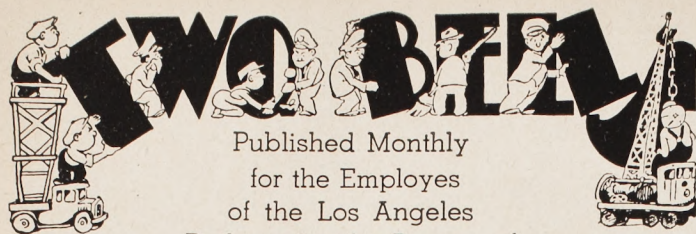


# TWO BELLS



VOL.24 No.9





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

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In The Shape of The Old Apple Box . . . . . L. A. Seaver  
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Lin Mayberry . . . . . Sour Grapes from Vineyard  
M. Williams . . . . . Sparks from the Trolley

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



**Sour Grapes**

By LIN

"SPUNKIE" MAYBERRY



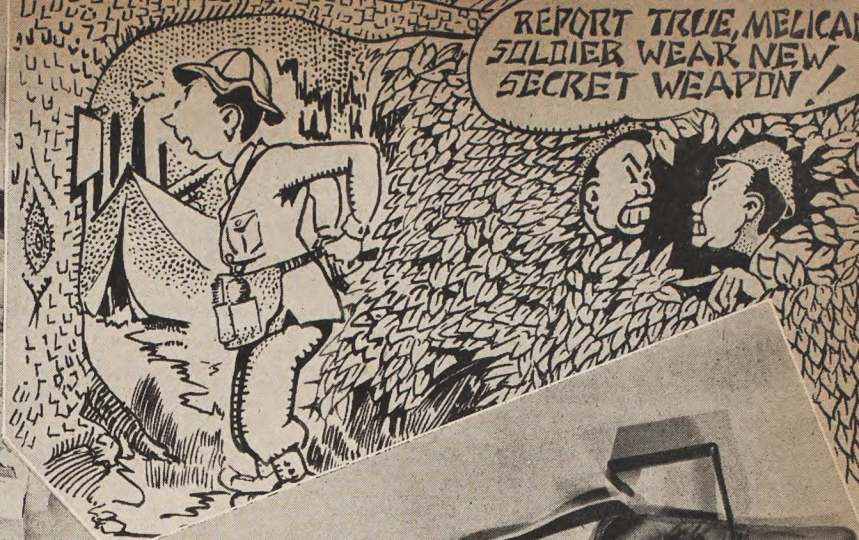
**The Third in a Series of "Getting It Off Our Chest." A description of the bus driver's tribulations which makes everyone in the organization thankful that our men and women are well equipped with an unbendable sense of humor.**

THE Diesel pilots are so beat out these days there isn't much gossip, and brother they must be tired when they can't talk about each other. The drivers aren't off the bus long enough to get a shave, so this year there will be no shortages of Santa Clauses because the boys are going to donate their splits to act in that capacity. . . I never knew we had so many straight runs. You see the same drivers in the trainroom no matter what time you happen to be there. They are either coming in for more transfers or going out for another bus—when there is a bus to be had. . . . The term "Shine Man" has died like the word "Relief." Relief is something remembered as an expression used by the W.P.A. many years ago. . . . The driver starts out in the morning with his good eye half closed, and he pulls in at night with both eyes closed and four feet on the brakes. . . . Ramey helps him off the coach, then two mechanics assist in carrying his box full of dimes and envelopes, unpunched transfers and hat checks into the trainroom. The telephone rings and it is just the little wife informing him that she has thrown the dinner out the window because she called two hours earlier and someone told her he had checked in and gone. . . . The conversation of the drivers, male and coachette, is definitely similar . . . . The main topics are, "I carried a triple headway." . . . "The only leaders on Sunset are the ones at N.B.C. who lead bands. Bus drivers have no more leaders." . . . "I didn't get relieved from dawn till dusk." . . . "I don't know what my run number was—all I know I was going around and around on Wilshire." . . . "The terminal is Fifth and Hill, and nowadays whoever gets to the end of the line first is very lucky if a supervisor doesn't catch him and send him 'Beach Local.'" . . . "Running hot? Say, you can't run lukewarm . . . They don't have supervisors to write you up for running hot, they are moving around and writing schedules just to keep you running." . . . When I was a kid in the Ozarks I used to recite the following rhyme:

Christmas is comin', the goose is gettin' fat,  
Won't you put a penny in the old man's hat?  
If you haven't a penny, a half will do.  
And if you haven't a half, then God bless you. . . .

Then came the war and Wilshire Boulevard inspired the following revisions:

Christmas is comin', the bus man's gettin' thin  
He's gonna be a shadow if the cents keep comin' in.  
So don't drop a penny when a dime is indicated,  
Or you'll find a driver's somethin' that you've underestimated.



# SANTA GOES SWANK

Christmas for the Trolley Pilots serving with Uncle Sam's forces was assured by the mailing of six hundred "Swank Kits" early in September. Mr. P. B. Harris enclosed a personal greeting card with every gift package.

Our boys who are still in the States received their gift earlier than intended and, human nature being what it is, they opened them ahead of time as attested to by the letters that are pouring in to our office with exclamations such as: "Best present I ever received!" "Just the thing for shaving in a foxhole." "Not only is the apron handy for shaving, but when I'm back where I have a dressing table, I'll take the accessories out and use the apron as a changer in a crap game."

Former Clerk at Division 5, C. A. Schulz, writes: "Let me be one of the first to thank you for the Christmas present. Someone was very alert in your Company and is certainly abreast of the times to be able to uncover a gift of such a valuable nature to a serv-

**Above: Speedy wrappers prepare Swank Kits for mailing. Below, apron opened to show contents.**

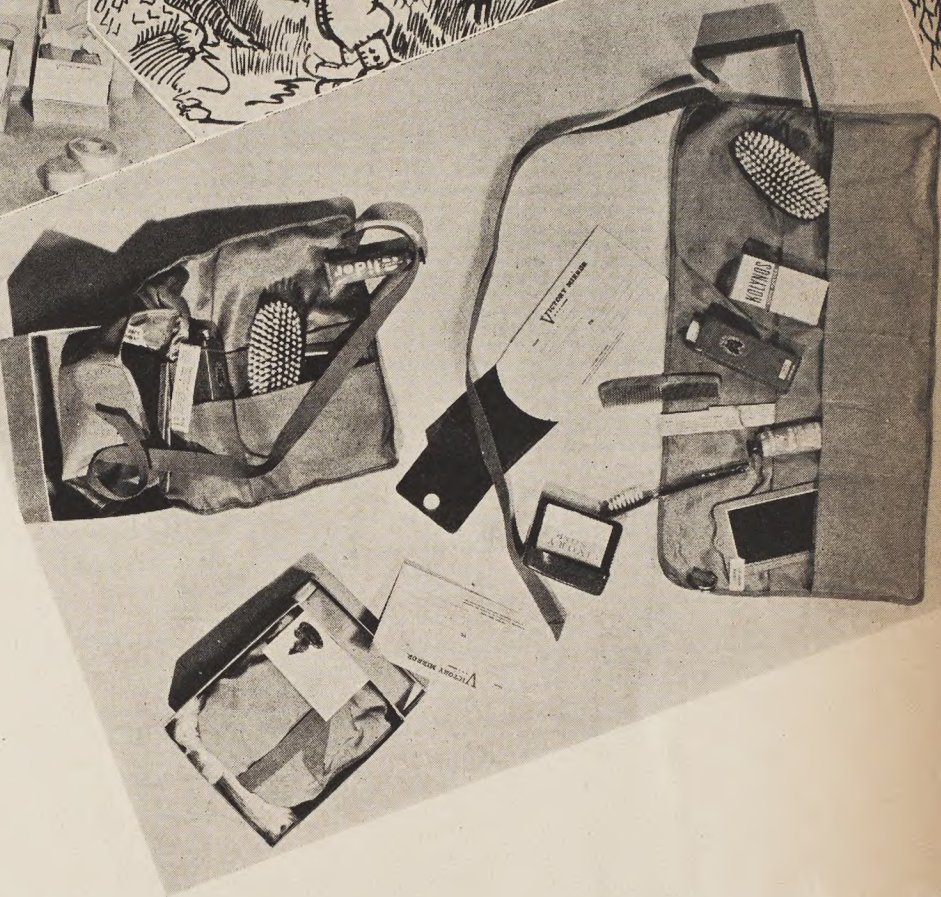
iceman. The apron idea hit with such force when I showed it to my shipmates, that the officer's branch immediately made a pattern of it and it won't be long before we all have one, inasmuch as barracks of a temporary nature do not have the comforts of home. Mirrors and shelf space are at a premium, and at reveille the place resembles the bathroom in a boarding house at breakfast time."

D. D. DeMqry writes: "Taking this opportunity to thank you for your thoughtfulness in selecting the apron kit. In reading the

card, I felt very happy to think that you and your Company had taken valuable time to consider us who are away."

Frank Danna tells us: "I received your most useful gift on arriving in a United States port and I certainly appreciate being remembered again by your Company. We appreciate the fact that the ones back home who are living under trying circumstances and under the utmost pressure still take time to send presents. We know you are behind us 100% and your gratuity makes us realize that the little we are doing isn't being overlooked."

*(Continued on Page 12)*



# POCKET PEEKS

The uniform controversy, which has become known as the "pocket problem," has led us to be more or less "pocket conscious." It seems that the Conductorettes and Coachettes insist they need more pockets in their new uniforms, while the OPA replies that they cannot have any more than what have already been allowed for girls' slacks and suits,—two side and one breast pocket. We wondered just how much was carried by the Conductorettes to do their job, which led to the query as to what other trolley pilots, supervisors, instructors, and mechanics packed into their jeans. So, armed with camera and notebook, the TWO BELLS' staff picked a few pockets and asked their owners to shell out.



## BALLAST

Instructor Mickey Riley walked with a swinging gait which led us to believe he was probably weighted down—and not with worry. He was. Snapped in the picture (upper left) is Walter Fisher, who is exclaiming: "An eraser! I didn't know instructors made mistakes!" In Mickey's pockets we discovered a watch, notebooks, all forms of sample tokens, transfers, hat checks, passes, P. E. tickets, motor coach tickets, to say nothing of an address book, finger nail file, flashlight, whistle, door key, switch plug, pipe, couple dozen pencils, tobacco, and 15 pads of emergency transfers which he carried for

ballast—"Keeps me from leaning too far to port when I take a corner," says Mickey. We've decided that uniforms for instructors should be made equipped with a filing cabinet.

## HEAVY POCKETS

We found Supervisor Jack "Heavy-pockets" Carlin busy at Seventh and Alvarado. He refused to take everything out of his pockets, standing on his constitutional right that it was about quitting time and he didn't want to take the whole night refilling. However, he did stack some of the equipment into the phone box (see lower left hand picture). Jack tells us that everything fits into its place in his pockets. The flashlight fits into a hole which plugs up the hole and gives him more room for his notebooks, rule books, and yellow books. Jack carries enough timber in the form of pencils to build a two-story house. One of the big mysteries of the car barns is how a man carrying so much equipment can move as quickly as Carlin. It has been stated that if a supervisor ever sat down he couldn't stand up without unloading his pockets. The pensive look on his face is worry. Jack is wishing that he had a couple of streetcars in his pocket to fill in on the line during the rush hour.

## WEIGHT LIFTERS

Linemen are loaded, too. Besides the knickknacks in their pockets, these sky birds have belts and straps every which way about their system to which they can attach tools and equipment. The mystery, of course, is how a man can get up a pole carrying such a load? Our camera caught V. D. Burgess loaded for business.

The rope attachment hanging to the pole is used to pull up other tools which could not be fastened on the lineman.





