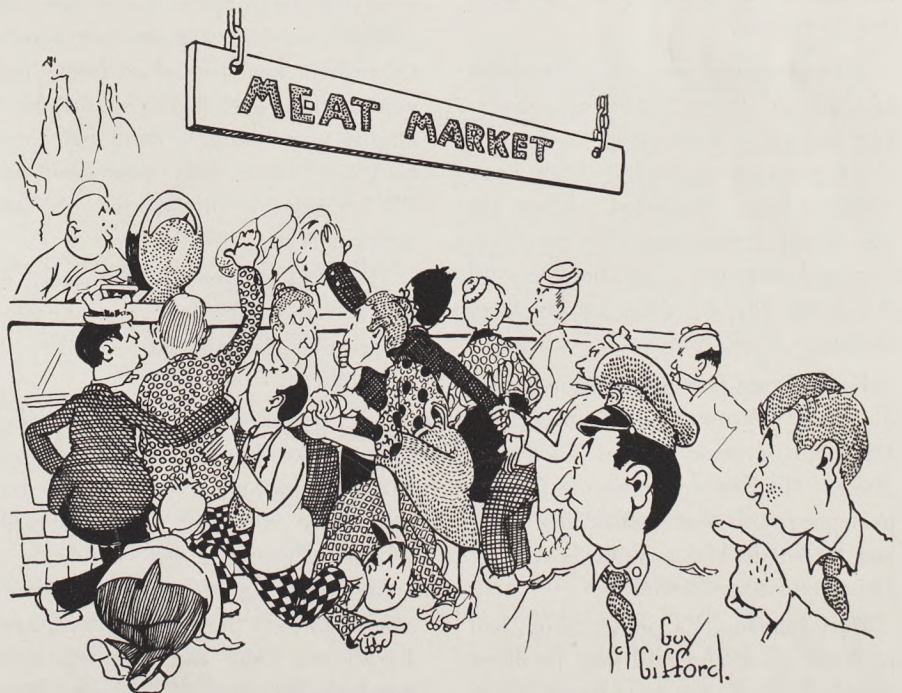
O. Wickeren, T. J. Brown, and R. McClelland have been inducted into the army and R. J. Gilles has enlisted in the Merchant Marine.

A lot of things are being blamed on the two most popular Gremlins at this Division, Hinky and Stinky, the trolley Gremlins, who stretch time points apart so that no operator can keep on schedule.

## ADDRESSES WANTED NOW!

We should like to have the addresses of the following service men whose good luck pieces have been returned for the lack of proper addresses:

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



SHERMAN SAID WAR WAS HELL.  
WHAT WOULD HE SAY TO THAT?

## REQUIESCAT IN PACE, "REX"



No one in the shops was better known than Rex. On January 11 he was stricken while at work and taken to the hospital. The following morning he passed away.

Rex is greatly missed. His friends enjoyed his good humor, willingness to help, friendliness, cooperation and loyalty, and everybody liked to work with him.

In 1920, Rex came to the company as a draftsman in the Superintendent of Equipment's office, and in 1926 was appointed Inspector, the position he held until his death.

Rex was a member of the Manchester Masonic lodge and of the Los Angeles Railway Square and Compass Club. The trout streams of California will miss Rex as he was a perfect angler and loved fishing.

To the loved ones, his wife, Mrs. Clara Guiegnard, his daughter, Mrs. Eleanor Harris, and his grand-daughter, Carolyn Elaire, we offer our heartfelt sympathy.

## 16TH STREET EXHAUST

By H. R. PAUSCHERT

D. J. Sullivan, treasurer of the garage credit union, has been wearing a very, very long face lately, and it won't be lifted until he has received the official O.K. from the auditor now examining his books. Cheer up, Dan, we know you burn the midnight oil working hard to keep everything according to Hoyle.

F. O. Rowbottom, who has been confined to his home for sometime, is slowly improving.

M. B. McInally, formerly our night foreman, is a member of our armed forces now in England. He writes that England is a beautiful country, but he is unable to furnish us with very much news on account of the censorship.

New employes in the office are Mary Shklaruk, telephone operator, and Ida May Thome, relief clerk.

