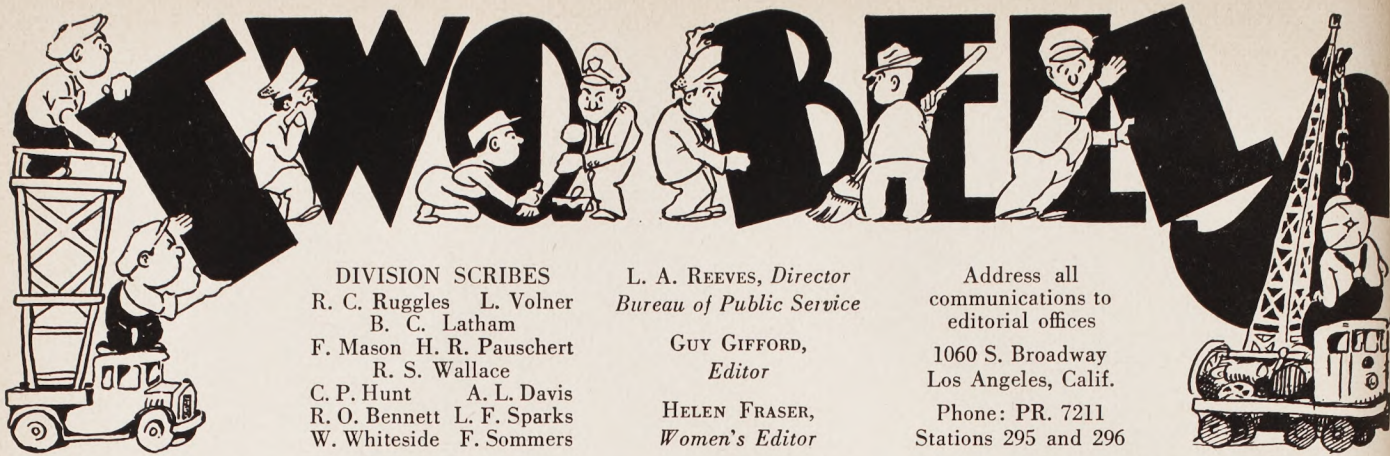


**"A" BOOK**  
*Vacation*  
**NUMBER**  
MAY-1943  
VOL. 24 NO. 4

**TWO**  **BELLS**



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 Bureau of Public Service

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VOLUME 24

MAY, 1943

NUMBER 4

## "A" BOOK FISHING WE WILL GO

The fishing trips which we take this year will depend a lot upon how generous the gas ration boards are with vacation mileage. If we have been gas thrifty, we can fish in local spots, such as Irvine and Puddinstone Lakes which should take only a ration ticket or two.

Ocean anglers are catching sea trout, yellow fin and halibut from row boats in Balboa Bay, and though the live bait boats had slow fishing they expect good weather to improve the catches. But don't go deep sea fishing without a Coast Guard pass. They won't let you out on the ocean. To get a pass, it is necessary to fill out a form at Santa Monica, San Pedro or Balboa which is quite a questionnaire and must be signed by your employer. You must also have three passport pictures not to be over 1½ inches by 1½ inches in diameter, your first draft registration, classification and your social security card. You must also take proof of citizenship, a birth certificate if possible or discharge papers from military service. Don't be aggravated if it takes several hours to get your permit. After all, we are at war and these seemingly extreme measures protect us.

Local trout fishing areas have been heavily stocked, and the following list of creeks all come with-

in reach of the "A" card vacationists: San Gabriel River, except for the portion of the west fork between Opids Camp and Shortcut Canyon. Headwaters of the Big Tujunga is accessible by trail from the Angeles Crest Highway. If you want to fish the north fork of the San Gabriel, you must hike in this season; the same with Crystal Lake. San Antonio Creek above Camp Baldy and Little Creek will offer good fishing. San Antonio is reached by the Glendora Mountain Road only, and Little Rock Creek from Horse Flats off the Angeles Crest Highway. Little Rock Lake has the best prospects. Reserve your boats ahead. Jackson Creek in the Big Pines is stocked with rainbow trout, and Glen Ranch reports that Lytle Creek should afford good bait fishing, preferably worms. Lake Arrowhead and Big Bear have been stocked with trout. Bear Creek may be reached only by trail from Big Bear Dam. Hooks Creek, Willow Creek and Deep Creek will be favorites of the "A" book fishermen who can get that far. Jenks Lake and Mill Creek will be good for the first part of the season. Gregory and Green Valley Lakes are also stocked. If you can get to Strawberry Creek in the San Jacinto River or Hemet Lake, you will be assured of good



"BITE AT BIG BEAR"  
 By Dave Packwood  
 Auto Club of Southern California

fishing. Campgrounds at Hemet Lake are available and open. Eight or nine miles of the upper Santa Ynez River will remain open throughout the year. The territory above Red Rock Canyon within the Gibraltar Reservoir watershed will be closed to public entry for the duration of the war. In Ventura County, Piru Creek, Aqua Blanca, the upper Sespe, Ventura Creek and the Matilija Creeks have received several plantings of sized trout and will produce good early fishing. Of course the High Sierras provide the best fishing, and if you can figure a way of getting there, we shall be happy to procure fishing information at any time. Call TWO BELLS office and state your wants.

# HONOR SCROLL

## ROLL CALL FOR APRIL

Rogers, Leonard L. . . . . Stores Hlpr. Garage  
 (Reported too late for March list).  
 Bishop, Victor E. . . . . Carp.—Dept. 12  
 Ferris, John M. . . . . Opr., Motor Coach Div.  
 Outlaw, James T. . . . . Opr., Motor Coach Div.  
 Pool, John T., Jr. . . . . Opr., Motor Coach Div.  
 Huddleston, Ralph E. . . . . Con., Div. 5  
 Canino, John P. . . . . Opr., Motor Coach Div.  
 Graves, Lloyd M. . . . . Opr., Motor Coach Div.  
 DeGeere, Wayne L. . . . . Mot., Div. 4  
 Kady, Louis C. . . . . Mot., Div. 4  
 Ferrarra, Antonio . . . . . Appr., Mech. Dept. 9  
 Cadd, William J. . . . . Opr., Motor Coach Div.  
 Swanson, Oscar F. . . . . Opr., Motor Coach Div.  
 Belfield, Earl W. . . . . Mot., Div. 3  
 Burton, Odie H. . . . . Mot., Div. 1  
 Eunson, William P. . . . . Supervisor, Motor Coach Div.  
 Brewer, John C. . . . . Opr., Motor Coach Div.  
 Park, Mervin C. . . . . Con., Div. 1

### L. A. M. C. LINES

Durborrow, Bertha C. . . . . Cash Rec. Clerk  
 Jacobs, Irving C. . . . . Opr.  
 Cline, Harold M. . . . . Opr.  
 Mack, James J. . . . . Opr.  
 Smith, Warren . . . . . Coach Clnr., Mech.  
 Keith, George E. . . . . Opr.  
 Cobb, Raymond E. . . . . Opr.  
 Covington, George W. . . . . Coach Clnr., Mech.  
 Crosby, David J. . . . . Mech. Hlpr.  
 Scott, Rosemon J. . . . . Coach Clnr., Mech.  
 Campbell, Harold C. . . . . Opr.

### RETURNED FROM MILITARY DUTY

Shockey, Francis L. . . . . Coast Guard  
 Howell, Marvin L. . . . . Army Medical Corps  
 Swift, Edward S. . . . . Army  
 Hunsaker, Daniel G. . . . . Army Air Force  
 McClelland, Richard . . . . . Army  
 Smith, Ernest W. . . . . Army  
 Feller, Harold W. . . . . Army

**Stars in L. A. Railway Service Flag . . . . . 476**  
**Stars in L. A. M. C. Lines Service Flag . . . . . 106**

### CLASS "C" CADET

Nicolas Bustos, twenty-year old son of Ponciano and Agapita Vargas de Bustos, Vernon Yard, is now a trainee for the Air Corps at Camp Richie, Maryland. Nic says he has a trick for the Japs.

### WINSOME WAAC

Mrs. Eunice Greene, wife of former employe Leonard D. Greene, South Park Shops, who is now with the U. S. Merchant Marines, has become a member of the WAAC's and will relieve a soldier for combat duty.



# ROCKS ARE GOOD HUNTING TOO



Just presuming that you are one of those fortunate enough to be able to use some of your precious "A" coupons for that contemplated vacation this year, we know that your trip will end within a certain distance from Los Angeles in any direction. We must then consider the fact that all deer, trout, rabbits, quail and dove will, long before the season starts, know the full mileage of your "A" book and your vacation limitations.

To make a long story unpleasant, the game for which you have hunted these many years will migrate to a position past your allowable pleasure driving mileage. Just sitting in the Victory Garden may become monotonous so why not become a geode scavenger (rock picker-upper); for rock and gem hunting is a sport which entails the same back-bending efforts of a trout fishing trip. It is as exciting as flushing a covey of quail, and when you have discovered the difference between agate, thunder eggs, moonstones, jasper, opals and chalcedony, searching for outstanding specimens is as exciting as stalking a deer.

The mountains of the west Sierras are new—they contain vivid formations which have not had time to crumble, disintegrate or wash away. Beautiful multi-colored rocks may be found for your barbecue pit or your rock walls, to line your Victory garden or flower beds, and gems to be cut and mounted in jewelry may be picked up within "A" book reaches of home.

## Agates from the Creek Banks and a Tripper in One Day . . .

In the creek banks on the Paramount Studio property and adjoining lands in the Santa Monica mountains, we find saganite agate. Turn off Highway 101 at Agoura to the left. If hunting agates is too back breaking, the beautiful mountains and vegetation are worth the trip. What's more, you can return in time to work a tripper. A few miles farther at Calabasas around the various craters in that neighborhood lava ornamental

stones may be picked up by the trailerful. For beach rock go to the Los Angeles side of Rocky Point, which is west of San Pedro about ten miles, or just ten miles south of Laguna Beach in what is known as "Salt Creek Cove."

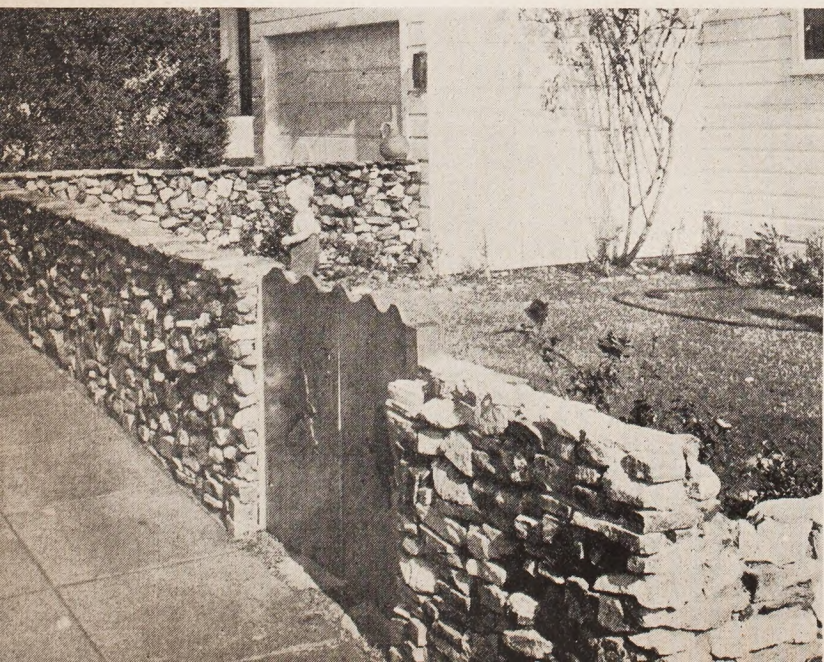
## Paradise in the Palomar Mountains . . .