## SHE SHELLS OUT

What does the conductorette carry? As that's the main problem, we cornered Betty Moran, who willingly shelled out. (Note expression on face in upper right-hand corner.) It takes a lot of nerve to ask a pretty young lady just what she carries in her pockets, but here it is: Zone tickets, transfers, emergency transfers, switch plug, nine pencils, powder puff (she claims she has a bigger powder puff which she uses for a cushion), cold cream, finger nail polish, rouge, some cards, a wallet (and the wallet was full), lipstick, face powder, punch, some Kleenex, some cotton (which she uses to plug up her ears), and a watch. This picture was taken just as she was reaching deep for a Frank Sinatra record.

How conductorettes can carry so much in so few pockets is not such a mystery. We know for we have looked over the contents in some of the ladies' purses.



## WEIGHED IN

The old-timers on the system have simplified their pocket needs. Motorman Lou Hescock (lower center) has whittled down his needs to a watch, keys, pipe, tobacco, several pencils, four knives, cigarettes, a time book, and glasses. Mr. Hescock opined, when informed of the pocket predicament, that trolley pilots need pockets with a uniform attached rather than a uniform with pockets.

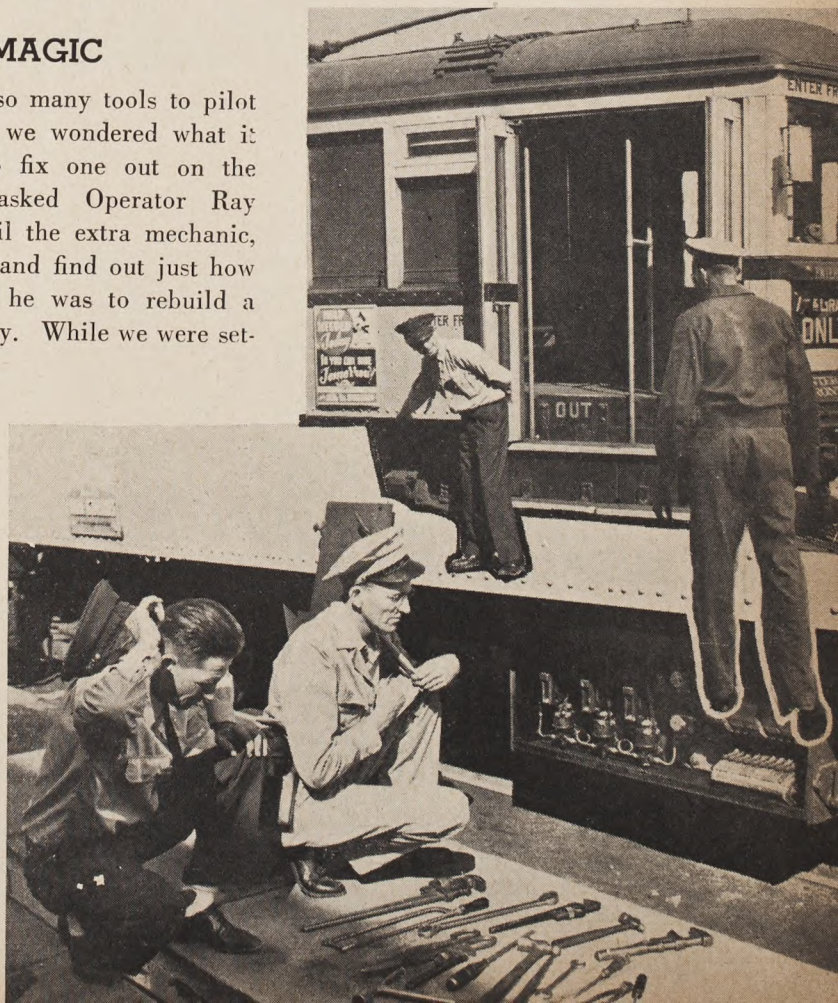
Says Lou, "I can remember when a streetcar man's pockets had pockets. In the old nickel fare days we needed lots of space for lots of nickels. In them days we didn't turn in nights, we weighed in."

## MAGIC

As it takes so many tools to pilot a trolley car, we wondered what it would take to fix one out on the street. We asked Operator Ray Baudish to hail the extra mechanic, Renwick Ells, and find out just how well equipped he was to rebuild a car, if necessary. While we were set-



ting up our camera and looking through the ground glass, Ells began pulling tools from his pockets. In the picture below he is just reaching into his inner pocket for a jack. At least, that's what he claims. But we still don't believe it. Neither do we believe that he had this tonnage of wrenches on his person. We maintain he is a magician.



# Dear Ladies

For Those Uncompleted Christmas Lists, Santa Says Better Start Shopping or Make Your Own Gifts Now . . .



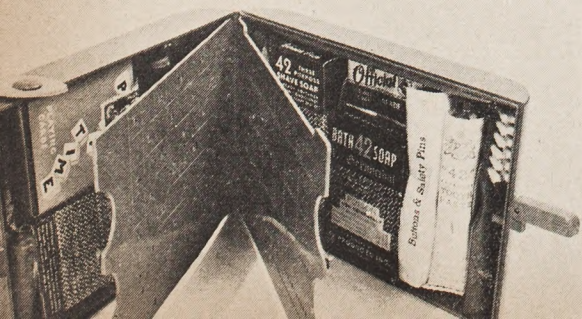
—Times photo.

Pens are working fast and furious these days—writing letters to the fellows in the service mostly, so for your pen pal who writes a lot, why not give this dip pen? It feeds from an inverted bottle inside the well and doesn't have to be dipped when writing, as it is fed from the bottle until a certain capacity is reached. With fountain pens being on the "scarcity" list, the owner will find this dip pen a 'pip.' It comes in different styles.



Now that you have sent your gifts overseas, you'll be wondering what to send the boy at home. (We suggest that you mail early). Has the boy one of these compact kits? When you first open the kit, you will find a checker board and a cribbage board, the kit making a base for these. On one side there are checkers, cribbage pegs, cards, boot and saddle soap, a steel mirror, mercurochrome, dice, adhesive strip, aspirin, lip pomade, styptic pencil, emery board and nail file. On the other side are such items as tooth brush, tooth paste, service kit with buttons, safety pins, bath soap, razor blades, shave soap, pencil, needle, thread and comb. Each item is written into the box so that articles may be put back properly, or replaced. The kit is made for the Army, Navy, Marine, Coast Guard, and Army Air Forces. And it can be carried in a pocket.

—Times photo.



## GIVE THEM GIFTS

Hand-painted gifts are extremely attractive and pleasing to those who receive them. The lady who uses the Textile method of painting can make gifts in short order. All that is needed is a box of Textile paints, directions, stencil paper, cutting knife, brushes and design suggestions.

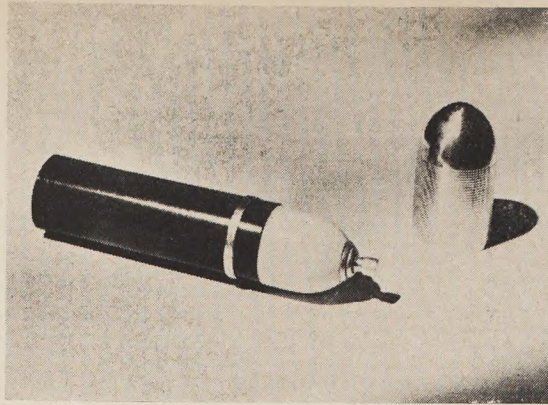
The colors are fast, sun-proof and boil-proof. Materials to be decorated should be washed if they contain starch or sizing. If original designs cannot be created, patterns can be copied from interesting simple units and traced on to the E.Z. cut stencil paper. After design has been cut out, it is ready to be painted on the material. Mix the Textile paint on a piece of glass or plate, then pick up the paint with the stencil brush and wipe surplus paint across paper towel, and the remaining dye on the brush is worked around the edge of the stencil and well into the fibers of the cloth. The design is really not painted on to the cloth; it is dyed into the material. Therefore, the finished article is not stiff. The paint has dyed the fibers and made a very clean cut edge around the stencil. The Textile colors may also be applied to the fabric in a free brush method without the use of a stencil.

The artistic woman can turn out a few personalized gifts with these Textile colors, such as a lunch cloth, kitchen or guest towels, bath mats, table mats, head scarfs, neckties, drapes, curtains, handkerchiefs or bed spread. The teen-age girl would like a blouse with a pretty design painted on it. And then there is the layette for the baby. Little bed blankets and cushions, dresses and kimonas, sacques can be made most attractive by adding peach and delicate blue motives and borders.

For a Christmas gift, why not give the lady who likes to paint a box of these Textile colors.

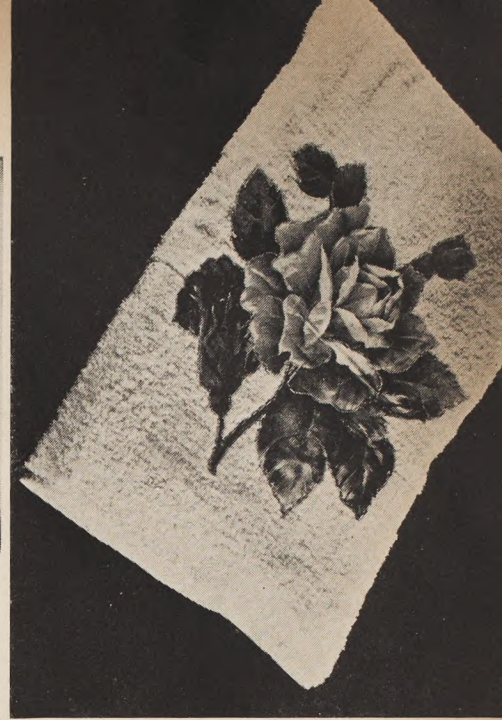


# Santa Suggests



—Times photo.

Perfume in a pocket-size dispenser will find its cherished place in any girl's purse. Just press the plunger, and out comes your favorite fragrance to give a lift to your spirits. It comes in three styles—one is all sterling, one with composition black bottom and sterling top (pictured above) and a very few novelty models.



—Times photo.

Applied towel sets blend with the bath scheme in their gay chintz prints design. They come in sets of three — large bath towel, guest towel, and wash cloth, all with the same design. The one above is a large rose bath towel. There are three different designs to choose from and a Raggedy Anne to please the children. A very artistic and practical gift.

## MADE BY HAND

This year you may find many gift items missing from the departments that used to specialize in them. But don't let that discourage you, for if you have nimble fingers, get our your needle, crochet hooks, or knitting needles and make your own gifts.

There are any number of things you can make, and you know how much a gift means to a person when it is made by hand. If your friends go in for household furnishings, linens for the table are nice, also embroidered guest towels, aprons and pot holders; all, of course, harmonizing with the color scheme of the rooms, or suited to a person's taste.

Little items for the wardrobe will receive a warm welcome from the business and school girls. There's the drawstring bag, scarfs, dickeys, collar and cuff sets, and if you find enough time, pajamas, housecoats, lounging outfits and warm jackets will be enjoyed.

For youngsters, sweaters with flowers embroidered on the collars and pockets will please them. The little girl would be very proud of a dainty dress with insertions of lace. She will want to save this for Sunday. And the baby will love some cuddly toys. Little Jumbo, the elephant, below, can be crocheted with red, white and blue cotton thread and stuffed with Kapok, adding button eyes. The ball in front of him is red and white, done in a simple crocheted stitch and is just right for wee, chubby hands.

Rag dolls are easy to make and require only a little material, some buttons, yarn for hair and a little time. "TWO BELLS" will be glad to give you free instructions for making the elephant or dolls if you will call or write, sending a self-addressed stamped envelope.

For making wooden toys, turn to the next page.



—Times photo.

Personalize your home grown, home canned gifts of fruits, jams, jellies and other rationed items with these unique labels. They come in different wordings. The one shown says "From the Johnsons Victory Garden." Must be ordered early.

Make your gifts of home grown foods decorative by wrapping in cellophane with some holly berries and a little ribbon—and, if you like, put them in a fancy basket.