Merten Bisbee and Robert Wick have been inducted into the United States Army. Leonard Young, son of Alfred Young, and Frank Moody, son of W. Moody, have also "joined up."

Ed Clark, and D. J. Getchel have

## SHAVINGS FROM THE SHOPS

By R. S. WALLACE

Mr. W. T. Reynolds, Store Superintendent, was off duty a few days, due to illness.

When anyone asks you what kind of work we do at South Park Shops, you can refer with pride to the two shiny emergency trucks which have recently been completed. They are just about the last word in construction and emergency equipment—and the work was all done by the boys at South Park Shops.

Ernie Frampton has returned from his many adventures in the Merchant Marine, to work in the Carpenter Shop. He had some wonderful experiences with that outfit. The convoy to North Africa alone is enough for an ordinary lifetime.

Merl Johnson, Carpenter Shop, had to think quick and talk fast the other evening when he got home from work to keep from sleeping in the dog-house. During the performance

of their evening chores, his wife and mother-in-law opened his lunch box and discovered therein the picture of a pretty girl, upon which was inscribed some very endearing words. Of course they wanted an immediate explanation, and there's where Merl almost went under. Probably there have been better alibis concocted, but I'll bet never a quicker one. Shame on you, boys.

Understand Geneva Matherly, of Mr. Jordan's office, who was operated on recently, is reported recovering at her home.

Joe Schreiber of the Winding Room is confined at the California Hospital for observation. He has been there four weeks or more with a heart ailment.

Mr. A. D. Arnold, of Mr. Jordan's office, is again the proud grandpapa. To his son John and wife was born Sunday, January 24, a son, John Douglas Arnold. Father John was formerly with the L. A. Ry.



Big sister and baby brother, Suzanne and Billy, draft exemptions for Mr. and Mrs. William Wilson, 16th Street Garage, watch the pretty birdie.

left the store room department to enter defense employment, and Walter Scanlon is the new employe in the store department.

J. Johnson, the new tool room man, has overhauled the place and made new improvements.

C. Stieger, R. Robinson, F. La Freda, L. Beraru are the new men transferred to the day shift.

The following former employes, now in the service of our Uncle Sam, paid us visits recently, and each and every one of them has gained weight and is looking "tip top." J. Douglas, C. McNeil, A. Ahrens, Abe Leiser, J. Carmichael, R. Jeffery, M. Lehman. After looking over these soldiers, we don't mind the butter shortage for we now know where that elusive golden substance is going—and every one looks as though he is getting plenty of butter.

Our Firestone tire man, Jerry Brannen, has left for service in the army. Jerry wants to retire the Japs.



Mother Paulette has to hold little Gary in her arms. He is just at the age where he wants to fight Japs. Gary is the son of Mechanic William Taylor, 16th Street Garage, and wants to be a soldier.

## SO, YOU WANT MY STORY?

Charlie Groves, who now works at the South Park Shops, spent many years as a character in motion pictures. You have seen him as a warrior of the desert, a member of the sheriff's posse on the Western Plains, dressed for an evening party among the elite, and a card shark from the mining camps in the old days. In Charlie's own words, we quote:

"So you want a story of my experiences in pictures—well, they have been many and varied, but to relate them would take up more room than you have in your column. I would much rather talk about my present job. I am really working now, not the thing the movie extras call work, but downright muscular labor. But I like it and really feel better working here in the Truck Shop for the L. A. Ry., lots better than waiting for a call in the movies. However, I did have some good times in the movies along with some pretty tough ones. But I prefer this work even if I do get pretty greasy and dirty and skin my hands



now and then. One of the first pictures I was in was "The Hardy's Out West." I worked two days in that one and they paid me eighty-seven fifty, and I thought that was pretty good for the time I put in. Some of the others I worked in are "The Sea Hawk," "Boom Town," "My Little Chickadee," "Desney Rides Again," "The Hunchback of Notre Dame," "Coming Round the Mountain," "Mountain Justice," and others which I can't recall at present; but those mentioned are among the highlights of my picture experience."

