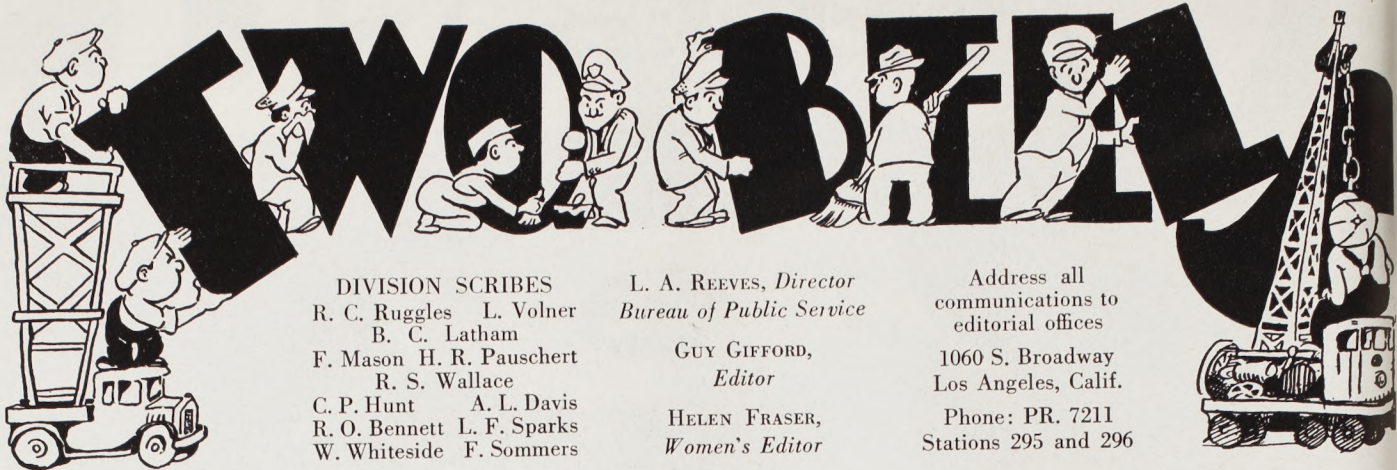


TWO BELLS



Give
The Need is Double
War
Fund



DIVISION SCRIBES
 R. C. Ruggles L. Volner
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 F. Mason H. R. Pauschert
 R. S. Wallace
 C. P. Hunt A. L. Davis
 R. O. Bennett L. F. Sparks
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L. A. REEVES, *Director*
Bureau of Public Service

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

VOLUME 24

MARCH, 1943

NUMBER 2

LET'S ROLL UP OUR SLEEVES AND DIG!



—'Intake' Photo.

The rationing of canned foods, the shortage of produce, the lack of farm help, and the needs of our allies mean that every single person in the United States must, whenever he possibly can, produce as much of his own table staples as possible. It is with this thought in mind that the management of the Los Angeles Railway has inaugurated a "Vegetables For Victory" program to be featured in the months to come.

The Victory garden begins with seeds. Even though there is a scarcity of seeds, a shortage caused by an unprecedented demand, the management was fortunate enough to procure a variety of garden seeds; bell pepper, squash, tomato, cabbage, onion, beets, corn, lettuce, turnips, stringless green beans, radish, and carrots.

These seeds are FREE to the employes who want them.

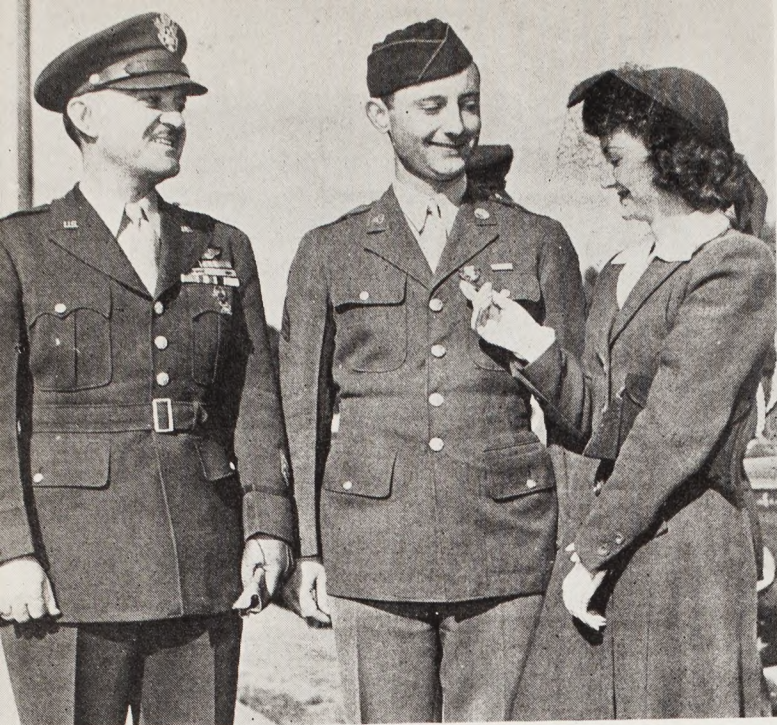
It is our aim and hope that every single seed that is planted will flourish.

We are making plans for a contest, perhaps a 4-H club affair, in which the recipients of the "Vegetables For Victory" seeds will have a chance to display what they can produce from their back yards, front yards, or window boxes.

Prizes, honorable mention, etc., for the biggest and best squash, onion, tomato, or spud, will be announced in future TWO BELLS.

Watch bulletin board for further announcements and particulars.

LET'S ROLL UP OUR SLEEVES AND DIG!



Medal For Valor

Jack "Pop" Cull, Mechanic of the Los Angeles Motor Coach Lines, Virgil Garage, has a swelled chest of late. "Pop" has a right to have, for his son Sergeant Eugene W. Cull received a Soldier's Medal for Valor in Oakland, January 17.

Presentation was made by Brig. Gen. William D. Kepner, Commanding General of the Fourth Fighter Command, in the ceremony marked by a full dress inspection of all Fourth Fighter personnel held at Lakeside Park.

When a fellow soldier had fallen into a treacherous part of the Columbia River near Portland, Sergeant Cull rushed in without hesitation and fought the rapids until he reached the drowning man.

MORE LETTERS

Pvt. Clarence J. Knittle, once with Division 4, drops a note from Buckley Field, Colorado: "We had a nice Christmas in camp, and it was the white kind that people have been singing about. The noon chow was marvelous with turkey, dressing, all the trimmings and four kinds of dessert, and each man received a large sack of candy, nuts, and a pack of cigarettes. I will graduate from the Air Corps Technical School for armorers, January 16. I was hoping to be shipped to a tactical outfit, but four of my instructors had told me to forget it, that I had been placed on the list of students recommended to teach . . ."

Lt. George A. Holden writes: "I have been promoted to first lieutenant and have been recommended for the medal of honor and merit while with the 27th Division in time of war. For my lit-

tle part I received a letter of commendation from the Major General of this division. It will not be long before I shall go to work for the Hawaiian Department with the Army Transport Service as debarkation officer here on the island. The rest is a military secret.

"The islands are about the same with all their beauty, native gals, who by the way, sure do like to do their dances, and so forth. I just received a letter from my wife reminding me that my baby girl is now nine months old. Tell all the boys hello and I hope to see them soon. P. S.—I cannot talk about the transportation as it is a problem here on the island. In fact, it's a madhouse . . ." Lt. Holden was formerly with the Coach Division at Virgil.

Operator Kruse, formerly with the 16th Street Coach Division, writes from Scott Field, Illinois,

"I am studying to be a radio operator and mechanic. My goal is with a bomber crew. The army is putting me through a normal nine months course in eighteen weeks, and that means I must continually hit the ball. Tell the gang at 16th St. 'hello, fellows,' and I would appreciate letters from any member of the LARy family who cares to write. I promise to answer . . ."

Private **Conrad McNeil**, who used to be at Mechanical Department No. 20, writes from Aberdeen Proving Ground to-wit: "The Army is trying to make a tank mechanic out of me. I just finished a complete G. I. course in rear end transmission, auxiliary transmission, transfer cases, front wheel drive, and am now starting on radio and in-line motors. Maybe when I get back I can put my own car back together again. The weather is cold here in Aberdeen, Maryland; eight degrees below zero. Would like to hear from some of the fellows . . ."

V. Lerit, formerly Substation Opr. Power, dropped a note from San Juan, Puerto Rico, saying: "I would sure like to give the boys a few details of my duties in this tropic paradise, but it seems that censorship regulations frown on that—about all I can mention is that I am earnestly endeavoring to do my little bit toward the final conclusion of this global war. Best regards to all my friends in the office . . ."

S/Sgt. Gordon Seed of the Thirtieth Air Force writes: "I want to thank you for the service medal received some time ago. It will always be a reminder to me of the many friends I made while with LARy. We are going to town over here, and I am enjoying every minute of it because the enemy is getting some of his own medicine . . ." Gordon Seed was formerly of Division 1.

(Continued on Page 20)

TROLLEY TROUBLE TRUCKS

By R. S. Wallace

These two super-emergency behemoths, which are almost identical in design and construction, were built primarily for the purpose of bringing in disabled streetcars and buses, clearing disabled public cars and trucks from streetcar right of way, righting over turned streetcars and buses, and bridging car tracks over fire hose at scene of fires so that streetcars can proceed. These are only a few of the many duties these trucks are called upon to perform. They must be equipped to cope with any emergency.

They were built in the South Park Shops by the many skilled workmen employed there; the blue-prints and specifications were prepared by the Mechanical Engineer's office under the supervision of the Superintendent of Equipment. Most of the drawings were executed by Mr. D. E. Dent of the Mechanical Engineer's Office.

Any one seeing these two shining beauties would never suspect thousands of pounds of second-hand steel from Vernon Yard were utilized in their construction. This was done to conserve new material for war purposes, but presented many vexing problems in the truck fabrication and design to utilize material on hand.