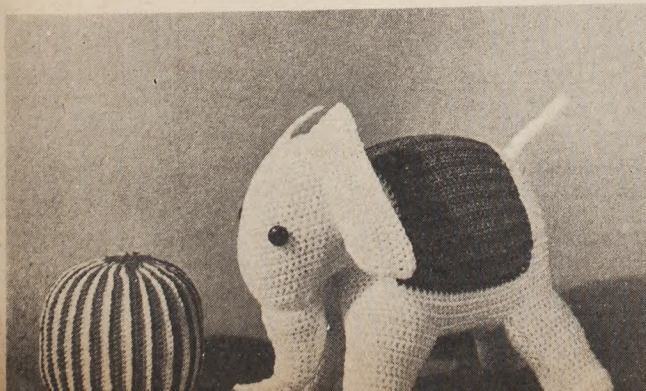
Home

Grown

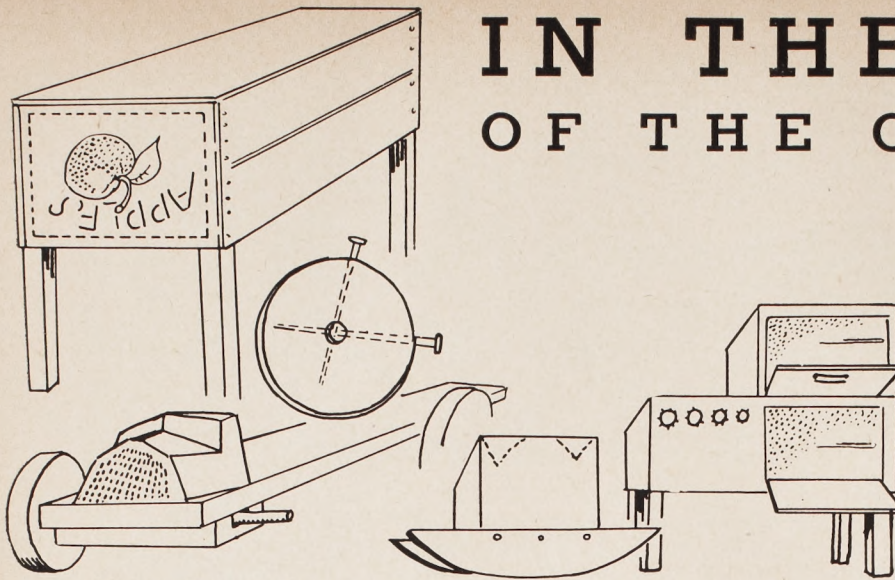
Foods

Made

Fancy



# IN THE SHAPE OF THE OLD APPLE BOX



"Dear Ladies" Thanks Mr. L. A. Seaver, Well Known Toy Builder, For the Following Hints on Christmas Toy Construction.

box or more capacity to please the child.

Remember, do not load the toy down with fancy gadgets and detail. Your boy or girl has enough imagination to make it into a fire engine, a tank, a jeep or whatever he wishes.

The truck chassis should be simple as shown in sketch. Finish toys off with brightly colored enamel paint and oilcloth for the table cover.

Though these items of furniture may seem crude and plain, a great many nursery schools who can afford better toys, use these simple playthings and find them very popular with the children.

The truck chassis should be simple as shown in above sketch. If you wish to build a toy train use same base, adding an extra wheel bearing for the extra axle and wheels which engine and cars need.

Spokes for the engine driving wheel can be cut out or painted. A round boiler with smoke stack, a button or bottle cap for a headlight, a thimble for the bell and a block of wood for the cab.

If you wish to make your train more exact than we have suggested, draw your design on tracing paper first.

Rocking horses, home made bowling games with cute duck pins, teeter-totters, swings, sand boxes, doll houses, doll furniture, tops, machine guns and rocket guns may be cut from wood by an ingenious man with a hack saw and ambition, but try the apple box first.

Finish all wooden toys with bright enamel. All kids love color. An amateurish cabinet job becomes a masterpiece in the boy's eyes if it is many hued.

So dig in Daddy, Christmas is not far away.

*Helen*

Editor, "Dear Ladies."

UNTIL Victory, metal will be an unknown quantity and metal toys something "we used to have." Consequently, wooden toys will fill every child's stocking. Because of the shortage of manpower, this Christmas will find the shortage of wooden toys, and it behooves us to make our own. So we can do one of two things, either tell the kids that Santa Claus couldn't get a "B" ticket, or get out the saw, hammer and plane and build some durable wooden playthings.

In building for the children, remember that all toys should be designed with an eye to simplicity. Brightly colored, of course, but it is not necessary to build playhouse furniture or wheel toys as if they had come out of the cabinet shop. In building playhouse furniture, the old wooden apple box serves as a base. Get an apple box which has no knot holes from your grocer. Turn it upside down, nail four legs, one in each inside corner, and you have a simple playhouse table or the beginning of a stove, nailing a smaller box on the right-hand top for the oven. Use your ingenuity in making the trays and the door. Handle can be made by the use of small blocks. For burners use coffee can lids or burners can be painted on in the final step. The nobs for controlling the burners can be soda pop bottle tops or something fashioned of wood, preferably the kind which will not break, split or twist off.

Turn your old apple box with the open end up, nail the legs at the corners on the outside and a crude doll bed can be fashioned. By putting on two rockers, you have a cradle. All kinds of tricks can be made with a circular saw in the construction of a doll bed. For instance, you can

make a high head piece and a low foot board. You can take two apple boxes and make bunk beds with a little ladder resting against it.

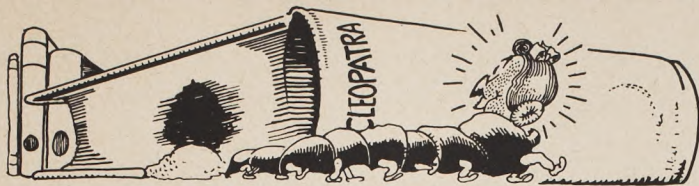
Stand the apple box on its end, fasten the side of another box for a door, and you can build a beautiful electric refrigerator, using the small box, nailed to the inside to resemble the freezing compartment, trays, etc., corresponding. If you have no hinges, short lengths of old strap will serve to swing the door.

Toys with wheels take more pains because the wheel has to be made so that it will neither fall off, split nor warp. A toy with no wheel is just so much junk regardless of the work lavished upon its superstructure. Build the toy around the wheels. Wheels made of button molds or sections of broomsticks or other round stock are not satisfactory as they split too easily. The only sure way to make wheels is to lay them out on a piece of soft pine board with a compass and cut out with a keyhole saw and round them off with a plane or on a lathe. Axles of  $\frac{3}{8}$  or  $\frac{1}{2}$  inch doweling should be fastened to the wheels with nails. By having secured the wheels to the axles you have prolonged the life of the toy. They should be made to carry cargo or freight and should have one cigar

For information on where to purchase or obtain instructions for any of the articles on this page and the two preceding pages, call or write the "Two Bells" office. PR. 7211, Station 293, or write 1060 So. Broadway, L. A. 15.



# THE LARY BOOK WORM



A TOUR BETWEEN OUR SHELVES  
with JANET E. PRESTON, Assistant Librarian

Some of you folks have been objecting to my being a bookworm, but can I help it if a delicious issue of TWO BELLS was left out, and after I had digested it I found it so good that I decided to move into the L. A. Railway Library? . . . I was just wiggling my way through a new booklet from the British Information Service called A PEOPLE AT WAR, LIFE IN BRITAIN TODAY. The people of Britain who work on the night shifts go for weeks without seeing the sun, while at night 13,000,000 homes are all the light there is in a sea of darkness. Policemen, with red lights and white coats, conduct walkers across the streets in these blackouts. The bus service in Britain has been reduced in town and country, so that people frequently have a tiring wait for a bus. The four main railways have many women employed, with over 15,000 working in some connection with Britain's transport services. . . . If any of you know someone in England, and you would like to know more about the section in which they are living, you would be interested in a series of MAPS OF BRITAIN, which includes maps of the counties, geographical regions, population, natural resources, agriculture and industries . . . INDIA'S THIRD YEAR OF WAR, also distributed by the British Information Service, says that India, the 8th industrial country in the world, has a voluntary army of about 1,500,000, which increases at the rate of about 70,000 men a month . . . I discovered, the other day, that Vancouver, B. C., is employing conductorettes and railway guides in the busy downtown streets. Victoria is following suit, with one "guide" so far . . . And in Toronto the school children are so tall that they have had to increase the reduced fares height standard . . . Yesterday I climbed up on a pamphlet called SOUTH AFRICA AT WAR. The state-controlled South African railways and harbors, employing 130,000 people, is the largest single or-

ganization in the country, and through its shops come the administration's greatest contribution to the Union's war effort . . . At an allied base in Australia, the army jeep is up to another trick, where, by putting on steel-flanged wheels, it is being used as a switch engine . . . The twenty thousand victory gardens in Hawaii, making about one for every 21 people, have helped towards Hawaii's self-sufficiency, as they now eat better than they did before the present war started . . . According to the booklet, POCKET GUIDE OF UNIFORM INSIGNIA, that I was munching through the other day, U. S. S. R. uses the word "Hello" among all ranks in their armed forces, as a friendly greeting, meaning the same, and saying it the same way that we do . . . And talking about customs,

Highway Highlights reports, Panama is switching from left to right-hand motor vehicle driving, and the street lights and signs are being changed to be like North America, anticipating the opening of the Inter-American Highway . . . Along the Alaskan Highway they are weather-proofing buildings with chemically treated, low-grade cotton, unsuitable for cloth . . . I have enjoyed a new book that just came in called LATIN AMERICA, which is concerned with the history, as well as the present development of those countries, and is compiled by the Americana Corporation . . . Just discovered the other day that we have received a 1943 DIRECTORY OF WAR AGENCIES, published by the U. S. Chamber of Commerce . . . And an analysis of our inflation prospects, by members of the Department of Agricultural Economics at Cornell University, called INFLATION IS ON OUR DOORSTEP . . . Also two pamphlets dealing with post-war planning, PLAN POSTWAR JOBS—NOW, by the Committee for Economic Development, and COMMUNITY ACTION FOR POST-WAR JOBS AND PROFITS, published by the U. S. Bureau of Foreign and Domestic Commerce. I'd better start chewing, as it will take quite a little while to worm my way through them.

**MISSING IN ACTION**—Lloyd G. Hume, formerly of the 16th Street Garage, was reported missing in action over the North Sea near Heligoland Island since the 28th of July. Lloyd was a technical sergeant and is pictured here at the left of the bomber crew. The Los Angeles Railway adds their hopes to his mother's that Lloyd will return safe when the fighting has finished.



# MERITORIOUS



## D. L. Cole Saves a Life . . .

"While riding the Alvarado Bus this A.M. I saw the best demonstration of quick thinking on the part of one of the operators and want to make comment on it.

"The bus was going south and about 200 feet from the intersection at 8th Street it came to a sudden stop. No one realized what had happened until they saw a little girl run from in front of the bus apparently unconscious of what had happened.

"We are all so apt to criticize the driver for everything that goes wrong, but if that child would have been killed it would not have been his fault; for no one saw her until she was in front of the bus."

Nora H. Rossie, R. N.  
264½ So. Lake.

## W. J. Jenkins Makes a Friend . . .

"Operator No. 641 had some difficulty with a belligerent passenger. This passenger threatened the operator.

"To help Operator No. 641 in a very dirty deal I think it is only right to help clear him of any false accusa-



tions that have been made against him. No. 641 does not pass up anyone along the line unless his car is full. He also sits at Queen Street and Market for 4 to 6 minutes to catch the Inglewood busses as the defense workers get off there.

"He is liked very much by the riders for the very simple reason that he always has a smile and good word for everybody. I hope this letter will help clear your minds of any false statements that may arise at any future time as well as at the present.

"Thanking you in advance on your judgment."

Helen Ross  
2709 W. Pico Blvd.



