

TWO BELLS



Harvest Skies

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The LARy Worm Janet Preston

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- D. B. Kohl Once Overs From One
- L. B. Meeks The Hillbilly Boys
- B. C. Latham Streamliners
- F. Mason "V" Notes
- Mrs. Rippert 16th Street Exhaust
- R. S. Wallace Shavings from the Shops
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- L. F. Sparks Yardbirds
- Walter Whiteside Short Circuits
- F. Sommers Sour Grapes from Vineyard
- M. Williams Sparks from the Trolley

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Our thanks to Forrest Doucette, Editor, at Douglas, El Segundo, for the pictures of the S.B.D. which made our cover theme possible.

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



**Pity
The Man
in
The Monkey
Suit**



By ART WARREN

This is the second in TWO BELLS "Getting It Off Our Chest" series:

THE supervisor has been tagged by some wiseacre trainmen as "The man in a monkey suit." Monkey suit or not, the supervisor is a very busy man with plenty on his mind. Sure, the trainman has his one streetcar, and we readily agree that he has his car loaded to capacity and the passengers in his hair most of the day, but the supervisor has 60 or 80 cars to worry about. He must know where each car on the line is at all times; he must regulate the schedules to handle passenger traffic; he must be ready and able to take charge of emergencies, be it a fire or only a parade. He must keep in his mind a picture of the entire system, its crossovers, phone boxes, electric switches, turn backs, terminals, and so forth. He must be able to make minor repairs to all types of vehicles and to operate them. Under present war conditions, with the shortage of manpower and the advent of additional passenger traffic, he has had to build and route his own line schedule day by day. With cars held in the barns, he must be able to give some sort of service with what he has left. That means stretching headways, holding back some cars, filling in trippers, if any are available, holding out cars, and many other things to keep these essential vehicles rolling. He must build that schedule in a hurry. He must do it at a moment's notice.

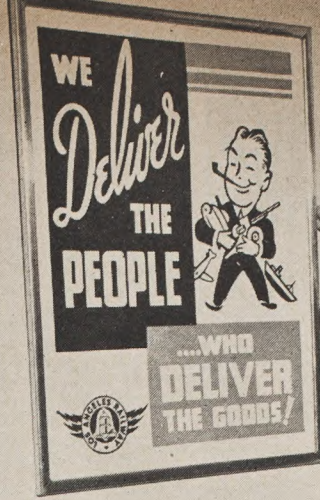
Most of the fellows appreciate these supervisors. Most of the supervisors are very popular with the men, but there are some who take advantage of the "man in the monkey suit" without stopping to think or consider what their actions do to muddle up his already muddled problem. Trainmen who leave sharp or late conflict and throw the line in disorder. They are not good neighbors inasmuch as their actions affect their follower who, like themselves, is but trying to earn a living. They are doing to the other fellow what they would hate to have done unto them.

We are all in the war together. Transportation of passengers is our job and our duty. It is necessary to follow the leader on the line, and it is not necessary to catch up with him.

Give the supervisors a break. Cooperate with them and you'll find that they will cooperate with you. There will come occasions when the "man in the monkey suit" might ask you to make an extra trip, or to carry a longer headway. Do what he asks. He is only trying to serve the people on the line—the folks who pay our salaries. The people who are working to win this war.

Let's all work together.

ONE YEAR WITH US



1



ONE year ago this September the first Conductorettes were hired by the Los Angeles Railway in an effort to solve the manpower shortage. The first group of students is pictured above. Four of that group are still with us. They are: Mrs. Frances Tigert who was not present when the picture was taken, Mrs. Lorena Weaver, who has been appointed

Interviewer for the Personnel Department, Miss Helen Blevins, and Miss Irene Stevens. To the original four have been added 27 motormanettes, 89 conductorettes, and 43 coachettes. The nation salutes these women of valor who accepted a tough job and followed through, doing a patriotic service.

The Los Angeles Railway was one of the first transit companies to use women in their train service. Since that time other transit industries have followed suit. The terms "conductorette", "coachette", and "motormanette" originated on this property. Our conductorettes have been featured on many radio programs with Frank Sinatra, Horace Heidt, Bing Crosby, Jinx Falkenburg, and others. These women were "Firsts." They pioneered in a brand new field for the so-called weaker sex.

It was hard for them to realize that 30 seconds was a half minute,

FIRST ROOKIES
Chief Instructor Elrod (left), Inspector-Instructors M. J. Thomason and I. C. Acuff give the first conductorettes their first lesson. From left to right in the group are Irene Stevens and Helen Blevins, and the last one on right is Lorena Weaver. Three of the four who are still with us. Upper right picture is Coachette, Joan English.

and it doesn't take many half minutes to make a car late. The instruction school was rebuilt psychologically to handle this new type of student. The instructor could not point to a fuse box and say, "This is where the light fuse, switch fuse, or ribbon fuse goes." It became necessary for the instructor to explain to the young ladies what a fuse was. He did it in this manner: "The electricity comes down the trolley pole in a sort of pipe. Right here we have what is known as a fuse. It is a pipe of smaller dimensions. This fuse or pipe will only take a certain amount

(Continued on page 22)

'ROUND THE CLOCK WEAR



U.S.O
Dance
Tonight

Dear Ladies

presents

FALL FASHIONS for Around-the-Clock Wear

by Joan Hoffman
of California
Stylist Magazine...



For DUTY DINING and DANCING

Upper Left: The perfectly tailored chesterfield that goes anywhere, over anything. Looks as nice for the date after work as it did when donning it in the morning. It is made of heavy, navy blue wool with gold buttons, and is teamed with a navy weskit and skirt, worn with a long sleeved white crepe blouse. A jaunty navy, felt beret and milk white pigskin gloves add the finishing touches to this attractive outfit. Worn by Virginia Field of United Artists.

Center Left: Tailored cocoa brown suit feminized with a white organdie blouse trimmed with a dainty lace. The heavy wool fabric beige pancake hat is a match to the smart bag this business miss carries. She not only looks attractive on the job, but with a few added accessories to match her suit she becomes a glamour girl for her date after work. Worn by Barbara Hale of R.K.O.

Lower Left: What could be more stunning than this two-piece suit dress for work, then dining and dancing. It is of black crepe, buttoning down the front of the jacket with tiny covered buttons, and has the added distinctive touch of bright color at the neck in a sequin design of blues and greens. With the suit the busy career girl wears a tiny off-the-face hat of green felt. Worn by Margaret Hayes of Samuel Goldwyn's.

Upper Right: This one-piece wool dress with coat to match will feel good when winter comes. The blocked front is very colorful and girlish and may be worn all around the clock. Her pill box hat and gloves complete the ensemble. Worn by Helen Walker of Paramount

Lower Right: An off-the-face flare hat matches the brown stitched cashmere wool bag. Nice to wear to work and nice to wear for dining after work. Goes well with many dresses and suits. Worn by Leslie Brooks of Columbia.



Prudence Penny's Fruit Cake

- 1 cup butter
- 1 cup granulated sugar
- 1 cup brown sugar
- 8 eggs
- 4 cups sifted flour
- 1 teaspoon salt
- 1 teaspoon each of cinnamon, mace, nutmeg and allspice
- 1 cup cream or top milk
- ¼ lb. orange peel
- ¼ lb. lemon or grapefruit peel
- ¼ lb. citron
- 1 lb. candied cherries, left whole
- ½ lb. candied pineapple
- ¼ lb. candied apricots
- 1 lb. walnuts, left in halves
- 1 lb. pecan halves
- 1 lb. seeded raisins
- 1 lb. currants
- 1 quart fruit juice, sherry or brandy
- 1 8-oz. glass strawberry preserves or orange marmalade
- 1 teaspoon each orange, vanilla and almond extract

Prepare fruit, leaving it in fairly large pieces with the exception of cherries, then add the nut meats, add sherry, brandy or fruit juice and let stand overnight, keeping the bowl well covered. Stir and lift up from the bottom, once or twice. Use ¼ cup of the fruit juice, sherry or brandy which you soaked the fruit and nuts in, and save the remaining liquid for dipping cheese cloth in to wrap around cake (instructions below). This excess liquid may be stored also. Sift the flour once, measure and sift again with salt and spices. Cream butter, then add the sugar and cream well together. Add eggs, one at a time, and beat well with each addition. Add soaked fruit and nut meats, also preserves or marmalade. Add sifted dry ingredients, a little at first, then alternate with the cream. Add extracts. Pour into pans which have been greased, lined and buttered; even batter nicely in pans, being sure that corners are well taken care of. Bake in slow oven, 250 degrees, time depending on size of pans. This cake weighs approximately 10 pounds.

Wrapping:

What to Send the Boys

T. Sgt. Leslie Maloche of the Army Emergency Relief gave "Dear Ladies" the following tips on what to send the boys in service for Christmas.

Mixed box — Candy, cakes and cookies (home made preferred). Fill in the crevices with smokes, razor blades, good toilet soap, snap shots, air mail stamps and any other small items listed below.

Imitation leather folders for pictures. These should be small enough to slip into the pocket, 3 x 5 inches at the most—and don't forget to put the pictures in! These mean plenty to the boy away from home.

Pen and pencil sets.

Identification bracelets. Man's name on outside, service he is in (U. S. Army, Navy, etc.) Put serial number inside. Remember, these are going to men—avoid the frills—they will have to be strong and masculine enough to take it!

Good silver chain for "dog tags," not too long, just large enough to slip over the head.