The two "Mack" five ton chassis for these trucks were bought in April, 1942. They are powered by four cycle, 130 horsepower "Mack" Diesel engines. They are propelled through two transmissions, one 5 and one 3 speed. These transmissions together with the rear axle reduction, in low gear, will furnish a total reduction of 123 engine revolutions required to turn the rear truck wheels one revolution. This gives you an idea of the extreme pushing and pulling power of these trucks. When the transmissions are placed in high gear these trucks will keep up with high speed autos. Some of the equipment which is a part of these units, are: A special multi-lock compartment body; a 30,000 pound capacity worm gear hoist which is driven from a special transmission. This hoist is a forward and reverse selected speed type with



THEY LOOK LIKE PYGMIES THESE SIX-FOOTERS

It takes six-footers to pilot these two mammoth emergency trucks which are powerful enough to handle most any situation.

From left to right we have Mechanics S. O. Bowen, R. W. Ells and E. N. Wetzler. Leaning against the crane is L. W. Johnson.

winch brake and clutch all operated from the cab. These winches are equipped with 150 feet of steel cable which furnishes the lifting power to the overhead crane lifting hook. This cable is also used straight out over the truck bed for many pulling and "snaking" operations. The crane will pick up one end of our heaviest coaches with ease. These trucks are equipped with attached retractable heavy duty screw jacks which are used to take the load off the truck tires when lifting with crane. Other features are, the "Goliath" front bumper and extra heavy tow hooks, front and rear, for towing and pushing streetcars and extra heavy vehicles. Some of the accessories carried by these trucks, are: special towing poles with adaptors to fit our buses and cars, push poles, one two and one-half gallon and two hand gun fire extinguishers, various sizes hydraulic jacks up to twenty tons capacity, hydraulic four wheel creeper type jack, a complete acetylene cutting torch set, one complete set of fire hose bridges, mechanics creepers, hand saws and axes, hammers, sledges, various pick axes, long and short handled shovels, red and white oil burning lanterns, flare pots, saw-dust and soda boxes for extinguishing fires, special skid shoes for

towing cars and buses with frozen wheels, special cable and chain lifting slings, rope blocks and coils of rope. At night they can be lit up like a Christmas tree. They are equipped with red and white spot lamps, back-up lamps, clearance lamps, tail lights, stop lights, two types of black-out lamps, and standard head lights, and to give you a clear loud warning of their approach, they are equipped with a siren. These trucks and bodies complete, less all removable accessories, each weigh 17,500 pounds. They are twenty-four and one-half feet long over all; eight feet three inches wide; and nine feet eleven inches from pavement to topmost point of crane.

The construction of these trucks is a model of strength and compactness. The workmen are all experts in their line and put their best effort into it. The painting and trimming was also done at South Park Shops by craftsmen who knew their art. As the trucks chase down the avenues in answer to a call for help, they are a thing of beauty, perfect construction and complete equipment. For the above data and information we are deeply indebted to Mr. D. E. Dent, who was very closely associated with construction and equipping, through all stages.

Dear Ladies

Some Soldiers Stay In The Kitchen . . .

EVERY woman wishes sufficient nutritional value and variety in the war-time menu, so homemakers will have to learn to plan their buying with skill and care, and calculate point values wisely. Here are some suggestions from Prudence Penny of the Los Angeles Examiner:

Buy canned goods carefully, reading label to find out grade, number of pieces, weight, whether fresh or dried, size of produce.

Learn table of can sizes, weights and contents.

Clip rationing table from your newspaper as soon as it appears or is changed—keep in convenient place and learn the relative point values.

Save vegetable liquors and use

for sauces, gravies and soups . . . waste nothing.

Do not use ration points for foods which you can purchase as non-rationed articles. It is advisable to make your own soups out of the broths you have accumulated rather than buy the canned varieties. If time permits, fix your own dried beans rather than buy the prepared pork and beans.

Besides building up nutritional values you can add variety in your menus by the use of fresh vegetables . . . start your home-grown vegetable garden; learn methods of preserving surplus vegetables and draw from your stock of home-canned goods.

Try to make use of foods with low point values.

If you can prepare your own fresh citrus juices, do not buy canned juices. And don't buy canned fruits in varieties of which fresh are available.

Do not over-heat canned goods, just heat them through.

Discriminate nutritionally between frosted, dried and canned forms of the same foods. Dried fruits sometimes go farther than canned ones and they swell in cooking, giving more servings in proportion to weight. Frosted foods have less weight and therefore waste than canned foods in some instances.

Plan menus ahead of time, make up your monthly list of canned goods and buy all at once. This will help in equalizing your points and purchases and will help build up food values and balance your meals.

Combine canned food with fresh, buying exact size to suit your needs.



●
Penny
Singleton,
of
Columbia
Pictures,
figures
a
well-
balanced
meal
under the
point
rationing
plan.
●

Just a Tablespoonful a Day...

It takes only 31 tablespoonful of fat to make a pound—just one tablespoonful a day for a 31-day month. Strain it into a can and when a pound or more is accumulated, take it to the meat dealer. He promptly turns it over to a rendering plant which obtains from it a highly concentrated product called tallow.

This tallow is used to make soap. It is in the soap-making process that the glycerine is extracted and sent on to the makers of the energy filled gunpowders.

No amount of waste fat is too little to save, so desperate is the United Nations' need for glycerine.

Wartime Hints...

You can have more butter if you use your old sour cream. Beat it with one beater on your mixer until churned.

By taking the cubes out of your refrigerator and putting in meat which will fit in the tray, you can cut the meat with a bread knife for steaks after it has frozen.

A good substitute for meat flavoring in casserole dishes is two bouillon cubes.

If you are using a recipe calling for the white of an egg, puncture the shell, let the white drain out, then wrap the egg in waxed paper and store in the refrigerator. It will stay fresh and moist for several days.

You who have the fine French perfumes now treat them as a luxury. To make them last, they should be kept out of the sunlight; strong light and heat change it or weaken it. Also, perfume deteriorates in contact with air at any temperature. Keep all bottles tightly stoppered. If you have large bottles, keep tightly corked so that it is practically sealed. It is wise to transfer small amounts, as needed, to your atomizer, or perfume bottle.

Getting Our Vitamins From Vegetables...

IF YOU have the right ground, plan now to put it to use for feeding your family.

Plan to have plenty of green and yellow vegetables and tomatoes . . . to keep a fresh supply coming all summer and as late in the fall as possible. Just a few weeks after planting, the garden can supply greens of various kinds, lettuce, onions and radishes. A little later snap beans will come along, and then tomatoes fresh from your vines.

Petite
Margaret
O'Brien
of
M.G.M.
Studios,
is
planting
a
Victory
Garden . . .
Have
you
started
yours?



Gardeners with plenty of ground should also raise enough carrots, turnips, potatoes and cabbages to store in the cellar or in outdoor storage pits. Now is not a moment too soon to lay plans for your garden and to order supplies. In planning, count first on the vegetables that give the most food value for the space they take in the garden. If you are busy, consider also the time different crops require.

Fortunately for victory gardeners, some of the commonest and easiest vegetables to grow are also the most valuable. Tomatoes, which are tops for vitamin C are a blessing, especially to beginning gardeners, because they are so easy to grow. And you need only 12 or 15 plants to supply fresh tomatoes enough for the whole family all summer.

"Cooking greens"—turnip, beet, mustard, collards, kale or spinach—and salad greens—lettuce, green cabbage and chard—are important for vitamin A, vitamin

C, iron, and some are important for calcium. And greens are among the most successful vegetables for spring and fall gardens.

Green beans and peas also rate for vitamin A and iron—and for vitamin C and also B, if you cook them properly. Beans and peas are not difficult to grow, but green peas are a cool weather crop and take some extra space. The size of your garden determines whether to raise them.

Vitamin A is supplied in carrots. Plant these and other yellow vegetables.

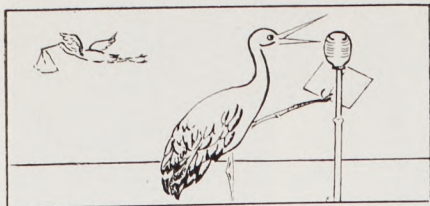
There are a few words of philosophy given some time ago which are very apropos today. Here they are:

**Eat it up.
Wear it out.
Make it do.**

Helen

Editor, "Dear Ladies"

PERSONNEL ITEMS



THE STORK REPORTS

Eloise Marie, born to Operator (Division 1) and Mrs. V. J. Ekberg on October 20, 1942.

Charlene Cleo, born to Motorman (Division 5) and Mrs. C. C. Fee on January 16.

Earl Lawrence, born to Motorman (Division 5) and Mrs. E. L. Cross on January 23.

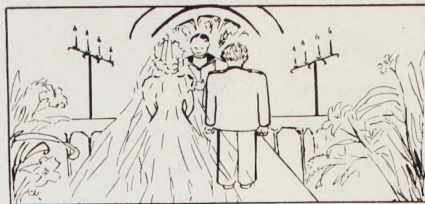
Kenneth Franklin, born to Operator (Division 1) and Mrs. W. M. Elliott on January 25.

Garnett "R", born to Motorman (Division 5) and Mrs. G. R. Dennis, on February 10.

ACKNOWLEDGMENTS OF THANKS

From the following, the Company received expressions of appreciation for the sympathies and kindnesses extended to them during their recent bereavements:

Janice Walker; R. R. Cole; Mrs. Verna L. Horn and family; and the family of Daniel F. Mason.



DOWN THE AISLE

Operator J. B. Buckley (Division 1) married to Miss Emma Goldberg on February 4.