The Palomar Mountains are the pebble pickerupper's paradise. Just one mile north of Pala is the Pala Chief mine where beautiful gem tourmaline and various pegmatites abound; also, rubilite in lapidilite for beautiful stone ornamentation, and once in a while you will find many colored quartz in the same location. Rubilite is a radiating pink crystal.

## Pick up Your Whole Garden Wall at Vasquez Rocks . . .

Between Newhall and Acton at Vasquez Rocks, your whole garden wall may be picked up stone by stone. Southwest of Acton Junction, in the Pacifico Mountain territory, come agates and bloodstones. Opal land is near the petrified forest country in Last Chance Canyon. Opals are found mainly in huge chunks of amigdoloidal basalt formation (lava rock to you) which have many honeycomb cavities. It is in these cavities that the opals and some agates are formed. You might spot just the top of a fine opal way inside one of the pockets. Of course your first impulse would be to break the basalt and recover the gem, but if you have any hunch that the opal is the size of an egg, take it home and cut out the precious jewel.

To reach Last Chance Canyon, drive past Mojave, turn right on Saltdale Road, turn left at Cudahy's Seismotite Mine to the last cabin, follow the ridge to the left on foot and you will know the area when you come to it. It is high ground.



Desert rock make a colorful boundary to keep "Lil Butch" on your lawn and the dogs off.

Fine gem opals are to be found scattered in chunks of petrified wood (and that petrified wood is also a beautiful touch for your barbecue pit) over in Virgin Valley. Virgin Valley produces the finest of large opals, but is hard to reach, inasmuch as it is ninety miles from the closest water and you must drive five to ten miles per hour in reaching it. One interesting highlight on Virgin Valley is that a lady by the name of Lockheed and her two sons once owned the property and mined it. They obtained, through that effort, the nucleus of the present Lockheed Aircraft Plant.

## Rock Hunters Howl About Howlite . . .

A beautiful stone for cutting and also for garden material is howlite, and tons of it can be found in the old dump of the once famous Sterling Borax mine located in Tick Canyon. The picture of the vanity set accompanying this article shows the howlite cut, polished and mounted. It is one of the five major borates,



Beautiful howlite may be cut into jewelry or made into dresser sets similar to the above. These were picked up, carved and mounted by J. H. McCornack, who also furnished material for this story.

but because of the difficulty and expense of recovering the borax, it was tossed aside; however, by careful selection and clever cutting a lovely piece of jewelry can be made. To find Tick Canyon, drive through Mint Canyon and turn right at the honey farm, then drive clear up to the mine dump, an excellent place to make camp in case you do not intend to return for your tripper. One quarter of a mile above the borax mine is a huge ledge of green jasper. Jasper and a variety of other gorgeous materials also can be found in the Rosamond territory which is past Lancaster on the Mojave Desert. Some



Some of the rocks on the desert are for looking at, not for picking up.

petrified wood can be picked up also in this neighborhood. Turn left on Willow Springs Road at Rosamond and drive three and one-half miles past the Tropical Gold mine to Gem Mountain. Start hunting from there.

## Petrified Palmwood If You Dig . . .

Geodes, nodules, agate and opalites may be found at Opal Mountain. Turn off the highway from Mojave to Bartsow at Hinkley School and drive to the Black Mountains. In the same part of the desert, though a little farther south, is Mule Canyon, above Yermo. Drive to the top of the canyon and follow the wash three hundred yards. You will find to your right on the immediate slope some of the finest petrified palm wood and roots that have ever been picked up. You may have to dig as surface samples are gone, so take along a shovel and, by all means, plenty of water if you intend to camp. In the Lavic area, still farther south and to the east, the most highly colored rocks of all may be found both for cutting and for wall ornamentation. The agates and the jaspers are rich

reds and browns, but do not go in mid-summer for it is cool weather there at 125 in the shade.

Many of these trips may be taken in one day or even in a few hours. For instance, you can drive to Vincent through Angeles Crest Highway and pick up truck loads of many colored quartz for your barbecue pit. The best hunting is about five miles on the Little Rock road from Vincent.

If you don't know an agate from an opal, attend the Los Angeles Lapidary display at Exposition Park Swim Stadium, May 15th and 16th, but if you can't make the show geodes are egg shaped with a hollow nodule which is lined with brilliant crystals. Thunder eggs are solid nodules with crystalline or agatized centers. Chalcedony (California moonstone) is white, milky, a form of quartz. Agate is banded chalcedony, colors come from mineral stains. Jasper is red, brown, green and yellow. Foreign materials give it a mottled appearance. Now you know, or do you?

Equipment for your desert trips should be a knapsack, a canteen of water, a pick and a shovel. You can't dig rocks with your fingers.





Sewing  
Keeps  
the  
Home  
Front  
in  
Stitches

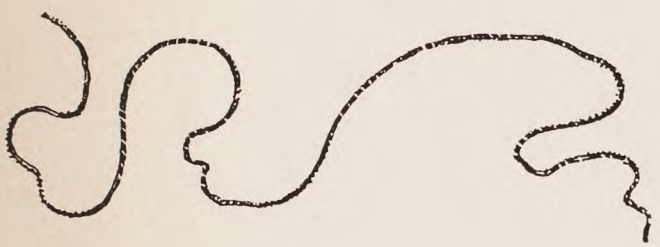
# Dear Ladies

Of all feminine hobbies, needlework is by far the most popular. Today, because of wartime limitations, priority rulings, conservation measures and other factors which has limited civilian purchases, women are turning to their needles as a means of keeping their wardrobes up to par. Those who never before crocheted, knitted or sewed are now taking up the long practiced art of needlework, and they are discovering that sewing provides relaxation for the tenseness brought about by the war.

Women making their own clothes should plan for conservation, clothes economy and careful buying when they purchase fabrics. They will show good judgement by heeding these simple, but wise, rules. . . .

(1) Look for labels that show what fibers they contain and how your fabric will perform before you cut and sew. This rule is well grounded if you expect to get lasting value from your dollar. The cheapest purchase is the most expensive if it doesn't stand up under use. Also check fabric labels for color fastness, wash-ability and dry-cleanability.

(2) Buy pattern before purchasing your fabric so that you can be sure the fabric is exactly suitable



*Top: Smart checked front waistcoat calls for three contrasting colors for the front. The back is a solid color using one of the three chosen shades. A smart addition to your slacks or skirts.*

*Side: A carnation rayon print with a smooth fitting midriff which keeps the waistline from being bulky. The suit dress at the right may be worn with either feminine or tailored accessories. (For pattern numbers, call "Dear Ladies".)*

*Right: A complement to your hat box. Takes only a few balls of crochet cotton and an hour or so of your time.*





for the style dress, coat or suit you plan to sew. Also important is to buy right amount of fabric. Don't be caught short by not having enough material, and on the other hand, by having too much.

(3) Hold the fabric next to your face to see that the color is becoming and that it brightens your face, hair and brings out the color of your eyes.

You are a smart woman if you choose a long wearing fabric for a suit. A good suit is a good investment. When selecting woollens, choose a fabric that isn't too bulky and will pleat well. A well groomed appearance is an asset, and a very important one. Tweeds, flannels, suitings and many entirely new weaves on the market today are suggested which are made out of the new blended fabrics of spun rayon and wool. Remember to read the label for exact fiber content and its performance qualities. You will want the material to stand up under use and your daily trip in bus or street-car.

Perfect for slacks, jackets, skirts, suit dresses and tailored street clothes are such weaves as gabardine, twills—cavalry cord and shipcord—suitings, flannels, coverts and tweed-rayons.

For fancy dresses, select material for its service qualities as well as for appearance. Rayon taffeta, faille, bengaline and moire are available in most yardage departments and can be made into spring coats and suits, as well as dresses. Rayon jersey is smart for dresses with drapery, front or back fullness, and peg-top lines.

Those who are handy with a crochet hook can make fancy little jackets or perky little bonnets, such as those featured on these pages. The vestee jacket shown in the upper left-hand corner will make a smart addition to your skirts or slack suits.

Your summer ensemble will be enhanced with the open—crown ruffle bonnet shown on this page, and it doesn't take long to make.

Choose a vivid color for the little hat on the opposite page which will be a complement to your costume and a compliment to you. These snappy bonnets to match your dresses or suits are easy to make and keep without "crushing", and can be washed.

It is a real accomplishment to be a good sewer, and it is also an interesting as well as a practical and useful hobby. And you can make things to suit your own tastes.



The National Needlecraft Bureau, whose pictures adorn these pages, offers to you, free of charge, directions for crocheting the jacket and hats, and also a helpful leaflet, "Tips on Sewing with Rayon." "Dear Ladies" shall be glad to see that you are supplied with these if you will send a self-addressed, stamped envelope along with your request to the TWO BELLS office, 1060 South Broadway, Los Angeles, California.



*Above: For her first summer dress, this young seamstress chooses a red and white Zinnia print in rayon lambskin for her fair complexion.*

*Side: Two large balls of pearl cotton, a yard of rayon and a little time will make this youthful looking open-crown ruffle bonnet.*

*Two Bells*

# END OF THE LINE



**EDWIN L. LEWIS**

Loyalty was one of the outstanding characteristics of E. L. Lewis, who passed away, as he lived, peacefully and quietly, at his home on Easter Sunday, April 25.

Edwin L. Lewis was born in Osceola, Missouri, of Virginia stock, on a date (as he expressed it with his delightful sense of humor) "within the shadow of Appomattox and its famous apple tree." He came West in June, 1887, to San Francisco where he was employed by the Geary Street Railway. He entered the service of the Los Angeles Cable Railway Company on August 7, 1888, as clerk in the general office.

On January 1, 1913, Mr. Lewis was appointed Superintendent of the Los Angeles Railway, and in April, 1920, was made Assistant to the General Manager, Mr. G. J. Kuhrts. In 1921 he was named Vice President and Manager of the Los Angeles Railway Land Company and Manager of the Building. He retained the latter position until he retired from active service on January 1, 1939, after more than fifty years of capable and faithful service, an enviable record equalled by few in the transit field.

Mr. Lewis spent the last fifteen years with the Railway compiling a history of transportation in Los Angeles which comprises two large volumes. These were completed in 1938 and presented a colorful picture of the development of local transportation. Truly the history is a masterpiece and a fitting monument to the man who had given fifty years to the service of the com-

pany that was his life. The original copies, together with thousands of historical pictures, clippings and files selected by Mr. Lewis, are now in the Huntington Library.

Mr. Lewis will be remembered by the men with whom he worked for his quiet dignity, his fairness, integrity and a sympathetic understanding, a man who was never false to himself nor to anyone—a credit to himself, his community and his friends.—Emma Quigley.