## Panama By Proxy For "Mel" Frankson . . .

"In August, Operator No. 2453, on the "P" car, was very helpful while I was making frequent trips back and forth to the Veterans' Hospital in Sawtelle. He helped me save less fare than I had been paying. One day I spoke to the operator, saying, 'You surely must have a good night's rest every night as you are so kind to everyone,' to which he replied, 'Well, if we can't help some of these poor people out a little we wouldn't be worth very much.' I immediately took his number on a slip of paper which I placed into an unsealed letter already written to my sister in Panama. I also placed a description of the operator; how nice looking and how kind he was. In my haste, the next day the letter was sealed and mailed, and my sister in Panama wrote a little note kidding me extremely about having a man's description and number in her letter. Mrs. Mary A. Mersereau  
1623 Leighton Avenue

## Medal Winners . . .

### Division One

- L. E. Adkins—courteous and kind.
- H. S. Herbert—extremely courteous.
- P. McGroary—efficient Scotchman.

### Division Three

- S. A. Auger—helps servicemen.
- R. J. Cave—safe service.
- M. L. Fulton—courteous.
- I. Gasparro—extends helping hand.
- W. G. Milliken—helped blind woman.
- L. T. Staten—helpful.
- T. N. Willis—extreme thoughtfulness.

### Division Four

- H. C. Baker—tactful, careful.
- C. E. Benton—patient, courteous.
- F. DeVasher—very pleasant.
- L. O. Eide—good natured.
- M. J. Frankson—smooth operation.
- L. P. Helms—kindness appreciated.
- C. H. Hobough—helped lady and children.
- B. S. Moore—pleasant, courteous.
- J. T. Schmedeman—efficient.
- W. M. Vaughn—helped elderly lady.
- W. H. Welch—a tonic.
- G. T. Zenaire—courteous.

(More on Page 15)

## J. M. Scantlan Supervisor Material . . .

"In the last twelve years I have commended four men of the Los Angeles Railway. Two of these men, when I met them later, had been promoted to supervisors. These men warranted their promotion by being outstanding not only to the riding observers, but to the officials of your company.

"I am commending another, and it will please me very much to some day see him in a supervisory capacity out

(Continued on Page 15)



# MERITLESS

## Somebody's Mother

"A few days ago an elderly lady, rather feeble, came out of the Union Station with several suitcases, bundles, etc.—more than she could carry.

"She was unable to load them on the streetcar by herself, so she was left.

"The next operator left his car, loaded her bundles, etc., on his car, and also helped her when she left the car.

"At the end of the line, his leader asked him, 'Did you carry that old fool?'

"Remember boys, she was somebody's mother. How would you like it if this had been your mother?"

E. H. Ellis.

## Why Can't It Be Enforced . . .

Do something about those who smoke all over your cars, disregarding the signs. One man threatened to hit me because I asked him if he would mind moving to the rear end to smoke. Another time, a motorman asked me to get off the car if I couldn't stand the smoke—and it was HE who was doing the smoking. Once when I opened a window on a car, a man asked me if I were trying to freeze him out. Well, I'd rather be frozen out than STUNK out by smoke in a closed car. Is it really impossible to correct this extremely annoying condition? In your article of March 15, 1943, "We stuck out our neck," you hit the nail on the head. Why cannot this be enforced? Thank you very much for reading this."

## One For and One Against . . .

"It has been my good fortune to ride with conductorette No. 650, Bessie Hart, Division 5, who is a perfect lady, but I cannot say as much for conductorette No. — who was operating a 'V' car Saturday night. She was very discourteous, even in front of one of your instructors who was riding the car at the time.

"I can assure you that I don't appreciate being called silly just because I made a mistake by thinking that the 'A' car was the 'V' car at Adams."

## Let's Treat All Mothers As if They Were Our Own . .

"Friday, around noon, my mother, who is middle aged, was boarding a "U" car at Fifth and Hill when the conductor gave the 'go ahead' signal while she was on the first step. He put his hand on her back as if that would have prevented her from falling. When she remonstrated with him that he should not have rung the bell until she was aboard, he snarled several times, 'Pay your fare and take a seat.'

"Even if employes are hard to get and keep, it is my opinion that such as the above are dangerous and should be discharged."

"Just yesterday, on a '3' car, in charge of Motorman —, a girl immediately in back of him was smoking. Then two other girls and a man, all in the front of the car, lit cigarettes. I stepped up to the motorman and said: 'How about smoking in this end of the car? They're smoking cigarettes all around here.'

"His reply was, 'Let them smoke—I'd like to have one myself.'"

## No Room For Dictators . . .

"On October 19 I boarded car 558 at Normal and Virgil at near 4 p.m. with conductor — in charge.

"This man should be called upon the carpet as touching courtesy due the traveling public. He was really insolent toward two quite elderly women who started to leave the car by the center entrance. Also, a young school girl boarded the car at Venice and Cherry. He refused her school ticket and treated her in the most shameful way and threatened to hold the car at the next corner until she paid her fare.

"This girl was hunting for the necessary fare all the time that he was storming at her. It was about 4:35 p.m. when she boarded the car and had been passed up by the car before, as the car was too full and she could not get on.

"Am sorry to have to enter this protest and trust that conductor — will be made to see that he is a **servant of the public** and not a **dictator** or slave driver."

## Let This Be a Lesson . . .

"I realize that passengers should not flash a five or ten dollar bill upon your operators. I think most people realize the same thing, but there are times when it is impossible to have smaller change with you. I don't think your men should punish a person who occasionally has five dollars through no fault of his own. What I am referring to is the general attitude of the operators handling nickels, dimes and pennies—unloading their changers to the person who hands them a five dollar bill when you know they have larger amounts.

"This morning I was shortchanged one cent. I do not believe the operator intended to do it purposely, and of course I did not mention it to him, nor do I care to have it back; however, I think it was a dirty trick to unload all of his dimes, nickels and pennies simply because the smallest thing I had was a five dollar bill. If I had made a habit of boarding the car with a five dollar bill in an effort to obtain a free ride, then I suppose I would deserve a lesson, but for forty-five years I have been very careful to have my seven cents ready, or, when needed, to have a weekly pass.

"I have taken this operator's number. Though I am not turning it in to you, I am going to make a point of buying my pass from him in the future and pay for it with 125 pennies. I would like to see his face for I think he needs a lesson more than I do."

## "THAT'S WHAT WE GET FOR CALLING THEM 'PILOTS'."





### OCTOBER SERVICE STARS

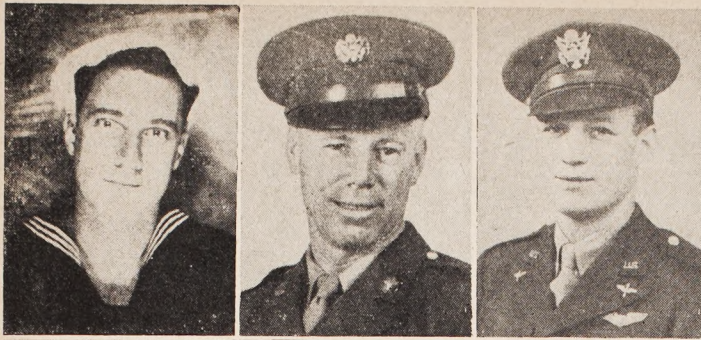
Stith, Herbert E. .... Opr., Motor Coach Div.  
 Schramm, Richard E. .... Opr., Motor Coach Div.  
 Rosales, Rodolfo V. .... Mech. Hlpr., Dept. 18  
 Burditt, William D. .... Con., Div. 5  
 Telles, Abel. .... Appr. Mech., Dept. 8  
 Hinze, Hugo J. .... Mechanic, Dept. 18  
 Schroeder, Orlando R. .... Con., Div. 3  
 Borst, Elden N. .... Opr., Motor Coach Div.  
 Lampshire, Lyle J. .... Opr., Motor Coach Div.

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

Greet, Caruthers N. .... Opr.  
 Bell, Arnold T. .... Mech.  
 Roling, James M., Jr. .... Opr.  
 Lassner, Morris M. .... Opr.

### RETURNED FROM MILITARY SERVICE

Jennings, Carl B. .... Con., Div. 3  
 Wilde, John B. .... Con., Div. 4  
 Whisenhunt, Bishop G. .... Mot., Div. 3  
**Total L.A.Ry. .... 474**  
**Total L.A.M.C. .... 119**



### REMEMBER THESE?

Sailor Jack H. Carroll, pride of the Motor Coach; M. C. Park, formerly of Division 1, now in the Medical Corps; First Lieutenant Wilson Herman, son of Motorman W. Herman of Division 1. The guy with the gun is Lynn Willerton, somewhere in the South Pacific.

### SWANK KITS RETURNED

In our story "Santa Goes Swank" we have briefed a few letters, but if you were to read them all I'm sure there would be a jerk in your heart and a tear in your eye, so help us locate the names listed here so that they, too, may receive their Christmas gift.

- |                 |                   |                 |
|-----------------|-------------------|-----------------|
| T. M. Baysinger | D. F. Hammill     | W. T. Rouse     |
| J. A. Bell      | J. T. Johnson     | P. M. Routh     |
| H. G. Bergdale  | M. L. Johnson     | L. E. Glover    |
| R. E. Burns     | T. H. Kerr        | L. E. Smith     |
| H. N. Caress    | C. P. Kruse       | N. S. Smith     |
| L. D. Canatsey  | A. F. Leahy       | H. L. Speed     |
| W. E. Carlson   | A. Lucas, Jr.     | C. O. Storie    |
| E. Donlon       | L. W. Martin      | R. E. Strech    |
| E. W. Erickson  | G. A. Merritt     | R. B. Templeton |
| H. M. Froby     | D. R. Mevis       | A. B. Thompson  |
| A. R. Galloway  | A. S. Miller, Jr. | J. R. Tungate   |
| L. E. Glover    | H. C. Myers       | E. Uribe        |
| E. W. Garrett   | F. K. Peterson    | J. Viellenave   |
| T. Griffith     | J. H. Prickett    | F. W. Wise, Jr. |
| L. M. Hembd     | O. R. Renner      | M. E. Wood      |
|                 | D. P. Rounsavell  |                 |

### SANTA GOES SWANK

(Continued from page 3)

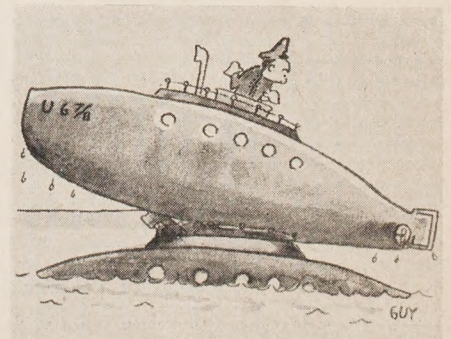
From Bill K. Russell we hear: "Thanks, and my one hope is that next Christmas I shall be back with LARY and have my feet on good, solid earth once more."

"Since getting this grand kit, I have been offered many prizes for it. I want you to know that I appreciate the present. One of my most pleasant memories is that of my bus driving days on Wilshire," writes S/Sgt. Greet.

The Company feels proud that it was able to bring a little happiness to the men who are contributing so much—and to the women, too, for a pen and pencil set was sent to each LARY WAC.