Writing portfolios — not too large.

After cake has been decorated and is cool, take a cheese cloth and dip it in wine. Squeeze out the wine and wrap cloth all around the cake. Then wrap the whole thing in several thicknesses of wax paper and put in an airtight container preferably a tin container. If you don't have this, use wood or fiber board.

For mailing overseas, the cake, including wrapping and all, must not weigh over five pounds, and must not exceed over 36 inches in girth (all the way around).

The boys like packages wrapped prettily, so put fancy wrapping around sides and top of the inside packages, but don't wrap fancy tissue papers and ribbons around as inspectors may have to open them.

Wrap package for mailing according to Sgt. Maloche's instructions on this page.

Brushes for cleaning and polishing buttons and buckles—3 in all, all small. (1) straight edge tooth brush, (2) finger nail brush (with handle), (3) a buffer brush with lots of bristles for polishing. With these you might send a bottle of clear nail polish—don't laugh, this is to put over buttons and buckles after they are polished to keep them shining. A bottle of polish remover would be appreciated, too.

Thread might be added to the packages — spools of suntan, white, olive drab and navy blue, depending upon the service the man is in. Size 50.

Cigarettes are desired by men in foreign territories as they prefer the American brand.

There may be other things the boys have requested, too. When wrapping packages give it that personal touch. Make the boxes as attractive as possible — it pleases the fellows.

For men overseas, the packages should be mailed no later than **October 15 for soldiers** and no later than **November 1 for Navy**, including the Marines and Coast Guard. One package, once a week, may be sent from any one address to the same service man and these can be sent without a request from the man.

For overseas mailing they should be enclosed in wood, metal or corrugated pasteboard, well wrapped and plainly addressed. "Christmas Parcel" should be plainly written on outside together with serviceman's full mailing address and return address of sender.

Your package will make Christmas brighter for the fellows away from home.

Helen

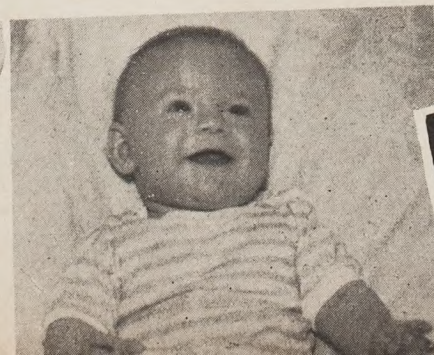
Editor, "Dear Ladies."

Larry's darlings



WE PROUDLY PRESENT THE FOLLOWING LINE-UP OF DARLINGS:

(1) George Shaffner, III, is 9 months old. His father is in the Navy making the Pacific ocean unsafe for the Japs. Little George saw his daddy for only one day, the father being called into the Navy the day after the baby was born. (2) This little tyke in a sailor's hat is the grandson of A. D. Arnold, South Park Office. His name is Bruce Arnold Haserot and was two and a half years of age when picture was taken. (3) Seven-year-old Eleanor Marlene is the daughter of Otho Short, Division 1. This picture was taken the day her daddy won the Grand Prize in the Victory Garden Contest. (4) The Edmons twins and their baby brother. Dick and Don are 6 years old while Benny is 4. They are the proud possessions of I. L. Edmons, Division 4. (5) Grandsons seem to be the order of the day. L. E. Adkins of Division 1 shows this picture of Guy Roger Muto to all his friends. Evidently, someone just told little Guy a cute joke. (6) The little boy holding his baby sister, Barbara Sue, up to the camera is Paul Wayne. Their daddy is William V. Vannoy who is stationed in San Diego at the U. S. N. T. S. He originally hails from 16th Street. (7) Adelia poses in her new party dress. She is the pride and joy of E. Aguillar, oiler, at Vernon Yard. (8) John Douglas Arnold at 5 months. John's daddy formerly worked at South Park. He's another grandson of A. D. Arnold, a fixture in the South Park Office. (9) Last but not least is Ronnie Lee, son of Jimmy Grace, 16th Street Coach. Ronnie Lee is in conference with his teddy bear and panda.



LEONARD M. KELSEY



OUR THIRD GOLD STAR

By R. S. Wallace

A third gold star in the Los Angeles Railway's flag honors Leonard M. Kelsey, formerly of the South Park Carpenter Shop. He died for his country when the Maddox went down in one and a half minutes during the invasion of Sicily. News of his passing is very meager, as is the custom in matters of Naval disaster. The report, "Missing In Action", tells us nothing except that he was manfully performing a duty when stricken. Kelsey was a seaman, first class. Little is known of his early life. Too soon he was thrown into a world he knew so very little about to overcome such difficulties as only a homeless boy has to overcome. That he did overcome them and the manner of man into which he grew is evidenced by his many loyal friends. He was popular in all Railway sports activities and was short stop on our ball team.

To his relatives and to his friends, we extend our condolences.

We miss him too.



STARS FOR AUGUST AND SEPTEMBER

Flanigan, Hebert E.	Division 3
Jones, Bert Call	Division 4
Languille, Theodore E.	Division 1
Cesak, Joseph W.	Division 1
Northrup, Joseph G.	Motor Coaches
Bates, Henry A.	Division 5
Shoemaker, Gilbert T.	Division 5
Billings, Bart D.	Division 5
Austin, Lorin M.	Schedule Department
Brown, Howard E.	Division 3

LOS ANGELES MOTOR COACH LINES

Cirker, Charles S.	Operator
Winters, Kenneth L.	Operator
Parent, Richard J.	Mechanic Helper
Younger, Gillie W.	Operator
Sykes, Grady J.	Operator
McCartney, William L.	Operator

RETURNED FROM MILITARY SERVICE

Barker, Howard P.	Motor Coach
Wasser, Floyd G.	Division 5
Bladel, Alfred N.	Sixteenth Garage
Total LArY stars after deducting reinstatements	482
Total L. A. M. C. after deducting reinstatements	116

MAJOR "MARK" MADE HIS MARK

The soldier on the right in the lower picture is Major Marcus J. Lemley, formerly of Division Four. Marcus was a very popular operator, quite lucky at pinochle, and one of the best of extra clerks. He left before we entered the war to join the Ferry Command and piloted planes from Canada to England. He has taken part in five bombing raids against Germany and Occupied Europe with the 8th Army Air Force. In the picture below he is being awarded the Air Medal and the Purple Heart.



VITAMINS ARE FIGHTAMINS

By DR. G. F. SMITH

The following article was written to stimulate the employes who are working under stress and difficulties into the habit of paying more attention to what and when they eat.

It's a Proven Fact That We Can't Work a Run and a Tripper on Doughnuts and Coffee—Even if it's Good Coffee.

Every day we have patients coming into the Medical Department to complain of being tired, nervous, and unable to sleep at night. These patients have poor appetites, look had—and no medicine will put them on their feet. Their problem is inadequacy of diet. Inadequate diets make for inefficiency.

But many of those employes do not know just what is an adequate daily diet. For their information, a "National Nutrition Yardstick" was evolved which they could follow to give them the energy needed for doing strenuous work. According to the "Yardstick", each day's food supply should include selections from these seven "basics:"

Nutrition Group 1—Green and yellow vegetables—some raw some cooked, frozen or canned.

Nutrition Group 2—Oranges, tomatoes, grapefruit or raw cabbage or salad greens.

Nutrition Group 3—Potatoes and other vegetables and fruits raw, dried, cooked, frozen or canned.

Nutrition Group 4—Milk and milk products—Fluid, evaporated, dried milk or cheese.

Nutrition Group 5—Meat—poultry, fish or eggs—or dried beans, peas, nuts or peanut butter.

Nutrition Group 6—Bread—flour and cereals—Natural, whole grain, or enriched or restored.

Nutrition Group 7—Butter or fortified margarine (with vitamin A added to margarine).

In addition to the basic seven, eat any other food you wish. Choose from each group if possible but adapt to wartime shortages.

KILL THAT COLD

Preventatives for colds this coming winter season should be taken in the month of October. All members of the E. B. F. fund are entitled to cold tablets free. They may be had by calling at the doctor's office, main building. Cold preventative tablets for immediate family members may be purchased through the company for \$1.00 per box. Do it now—don't wait till your feet get wet.

For example—If scarce in Group 2 use more of Group 1 and 3.

If scarce in Group 4 use more of Group 1, 5, 6.

If scarce in Group 5 use more of Group 4 and 5 (beans).

If scarce in Group 7 use more in Group 1 and 4.

Here is an easy pattern to use in checking your daily food allowance:
Milk—1 pint.

Eggs—1 daily if possible (on days egg not used, beans, peanuts, cheese or more milk or meat to be used instead.)

Meat, fish or fowl—one or more servings.

Potato, one or more servings.

Vegetables, two or more servings.

One green or yellow vegetable.

Fruits, two or more; one citrus or tomato or other good source of vitamin C.

Cereals and bread, whole wheat or enriched.

Other foods as needed to complete the meals.

In addition to daily food allowance, a daily allowance of from 0.15 to 0.30 milligrams of iodine is desirable: this can be met by the regular use of iodized salt.

Start the Day Right

For energy and sound health each meal of the transportation worker should be planned to supply at least one third of the day's food requirements. Too many workers with early starting hours are apt to leave home without breakfast or with an inadequate one, one which merely consists of coffee and rolls. This kind of breakfast is a poor foundation for the four or five hours of work to be done before lunch time. The breakfast of the peak efficiency worker needs at least a fresh or cooked fruit or fruit juice, a dry or cooked cereal served with whole milk, an occasional egg, whole wheat toast and coffee for every breakfast.