**WILLIAM WELLS**



On April 13, after an extended illness, William Wells reached the end of the line.

William, as he was commonly called by his friends, was a member of the Railway family over fifty-two years, entering the company as a messenger and janitor in the Treasury Department in March, 1891, and serving in that capacity until his retirement on September 1, 1939.

William was born in Springfield, Missouri, April 4, 1862, and came to Los Angeles fifty-four years ago. A member of the Masonic Lodge, he was a thirty-third degree Mason. One of his daily deeds was to hand out flowers to his friends as he delivered the mail, flowers that he raised himself. This act alone personified the beauty of his character.

Our sympathy is offered to the bereaved.

## APPRECIATION

For the sympathy and kindness extended to them during their recent bereavements the company received acknowledgements of appreciation from Mrs. Mamie Lindesmith and family; Mr. and Mrs. Edsel Hellman; Mr. and Mrs. W. B. Seehorn and family; and Mrs. Emma Wells, Mrs. Mary Black (sister) and relatives.

**E. C. BROWN**

The whole organization mourns the passing of E. C. Brown of the President's office on April 18. Mr. Brown had been the Secretary to the President since 1937 when he was transferred from the claim department.

He acquired his transportation background with the Denver and Rio Grande Western Railroad where he acted in the capacity of Chief Clerk to the Division Superintendent and as Secretary to the Assistant General Manager. Later, he became a clerk in the General Manager's office of the Union Pacific Railroad, and was a clerk with the Southern Pacific Railroad.

The Los Angeles Railway offers sincere condolences to the three bereaved children, Betty Lou, Jim and Dick.





# PASSES

# SOMETHING NEW HAS BEEN ADDED



**I. H. SEEHORN**

The passing of Mr. I. H. Seehorn after a sudden attack came as a shock to the whole organization.

Mr. Seehorn came west from Payson, Illinois, with his mother and father in the early eighties and settled in Washington, where life was quite primitive. A few years later the family moved to Southern California in the San Diego vicinity where he attended public school and later studied architecture in an architectural institute in San Diego.

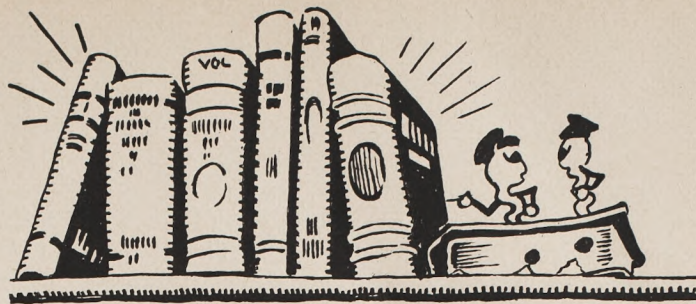
He practiced architecture in Los Angeles until going to work for the Los Angeles Railway in the Engineering Department in 1911. He left the Railway in 1915 and spent two years as Superintendent for the Seal Beach Land Company.

In 1916 he went into the contracting business for himself, and in 1918 went to Mexico where he was the superintendent for the Moctezuma Copper Company. In 1920 he returned to Los Angeles and was employed again by the Railway as architect, and remained in that capacity until his death. He leaves one brother.

—Howard Taylor.

George Enoch Moore, Division No. 1, died April 26.

Mr. Moore was born September 10, 1886, Kewanna, Indiana. He entered the service as Motorman, Division No. 2, July 23, 1929, transferred to Conductor, August 1, 1929, transferred to Conductor, Division No. 1, July 17, 1932.



The Library announces that many interesting books and pamphlets have been added during these last few months and we thought you might like to know what we have. If you want **us to send** you any of the titles (printed in capitals) mentioned on this page, just clip the coupon and send it to the **Library, Room 325**. As you know all our books are lent free to any company employe.

ten mostly for the student, or beginner with emphasis on the various key jobs in transportation by land, air and sea. The Office of Defense Transportation has just published a guide called: **FITTING TRAFFIC CONTROL TO WARTIME** which outlines general policies and necessary changes to be undertaken in traffic signalling and transport routing.

### Transportation Goes to War

is a pictorial report published by the British Ministry of Information with a special chapter on the effect of aerial bombardment on local transport. For the United States, a very recent and complete study undertaken by the National Resources Planning Board, is entitled: **TRANSPORT AND NATIONAL POLICY**. It covers: financing, public promotional policy, position of labor and the new petroleum oil line. **YOUR CAREER IN TRANSPORTATION** is writ-

### Women in War Industries

treats all aspects of the present situation and special problems of adjustment necessary when women enter defense work. Very much the same field is covered by **SUPERVISING THE WOMAN WAR WORKER** which also contains two interesting lists of "jobs women can do". **ELEMENTS OF SUPERVISION** covers all phases of modern foremanship with special emphasis on the value of the conference method and its application. A very complete text on industrial engineering is **PRINCIPLES OF INDUSTRIAL MANAGEMENT**. It covers the historical development of modern industry, the theory of organization, employer-employee relations, material control, accounting, plant maintenance and use of time and motion study.



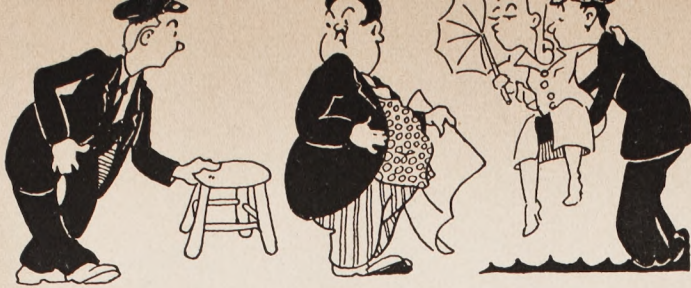
### Wartime Conservation

is a small but useful pamphlet on recommended savings of critical materials in the use of Westinghouse equipment.  
(Continued on page 20)

I WOULD LIKE TO SEE THE FOLLOWING TITLES:

.....  
 .....  
 .....

FULL NAME: .....  
 DEPARTMENT, DIVISION OR .....  
 ROOM NUMBER IN BUILDING: .....



# Bouquets

## Supervisor LaRue Satisfies . . .

"I do not know the name of the gentleman I wish to mention, neither have I talked with him more than to exchange greetings, however during the past six months I have noticed the things that have justified this letter.

"The courtesy of Supervisor No. 4, (Mr. Frank LaRue) on duty at Seventh and Alvarado, is seldom found in any city on similar detail.

"He deserves, not only the commendation of the public, but particularly yours.

"Why keep a man of his personality and courtesy hidden away on a street corner?

"He should have an executive position where his personality and qualifications can be utilized to a greater service benefit to the public and to your organization."

DR. R. E. PIERCE  
672 So. Alvarado

## Conductor J. A. Bontty Uses Tact . . .

"I am writing this note to commend a very courteous conductor who took it upon himself to secure a seat for me in the closed section of his car, from a woman who had her very small boy, under fare age, occupying the seat.

"The lady was reluctant to comply, but this conductor was so calm and most pleasant that she could do nothing else but lift her little boy onto her lap.

"It is my suggestion that you give this conductor a better job as he certainly deserves it."

MRS. HARRIET M. TUPES  
. . . 821 West 41 Street

## Operator W. Y. Stearns Tops . . .

"This morning, at about 9:00 o'clock I saw your coach, No. 4010, north bound, stopped at Finley Avenue

## ORCHID LIST

### Division One

E. V. Athenous always a pleasant smile.

L. D. Custis helped aged blind woman.

G. E. Myers calls the streets and stores.

E. W. Park always says "Good Morning."

F. C. Rily has eyes in the back of his head.

G. V. Russell returned a dropped glove to passenger.

L. Sparks returned lost purse.

E. R. Tomlin goes out of his way to be nice.

### Division Three

\*R. G. Monahan very helpful and efficient.

H. D. Rush, extremely courteous.

### Division Four

J. A. Douglas courteous to old ladies.

S. R. Harrington went out of way to return change.

L. L. Leasman wins hearts of old ladies.

C. N. Lee a good disposition.

J. C. Rhodes kind to lady taken ill on his car.

A. E. Seyers gives information graciously.

H. D. Shier warns standees of curves.

W. M. Vaughn patient when answering questions.

### Division Five

Dorothy Blow good at collecting second fare.

E. U. Butcher special attention to blindman.

G. H. Drinkwater courteous to everyone.

O. A. Gilmore never slams door in people's faces.

G. Laird a smiling face.

J. T. Nusko always wears a smile.

R. E. L. Peterson has the interests of his passengers at heart.

L. H. Smith a courteous nature.

J. A. Wear helps lame people.

### Diesel Pilots

F. F. Brubaker, Florence, is unfailingly cheerful.

J. J. Sedia, Beverly, is very cheery and always smiling.

Margaret Starbuck, Olympic, is pleasant and courteous while rendering excellent service.

M. E. Walter, 16th Street, considerate to ladies with little children.

J. M. Wade, 16th Street, exceptional courtesy to blind man.

by a motorcycle traffic officer, who examined your operator's credentials at some length before allowing the coach to proceed. I thought I recognized your operator as one of whom I have thought several times to write about. I made it convenient to break my ride and wait till this coach made the return trip. The operator's badge is No. 576, and he is the one I had had in mind.

"Now I do not know a thing about this morning's incident, and I do not know this operator except for a smile in passing, but I do know quite a few things about him which I would like to report to you.

"I have never seen No. 576 do a careless or discourteous thing. I have never seen him glance back over his shoulder for a social conversation with a passenger. I have never noticed him in any such prohibited conversation. I have never heard him talking shop with any other coach employe riding his coach. I have never heard him grumble openly about the mechanical condition of coach. I have heard other operators do this, and slam the vehicle around to relieve their tempers. I have never seen No. 576 drive by passengers unloading from Vermont cars at Monroe Street. I have never seen him close his door and drive away just when some hurrying passenger was within a few steps of boarding his coach. I have never seen him show any trace of impatience at clumsy passengers or those who have difficulty in getting on or off, and I have noticed this more particularly because I myself frequently need the help of one or two canes.

"The latest incident I remember definitely of No. 576 concerned a woman with four small children and one big package. He had made a stop at Franklin, as close to the curb as immediately possible, which then left a rather long step to the curb. When he saw the group coming forward to get off, he closed his door again and explained that he would get closer to the curb. This he did, and the family got off in greater comfort and safety. And, I might mention, the woman was not a pretty young blonde, and her children looked dull rather than bright."

W. F. WILLIS,  
4759 Ambrose Avenue.

# Brickbats . . .

## "Staggered Hours Make Us Dizzy Enough" . . .

"Please inform your operators on the "S" cars, during the rush hour, that they are not supposed to be out there cluttering up traffic, but are supposed to pick up passengers.

"Twice during the last week they have passed up a number of would-be passengers in front of the public library and have traveled practically empty between overloaded "D" and "3" cars all the way to Alvarado.

"I realize that these cars are going out of their regular route, but what I can't understand is why it is necessary for them to run empty when there are so many people who wish to cooperate to help speed up traffic.

"One of these operators on an "S" car about 4:15 p. m. almost ran me down in a pedestrian zone because he was in such a hurry to catch up with the "3" car ahead so that he could trail along unloaded.