### LOS ANGELES MOTOR COACH

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



# DIVISION DIRT

## SPARKS FROM THE TROLLEY

By M. WILLIAMS

It is quite gratifying to the Los Angeles Railway when former employes who are now in the armed forces write letters of appreciation for the remembrances sent them. This is evidenced by a letter from Ira C. Waltman—PhM 3/c. He writes—"I would like to have a moment of your time to thank you for the wonderful Christmas present I received today and also for the one last year. Would it be possible to send me another medallion. I lost all my gear on Attu. I wouldn't have given up that medallion for the world, but I know that there is no Jap wearing it. We took care of that." . . . Private Flora M. Bridges, U.S. M.C., has written—"I received the medallion. Thank you so much. All of Company "G" knows what a grand Company the L.A.Ry is and that they send Good Luck charms to their employes in military service." By the way, Flora completed her boot training the last of September and was waiting for orders. She has requested the West Coast but in the argot of the sea service she writes—"I will not know where I am going until I swing my sea-bag over my shoulder and start for the bus to leave here." Flora says it is surprising how well 100 women can get along living in one room. If an individual doesn't want to cooperate there will be 99 girls to tell her about it . . . P.f.c. Earle Cunningham, formerly of the claim department, recently graduated as third highest in his class from the Army Air Forces Technical School at Scott

Field, Illinois, and is now qualified in radio operation and mechanics. After his furlough, Earle was sent to the Salt Lake City Air Base. . . . The Claim Department has had its share of weddings lately. Lt. William Held, who was in the Department before enlisting, was married in September to a Southern belle. The Claim Department was well represented at the ceremony . . . Have you noticed that grandparents are getting younger each year? We have a trio this month who fall into that category. Barbara LaFleur (Auditing) has a granddaughter; C. W. Aen and C. R. Clark of Meter Mileage have a granddaughter and grandson, respectively . . . Lillian Guyer (Auditing) has taken a two months' leave of absence so that she might be with her husband who is in Naval Aviation, stationed at Florida . . . Mrs. Lillie Hon (Auditing) who had an appendectomy, is convalescing . . . Richard Venable of the Auditing Department was home on furlough from the Anti-Aircraft Division at Newport News, Virginia. He is in the Administrative Department . . . We also have a letter from Dennis Lyons (Auditing) who is now in Sicily . . . Eleanor Keyes, new member of the Research Department, and Clarence J. Glauser are thinking along "I do" lines. On Saturday, October 23, they announced their engagement at the Biltmore Bowl . . . Query of the month by H. A. Perryman: When Mr. Nelson, Chief Clerk in Mr. Wimberly's office, calls up Mr. Eddie Loop, does he start the conversation, "Hello, this is Nelson, Eddy"?



"Frankly, I'm tired of being called 'Crystal Packin' Mama'."

One of our boys sent this to his Dad:  
Dear Pop:

I wish I had the power to write the thoughts wedged in my heart tonight, as I sit watching that small star and wondering just how you are. You know, pop, it's a funny thing, how a war can always bring a family who for years with pride have kept emotions deep inside. Remember when I was small—you told me men never cried and it was Mom who always dried my tears and soothed my hurt away so that I soon went back to play. Now, suddenly, you find your son a full grown man with childhood done, waging war for men like you and me. Just doesn't seem to go tonight. I find my eyes won't stay quite dry. I find that sometimes men do cry, and if we stood here face to face I'm sure we'd find men do embrace.

Dad, all sons are a funny lot—and if I've failed you in some spot it's not because I loved you less. It's just this cussed manliness. But if I had the power to write the thought wedged in my heart tonight, the words would ring out loud and true, I'm proud to be a son to you. And, I'll try to make you proud of me, too.

Your soldier son,

CLIFFORD.



#### NIZE GUY

Corporal W. L. DeGeere piloted a "J" car during his two-week furlough. DeGeere was formerly at Division 4.

### ONCE OVERS FROM ONE

By D. B. KOHL

DIVISION ONE DOOD IT AGAIN—another no accident day, Sunday, October 24th . . . C. N. McMullin met with an accident while riding home on his bicycle. An auto made a quick left turn in front of him and Mac thought he was still on a streetcar. He hit the auto broadside and the next thing he knew he woke up in a hospital several hours later. Outside of some bruises and stitches, he was not so bad off but anyone with a priority might be able to buy a used bicycle cheap. . . . A couple of ex-employees were welcomed back to One this week—A. C. Kimmel and C. F. Howery. Their presence is appreciated. . . . Word has gone around that we have a first class pie baker in the Division and the title belongs to J. J. Egbert. Well, taste tells, so how about a sample? . . . And another story goes around about the "Evergreen Line." It seems that a Supervisor paid the line a visit one day last week and finding a car somewhat off schedule told the Operator that he had better hold back a little and give his follower a chance. The operator replied: "Mr. Supervisor, there ain't no follower. This is the only car on the line!" . . . S. L. Jensen, formerly of this Division and now in the Army Medical Corps, paid us a visit. He has been

in a major battle on Attu and was wounded by a hand grenade. He is now on his way back to the South Pacific. His tales of Jap tactics are enough to make your blood boil. . . . J. W. Cesak, who left recently to train with the Army, dropped in to say hello, and F. E. Osborn, who is wearing a 5-star service stripe, also dropped in. He has seen plenty of action and so far has escaped the Jap bullets, although once he was reported missing. He had a ten-day furlough so he donned a cap and a changer and worked a run for us for about a week. We call that being really patriotic. . . . Abe Rosenstein dropped in for a visit. He has been promoted to 2nd Class Cook and expects to get his "first" in a short time. The boys tried to get him to whip up some hot cakes just to show how good he is. . . . C. F. Jacobs, now in the Army, dropped in for a visit. Jake is looking fat and says he feels fine. . . . F. T. McClendon, the "old salt", dropped by. He is on a tanker and likes it fine. Especially the eats, which are the best ever. Can Rosy be doing the cooking? . . . W. K. Eastwood, who left the Company about 18 months ago to work in Alaska for the Government, paid us a visit. He says he is suffering from the heat down here. . . . We are in receipt of a letter from Sgt. George

Hargrave who says in part "Got to see a wedding over here in Africa. The old boy lifted his bride out of the two-wheeled cart and his other five women gathered around her to greet her. Then an old boy standing a short space away with a shot gun fired two shots over her head. I have not found out what that was for as yet but back in the States we might take it to be a shot gun wedding."

### STREAMLINERS

By B. C. LATHAM

We are glad to welcome back R. R. Miller, veteran of Attu, who had been confined to the Sawtelle Hospital for a period of over two months as a result of the wounds he received at the end of a bayonet. Mr. Miller knows how badly he is needed on the home front and is back again on the front end of a streetcar. Here's a real soldier. . . . Meet J. J. Cresto—one of our essential part time workers. Joe reads meters for the Bureau of Power and Light and whenever his work permits he is helping out on the A line. The four young Crestos—Dorothy, John, Joe, and Pat—are all in the service of their country. Cpl. Catherine (Dorothy) Cresto has just recently graduated from the Army Radio School in Kansas City. She is now a member of the Air Force and is stationed at Traux Army Air Field in Madison, Wisconsin. John Cresto, Dorothy's

#### DESERT DESSERT

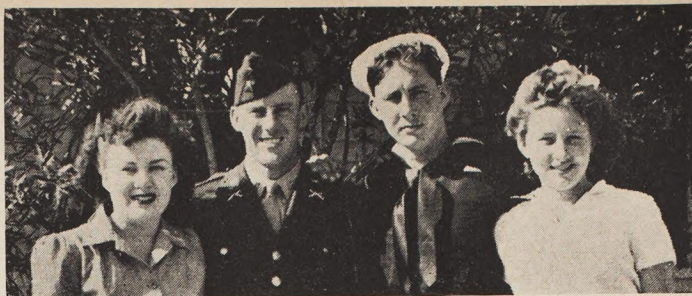
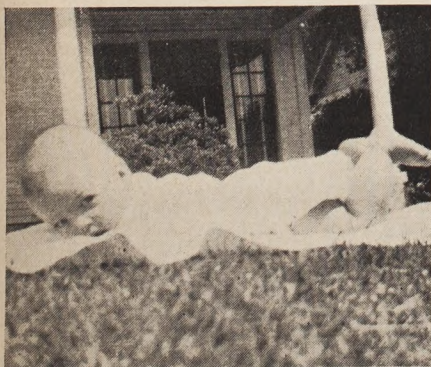
Dessert on the African desert comes very seldom so J. I. Hensley, formerly at 16th Street Coach, buys himself a gallon of ice cream. He's the Seabee on the left.



brother, is attending Bombardier School at Kirtland Field, Albuquerque, New Mexico, while Joe expects to be piloting a B-17 soon. Pat—not a third brother, but the Cresto's dog—is also away on "active duty." A certificate of appreciation on Pat's behalf was received from the Government recently. Three cheers for the Cresto family—wish we had more like them. . . . We all join Steve in our sincere hopes for the speedy recovery of Mrs. Cooper and daughter Ellen, who were struck down by an automobile recently. We understand Ellen is practically her usual sunny self again, and Mrs. Cooper is holding her own. . . . Since our quota of gas has been reduced, some of the fellows are finding it impossible to go home on their splits, and as a result cribbage is becoming more popular, if possible. . . . Overheard in the trainmen's room: 1st Trainman: "I think I'll break in as a Supervisor." 2nd Trainman: "I wouldn't do that if I were you. You don't have any too many friends the way it is, without becoming a Supervisor." . . . We have heard from these: Cadet F. M. Campbell writes from the U. S. Maritime Service Transportation Corps, Marine Officers Cadet School, St. Petersburg, Florida. He is putting in a full day—16 hours—6 days a week. Pfc. W. C. Thorman, 962 Second Eng. Maint. Co., Camp Swift, Texas, writes that his platoon holds the camp record for walking four miles

#### TOOTSIES UP

Baby Janice Rae Grettenberg takes a sunbath on the front lawn. Her daddy is stationed in San Diego with the Navy.



#### THE FOUR DEANES

Squinting at the camera are the children of J. E. Deane, Division 1. Louise, left, is standing by Glenn, who is a Second Lieutenant in the U. S. Infantry; then Richard, Seaman First Class in the U. S. Navy, and big sister Neva.

in forty minutes. Pfc. Stanley C. Gibson, HD Bat. 391st Ard. Field Art., A. P. O. 253, New York, is rumored to be somewhere in England and would like to hear from some of the boys. . . . Clarence Knittle dropped by to pick up his pass. He doesn't know whether or not he will be able to use it. He says he'll try it out on the Eastern streetcar companies and if it works, he will report it to the rest of the men from the Company. Clarence has been up and down in the Air Corps for quite some time and is now a corporal in the ground crew. . . . Lt. L. D. Gordon (first to operate a streamliner) and his wife are crossword puzzle enthusiasts. Over a period of years they have been having contests, but Mrs. Gordon really knows her puzzles, and the other day she won by two minutes. I guess this is a case of the woman having the last word first.

(Continued from page 10)

on the line. He is Number 2448, whom I have ridden with frequently. He is an unassuming fellow, and I am sure his record will prove him to be the sort of fellow we are all proud of. Recently, I was a passenger on his car. The car was crammed with people going home during the evening rush. It was a trial, testing the patience of everyone.

"There was an obnoxious passenger who criticized the streetcar company and the city, and made an effort to put the blame on the conductor for all the apparent or imaginary evils this cranky person suffered from. The conductor never lost patience, but kept smiling. One fellow shouted to the obnoxious one, 'Pipe down!' Others took up the cry and then something occurred that was heart warming. Someone said, 'Let's give the poor conductor a big hand. He's all right.' So the conductor was given a round of applause.

"In appreciation and perfect trust."

Gerald Vincent Morris  
Box 565  
Los Angeles.

#### MEDAL WINNERS

(Continued from page 10)

##### Division Five

- D. Blow—a sweet person.
- B. Hart—super efficient.
- C. I. Jones—patient.
- J. O. Koontz—loaned car fare.
- P. Manning—helped elderly lady.
- S. McNally—handles car expertly.
- A. F. Miller—can handle crowds.
- V. E. Munyer—(2) heart in work.
- J. C. Robeson—careful operation.
- D. Sneddon—polite, efficient.
- L. T. Staten—outstanding kindness.
- K. M. Umbarger—thoughtful.
- J. A. Wear—(2) kind to all.

##### Diesel Pilots

- T. H. Allison—assisted blind man.
- E. W. Cotterly—obliging, pleasant.
- A. N. Dalbey—averted accident.
- G. M. Erhardt—fine treatment to riders.
- H. J. Harrigan—loaned fare.
- W. S. Hyche—efficient, courteous.
- B. Kirk—awoke passenger.
- F. K. Lilley—(2) can handle riders.
- H. A. Langie—nice fellow.
- F. J. McKeen—averted accident.
- E. D. Ohanian—good natured.
- V. Powell—courteous, efficient.
- A. M. Roberts—very pleasant.
- M. A. Williamson—fine operator.
- J. L. Kemp—kind to all.