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## MAIN OFFICE MURMERS

By WALTER WHITESIDE

The biggest story of the month is the tale of Supervisor Tex Brown, who received a hurry call from the dispatcher to instruct a bus driver who was to pass by very soon. Tex was supposed to tell the bus driver to make one more trip. Wide-awake Tex dashed into the street and stopped the first bus which came breezing along. When the doors opened, he dished out the orders. The driver looked at him a moment and then told Tex in no uncertain language to go jump in the Los Angeles River. Awed by the outburst, Tex backed away and discovered that he was giving orders to the driver of a Greyhound bus.

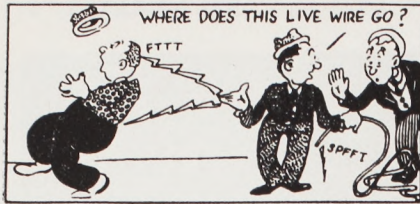
Although the Christmas party is nearly two months past, it is still the talk of the folks around the main office. The committee was successful in obtaining enough coffee and hamburgers in spite of the shortages elsewhere to satisfy a large, hungry crowd. Quite a number of the girls

brought cookies and cakes. President P. B. Harris won first prize in the drawing for door gifts, but would not accept it. Prizes were won by Jennie Levitt and Eva Murray.

The office Credit Union held its annual meeting on January 27 when the officers voted to declare a four per cent dividend. The officers elected for the coming year were: President, Walter Whiteside; Vice President, Harold Nelson; Treasurer, S. Underwood; Clerk, Betty Hastings. Other directors are Alice Fraser, Clarence Fischer, and Orville Stanchfield. Credit Committee members are William Morgan, James Murray, and Jack Stirling. Supervisory Committee members are A. W. Wells, Julius Blum, and Mary Williams.

We would like to get our hands on the Gremlin that holds the elevators at the 10th floor for what seems like hours and hours and then have each elevator go to the basement before starting on its return trip.

## SHORT CIRCUITS



By WALTER WHITESIDE

News during the past month has been very scarce, so why don't you juice monkeys in the future just drop yours truly a note of any happenings so we can report it.

In fact, we received a splash item, said splash being caused when Mr. T. Lander fell backwards into his fish pond. No damage was reported except a few wet clothes and some excited fish.

Everyone was glad to greet Joe Caviedes back on the job after a prolonged illness. Joe says he feels fine and is gradually getting his strength back.

Frank Tarpley was placed on the special roll on January 25, after being off ill for a year. Any of you fellows passing by Frank's house, stop in and say hello.

Mr. B. Smith smashed his big toe and had to lay off for a couple of weeks.

A. L. Barrett was in town the other day and stopped in to say hello to the fellows. He says he likes the job fine so far.

## SOUR GRAPES FROM VINEYARD

By F. W. SOMMER

The biggest pest, and you all know him, is the jerk who rides the busses ten and twenty times a day for one or two blocks. This fellow carries a joint pass and two large grips which fill the back end of the Diesel. The grips are packed, overflowing with neck ties or socks. Sometimes, when you are in a hurry, he will take your time and his to peddle a necktie or a pair of socks. If you are really in a hurry, you will buy them just to get rid of the pest. I don't suppose one should say anything if this man really has an essential war job. . . . Bertha Durborrow, our high flyer, is taking over the cashierette's job from Bettie Todhunter, who left on the first of January. We wish her the best of luck. . . . It is getting to be quite a usual thing having service men drop in. Lieutenant Ted Strong spent the holidays here and dropped in before he returned to Texas. . . . Private Elmer Stowe also stuck his nose in the door. Stowe is the fellow whose boots were pictured in the last TWO BELLS. He has been stationed in Alaska and will return shortly. He promised to personally take care of all the Japs in the Aleutians. . . . George Clink looks better in a sailor's uniform than he



Presenting Operator F. J. Sayre's (Vineyard) family who are back in Colorado getting in condition for another ice age.