LAZY DAYS AHEAD

Fred Carry Shafer, Motorman, Division 1, was placed on the Special Roll, effective February 24. Mr. Shafer was employed as a Motorman, Division 2, December 19, 1919 transferred to Division 1, July 17, 1932. His present address is 601 Lemon Avenue, Arcadia, California

The whole organization was grieved to hear of the tragic airplane crash which took the life of Marshall Hawke at Lake Murray, Columbia, South Carolina, on February 27. Marshall was a lieutenant in the Army Air Corps, stationed at Columbia, South Carolina.

To his wife, Maxine, who has worked for a number of years in the Personnel Department, we offer our sincerest condolences.

THE END OF THE LINE

Six members of the company were taken to rest since the last issue of TWO BELLS. Our deepest sympathies are extended to the bereaved.

James Lavern Adams was born February 7, 1889. He came with us as a Motorman at Division 3 on February 12, 1942, and passed away January 25, 1943.

The Power Department mourns the death of **Ray Alvin Horn** who met with a fatal accident and died February 25. Mr. Horn was born in Cedar Creek, Nebraska, on January 15, 1897 and entered the service as a Substation Helper on April 12, 1934.

Foreman **Daniel Francis Mason** of the Line Department died February 13. Mr. Mason had been with us nearly 23

years. He was first a Lineman, starting with the company on May 10, 1910, and became a Foreman December 1, 1924. He was born January 1, 1879, at Roxton Falls, Canada.

Patrick Joseph Fitzgerald, a member of the Special Roll, passed away February 15. He was born in Ireland on March 28, 1865. His first job with the company was that of Motorman at Division 2 in 1903, and was appointed Flagman in 1927. On June 1, 1933, he was passed on the Special Roll.

Our sympathies are extended to Flagman **Garrison A. Frost**, and Motorman **Robert R. Cole** of Division 1, for the loss of their wives. Mrs. Frost passed away on January 11, and Mrs. Cole on February 14.

Low Water Rates For Victory Gardens

(Reprinted from "Intake")

Giving active support to home gardeners, the municipal Water Bureau announces that the special low rates for domestic irrigation water which were established last June continue in effect this year and are available to consumers who meet ordinance qualifications.

The garden must have an area of 200 square feet or more and must actually be growing. (This will be verified by a meter reader while making his regular rounds.)

Applications for rebates must be made out by the consumer, on forms obtainable by calling in person or writing to any commercial office of the Department. The request for rebate must be signed by the person in whose name the monthly water bill is presented.

The rebate allowance is computed at the special Victory Garden rate of 4 6/10 cents per 100 cubic feet instead of the base domestic rate of 14 8/10 cents. The quantity of water on which a rebate will be made is on the basis of two cubic feet of irrigation water for each square foot of garden area. In other words, the water allowable for rebate purposes is equivalent to a 24-inch depth over the garden area used as needed during an entire year's growing season.

However, the rebate credit is applied at one time, on the first regular monthly statement received by the consumer after the application has been approved. If the rebate should be more than the amount of the regular bill, then the balance is applied the following month.

Here is an example of how the rebate offer operates:

A garden 20-ft. wide and 50-ft. long has an area of 1000 square feet. It would qualify for 2000 cubic feet of water for irrigation for an entire year. At regular rates this much water would cost \$2.96, but under the Victory Garden schedule it would cost only 92 cents. The saving—\$2.04—would appear as a credit on the consumer's bill.

How's Your Transit I. Q. ?

Compiled by Gertrude M. Munk
Assistant Librarian

1. In 1942 local transit companies moved many more riders than in 1941. The increase has been estimated at:
(A) 17 per cent
(B) 28 per cent
(C) 46 per cent
2. TRANSPORTATION has two meanings out of these four:
(A) A way of moving passengers and freight
(B) A state of mind
(C) A punishment for major crimes
(D) A term used in botany
3. Which type of transportation hauled more passengers in 1942?
(A) Class I railroads on day coaches
(B) Inter-city motor carriers
4. Not considering public transportation, which was the faster way of travelling on Broadway in Los Angeles from First to Tenth Street?
(A) By horse and buggy in 1890
(B) By automobile in 1940
5. Who built the first successful electric trolley car line?
(A) Charles J. Van Depoele
(B) Thomas A. Edison
(C) Frank J. Sprague
6. It has been estimated that a transportation system in the average city of today can save:
(A) 15 per cent
(B) 20 per cent
(C) 25 per cent in vehicles and manpower by adopting a staggered hour plan.
7. The new WAR WAGON TRAILER, recently demonstrated by the Office of Defense Transportation is:
(A) A trailer attached to a regular bus
(B) A converted passenger sedan attached to a trailer with bus body
(C) A converted passenger sedan attached to a bus
8. The manufacture of anti-knock gasoline requires tremendous amounts of bromine. This important element can now be extracted from:
(A) Ordinary table salt
(B) Limestone
(C) The ocean
(D) Coal
9. Paul de Kruif, the famous author, traces the development of the auto-

The answer to **all** these questions can be found in the books and magazines in your company library. The Los Angeles Railway Library carries subscriptions to over a hundred magazines and services, any one of which you may obtain by giving us your name for our routing list. All you have to do, is call station 311 and you will receive your regular copy of any of the magazines, including: MASS and BUS TRANSPORTATION, POPULAR MECHANICS, READER'S DIGEST and LIFE free and without red tape.

mobile industry back, not to Ford, but to the Merritt brothers, who discovered:

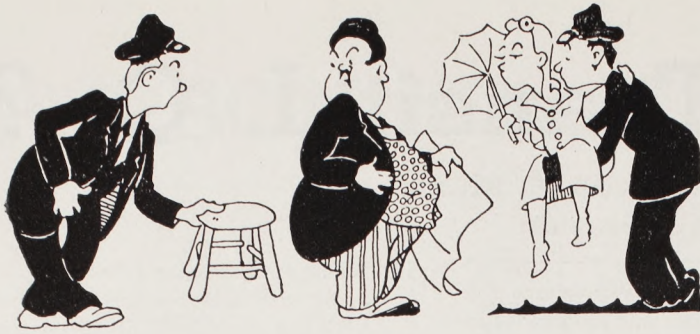
- (A) The first oil deposits in the U.S.
- (B) The explosive properties of gasoline
- (C) The rubber tree
- (D) The Mesabi iron range

10. Which two of these wartime specifications of content apply to the new NICKELS and PENNIES to be soon dropped into transit fare boxes?
(A) Nickel and Silver
(B) Silver, Copper and Manganese
(C) Copper and Manganese
(D) Steel and Zinc
11. On cars the sealed beam headlight was first introduced on:
(A) 1932 models
(B) 1936 models
(C) 1940 models
(D) 1942 models
12. The fastest train in the U. S. and incidentally in the whole world makes an average of 84 miles an hour on a 54 mile run; it is the:
(A) Burlington Zephyr
(B) Chicago Four Hundred
(C) Santa Fe Super Chief

You can find out just how smart you are by turning to page 20).

**"TWENTY
POINTS FOR
A CUP OF
COFFEE?
YOU DRIVE
A HARD
BARGAIN,
LADY!"**





Super Salesmen . . .

Driverette Pat Piening Knows Her Business . . .

"I had occasion to use one of your buses to Los Angeles, boarding it at Berkeley Street in Santa Monica. Somewhat to my surprise I saw that it was run by a woman, and I settled back to see how a member of my sex would handle such a responsible job. I was proud of her before the trip was over, and think it only fair to tell you how very competently she handled all the problems that presented themselves. It seemed to me that nearly every passenger, male or female, had a question for her, all of which she handled efficiently and gently.

"One middle-aged gentleman who should have known better sat in back of the driver's seat and thrust a map toward her to get her to help him find a particular street. But she had the answer without looking at the map, much to my relief, since it seemed to me she had a full job in steering the bus, collecting fares, etc. Women fumbled with their change, had to have their stops called for them, etc., but the operator remained cheerful and patient throughout, and thoroughly capable. I don't know her name, but I think I heard her relief call her Pat, and her number I noted was 699.

"She impressed me as the sort who could handle any situation and I think the whole bus liked her charming, serene smile. Best of all I believe we all felt quite safe being carried to our destination by a woman bus driver. More drivers like No. 699 will make bus riding a real pleasure."

MRS. WALTER VAN BENSCHOTEN

Lorraine Stober Better Than 5 Men . . .

"Just came to Los Angeles for a jolly shopping spree. I met my first conductor-ette. She is a most charming young lady. Meeting me as a stranger, in a few minutes she gave me more information about your city and your streetcar service than any other five men I have ever ridden with.

"Thank you for choosing such a lovely person."

V. A. Wetmore, Div. 1 Is a Tonic . . .

"Did you know that you have a tonic on one of your cars?"

"I am referring to your motorman, cap No. 923. I am a nurse at the Lincoln Hospital and have the good fortune to ride with him twice each day, so my working day begins and ends pleasantly.

"In these days of hurry and confusion it is truly a pleasure to find someone as patient and courteous as he is to both young and old."

LILLIAN PRATT
1136 S. Alma Street



WINNER

Super salesman for 1942 is J. A. Wear, of Division Five. Wear has been with the company twenty-two years. He has made more friends on his "7" line run than most of us make during a life time. Wear had thirty commendations, all sincere, all written because the writer wished to tell us how much they enjoyed riding on his car. They like him.

Runner up was H. A. Walters with five commendations for the year. And R. T. Melton and R. E. Schramm with four commendations each for the year. A total of 559 nice letters made it a banner year.

C. W. Behymer, Div. 3 Gets a Helping Hand . . .

"Last Sunday eve while coming into town on an "O" car from Lincoln Park, a very loud mouthed male passenger stormed very violently, and with profanity plus, at your very courteous motorman, who had asked him a civil question in behalf of your company. The motorman did his best to calm the belligerent passenger, but did not succeed.

"I was one of the car-full of passengers who seemed thoroughly disgusted with the outburst of temper toward your trainman by said bully who was the vulgar type and very quarrelsome.