## SHAVINGS FROM THE SHOPS

R. S. WALLACE

Did you ever have to fight for your life with an infuriated cat, in an automobile, and have the auto on fire under you all at the same time?

Such experience was related by Eddie LaRue, Car Wiring Department, recently. He finally subdued the beast by throwing a heavy overcoat over it; then rushed to the nearest fire extinguisher only to find that it wasn't loaded. He brought the kitten to our office where we gave him a cigar box for it to lie in until he could find some milk for it to drink so it could stand up. He never did tell us how he put out the fire. . . .

Recently a stray Chow dog got into the pit at Carhouse 2 and for some reason could not be induced to come out. A committee comprising most of our Supervisory force visited the scene with the intention of liberating the dog. From eye witness reports of their hasty exit from the pit, we are sure they could not qualify for a certain city job. . . .

Roy Blaize and his partner attended a Union Meeting a few nights ago, and in leaving for home, started in the opposite direction. Again I suggest that some Welfare Agency maintain guides on the streets to show these country boys "the way to go home". If you fail to contribute to the War Chest Fund, you are cheating the boys of our fighting forces. Give as liberally as you can and don't be a cheater. . . . Everyone is happy to have Ben Bradford back with his duties in the Store-room. . . . We were also glad to see George McMillan, who has been on sick leave since last April, around for a visit. . . . R. Findlater and the son of Mrs. Geneva Matherly were recently inducted into the U. S. Navy. Look out, Mr. Tojo! . . . Mr. S. C. MacKenzie and wife Marian are being honored by the company of his mother from Chicago. . . .

Bill Magowan appreciates the way



"SO WHAT?"

Says Laurence King Savoy, at 3 months, son of W. Savoy, South Park.

the fellows responded when they gave blood for his son Kenneth, who needed transfusions. . . . Jack Wilson, Timekeeper in Mr. Jordan's office is back on the job after a vacation. We don't know whether he had a good time or not as he refused to talk. . . . Our sincere condolences are offered to the families and friends of Elizabeth A. Yates, wife of Dennis Yates, Mrs. Bertha M. Dryer, mother of O. P. Dryer, and Mr. Guy E. Small, father of Wilbur L. Small. . . . The whole department was shocked with the passing of Einar F. Nordlund, Carpenter Shop, and John H. Lamb, Truck Repair Shop.

## Stork Deliveries

Old man Stork has been circling around the Divisions again. On his first stop he delivered **Patricia Irene** to the **H. H. Fosters** of Division 4 on September 8. After a few days rest he went over to the Sixteenth Street Garage and left **Brenda** to **Mr. and Mrs. Emmett McClendon** on the nineteenth of September, and on the twenty-fifth he winged his way to Division 5 to the home of **Mr. and Mrs. W. O.**

## LOOSE SCREWS

By A. L. DAVIS

The loose screws that car house men at *Number One* had is a visit from the Angel. Yes sir, Enos couldn't stay away from his former job, although he says he is feeling a lot better. He certainly looks happier since he started working in the shops. . . . E. L. Swartz is back on the old grind after being on sick leave for several weeks, while Jack Mardsen and William Krill spent their week's vacation puttering around the house. In fact, that's the way most all vacations are spent nowadays.

*Car House Number Three* got a lot of publicity in the papers this month. H. Wescombe, Third Assistant Foreman, is bemoaning the fact that his name wasn't in the papers. It seems he was very busy the morning that the counting room was robbed. . . . We are sorry to report that V. Gravely, oiler, remains on the sick list. He can't seem to get his strength back. . . . And George Treneer is still unable to bend owing to two broken ribs. Watch your step next time, George. . . . Bob Smith had a slight "Charlie Horse" which he acquired getting off a streetcar. You know what a Charlie Horse is—it's a sock in the jaw on the back of the leg. What brand do you drink Bob, and where do you get it? . . . We have been asked to ask A. Dickenson if he likes lamb stew. We don't know what the gag is—we like lamb stew too. . . . J. Bradley, our Assistant Foreman, is a real farmer now.

Hicks and brought **Leo Thomas** to them. Catching **Gerald McCabe** of the Sixteenth Street Garage on his vacation, he figured it was a pretty good time to present him with **Dolores Ann** on September 30. Back he went to Division 5 to deliver **Patricia Gale** to **Mr. and Mrs. H. L. Sanno** on October 1. Congratulations to the mammas and papas.



The report is out that he has cattle. Which hand gets the most milk, Jim? . . . We were sorry to hear of the death of the father-in-law of A. Wolpers who passed away October 17. We extend our sympathy to Mr. and Mrs. Wolpers. . . . The manpower situation has hit us pretty hard. If we don't get some more help, T. T. Clarke will have a late vacation. Oh well, T. T., you couldn't go anywhere anyway. Maybe by the time your turn comes around, the war will be over. . . . B. F. Walters is running about trying to hold down the clerk's job in Treneer's absence. . . . C. Dallas had a big piece of tape on his forehead. Who hit you Dallas, or is that some sort of a disguise, or did you walk into a fender? . . . That's about all the news from the loose screws in the hills excepting the fact that E. W. Roudebush is still among the missing, and Mrs. Laura Baldwin is in the hospital due to an eye operation. We hope she improves rapidly.

*Car House Number Four* reports that R. M. Ellis returned from his vacation with a big "four point" deer. He drove by to show us the deer, but the promised steaks are "just a memory" . . . Clara Winn said goodbye after being in the Company fourteen years. Good luck, Clara . . . Charles Furrer is convalescing after being in the hospital for some time, and we hear he is doing nicely . . . Johnny Johnson finally has traded the old model Buick for a 1934 Ford. No excuse for being late now . . . Andy Duncan has his own method, but a painful one, of closing his desk drawer. For particulars, ask Andy . . . George Lendy, on the sick list, dropped by and said he expects to be back on the job soon . . . Mary A. Allen is home after a serious operation. We wish her a speedy recovery.

Loose screws are all quiet at *Car House Five*. Never saw such a silent bunch. Winter crops will be coming along soon, but for the present there is a lull in the produce.



**CAMERAMAN AT LARGE**  
Staff Sergeant W. L. Blaylock of L. A. Motor Coach dropped a long letter from somewhere in Africa. Blaylock informs us that he has built up quite a business and reputation with his camera taking shots of soldiers sitting on German tanks which have been stopped by American guns. In this picture Blaylock relaxes on a German land dreadnaught which is rusting beside a German graveyard.

## YARD BIRDS

By L. F. SPARKS

You have to give credit to the Yard Birds for their ingenuity. Everyone out here has grown enough vitamins to see him through the win-

## SAYS THE SHERIFF

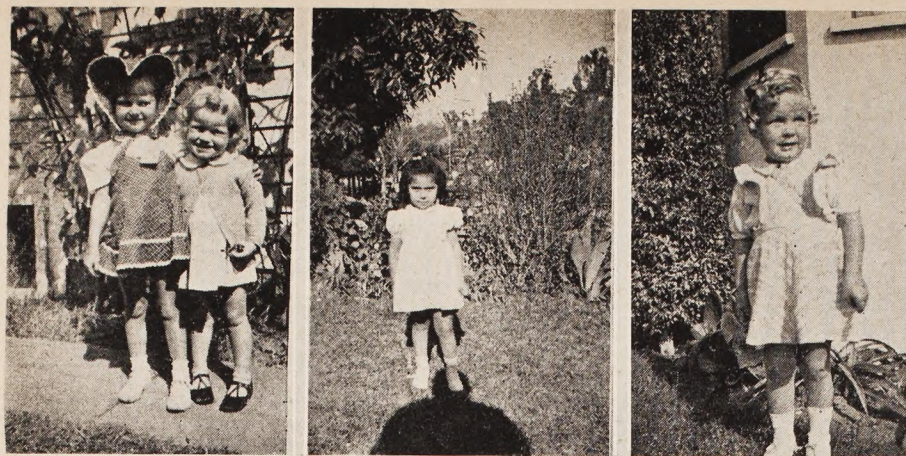
"In behalf of our Association, may I commend your employe, Mr. H. J. Burke (Traffic man No. 22), for the efficient manner in which he handled streetcars at Jefferson and Royal Streets during the evenings of our show at the Shrine Auditorium.

"Mr. Burke gave valuable assistance and your company is to be congratulated. We are grateful to you and to Mr. Burke personally.

"Very truly yours."

E. W. Biscailuz  
Sheriff

ter and now they are spending their vacations going after fish and deer, which are both ration free . . . Track Foreman Jack Fisher ran out of meat points so he borrowed the neighbor's car and gas ration book and hied himself to the mountains between Sequoia and General Grant's Park. He was lucky in catching a lot of fish and bagged a three-point buck. The buck weighed 382 brown points. Jack says now all he has to do is to borrow enough ration points to fry the venison . . . Charles Shelton had the same idea but he wasn't so fortunate. He went miles into the mountains of Quaking Aspen and landed in a district where the Ranger checks in 600 and 800 hunters every season. This year Charlie arrived in mid-season and his number was 2300. He figured there weren't that many deer so he loafed around the camp and wasted no effort in hunting . . . With the vacation season over, your poor scribe expects to have a hard time digging up items for this column, so if you know of anyone going any place or anyone doing anything, tip me off. . . . The offices of the Coach Division have been re-decorated and additional offices built, and the Way and Structure Department has just completed restrooms for the women mechanics at the 16th Street Garage. This month will see the ladies climbing in and out of the coaches and breaking in on the repair jobs. This has certainly become a woman's world. First women drivers and now women mechanics, but the men still have one thing on them—the ladies don't have the pleasure of a nice, smooth shave every morning . . . The war has played havoc with all our plans, and as it lengthens, the demands on our efforts and pocketbooks will grow. The future depends on Victory—without it all plans and efforts come to naught. So, when the collector for the War Chest and the solicitors for Bonds and scrap come around, let's support them cheerfully. A short-sighted and selfish policy now will lead to despair and defeat.



**SAFETY PIN-UP GIRLS**  
Yes and No

In the panel on the left we have Arlene and Judy Morrissey. Both girls are three years old but are not twins. They are the daughters of brothers H. W. and A. G. Morrissey of Division 1. Center is Irene Rosales, the pin-up pride of Jesus Rosales, Road Janitor of Vernon Yards. The little girl on the right could be a pin-up girl with those curls if it weren't for the fact that he is a boy—Eugene William Park, son of Clerk E. W. Park of Division 1.

**SHORT CIRCUITS**

By WALTER WHITESIDE

**IS OUR FACE RED?**

Due to an error beyond our control, "Short Circuits" was short last month and "TWO BELLS" suffered therefrom.

—The Editors.

Summing up the summer vacationists we find most of the fellows asked for their "do re me" for one week, taking local trips the others. . . . E. Rios went on a hunting expedition and reports very good luck—killing about 1,000,000 termites. "Boy! I'm glad that job is done," he said on returning to work. . . . B. I. Boughton, R. R. Raper, and G. Gouge report enjoyable times at Arrowhead and Big Bear Lake. . . . Duke Cochran rooted and rooted for those Angels and helped cheer them on to the Coast League pennant, but his vacation was over, so consequently the Angels lost the playoffs without the services of the Duke. . . . Tom Hunter, while camping at Sequoia, was visited by none other than Father Bear. The only trouble was that friend bear entered through the door and left via a siding. . . . W. T. Smith enjoyed a day at the seashore in the town of Redondo. . . . W. R. Dougherty spent his time at his beach home on Balboa Island. . . . Dan Hensley and son enjoyed a swell trip in San Gabriel Canyon. . . . Paul Fulkman visited his brother in Riverside. . . . We find

such fellows as Glenn McBride, R. J. McMillan, J. G. Knapp, C. E. Martin, and Ray Kiddoo just hanging around home doing the housework for friend wife. . . . M. T. Lander enjoyed a swell trip to San Diego.