"Those whiskers may fool some of the boys Mr. Klotz, but your best bet is to disguise the coffee."



THE LARY BOOKWORM

TALKS OVER TRANSIT TOPICS

By **JANET E. PRESTON**
Assistant Librarian

Hello, folks! I am glad to meet all of you. I just moved in here a short time ago, and I am gradually getting acquainted with all the nooks and crannies of my new home . . . Won't you sit down and chat a bit with me?

And speaking about transportation, did you know that in the transit industry, streetcars, trolley coaches and city buses, the Office of Defense Transportation Division of Transport Personnel estimates, will transport a total number of 250,000 workers by November? It makes you feel that you are really in a large and very vital industry, doesn't it? . . . The women really are helping out in the shortage of man-power, to keep our transportation systems going. Just the other day I was digesting a magazine and discovered that in New Orleans they now have 144 women employed and soon they will finish the training of 28 new ones. And in Baltimore, the Baltimore Transit system, by order of the Superintendent of Transportation, recently appointed as supervisor of motorwomen, Miss Nina Neusinger, a former motorwoman. The first woman in New York to be given an executive position in the transit industry is Miss Ella D. Troughton, "Ella" to the boys, who has just been elected Secretary and Assistant Treasurer of the Rochester Transit Corporation. Downtown San Antonio now has transettes on the busy corners, who assist during the peak period of each week day. San Antonio has given their old rejuvenated buses names, such as "Methuselah", "Old Gray Mare", "Cinderella's Coach", etc. The names are painted on the sides—bomber style . . . Manpower shortage doesn't phase the city officials of Pasadena, who have purchased a municipal herd of sheep to trim the grass in the city parks. The best way to take care of this shortage is to buy our bonds and get the war over as soon as possible. If soldiers can buy more than \$21,000,000 worth of war bonds monthly, we can deny ourselves a few more luxuries. Speaking of soldiers, service men are jamming park concessions and amusement parks. Trolley cars, buses, excursion steamers and interurban trains to those places are cat-

tering to some of their biggest crowds. . . . I really get dizzy eating through that book with the spiral binding on that top shelf. It's a help in repairing trucks and coaches and it is put out by the General Motors Truck and Coach Division, called **JOB SEGREGATION GUIDE**. The Studebaker Corporation has published two pamphlets on this order, instructing women in service maintenance. They are **WOMEN FOR AUTOMOTIVE MAINTENANCE** and **STEP-BY-STEP TRAINING OF WOMEN IN 100 SERVICE JOBS**. These make it so much easier for the beginner to understand this work. A report on **HARD-SURFACING**, which is helpful in war-time maintenance, came in the library a few days ago. It is published by the Society of Automotive Engineers. And the General Electric Company has contributed their bit in the **TRANSIT MAN'S MAINTENANCE GUIDE**, dealing with the maintenance of electric equipment on streetcars, trolley coaches, and electric-drive buses . . . Nowadays transportation for war workers is such a problem that a conference was held in the Middle West to discuss this topic, and answer many of the questions which arise. The proceedings of this meeting, published by the Na-

tional Conservation Bureau, **PROCEEDINGS IN THE MIDWEST WARTIME CONFERENCE ON EMPLOYEE TRANSPORTATION** are very interesting and helpful . . . Must you go? Drop in again for another chat with Lary Bookworm. Guess I'd better start worming my way through some more material.

ROCKING CHAIR COMMAND

Four employees recently said "farewell" to hard work and retired with their names being placed upon the Special Roll. We wish their remaining days to be full of happiness with the fish biting, the rocking chair in a sunny place, and the golf courses in good shape.

Robert S. Bliss spent forty-three years with the Los Angeles Railway. Mr. Bliss was Field Representative for the Personnel Department at the time he was placed on the Special Roll, August 19. He was truly an old-timer, starting to work at Division 1 October 3, 1900. When the need arose for someone to call on the personnel who were suffering from sickness, financial worries or any other troubles, Mr. Bliss was chosen to act in that capacity. For the many friends who would like to repay a visit, his address is 4520 Orchard Avenue, Los Angeles.

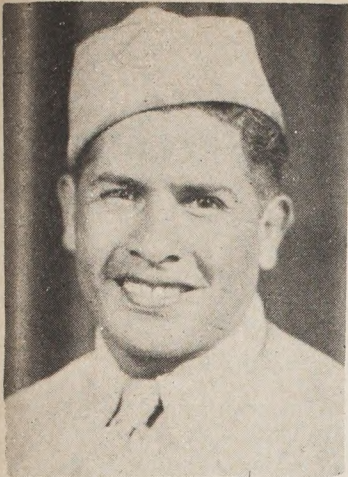
Flagman **James Hollingsworth**, from the Transportation Department, was placed on the Special Roll July 25th. His address is 224 W. 54th Street.

Department 12 bade farewell to **John S. Moore**, Carpenter, who began his lazy days career August 10. Mr. Moore was employed as a Carpenter May 11, 1922, for the mechanical department. He has worked in a number of departments and is well known and well liked. His present address is 618½ West 81st Street.

Nelson A. Land, a popular car repairer at Division 5 until August 27, entered the services of the company in the mechanical department August 13, 1923. During those twenty years, he has been Group Man at Division 5, Car Repairer, Car Cleaner Foreman.



"THAT BOY OF MINE HAS ROBBED HIS PIGGY BANK AGAIN. WHY THE LITTLE CROOK!!"



1

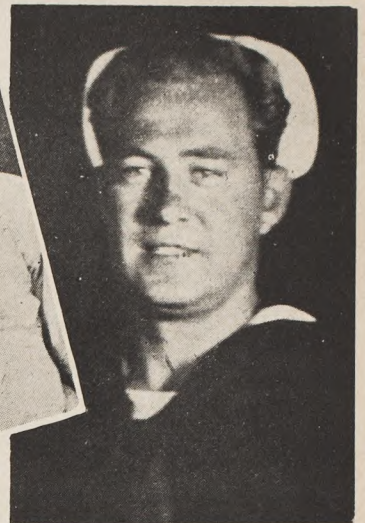


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3



4



5

LINE-UP OF STARS:

(1) First star is Cpl. Eugene Rodriguez, formerly with the Way & Structures, who was "lead off man" of their champion baseball team. Right now he is a "lead off man" for the Army Engineers as a carpenter. (2) "Come up and see me sometime" says Elmer B. Stowe, "and we'll build a snow man. The weather here is several feet deep." Evidently Elmer, formerly of the L. A. M. C. Lines, is not in the South Pacific. (3) Odee L. Knox, former Janitor at 16th Street Garage, sends this picture with a "hello" to the gang. (4) 16th Street Garage sends a shot of Paul Marshall who is motor machinist's mate, first class, stationed at Treasure Island. (5) This lovely WAC, Bonnie Catello, is the daughter of Luigi Cotello, South Park, who has been with the Railway 24 years.

WITH THE CANINE COMMAND

Paul Marsh, storeroom clerk, 16th Street, enlisted his dog "Pal" on May 8 and was notified that Pal has successfully passed his basic training and is now in active duty with the dog soldiers and readily accepts the responsibility and discipline.



Says the Stork Reporter . . .

Baby boys seem to be the "rage" at Division 1. W. E. Maupin was seen throwing out his chest on July 31 on account of George Dewey entering the world. G. B. Capps is the proud papa of John Richard, born August 15, and R. S. Wildermouth was passing out cigars for his namesake, Ralph Stanley, Junior, who was dropped at the Wildermouth home by the stork on August 17.

Division 5 changed the picture, and R. A. Cone announced being the daddy to a baby girl, Joyce Lowella, on August 16.

The boys take the lead this month, however, as at the Sixteenth Street Garage Brian Dean announced his arrival to Papa John R. Hill.

Wedding bells rang for Motorman O. D. Cox of Division 3 who took Miss Elizabeth Gibson for his mate on September 11. Congratulations and the best of everything, O. D.

WHAT'S YOUR ADDRESS SOLDIER?

We are holding medallions for the following:

Division 1: Donald F. Hammill, Wilfred I. Manley, Ned S. Smith, James C. Thompson.

Division 3: Truman M. Baysinger.

Division 4: Lawrence D. Canatsey, Raymond P. Cook, Jr., Victor P. Jensen, W. C. Thorman.

Division 5: Cecil V. Garner, Alexander Lucas, George A. Merritt, Dan E. Thomas, Floyd Gilmore Wasser.

South Park Shops: T. H. Kerr, Arthur B. Thompson.

L. A. Ry. Coach Division: Allen S. Miller, Jr., Homer Clayton Myers, George E. Potter, Thomas C. Smith, Bernard B. Temple, Marvin W. Wood.



Affable Nordyke

Good Will Pays Dividends

If you don't believe this, ask F. A. Nordyke, formerly of the Edgeware Shuttle, who was given a box of cigars the day before he left the line in appreciation for his most courteous and efficient service.

Good Guy Goedke of Division Four

"Having a vague idea of the difficulties under which your company is operating, I hope what follows here will not prove to be a shock too great for you to handle.

"Yesterday afternoon I boarded a P car. It was the rush hour—around 3:30

(Continued on page 15)

Good Guy Goedke



Post War Ambassadors

Pencil Sketches from Life

Orchids to These:

Division One

- J. H. Bell—picked up suitcase contents.
- E. H. Mohler—aided tired soldier.
- G. V. Russell—consideration.