does in "civies." George is stationed in San Diego. . . . Dick Veeh (V for Victory) is surely in a rut. He came down to pull out his run only to discover that he was on a vacation. . . . From Virginia (who's Virginia?) we got a letter from Jim Couch. This was quite a surprise as we didn't know he could write. He wants to know if the wolves are looking after his girls on Wilshire. Drop him a line at 67th Batt. Co. A, Plat. No. 1, Camp Peary, Williamsburg, Va. . . . Harold Feller dropped a long note from the Candidate School in Mississippi. He says, "They really throw it at us here. We have six hours of class lectures a day plus two hours of drill with about four hours of study. It is a twelve weeks course and I have had one week of it. No exams yet, but they start next week. I hope I can pass the exams and if so I will be commissioned in the Transportation Corps." What's that old saying about a bus driver always being a bus driver? . . . Our Master Mechanic Henry Forsberg is back making sure that all the coaches are ready for service. . . . We are also glad to see G. P. Dickerman, supervisor, back on his old stand. . . . E. B. Lodgson resigned as Division Superintendent and took up his former

## SCORE BOARD FOR BONDS

Personnel turnover holds our percentages down. So—get on the Bond-wagon, newcomer. This is your war, too. Sign up today.

	Percent of Employes Buying Bonds	Percent of Payroll Deductions
Shops .....	58%	4.1%
Garage .....	52%	3.3%
Electrical .....	80%	6.9%
Way and Structures .....	89%	6.0%
Division 1 .....	63%	4.5%
Division 3 .....	53%	3.9%
Division 4 .....	61%	4.9%
Division 5 .....	42%	3.0%
Coach Division .....	53%	4.0%
LAMC Lines .....	45%	3.0%
Building .....	76%	6.6%
Total .....	57%	4.4%



"Besides being patriotic, picking apples is a lot of fun" says George Melvin, son of Operator G. I. Battelle.

position as a supervisor. . . . E. B. is on the line north of Wilshire. You boys will have to look for his hiding place yourselves. . . . Ted Chastain was driving down Crenshaw. He looked at his watch and saw that he was too sharp, so he didn't bother to stop at 54th. He went down to 67th and got back before his leader pulled out. His follower is trying hard to look him up off duty. . . . Bob Shannon received a letter from his brother Don in North Africa. Don writes that he doesn't think he will be there long as they don't believe it will take long to clear the Nazis out of Africa. . . . It looks as though we will be able to get a day off now and then as we have an extra board longer than a Southern Pacific freight train.

### Just a Word . . .

Gentlemen:

Just a word to let you know how much I enjoy receiving my issue of Two Bells each month.

I've been all over the U. S. since I used to operate out of Division four and our little magazine has followed and given me a lot of pleasure.

Most of the fellows I work with are former transportation men and all the larger cities are well represented.

Best wishes and a sincere hope that we'll all be back on the cars soon.

G. D. Howard  
Formerly 2402  
L. A. Ry. Corp.

### More Conductor's Box . . .

(Continued from Page 5)

Mr. Billings has improved the looks of his satchel with imitation leather and ritzy lining.

We asked one old-timer why he didn't carry a compact, and he replied, "Which is the easier, to lick your finger and reach with the same motion to your left-hand upper pocket or to lick your finger and to reach way out in front of you for a transfer?" Guess he has something in that.

Joe Watt, a former pianist, and quite a popular fellow at Four, informs us that when he works the P.C.C. cars, and it looks as though he will be rushed, he puts a pile of nickels and a pile of pennies on the dash shelf and tells the passengers to make their own change. Mr. Watt tells us that he has never lost a cent. He has most certainly simplified the change problem.

One of the old-timers at Division 4, when questioned about the catsup bottle cover, which was fastened to the

side of his changer, remarked that he had simplified his needs:

To handle the terminal butt properly, the method is to knock the cigarette ashes off and blow heartily so that all the smoke is gone. The balance, when again smoked, will be as fresh (though very much shorter) as a new cigarette. It may have a slightly dry flavor, but some operators insist that the dryness makes for better smoking.

"In my pockets I can carry everything but a gadget to put 'terminal butts' into. This little bottle cover is just the thing. I recommend it to all the fellows who enjoy a cigarette when they have time for it at the end of the line as a handy place for 'terminal butts.'"