"We have had our hours staggered so many times that we are dizzy, and we, the public, are doing our best to cooperate with transportation. However, it hurts to see these men who feel that their job is to shuttle through town in empty cars."

## Of the Domineering Type . . .

"Throughout the years as a passenger on the busses I have seen many types of drivers, but driver No.—tops the list for all 'round incompetency, and, in my opinion, makes no friends for the railway.

"About 4:10 p. m. yesterday, I boarded a Beverly bus at Sixth and Hill Streets. As I mounted the top step and looked in I saw that I would have to stand from there to Beverly and Poinsettia. I asked the driver to let me off so that I could take the next bus. He retorted in a loud and domineering tone, 'Oh, no, you are on this bus and you will pay your fare.' He closed the door and started. Then I said, 'I will go as far as Fifth Street and you can let me off.' He said, 'Not much. You are on the bus and you've got to pay your fare.' When I asked him for an emergency transfer, he refused to give me one.

"All his remarks were in a loud, sarcastic tone and he appeared to enjoy his display of authority."

## This Man a Coward . . .

"This morning while a passenger on a "P" car at approximately 8:15 a. m. I was subjected to much embarrassment and inconvenience by the ungentlemanly conduct of your operator.

"I do not know whether or not this man has a family who would be the victims were he to lose his job, and it is not my intention in writing this complaint to have him fired, but at the same time, I do feel that as a paid passenger on your cars I am entitled, to say the least, to courteous treatment from your car operators and conductors.

"When I boarded this car, I held my transfer, asking him 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 motorman 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 finally allowed him to have it, arguing the point that he should be quite careful as to whom he was accusing without proof of wanting to hide anything from him. The only reason I held the transfer in my hand for him to tear off the upper portion was to avoid him trouble and make it a simpler task for him, since I have always done this and there was never any other conductor in any of your other cars who had the audacity and vulgarity, to say the least, to openly accuse a paid passenger of trying or wanting to hide something from him. I told him then that I would report him and looked toward the rest of the passengers who all seemed to be in sympathy with me for the nuisance he had caused, with the exception of an old

woman who looked as though she had been drinking, and she without any conversation on my part with her regarding the incident, joined in the altercation between myself and the motorman. 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 it up with my lawyer.

"I feel that your company should train your motormen and conductors to be gentlemen, and I am sure that it wouldn't possibly hurt anyone.

"Furthermore, I feel that this man not only is totally devoid of gentlemanly qualities but is a *coward* as well, to embarrass a lady as he did without any provocation whatsoever on my part."

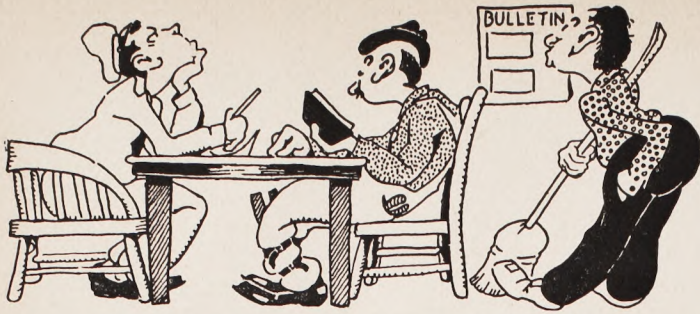
In times of stress and strain, it behooves us to remember the Golden Rule, "Do unto others as we would have them do unto us."

Complaints from numerous sources have been received regarding disparaging remarks made by trainmen and coach operators with reference to persons of certain nationalities or racial origin. Feelings, of course, are at high pitch during wartime, and because of the traditional service we must render to the public, you might have a case of war nerves but please be over zealous in your care and do not make any comments or statements of any character which state or imply dislike for, or dissatisfaction with persons of any particular nationality or racial origin. Discretion in this regard is one of the main attributes of the good American soldier at this time.

This country is made up of many origins, nationalities and religions. Freedom is the foundation of our American citizenship. It is what we fight for. Members of every color and creed are fighting in the armed forces as Americans, and they have every right to be treated in their daily life also as Americans. Remember the Golden Rule.

"One more crack out of you and I give the fat lady my seat."





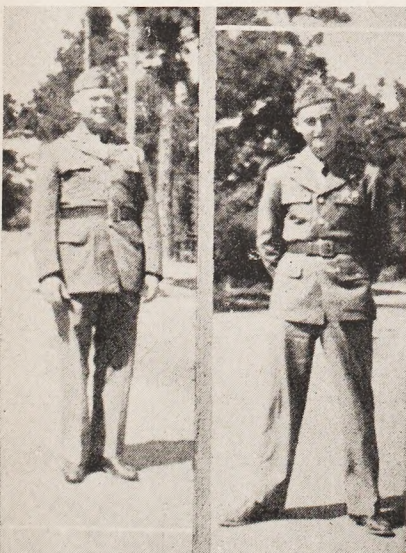
# Division

## THE HILLBILLY BOYS

By L. VOLNER

It makes the men feel pretty good when they know that their work is so much appreciated as expressed in the following note by Mr. Bodley:

*"Again permit me to congratulate you boys on the job you are doing. I know what you are up against under these trying conditions, and I know that you are acquitting yourselves as real men. Our duty requires that we put forth every reasonable effort in doing the job we are set to do because this job is one of the most vital of the entire war effort. Every car held in means that much more delay in transporting essential workers to essential jobs. Then again, way down deep, there is always that satisfaction of doing a job well. Let's think this over and when things seem to go wrong we can realize that the guy on the other side has his troubles too—plenty of them, but he has to stay and take it, there's no running away."*



Our transfer clerk, Mr. Harry Russell, was off duty for several days during the past month on account of sickness but Mr. C. E. Vassar put forth some extra effort and had the transfers all lined up on time as well as caring for his other duties.

That popular conductor, Mr. J. J. Olexo of the "5" line, is off duty on account of sickness. His patrons and friends hope he will soon be able to return to duty.

J. W. Votaw has sold his home on Division Street, but several days after selling same bought another on Argus Drive in Eagle Rock. He has also been on the sick list for quite some time now.

When anyone has any time they want to while away, two ping pong tables have been placed in the assembly room where the men might get some pleasure, as well as exercise. Operator Sam Taylor seems to be the master of the game at present, and will challenge any other Division champion.

Quite a good number of our men are putting in gardens and if all are growing like operator W. D. Potts', there will be no shortage of vegetables. Mr. Potts' garden is on Avenue 28 where everyone pulling out and into the car house has to pass, and we've heard many complimentary remarks. Mr. Potts learned the art of gardening when a boy down in Arkansas, and now finds that knowledge comes in handy. May all of our gardens go "to Pott."

Father and son, Elmer Hulberg, Division 4, and Daniel Pierre, are both serving in the infantry, Dad with the 183 Infantry, and son, the 17th.

On a recent weekend H. Pierre visited his son, Daniel, in Fort Ord, and also his old friend Elmer Hulberg, who used to work out of Division Three and Four.

One of our "W" line owl cars leaves Avenue 50 and York at 1:24 a.m. This car makes connection with the busses bringing the swing-shift workers from the Lockheed plant. Sometimes the operator, Mr. L. H. Bardon, waits several minutes for the last bus, and to show their appreciation the patrons of that bus recently presented him with a pound can of tobacco, to which was attached a card reading:

*"It takes all kinds of people  
To make a world, they say,  
But that seems kinda silly  
When you find ONE who's okay."*

From your  
Swing Shift Street Car Gang.



B. I. Belman, Lieutenant (j.g.) in the U. S. Navy, son of B. G. Belman, Division 3, sends a photo taken at Ithaca, New York.

# Digest . . .

## YARD BIRDS

By L. F. SPARKS

Yard Supervisor Austin Fleetwood started the ball on vacations this year. Fleet managed to save enough gas coupons to take a trip to visit an old rancher friend in Madera County. Could it be that he ran out of butter and meat stamps already?

Former Track Foreman Jess South enlisted in the Sea-Bees and after a short schooling in the East has left for service. Jess phoned the other day to give his regards to all the boys as his furlough was so short he had no time to visit in person. Good luck, Jess, we'll be seeing you.

A "V" mail letter arrived from former Track Foreman "Wee" Willie Weeks from the land down under. Weeks belongs to the Sea-Bees also, and has been in the South Pacific area. Now we can quit worrying about the Japs.

Welder Foreman Joe Ovard was under the weather for a few days.

Paving Inspector Carl Heffington suffered injuries from a fall in front of Division 5 in which he fractured his jaw in five places and cracked three ribs. Carl still doesn't know what happened. Must have been a couple of gremlins. Or maybe he was watching a conductorette.

Plumber Foreman Shelford had his appendix removed, and at last reports was mending nicely.

Our various gardens around the yards are paying dividends already with lettuce, radishes and onions. The slower growing crops of corn, tomatoes and potatoes will not pay off for a couple of months. The gopher cat is still making the rounds daily. Sleek and fat, guess he never heard of rationing.

Jack Pugh has solved the gopher situation in his garden—Jack is selling gopher meat.



## SUBSTITUTE FOR HELL

By

Robert E. Elmore

I'm somewhere in New Guinea where  
the sun is like a curse,  
Where each day is followed by another  
slightly worse,

Where the dust is thicker than the  
drifting desert sand,  
And the white man dreams and worships  
are of a fairer land.

I'm somewhere in New Guinea where  
a woman's never seen,  
Where the sky is never cloudy and the  
grass is never green,  
Where the siren's nightly howling robs  
a man of blessed sleep,  
Where there isn't any whiskey and the  
beer is never cheap.

I'm somewhere in New Guinea where  
the mail is always late,  
And a Christmas card in April is considered  
up-to-date.  
Where we never have a payday so we  
never have a cent,  
But we never miss the money 'cause  
we'd never get it spent.

I'm struggling with a pack that a burro  
couldn't carry.  
Dreaming of beer at the "Village" with  
Andy, Gene and Harry.  
So take me back to California. Let me  
hear a football yell.  
For this is God's forsaken outpost and a  
substitute for Hell.

(EDITOR'S NOTE: Robert E. Elmore worked six years out of Division Three. He is now with the Army in New Guinea, and after leaving the States has been all over the South Pacific.)

## SHAVINGS FROM THE SHOPS

By R. S. WALLACE

Our TWO BELLS editor wants pictures and more pictures. I guess he heard that every picture speaks a thousand words and that means our editor likes to talk a lot. (You're right, Mr. Wallace, the editor is a human walkie-talkie.—Ed.)

We have notice of the birth of an eight pound twelve ounce son, James Clifford, to Mr. and Mrs. Edward J. Howells, on April 24. Mr. Howells was formerly an employe in the Electrical Repair Shop, but is now somewhere with the U. S. Navy. Gobs of congratulations, Gob Howells.

Bill Small, Carpenter Shop, has built a high board fence between his backyard and his neighbors, and has put up the cutest little archway between the house and fence.



Foreman H. C. Smith of the Electrical Repair Department poses under protest. Mr. Smith's hobby is rose culture. He talks a good rose garden.

## COLOR Comes to the CAR SHOPS



Many new ideas for speed have been developed in the paint shop. At left, H. E. Cass works with striper spray gun. Right, L. Arriga uses window masks for speedy coach painting.