"Since he braggingly strode off the car jotting down the motorman's number, I, too took the number and am writing you in the motorman's behalf.

"Please give my letter your consideration, and ignore the very ill bred passenger, should he complain."

Bouquets For These Salesmen . . .

- O. H. Alwes, Div. 3
- M. Casey, Div. 5
- J. H. Elsmore, Div. 5
- C. F. Fitzgerald, Div. 5
- E. E. Fogle, Div. 3
- H. H. Foster, Div. 4
- I. Gasparro, Div. 3
- H. D. Grush, Div. 3
- E. G. Humberger, Div. 4
- I. J. Kramer, Div. 4
- D. Mac Taggart, Div. 5
- C. F. Matkins, Div. 4
- G. S. Mattern, Div. 4
- E. W. Park, Div. 1
- R. E. Peterson, Div. 5
- J. E. Singleton, Div. 5
- W. A. Stephens, Div. 5
- R. C. Timmons, Div. 3
- R. E. Vieth, Div. 3
- S. S. Wallam, Div. 3
- ***J. A. Wear, Div. 5

COACH OPERATORS

- Marjorie Hughes, Wilshire
- Vera Powell, Olympic
- J. D. Maynard, Manchester
- Mildred A. Sherry, Olympic
- H. R. Steyer, Whittier

Not So Super...



Cherchez La Femme . . .

"There is a city ordinance against smoking, and I wonder how you can expect passengers to abide by that ordinance when your employes smoke while on duty, letting it interfere with their work.

"I boarded a car which had a conductorette on the rear end. This particular young lady wore her hair too long and displayed an attitude that she ran the Los Angeles Railway. She was very indifferent regarding her job. I have never found a man like that. This conductorette was smoking a cigarette while on duty and was talking to soldiers, never looking at the passengers' passes, let alone acknowledging them by saying, "Pass." She smoked all the way southbound on Grand Avenue, then, when she reached Jefferson, she held her cigarette down as she went by the supervisor who was standing at the corner of Jefferson.

"I wanted to tell the young lady to go into the smoking section, but I was afraid to get into an argument."

One-tenth His Size . . .

"The other day I was forced to squeeze into a car which was packed to the gills. The motorman shouted at me, 'Take the next car', and I said, 'As long as I am in let's go.' Then he took it upon himself to curse me. That was the wrong thing to do because I gave him better than he gave me.

"Naturally, being a lady, I was more or less ashamed of myself for getting into an argument with such a low person. I don't know what is the matter with our younger generation. Any man who would use profane language directed at a lady who is one-tenth his size should not be handling the public."

"Rookie Rider" Rides Rookie Operator . . .

"You have done a lot of talking about 'Rookie Riders', and now I am going to say something about a 'Rookie Operator'.

"I think the operators need more instruction than gasless motorists. I have always had my transfer accepted by the operator and loader at Seventh and Broadway.

"The other day I handed the rookie operator a transfer and started into the car. He shouted at the top of his voice, 'Hey mister, this transfer is no good here. You should go over to Spring Street.' I said

that I was sorry and would try to remember after this. He allowed me to ride but he kept my ears burning for a number of blocks. Please explain to this operator that sometimes cars going to the barn come down Broadway which makes my transfer good, or does it?"

We Have Troubles Too . . .

"I have a complaint. Do we people who are forced to ride streetcars have to worry about how we are going to get home just because you have an operator on the front end who is mad at everybody?"

WHEN A FELLER NEEDS A FRIEND



"The other day I came home about 6 p.m. The operator was grumbling to himself loud enough for everyone to hear. He kept saying, 'I have had plenty of this. A fellow doesn't have to take this sort of thing. There are all kinds of jobs. Boy, will I tell the supervisor when he gets on.'"

"I noticed that when people got off the car they appeared happy to have reached their destinations.

"Finally, the inspector boarded and said in a nice voice, 'Leave the end of the line at 7:06.' The operator flared up, 'You have a relief for me or I will run the car into the barn.'"

"I realize that the operator was probably working overtime, but I don't think it was necessary for him to overload his passengers with his troubles. We have troubles too."

Wacky . . .

"I realize that your company is up against a terrific job, but you have a certain man on your car who is absolutely wacky and it is not fair to expect us to trust our lives with him. No sane man would carry on as he had from Budlong clear out to Imperial on the "5" car. I took his statements down in shorthand and I don't believe he could see me doing it.

"The argument started over an Imperial bus transfer. He snarled at me in such a manner that I said, "Don't talk to me like that." This was the wrong thing to say for he was off from then on. Below is a part of his conversation chiefly with himself for the benefit of the occupants of the car; I did not answer:

"Why don't you report me?' And to this and this only, I said, 'I believe I will.' He said, 'Go ahead, go ahead, take my number. You'll just be wasting your time and postage. They can't fire me. I got a hundred jobs waitin' for me. I'm plannin' on quittin' anyway. I don't have to worry about sugar rationing, and I can get all the beef steak I want. They can fire me if they want to. That sure ain't goin' to be any excuse for the government to let me go. I'm not scared of that.' Then he began singing wildly. And he continued, 'Hey, lady, there was an inspector out there' (about Crenshaw and Santa Barbara), 'you should have gotten off and seen him.' Then to the crowd he ranted, 'They just waste their stamps and make fools of themselves. I wouldn't care if there were a thousand letters, make it a million or a couple of thousand. Boy, it's terrible. They ought to fire him tomorrow.' Then he started whistling wildly. A lady I knew got on and he had trouble with her, too. She finally got a seat across from me and bent over to talk to me about her job and mine, and he, thinking we were talking about him, came up behind us and put his head down between us and ranted, 'Do you think I can get a job where you work? I don't have to work now anyway. The more you work, the more you have to pay the government.' His later remarks, more or less to himself, were, 'I don't think you should write the railway a letter. I think you should get a petition up.' He got excited and called Lennox when we were at Century.



DIVISION DIRT . . .

DIVISION ONE



By R. C. RUGGLES

News is scarce this month; too many are interested in the big questions, income tax, shoe rationing, and point rationing No. 2.

But the visit to the Division of some of our former fellow workers who are now in the armed service makes us realize how necessary these measures are to help the cause of Victory.

Sgt. Z. A. Barrows was in from Texas where he is studying to be a bombardier, J. R. Tungate, who has been away 18 months, has seen service in Africa and the Solomons, F. H. Streibeck who is at the Naval Base in San Diego, Sgt. G. W. Hargrove from Van Buren, Ark., and E. R. O'Neill of the U. S. Navy home on a furlough.

After two years as an organizer for the union, Hank Mann tells us that fighting with the public on the "S" line is really a picnic.

Billy Vejar is around getting orders for fried chicken and fresh eggs. Incidentally, we wish to caution our fellow workers not to pay him too far in advance regardless of what he tells us.

The Gremlins were after H. Hinsley. He was held up and struck over the head while putting the trolley on the wire. We hope he will be able to return to work soon.

Our sympathy is extended to R. R. Cole on the loss of his wife who

passed away this past month.

We do not know what attraction P. K. Murray's car has for thieves but it was stolen for the third time. He probably had the tank full of gas. Better get a horse and buggy—P. K.

What is it that makes a man hand a lady \$25.00 worth of passes when she only wanted one. Joe Korin knows but won't tell. We suspect it was a blonde or red head.

E. M. Anderson and A. C. Kimmel left our service for service in the U. S. Army.

Operator A. Haley, J. W. McCurry, and A. B. Stewart have returned to work after a sick leave.

A. J. Rosenstein sent us a photograph of life in the navy but censorship and our modesty prevent us from having it published.



"Driving a tailortot is a lot of fun," says William Paul, son of R. F. Snyder, Division One. Bill is eight months old and has four sharp teeth.

VIRGIL VENOM

By C. P. HUNT

Well, at any rate,—ration or not—Virgil is all dressed for Spring. Now when you come into the train room you are greeted with a bright, new two tone paint job. But then something has to look brighter—sure the prices of fresh fruit and vegetables are not a bright outlook and sure we can't eat the paint off the walls. But, ten to one, someone or a dozen, will try and see how high they can wipe their feet on the walls or figure out their income tax on the lighter portion.

However, with the God-sent rain, which is a blessing for those who have planted a Victory garden, and if you are fortunate enough to have time to care for the planting, perhaps you can have an extra potato now and then or maybe an extra helping of beans.

That is, of course, if your relief doesn't miss out, or that you don't have to pull an extra trip due to lack of help. For sure, that very day the bugs will be on time and plenty of them, and you will not have an extra potato, nor an extra helping of beans, nor time or money to replant, because all your spare time will be spent figuring out your point coupons and all your ! ? ! money for taxes. Then you can take a chance driving to the tire inspectors on the gas you might have left to see if you can have the cuts in the tires repaired that were caused by broken glass in the street from drunks' empty bottles that you received driving to work in the rain and dimout, which you had to do because your street-car didn't roll on time or maybe not at all.

That brings us down to an old head at Virgil, Wheeler, long of Sunset fame. A car deliberately ran into his coach the other day. It so mortified him, to learn that there were such people about, particularly in these times, that he spent too much time making out the report which caused him to miss his car home. Now Wheeler is so regular that the hour's tardiness in getting home and to bed, caused him to be the same amount of time late the following day. Then he some way struck his hand on the fare box which caused an infection in his left hand. And he says the whole business is retractable to the party who purposely tried to push his bus off Sunset.

Then there is Eddie Burnell who says a passenger asked him to mail a letter for him because he didn't have time. Eddie mailed it 3 days later.

Bob—or rather Rabbi Bostwick has a new slant on the food business.

He looks over all the new men on the job and picks out the ones who have been in the restaurant business. Then invites them out to his home for dinner, they do the cooking, and always it's some one who can prepare a special dish, but good.

Then there is the story of R. J. Bauerle showing P. L. Haralambou a short cut back from Lockheed. But the short cut wasn't so good. They had to call the "G. O." to find out how to come in. They were only 8 miles west of San Fernando road.