Division Three

- G. C. Bidwell—waits for ladies.
- M. F. Graham—quick, courteous.
- R. G. Monahan—neatness.
- L. T. Staten—found and mailed letter.

Division Four

- H. C. Baker—sense of humor.
- U. E. Dunn—a pleasure to watch.
- H. H. Foster—assisted blind.
- T. C. Grace—fixed B. O. car.
- C. R. Hilton—kind to man on crutches.
- D. L. Lowen—unusual poise.
- L. J. Morris—his humor refreshing.
- H. R. Richards—service to patrons.
- M. C. Sonner—helped with baggage.
- J. J. Wolf—assisted old man.
- G. T. Zenaire—worthy of mention.

Division Five

- J. E. Alvarado & D. Sneddon—aid in emergency.
- D. B. Bayliss—found & returned purse. (\$10 reward given)
- H. L. Clemons—patient, pleasant.
- Ida Edwards—informed patrons of correct smoking section.
- L. R. Gregory—kind & courteous.
- Bessie Hart—perfect lady.
- W. D. Jinkins—good motorman.
- W. N. Kerr—good trainman.
- J. O. Koontz—helped elderly lady.
- Ruth Rogers—excellent operator.
- D. Sneddon—helped lady with groceries.
- J. A. Wear—refined employe.
- Grace Wetzell—refined manner.

Diesel Pilots

- R. E. Schramm—courteous & helpful.
- E. J. Reed—pleasant & courteous.
- Mildred Cates—all round efficiency.
- Virginia Hale—had courage, charm.
- M. Montgomery—careful, efficient, courteous.
- M. McLean—pleasant smile.
- Verna Powell—lovely smile.
- A. M. Roberts—all of a gentleman.

Meet Supersalesman Schiefer, Div. 1 . . .

"I wish to take this means of expressing my appreciation for the courteous and efficient service I saw rendered to others on the streetcar, and to me, by one of your employes, No. 1480, Division One, and on your 'H' Line.

"As I entered the streetcar, I noticed the infectious smile of the conductor and its effect on those near him. He took a personal interest in the children—they were attracted to him. He answered questions efficiently and courteously and took care that they understood the directions that he gave them. He took a personal interest in the elderly folk, had a pleasant word occasionally for them, and carefully, personally, assisted them in and out of the car.

"He was even tempered, considerate, and efficient. I wanted to call a man of Mr. Schiefer's caliber to your attention that he might receive the consideration I feel he deserves."

G. Edwin Osher,
4953 Franklin Ave.

Supersalesman Schiefer



Present War Warriors

Should Get in The Army . . .

"You have often called your street car men soldiers. In a sense they are—they are definitely continually looking for a fight.

"I was on a 'F' car the other day when an elderly man who had only paid a 7c fare was accosted at Manchester by a belligerent conductor who insisted that the old fellow pay another 7c. The man stated he did not understand, and having paid his fare once he felt that was enough. The conductor did not attempt to explain the zone system but immediately started abusing the old fellow and called him a name which would make any-one fight.

"They kept the argument up until the end of the line where I left the car. After starting to walk away, I turned in time to see the conductor and the old man exchanging blows with the motorman vainly trying to stop the fight. The conductor knocked the old man down. The valiant crew left the poor old fellow lying in the street, got on the car and left the end of the line."

There's a Place For Everything . . .

"When I want to go to a prize fight I generally go to the Hollywood Stadium. When I want a peaceful street-

car ride, that is what I pay for. I don't expect to be a witness to an argument just to satisfy the emotions of one of your quarrelsome operators.

"You have a very quarrelsome man who operates an 'A' car. He is always looking for a fight. He seems delighted to pick a quarrel with his passengers. Last night he started an argument with a Mexican woman over a transfer at the post office and fussed all the way to Macy Street while running his car. I do not know if the Mexican woman was in the right or was beating her fare, but this operator should have let her off the car at the post office instead of taking her all the way to Macy Street.

"Last week I watched the same man in an argument with another woman over her transfer. At that time he stopped in the middle of the block for several minutes until some other passenger paid the fare because he wanted to get home.

"Thank Heaven I do not have to ride with this operator during the whole day, and if I did I am sure my disposition would become disagreeable. I am certainly glad I am not this motorman's wife. What a life she must lead!"

We Lead With Our Chin . . .

"Sunday morning about 11:30 A.M. I boarded a north bound Eagle Rock car at Colorado and Eagle Rock Boulevards. My three children were with me. I purchased five tokens, handing the conductor 50 cents and 5 tokens in return, all of which I held in my right hand. I then attempted to slide four tokens from my hand into the change box when five slipped in.

"I informed this conductor I had dropped one too many tokens into the change box and he handed me a card to sign. I said, "I do not have a pencil, will you loan me one?" He replied in a very sarcastic manner, "I have only one pencil, if I break that I am out of luck; you would think it's my fault that you dropped five tokens in the box."

"The loss of seven cents is not of any consequence, but the conduct of this employe was entirely out of order and I believe same should be called to your attention."

Yours In Disgust . . .

"On Friday I boarded an 'O' car at Sixth and Main. Because the car was crowded as usual, I was forced to stand near the first seat back of the operator. As many people boarded, he turned to me and demanded that I move back which was impossible for the aisle was blocked. He immediately stepped hard on my foot and then admitted that he had done it purposely. "Such a way to treat patrons."

"Yours in disgust."

IMPORTANT NOTICE

If you know of any changes of address of former employes who are now in the armed forces which have occurred in the last few months, please forward them to the Bureau of Public Service.

SO HIS CHRISTMAS WILL BE A MERRY ONE.

ALL SHE CAN SAY IS "NO PAY FOR PAPOOSE."





ONCE OVERS FROM ONE

By D. B. KOHL

Frank Danna, who is now a first-class cook in the Navy, dropped in for a visit. He had just arrived from the famous battle of Kiska and was full of stories about the invasion against the little men who weren't there. Frank is standing by for orders to some other destination and says he hopes there will be more action than they had in Kiska. He is anxious to get this nasty business finished so that he can come back to his place on the cars. Most of the boys in the armed forces seem to be of the same opinion. The agreement is that no matter how tough the going is on the home front, it's a picnic compared to an invasion, even of Kiska. . . . Everyone will be pleased to hear that P. L. Hunt is back after an operation and hospitalization of several weeks. . . . F. E. Schuler of the City Terrace Special (Evergreen Shuttle) advises us that the patrons have developed a super-service system. They stand at the rear door, and about the time the car gets in front of their house or at the destination they wish, they push heavily against the door. This throws the car into emergency and throws the operator against the front window, but the patron steps jauntily off in front of his own door. Schuler is so aggravated at this new technique that he suggests drastic measures for these miscreants such as a bomb or a booby trap fixed to the rear platform. . . . The rookies around Division One are the medium for many laughs. For instance, an operator on the "R" line, after making a stop, started to close his door when a short in the wiring caused the bell to ring. He tried everything he had learned

pertaining to a B. O. car, from climbing to look up at the ribbon fuse to cutting out the motors, but the bell kept ringing. He finally called for the emergency truck. When the emergency truck drove up, they asked, "What's wrong Buddy?", to which he replied, "I can't get this blankety blank burglar alarm shut off." . . . Another operator, making his first solo flight as a trolley pilot was having difficulty collecting fares, issuing transfers, collecting transfers, etc., etc. An instructor boarded his car and seeing the poor pilot with his arms full suggested, "Look, Buddy, let's put all this stuff down on the floor and get a new start." . . . J. W. Cesak has left our service to join the Coast Guard. When he left, he remarked, "The "R" line was too rugged." Then he intended to take a vacation, in the service, but a recent card states that the training he is getting is much more severe than the drubbing he received on the "R" line. . . . T. E. Languille has joined the Navy, but no word from him as yet. It takes these fellows about a month after the condition shots in boot camp before the soreness has gone from their arms and they are able to write a letter. . . . E. C. Hickey (old personality), who hands out a wise crack with every bunch of transfers, has been confined to the hospital for an operation. He is doing nicely and expects to be back at his old stand in a few weeks. His place is filled by Extra Clerk, Ray Roberts. . . . The gala day for Division One was August 29. On that day we enjoyed a NO ACCIDENT DAY. Now the next thing is to have a NO ACCIDENT WEEK, and then a NO ACCIDENT MONTH.

Through Division

STREAMLINERS

By B. C. LATHAM

Mr. Ellis wishes to thank the boys 'over there' for the swell job they are doing and to also thank the boys on the streetcar job for the swell job they are doing in spite of the long headways, more passengers than they have room for, and for the long hours they are putting in. We realize how tough it is on both fronts, but know whatever the job, it will be done well.

Sgt. Lefty Waggoner of the Army Air Corps, former Switchman at Div. No. 4, stopped in to say hello to everyone. He was here preparatory to flying a North American bomber back to Mather Field, where he is stationed.

V. E. R. Nordquist of the Coast Guard was another visitor at the Division recently. Both fellows are looking fine and like their work very much, but will be glad to be back on the old job again.

Cpl. W. L. DeGeere proved he could handle both jobs equally well. While on furlough from Camp Cook, he spent his time working a run on the "J" Line and we were mighty glad to have him.