The automatic striper puts aluminum bands around P. C. C. cars in a few moments, eliminating hand striping, while the window masks make taping windows in the old slow manner unnecessary.

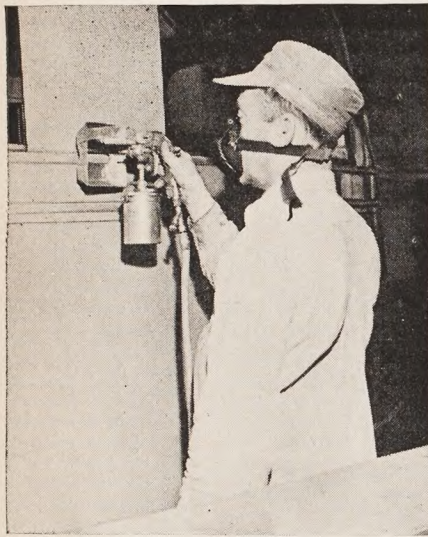
Sheet Metal Shop, in which he says he is o. k. but a long ways from home. He has seen a lot of country, but nothing yet that measures up to the good old U. S. A. He claims it is just as tough a job to kill one of the mosquitoes as it is to hold one of the beautiful women.



A smile from Robert Charles Hope, son of John T. Hope, Chief Clerk, Vineyard. Robert is one year old.

Color combinations flow freely in the paint department. With the painting of the Bond Car, the Navy Car, the "Become a Trolley Pilot" Car and the "Classified" Bus, the painters feel that they should be known as artists. Little does one realize the effort put into one of these paint jobs when he sees it rolling along Broadway. First comes the idea, then the pencil rough is made, then a detailed color plan is produced. The car is pulled into the shops, cleaned thoroughly and the painting begins. The sign painters, W. D. Taylor and R. Sanchez, add the designs and letters from a detailed plan.

Above, on top, is C. Carringelle, wiping windows is Homer Green (inside) and Tom Watkins. H. F. Cass manipulates the spray gun under Foreman H. E. Oglesby's direction.



We are waiting to see what the color scheme will be. Hope it will blend with the green Billy Pinder is putting on his roof across the street.

Paul Jensen's family is recuperating from a seige of the German measles. If I knew another name for that ailment, I sure would use it, and I apologize to you and the Jensens. But then, why bother about changing names. During the last war they changed the name of hamburgers to liberty sandwiches, but they still gave one indigestion.

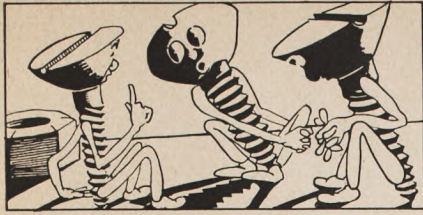
Mr. Jack Ogden of the Upholstering Department is in receipt of a letter from Lloyd Hoover, once of the Car Trimming Department. Mr. Hoover could not tell us where he

was or would be as he is enmeshed in our naval force activities. His letter was opened by the U. S. Censor, and after it got through our hands there is little more to say than that he is feeling fine and has been initiated into the Solemn Mysteries of the Ancient Order of the Deep as is attested by a certificate signed by Neptunus Rex, Ruler of the Raging Main.

Mr. Leonard Greene, who left the Carpenter Shop some months ago to join the Merchant Marine, called on us a few days ago. He's doing the same as he used to when going after tools—resting up between trips.

Mr. Otto E. Schneider has a letter from Kay Beswick, formerly of the

## LOOSE SCREWS



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

### Car House No. 1

G. E. Simmons just returned from his vacation and reports having a good time planting his Victory garden.

Floyd Bond is in the California Hospital recovering from an eye operation.

G. B. Mathis is going around sporting a brand new paint job on his Chevrolet.

Since E. L. Swartz started pulling an A. M. tripper on the "B" line, he has made quite a number of new friends among his regular passengers who board his car on the north end of the line. Some of them have even been asking him out to Sunday dinner. We wonder why, is it his personality, or does he have extra ration tickets?

Just received word that J. P. Simmons' father passed away.

### Car House No. 3

A. Hamburg is back on the job



PLANT PROTECTION is ascertained for the Los Angeles Railway because these patriotic members of the LARY family are donating their services and their time to the War Department Civilian Protection Corps. The above picture is a class of graduates of Occidental College, among which we have seven stars. In the first row, Fred Ballenger, William Banbury, and John Collins. In the second row, George Jameson, G. P. Macqualter, and Frank Markley. In the third row, Bert Timbs. Each one of these men represents a department of the company, and will act as instructors in Plant Protection.

again after several days off from gasoline burns. Boys, this is dangerous stuff, so be careful with all kinds of lights or flame, even if you are a few feet away. A draft can carry the invisible gas to the flame.

Received a letter from Corporal P. Lathrop, who has seen some real action with the Japs, and wishes to be remembered to all the boys.

### Car House No. 4

R. F. Wibe returned to work on Monday, April 12th, after a week's vacation at home, building up his

goat herd.

Received a letter from W. O. Wieser who is in the army. Also a letter from J. H. Baldrige who is a deep sea diver for the navy.

W. F. Ellis has a new grandson, born April 21st. Congratulations, Grandpa.

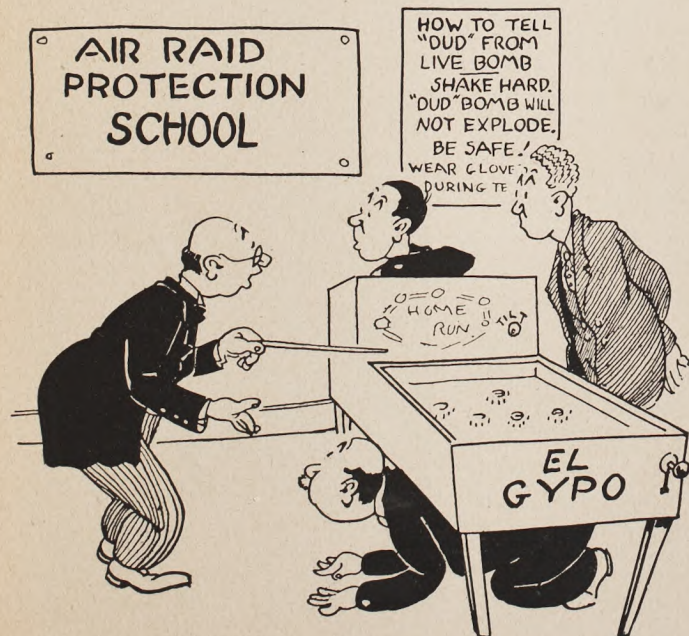
Does any one know "Wrong Way" C. C. Parker and Andy Duncan?

Jack Knight is guarding his Victory garden with a new 16 gauge shot gun. What price, radish!

### Car House No. 5

Miss Webb, the janitress at C. H. 5, had a bit of "tuff luck" with her Victory garden. She was assigned to plot No. 27 and after a hard day in the car house, she put in several more hours of hard work preparing the bed and planting the seeds. She then spent two or three days anxiously waiting for said seed to come up, only to discover some one had spaded the ground again to plant more seed. Someone called the "7" a "9". We wonder who?

Jim Inman, Asst. Car House Foreman, did a lot of talking about what he knew about farming, and put some of the talk to action by planting some beans. Things would have been all right but Ray Fulton brought a plow to help out. Then



"In case of a bombing, crawl under this. It's never been hit yet."

George Macqualter decided perhaps Fulton didn't know much about farming either, as plowing was done differently in Canada than it was in the Ozarks, so the three went forth to plow. Results were that all of the famous Inman beans were plowed up and each man, like the three blind men and the elephant, declared they were right. All because Inman took a chance on the plow for a quarter.

Car House 5 is getting a new roof and the office force is all puffed up about it. There will be no need of buckets and pans to catch the drippings next winter.

Lots of new faces are shining around this old place. Among the most recent newcomers is Johnny Reyes. Johnny had the misfortune to fall from the roof of a streetcar with nothing more than just the wind knocked out of him. He says that he knows now what happens when two trolleys on two streetcars are connected by mere human hands.

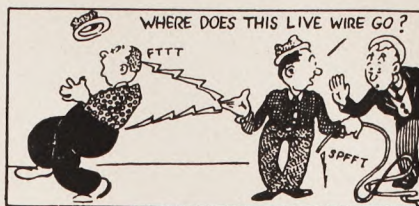
Ralph Nokes is losing quite a bit



Jeepeers creepers, where'd you get those peepers? Carolyn Sue Brox, daughter of E. H. Brox, Power Department, has a pair of eyes that would be the envy of any movie star. Carolyn Sue is five months old.

of time because of a very sick wife. We are all wishing her a speedy recovery.

## SHORT CIRCUITS



By WALTER WHITESIDE

We were very sorry to hear that our old friend Adam Knaus had a recurrence of an injury he received some time ago. He's back on the job again, though, and looking fairly well.

They're calling Roy Davis "chicken maestro". He certainly can make his hens lay. He's still on the sick list but is managing to keep up the poultry business.

One of the newest trolley pilots to come from the sub-stations is H. W. Lawrence. Don't take trolley piloting too seriously, Lawrence. For instance, don't shout at your passengers to bail out or tell them "happy landings" when they have bailed.

H. W. McTaggart's breaking in on Gene Laycox's job doing joint pole work. Gene is taking a couple of months off to rest up.

If possible by next issue we will attempt to have some action pictures of A. L. Juul and Ray Kiddoo cooking their lunch, eating off of fancy colored tablecloths and washing up the dinner dishes. It certainly shows home training.

We understand Howard Jones was burned up because there was no electrical column in last issue. To date he hasn't attempted to supply any news.

William Banbury just completed a course in War Plant Protection under the supervision of the Army. Any technical questions just step right up and ask him as he knows all the answers.

## 16TH STREET EXHAUST

By H. R. PAUSCHERT

General foreman, Doyle Rishel, had a surprise when his son and son-in-law came home on furloughs from the army at the same time. Doyle now has the low-down on army life, but says he wishes the boys would bring home their gas ration books the next time, as the family car will be tied up for some time.

Miss Mildred Hood, office clerk, has been enjoying a vacation at Little Rock, Ark., where she visited a brother who is in the army

Chas. McKinney and E. W. Smith, former employes, have been released from the army to enter essential employment and are back on their old jobs.

Night Foreman, Frank Bruner, has returned from an absence of several weeks due to illness. Frank returned looking very much improved and with a good sun tan.

Geo. Riggs, who works on the night shift, is confined to his home



The former 16th Street Coach operator sends us a picture of a little guy in a great big coat. Private Leslie Woodworth has just left our shores for foreign duty with the United States Air Force.



due to illness.

Wayne Spittler, who underwent an operation for appendicitis, is out of the hospital and improving rapidly.

Elsie Stikes, clerk in the foreman's office, pulled a fast one when she hurried off to Yuma and was married to Mr. Geo. Hoefler of Stockton, Calif. We all wish them happiness and good luck.

Henry Pree, our mail man, has been home for the past two weeks due to illness. We always miss Henry when he is not on the job.