Photo flash Finley wasn't worried this last week about the meat "shortage". He was a guest at I. D. Iversons ranch over the week end and came back loaded with rabbit.

M. E. Meyers we hear had considerable trouble a few days ago. Seems, that he some how had his sleeve caught in the zipper of his jacket. Being unable to free it alone, he asked a passenger to assist him. Then the passenger had his clothing caught in the same zipper.

They finally compromised by cut-

THE FAMILY ALBUM



First place in our family album for this month goes to C. P. Hunt for sending in the picture of J. J. Paul, of Virgil, taken in 1929 when he was known as the speediest mechanic who ever put a doubledecker back on the road again. J. J. is still around Virgil.

ting the zipper out of the jacket.

The story of the month however goes to an operator who, after finishing a late run found he was unable to get home on the street car or

bus. So he practically tore the dispatcher's office apart because they would not permit the service truck to be sent out to take him and his girl home. The part we are not clear on is how P. Schuster's girl friend happened to be with him.

Did you see Bill Terry driving 3013?

Miss Doris Prevost of the office left recently for Florida where she is to become bride of a lieutenant in the Army Air Corps. We wish them much happiness. Replacing Miss Prevost, we have Miss Ada Rowen to whom we extend our best wishes.

MOTHER GOOSE ALA STEARNS

*The busses and the street-cars
Were fighting for the crowd,
The busses beat the street-cars,
And felt mighty proud.
Some gave them tokens,
And some gave them cash,
Some gave them transfers,
And some gave them trash.*



What wouldn't a glamour girl of the movies give for eyes like these. Sharon Marie, daughter of Operator and Mrs. W. C. Ulrich, Virgil Coach, looks over the big, wide world.



Private first-class and Conductorette, first-class, pose for the cameraman in their service uniforms. Lou Benzink and Mrs. Lou Benzink, from Division Five. Both are doing a big job for their country.



YARD BIRDS

By L. F. SPARKS

Our editor requests amusing items for TWO BELLS but will have to disappoint him this month as most of our news deals with rainy, clammy weather and the resultant sicknesses.

Joe Ovard suffered a relapse and was returned to the hospital for a week or so.

E. C. Fleming, Jack Baldwin and Kelly Holmes were each off a few days with bad colds.

Burl Rodefer was carted off to the hospital for a check-up and treatment. Last report is that the doctors are not going to operate but think they can cure him by continued treatments.

Carpenter "Hard Luck" McEwan had a run of luck, all of which was bad. To start off with, one of his daughters had to have an operation on her throat. This took place on a Friday and two days later Mac himself came down with the flu. The next day his wife had her appendix removed. His oldest daughter remained at home to nurse her dad and in a week's time she had an attack of appendicitis. The only consolation Mac can get out of these events is that he can deduct the costs from his income tax; next year.

While we go about our daily affairs, struggling through crowded cars and griping about meatless days and slicing our own bread, let's not forget the boys all over the world who are combating crowds of Axis enemies, having sleepless days and nights and slicing their way through blizzard, jungle and desert sand storms. Buy Bonds.

SHAVINGS FROM THE SHOPS

By R. S. WALLACE

S. S. Brem of Winding room suffered a severe electrical shock while working under a streetcar and spent several days at home as a result.

Joe Schriber, also of Winding Room, is home from hospital convalescing.

Cliff Dannel of Car Wiring Department has returned to work after a brief illness.

Louie Myers of Carpenter Shop recently underwent a major operation on his throat, and is now assured he will be as good as new within the next four or five months.

Fred Domeika and Tom Tripney, both of Carpenter Shop, have been off duty for several weeks on account of illness. We have no recent report from Mr. Domeika, but Mr. Tripney will probably return to work in two or three weeks.

"Oh, where are you going so early

in the morn, Pretty Maid?" spake the bystander to Marian MacKenzie at 104th and Lennox Streets.

"To work, you big fool, I am later than usual," she replied.

"Nay, nay, it is but 6:00," he answered.

"Why don't you wind that turnip of yours?" came the retort.

At this juncture an appeal was made to the Conductor for the correct time, and Marian hurriedly departed homeward muttering to herself about losing a whole hour of beauty sleep.

I wish the story could end thus, but no, it seems that Mac had set the faithful alarm for 4:30 instead of 5:30, so now he is sleeping in the doghouse at the far end of the lot with onions instead of roses at his doorstep, while Marian waits with rolling pin poised if he even attempts to enter her house.

OFFICE

By WALTER WHITESIDE

Just before shoe rationing went into effect Ed Ramsey purchased a pair of shoes and then proceeded to leave them on the bus. No, they were not turned in. Lucky for him he didn't have to give a coupon for them.

Lieutenant Lloyd Gebhart was in town on a ten day leave. He felt so much at home that he spent all of his time around the office. Lloyd is stationed at Fort Mason, San Francisco. He informed us that he is expecting his captaincy very shortly. Not bad, and good luck, Lloyd.

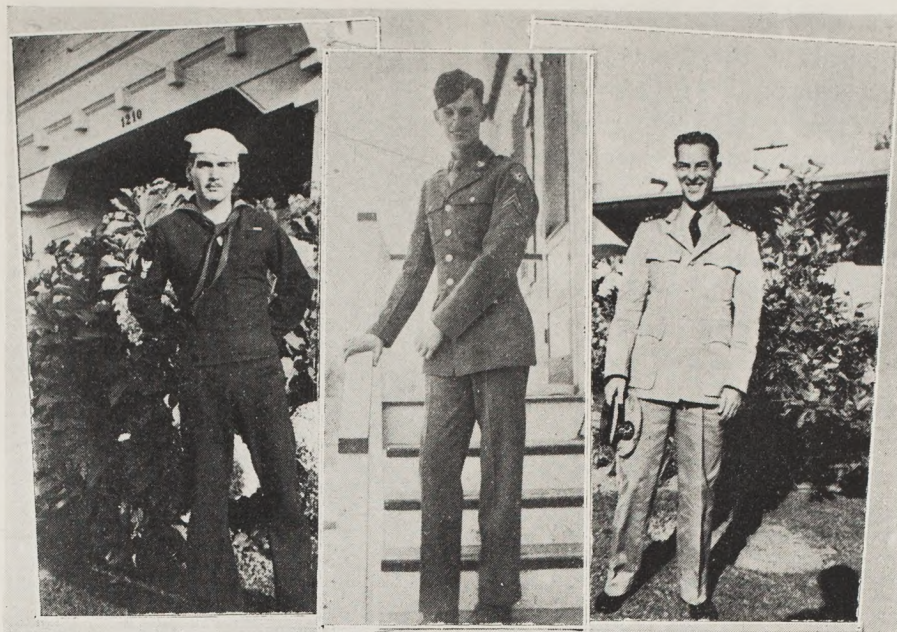
We are happy to report at the time of this writing Miss Fraser of the Claim Department is well on the road to recovery and is now home from the hospital.

Hazel Metz is the new elevatorette and speaking of elevators, the new paint job on the shaft and doors is certainly a big improvement. Rather sporty looking, we would say.

Lieutenant Bill Held, formerly of the Claim Department dropped in to see us the other day. He recently graduated as a first lieutenant in the military police from the Officers Candidate School at Fort Custer, Michigan. Bill sure makes a swell looking "louie". He has been stationed in L. A.



Marlean Hurt, three and a half years old, is proof to the doubting Thomases that Henry Pree, our mail man, is a grandfather.



Julius Blum of the Auditing Department is proud of his donation to the armed services. Right, is Lieutenant Julius, Jr., doing duty on a submarine chaser. Center, is Sergeant C. E. Blum, now Crew Chief with the army air corps. C. E. worked at the South Park Shops. The proud looking sailor is Ben H. Blakeman, boatswain mate, first class, 13th Battalion Construction. Ben is a stepson and is now somewhere in the Pacific. He was in Pearl Harbor on December 7. While he was out rescuing his comrades from burning ships, his wife and baby lay under the bed shivering as the bullets splattered through their house.

SIXTEENTH STREET EXHAUST

By H. R. PAUSCHERT

We are always very happy to hear from the boys on the front firing line, but a message relayed to us by Mrs. Joe Crawford saying that Joe was O.K., was the most welcome news we have received for some time. Joe was aboard the Chicago when it was torpedoed by the Japs in the South Pacific. The Chicago was being towed to safety when another torpedo sank the ship. Joe was among those rescued, for the sinking occurred January 29th, and the message received was dated February 7.

Joe Gentry should hang out his shingle as an engineer and draftsman. Joe recently purchased a large discarded hot water boiler from the company and remodeled it into a chicken hatchery. It worked, and Joe now has 1000 baby chicks to care for.

Roscoe Kirkwood and Sam Atkins have also joined the ranks of the chicken raisers, but Roscoe states that it is going to be an expensive

bill of fare, as he believes when the chickens reach his table, it will be at the cost of \$1.00 per pound.

North Winston has been supplying the boys with fresh eggs, but everyone wants to know about the deal, as North does not possess one single hen.

Even the boys in the service must worry about their income tax reports, for we received a letter recently from Art Leisure asking how much he owes Uncle Sam. Art, as you remember, is a machinists mate in the navy, stationed at San Francisco.

C. Canales has been transferred from the South Park Shops to the 16th St. Garage as an electrician. C. O. Ferguson has been transferred to the day shift as a mechanic.

Oscar Miller, our official tire inspector, has earned the reputation of being a "regular" inspector. If you don't believe it, just ask Oscar for a new tire.

John Sturm has won new laurels

as a machinist. He recently was sent to repair a Diesel pump reported "out of order". After slaving away, replacing gaskets, and doing what he thought was necessary, he discovered that the only thing wrong with the pump was that the tank was empty. Remember John, no one yet has been able to get fuel from an empty tank, even during pre-ration days.