It is reported that Homer asked Steve for a day off. He was asked why it was so important that he be off and Homer replied, "Well, Steve, it's like this. I don't really want to go on the sick list, but I haven't been sleeping very well lately. Last night I dreamed I was a stoker in Hell. I could see all those crowded P. C. C.'s coming down a big hill, and when they got to the bottom, I scooped up all the passengers in a big shovel and threw them in the fire." Steve agreed that Homer needed a day off.

Christmas packages to soldiers overseas must be sent by October 15.

Keyholes

YARD BIRDS

By L. F. SPARKS

All is quiet on the Vernon Yard front. The gardens are still producing and a number of the Yard Birds are talking about fall crops. Soon we will be hanging up chili peppers which will redden in the sun and get hotter and hotter as each day goes by. . . . Jess South, formerly popular track foreman, air-mails us from Hawaii his regards. Jess is serving in the SeaBees. Says he is in good health and mentions receiving some clippings from Two Bells which keeps him posted on the news. Jess would like to hear from some of the boys, so address your letters and Christmas presents to Jess South, BM 1/C, Batt. 76, M. A. A. Office, c/o Fleet Post Office, San Francisco, California. . . . Vacations this year were more or less uneventful, though Bill King spent his making a few short visits to Coronado, San Diego, and TiaJuana. He says there are plenty of steaks in TiaJuana. Where, Bill, at the race track or in the butcher shops? . . .

Today it's a motorcycle, tomorrow it's a plane. This typical American boy is James David Laird, son of Mr. and Mrs. David Laird, Division 5.



Left—Mrs. and Mr. E. J. Darling and their little Darling, E. J. Junior. Big E. J. hails from Division 4. Lynda Rustah, upper right, with her daddy. Lynda is two and a half years of age and claims she is going to be a coachette when she grows up. Papa Rustah is a coach operator at 16th Street. Lower right family group shows G. M. "Butch" Battelle, four and a half years old. Daddy Battelle is from Vineyard. Butch has raised the little "bullette" on a bottle, and the calf is now 51 ration points high and getting heavier day by day, but he'll never make steaks if Butch has his way.



Machinist Louis Schmidt was low on gas coupons so he just loafed around town doing nothing. . . . Elmer Mitchell, who operates a derrick, gave the fish a bad time on his vacation. He also brought home some tall fish tales to the boys. Elmer has a cabin at Anaheim Landing and every year he and Ed Fleming wear themselves to a frazzle trying to catch the biggest fish. . . . Herman Leibelt left two lonesome dogs behind when he went on his vacation. Leibelt went to San Francisco and left plenty of money for the boys to buy feed for his dogs but those canines miss him just the same. . . . Harold Shelford went to the Spas down Elsinore way for the cure. . . . Harry Diebert spent four weeks on the Kern River. Harry returned to work feeling rested. He claims he was so far back in the hills that when he told the natives about the war, they wanted to know how General Grant was doing. . . .

Want to send a streetcar soldier a Christmas gift? Call "Two Bells" office for A.P.O. addresses before the 15th.

(Continued from Page 12)

—and the car was packed with a miscellaneous assortment of hot, tired, and worried men and women.

"The car was in charge of a man whose name I cannot give you, as I don't know it, and while I wish to cast no disparagement at the business of operating trolleys, that fellow doesn't belong on a trolley. I don't know where he should be, for he's a genius and I'm not.

"He kept up a steady stream of comment as people got on the car and even while en route. It wasn't smart alecky, neither was it boring. At times it was very humorous. At Third he pulled his best one. There WAS room in the car for the passengers about to board, provided the passengers aboard shoved back a bit. The operator knelt on his seat, faced the passengers, and told them something to this effect: 'There's more folks wanting to get on here and there's room for them if you folks will just squeeze back a little. You can squeeze back and I hope you will. Know what? I'm gonna be a bit stubborn about it. I ain't goin' to start

this car until you folks move back to make room for our new friends.' (He couldn't go ahead for the traffic signal was against him.)

"I am quite sure, being the sort of bird I am, that if this fellow was snarling and snapping, I'd be sitting in here today giving you hell and making a bad matter worse. But I do believe it is a duty to heave a bouquet when occasion demands. And this one demands it."

A Pleased Passenger.

SOUR GRAPES FROM VINEYARD

By F. W. SOMMER

In the last two months, Vineyard has had many men who have been called into the service, and from the way Congress is acting it looks like some of us family men are going to do our fighting away from home. . . . Personally, I think it is a good idea to release these men of combat experience for active duty, but I had no idea there were so few fathers in Congress. . . . Peggy Chrysler, former Second Shift Cashier, has answered the mail call. She has taken a position in the Los Angeles Post Office. . . . One of our instructors has been threatened to be kidnapped by one of the new coachettes. What have these instructors got that we haven't . . . Speaking of coachettes, Lin Mayberry has been getting a lot of seniority free, gratis. Somebody has been drawing whiskers on her picture which is posted on all the busses. . . . Joan English, former screen actress, has the best idea for keeping the back seat drivers in their back seats. She sets her equipment box just in front of her and opens the lid. On the inside of the lid is a sign which reads: "Who the — is driving this car?" Joan was interviewed by John Kennedy on the recent Blue Network Manpower radio program. . . Coachette Forrest Coffman had the thrill of making a transcription with Jinx Falkenberg in Spanish to be broadcast to all the Latin American countries. Coffman and Falkenberg did much to advance the good neighbor policy. . . . Sensation of the month

was the day when a brand new operator came to work dressed in riding boots, black shirt, cowboy chaps and a ten-gallon hat. He was stopped at the door and they didn't allow him to take out a coach. When asked, "Why the costume?", he replied, "I was told to report at the Vineyard barns for work. How would I know you didn't have horses?" Which reminds us, why should the Vineyard Division be referred to always as the "barns"? We do make hay while the sun shines, but there are no animals in the vicinity. If there were any horses, coach drivers would eat. . . . Frenchie Martel just purchased a new Moline tractor for his farm. He is very pleased with it and says he gets the same chiropractic treatment from the tractor that he does from a "2800". . . . Jack Sykis has joined the Marines and Operator Alley signed up with the Merchant Marines. . . . That's about all the gas from this alley this trip, but maybe the operators will make some news for next month.

An old-time seaman is B. Lerit, having re-enlisted as Chief Boatswain's Mate in the Naval Reserve. Lerit wears service stripes totaling 20 years on his left arm.



DIVISION FIVE "V" NOTES

By FRED MASON

Word has been received that Water Tender First Class, Clarence W. Hannon is confined in the Bremerton, Washington, Naval Hospital, suffering third degree leg burns received in action. Clarence was the first man to leave Division Five for service in the Armed Forces and has seen considerable action. His many friends throughout the whole system join in expressing wishes for a speedy recovery and hope that he will be up and around to see us soon.

Technical Corporal George C. Sparling, Army Medical Corps, dropped in to see us recently. George was on furlough from Beaumont, Texas, and is looking fine and thoroughly enjoying Army life.

Our congratulations are extended to (Rancher) B. E. Haskell, who was deeply worried over the actions of his pet cow. Everything turned out O. K. as it was a bull calf, fourteen thick steaks high, white with black markings. It was born at 8:00 P.M. September 19th and at 8:00 A.M. the next morning Haskell brought the new addition down to the Division for the boys to pass judgment on. It received high praise from everybody until Mr. Snyder looked out of the window and saw it knocking down all of our Calla lilies, so home went Haskell with his bull calf.

While on the subject of cattle (we can talk about it even if we are not getting much of it to eat) we heard a report that "Tex" Hiller caused quite a commotion at Canoga Park, where he has his ranch. "Tex" tied up all traffic on the main drag in the peaceful little town early one recent Sunday morning. Yes, it was his pet cow he was taking out for a walk as "Tex" put it, "You know" he said "that darn cow didn't know a thing about traffic signals."

We received a very short but very pleasant visit from Chief Electrician Blaine A. Rich, U. S. Navy, recently.

SPARKS FROM THE TROLLEY

By MARY WILLIAMS

August was a month not only popular for vacations but for changes as far as the building was concerned. There was a great deal of hustle-bustle in the Claim Department. It's the women versus the men down there now. We expect a football game soon. The investigators are in a huddle at one end and the women at the other. Jennie Bevis, formerly in the Public Relations Department, will be found in the Research Department. Beverly Yates, who was the Receptionist in the Personnel Department, is also in the Research Department. Betty Warren, who was pinch-hitting for Miss Herr, is now in Public Relations. Miss Janet Preston is the new Assistant Librarian. We can hardly blame Minnie Kellogg for cutting short her sojourn in Texas. Minnie said that the only excitement there in the little town was watching the trainloads of prisoners arrive. They were loaded into army trucks (about 60 to each truck). They wore the German uniforms in which they were captured. They were dirty and unshaven. It seems that they prefer to be captured by the Americans rather than the English, as the Americans permit them to bring their musical instruments and barracks bags. . . . Rosie's beau arrived from the Pacific War Zone last month—his first leave for one year and a half. He must carry a rabbit's foot with him at all times for he has been on three ships which have been sunk, the last being the Helena at Kula Bay. He sustained no injuries. Perhaps it would be well to name the bride. She is the former Rose Karsch, telephone operator in the Claim Department. Rose had a very beautiful wedding and reception on the first of September. All the happiness in the world to Mr. and Mrs. Alfred Sauerwine. . . . Have you noticed the *radiant* look on Mrs. Copeland's face? She has a grandson—her one and only. . . .

PASSES

As we go to press, we learn of the tragic passing of W. Harry Sullivan of the Claim Department.