R. McKemie has resigned and, together with Mrs. McKemie, will move to Texas. He expects to enter the army.

Dear Sir:

Just a note to let you know I am in North Africa. I have received one issue of TWO BELLS since I have been here, and I am surely glad to get it.

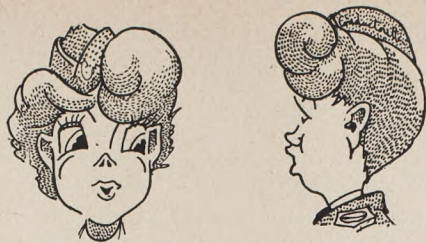
I am here with the transportation unit working on G. I. locomotives as a mechanic. Just counting the day until I am back working on those H-4's again.

Thanks again for the TWO BELLS, and if any of the boys care to write, have them address me,

P.F.C. Ernest W. Busby,  
713 Ry. Opn. Bn. Co. B,  
A.P.O. 763, c/o Postmaster,  
New York, New York.



## DIVISION FIVE "V" NOTES



By FRED MASON

We were very glad to receive a card from ex-motorman George J. Trammell now in the armed forces. George has been promoted to Corporal and sends his regards to all the boys. He would appreciate a line from any of you. His address is Corporal Geo. J. Trammell, Hq. & Hq. Sq. 307, S.E.F.T.G., Y.A.A.F., Yuma, Arizona.

Ed Moxley (retired) never misses a day working in his garden and he has a fine looking plot. Ed is also head gopher trapper and one may get away from him once in awhile, but he eventually gets him.

Motorman Ted Shuler, who would sooner play golf than eat, can be seen on his day off on the business end of a hoe instead of swinging a mashie-niblick. He just can't get away from his golf stance though and every once in a while takes a beautiful swing with the hoe and hollers, "Fore". When his tomato vines grow up about another six inches, he will be kind of in the rough, and then he will feel right at home as far as his golf game goes.

Switchman Jake Sawyer, who spends all day running around the yards, has plenty of pep left at the end of the day to work in his garden, and he has got a dandy looking layout.

Motorman Neut Johnson and his wife, and Motorman Bill Marion and his wife, put in every spare

Top Sergeant Lloyd Hume can't get motor mechanics out of his mind. He's still squatting to look under the bus. Sgt. Hume has been flying lately as an instructor-engineer in the flying forces at Pyote, Texas.

## CONDUCTORETTE PASSES

The personnel at Division 5 mourn the loss of Florence Alma Depew who passed away April 24.

Mrs. Depew was born August 5, 1916, in Hamburg, Iowa. She entered the service as a conductorette on December 11, 1942.

hour they get, and their lots are very well taken care of.

Conductor M. L. Davis and "Red" Fulton, of the Mechanical Department, are the 'corny' boys, both their lots being planted all of corn.

We don't want to mention any names but one of the boys let his enthusiasm get the best of him. He went to work on a lot with the greatest zeal. He turned it over and leveled off in great shape. After doing such a swell job he discovered he had worked the wrong lot. The lot he had worked on belonged to one of the women car cleaners.

We were very glad to have back with us Motorman Edward S. Swift, who was honorably discharged from the United States Army on account of his age.

### LOOK OUT, PIN BOYS

Though the Los Angeles Railway does not have a bowling team in any of the leagues, three of our best bowlers, Mr. E. C. Fleming, Vernon Yard, George Riggs and Doyle Rishel at the Garage, were on the five-man Broadway "875" team which came out winners in a neck and neck contest with the Ace Hi Movers group. These two teams tied for first place in the league wind-up, and the play-off was won by the Broadway team. Needless to say, the winners were proud of their achievement, proud because they called in some LARY boys to help.

During the season, each of the eight teams comprising the league were, one time or another, in first place which gives one an idea of the terrific competition.

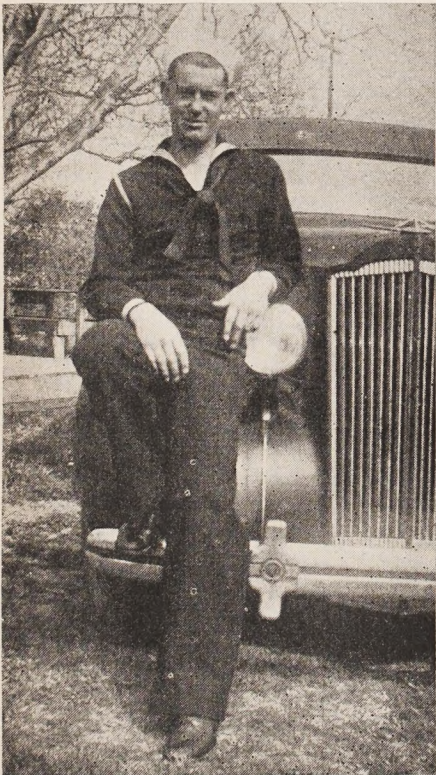
TWO BELLS would like to hear from any other bowlers in the company.

## STREAMLINERS



By B. C. LATHAM

Operator W. H. Welch, whom we can safely say has more commendations to his credit than any other trainman out of this Division, has been the envy of his fellow trainmen. I believe we have learned the secret of his popularity at last. He never fails to call his streets and transfer points, and in such a way that brings a smile to his passengers' faces. For instance, just as he hits the curve at Sixth and Beaudry, he calls out, "Boyston, Beaudry, Shell Oil and Evangeline Home for the ladies. Watch out for the curves." Passengers have been overheard to say, "Why, there is a curve there". And at Sixth and Vermont, it goes something like this, "This is Sixth



Arthur Howard Robinett, formerly of Division 4, is now in the Supply Department as a first class seaman. He writes that he is still concerned about streetcars. Hurry back, Art.

and Vermont. The "R", "V" and "S". The "S" like in Sugar, the "R" like in Rubber and the "V" for Victory."

Corp. Luther E. Glover, who is now confined to the Post Hospital, Ward 9, Camp Butner, N. C., writes that army life is great and he is soon to get his Sergeant's rating, but he does wish he was back on his old run.

The fellows who have gone into the army or navy recently, such as Pvt. W. L. DeGeere, Co. B., Roster 81, Fort MacArthur, Pvt. W. Thorman, 962nd Eng. Maint. Co., Camp Swift, Texas, and Pvt. W. M. Stevenson, DMDT 98, Winter General Hospital, Topeka, Kansas, don't have a lot to say as yet about army life, except that they drill drill and drill. Even though it affords new interests for them, they would like to have their old numbers again and would so much like to hear from the boys at home.

## OFFICE MEMOS

By WALTER WHITESIDE

There has been considerable talk about vacations, but no outstanding trips have been reported. In fact, we haven't heard if anyone in the building is taking a vacation this year. We believe though that with the advent of warm weather, news of various trips will be abundant.

The other evening when the air

raid siren sounded, J. L. Donnelly excitedly set out from his home and approached two young boys. Jack asked what they were doing out, etc., when one of them looked up at him and said, "Say warden, you have your hat on backwards." A fine way for a Senior Warden to act.

Speaking of the blackout, yours truly approached a little fellow who was doing quite a bit of heckling while the wardens were attempting to get a beer spa to douse the lights. I put my hand on the fellow's shoulder, saying, "Say sonny, you're pretty young to be out during a blackout." He looked up at me and said, "What difference does it make." He was a midget.

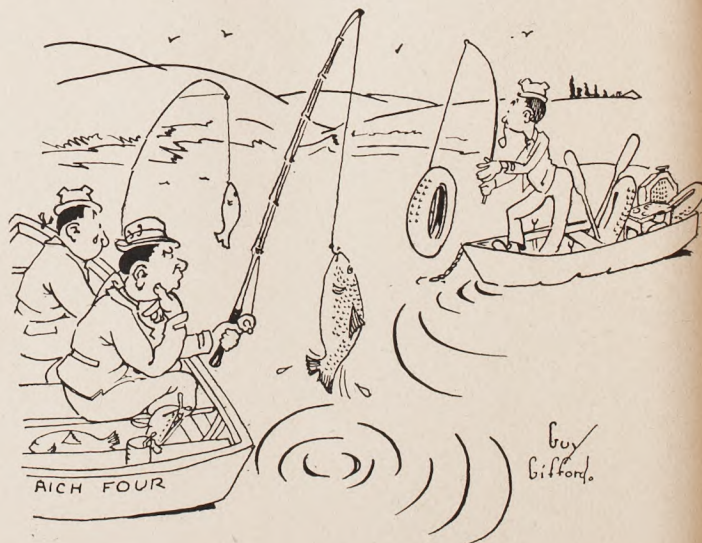
If you want any valuable gardening tips, see Mrs. Crowley. She is raising twenty-seven different varieties of foodstuff.

Mrs. Ambrose was in the building the other day to say "hello". She was looking fine and expects to be back on the job soon.

Harold Petrie is that new "rookie" on the "5" line.

Mr. Perryman, before planting his Victory garden, drew a scale map in color. His garden is now coming up and the colors harmonize as per planning excepting for two radishes which somehow got out of place. Mr. Perryman is going into research to discover the cause.

Wish I could figure what he's using for bait.  
All I can catch are these D—  
FISH!



## FLUID DRIVE

By R. O. BENNETT

Our old pals Stuckey and Lusk write from Virginia. Aside from sore arms and severe cold weather, they are both doing fine. They informed me — quote: "If someone gave us Virginia and H--- both, we would rent Virginia and live in H---," unquote.

Our humble apologies to W. P. Eunson, Supervisor, for "our" statement in an issue of Two Bells several months back, regarding his trying to enlist in the Navy. "Bill" left April 26 for San Diego Naval Training Station as Radioman 3rd Class. Bill is one of the best liked men in the Coach Division and we'll all miss him.

V. C. Courtney paid us a visit a few days ago and informed us that he had been transferred from the SeaBees to the regular Navy. He is now 2nd Class Chemical Gas-man. Round here he was a 1st class gas-man.

A passenger on inquiring for the quickest way from downtown to Santa Monica and Highland was informed by Operator No. 166 that the fastest and most direct way would be on a PY-38. The passenger wanted to know on which corner you caught it and what the fare was.

Everyone will be glad to hear that "Vic" Smith will be back on the job in a few weeks. Vic's sick.

It was quite comical to see Major Cook try out some of his old Army drill technique on a bunch of us rookies, his new recruits for the Motor Corps Reserves. But we'll be getting our shapes in shape soon.

Jimmy Kresge came into the Division and paid us a visit. Evidently Navy life still agrees with him 'cause he looks great.

I heard that L. Brugmann is pretty careful whom he accepts cigars from after the other night. Ask Brugmann!

There's been a lot of propaganda that the boys dub their coaches with

pet names similar to those used by the Bomber Command, such as "Suzy Q, Simple X, Madame Butterfly." These names are to be printed on the side of the coach so that when we are assigned our vehicle of the day, we are not given a number and all the clerk will have to do is to shout, "So-and-So, take 'Suzy Q' out for a run on Wilshire," or "See how 'Madame X' likes Beverly Boulevard."

For the information of these propagandists, we coach herders have names already for our coaches. Sad to say, they are unprintable but are used quite often for certain references to certain coaches and certain types.

Big wonder now is when will there be a shake up, and we will be seeing you on the "test" convoy.