THE HILLBILLY BOYS



By L. VOLNER

During the past several weeks something radically wrong has been happening to the dash signs on some of our cars. Each car is equipped with the necessary signs, but hardly a day passes but that some of the signs are missing. When your car is short any sign, the switchman should be notified.

There has been some talk among the men of this division of trying to get a uniform of denim or some cotton material adapted as standard for summer use. The woolen ones we are now wearing could be saved for winter use, and during the warm months the one of cotton could be worn, thus saving a great deal of wool for the soldiers. The cotton uniforms would cost only a few dollars, and each one could have several, thereby always making a neat appearance.

One rainy morning Motorman H. H. Baxter walked into the assembly room with a white-topped cap on his cranium. The men began to ask him where he encountered so much frost and other like questions, but upon closer examination saw that Mr. Baxter was very ingenious as one of the regulation rubber covers could not be found so he purchased



Seaman, first-class William James Staten, son of L. T. Staten, Division Three (the fellow with so many relations in the armed forces) sends us a picture from Pearl Harbor, taken December 25, 1942. The boys in Pearl Harbor realize that this war is a serious business. Their motto is, "Keep them sailing".

a cellophane bowl cover which sheds water just as well.

All the boys are talking about the new time point at 1st and Broadway. Now the rush to cut out a "P" car is eliminated.

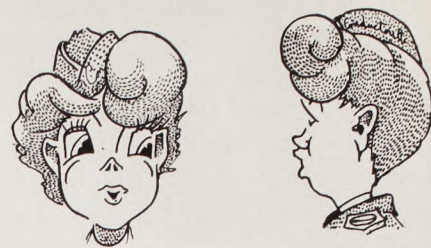
R. B. Smith (Smitty), cashier, is still off with his hand in a sling.

Smitty was watching a man trim a palm tree—he reached out to catch the falling branch.

Smitty says, "keep your nose out of other folks business." He's been off now six weeks.

On account of war restrictions and the unusually heavy loads on some of our cars, the runs have been likened to a bee-hive—the conductor or operator, whichever the case may be, being the queen with the passengers swarming all over him.

DIVISION FIVE "V" NOTES



By FRED MASON

Well boys, here's hoping that you have gotten over the headaches brought about by figuring up your income tax, and to those of you who haven't, it might help if you will stop to think that headaches are much easier cured than head-breaks.

Then comes March 21st, the first day of Spring; all aches gone and everybody planting things in their Victory garden. And after those February rains it will be just 'duddy', which reminds me. Motorman Louis Hescock is quite a rancher and raises all kinds of poultry and vegetables of all sorts. Louis has had a Victory garden for the past twenty years, but from all reports it is going to be bigger this year, because the recent heavy rains kind of got under his soil and washed his first seedings to other soils. He



Beverly Ann spends quite a bit of time on her tricycle because Papa Riley couldn't get the ration book he wanted and has been casting covetous eyes on the three-wheeler. Beverly Ann is two and a half years old and is the daughter of Conductor and Mrs. J. F. Riley, Division Five.

is going to re-seed, then go over to his neighbors and get his salad, later in the year.

The recent egg shortage most certainly boosted the number of chicken raisers at Division 5. All one hears now is, "How many hens have you got and how many eggs are you getting?" Conductor Luke Yarrow, who knows his chickens, lost no sleep over the shortage of eggs. Our Superintendent, Bill Snyder, solved the problem by getting a couple of hens. In reality he has two and one-half hens, as they lay every day and one of them lays an egg with two yolks. If that's not running ahead of time, the yokes on me, so let's call it a double headway.

Talking about eggs, reminds me that we received a visit from a very good "EGG" recently. None other than Second Lieutenant A. G. Parker. Incidentally, he is the first Division Five man to obtain a commission. He looks wonderfully well and has been assigned to a local camp.

Conductor Roy Harrison, now with the U. S. Navy, dropped in on us for



Who said that sailors and marines aren't pals? Shown on furlough are two former Division Five employes. Frank Brim is the marine and C. A. "Jimmy" Schutz is the sailor.



The "Duchess" is saying "good-bye" to George J. Trammell just before he left for Yuma, Arizona, where he is a corporal. The Duchess is quite a spaniel and George is quite a soldier. They are very proud of each other. Corporal Trammell is from Division Five.

a short visit recently. He was just passing through Los Angeles and had a six hour leave, so could not stay long. Roy looks good and enjoys navy life.

Gus Paulette, now with the marines, also paid us a short visit. He is expecting to leave for some place shortly. When asked where he was going, he said "Where I go I don't know, but I hope it will be Tokio". Gus, as you probably know is an ex-marine, and knows what it's all about, and enjoys being back in harness.

Selectee: "They can't make me fight."
Draft board member: "Maybe not, but they can take you where the fighting is and let you use your own judgment."

Soldier: "Do you know the difference between a taxi and a bus?"

Girl: "No, I don't."
Soldier: "That's swell. We'll take a bus."

LOOSE SCREWS



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

Car House No. 1

William Slade, Car Cleaner Foreman, is still off on the sick list. He is in the California Hospital and is glad to have visitors.

"Casey" Martin, our bond salesman, lost some of his best customers due to so many changes in personnel, but he expects to get some more from the new employees.

Our cleaning department is 100% feminine now, and the girls are doing a swell job.

Department No. 2

W. G. Gregory, Street Inspector, thanks everyone of the car house personnel and all car house employees for the sympathy that they have shown him in regard to the loss of his wife.

H. T. (Babe) Brown is back on the job after being off a few days account of cold sores on his face. He says that with the white salve and the four-day beard, he was in no shape to meet the public.

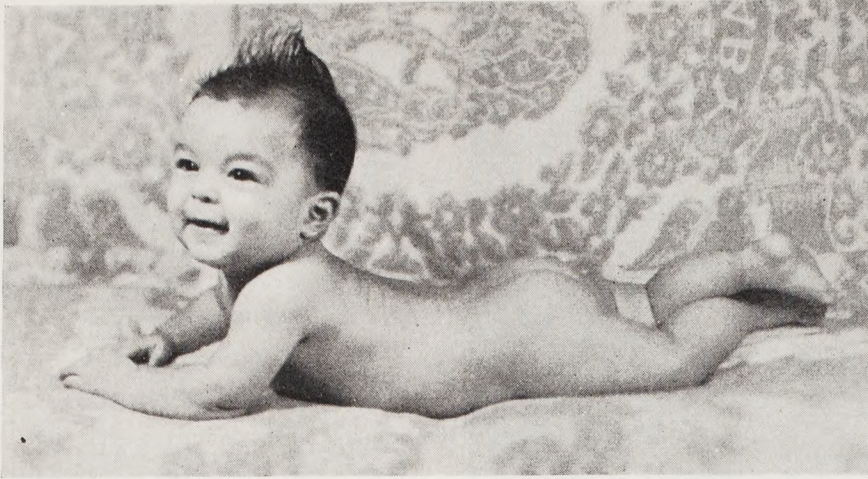
Since R. P. Sherrill and T. J. Watts have been pulling out trippers with the T-9 trucks, they will be more considerate with the motormen when they call for B. O. brakes. Because of the standing loads and schedule you have to watch your stops.

Car House No. 4

M. Johnston has finally given up car repairing and is now a flagman.

All women have now replaced the men car cleaners at Car House 4.

We are glad to see Clarence Nokes back to work after being on the sick list for several weeks.



Allen A. Carrizosa from Sixteenth Street Coach Division sends us this photo of his draft deferment "Wrong Way Doug". Doug crawls backwards whenever he wants to go anywhere. "Wrong Way Doug" is five and one-half months old and weighs twenty-one pounds.



"FLUID DRIVE"

By R. O. BENNETT

On my way through town today I ran into Eddie Feddersen and his former girl friend whom he introduced to me as Mrs. Eddie Feddersen. I was certainly surprised and believe the rest of you will be also. Eddie informed me that they were married on December 7. He was just back from Virginia where he received his basic training as stevedore in the "Cee-Bees". Both Mr. and Mrs. were looking fine and we all want to wish them a lot of good luck.

Well, fellows, if any trouble comes up on Line 18, look up a certain operator on Belmont. I think he is able to take care of any situation that might arise.

I think we would all like to have A. G. Gribbling's sense of humor and disposition. A passenger boarded his bus, paid her fare, and stood there with her hand out waiting for a transfer, and Gribbling politely shook hands with her. She explained that she wanted a transfer, so Gribbling

gave her one and begged her pardon.

In case there is any question as to where and how L.D.A. Woods got his nick-name "Tojo", you might ask "Curly" Austin who will gladly explain it thoroughly.

We are glad to have R. H. Jackson back with us after recovering from a severe blow to the side of his face by a hold-up man. It might be wise for us all to start wearing steel helmets while walking on 16th Street at night.

W. B. Barnes, who in the past has been good copy for this column, is now in the army. Barnes informed me that he will send me a good picture of himself if I will guarantee it will adorn the cover of "Two Bells".

Everyone at Vega No. 1 seemed to be in the same boat Monday night. This was the first night of loading under the new system and proved a puzzle to all of us. The passengers didn't know where to go and we operators didn't know where to send them. Mr. Eunson, our supervisor, should have been quadruplets that night.

Former operator R. H. Smith, who spent a 15 day leave here the first of the year is now seeing foreign service. "Smitty" is an expert mechanic on the Glen Martin B-26 Medium Bombers.

After working with a fellow for eight years, Frank Masterson still didn't know at Christmas time whether he was married or not. This explains the Christmas card to Mr. and Mrs. Jack Dittman.