To the uninitiated, a "terminal butt" is that portion of a cigarette which is unfinished when the operator finds it is time to leave. Most old-time operators save the balance, or terminal butt, to finish when they reach the other end of the line provided they have enough "spot" to get a couple of "drags."



## AMERICAN LEGION SCHOOL AWARDS

By LEO LEASMAN



Front row, left to right: Gary Goldsmith, 3rd award, Elmer Helms, 2nd award, Paul Boghosian, Honor award, Comrade Jarvis, Lois Crawford, Honor award, Lillian Weiner, 2nd award, Dolores Dolloff, 3rd award. Rear row: Sylvia Kessler, Betty Fuhrman, Honorable mention, Bettie Leasman, Past Pres. Beatrice Hillman, Honorable mention, Past Com. Leo Leasman, Comrade Dr. Pechota, Kay Carson, Unit Secretary, Irene Penny, 17th Dist. President, Mae Carson, Unit President, Roy Binder, Ray Binder, Twins and Bob White, honorable mention.

### WOMEN'S CLUB

By MRS. H. A. DEWEY

The coming event in which everyone is interested is the Dime Luncheon and business meeting on February 18 at 12 o'clock.

Next is the patriotic luncheon on February 25. For reservations, call Mrs. Thomas, MA-2995, or Mrs. L. F. Robinson, FE-4291.

Most of the members have joined the throngs of defense workers, so each day our social affairs and meetings of the club are diminishing.

On January 7 it was decided to increase the door prize to \$1.00 in savings stamps.

At a recent meeting, Caroline Walker, Club Editor for the Herald-Express, was guest speaker. It was a great privilege to hear her exciting story as a reporter.

The Dime Luncheons are going over big, and you get a 25c lunch for 10c when you come to the club rooms at 962 West 12th Place on the

first and third Thursdays of each month.

As a service to the boys in the United Seaman Service, our club is purchasing \$10.00 worth of wool yarn for caps and scarfs. Individuals may buy this yarn to knit for the boys by contacting Mrs. E. V. Athenous for instructions and yarn.

Wool pieces for quilts are needed by our Red Cross Auxiliary which meets in the club rooms on Tuesdays from 10 a.m. to 3 p.m.

Leave a big space in your date book for the coming meeting March 4 at 2 p.m., when Dr. B. Johnson Reemtsma will speak about the European continent and the war, of which he knows so much about.

Mrs. Blanche Wise is the only railway wife to win a Fourth Fighter Command pin for donating five hundred hours. The pins were presented by Col. Israel over C.B.S. during the "Eyes Aloft" program from the stage at Patriotic Hall.

On January 22 the Legion, Railway Post, held the usual school awards at Berendo Junior High School and with everything against us, working conditions and weather, nevertheless we had a very fine program which was, as usual, very successful.

The principal of the school, Comrade Jarvis, a member of the Schoolmasters Post of the American Legion, gave us perfect cooperation.

School awards given at graduation are part of the great Americanism program of the American Legion to create more enthusiasm on the part of the boys and girls in regard to their studies and their morale. The awards are based on five principles as follows: HONOR—strength and stability of character; high standards of conduct; keen sense of what is right; adherence to truth and conscience and devotion to duty and practice of clean speech. COURAGE—bravery in the face of opposition and danger, and grit to stand up for the right and do one's duty. SCHOLARSHIP—scholastic attainment; evidence of industry and application in studies. LEADERSHIP—ability to lead and to accomplish through group action. SERVICE—kindliness, unselfishness, fellowship; protection of the weak and promotion of the interests and welfare of associates without hope of personal reward.

The Post presents the top or Honor Awards, and then the Auxiliary presents the second and third awards, and it really has helped us a great deal in our having such a grand program. This is the first time that we have ever had honorary mentions, which were presented by the principal of the school. Our program has built up the morale of the school at least 35%. A student has to have been in the school for two years to enter the finals. What he or she has won has been over this period or longer.