Harry had not been well for sometime, but as he didn't complain, his death came as a sudden shock to us.

He was well liked by all and will be remembered for his kind and easy manner by his countless friends.

With the company nearly seventeen years, Harry was employed in the Claim Department first as an investigator and was later appointed as Chief Clerk. Prior to that, he worked twenty years on steam roads in the claim, operating and transportation departments.

To his wife Alice, and his three children, Margaret Jane, W. H. Sullivan Junior and James, we offer our heartfelt sympathy.

We were shocked to hear that Odesa's little girl was stricken with a serious malady. It is our prayer that she will improve rapidly. . . . A. B. Cooper, former Editor of Two Bells, dropped in after being aboard ship since last January. Cooper made one trip to India, touching Calcutta, Bombay, and all the main ports, then to Australia. After leaving Sydney, Australia, Cooper's ship ran aground on a reef. There they camped for two months, living on fish and chili. From the prow of the boat they caught barracuda and tuna weighing forty pounds. . . .

Fred Domke, who formerly had the best line in the Line Department, dropped by for a visit. He is Electrician's Mate, Second-Class, with the Sea Bees.



16TH STREET EXHAUST

By EMOGENE RIPPERT

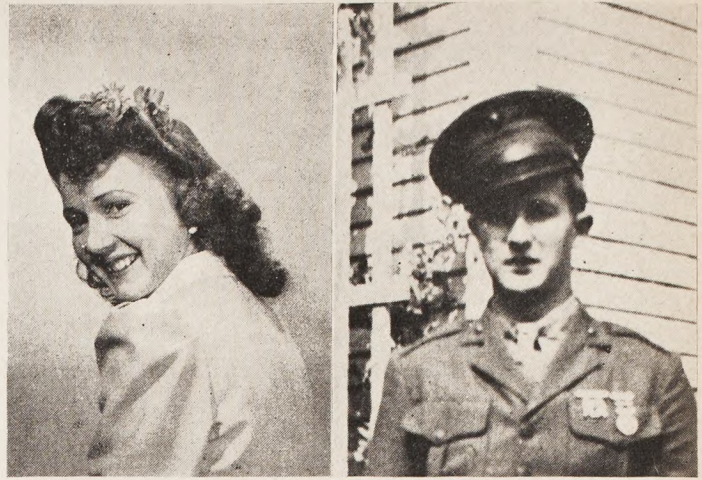
Well, here's the gas attack from 16th Street exhaust. We hope it doesn't hurt your eyes like the smoke screen put out by the synthetic rubber plant. . . . The biggest news around the place are the two new girls from Alabama. Mary Woodruff is the new telephone girl whose voice meets you with a smile, and her friend Ernestine Williamson is a clerk in the office. Welcome, girls from Alabama. . . . Two awards of \$5.00 each have been given to our men recently for suggestions on improving our jobs. Tom Juris received an award for his method of salvaging battery acid and Percy Marsh of the Storeroom for a brand new idea in repairing a clutch plate. Put on your thinking caps, boys, and develop a new idea. . . . Robert N. Hester and James Inman, both in service, paid a visit. Inman came on Sunday which is our day off, but we did get a look at Hester in his brand new Navy uniform. Hester is M. M. 1/C and is stationed at Farragut, Idaho. His wife rented a home in that town to be near him. . . . Robert Wick, M. M., Motor Patrol, Camp Claiborne, Louisiana, dropped in for a few moments' visit. . . . Paul Marshall, Mo. M. M. 1/C, brought in a picture to be published in Two Bells. Paul gets a big kick out of the magazine—took his picture specially for that purpose. What we can't understand is why a grease monkey, when he gets out of the garage and into the service, must follow the same line of work. Is it because they have grease for blood? . . . We extend our sympathy to Earle Wetzler in the loss of his sister, and to Oscar Miller whose mother died last August. . . . The whole force was happy to welcome Alfred N. Bladel back from military service. . . . Jerry Smith became the father of a 7½ pound boy on September 16, 1943. Jerry was off for two days, and though we hardly expected him to recover, he did get around to pass

out the cigars. It was quite an ordeal for Jerry and we hope he recuperates by taking it easy and not getting over-excited for the next couple of months. We are keeping a bottle of smelling salts handy just in case he should have a relapse. . . . Clayton Zollers was doing all right in the garage storeroom until an electrician came to the window and asked him for a "pig tail." Soon a mechanic came up and wanted a "gooseneck." Another hollered over to get a "spider," and someone else wanted a "quill shaft." But when a grease monkey demanded an "elephant's trunk," Clayton blew up. This was all he could stand so he shouted: "Now, wait a minute you guys! I hired out as a garage store-room attendant not as a keeper in a zoo!!" . . . Private O. L. Knox, stationed at Camp Croft, South Carolina, writes that it is very hot and that they don't give him time to find any shade. . . . Benny Walters was recently operated upon and is now doing nicely. To those who have missed Benny, we promise you he will soon be back on the job. . . . There is a saying that boils are worth \$10 each. Janitor Sam Adkins has two boils which he would be glad to dispose of at a cut rate of two for a dime. Well, boils will be boils . . .!



THE "SULLIVANS"

A good looking pair—Ruth and P.F.C. Dan are the reasons D. J. Sullivan, Assistant Engineer, 16th Street Garage, can't keep buttons on his shirt.



SHAVINGS FROM THE SHOPS

By R. S. WALLACE

South Park took on a Christmas atmosphere recently. Everyone was talking of gifts, etc. John Ogden, of the Upholstering Department, directed the collection of funds to purchase gifts for our own personnel in the armed forces. \$150 was accumulated in a very short time. Divided among the men in the service, this bought each one of the following: 100 cigarettes; Box of razor blades; Box of candy; Deck of playing cards; Shaving cream; Pocket-sized book; Sewing items consisting of scissors, four needles, six spools of thread, and six spools of darning cotton. All these items were packed in a neat box and arrangements were made for the mailing so that the boys will have a deck of cards to play poker on Christmas day and cigarettes to last them a few weeks. . . . It is not too late to mail Christmas presents to the men in the armed services. For those who wish to send gifts, we have some addresses and others may be had by getting in touch with the Personnel Department. . . . Billy Maitland of the Machine Shop wishes to express his appreciation to the boys at the Shops for making a holiday of his birth-

Presenting Frank H. Moody, son of Willie Moody, 16th Street Garage. Frank is an air cadet at the Tuskegee Institute in Alabama.

day, September 6. Billy should know that the boys around here appreciated it more than he did. A holiday is a holiday, regardless of whose birthday it is. . . . Whenever a letter comes from one of our boys in service, it is shown around the whole place. So, you can imagine how many times the letters which we write (when and *if* we write) are read by the fellows in the front lines. We received a letter from V. E. Bishop who remarks that he is starting his tenth week of training in the middle of the Mojave. He stated that he was hoping and praying to leave there quickly. He would like to have a letter or two. Address him: Pvt. V. E. Bishop, No. 39294293, Battery "D", 120th A. A. Gun Bn. (MBL), U. S. Army, Camp Hann, Cal. . . . We recently had a visit from Fred Hunt and O. L. Briner of the armed forces. We were also happy to meet the sailor son of Mr. Louis Kraus. . . . Mystery still enshrouds the cause of the lugubrious optic (black eye, to you) which decorated the physiognomy of our machine shop foreman a short while back. He didn't even offer the old alibi of having run into a door. . . . Mr. Anastacio Morales suffered a collapse as he left work in the Paint Shops on September 16. He passed away the same night. To his family and bereaved ones we offer our sincere condolences. . . .

NAVY DADS



Both entered the service of their country leaving behind sons to carry on in their places. Jimmy Grace (left) is in Puerto Rico. George Shaffner Junior is the fellow from Four who was called by the Navy the day after his boy, George the Third, was born. Both children are featured on the "Lary Darlings" page.

VIRGIL VENOM

By C. P. HUNT

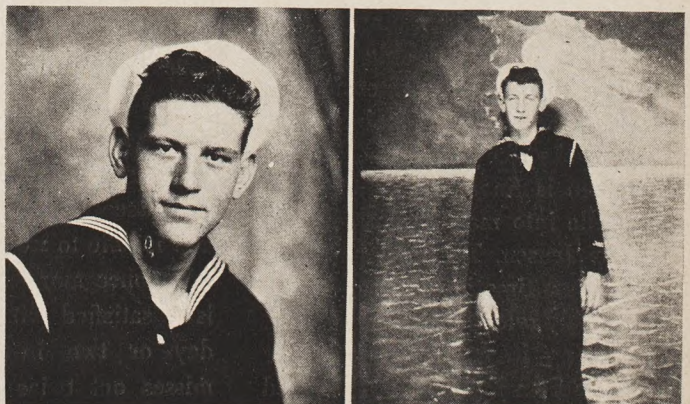
The coachettes who are taking the men's places on the front of the coaches brighten up things it is true, but some of them have a lot to learn about equipment. For instance, we heard a coachette from Virgil remark that she liked the 3800's as they operated so smoothly because of having wooden clutches. This was a new one on us and we have driven everything from a tractor to a wheelbarrow, so we investigated. We discovered what she meant was that the 3800's have a wooden block on the pedal. . . . N. K. Miller spent his vacation digging a cellar beneath his house. The rumor that he was after a gopher is untrue. It is to be a wine cellar and if he can't get any wine, he'll use it for a bomb shelter. . . . Wonder what the line-up of "Old Timers" in front of Mr. Troutwine's office was for? They looked rather sad. Among them we noticed Willie Stearns, Bill Stange, Dan Getchell, and a few more. Could it be in