Beware of Operator J. I. Peters; he travels incognito. If he hands you a piece of paper on which is some writing, don't think he is deaf and dumb as his butcher did. Operator Peters' wife sent her husband to the handiest butcher shop the other day with a list of various cuts of meats that she thought available. Instead of asking the butcher if he had any of the various cuts, J. I. handed the note over the counter without uttering a word. The butcher thought J. I. was deaf and dumb, so wrote a note back of the meats he had for sale. J. I., more than a little bit chagrined, was really speechless then, so he pointed to the meat he wanted on the piece of paper. Now, J. I. has to go out of his way to another butcher shop so that he can talk to the butcher.



Walter, Jr., son of Walter Powell, 16 Street Garage, is very pleased with navy life. Walter surely makes a swell looking gob.

SOUR GRAPES FROM VINEYARD



By F. W. SOMMER

News is getting very scarce. The fellows do not have time to tell us of the news, let alone make it.

Some of the operators seem to have just what it takes because when you board their coaches they are always filled with all the good looking girls on the line. Some of these ladies ride the whole length of the line with their beloved operator, which is fine for them and makes a nice outing, but the poor guy following the lady killer has to pick up all the "two bells". For the information of the uninitiated, a "two bell" is a jerk who takes two bells, or lights, to get on at a signal and two, and sometimes more, to get off. He is the kind of a guy who runs ninety miles an hour to catch a bus, and once it has stopped, he takes all the time in the world to board.

The driverettes are coming in for their share of kidding around the place. Someone has stated that the percentage of male passengers has increased by 50 per cent since the ladies have taken to the wheel.

Verna Powell, one of our driverettes, has an admiring passenger who has been writing poetry to her. The poem goes:

SOMETHING NEW

A Driver I met—Olympic Bus;

A Girl Driver—yes, Something New!!

Said she to me, "When people fuss,
"I only know one thing to do;
"If they fuss little, or all the while,
"It's O.K. with me I only SMILE.

Well, thank heaven that we poor men operators have never had to accept poetry.

Frenchie Martel has solved the point ration system. He has two cows, a flock of chickens and is put-

"PSST! I HAVE
A FEELING
THAT WE
SHOULD
HAVE THE
GENTLEMAN
REPORT THE
HOLDUP
WITHOUT
THE
GESTURES!"



ting in five acres of beans. It is our guess that Frenchie is going to be a very popular fellow along about harvest time. He would be now if any of the operators knew how to milk the two cows.

Lonnie Dodge is also blistering his lily white hands putting in a Victory garden.

The old rocking chair has got Supervisor G. P. Dickerman whose rheumatism has come to the fore during this damp weather. Some of the fellows have been making remarks that they hope the rheumatism affected his writing abilities.

Superintendent W. A. Baker does not have as much to do as he did, or else he has got into the groove because he cleans up his desk and gets away from Vineyard before the lights are turned on. Maybe he is doing his best to save electricity.

John Schmidt made a flying trip to Texas to visit his brother who was very ill.

Bertha Durborrow, driverette for Vineyard, who became a cashierette in the office, enlisted in the W. A. A. C.'s, as a patriotic gesture. Good luck Bertha, and may your commissions come fast and bountifully.

STREAMLINERS

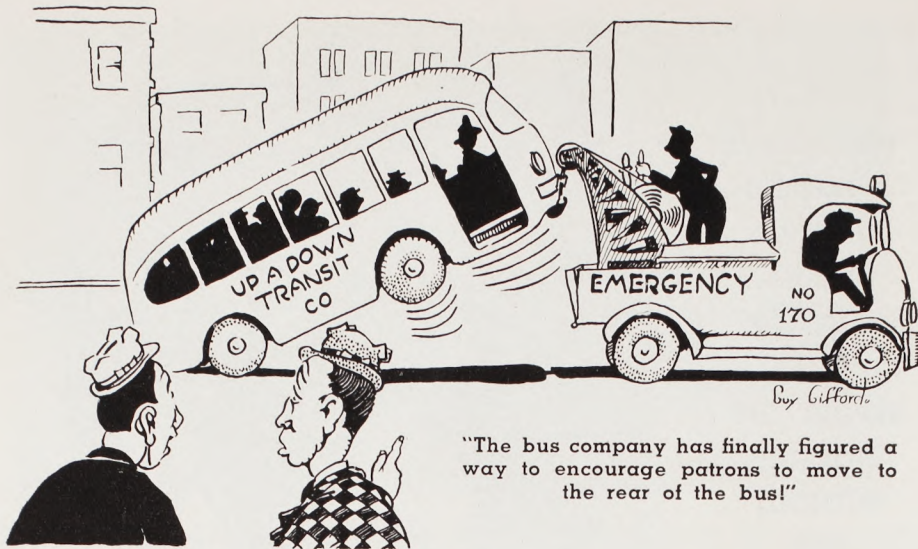


By B. C. LATHAM

We have all heard a lot about the Gremlin operators, but it takes Supervisors Busse and Whitelock to check off invisible cars.

Supervisor Busse was certain the Japs had attacked the "P" Line the other night while he was working an "Owl". He and Operator H. C. Baker, who was Busse's leader, were attacked by hoodlums. Both suffered black eyes and numerous cuts and bruises; however, we understand they both put up a good fight.

It seems a lot of the men have chosen a split run in the recent general shake-up with the thought in mind that during their split they can go home and work in their Victory gardens, which a lot of the men are planting. However, shake-ups, trippers and Victory gardens will have to take a back seat until the income tax problem has been taken care of



as this is the most popular subject around the Division these days.

We understand "one of Woody's best" (a new man) sat through three signals at Sixth and Vermont before he got up nerve enough to ask his passengers which way the "3" Line was supposed to go.

Most of you will remember M. J. Lemley who resigned to fly planes to England for the R.A.F. Mr. Lemley is now serving in the armed forces for his own country as Major Lemley, 339 B. Sq. Aviation Airbase, Pyote, Texas.

Pvt. Charles H. Edwards, 603 T.S.S. Flight 259 A.A.F.T.T.C. Air Corps, St. Petersburg, Florida, writes, "Received the medallion from the Company. Sure was grand. Signed by the President, wasn't it? I will always keep it and cherish it. Hope to be able to go back to work for them before long." This letter is typical of all the letters we receive from the boys in the service. They are all very proud of their medallions.

Pvt. H. C. Nields, A.S.N. 39271504, Co. F 333rd Inf. Camp Howze, A.P.O. 84, Texas, U. S. Army, writes, "I was a bit ill the past month. That cold of mine and laying on the ground in below zero weather almost got me down. Of course if one gets too ill to work on the field, you are put on K.P. washing dishes, scrubbing floors from 5:30 A.M. till 11:00 P.M. No overtime either."

You've gone a long way, Pvt. Nields, from operating a streetcar.

We are glad to welcome back E. R. Craft, L. R. Thompson and E. B. Hodges who have been on the sick list the past several weeks because of major operations.

(Continued from Page 4)

Dale Meeder is in San Juan, Puerto Rico. He tells his former pals at Division 3, "According to reports from home the LARY seems to be handling the present transportation problems efficiently. It is unfortunate for us poor shore-going sailors that San Juan doesn't boast a similar streetcar system. The situation here is worse than lousy. The buses, which they try to keep running, are so worn out that the most patriotic youngster in America wouldn't haul them to a scrap pile. The streetcars are few and funereal. The operators can swear in two languages, but try to get any information and you get "no spikka Inglis." Safety is a word of the Americano, and they simply consider it propaganda. Ask them about schedules and their reply is "no savvy." It's a chiropractic treatment to bounce over corduroy roads in a rusty sardine can. There is only one consolation—the windows have no panes . . ."

HOW'S YOUR TRANSIT I. Q?

Answers to TRANSPORTATION QUIZ

- (B) A total of 18,500,000,000 was carried with only a slight increase in serviceable vehicles."
- (A) of course and (C) meaning deportation, a term used in Great Britain.
- (B) For the first time in history.
- (A) It took a horse and buggy 10 minutes and 21 seconds; an automobile 14 minutes and 12 seconds.
- (C) It began operation in Richmond, Virginia, during 1888.
- (C) Another advantage is fewer traffic jams.
- (B) It will seat 39 passengers.
- (C) A plant built on the Atlantic Coast now has a capacity of several million pounds a month.
- (D) It was discovered while the brothers were prospecting for gold. The mines now assay 64 per cent pure iron and are the source of most of the iron and steel used in the U. S.
- (B) Nickel will contain: 9 parts manganese, 35 silver and 56 copper—no nickel. (C) Penny will be made of steel with zinc coating.
- (C) A cooperative project undertaken jointly by automobile industry, lamp manufacturers and highway safety groups.
- (A) Going from East Dubuque to Prairie du Chien.



There is nothing wrong with Jeffrey Michael, ten months old pride of V. J. Eulberg, Division Four.

SQUARE AND COMPASS CLUB

By HAROLD NELSON

The second meeting of the year under the gavel of our new President, Clarence Fischer, was held at Van's Cafe on Saturday, February 13. After a short meeting Billy Vejar took over and gave us some new news reels which were very interesting. (Billy's ropers must all be in the Army at some Remount Station).

Past President Billy Greenwood was not present due to sickness, but was back on the job a few days later.