# DEDICATED TO VICTORY

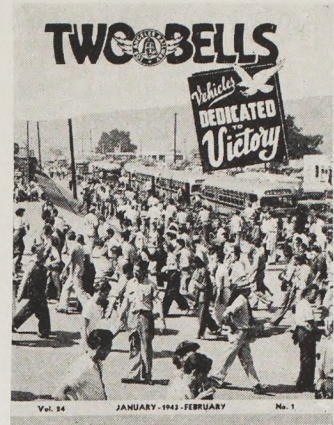
Cover Photo by Pat Clark, Vega

Picture a Rose Bowl traffic scene three times a day and you have a view of the mass movement of vehicles at Lockheed-Vega when the shifts change.

Bicycles, jaloppies, pedestrians and miles of busses all moving quickly, orderly up to the ramps of the War Plant.

A stupendous feat of mass transportation is accomplished by these busses. Timed perfectly to bring one shift and take away another. These vehicles operate a near perfect schedule. The workers cooperate. They board the same bus, they wait for certain drivers, they know where they are going and there is no hesitancy.

These busses are dedicated to Victory. The war workers come first. We may be forced to walk, to stay at home, but busses will roll to the War Plants three times a day until Victory.



## SQUARE AND COMPASS CLUB

The first meeting of '43 was held at "Van's" Cafe, January 16. After a roast chicken dinner Billie Vejar furnished some swell entertainment.

We were sorry to hear of the passing of one of the faithful members, Rex Guignard.

## VETERANS CLUB

By JAMES MADIGAN

As announced in the last issue of TWO BELLS, the members of the Veterans Club at their meeting on December 8, by a unanimous vote, made it known that they wished to retain their officers for another year. However, Commander Roche, who was seriously ill on the night of the election, and unable to be present, together with the other 1942 officers, prevailed upon the members to reconsider their action, stating that while they appreciated the compliment bestowed on them by the membership, they requested that other comrades be honored as officers for 1943. Granting their request an election was held on Tuesday, Jan. 12 at Patriotic Hall, and the following officers will do the worrying for 1943: Commander, Myron Taylor of Div. 5; 1st Vice Commander, T. L. Hutchings, Div. 3; 2nd Vice Commander, L. T. Staten, Div. 3; Adjutant, H. F. Nelson, Main Office; Finance Officer, R. C. Hoyle, Div. 5; Chaplain, C. J. Jackson, Div. 4, and for some unknown reason, Commander Taylor appointed your scribe as Sergeant-at-arms.

## VETERANS CLUB AUXILIARY

By BETTY ROCHE

The following members were unanimously elected to office for 1943: President, Gladys Taylor; Senior Vice President, Esther Wickham; Junior Vice President, Evelyn Staten; Secretary, Ella Hoyle; Treasurer, Tess Madigan; Chaplain, Amy Jackson; Conductress, Josephine Clark.

The installation of officers will be held in Patriotic Hall at 8:30 p.m., Tuesday, February 9. Following the installation, refreshments will be served in the dining room.

All L. A. Railway employes and their families are cordially invited to attend.

At the January meeting a stork shower was held for our popular little Evelyn Staten, wife of Second Vice Commander L. T. Staten. Evelyn received many and varied gifts.



## EMPLOYES EMERITUS

By P. C. McNAUGHTON, Chief Scribe

Our regular monthly meeting was highlighted with a dramatic lecture given by Mr. Hubert Mitchell, of experiences in the jungles of Borneo, Sumatra, and the Celebes, among the tigers, black panthers, pythons, crocodiles, and other denizens of that country, and of the habits of the natives, who live only on meat which they forage from the jungle, and in the lean years, may be reduced to only snails, which they roast in their shells, and suck them out, to swallow them whole. It was life in the raw, as he depicted it and meant a love for humanity, and for helping these people to a realization of a higher scale of civilization, as well as to bring a knowledge of Christian living. When war was declared between the United States and Japan, it meant that all white inhabitants of those islands must immediately get away. They finally reached Singapore and embarked on the steamer, President Madison, the last boat to leave the Orient and to reach the harbor of New York. They were ninety days at sea, dodging mines and torpedoes and bombs from Japanese airplanes, but miraculously having fog and rain for much of the time, which obscured them from the enemy. In an account of that journey, one of the crew of the Madison remarked: "It was those damned missionaries that prayed us through."



**Until Victory Let's  
Make Every  
Minute  
Count!**