regards to the khaki pants, or maybe hat checks? . . . Speaking of sad looks, the one on Zimmerman's face, we are told, is not due to his lack of teeth, but rather because Charlie Kenley secured his new set first. Zimmey claims that Charlie must have had a priority or a brother-in-law who is a dentist. Cheer up, Zimmey, you can't buy steak anyway. We also overheard that no one will go Zimmey's note for J. W. P.-I's. Zimmey says that when a passenger hands him dough and says "Pass", he remarks, "I'll pass, too." . . . Bob Crandall is studying music along with his photo work. At least we

imagine he is studying it as he purchased the piano from the Virgil Train Room. We're going to miss that piano—what will the guys sit on now? . . . Lew Methe took a vacation. Guess what he did—No, you're wrong. He spent it climbing around in the mountains. I guess he still hopes to find a gold vein. . . . Bill Terry won't or can't drive the service truck, but the truth of the matter is, we haven't seen anyone driving it. . . . No, the pastry that was so abundant was not a gift, and if you didn't obtain any it was probably due to the crowd around Van De Kamps at 8th and Hill a couple of weeks ago. That was the day when coachette M. P. Paulson opened up the place with a coach. . . . J. J. DeLoughery is going into the bean business. During his vacation he planted several acres of black-eyed beans. . . . The story of the month is about a man who has been here for some time. He doesn't drive on the line any more and, as this story will prove, is certainly out of practice. At any event, he had occasion to use the Company car and after trying for some time to start it, he finally called a dispatcher and asked where was the ignition switch. He was told. Twenty minutes later he called the dispatcher again and said he was still in the garage and could not find the ignition switch. To make a long story short, he wasn't even in the Company car. Bet you if Herbert Mueller of the Schedule Department was on the line again he would know the Company Plymouth when he saw it.

SONS OF FOUR

While their dads pilot streamliners, Buddy Weaver, son of Buck Weaver, and Richard Stewart, son of L. J. Morris, keep the battle wagons of the South Pacific in action.

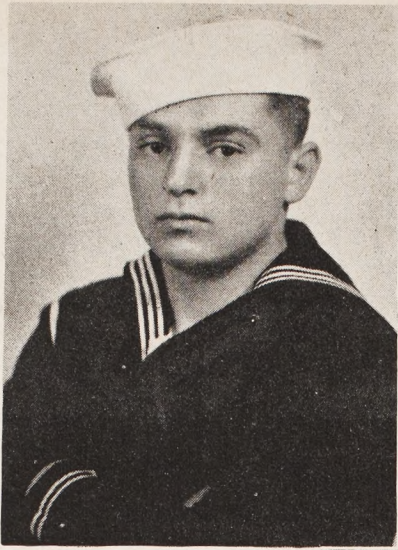


Gifts to the sailors must be mailed by November 1.

HILL BILLY BOYS

By L. B. MEEK

SONS OF LOPEZ



Machinist Walter Lopez is proud of his two fine sons. Walter Junior is already a tough veteran having been in two engagements with the enemy, and the younger boy Johnny, 16, is planning to play "Superman".



There seems to be quite a gathering of femininity at Division 3 and each day more is added. It looks as though we soon will be running a close race with Division 5. Eventually we will have a large group of conductorettes. And there is a reason for this—we have one of the best looking groups of men in the country. The appearance of the Division has changed with the ladies. The new paint job and the remodeling of the upper story for the conductorettes has brightened things considerably. Oh, those conductorettes! It is very amusing to watch some of the poor old timers look around with an embarrassed expression upon his face before he bursts into an exclamation which might not sound right in the presence of the fair sex. Yes, the girls are changing things. The old bachelors and widowers are slicking their hair back, shaving twice a day, and their shoes shine like a new moon . . . How about the fellows in the service? Have you any news from them? We'd be glad to hear of it. Just as I walked out of the office the other day I ran into Triboulet. He is with the Seabees and does a little bobbing, he says. (He's a barber.) Says a G. I. haircut is one thing that doesn't worry him—he hasn't had his hair down in his eyes for quite some time . . . P. J. Nevling was in town last week. He is at the same station as Triboulet, but has not seen him . . . I understand Robert Hudson has considerable water under his feet now. I believe he has his machinist's rating. Anyway, good luck, Bob. Keep 'em running . . . Switchman Meloy says his boy is still eating bananas and pineapples. I wonder where? . . . Foreman Reid's son Bob is at sea now and is a student of Radar. It looks as though he has a future in the making . . . The only excitement around the place lately was a new schedule for the "W" line. It created quite a stir amongst the girls

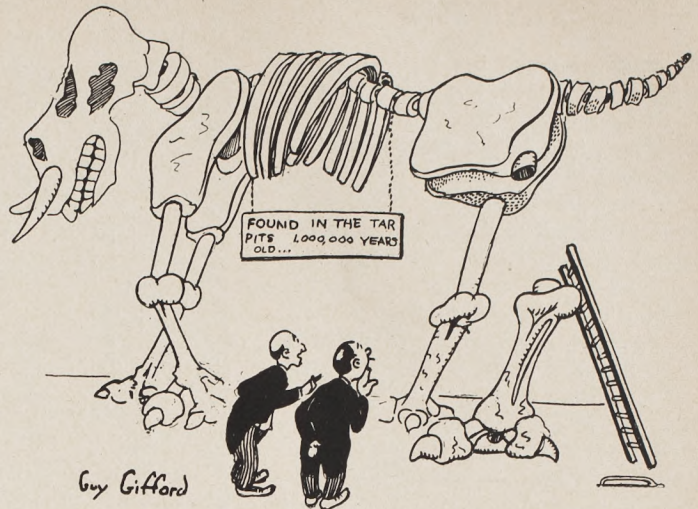
William P. Eunson didn't leave his pencils at home when he went in the service because I had a letter from him just the other day. Eunson and Werner went overseas together but Bill was sent to a radio school and says he's really pure now. Guess they haven't any "corn" where he is stationed. His address is: Base Unit 4-P, Fleet Post Office, San Francisco, California. He suggests that every fellow drop him a line. . . . P. E. Snyder, working the Florence-Soto, turned in over 500 pennies from his run the other day. He tells me that he is going to take the barrels from a double-barreled shot gun to use as an extension on his changer. That's not a bad idea. . . . It looks like our friend Mr. G. W. Jensen is finally going to jump the hurdle into matrimony. Congratulations, Jensen. The time has been set for some time in October. Jensen was recently released from the Army. After being in several months for his Uncle Sam I guess he developed

a fighting spirit. Well, the Army does different things to different people. . . . W. J. Cadd has been reinstated after being honorably discharged from the Navy. . . . In a letter from Bob Lenk, Cook 1/C, who was a driver for L. A. M. C. when they operated from 16th Street, we're informed he has seen plenty of action in the Mediterranean. He is back on the East Coast waiting for a new ship because the last one he was on was torpedoed. . . . We also received letters from the following men: Woodworth, J. D. Burns, Ed Hederson, and Vince Courtney. We have their addresses for those who wish to write. . . . R. H. Smith dropped into the Division while on leave from the hospital in Memphis, Tennessee. Smitty is looking fine and is able to work out with his barbells once more. . . . Eddie Phillips isn't satisfied with missing out one day or two in succession. Eddie misses out twice in one day. . . .

and boys . . . It was most gratifying to hear the Mayor report that those gas fumes were now a thing of the past. He says they have discovered that by using a water filter and the proper application of some other chemicals, the fumes can be eliminated. Boy! Won't we look funny running around with a wet handkerchief over our faces! . . . There are so many new faces around now you can hardly recognize your own Division. If it weren't for the part-time workers and the addition of women, what an awful time we would have!

We were sorry to hear that Mrs. Baxter, wife of H. H. Baxter, has been hospitalized, and we sincerely hope for her early recovery.

"It wouldn't be so bad if they had left a few red ration points."