## VIRGIL VENOM

By C. P. HUNT

Surely we have taken notice of the line-up of the Motor Reserve, which is posted on all bulletin boards. Company "B" is headed by Company Commander Capt. A. Tierman, Company "A" commanded by Capt. E. B. Logsdon and Maintenance Unit "B" by Sgt. S. A. Mahoney and Unit "A" by Sgt. T. J. Dawkins. The Unit Commander is Geo. Troutwine and the Adjutant is Geo. K. Stanford. Now we are ready and willing for the "test" convoy.

Looks like old times again, seeing H. W. Feller back on Sunset. Other than being somewhat thinner he looks "OK". Feller has just returned from Reserve Officers Training School, and glad we are to see him.

Another "old timer" we noticed pushing a "3000" the other day is C. W. Courtney. He and his "goats" returned to Motor Coach after trying something different. Watch this fellow; he lost his watch years ago, but glad we are to see him too.

George Clink, U.S.N., and Bob Arington, U.S.M., are seen quite often on the Valley car by those who ride the 5 a.m., and there are

several reports of letters received from men in the service and elsewhere.

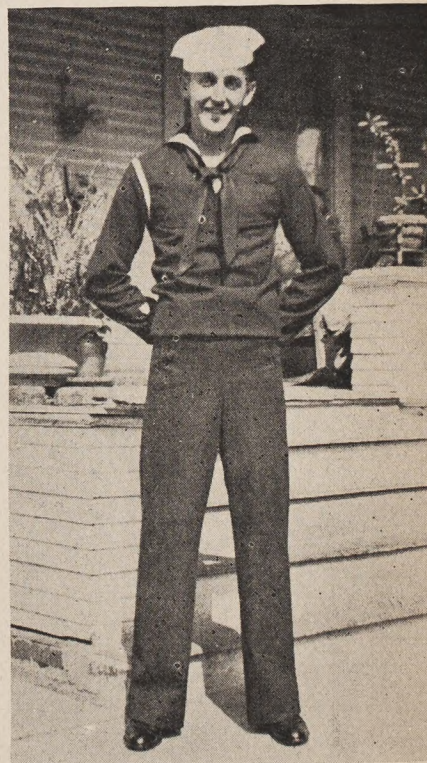
Word has been received from Phil Henley, U.S.N., who is in Pearl Harbor, and H. A. Welch writes from Texas. All report that all is well as may be expected, and will be glad to be back on the line as soon as possible.

That added smile and strut you have noticed on C. F. Durmer is due to the winning by his son in a little "duke exchange" (boxing match to you). Look out, Charlie, you are not getting any bigger, you know.

Don't you think F. J. Jacobson looks better after being on sick leave so long?

So B. B. Zimmerman after all these years goes and bids a run out of Vineyard. Tsk! Tsk!

M. S. Chapdelain as you have undoubtedly noticed, is still packing home onion sets for his Victory garden. Wonder if he is trying to get a corner on them.



Emergency Mechanic W. R. Dougherty of Line Department is very proud of son Edward M. Ed is serving with the United States Coast Guard as Seaman, first class.

(More from Page 9)



It didn't take A. L. Rowley, Division 1, long to produce a Victory Garden. Looks like Rowley is going to have plenty of onions—maybe he's got a new idea in getting the people to move back in the cars.

## DIVISION ONE

By ROY RUGGLES

We were pleased to see two of our former co-workers this past month, both of them on leave from military duty. I. N. Kempton who is studying in Burbank, and Frank Danna, who has seen active duty in the Solomon Islands and has been promoted to Chief Commissary Steward.

A letter was received from former Conductor G. P. Bennett, who enlisted in the Navy in June, 1942. He has made rapid advancement during the time he has been in the service, his present rating being Boatswain's

Mate 1/c. He is stationed somewhere in the South Pacific and wishes to be remembered to his friends at Division One. He would also like to hear from them.

G. R. King, who was called back into the Navy in January, 1941, is now Chief Petty Officer—Fire Chief of the Radio Signal School—Assistant in Chemical Warfare and Fire Damage Control.

J. E. Goddard has been appointed extra Supervisor this past month. Nice going, Goddard.

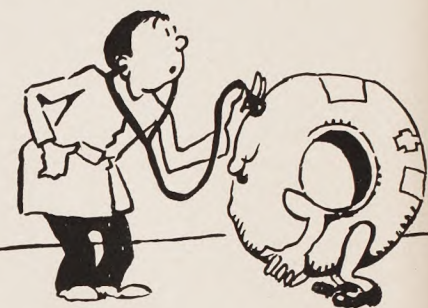
John Hershchall, who left the Company in 1934, has been re-employed as a motorman at this Division. It's nice to welcome back these old-timers.

Our sympathy is extended to J. E. Alverson who lost his mother on April 9. She had been in ill health for some time.

We received a letter from George Hargrove who is still stationed in Van Buren, Arkansas. Also we heard from Z. A. Barrows, who is stationed in Kansas.



Louise Maxine and her teddy bear. Daughter of Mr. and Mrs. E. A. Green. Maxine says her daddy has it pretty soft just riding around all day on an "S" line toot toot.



## How to Win on the Home Front

is one of the many publications by the Public Affairs Committee to explain the latest wartime regulations and help consumers adjust. The library has many more of these interesting studies, such as WAGES AS COST AND MARKET and DO WE WANT A FEDERAL SALES TAX. KNOW YOUR MONEY is published by the Treasury Department to help the layman recognize counterfeit money from the real thing. Another very recent and interesting study is called: BATTLE STATIONS FOR ALL. The different governmental departments have cooperated to give every citizen a complete picture of the present economic situation and the fight to prevent inflation. This little book is a must for everyone who wants to discuss rationing, taxes, or wage control and be backed by the latest official figures.



## MEDALLIONS RETURNED

The following men because of wrong addresses have not received their good luck piece to carry with them on the battlefield. If you know their present addresses, kindly notify the TWO BELLS office:

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

"Who would have thought we'd ever need this?"



## SOUR GRAPES FROM VINEYARD

By F. W. SOMMER

There is a story going around that some of the new driverettes, when assigned a run, don't copy the schedule. They just count how many round trips they have to make and then go out and do it in the shortest time. Don't pay any attention to that yarn fellows, the truth is that the driverettes keep on time so well that their followers think they are running "hot".

Have you noticed Bamberlin's hands lately? They sure are nice and white. He claims it is Jergen's lotion but we have a hunch he is doing the baby's laundry. That is a good trade, Bam.

Just what is the regular uniform of a driverette? To see them in a group looks like a spring fashion show on Hollywood Boulevard. Some have silk shirtwaists, some

wear flowers in their hair, some have print shirtwaists, some have blue slacks, brown slacks, purple slacks, skimpy slacks and loose slacks. Please let's get them in the regulation uniform once and for all.

The colored women, who are now working as coach cleaners, are really doing a swell job. It takes that woman's touch to shine up anything.

C. P. Hunt has a new angle for running "hot". He claims that he looked at his watch and became afraid that it was running "slow". Says that he took off and caught up with his leader to check his watch. He found that the watches checked but that he had a twenty-minute spot at the end of the line instead of the usual ten minutes. Not a bad idea, but only C. P. Hunt could get away with it.

### LARY REVENUE FOR MARCH OPERATING RESULTS MARCH, 1943 vs. MARCH, 1942

	1943	1942	1943 Increase+ Decrease— Over 1942
<b>TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)</b> .....	1,671,356	1,270,091	+401,265
<b>Less:</b>			
<b>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)</b> .....	1,207,662	992,455	+215,207
<b>TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)</b> .....	261,615	82,853	+178,762
<b>INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)</b> .....	63,105	67,434	— 4,329
<b>Total Expenses</b> .....	1,532,382	1,142,742	+389,640
<b>Leaves Net Profit or Loss</b> .....	138,974	127,349	+ 11,625

# Social Lights . . .

## CLUB CALENDAR

L. A. Astronomical Society	May 13, 8 p.m.	2606 W. Eighth (in the rear).
Lapidary Society	May 15 and 16, 10 a.m. to 9 p.m.	Swim Stadium, Exposition Park.
Legion Auxiliary	June 1, 12 noon.	739 E. 76th Street.
American Legion	June 1, 10:15 a.m.	Patriotic Hall, 816 So. Figueroa Street.
Women's Club	May 13, 1:15 p.m.	"Health For Victory" Club. 962 West 12th Place
	May 20, 12 noon.	Luncheon.
	May 27, 12 noon.	May Party. 25c.
	June 3, 10:15 a.m.	Board Meeting.
	June 10, 1:15 p.m.	"Health For Victory" Club.
		Red Cross Auxiliary meets every Tuesday from 10 a.m. to 3 p.m.
Retired Men's Association	May 13, 2 p.m.	Room 309, L. A. Railway Building.
Vet's Club	May 11.	Patriotic Hall, 816 So. Figueroa Street.

## EMPLOYEES' EMERITUS

P. C. McNaughton, Secretary, reports that the last meeting of the Retired Men's Association was presided over by Vice-President Mr. George M. Wieman, President M. McRoberts being still unable to attend. Entertainment was furnished by Mrs. Wessel, a splendid violinist, and Miss Olga Turk, teacher of piano and voice, together with four of her pupils, who gave superb performances with duets, solos and trios. Retired men were greatly indebted to these young people for such a wonderful hour of music.

### AMERICAN LEGION POST 541

"Well, comrades," writes Leo L. Leasman, "the time of the year approaches when we must elect our future officers, so why not come down and put the men in office whom you want. Remember we meet the first Tuesday of each month." Mr. Leasman also reports that the son of Comdr. and Mrs. Davis, who has been silent since the fall of Corregidor and because of that fact feared lost, has just sent word that he is alive, a prisoner of war.

To any of the boys who have been in the service recently and have been honorably discharged, this is to advise that you are eligible to join the American Legion. We would be very happy to welcome you into Post 541. Contact any of our members at your division or department.

### LEGION AUXILIARY:

Bettie L. Leasman reports some news items of the Auxiliary, which has been very busy the past month. The big event was the official visit

of the National President. She had toured twenty-four states and was overflowing with first hand information on war activities throughout the country. If you would like to buy your stamps and bonds from the Legion don't forget that Betty Roach is stationed every Monday in front of the Los Angeles Theater. Mrs. Elena Detrick and daughter have returned from Washington where they spent several weeks with Sgt. Detrick stationed there.

The Los Angeles Railway weekly passes during Poppy Week will carry a poster painted for us by a student at the Berendo Junior High School.

### VETERANS' CLUB:

J. A. Madigan informs us very little happened to the veterans recently except that he personally won the jackpot at the last meeting which was handled by Commander Taylor. Comrade Larry Staten of Division Three dropped in with a big box of cigars and the room was soon filled with smoke as the members extended congratulations to Larry and Mrs. Staten on the arrival of Larlyn Carol. At the next meeting our annual get-together will be outlined, so don't fail to attend.

### LOS ANGELES RAILWAY WOMEN'S CLUB:

The Women's Club has been going to town with their Health For Victory meetings, the last meeting had an attendance of over a hundred. Mrs. Miller, our President and director of the meetings assures us that there will be an ample supply of the Meal Planning Guide Book at the the coming health program.