Because the power boys had very little time last month to make news, we got to wondering what they had to be thankful for this Thanksgiving. So we asked . . . "I'm thankful to have 500 flash bulbs stored where my wife can't get at them to use in the dining room" — Howard "Negative" Jones. . . . "I'm thankful I'm alive, or am I alive? Sometimes I wonder." — "Curly" Runyan. . . . "I'm thankful that I'm considered the best part-time motorman on the job." — Eddie Caldares. . . . "I'm too . . . busy to be thankful." — "Heinie" Messner. . . . "I'm thankful Mr. Morgenthau doesn't slip me four dollars extra each pay day." — C. E. Martin. . . . "I won't be thankful till Congress makes up their minds about the father draft." — F. U. Allfie. . . . "I'm thankful that all my hot wires have been cold." — Raymond Casteel. . . . "I'm thankful for those Cardinal sins—those errors." — Vernon (Lucky) Burgess. . . . "I'm thankful that I have a swell bunch of boys under my command." — L. J. Turley.

**DIVISION FIVE "V" NOTES**

By FRED MASON

There is still an abundance of vegetables being picked from the Victory Gardens. Motorman Andy Dimitri reaped a wonderful harvest in sweet potatoes, weighing from one to three pounds each. Mechanic Harry Hunt had a wonderful crop of watermelons but some smart pin-headed individual plugged most of them before they were ripe and ruined them. Motorman W. N. Krebsbach can be seen every day on his day off pushing his baby buggy containing seventy-five feet of hose and garden implements down to the lot. Motorman B. E. Haskell is kept busy collecting all the old corn stalks for fodder for his cow and bull calf. Conductor R. F. Strong is still picking plenty of excellent lima beans and X. Bryan is doing very well for himself in beets, celery, and cabbage. Switchman Jake Sawyer is still picking some swell beets and has some dandy onions on the way. . . . L. M. Coe has been letting the fellows read his letter from R. L. Heaton, whom most everyone will remember. Heaton has been bouncing around in Uncle Sam's Navy since enlisting and is now stationed in Washington, D. C. He tells us he spends his spare time riding streetcars on a \$1.25 pass. In Washington they have fare boxes that cannot be emptied. They also have a straight 10c fare and the tokens are three for a quarter. Cars go on one line one trip and some other line another trip. He tells us that getting a room in Washington is quite a feat which can be accomplished only by a Democrat. In fact, he claims there is only one room vacant—that's Eleanor's. He says that one doesn't dare open a telephone booth without knocking first. Clerks in hotels ask you if you walk in your sleep. If you say yes, they rent you one section of the revolving door. When you get into an elevator you have to walk on your toes lest you awaken the Democrats sleeping there. He also says the

cars at night have excellent service with a very short headway. . . . We had some welcome visitors this last month. Chief Gunner's Mate H. A. Brown is on a leave preparatory to going to Washington and C. W. Hannon, Water Tender 1/C, is here after seeing action somewhere and getting all his teeth knocked out. He was also burned badly and has recovered. When he gets his new store teeth, he tells us he is going back on the ship and when he gets in combat he's going to take a bite out of 10 Japs for every tooth he lost. Happy hunting, Clarence. . . . Technical Corporal J. W. Gleason, U. S. Army Medical Division, dropped in. He looks very fit so evidently the Army life is agreeing with him. . . . We have a letter from R. C. Gridley who asks that everyone write to him. His address is Reuel C. Gridley, Jr., F. 2/C, N. A. T. S. Pacific Navy 131, Fleet Post Office, San Francisco, California.



## ROOKIE DAZE

By  
JIM AITKENS,  
U. S. Army

So you want to be a soldier—  
Well, Buddy, so did I.  
They put me in a Rookie Camp  
To teach me how and why.  
First I got a uniform—  
A very natty suit.  
But since my shape was slightly drape  
I really looked quite "zoot."

Then came those "condition shots,"  
Supposed to make one strong.  
But my arm went dead—I fell on my  
head,

So somebody must be wrong.  
They woke me up at 4:00 A.M.,  
So they could hear me moan.  
I slowly burned—  
And with every turn  
Felt another muscle groan.

I was given a piece of canvas  
With strips on the back and sides.  
They said: "It's a pack—  
To fit your back."  
Surprise—just guess what it hides!  
It holds everything a rookie owns—  
Shoe, tent, his soap and towel.  
With a silly grin I tried to get in—

When some big heel says "double  
time!!"  
Brother, they don't mean pay.  
You trot until your tongue hangs out,  
Then you run back the other way.  
They gallop you over the hills and  
fields  
'Til you bounce like a kangaroo.  
Do you still want to be a soldier  
And have this happen to you?

Better keep rolling your little streetcar.  
(By comparison, it's serene)  
That's what I'll do when this war is  
through.  
Then I can just sit and dream.  
I'll fight the war from my little streetcar  
With never a gun nor a knife.  
And I'll never win any battles  
'Cause I'll fight them all with my wife.

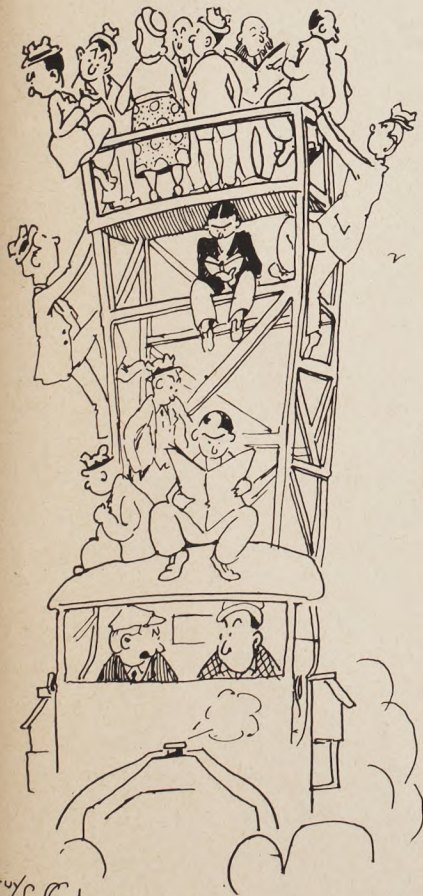


MEET A WOLFE  
From Division 3 comes this photo of  
Roger Vincent, son of Karl Wolfe.

## HILL BILLY BOYS

By L. B. MEEK

First we want to welcome back Carl Jennings, late of the Army, who now returns to the old haunts and new wars at this Division. He has been trying to get into active combat duty for quite awhile and now his wants are satisfied—he's back in the Battle of Broadway. . . . Our switchman never gives the worms in the garden a chance to make a permanent hole. He keeps the garden replanted so that something is growing every moment. To the switchman go our thanks for beautifying one corner of the parking lot. . . . The women have taken over. More and more conductorettes move in. Some days you walk into the Division and find more women than men. The girls are improving with age, however. They're doing all right and some are breaking in as motor-manettes. I have yet to see any of them in trouble. The first conductorette has a regular run already. How times have changed! We used to think we were lucky if our first regular run got in by 1:00 A.M. but



Guy Gilford

"I hope this'll teach you, Louie, not to slow down at car stops."



"Look Pal,  
has this  
Dame  
been  
in?"

now these newcomers can bid an early night with Sunday off. . . . The meat shortage has gone to some people's heads. Conductor Bai tells about the drunken Negro who, when his car arrived at Lincoln Park, wanted a sandwich off his (Bai's) ham. The fellow carried a long V-shaped knife—the kind the chef uses when he slices a roast. Bai told him he thought the meat would be a little tough, so after waving the knife around, the colored chef decided he wanted to go to Central Avenue. . . . Congratulations to Mr. and Mrs. H. J. Haupt who have adopted a son. It is noble gesture to assume the responsibility of providing a home for a homeless child. . . . It certainly is a relief to the A line passengers on Sundays now that we have enough employes to fill the line's two-man cars. The old time riders on the A line were going around in circles—first running to the middle of the one-man car, then to the back door, then to the front. By the time they realized where they were supposed to get on, they were too weak to board. . . . Street railways will probably some day be a family affair. Already we have two couples of Mr. & Mrs. P. E. Miller, and Mr. and Mrs. G. W. Jergensen.

### FLUID DRIVE By R. O. BENNETT

There comes a time in the life of every man when he wishes he had no blood. That time has come to your scribe, for the old man with the whiskers has called him along for a blood test. This may be my last column for the duration of the war, because try as I will, I can't find anything wrong with my physique. . . . Eddie Phillips had the same thing happen to him some time ago. He spent one whole day telling everyone around the Division good-bye and now he's back with us again. Oh well, Eddie, if Uncle Sam doesn't need you, your smiling face is certainly welcome around here. . . . Paul Rowley has returned after a short stay with the Union Pacific. I am sure that I am not alone in hoping that Paul gets back into Union activities in the near future. . . . "Swab-bie" (R. L.) Griffith has been hanging around the Coach Division considerably while his ship is being docked at Long Beach for repairs. So many of our boys have gone into the Navy, we're going to have to put port holes on the buses to make them feel at home when this whole thing is over. . . . Jimmy Kresge

writes from the Navy informing us he is now Physical Director and Boxing Instructor. This kind of work should be right down Jimmy's alley for in his earlier days he battled some of the best men in the boxing game. His scrap book of fights is as thick as a Sears-Roebuck catalogue. . . . Marty Fisher isn't doing much kicking. Marty's in the California Hospital with a broken ankle. He says the nurses are so busy the patient doesn't even have time to get their phone numbers. The war has taken all the pleasure out of hospitalization. . . . The poor drivers on Beverly Boulevard took a terrific beating on Sunday, October 24. Your scribe took in \$185 cash in six hours and thirty-five minutes, to say nothing of the gum wrappers, transfers, passes, and meal tickets which were flashed for a ride. . . . Ben Towsley and Bill Farrell are back from their operations. We are glad to welcome them. Ben is in his regular harness and Bill is acting as starter at Olympic and Hill, relieving Marty Fisher during his absence. . . . Harvey "Leatherneck" Evans should feel at ease with his Sergeant stripes on his arm for the Motor Reserve. Harvey's had two hitches with Uncle Sam's Marines. He got a Sergeant's rating with his honorable discharge. . . . Curly Austin of the Navy and T. E. Stucky of the Seabees paid us a visit recently. Stucky has that old wolf look in his eyes and Curly has gained about 15 pounds. . . . Well, your scribe is signing off his column and saying goodbye because he has a hunch he'll get the same "bums rush" as did D. R. McOmie who reported for his blood test in the morning and was told to come back in the afternoon for his physical. Boy oh boy, if the Army takes all of us who have been called lately, the L. A. Ry. will have rookies breaking in rookies and a person with three days' seniority will be an old timer. . . . See you in Boot Camp.



#### LARY SAILORS GET AROUND

Left — Bob Bechett, formerly of Division 1, and Mrs. Bechett. This picture was sent from San Diego by Slim Coates who claims it was taken on a Navy pay day . . . Eugene Haskell, middle-left, beneath a unique sign post. Eugene will probably visit all the places listed on the pointers before he returns . . . Curley Austin is recuperating at the U. S. Naval Hospital and resting up for more battles.

#### 16TH STREET GARAGE

By EMOGENE RIPPERT

On October 5, Bob Coenen, "Firestone Bob", visited the garage with Mr. Evans of Firestone. Bob has been stationed at Camp Bowie for a long time and expects to be leaving the "Heart of Texas" soon . . . Bob Hinze joined the Seabees and left for Norfolk, Virginia, on Friday, October 23. Everyone hated to see him go . . . Paul Marshall, who has been stationed up at Treasure

Island for over a year, stopped by for a visit. He told us some tales about his eighteen months on a hospital ship . . . John H. McCornack, Acting Chief Clerk, has been taken out of circulation by Helen Dunham Quackenbush. The wedding was on October 2. We extend to them our hearty congratulations and best wishes . . . Mrs. Marguerite Pauschert, wife of Henry Pauschert, formerly Two Bells columnist, met with a severe accident and is confined at

#### CHAIRBORNE COMMAND

Five men have left their duties with the Company to become members of the Special Roll. In their retirement, we all wish them a long and successful career with lots of happiness and good times.