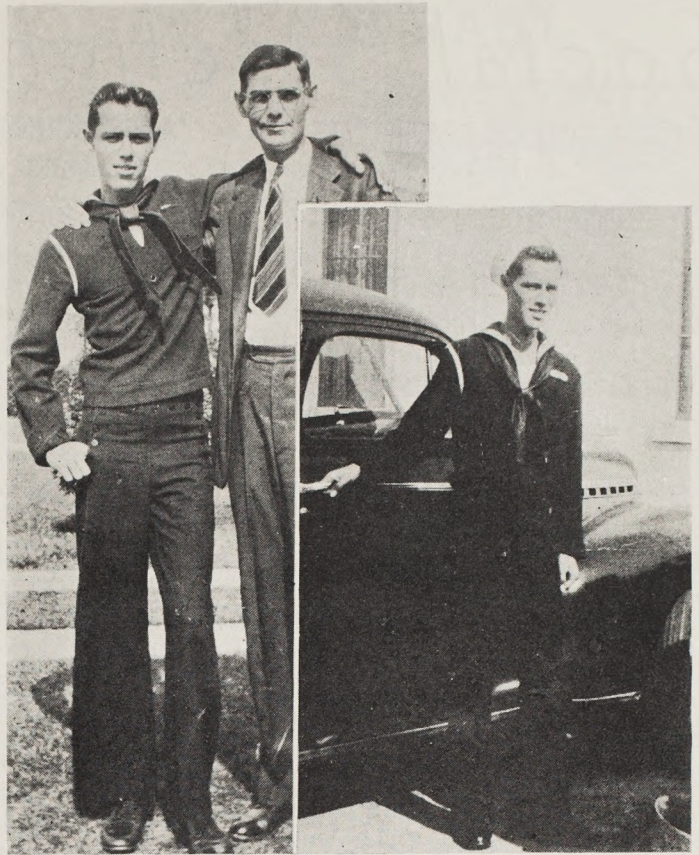
Vice President Raymond Smith had an awful time trying to get away with his dinner with one hand, his right hand being all bandaged on account of poison from palm trees he had been working on.

Our regular scribe, "Bob" Grettenberg, was one of those among the missing. He is stationed at San Diego and it seems that he had some unfinished business to attend to and could not get away. Those subs sure do gather up the barnacles. But "Barnacle Bob" the Sailor will try and be present at the next meeting on March 13.

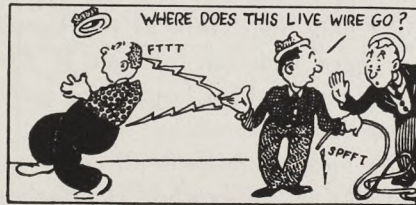


Vince Courtney put a dime in the picture machine and hit the jack pot. He sends us this photograph from New York. Another gob from 16th Street Coach.

Conductor Mark Casey of Division Five with his twin sons who are serving in the navy.
Anthony, with his arms over his dad's shoulders, and Jack at the family car.
Mark Casey has two more sons in the navy, and all four are on different ships.



SHORT CIRCUITS



By WALTER WHITESIDE

We believe that the finest example of alertness was exercised recently by Charles Colen of the Line Department. Charles was at the foot of a ladder while Adam Knaus, a fellow employe was making some repairs to the overhead. The ladder was leaning against a pipe arm in the right-of-way which broke causing Knaus to lose his balance and fall over backwards, head down. Charlie, seeing Knaus falling toward him, calmly stepped back and caught Adam by the shoulders at the same time flipping him over. This action on the part of Colen no doubt saved Adam Knaus from very serious injury or possible death. Knaus was severely bruised but no bones were

broken. Yes, sir! Hats off to Charles Colen.

The Department was grieved on hearing of the unfortunate accident at University Substation which took the life of Ray Horn. Condolences are extended to Mrs. Horn.

Egg Merchant Roy Davis says business has certainly been good but he sure hated to see the bottom fall out of the price. Roy is sure appreciative of the help given him by the fellows in picking up the eggs and distributing them for him while he is confined home. Here's wishing you a speedy recovery, Roy.

Paul Maris got in the way of the tongue of the dolly when attempting to tow a bus. When attaching the dolly to the emergency truck it flew upwards, striking him on the chest and on top of the chin, lifting him about ten feet into the air. Paul says he probably wouldn't be here if he was standing two inches closer which would have caused him to be hit directly under the chin.

Social Sidelights...

EMPLOYEES EMERITUS

By P. C. McNAUGHTON

The tone of the regular monthly meeting of the Lazy Days Society, better known as the Retired Men's Association, held February 11 in room 309, was heavy with Irish and Scottish music rendered by Miss Shirley Chambers and Miss Alta Turk. The Irish and Scotch songs were dedicated to the Irishmen and Scotchmen present, and when Miss Turk spied a colored member present she sang "Lindy Lou" for his benefit, which brought down the house.

Our president, Mr. C. M. McRoberts, has been ill, so Mr. G. M. Wieman presided.

Mr. H. Paul Kegley, of the famous Scottish Rite Chorus, also sang three selections.

These three artists are of the highest merit, and we appreciate them giving their time and talent free of all cost. We have been very fortunate always to have good entertainment at every meeting.

VETS CLUB AUXILIARY

By ELLA HOYLE, *Secretary*

The railway vets feature news is the installation of officers at the meeting on Tuesday, February 9. Past Commander Barkley officiated when the following officers were installed:

President, Gladys Taylor; Senior Vice President, Esther Wickham; Junior Vice President, Evelyn Staton, Secretary, Ella Hoyle; Treasurer, Theresa Madigan; Chaplain, Amy Jackson; Conductress, Josephine Clark.

Other officers will be appointed at a later date. Following the installation, delicious refreshments were enjoyed by all in the dining room.

We will no longer meet at Patriotic Hall, but you will be notified of coming meetings.

AMERICAN LEGION

By BETTIE LEASMAN

Everyone connected with the American Legion is busy as a trainman working a run and a tripper getting ready for the big annual Poppy sale. Berendo Junior High School is making poppy posters for our unit. The posters feature Americanism and are very well done.

Quite a number of our unit members are going to Sawtelle to assist the veterans with the making of the poppies. Never before has there been so many needs for the money brought into the Legion by these poppies, so this year must top them all in poppy sales.

Comrade Leasman and I were very fortunate to be able to visit the San Fernando Veterans' Administration Facility where we had a long talk with Bill Christmas. Bill is able to get up and walk about. He looks much more like himself than he has for a long time. Bill, as you know, was once assistant foreman at Division One, and has been ill for quite some time.

We took cigarettes to all our boys, and also ten lovely wheel chair robes as gifts from our unit.

To all those who are talking about Victory gardens, remember actions speak louder than words. We should like to see the vegetables grown and not talked about.

Next meeting is the first Tuesday in April at Patriotic Hall. Don't miss it.

MOTHER GOOSE A LA STEARNS

There was a conductor

Who was feeling quite blue,

He had so many passengers

He didn't know what to do.

So he gave them all transfers,

Without any change,

Then picked up his hat checks,

And got out of range.

WOMEN'S CLUB

By MRS. H. A. DEWEY

At the regular meeting held on February 4, Mrs. J. F. McCormick presented her friend, Mrs. Henry Stoermer, who told and displayed her hobby, "Rubbish Art". The pictures, vases and everything must be seen to really appreciate the creative genius.

Mrs. Stoermer's "Rubbish Art" collection is made of scraps that most people would throw away. She cuts out pictures of silverware from magazines and arranges them, or pastes them, on cardboard then puts them in a frame. They droop like a bleeding heart. The arrangement, from a distance, looks like flowers.

She puts red crepe paper around branches of trees and puts them in an attractive vase. On old tin cans she paints different designs with lacquer and uses the cans as vases. She also makes pretty vases out of automobile horns, and paper weights out of automobile parts.

For yellow jonquils she cuts out yellow cardboard for the petals and makes the center of old spools of thread. A stem is made of a real thin board. Funny papers and comic magazines are made into various objects in her rubbish art collection, and she proves it is a very interesting hobby, one that calls for ingenuity plus.

The sixth birthday of our club will be celebrated on March 18. A patriotic pageant will be the main feature.

The party planned by Mrs. M. S. Thomas for March 25 promises also to be a sensation. Phone MA-2995 for reservations.

"Out of the Scrap Bag" is the subject of a lecture by Elaine Anderson Dudley of the Goodwill Industries. The date, April 1. Dime luncheon will be served at noon.

Judge: "Do you wish to challenge any of the jury?"

Defendant: "Well, I think I could lick the little fellow on the end."

WOMEN UNAFRAID

MEDALLIONS RETURNED

Anyone knowing correct address of any of following armed service men please notify TWO BELLS' office.

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

MOTHER GOOSE A LA STEARNS

*Jack and Jill took quite a spill,
 While getting on a bus,
 They both did swear they didn't care,
 But now they're suing us.*

Our cover this month commemorates the Red Cross nursing service which was established in 1909 by the late Jane A. Delano, and is charged by an act of Congress to maintain a reserve of nurses for the armed forces. For thirty-four years it has been ready in time of disaster, war or epidemics.

Give to the Red Cross War Fund. The need is double.



IT'S WORK OR FIGHT!

The new "Work or Fight" orders which have been issued to employes in non-essential industries may affect some friend of yours. Perhaps he is looking about in an effort to obtain employment in an industry which is vital to the war effort.

Why not explain the positions which are open with the Los Angeles Railway. Send him or her down to 1056 So. Broadway, Monday through Friday.

Upon his completion of a thirty-day work period, you will receive a bonus of five dollars. Simply give him a card with your name on it or fill out a regular form available at the superintendent's office.

Let's win this war together.

Minister: "I touched them rather deeply this morning, don't you think?"

Deacon: "I don't know. I haven't counted the contributions yet."

VETERANS' CLUB

By J. A. MADIGAN

A joint installation of members of the Veterans Club and Auxiliary was held at Patriotic Hall on Tuesday, February 9. Past Commander Len Barkley was the installing officer, and, as usual, did a good job.

The newly elected Commander, Comrade Myron Taylor, was confined to his bed with a bad attack of the flu on the big night. Commander Taylor has fully recovered now and will take over at the next meeting.

In presenting Comrade Roche with his Post Commander's badge, Comrade Barkley congratulated the retiring commander and his officers on their fine work in the past year. Considering present conditions, the club has had a very successful year.

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

	1942	1941	1942 Increase + Decrease— Over 1941
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,716,800	1,193,469	+523,331
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)	1,203,620	1,011,680	+191,940
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	55,890	85,745	— 29,855
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	66,261	65,146	+ 2,115
Total Expenses	1,325,771	1,162,571	+163,200
Leaves Net Profit or Loss	+391,029	+30,898	+360,131