Mrs. M. S. Thomas had a very good luncheon for the Get-together Party that took place in the club rooms on March 25. During the afternoon bridge, 500 and Bunco were played.

Elaine Anderson Dudley told of the romances of the people that are trying to make a living "Out of the Scrap Bag" at the April First meeting, and Mrs. Allen Keifer made the hot rolls for the "Dime Luncheon".

On April 15 Mrs. C. S. Wise served a cold plate luncheon with hot chocolate and cake baked by Mrs. Keifer.

At the business meeting additional stars were placed on the service flag for four. Mrs. Helen Killeen, soloist, sang. Mrs. J. F. McCormick, our drama director, read for the pantomime, "The Ballad of Mary Jane" as Mrs. E. V. Athenous, Mrs. J. F. Carlin, and Mrs. H. A. Dewey took part.

April 22 the "Cotton Party" started off with those not wearing cotton dresses paying a two cent fine. Just before bridge, 500 and Bunco were started, members were asked to tell their embarrassing moment, and these little personal interest stories brought many laughs.

## SPECIAL ROLL

Charles Orrell Ashton, Conductor, Division 5, was placed on the Special Roll effective April 9.

Mr. Ashton was employed as a Conductor, Division 2, March 6, 1922, transferred to Division 1, July 31, 1932, transferred to Division 5, July 18, 1937.

Orves Emmet Brown, Motorman, Division 1, placed on the Special Roll, effective April 22.

Mr. Brown was employed as a Motorman, Division 2, November 4, 1920, transferred to Division 4, July 10, 1932, transferred to Division 1, February 19, 1939.

## THE STORK REPORTS

Hugh Anthony, born to Operator (Division One) and Mrs. G. E. Myers on March 12.

Judy Arlene, born to Conductor (Division Five) and Mrs. E. L. Kennedy, on April 7.

Frederick Eugene, born to Operator (Division Four) and Mrs. F. W. Meyette on April 25.

## HE'S STILL PACKING 'EM IN



If you by any chance are riding the "A" line some morning and are awakened by the motorman rendering "O Sole Mio" or are shocked at the end of the line when this same motorman takes a corner on one foot a-la Charlie Chaplin, don't be surprised. It's just Joe McCormack keeping in trim for show business after the war. Joe McCormack has impersonated Charlie Chaplin ever since Chaplin made the cane and derby hat famous. Joe played on a bill in dramatic stock many many years ago with the English comedian before Chaplin entered pictures. The name of the play was "Billy the Kid."

Joe McCormack and his wife, Marta, are well known troupers and have been featured on the Orpheum and RKO circuits for the past twenty years. Before teaming with Marta, Joe was featured with the Shubert Productions in New York through the years 1921, '22, and '23. He starred in such shows as "Cinderella on Broadway", a play which had a forty-week run at the Winter Garden. He was also featured in "Belle of New York" and "Love for Sale." Joe McCormack is noted for his portrayal of a rookie soldier with Marta enacting the drill sergeant.

With the coming of the war Joe felt that he could aid the war effort better by some essential service. He picked the Railway as the backbone of the home front production. "I am tickled to death with this job even though I have worked a run and a tripper since I began," says Joe. "I get a big kick as a trolley pilot watching the unfold-

ing daily of the human comedy. The people whom I entertained for twenty years are now giving me laughs, and what's more I'm still packing them in."

## FAMOUS QUOTATIONS

By THE GHOST

"Forty years streetcarrin' and I get a harem tossed in my lap"—Bill Snyder.

"I'm only a walking crying towel"—Hank Mann.

"And I picked a tripper that took in \$39.17 in 9 minutes"—Charlie Evans.

"Four weeks as a dispatcher and I've got cauliflower ears from the telephone"—Tex.

"Grind a pound for me!"—the Lockheed swing shift chant when you miss the gears on a 2800.

"There are three sizes in women's sweaters. Too large, too small, and oh my goodness"—Walter Whiteside.

Send in quotations you hear to the "Ghost."

## THEY DO NOT DIE

They do not die, these soldiers of the fray.

In obedience to a captain's call

They hasten to another day

Where no one knows who then must fall.

Beneath a war-torn earth they lie in state.

In peaceful sleep. They do not die.

Uncensored space still mark a time

When powdered hell must beckon to our youth.

Beside some soldier's grave we stand in line

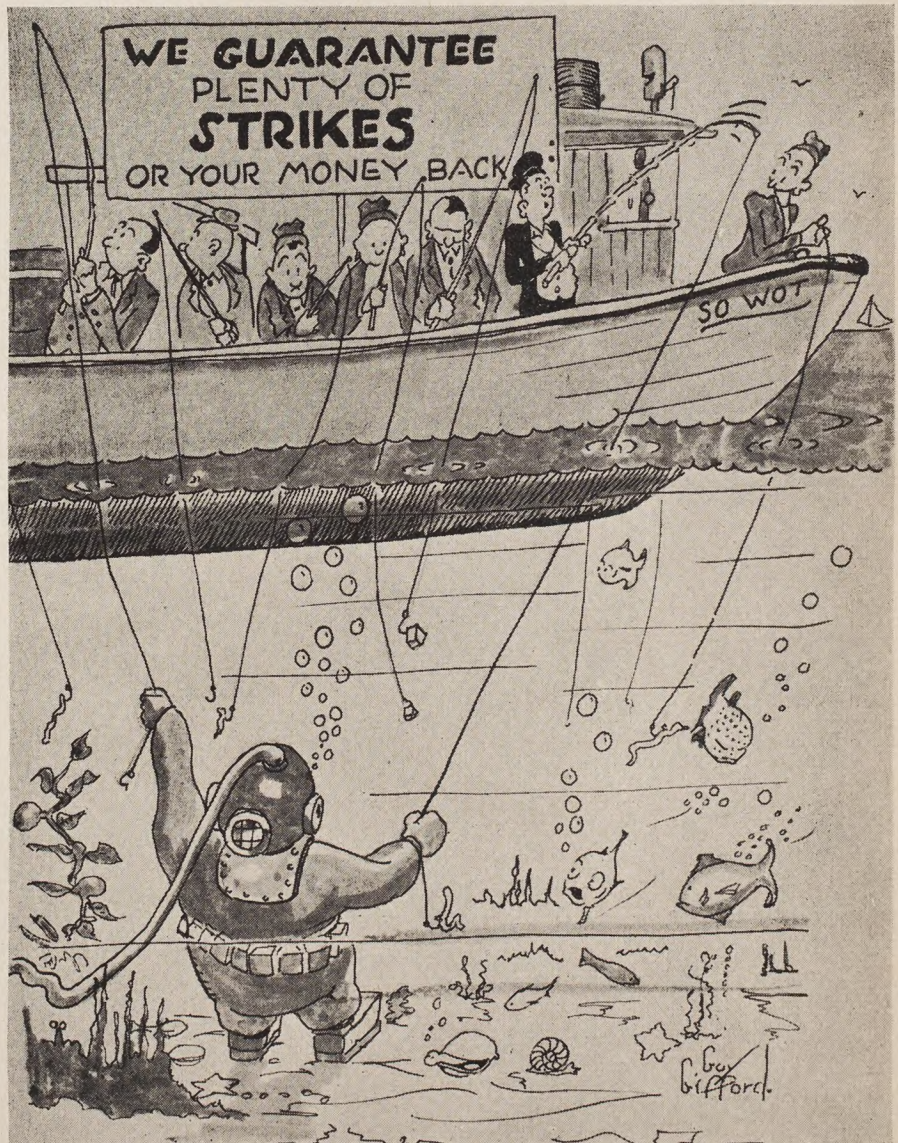
Of other smiles, not tears, to speak in truth

"They do not die. They gave their earthly all

In sacred promise to fulfill.

They only sleep in peaceful wait the final bugle call."

—O. C. White, Division 3.



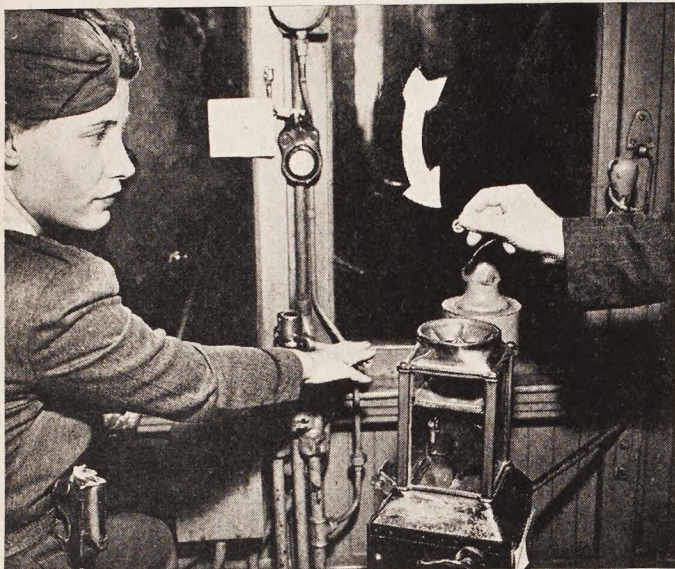
# "TOKEN ON A YO-YO"

OR

## "The Case of the Phantom Fare"

Starring

Operatorette ..... Susie McNally  
 Camera ..... Howard Jones  
 Hand ..... William Perry Maxey  
 Rubber Band ..... Goodrich



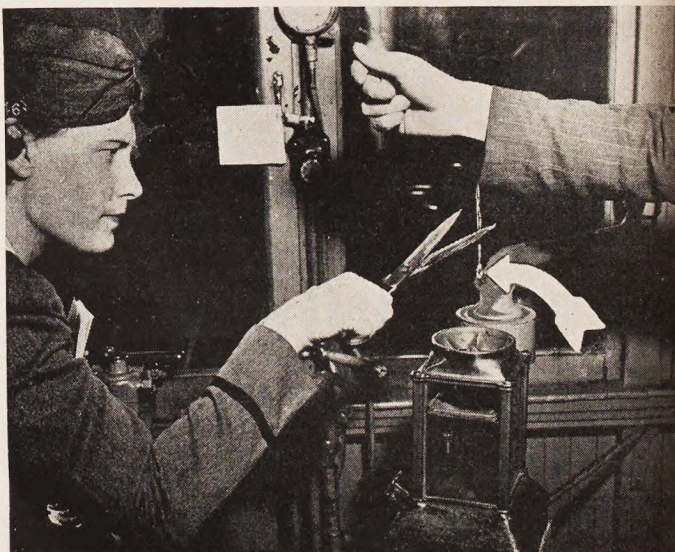
1. NOW YOU SEE IT . . .  
 Just a common little token about to go the way of  
 all tokens. Susie gives it a casual glance.



2. NOW YOU DON'T SEE IT . . .  
 "What's buzzin' cousin?" says Susie as she pounds  
 the fare box. "The token dropped but gives  
 not a tinkle."



3. "AH! THERE YOU ARE AGAIN" . . .  
 Someone had the trick up his sleeve that slipped.



4. CUT! . . .  
 Susie also has a trick up her sleeve, so she solves  
 the baffling mystery of the phantom fare in true  
 feminine fashion.

Watch for next month's stirring mystery, "TRANSFER EXCHANGE."