**Walter Hole**, who was an Inspector in the Instruction Department, had been with the Company over thirty-nine years. His first position was an Instructor in the Transportation Department, and in 1937 he was transferred to the Instruction Department. For those who may want to contact Walter, write Route 1, Box 37, Huntington Beach.

Flagman **Frank Joe Miller** was going on his forty-fourth year with the Company. His first job was at Division 5 as a Motorman, and in 1933 he was appointed Flagman, and on October 3 he began his lazy days career. You'll find him in the garden at 9755 Yocum Drive, Beverly Hills.

**John Adam Thompson**, who was a

Conductor at Division 3, was placed on the Special Roll October 10. He came to the Company in 1922 as a Conductor at Division 4, and the following year transferred to Division 3. Those wishing to drop John a note may address him Route No. 1, Box 154, Calexico, Mexico.

**Charles Jacob Groth** became a retired man on October 21 after serving the Company over twenty-five years. His first position was that of Motorman at Division 1, and he was later transferred to a Conductor. He resides at 4001 Hammel Street, L. A.

Another employe who has been with the Company a long time is **Henry Hazen**, who was one of the family for over thirty-one years. In 1912 he was employed as a Conductor at Division 5, and since 1933 he has served as a Watchman and Flagman. On October 24 he was put on the Special Roll. His present address is 807 E. 67th Street, Inglewood.

Santa Monica Hospital for an indefinite time. We sincerely hope for her recovery . . . We extend our sincere sympathy to George Borngrebe. His wife passed away this month . . . D. R. Yates crowded onto a streetcar one early morning a couple of weeks ago on his way to work. He said he pushed his way into the mob to keep warm and will never do that again, as someone picked his pocket . . . Doris Sievert, Verla's sister, is our new storeroom clerk. She also just celebrated her birthday but no one knows whether it was her 18th or 19th. Anyway, happy birthday, Doris . . . Mary Woodruff is spending two days' vacation in San Francisco and Laura Tullar just returned from a glorious trip to Balboa . . . J. M. (Uncle Jim) Buchan came through with one of his choice brand of broad Scotch smiles Friday, October 22, when he was surprised after walking onto the job and finding out that Laura (Mom) Tullar was aware that it was his birthday. She had arrived earlier with a twinkle in her eye and a cake under her arm, and when Jim made his first trip around the shop, he ran into the cake with three and one-half candles on it and a card of well wishes . . . The best story of the month is told on Fred McCulloch who, when reaching for the microphone to broadcast for a road mechanic, got hold of the telephone. He repeated "Road mechanic, road mechanic" and not hearing the loud speaker blare forth, he looked at what he had in his hand. Everyone enjoyed a hearty laugh. We wonder what the operator at the telephone company thought.

#### SNIFFLE STOPPERS

Over 350 employes appeared at the Doctor's office to fortify themselves for the coming weather with cold preventive tablets, and that is but ten per cent of the personnel. The tables are free to every member of the E.B.F. Fund, and may be purchased for their dependents at \$1.00 a bottle.

Call at Room 406 in the Main Building before you start sniffing.

# Christmas Party . . .

The Los Angeles Railway Women's Club announces all preliminary work has been finished to make a huge success of the Christmas Welfare Party and Handicraft Exhibit to be held Saturday, November 13, at 962 West Twelfth Place. The dinner, under the supervision of **Mrs. Samuel Ashworth**, will be served from 5:30 to 7:30, and all dinner tickets are reserved.

Entries for the Handicraft Exhibit should be made through **Mrs. O. C. McDermith** by calling CA. 19725, and must be in the club rooms by noon, November 13. Three articles may be entered by each member of the club. Mrs. McDermith asks that members bring in antiques, and suggests that the men in the Railway bring any hobbies which they would like to show for display only. **Mrs. J. T. Watts** says, "This yearly get-together is a marvelous time for eligible future members to visit our club rooms and get acquainted with the Railway family and the Railway social life. It's the one time of the year when you can meet many old friends for plenty of fun and help a most worthy cause—remembering those at Christmas less fortunate than ourselves."

October meetings were well attended, the October 7 meeting being the highlight of the year when we had as our honor guest the President of the Company, **Mr. P. B. Harris**. Luncheon hostess was **Mrs. W. G. Clardy**.

The War Stamp Chairman, **Mrs. B. C. Timbs**, has sold more than her quota at each meeting, and **Mrs. E. V. Athen-**

**ous**, Chairman of the Red Cross Auxiliary, announces that, although membership is increasing, more workers are needed.

The Square and Compass Club are also looking forward to the Annual Christmas Welfare Party, when, for their meeting on the 13th of November, they will attend the dinner and party at the Women's Club. "No doubt the club will be able to get off in a corner," says **H. F. Nelson**, "some time during the evening, for a short business meeting."

October was a busy month with both meetings being well attended. The Ladies Night Blowout on October 16 had over a hundred chicken eaters. On the 21st, **H. E. Patten**, supervisor, received his third degree at Henry S. Orme, and **John Danek** of the Electrical Department received his third at Moneta. The following evening several members journeyed to Utopia where **Tom Lambert**, machinist, received his third. We hope these boys will be regular attendants to our monthly meetings.

**Mr. P. C. McNaughton**, Secretary, reports that the retired men held their annual meeting October 14, enjoying a program consisting of vocal numbers by **Mrs. Irene Van Horn**, **Betty McAllister**, **Minnie Doer** and **Thomas B. Renz**. **Gloria Brumby** gave a splendid humorist portrayal of the female air raid warden. Miss Brumby gives a free entertainment every Sunday evening at seven o'clock in the Knights of Pythias Hall, 617 Venice Boulevard. The meeting was a success and everyone went home happy.

## CLUB CALENDAR

Employees Emeritus	November 11—Room 309—LARY Bldg. 2 p.m.
Square and Compass	November 13—Dinner and Meeting. Women's Club. 962 W. 12th Place.
Women's Club	November 13—Welfare Party and Handicraft Exhibit. 4 to 10 p.m.
	November 18—Regular meeting. Contest for Members—Subject, "What Do I Have To Be Thankful For?" Prizes.
	December 2—Regular meeting.
	Every Tuesday—Red Cross Auxiliary. 10 to 3.
	(Club Rooms—962 West 12th Place.)

## AWARD

### *For Service Over and Beyond the Call of Duty*

*In recognition of its responsibility to its workers and to the nation, and in compliance with a proclamation by the President of the United States, calling on the National Safety Council to intensify its efforts to reduce accidents to Save Manpower for Warpower*  
**Los Angeles Railway Corporation**  
*has voluntarily subscribed its fair share of support to the most far-reaching movement ever undertaken to reduce the enormous social and economic losses through accidents in the United States.*

THE NATIONAL SAFETY COUNCIL'S  
WAR PRODUCTION FUND TO CONSERVE MANPOWER

*W. A. Inver*  
WILLIAM A. INVER  
National Chairman, War Production Fund to Conserve Manpower

*John Stewell*  
JOHN STEWELL  
President, National Safety Council

*Charles E. Wilson*  
CHARLES E. WILSON  
Executive National Safety Council  
Executive War Chairman, War Production Board

The above certificate has a choice place on the wall of the Personnel Department. It was presented to us for our safety achievement in saving manpower for warpower.

## IT DIDN'T TAKE WILDE LONG TO BE NOTICED

Editor's Note: G. B. Wilde returned to the Company on the sixth of October after 13 months in the Army. He was stationed as a guard in a Jap camp, and his duties were to escort the loyal Japs away from that camp and bring back the disloyal Japs. Wilde tells us that he definitely had his fill of the slant eyes.

"I wish to commend the caution and good, quick action of a motorman last Wednesday, October 20, about 3:20 P.M. on West 8th Street near Harvard. The large number on the streetcar was 1227. A small dog became confused in the traffic, and only the good work of your motorman saved the dog from a horrible death.

"I was driving an automobile going east on 8th Street. The streetcar was going west. Some people are so heartless and indifferent about animals, but suffering is the same in animals or humans. I wish to thank that motorman for his carefulness."

Viola M. Joos (Mrs. J. W.)  
894 So. Bronson Avenue.

FOR SALE—

CAPON EGGS!

See H. C. Lehnhart or Dick Hilf.

## THE LAST TERMINAL . . .

Since the last issue, the Company has lost three of its members and the wives of two members.

**Owen Quigley** of the Special Roll passed away October 12. Born July 21, 1888, in Ireland, he came to the Company as a Substation Operator on August 2, 1920, and remained at that position until September 24, 1942, when he was placed on the Special Roll.

**Einar Fritz Nordlund**, who was a carpenter at the South Park Shops, died October 5. Mr. Nordlund had been with the Company since July 9, 1935, when he was employed as a carpenter. He was born May 30, 1897, in Aryd, Sweden.

**John Henry Lamb**, also of the South Park Shops, who was a car repairer, passed on October 17. Mr. Lamb was born September 17, 1887, in Bluff City, Illinois. He came to us on October 9, 1942.

The wife of **Dennis Yates** of the South Park Shops passed away October 18, and the wife of **George F. Borngrebe** of the 16th Street Garage, died October 20.

Our heartfelt sympathy is extended to the bereaved members.

## CARDS OF APPRECIATION . . .

Acknowledgements of appreciation were received by the Company for the kindness and sympathy extended them during their recent sorrows from Mrs. **Katherina Ginss** and **Edmond Ginss**; Mrs. **W. H. Sullivan** and family; Mrs. **E. Nordlund** and **Ann Marie**; and Mrs. **John Lamb** and family.

# THANKSGIVING COVERS



There still is, and there shall always be, a Thanksgiving. The little girl with the big drumstick on her plate is part of the world for which we are fighting. Let's give thanks this year that we are well on the road to success.

Our back cover pictures the very active Motor and Convoy Units, two companies from the Motor Coach Lines and two from 16th Street. We salute these boys who give unstintingly of their spare time—who pilot a bus for ten hours every week day and then go out on Sunday to drive a test convoy in order that should emergency evacuation or mass troop movement be necessary, they would be prepared with the knowledge of convoy procedure.

The lineup in the upper left hand corner was posed at 16th Street. In the top row we have H. J. Scott, A. A. Grant, L. E. Sires, J. E. Barnett, W. C. Rogers, P. D. Tucker, R. J. Corbett. Bottom row F. G. Ballenger, F. C. Patton, J. R. Dittman, and M. W. Cook.

Right hand corner—Lou Prosser finds a loose screw during a routine inspection made on the trial run. When a convoy is halted, a mechanic makes the necessary inspection. Second row—T. E. Carpenter and D. L. Ladhoff study the running chart which shows time, route, speed and other factors entering into the trial convoy run. Right, Mr. G. R. Troutwine, Superintendent, Los Angeles Motor Coach Lines, goes over some of the mistakes which the convoy drivers made on their first convoy movement.

Picture below shows the energetic group at the 16th Street Coach who are members of the Army Transport Convoy. The convoy operates in accordance with military procedure as set forth in Army Regulations issued through the Office of Civilian Defense. Each member attended classes under Company instructors trained by the O. C. D.

Officers for the units are chosen by the men. There are several ranks which are attained by hard work and diligent study, so when you see a sergeant's stripes on a bus driver's sleeve, you know he or she donates hours upon hours of spare time.

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

	1943	1942	1943 Increase + Decrease— Over 1942
<b>TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)</b> .....	1,657,712	1,390,583	+267,129
<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> .....	1,103,268	1,071,165	+ 32,103
<b>TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)</b> .....	191,820	49,132	+142,688
<b>INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)</b> .....	48,130	66,712	— 18,582
<b>Total Expenses</b> .....	1,343,218	1,187,009	+156,209
<b>Leaves Net Profit or Loss</b> .....	+ 314,494	+ 203,574	+110,920

# MOTOR TRANSPORT AND CONVOY



A FEW OFFICERS



INSPECTION



CHECK-UP



L.A.M.G.  
ATTENTION



SIXTEENTH ST  
LINE-UP