LOOSE SCREWS

By A. L. DAVIS

Car House 1—LeRoy Burr just returned from his vacation. He spent most of his time with his son who was on leave from the Navy. . . . George Anders is back on the job after a week's vacation. He has been so busy remodeling his home that he hasn't had time to shave his upper lip so the result is a remodeled home and a brand new cookie duster. . . . All the boys at Carhouse 1 extend their sincere sympathy to Walter Jackson and family for the passing of his elder brother, Sederious Jackson. M. W. Creager, who left Carhouse 1 to join the Army, paid us a visit on Saturday, September 18. He is now stationed at Needles, California, and says he likes the Army fine. . . . Loose Screws at *Car House No. 3* were tight as far as news goes this month. The scribe, G. F. Treneer, is on his vacation. . . . The shortage of manpower is so acute over there, no one has time to do anything to write about. . . . Mouths are watering at *Car House No. 4* in anticipation of the deer which R. W. Ells has promised to bring home. Ells has promised enough steaks to fill a butcher shop. Hope he makes good. . . . C. G. Furrer and Clara Winn are confined to the California Hospital. We hope for

their speedy recovery. . . . The boys at *Car House 5* have their minds on fishing—hoping and praying they will get a little time off to do some. Stories are going around and around, though. The tall tale which Earl Newhard is telling tops most anything we've ever heard. He went to Ensenada in a '35 Dodge, on an A card, getting 35 miles to the gallon. He slept in the car to save hotel bills, took sandwiches along to cut down expenses. At the border he bummed a match and a cigarette from the Customs Officer. He got free air and water in Mexico to help save that in Los Angeles. He went fishing on a commercial boat *free*, caught more fish than could be hauled in a truck, sold the fish to the man who owned the boat, and returned home with enough money to buy several bonds. But—did any of the boys at *Car House No. 5* get any of the fish? No, all they've got is a story. Earl says that the fish were several feet long, four or five yards around, and so thick in the water that he walked out on their backs to cast. Frankly, Earl, we hardly believe it. Especially the part where you got free air and water in Mexico. . . . L. H. "Smilin" Casper (not to be confused with Cas-

per in the funny paper) went fishing at Big Bear Lake. Boy, or boy, some of the things that happen to *Car House 5* boys when they take off and go fishing. Casper had his boat anchored in a secluded spot and for some unknown reason decided that he should lift the anchor and see if he had caught a fish on it. He had been catching them on everything else, including the tree branches, some 40 feet high. Sure enough, a large mouthed bass had swallowed the anchor. (Anchor was an old gallon bucket filled with cement.) While Casper was removing said fish, he noticed a fish line hanging from the fish's mouth. Testing the line, he found it to be a good tapered one, so he wound it in and made the discovery that not only was the reel on the other end, but the pole as well, and it proved to be, he said, a \$40.00 outfit. We are glad that he stopped there instead of adding that a man was on the other end of the pole, which would have been too much to believe. We will add, however, that Casper was off three days sick. Doctor's release said: "Ate too many fish."

Would suggest that you send the boys at home packages no later than **December 1**.

SHOPS THROUGH THE KEYHOLE

At crash of dawn the workers rise;
They scratch their ribs and rub their eyes;

They leap into their pants and coats;
And ram their breakfasts down their throats.

Then in their cars they make a rush.
Their horns scream through the morning hush.

Defying curves where danger crops,
They speed down to the Railway Shops.

They roll into the parking lots
And fight to get their favorite spots.
With speed like some avenging fate,
They rush in through the Time Clock gate.

Then once inside, a change takes place.
A peaceful calm spreads o'er each face.

No more they move with a hurried tread.

They use the low gear gait instead.

No need to hurry now 'til lunch.
The time card's got the A. M. punch.
By now the service cards are in
And Big Important things begin.
The biggest in the day's routine
Are visits to the jammed latrine.

The hours pass. Time marches on.
And lunch time comes and then it's gone.

The quitting hour doth arrive,
Men you'd thought dead turn out alive.
They seize their luncheon pails and tear
Like comets hurtling through the air...
Forgotten are the feet that hurt...
They're good enough for that last spurt.

They eat, carouse, they sleep—and then
Tomorrow do it all again.

ONE YEAR

(Continued from Page 3)

of electricity at one time. Too much electricity will blow that fuse." Other methods of instruction were done similarly in all of the training for conductorettes and coachettes.

Transfers, tickets, and hat checks were explained much in the same manner. In fact, it has been stated by the Instruction Department that the girls know more about our system, the Pacific Electric System, and the Motor Coach Lines when they have finished breaking in than a number of old timers who have been running the cars for years.

Teaching the girls to operate was like taking a person from another planet. So unfamiliar were the ladies with the electrical systems which move the streetcars, it was necessary to go into detail regarding every item and every movement of their operation. For instance, electric switches were shown and explained to the motormanettes in exacting detail. The girls know what makes the electric switch switch. Do you?

To Helen Blevins, Lorena Weaver, Frances Tigert, and Irene Stevens we offer our congratulations on this their first birthday in the field of transportation. We feel confident that when the second birthday rolls round many new faces and many new laurels will have been added.

CLUBS

Social activities began in September for all the organizations and clubs throughout the Company. Club life is expected to reach a new high this year with new members being initiated at each meeting. In fact, LARY has become club conscious.

The American Legion's cigarette boxes proved their worth as \$41.50 was collected from ten boxes during the "Over Seas Cigarette Fund". The Post Auxiliary made up the balance and two cases of cigarettes were sent to the soldiers overseas. The American Legion is happy to announce that WACS, WAVES, SPARS, and nurses are now eligible to join this great organization. It is not necessary for them to wait until the war is over. Their membership is wanted now.

Bettie L. Leasman of the Legion Auxiliary reports that twenty-six wheel chair robes were given to Sawtelle and many more are in the making. They report that the cigarette drive and Tag Day were huge successes.

At the September meeting, all committees were appointed for the year with Mrs. Marie Manning as membership chairman.

Mrs. J. T. Watts reports very active weeks of women's club work with the "Back to School" meeting on September 2 being the highlight of the month. Mrs. Sam Ashworth was hostess for the Dime Luncheon with Miss Emma Quigley as special luncheon guest.

LARY REVENUE FOR AUGUST OPERATING RESULTS AUGUST, 1943 vs. AUGUST, 1942

	1943	1942	1943 Increase+ Decrease— Over 1942
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,741,262	1,391,933	+349,329
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	1,137,020	1,074,698	+ 62,322
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	212,438	178,469	+ 33,969
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	48,249	67,359	— 19,110
Total Expenses	1,397,707	1,320,526	+ 77,181
Leaves Net Profit or Loss	+ 343,555	+ 71,407	+272,148

The "Health For Victory" meetings have had marvelous attendance. Many women are now baking their own bread.

Los Angeles Railway women are invited to join the club. Telephone membership chairman, Mrs. M. S. Thomas, MA. 2995.

Mr. Harold Nelson reports that twenty-five members enjoyed a veal cutlet dinner at the regular meeting of the Square and Compass Club on September 11. Cowboy Billy Vejar put on a very interesting show, and a dance finished the evening.

The first meeting of Employees Emeritus was held on September 9. Says Mr. P. C. McNaughton, "We decided to retain our present officers for the duration, giving them the privilege of resigning should any so desire. Our president, Mr. C. M. McRoberts, is still ill and our vice-president, Mr. George W. Wieman, presided. A splendid program was offered featuring Mrs. Matheny and Miss Sonnenberg, both of the auditing department. This home talent rendered beautiful numbers."

October 15 is the deadline for Christmas gifts to soldiers overseas.

CURRENT COVERS



This month's front cover, "Harvest Skies", depicts the mood of the Autumn season. The frost is on the pumpkin and the corn is in the shock but overhead are the spectres of War.

The back cover features conductorettes and coachettes who have glamorized national magazine covers.

THE LAST TERMINAL

Expressions of appreciation were received by the Company for the kindness and sympathy shown them during their recent sorrows from Mr. and Mrs. J. W. Collins and Mrs. Sheldon Collins, and Mrs. A. Morales

and sons.

Journey's end came recently to a few of our members.

Anastacio Morales, former Painter at the South Park Shops, passed away August 17. Born in Mexico in 1890. Morales came to us in 1923, and worked in various departments at South Park during those twenty years.

The Special Roll announce the deaths of two of their members. Armand Ginnss died September 16. He was born in New York City in 1872. He had been with the Company since 1896, beginning as a Conductor at Division 1, and later was appointed Chief Clerk in the Superintendent of Transportation's office and in 1919 was pointed Efficiency Statistician.

On September 20, Owen C. Deniston passed on. Being born in 1865 at Van Wert, Ohio, Mr. Deniston became a member of the Railway in 1919 as a Conductor at Division 2, and in 1932 transferred to Division 5. He was placed on the Special Roll in 1941.

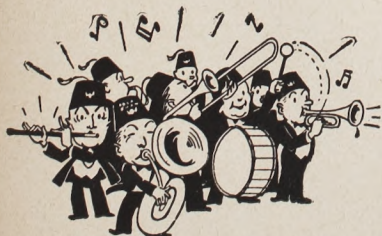
Four members mourn the loss of their wives. They are Virgil Bell of South Park, whose wife died July 31; Thomas Weller, also of South Park, whose wife passed away August 6. John Paul of the Motor Coach Lines lost his wife August 12, and the wife of Lloyd Gere of Division 5 died September 3.

The Railway offers its sincere sympathy to the bereaved ones.

CLUB CALENDAR

Don't miss the 10th Annual Hi-Jinks of the Jinnistan Grotto, Los Angeles Breakfast Club, 3201 Los Feliz, Saturday afternoon and evening, October 23. Hear the Grotto Band. Admission free to all Masons.

Veterans' Club	Oct. 12—Patriotic Hall.
Employes' Emeritus	Oct. 14—Room 309—LARY Bldg.
Square and Compass Club	Oct. 16—Ladies Night. Dinner and Dance. Hollenbeck Lodge, 2130 East First St.
American Legion and Auxiliary	Nov. 2—Patriotic Hall.
Women's Club	Oct. 14—"Health For Victory" meeting, 1 p.m.
	Oct. 21 Regular Meeting, 1:15 p.m.
	Oct. 28—Ways and Means Card Party, 12 noon.
	Nov. 4—Regular Meeting, 1:15 p.m.
	Nov. 11—"Health For Victory", 1 p.m.
	Nov. 13—Christmas Welfare Party, Every Tuesday, Red Cross Auxiliary, 10 to 3. Club Rooms, 962 W. 12th Place. (Division 4).



L.A.R.Y.'s Cover Girls



Portrait by Miss Marie Astley
What HAPPENED to ONE FAMILY in HOLLYWOOD
...read "MORE THAN A HOUSE"

